Introduction

From November 1st to November 15th, 2020, San Jose State University (SJSU) Associated Student Transportation Solutions (TS) conducted its nineteenth annual commute survey. A total of 3,905 SJSU students responded to the survey. Of the 3,905 respondent records, 3,669 records were both valid and completed in full and, therefore, proceeded to the analysis stage. The survey was conducted using the Qualtrics Experience Management software.

The survey was conducted amid a once-in-a-century pandemic that brought the world's citizens to shelter-in-place in the safety of their homes, reducing social and economic activity to a standstill, resulting in significant impacts to university and the Greater San Francisco Bay Area transit agencies operations.

In response to the COVID-19 pandemic, SJSU has upended its format as to how academic courses were taken by its students, amending class to be predominately online. According to student schedule records approximately 80% of students were only taking online courses, 12% had in-person classes only, and less than 8% had both online and in-person classes. Because of the format change, the student population on campus on any given day varies.

The significant reduction of in-person class attendance and university activity has led to TS to enact changes to their services and program, the most impacted program being the VTA Collegiate SmartPass program. Previously, Pre-COVID, all matriculated students were eligible to receive a VTA SmartPass – a transit pass that permitted the user to ride on all non-express VTA bus and light rail services -- for the duration of their enrollment after paying a minor one-time fee; however, for the Fall 2021 semester the eligibility parameters were changed to exclude those who lived outside the VTA service area (i.e. Santa Clara County). In order to support student's mobility needs TS had implemented a VTA transfer reimbursement program where students who commuted to campus by a regional transit service (i.e. Caltrain, Altamont Corridor Express, BART, Capitol Corridor, Highway 17 Express) and require to transfer on a VTA service to complete their trip could apply to be reimbursed for the VTA fare.

This survey will attempt to capture and analyze all student commute behaviors, highlighting significant changes from previous commute surveys when possible.

Survey Design

The online survey has undergone a major redesign from its predecessor with the goal to gain in depth understanding of how SJSU students commute to campus. Respondents are now able to report more commute information by detailing up to four legs of their journey to campus. For example, someone who biked to a Caltrain station and then took a VTA bus from Diridon station to campus would enter trip information for three legs. Similarly, if a respondent transferred from one VTA route to another, they would enter trip information for two legs.

Each leg of the journey is treated as a separate question, and respondents are asked to identify the mode they took in each leg, providing the distance they travelled on that mode. If respondents took VTA, they were asked to select either the bus route or light rail line they took; if a respondent

selected VTA light rail, they were asked to identify their start and end stations. If respondents selected BART or Caltrain, they were asked to identify just their start stations – it is assumed that the end station are BART Berryessa and San Jose Diridon Station, respectively.

Respondents who stated that they drove or carpooled to campus were asked a series of questions related to parking, including their parking location and the length of time it took to find parking. All respondents were asked to answer a number of background questions, including their place of residence and the format as to which they are attending classes (i.e. Entirely in-person, entirely online, or both online and in-person).

Methodology

The SJSU-Associated Students Transportation Solutions Fall 2020 Commute Survey Data was distributed by email to all affiliated SJSU student. 37,228 students were sent a personalized link to the survey, via using Qualtrics Experience Management software. Whereas in previous commute surveys, students-without-any-in-person-classes and their responses were removed from the pool of data set for analysis; for the Fall 2020 survey, all students' responses were recorded and kept for analysis.

Who is considered a 'commuter' has expanded in this year's survey compared to previous iterations. Whereas previous iterations only consider a student a commuter if they travelled from a off-campus location to campus for in-person class(es), this iteration has determined that student who travel to campus – from an off-campus location -- for either in-person class, on-campus employment; or on-campus resources and extracurricular activities (e.g. club meetings/events, Spartan Recreation and Aquatic Center, A.S. Print Shop, etc.), are commuters. This is determined on how a student responded questions 1.7 thru 1.10, which inquires whether they have any in-person classes, on-campus work, whether they live in-person campus, or have travelled to campus for on-campus resources and extracurricular activities.

Data Clean-Up and Data Restructuring

A number of steps were taken to clean and restructure the online survey responses in order to properly format them for analysis.

As described in the survey design section, the format of the online survey made it possible for respondents to put multiple legs of their trip in one field. In addition, a number of survey respondents did not input the legs of their trip to campus in a logical or feasible way. Listed below are the measures taken to clean-up the data.

