A Survey of Viva CalleSJ Participants: San Jose, California 2015
Mineta Transportation Institute

The Mineta Transportation Institute (MTI) was established by Congress in 1991 as part of the Intermodal Surface Transportation Equity Act (ISTEA) and was reauthorized under the Transportation Equity Act for the 21st century (TEA-21). MTI then successfully competed to be named a Tier 1 Center in 2002 and 2006 in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Most recently, MTI successfully competed in the Surface Transportation Extension Act of 2011 to be named a Tier 1 Transit-Focused University Transportation Center. The Institute is funded by Congress through the United States Department of Transportation’s Office of the Assistant Secretary for Research and Technology (OSTR), University Transportation Centers Program, the California Department of Transportation (Caltrans), and by private grants and donations.

The Institute receives oversight from an internationally respected Board of Trustees whose members represent all major surface transportation modes. MTI’s focus on policy and management resulted from a Board assessment of the industry’s unmet needs and led directly to the choice of the San José State University College of Business as the Institute’s home. The Board provides policy direction, assists with needs assessment, and connects the Institute and its programs with the international transportation community.

MTI’s transportation policy work is centered on three primary responsibilities:

Research
MTI works to provide policy-oriented research for all levels of government and the private sector to foster the development of optimum surface transportation systems. Research areas include: transportation security; planning and policy development; interrelationships among transportation, land use, and the environment; transportation finance; and collaborative labor-management relations. Certified Research Associates conduct the research. Certification requires an advanced degree, generally a Ph.D., a record of academic publications, and professional references. Research projects culminate in a peer-reviewed publication, available both in hardcopy and on TransWeb, the MTI website (http://transweb.sjsu.edu).

Education
The educational goal of the Institute is to provide graduate-level education to students seeking a career in the development and operation of surface transportation programs. MTI, through San José State University, offers an AACSB-accredited Master of Science in Transportation Management and a graduate Certificate in Transportation Management that serve to prepare the nation’s transportation managers for the 21st century. The master’s degree is the highest conferred by the California State University system. With the active assistance of the California Department of Transportation, MTI delivers its classes over a state-of-the-art videoconference network throughout the state of California and via webcasting beyond, allowing working transportation professionals to pursue an advanced degree regardless of their location. To meet the needs of employers seeking a diverse workforce, MTI’s education program promotes enrollment to under-represented groups.

Information and Technology Transfer
MTI promotes the availability of completed research to professional organizations and journals and works to integrate the research findings into the graduate education program. In addition to publishing the studies, the Institute also sponsors symposia to disseminate research results to transportation professionals and encourages Research Associates to present their findings at conferences. The World in Motion, MTI’s quarterly newsletter, covers innovation in the Institute’s research and education programs. MTI’s extensive collection of transportation-related publications is integrated into San José State University’s world-class Martin Luther King, Jr. Library.

Disclaimer
The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the information presented herein. This document is disseminated under the sponsorship of the U.S. Department of Transportation, University Transportation Centers Program and the California Department of Transportation, in the interest of information exchange. This report does not necessarily reflect the official views or policies of the U.S. government, State of California, or the Mineta Transportation Institute, who assume no liability for the contents or use thereof.

MTI Founder
Hon. Norman Y. Mineta

MTI Board of Trustees

Founder, Honorable Norman Y. Mineta (Ex-Officio)
Secretary (ret.), US Department of Transportation
Vice Chair

Honorary Chair, Honorable Bill Shuster (Ex-Officio)
Chair

Honorary Co-Chair, Honorable Peter DeFazio (Ex-Officio)
Chair

Chair, Nuria Fernandez (TE 2017)
General Manager and CEO

Vice Chair, Grace Crone (TE 2016)
General Manager

Executive Director

Karen Philbrick, Ph.D.
Mineta Transportation Institute
San José State University

Joseph Boardman (Ex-Officio)
Chief Executive Officer
Amtrak

Anne Casby (TE 2017)
Director
OneRail Coalition

Donna DeMartino (TE 2018)
General Manager and CEO
San Joaquin Regional Transit District

William Drey (TE 2017)
Board of Directors
Granite Construction, Inc.

Malcolm Dougherty (Ex-Officio)
Director
California Department of Transportation

Mortimer Downey* (TE 2018)
President
Mort Downey Consulting, LLC

Rose Goldsbrough (TE 2017)
Board Member
Peninsula Corridor Joint Powers Board (Caltrain)

Ed Hambarger (Ex-Officio)
President/CEO
Association of American Railroads

Steve Heningas* (TE 2018)
Executive Director
Metropolitan Transportation Commission

Founder, Honorable Norman Y. Mineta (Ex-Officio)
Secretary (ret.), US Department of Transportation
Vice Chair

Honorary Chair, Honorable Bill Shuster (Ex-Officio)
Chair

Honorary Co-Chair, Honorable Peter DeFazio (Ex-Officio)
Chair

Chair, Nuria Fernandez (TE 2017)
General Manager and CEO

Vice Chair, Grace Crone (TE 2016)
General Manager

Executive Director

Karen Philbrick, Ph.D.
Mineta Transportation Institute
San José State University

Joseph Boardman (Ex-Officio)
Chief Executive Officer
Amtrak

Anne Casby (TE 2017)
Director
OneRail Coalition

Donna DeMartino (TE 2018)
General Manager and CEO
San Joaquin Regional Transit District

William Drey (TE 2017)
Board of Directors
Granite Construction, Inc.

Malcolm Dougherty (Ex-Officio)
Director
California Department of Transportation

Mortimer Downey* (TE 2018)
President
Mort Downey Consulting, LLC

Rose Goldsbrough (TE 2017)
Board Member
Peninsula Corridor Joint Powers Board (Caltrain)

Ed Hambarger (Ex-Officio)
President/CEO
Association of American Railroads

Steve Heningas* (TE 2018)
Executive Director
Metropolitan Transportation Commission

Director

Karen Philbrick, Ph.D.
Executive Director

Hon. Rod Diridon, Sr.
Emeritus Executive Director

Peter Haas, Ph.D.
Education Director

Donna Maurillo
Communications Director

Brian Michael Jenkins
National Transportation Safety and Security Center

Asha Weinstein Agrawal, Ph.D.
National Transportation Finance Center

Diane Woudenberg Jones (TE 2016)
Principal and Chair of Board
Lea-Elliot, Inc.