1. If the respondents stated that they arrived at campus via Caltrain, BART, Altamont Corridor Express (ACE), Highway 17 Express, or Amtrak Capitol Corridor, since this is not physically possible, the last leg of their journey was adjusted to reflect VTA 500 Rapid bus route as their last mode.
2. In cases where it was clear that the respondents were duplicating their responses (for example: Leg 1, Mode A; repeat responses for legs 2-4), all duplicates and related follow-up questions relating to their journey were removed from their records

3. In cases where there is a high likelihood the respondents were stating the variety of travel options they have taken, they may take instead of the legs of single journey they most often use to commute to campus, those records were adjusted so the first leg(s) that would complete the commute remained.
    a. To determine whether the respondent's intent was to list all the different journeys they have used to commute to campus, we used the zipcode and it average distance from campus, and journey legs responses for mode type and distance travelled on each mode, to determine if there are any logical inconsistencies or lack of feasibility for the journey as whole.
        i. For example: Respondent's start zipcode is about 6 miles away, and have stated they drove alone for leg 1, took a bus on leg 2, bicycled on leg 3 as their mode arrival, all while stating they travelled 6 miles for each leg. The likelihood that the respondent travelled 18 miles to commute to campus from a zipcode that is 6 miles away is very unlikely; therefore, the adjustment of the record would be the removal of legs 2 and 3, and leg 1 would be retained and counted as the mode of arrival.
4. All journey leg sections where the respondents travelled on rail (e.g. BART, Caltrain, VTA light rail, etc.), their stated distance travelled were adjusted to the correct rail distance between the start and end stations

Mode Splits

In order to determine the mode split for students commuting to campus it was necessary to create several new variables. The newly created variables are as follows:

1. Primary Mode To (Arrival Mode) – The "primary mode to" is the mode by which respondents arrived at campus. For the trip to campus, the last leg of the trip was determined to be the primary mode, as respondents could have between one and four legs to their trip.
    1. All respondent's records who utilized a non-active-transportation-mode and, as their final leg of their journey, walked or used a personal mobility device (e.g. skateboard, scooter, etc.) within 0.7 miles of campus were adjusted so that the mode before the final leg were counted as the Arrival Mode in the results
2. Secondary Mode To – The "secondary mode to" is the mode respondents used before their primary mode to campus. This trip may have occurred on leg 1, 2, or 3 of their trip, depending on the total number of legs. Respondents who used only one mode of transportation to arrive on campus have no recorded secondary mode.
    1. To avoid double counting when analyzing all transportation modes usage, if within a commuter's journey they had utilized a transport mode more than once, the mode is only counted once.

Results

The following section discusses the results of the online survey

Commute

All Commute Modes

Table 1 below illustrates the usage rate of all transportation mode used by respondents at any part of their journey to campus, counting both their primary and secondary mode, and including respondents who did not commute to campus in Fall 2020. Due to the COVID-19 pandemic, commutes to campus for either class, on-campus work, or for on-campus resources has resulted in significant decrease usage across all commute modes – with the exception of E-scooter- and bike-Sharing Services (e.g. Lime, Bird, Baywheels, etc.) -- when compared to Fall 2019's commute survey. Of 3669 survey respondents for the 2020 commute survey, 811 reported they commuted to campus and 2858 reported they have not commuted to campus.

Since respondents are able to report more than one transportation mode used in a journey, the sum of all proportions within column 1 will be found to be greater than 100%.
10.7% of respondents drove alone as a portion of their journey to campus and is the most used mode. 5% of respondents used VTA as a portion of their journey and is the second most used mode. Walking is the third most used mode for a portion of a journey at 6.0%. Public transit usage for a portion of a journey observed an average percent change of approximately 90.6%.
Four-wheel-automobile-based commute modes experienced less of a significant decrease with an average percent change of about 72.4%. Self-powered commute modes (including walking) observed an average percent change decrease by about 88.1%.

Table 1 Commute Mode Usage Rate Across 2020 and 2019

Commute Mode	2020 % of All Respondents (n=3669)	2019 % of All Respondents (n=3735)	% Change 2019 - 2020	% Point Change 2019 - 2020
Amtrak Capitol Corridor	0.0%	0.1%	-100.0%	-0.1%
Altamont Corridor Express (ACE)	0.1%	1.2%	-95.3%	-1.1%
BART	0.3%	2.7%	-88.0%	-2.4%
Baywheel/ Other Bikeshare	0.8%	0.6%	29.6%	0.2%
Bicycles	0.7%	4.0%	-81.6%	-3.3%
Caltrain	0.3%	1.9%	-85.9%	-1.7%
Carpool/Vanpool	1.2%	5.9%	-79.2%	-4.7%
Dropped Off/Picked-Up	1.4%	7.1%	-80.5%	-5.7%
Drive Alone	10.7%	50.3%	-78.7%	-39.6%
E-scooter Sharing Service (e.g. Lime, Bird, etc.)	0.2%	0.1%	137.5%	0.1%
Highway 17 Express	0.1%	0.8%	-93.4%	-0.8%
Lyft/Uber	0.4%	1.0%	-58.7%	-0.6%
Motorcycle/Moped	0.0%	0.5%	-94.9%	-0.5%
Other Transit Provider (e.g. AC Transit, SamTrans, Muni, etc.)	0.1%	1.0%	-86.2%	-0.9%
Paratransit (e.g. VTA Access, Uber WAV)	0.1%	0.3%	-83.0%	-0.3%