Will Kempton (TE 2016)
Executive Director
Transportation California

Art Leasy (TE 2018)
CEO
MetroLink

Jean-Pierre Loubinoux (Ex-Officio)
Director General
International Union of Railways (UIC)

Althus Mikealdues (TE 2018)
CEO
The Mikealdues Group

Jeff Morales (TE 2016)
CEO
California High-Speed Rail Authority

David Steel, Ph.D. (Ex-Officio)
Dean, College of Business
San José State University

Beverley Swain-Staley (TE 2016)
President
Union Station Redevelopment Corporation

Research Associates Policy Oversight Committee

Asha Weinstein Agrawal, Ph.D.
Urban and Regional Planning
San José State University

Jan Botha, Ph.D.
Civil & Environmental Engineering
San José State University

Katherine R. Cushing, Ph.D.
Environmental Sciences
San José State University

Dave Czerwinski, Ph.D.
Marketing and Decision Science
San José State University

Frances Edwards, Ph.D.
Political Science
San José State University

Tae Ho Park, Ph.D.
Organizations and Management
San José State University

Diana Wu
Martin Luther King, Jr. Library
San José State University

Michael Townes* (TE 2017)
Senior Vice President
Transit Sector, HNTB

Bud Wright (Ex-Officio)
Executive Director
American Association of State Highway and Transportation Officials (AASHTO)

Edward Wynn (Ex-Officio)
President
Transportation Trades Dept., AFL-CIO

* = Past Chair, Board of Trustees
A SURVEY OF VIVA CALLESJ PARTICIPANTS: SAN JOSE, CALIFORNIA 2015

Asha Weinstein Agrawal, PhD
Hilary Nixon, PhD

January 2016
**Title and Subtitle**
A Survey of Viva CallesJ Participants: San Jose, California 2015

**Authors**
Asha Weinstein Agrawal, PhD and Hilary Nixon, PhD

**Performing Organization Name and Address**
Mineta Transportation Institute
College of Business
San José State University
San José, CA 95192-0219

**Sponsoring Agency Name and Address**
U.S. Department of Transportation
Office of the Assistant Secretary for
Research and Technology
University Transportation Centers Program
1200 New Jersey Avenue, SE
Washington, DC 20590

**Abstract**
This report presents the findings from a survey of participants at the Viva CalleSJ open streets event held on October 11, 2015. The survey was designed to provide information that would help the City of San Jose assess the success of the event, guide the planning for future Viva CalleSJ events, and inform potential funders and community partners about the benefits of Viva CalleSJ. A total of 618 people completed the one-page paper survey while at the event. Survey findings provide detail on how people learned about the event, how they traveled to the event, what they did at the event, how much physical activity they got, and their interest in attending future Viva CalleSJ events. The survey also collected data on respondents’ gender, age, and race/ethnicity.

**Key Words**
Pedestrians; Bicyclists; Physical fitness; Surveys

**Security Classif. (of this report)**
Unclassified

**Security Classif. (of this page)**
Unclassified

**Distribution Statement**
No restrictions. This document is available to the public through The National Technical Information Service, Springfield, VA 22161
ACKNOWLEDGMENTS

The authors acknowledge and thank the people who responded to this survey, as well as Stephen Granger-Bevan, who provided assistance producing the map. In addition, they thank the Mineta Transportation Institute staff, including Executive Director Karen Philbrick, PhD; Director of Communications and Technology Transfer Donna Maurillo, who provided additional editorial support; Research Coordinator Joseph Mercado, and Webmaster Frances Cherman.
# TABLE OF CONTENTS

I. Introduction  
   - About Viva CalleSJ  
   - Overview of the Survey Methods  
   - Overview of the Report Contents  

II. Survey Design and Administration  
   - Questionnaire Design  
   - Survey Implementation  

III. Findings  
   - About the Survey Respondents  
   - How Respondents Learned about Viva CalleSJ  
   - Travel to Viva CalleSJ  
   - Activity at Viva CalleSJ  
   - Interest in Attending Future Viva CalleSJ Events  

IV. Conclusions  
   - Summary of Key Findings  
   - Implications for The Viva CalleSJ Program in The Future  
   - Study Limitations  

Appendix A: Survey Questionnaire  

Appendix B: Surveyor Training Manual, Tally Sheet, and Feedback Form  

Endnotes  

Bibliography  

About the Authors  

Peer Review
LIST OF FIGURES

1. Viva CalleSJ Route Map 2

2. Number of Survey Respondents per Zip Code for the Nine-County San Francisco Bay Area 7
LIST OF TABLES

1. Demographic Characteristics of Survey Respondents 6
2. Location Where Respondents Live 7
3. How Respondents Learned about Viva CalleSJ 8
4. Travel Mode Used to Come to Viva CalleSJ 8
5. Travel Mode Respondents Used along the Viva CalleSJ Route 9
6. How Long Respondents Estimated They were Physically Active during Viva CalleSJ 9
7. Activities Respondents Participated in during Viva CalleSJ 10
8. Summary of How Much Money Respondents are Likely to Spend at Viva CalleSJ 10
9. Likelihood that Respondents Will Attend a Future Viva CalleSJ Event 10
I. INTRODUCTION

This report presents the findings from a survey of participants at the Viva CalleSJ open streets event held on October 11, 2015. This event was the first-ever Viva CalleSJ organized by the City of San Jose. The survey was designed to provide information that would help the City of San Jose assess the success of the 2015 event, guide the planning for future Viva CalleSJ events, and inform potential funders and community partners about the benefits of the 2015 Viva CalleSJ event.

ABOUT VIVA CALLESJ

The Viva CalleSJ open-streets event took place on Sunday, October 11, 2015, from 10 am to 3 pm. This free event closed city streets for a six-mile (9.6-kilometer) route running through a number of different neighborhoods, including the downtown, Calle Willow Business District, and East Side (Figure 1). Event organizers and City of San Jose police estimated that 35,000 people attended.1

Participants were invited to walk, jog, bike, skate, scoot, or use any non-motorized travel mode along the route. The event included numerous activities along the route and at three main “activity hubs.” Among the offerings were organized classes such as yoga and Zumba; an exhibit of the eight Bay Area Super Bowl Vince Lombardi Trophies; music and dance performances; live mural painting; and food trucks.

The City of San Jose has developed the Viva CalleSJ program to encourage community members to use so-called “active travel” modes—bicycling, walking, and any other human-powered mode. By encouraging active travel, the City hopes to foster good health and also reduce the number of driving trips within the city. The City also intends the Viva CalleSJ program to foster positive community interaction.

The City of San Jose’s Department of Parks, Recreation, and Neighborhood Services organized the 2015 event in partnership with the Silicon Valley Bicycle Coalition, and major funding came from the John S. and James L. Knight Foundation. Numerous other organizations, including the Mineta Transportation Institute, also offered financial and in-kind support.
OVERVIEW OF THE SURVEY METHODS

The authors designed the survey to provide information that would help the City of San Jose assess the success of the 2015 Viva CalleSJ event, guide the planning for future Viva CalleSJ events, and inform potential funders and community partners about the benefits of the 2015 Viva CalleSJ event. To achieve these objectives, the survey asked questions on the following topics:

1. How did people hear about the event?
2. How did people get to the event?
3. What did people do at the event?
4. Do people want to participate in future Viva CalleSJ events?
5. What are basic socio-demographic characteristics of adult participants?

The survey instrument was a one-page paper questionnaire for respondents to complete themselves. It was available in English, Spanish, and Vietnamese versions, as these are the languages most commonly spoken in the neighborhoods along the route. The sampling method was not a strictly random one, but surveyors were instructed to distribute the questionnaire to as diverse a set of adult participants as possible and at a variety of locations. Surveys were conducted in six different zones along the route: Emma Prusch Farm Park activity hub; Story Road overpass; Happy Hollow Park & Zoo and Little Saigon; the intersection at First and Goodyear Streets; the Parque de los Pobladores; and St. James Park.
Pobladores activity hub; and the St. James Park activity hub. A total of 618 people turned in surveys usable for analysis.

OVERVIEW OF THE REPORT CONTENTS

The remainder of the report is organized into three chapters. Chapter II covers the survey methods, Chapter III presents the detailed survey findings, and Chapter VI concludes the report with a summary of key findings and suggestions for future Viva CalleSJ surveys.
II. SURVEY DESIGN AND ADMINISTRATION

QUESTIONNAIRE DESIGN

The survey was designed to provide information on the following topics:

1. How did people hear about the event?
2. How did people get to the event?
3. What did people do at the event?
4. Do people want to participate in future Viva CalleSJ events?
5. What are basic socio-demographic characteristics of adult participants?

In addition, respondents were invited to write comments on the back of the survey.

The questionnaire was designed to be a simple, short one that respondents could complete independently in a couple of minutes and return immediately to the surveyor. To ensure that potential respondents understood that the survey was short, it was designed to fit on a single side of a standard sheet of paper. Further, to make the questionnaire as easy as possible to complete, most questions were designed so respondents could check a box to indicate their answer rather than having to write in a response. For example, the question about time spent in physical activity asked respondents to check one of several time options rather than asking them to estimate a specific number of minutes or hours.

To gather ideas on different ways to word questions, the authors reviewed Open Street event surveys used in a number of cities, including Fort Collins, CO, San Francisco, CA, and Minneapolis, MN. The same wording as in other surveys was used for a few very straightforward questions (e.g., “How did you get to [Viva CalleSJ]?”), but otherwise the questions in the San Jose survey are different from the questions asked in other surveys that were reviewed.

Appendix A reproduces the questionnaire in the three languages it was offered—English, Spanish, and Vietnamese.

SURVEY IMPLEMENTATION

The Silicon Valley Bicycle Coalition conducted the survey during the event, using 17 staff and volunteers.

The surveyors were distributed among six different “zones” along the route (Figure 1), with the set of zones selected to cover neighborhoods that reflected different communities adjacent to the route. The chosen zones included the city’s high-density downtown core; Little Saigon, a predominantly Vietnamese community; and the Spartan-Keyes and Washington neighborhoods, which are home to a large number of Hispanic residents.
Figure 1 shows the survey zone locations: Emma Prusch Farm Park activity hub; Story Road overpass; Happy Hollow Park & Zoo and Little Saigon; the intersection at First and Goodyear Streets; the Parque de los Pobladores activity hub; and the St. James Square activity hub.

Most of the surveys were collected from participants who had stopped at an activity, such as to listen to music or visit a resource table, but a few respondents were recruited at a mandatory bicycle dismount zone or as they traveled along the route.

Although the authors would have preferred to use a strict, random sampling method to recruit respondents, true random sampling was infeasible given the expected crowds, difficulty of stopping people on moving bicycles, and limited time available to train volunteer surveyors. However, surveyors were explicitly instructed to prioritize obtaining surveys from a large and diverse number of adult respondents. They received instruction on this point both in a short training the morning of the event and also in a written set of instructions (“Viva CalleSJ Survey Training Manual” in Appendix B).

To encourage participation, respondents were offered the option to enter a raffle to win a major-retailer gift card. Participants who wished to enter the raffle wrote their names and contact information on a corner of the survey questionnaire that was then torn off from the completed survey and stored separately to preserve respondents’ anonymity.

Surveyors used a tally sheet (shown in Appendix B) to note the numbers of people they approached who either declined or agreed to take the survey. The surveyors reported asking 1,001 people to take the survey, although it is possible this number is not entirely accurate, given the challenges surveyors faced in managing the survey process. A total of 618 people completed surveys usable for analysis, giving a response rate of 62%. The margin of error for the survey results is +/-4% at a 95% confidence level.³
III. FINDINGS

This chapter describes the survey findings, breaking them down into sections on characteristics of the 618 survey respondents, how they heard about the event, how they traveled to Viva CalleSJ, what they did while at the event, and their interest in attending future Viva CalleSJ events.

Readers should note that the responses below cannot be assumed with confidence to precisely reflect the views and behaviors of all 35,000 event participants because the survey did not use a random sampling method.

ABOUT THE SURVEY RESPONDENTS

The survey asked respondents only three demographic questions: gender, race/ethnicity, and age. As Table 1 shows, the respondents were almost evenly split by gender. For race/ethnicity, a single question asked respondents to indicate all groups they identify with. Almost one-half (46%) said they were white, just over one-third (36%) identified as Hispanic, and 16% said they were Asian/Asian-American. In terms of age, respondents were primarily young to middle-aged, with just over one-half of respondents 25-44 years old. Very few respondents were in the youngest or oldest age groups (18-24 years or 65+ years).

Table 1. Demographic Characteristics of Survey Respondents

<table>
<thead>
<tr>
<th>Demographic Characteristics</th>
<th>Respondents (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gender</td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>48</td>
</tr>
<tr>
<td>Female</td>
<td>49</td>
</tr>
<tr>
<td>No response</td>
<td>3</td>
</tr>
<tr>
<td>Race/ethnicity&lt;sup&gt;a&lt;/sup&gt;</td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>46</td>
</tr>
<tr>
<td>Hispanic, Latino/a, or Spanish origin</td>
<td>36</td>
</tr>
<tr>
<td>Asian/Asian-American</td>
<td>16</td>
</tr>
<tr>
<td>American Indian or Alaska Native</td>
<td>2</td>
</tr>
<tr>
<td>Black/African-American</td>
<td>2</td>
</tr>
<tr>
<td>Native Hawaiian or Pacific Islander</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>3</td>
</tr>
<tr>
<td>No response</td>
<td>1</td>
</tr>
<tr>
<td>Age</td>
<td></td>
</tr>
<tr>
<td>18 – 24</td>
<td>6</td>
</tr>
<tr>
<td>25 – 34</td>
<td>26</td>
</tr>
<tr>
<td>35 – 44</td>
<td>29</td>
</tr>
<tr>
<td>45 – 54</td>
<td>19</td>
</tr>
<tr>
<td>55 – 64</td>
<td>13</td>
</tr>
<tr>
<td>65+</td>
<td>6</td>
</tr>
<tr>
<td>No response</td>
<td>1</td>
</tr>
</tbody>
</table>

<sup>a</sup> Respondents could select multiple responses, so percentages do not sum to 100%.
The questionnaire asked respondents to indicate the city and zip code of their home address. By far, the majority of respondents lived in the City of San Jose (79%). The zip code data shows that almost one in five respondents (19%) came from a single zip code in San Jose, 95112, which encompasses much of the downtown (Figure 2). Outside of San Jose, respondents came from 33 other California cities, and only one percent of people lived outside the state (Table 2).

![Figure 2. Number of Survey Respondents per Zip Code for the Nine-County San Francisco Bay Area](image)

Table 2. Location Where Respondents Live

<table>
<thead>
<tr>
<th>City</th>
<th>Respondents (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Jose</td>
<td>79</td>
</tr>
<tr>
<td>Cities in the San Francisco Bay Area (excluding San Jose)</td>
<td>17</td>
</tr>
<tr>
<td>Other California cities, excluding Bay Area</td>
<td>2</td>
</tr>
<tr>
<td>Cities outside California</td>
<td>1</td>
</tr>
<tr>
<td>No response</td>
<td>1</td>
</tr>
</tbody>
</table>

HOW RESPONDENTS LEARNED ABOUT VIVA CALLESJ

The first question in the survey asked how respondents learned about the Viva CalleSJ event, requesting that respondents check all options that applied to them (Table 3). The most commonly mentioned source of information was social media sites such as Facebook and Twitter (29% of respondents). Roughly one-fifth of respondents mentioned learning
Findings

from a flyer or poster, from word of mouth, or from some “other” unspecified source. Both e-mail channels and radio were selected by 12% of respondents. Radio was the least commonly mentioned option (5% of respondents).

Table 3. How Respondents Learned about Viva CalleSJ

<table>
<thead>
<tr>
<th>Source of Information</th>
<th>Respondents (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facebook, Twitter, or other social media</td>
<td>29</td>
</tr>
<tr>
<td>Other</td>
<td>23</td>
</tr>
<tr>
<td>Word of moutha</td>
<td>21</td>
</tr>
<tr>
<td>Flyer/poster</td>
<td>21</td>
</tr>
<tr>
<td>Newspaper</td>
<td>12</td>
</tr>
<tr>
<td>E-newsletter or email blast</td>
<td>12</td>
</tr>
<tr>
<td>Radio</td>
<td>5</td>
</tr>
<tr>
<td>No response</td>
<td>1</td>
</tr>
</tbody>
</table>

a Respondents who chose “other” as a response on the survey and wrote in an explanation implying that they learned directly from someone they knew.

TRAVEL TO VIVA CALLESJ

Almost one-half of respondents bicycled to Viva CalleSJ (45%), with about one-third arriving by car or motorcycle (34%). Only 16% arrived on foot, and an even smaller fraction arrived by public transit (8%). (Table 4.)

Table 4. Travel Mode Used to Come to Viva CalleSJ

<table>
<thead>
<tr>
<th>Travel Mode to Viva CalleSJ</th>
<th>Respondents (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike</td>
<td>45</td>
</tr>
<tr>
<td>Car, including motorcycle</td>
<td>34</td>
</tr>
<tr>
<td>Walk/jog</td>
<td>16</td>
</tr>
<tr>
<td>Public transit (bus, light rail, train)</td>
<td>8</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
</tr>
<tr>
<td>No response</td>
<td>1</td>
</tr>
</tbody>
</table>

Note: Respondents could select multiple responses, so percentages do not sum to 100%.

ACTIVITY AT VIVA CALLESJ

Biking was a considerably more popular travel mode along the Viva CalleSJ route than walking. Sixty-two percent of respondents bicycled, and 39% walked (Table 5).
### Table 5. Travel Mode Respondents Used along the Viva CalleSJ Route

<table>
<thead>
<tr>
<th>Travel Mode at Viva CalleSJ</th>
<th>Respondents (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike</td>
<td>62</td>
</tr>
<tr>
<td>Walk/jog</td>
<td>39</td>
</tr>
<tr>
<td>Scoot/skateboard/roller-skate</td>
<td>4</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
</tr>
<tr>
<td>No response</td>
<td>&lt;1</td>
</tr>
</tbody>
</table>

*Note: Respondents could select multiple responses, so percentages do not sum to 100%.*

A key objective of the Viva CalleSJ program is to encourage participants to engage in sufficient physical activity to contribute to their good health, so the survey included a question to estimate the duration of their physical activity. Virtually all respondents (95%) expected to get at least thirty minutes of physical activity, and almost three-quarters expected to be active for more than an hour (Table 6).

### Table 6. How Long Respondents Estimated They were Physically Active during Viva CalleSJ

<table>
<thead>
<tr>
<th>Estimated Duration of Physical Activity</th>
<th>Respondents (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 30 minutes</td>
<td>3</td>
</tr>
<tr>
<td>30 to 60 minutes&lt;sup&gt;a&lt;/sup&gt;</td>
<td>23</td>
</tr>
<tr>
<td>More than 60 minutes&lt;sup&gt;a&lt;/sup&gt;</td>
<td>72</td>
</tr>
<tr>
<td>No response</td>
<td>1</td>
</tr>
</tbody>
</table>

*Note: Percentages do not sum to 100% due to rounding.*

<sup>a</sup> A total of 95% of respondents were active for at least 30 minutes.

Another question asked respondents in which of the organized event activities they were likely to participate. Almost three-quarters said they were likely to watch entertainment (73%), almost two-thirds expected to buy something to eat or drink from a food truck (64%), and more than one-half expected to visit resource tables at an Activity Hub (53%). Further, more than one-third of respondents expected to participate in an organized physical activity such as yoga or hula hooping.

Overall, nearly all respondents indicated that they participated in at least one of the organized activities listed on the survey questionnaire. Only 3% of respondents did not check any of the listed activities; it is impossible to know if they preferred not to answer the question or simply did not participate in any of the listed activities.
Table 7. Activities Respondents Participated in during Viva CalleSJ

<table>
<thead>
<tr>
<th>Activities</th>
<th>Respondents (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Watch entertainment</td>
<td>73</td>
</tr>
<tr>
<td>Buy food/drink from food trucks</td>
<td>64</td>
</tr>
<tr>
<td>Visit resource tables at an Activity Hub</td>
<td>53</td>
</tr>
<tr>
<td>Organized physical activities (yoga, hula hoops, Zumba, etc.)</td>
<td>36</td>
</tr>
<tr>
<td>Did not participate in any of these activities</td>
<td>3</td>
</tr>
</tbody>
</table>

*Note: Respondents could select multiple responses, so percentages do not sum to 100%.

* Sixteen respondents did not indicate a response to this question. Respondents may have chosen not to answer this particular question or did not participate in one or more of the specified events.

A final question about participants’ activity at Viva CalleSJ asked how much money respondents expected to spend while at Viva CalleSJ. The question did not ask respondents to specify where they would spend the money, whether from food trucks associated with the event or at local businesses. Over one-half of respondents expected to spend $11 or more (53%), and about one-third (35%) expected to spend between $1 and $10.

Table 8. Summary of How Much Money Respondents are Likely to Spend at Viva CalleSJ

<table>
<thead>
<tr>
<th>Estimated Money Spent at Viva CalleSJ</th>
<th>Respondents (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$11 or more</td>
<td>53</td>
</tr>
<tr>
<td>$1 to $10</td>
<td>35</td>
</tr>
<tr>
<td>Nothing</td>
<td>10</td>
</tr>
<tr>
<td>No response</td>
<td>3</td>
</tr>
</tbody>
</table>

*Note: Percentages do not sum to 100% due to rounding.

INTEREST IN ATTENDING FUTURE VIVA CALLESJ EVENTS

When asked about their interest in participating in future Viva CalleSJ events, the response was overwhelmingly positive. Eight-five percent of participants said that they were very likely to do so (Table 9).

Table 9. Likelihood that Respondents Will Attend a Future Viva CalleSJ Event

<table>
<thead>
<tr>
<th>Likelihood of Attending Future Events</th>
<th>Respondents (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very likely</td>
<td>85</td>
</tr>
<tr>
<td>Likely</td>
<td>13</td>
</tr>
<tr>
<td>Unlikely</td>
<td>1</td>
</tr>
<tr>
<td>No response</td>
<td>2</td>
</tr>
</tbody>
</table>

*Note: Percentages do not sum to 100% due to rounding.
IV. CONCLUSIONS

SUMMARY OF KEY FINDINGS

The respondents were evenly balanced between men and women. In terms of race and ethnicity, about one-half were white only, and about one-third were Hispanic only. The only other racial group that made up a substantial minority were Asians (16%). In terms of age, about one-half were from 25-44 years old.

Respondents learned about Viva CalleSJ in a variety of ways. The most common response was that they learned through social media (29%), word of mouth (21%), and/or from flyers/posters (21%).

The most popular way to access the event was by bicycle (46%), although one-third of respondents came by motorized vehicle.

While at Viva CalleSJ, 62% of participants bicycled the route and 39% walked or jogged. Almost three-quarters of participants estimated that they participated in more than 60 minutes of physical activity while at the event. Of the organized activities available, the most popular was watching entertainment (73%), although more than one-half also bought items from the food trucks and visited the resource tables, and one-third participated in organized physical activities such as hula hoops and yoga. Only 3% of respondents did not participate in any organized activities. Most respondents expected to spend some money while at the event, with about one-half expecting to spend more than $10.

Finally, when asked about interest in participating in future Viva CalleSJ events, 86% said they would be very likely to do so.

IMPLICATIONS FOR THE VIVA CALLE SJ PROGRAM IN THE FUTURE

While the survey findings cannot be assumed to reflect the experience of all participants, the relatively large number of responses from a diverse set of people makes it likely that the findings reflect the larger population of event attendees. Thus, the survey findings suggest the following implications for future open-street events in San Jose:

- The events will likely be popular with the public, given that virtually all respondents said they were very likely or likely to attend future events.

- The events will succeed in providing the great majority of participants with at least one hour of physical activity.

- The most successful marketing efforts will be to encourage people to spread the word in person to their acquaintances, advertise through social media channels, and distribute flyers and posters.

- Entertainment, food trucks, and resource tables are the programming likely to attract the most participants.
Conclusions

• Specific outreach and coordination with local transit agencies could encourage more participants to travel to events without using their cars.

STUDY LIMITATIONS

Two limitations to the study method were revealed during the survey process:

• The project did not use multi-lingual surveyors. Translated survey questionnaires were not sufficient, as the surveyors were not always able to explain the survey to people who did not speak English. Multi-lingual surveyors should be used in future, when possible.

• It appeared that some of the surveyors did not complete the tally sheets accurately. Modifying the surveyor training process to explain the value of these sheets might encourage surveyors to make an extra effort to complete the sheets accurately.
APPENDIX A: SURVEY QUESTIONNAIRE

This appendix presents the formatted survey questionnaire in the three languages it was offered: English, Spanish, and Vietnamese.

Thank you for agreeing to take this voluntary survey about your experience at Viva CalleSJ today. Your answers will help improve future Viva CalleSJ events. There are no right or wrong answers to the questions, and you can skip any question. Your responses are anonymous.

1. How did you learn about today’s Viva CalleSJ event? (Check all that apply)
   - Radio
   - Newspaper
   - Flyer/poster
   - E-newsletter or email blast
   - Facebook, Twitter, or other social media
   - Other (please specify) ____________

2. How did you get to Viva CalleSJ?
   - Public transit (bus, light rail, train)
   - Car
   - Bike
   - Walk/jog
   - Other (please specify) ____________

3. How are you MOVING along the Viva CalleSJ route? (Check all that apply)
   - Walk/jog
   - Bike
   - Scoot/skateboard/roller-skate
   - Other (please specify) ____________

4. What activities are YOU PERSONALLY likely to do at Viva CalleSJ? (Check all that apply)
   - Organized physical activities (Yoga, Hula Hoops, Zumba, etc.)
   - Visit resource tables at an Activity Hub
   - Watch entertainment
   - Buy food/drink from food trucks

5. At Viva CalleSJ, how long do you expect to be physically active? (Walking, biking, Zumba, etc.)
   - Less than 30 minutes
   - 30 to 60 minutes
   - More than 60 minutes

6. How much money are you likely to spend at Viva CalleSJ?
   - Nothing
   - $1 to $10
   - $11 or more

7. Are you likely to come to a future Viva CalleSJ event?
   - Very likely
   - Likely
   - Unlikely

8. What city do you live in? ____________

9. What is your home zip code? ____________

10. How old are you?
    - 18-24 years
    - 25-34
    - 35-44
    - 45-54
    - 55-64
    - 65+

11. What is your gender?

12. What is your race or origin? (Check all that apply)
    - White
    - Black or African American
    - Hispanic, Latino/a, or Spanish origin
    - Asian or Asian-American
    - American Indian or Alaska Native
    - Native Hawaiian or Pacific Islander
    - Other (please specify) ____________

Please share ideas for improving future Viva CalleSJ events on the back side of this page.
Appendix A: Survey Questionnaire

Encuesta Viva CalleSJ

Gracias por aceptar tomar esta encuesta voluntaria sobre su experiencia en Viva CalleSJ hoy. Sus respuestas ayudarán a mejorar los eventos futuros de Viva CalleSJ. No hay respuestas correctas o incorrectas a las preguntas, y usted puede saltarse cualquier pregunta. Sus respuestas son anónimas.

1. ¿Cómo se enteró del evento Viva CalleSJ de hoy? (Marque todo lo que corresponda)
   [ ] Radio
   [ ] Periódico
   [ ] Folleto/Cartel
   [ ] Boletín informativo de correo electrónico o envíos masivos de correo electrónico
   [ ] Facebook, Twitter u otras redes sociales
   [ ] Otros (especifique)

2. ¿Cómo llegó a Viva CalleSJ?
   [ ] Transporte público (autobús, tren léxico/light rail, tren)
   [ ] Auto
   [ ] Bici
   [ ] Caminata/frote
   [ ] Otro (especifique)

3. ¿Cómo se va a TRANSLADAR a lo largo de la ruta VivaCalleSJ? (Marque todos los que correspondan)
   [ ] Caminando
   [ ] En Bici
   [ ] En patín del diablo/patineta/patines
   [ ] Otro (especifique)

4. ¿Probablemente, qué actividades USTED PERSONALMENTE Viva CalleSJ? (Marque todas las que correspondan)
   [ ] Actividades físicas organizadas (Yoga, Hula Hoops, Zumba, etc.)
   [ ] Visitar mesas de recursos en Activity Hub [Centro de Actividad]
   [ ] Ver entretenimiento
   [ ] Comprar comida/refrescos de camiones de comida

5. En Viva CalleSJ, ¿cuánto tiempo espera estar físicamente activo? (Caminando, montando en bicicleta, bailando Zumba, etc.)
   [ ] Menos de 30 minutos
   [ ] 30 a 60 minutos
   [ ] Más de 60 minutos

Por favor comparta ideas para mejorar eventos futuros de Viva CalleSJ otro lado de la página:

6. ¿Cuánto dinero cree que gastará en Viva CalleSJ?
   [ ] Nada
   [ ] $1 a $10
   [ ] $11 o más

7. ¿Es probable que usted venga a un evento futuro de Viva CalleSJ?
   [ ] Muy probable
   [ ] Probable
   [ ] Improbable

8. ¿En qué ciudad vive usted? ____________

9. ¿Cuál es el código postal de su casa? ______

10. ¿Cuántos años tiene?
    [ ] 18 · 24 years
    [ ] 25 · 34
    [ ] 35 · 44
    [ ] 45 · 54
    [ ] 55 · 64
    [ ] 65+

11. ¿Cuál es su sexo? ____________

12. ¿Cuál es su raza u origen?
    (Marque todas los que correspondan)
    [ ] Blanca
    [ ] Negra o afro americana
    [ ] Latina, latina, u origen español
    [ ] Asiática o asiática-americana
    [ ] Americano o Nativo de Alaska
    [ ] Nativo de Hawai o de las Islas del Pacífico
    [ ] Otra (especifique)

OPCIONAL: Para participar en el sorteo
Nombre ____________________________
Número de Teléfono ____________________________

1. Làm thế nào quý vị biết về dip tổ chức Viva CalleSJ hôm nay? (Đánh dấu vào tất cả những điều áp dụng)
   - [ ] Rất biết
   - [ ] Bao
   - [ ] Từ rơi/bảng quảng cáo
   - [ ] Bán tin điện tử hoặc email gửi chung
   - [ ] Facebook, Twitter, hoặc thông tấn xã hội khác
   - [ ] Cách khác (xin định rõ)

2. Quý vị đi chuyển tới Viva CalleSJ bằng cách nào?
   - [ ] Vận chuyển công cộng (xe buýt, xe điện, xe lưu)
   - [ ] Xe hơi
   - [ ] Xe đạp
   - [ ] Đi bộ/ chào bộ
   - [ ] Cách khác (xin định rõ)

3. Quý vị Đi CHUYÈN doc theo lịch trình Viva CalleSJ bằng cách nào? (Đánh dấu vào tất cả những điều áp dụng)
   - [ ] Đi bộ
   - [ ] Xe đạp
   - [ ] Xe cơ sở/tuộc vận/trực tiếp ba te
   - [ ] Cách khác (xin định rõ)

4. BÀN THÀNH BAN thích làm những hoạt động nào tại Viva CalleSJ? (Đánh dấu vào tất cả những điều áp dụng)
   - [ ] Các hoạt động thể chất có tổ chức (Yoga, chì vi... vong Hula Hoops, nhảy đều Zumba, v.v...)
   - [ ] Đem tham các bàn nguyên trò giúp tại một Trung
   - [ ] Tắm Hoat Đông
   - [ ] Xem giải trí
   - [ ] Mua thực phẩm/thức uống từ những chiếc xe tại bàn đó ăn

5. Tại Viva CalleSJ, quý vị dự trúc sẽ hoạt động thế chất trong bao lâu? (Đi bộ, đạp xe đạp, nhảy Zumba, v.v...)
   - [ ] 30 phút
   - [ ] Từ 30 tới 60 phút
   - [ ] Hơn 60 phút

Xin góp ý vào mặt sau về việc cải tiến cho các dip tổ chức Viva CalleSJ trong tương lai:

6. Quý vị dự trư tiêu bao nhiêu tiền tại Viva CalleSJ?
   - [ ] Không tiêu tiền
   - [ ] $1 tới $10
   - [ ] $11 trở lê

7. Liệu quý vị có đến các dip tổ chức Viva CalleSJ trong tương lai không?
   - [ ] Rất có thể
   - [ ] Có thể
   - [ ] Chắc không

8. Quý vị sống tại thành phố nào?

9. Sổ zip của nhà quý vị là gì?

10. Quý vị bao nhiêu tuổi?
   - [ ] 18 – 24 tuổi
   - [ ] 25 - 34 tuổi
   - [ ] 35 - 44 tuổi
   - [ ] 45 - 54 tuổi
   - [ ] 55 - 64 tuổi
   - [ ] 65 tuổi trở lên

11. Giới tính của quý vị là gì?

12. Nếu còn giống chức cục của quý vị là gì?
   (Đánh dấu vào tất cả những điều áp dụng)
   - [ ] Nguời Da Trắng
   - [ ] Người Da đen hoặc Người Mỹ gốc Phi Châu
   - [ ] Người Thái Ban Nha, Người La Tinh/hoặc Người Cô
   - [ ] Người Mỹ gốc Tây Ban Nha
   - [ ] Người Mỹ gốc Á Châu
   - [ ] Người Mỹ Thổ Đán hoặc Người Ban Xứ Alaska
   - [ ] Người Ban Xứ Hawaii hoặc Người Đào Thải Bình Dương
   - [ ] Cách khác (xin định rõ)

It is a survey questionnaire from the Mineta Transportation Institute. The questionnaire is in Vietnamese and includes questions about how people heard about the event, their mode of transportation, their participation in activities, and their age and gender.
APPENDIX B: SURVEYOR TRAINING MANUAL, TALLY SHEET, AND FEEDBACK FORM

Team ID Letter:______ Zone Survey Coordinator: Name__________________
Cell __________________

Viva CalleSJ Survey Training Manual

Surveying Locations

You will be assigned to conduct surveys at one of five locations along the Viva CalleSJ route:
- Zone 1: check in at Emma Prusch Farm Park
- Zone 2: check in at Happy Hollow Park & Zoo Entrance along Story Rd.
- Zone 3: check in at 1st St. and Goodyear St. (mandatory dismount intersection)
- Zone 4: check in at Parque de los Pobladores
- Zone 5: check in at St. James Park

Schedule for Surveyor Volunteers

<table>
<thead>
<tr>
<th>Activity</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Check-in and training at assigned zone location.</td>
<td>9:00 a.m. – 10:00 a.m.</td>
</tr>
<tr>
<td>Conduct surveys. All surveying will be done in teams of 2, with 2-3 teams per zone.</td>
<td>10:30 a.m.-2:30 p.m.</td>
</tr>
<tr>
<td>30-minute lunch break (teams in each zone should alternate breaks)</td>
<td>12:00 – 1:00 p.m.</td>
</tr>
<tr>
<td>Check-out at assigned zone location.</td>
<td>2:30 - 3:00 p.m.</td>
</tr>
</tbody>
</table>

Volunteer Check-in and Training

From 9:00 – 10:00 a.m. you will pick up materials, be assigned to a team, and be trained on how to conduct the survey.
You will pick up a messenger bag that contains:

- 1 copy of this Survey Training Manual
- 1 clipboard with a tally sheet and an attached envelope for collecting raffle tickets
- 5 clipboards for survey respondents to use
- Blank surveys (100 English, 30 Spanish, 15 Vietnamese)
- 30 golf pencils in a ziplock bag
- 1 stamp to mark the hand of people who entered the raffle

Surveyors will be paired into teams, and each team will be assigned a team ID letter. (You will write your team letter on each survey AFTER it is completed. Details below.)

The Zone Survey Coordinator for your zone will explain the survey process, have you practice pretending to survey other volunteers, and answer your questions about the surveying procedure.
Conducting the Surveys

Work with your partner to come up with a surveying system that works best for you, in terms of who approaches participants, distributes surveys, and collects completed surveys. As you do this, follow the guidelines on this page as much as possible.

Your main goals as a surveyor are to:
1. Get as many completed surveys as possible.
2. Get survey responses from a DIVERSE set of people (by age, gender, race, etc.)

Here are two tips to help you achieve a diverse set of respondents:
- Be sure you talk to all types of people, not just those you are most comfortable approaching
- Recruit respondents from different locations within your zone; don’t stay in just one place

Step 1: Ask people to participate

A. Approach only people who look like they might be at least 18 years old.
B. Ask the person to participate, using this language (or a slight modification):

Hello! Would you fill out this 2-minute survey about your experience at VivaCalle? The survey is anonymous, and everyone who fills it out can enter a raffle to win a gift card to Target or Sports Basement. Your answers will help the city improve future Viva CalleSJ events.

If the person MIGHT be under 18, then continue by asking:

We are only surveying people who are at least 18 years old. Are you?

For anyone who is under 18, says s/he has already completed a survey, or just refuses the survey:

wish the person a good day at Viva CalleSJ and then move on to a new person.
C. For everyone over 18 who agrees to participate: Hand the participant the survey on a clipboard and a pencil, and ask him/her to return everything to you (or to your partner) when done.
D. Proceed to a nearby Viva CalleSJ participant and repeat this process.

As you distribute surveys, record on your tally sheet the numbers of people you approach who do and do not accept a survey.

Step 2: Collect completed surveys

A. Make sure the raffle ticket portion of the survey is torn off from the survey before you put the survey in the "Completed Surveys" envelope. (If the raffle portion of a survey has been left blank, it does not need to be torn off).
B. Put the raffle entry in the "Raffle Tickets" envelope taped to your surveyor clipboard.
C. Stamp the hand of anyone who enters the raffle (so people don’t complete multiple surveys to get extra raffle tickets)
Volunteer Check-Out

At 2:30 p.m., return to the same location where you checked in at the beginning of the day.

On each completed survey, write your team ID and number the surveys sequentially at the upper right hand corner (e.g. Team A would mark their surveys as follows: A1, A2, A3, A4, A5, etc. See example below). Make sure you have numbered each completed survey by the time you finish your volunteer shift and check out.

![Viva CalleSJ Survey](image)

Thank you for agreeing to take this voluntary survey about your experience at Viva CalleSJ today. Your answers will help improve future Viva CalleSJ events. There are no right or wrong answers to the questions, and you can skip any question. Your responses are anonymous.

You will also be asked to complete a quick feedback form regarding your experience conducting surveys at Viva CalleSJ.

FAQs

1. What should I do if someone I try to survey acts in an angry or threatening way?
   Try to end the conversation calmly, and stay close to your teammate. Don't do anything that feels unsafe.

2. Can I give the survey to more than one person in a group?
   Yes.

3. What if someone doesn’t want me to stamp his/her hand?
   It's ok to skip the hand stamp if someone really objects. (See #1, above.)

4. If someone asks me what a survey question means, is it ok for me to answer his/her question?
   Yes.

5. What do I do if someone asks me to read the questions to him/her?
   It’s ok to read the questions aloud and record the responses for someone who requests this. However, try not to do this for many people, as it will slow you down.

6. What if I run out of blank surveys or pencils?
   Pick up more supplies from the “zone box.”
Surveyor Tally Sheet

Your name: _______________________________________               Your surveyor team ID letter: _____

Number of people you talked to who DECLINED to take a survey:


Number of people who ACCEPTED a survey from you:


Observations about the surveying process (e.g., which places were the best places to recruit people OR problems you had recruiting):


Dear Volunteer Surveyor,

We would be grateful if you could share your thoughts about the surveying process, so that we can improve the process for volunteer surveyors at future Viva CalleSJ events. If you need more space than is provided below, feel free to write on the back of the paper.

Thanks very much for all your help today.

The Viva CalleSJ Team

1. What problems, if any, did you have with the surveying process? Please mention any details that didn’t go well, no matter how trivial they might seem to you.

2. To make the survey process better for volunteers next year, what changes could organizers make? Suggestions are welcome on the training process, instructions given, equipment provided, etc.
ENDNOTES


2. See all items listed in the bibliography other than the item authored by Viva CalleSJ News.

BIBLIOGRAPHY


ABOUT THE AUTHORS

ASHA WEINSTEIN AGRAWAL, PHD

Dr. Agrawal is director of the Mineta Transportation Institute's National Transportation Finance Center and professor of urban and regional planning at San José (Calif.) State University. Her research and teaching interests in transportation policy and planning include pedestrian and bicycle planning, travel behavior and opinion surveys, and transportation finance. She also works in planning and transportation history. She earned a BA from Harvard University in folklore and mythology, an MSc from the London School of Economics and Political Science in urban and regional planning, and a PhD from the University of California, Berkeley, in city and regional planning.

HILARY NIXON, PHD

Dr. Nixon is professor of urban and regional planning at San José (Calif.) State University. Her research and teaching interests in environmental planning and policy focus on the relationship between environmental attitudes and behavior, particularly with respect to waste management and linkages between transportation and the environment. She holds a BA from the University of Rochester in environmental management and a PhD in planning, policy, and design from the University of California, Irvine.
PEER REVIEW

San José State University, of the California State University system, and the Mineta Transportation Institute (MTI) Board of Trustees have agreed upon a peer review process required for all research published by MTI. The purpose of the review process is to ensure that the results presented are based upon a professionally acceptable research protocol.

Research projects begin with the approval of a scope of work by the sponsoring entities, with in-process reviews by the MTI Research Director and the project sponsor. Periodic progress reports are provided to the MTI Research Director and the Research Associates Policy Oversight Committee (RAPOC). Review of the draft research product is conducted by the Research Committee of the Board of Trustees and may include invited critiques from other professionals in the subject field. The review is based on the professional propriety of the research methodology.
The Mineta Transportation Institute (MTI) was established by Congress in 1991 as part of the Intermodal Surface Transportation Equity Act (ISTEA) and was reauthorized under the Transportation Equity Act for the 21st century (TEA-21). MTI then successfully competed to be named a Tier I Transit-Focused University Transportation Center. The Institute is funded by Congress through the United States Department of Transportation’s Office of the Assistant Secretary for Research and Technology (OST-R), University Transportation Centers Program, the California Department of Transportation (Caltrans), and by private grants and donations.

The Institute receives oversight from an internationally respected Board of Trustees whose members represent all major surface transportation modes. MTI’s focus on policy and research resulted from a Board of directors’ assessment of the country’s unmet needs and led directly to the choice of the San José State University College of Business as the Institute’s home. The Board provides policy direction, assists with needs assessment, and connects the Institute and its programs with the international transportation community.

MTI’s transportation policy work is centered on three primary responsibilities:

**Research**
MTI works to provide policy-oriented research for all levels of government and the private sector to foster the development of optimum surface transportation systems. Research areas include: transportation security; planning and policy development; interrelationships among transportation, land use, and the environment; transportation finance; and collaborative labor-management relations. Certified Research Associates conduct the research. Certification requires an advanced degree, generally a Ph.D., a record of academic publications, and professional references. Research projects culminate in a peer-reviewed publication, available both in hardcopy and online. The MTI website (http://transweb.sjsu.edu).

**Education**
The educational goal of the Institute is to provide graduate-level education to students seeking a career in the development and operation of surface transportation programs. MTI, through San José State University, offers an AACSB-accredited Master of Science in Transportation Management and a graduate Certificate in Transportation Management. MTI then successfully collaborated with the world-class Martin Luther King, Jr. Library.

**Information and Technology Transfer**
MTI promotes the availability of completed research to professional organizations and journals and works to integrate the research findings into the graduate education program. In addition to publishing the studies, the Institute also sponsors symposia to disseminate research results to transportation professionals and encourages Research Associates to present their findings at conferences. The World in Motion, MTI’s quarterly newsletter, covers innovation in the Institute’s research and education programs. MTI’s extensive collection of transportation-related publications is integrated into San José State University’s world-class Martin Luther King, Jr. Library.

**Disclaimer**
The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the information presented herein. This document is disseminated under the sponsorship of the U.S. Department of Transportation, University Transportation Centers Program and the California Department of Transportation, in the interest of information exchange. This report does not necessarily reflect the official views or policies of the U.S. government, State of California, or the Mineta Transportation Institute, who assume no liability for the contents or use thereof. This report does not constitute a standard specification, design standard, or regulation.
A Survey of Viva CalleSJ Participants: San Jose, California 2015