Personal Mobility Device (e.g. skateboard, scooters, etc.)	0.5%	4.0%	-88.4%	-3.5%
SJSU Park & Ride Shuttle	0.2%	5.8%	-96.7%	-5.6%
VTA	5.0%	35.0%	-85.6%	-30.0%
Walk	3.4%	28.2%	-88.1%	-24.9%
Did Not Commute to Campus	77.9%			

Arrival Mode

Figure 1 below shows the transport mode reported in the final leg of the commuter's journey to arrive to campus. Of the 811 respondents that commuted to campus, Drive Alone was the most common mode used at approximately 44.5 percent. VTA was the second most common mode used at 22.1%. Walking follows as the third most common arrival mode at about 11%.

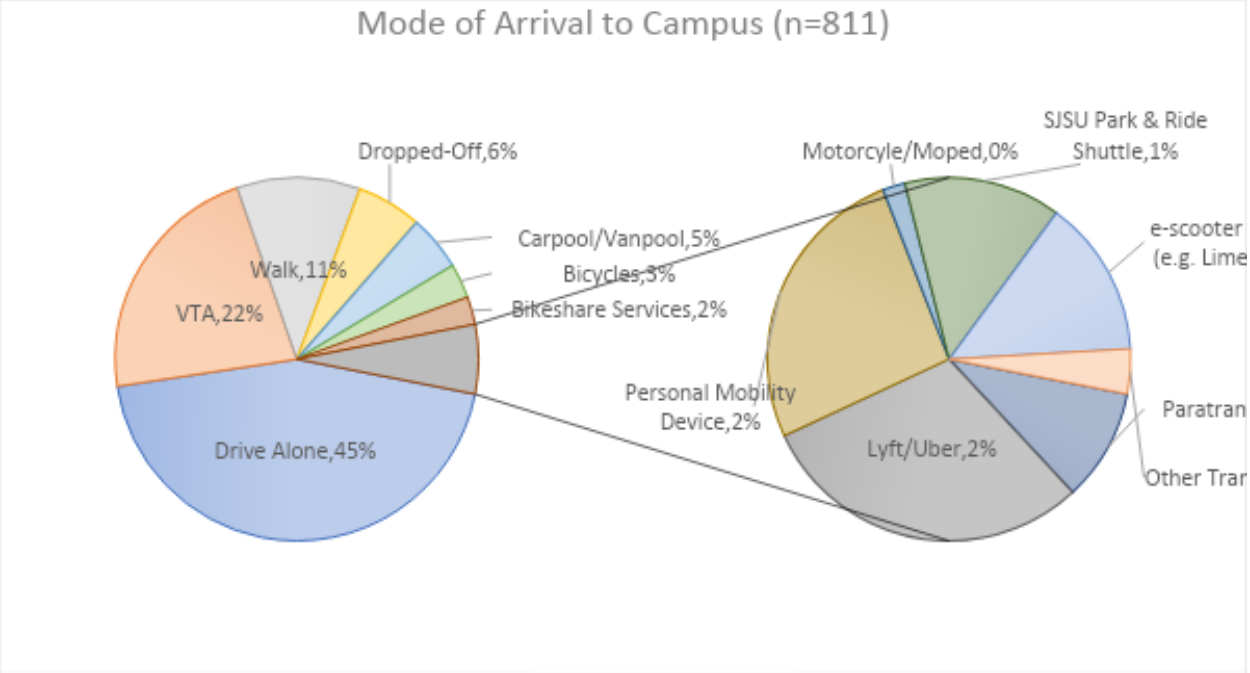


Figure 1 Mode of Arrival Proportion of 2020 Commuter Population

# of Legs

86.4% of respondents use only one mode to get to campus, while 12.1% use two modes. A little more than one percent of respondents used three modes and less than half a percent of commuters used four modes to arrive to campus. A total of 935 legs were reported by 811 of commuting respondents

Table 2 Count of Legs Reported

# of Legs	Count	Percentage of Respondents (n = 811)
1	701	86.4%
2	98	12.1%

3	10	1.2%
4	2	0.2%
Total # of Legs Reported	935	100.0%

Transit

25% of all commuting respondents (n=811) take some form of public transportation as a part of their journey to get to campus. For the commuting student population, VTA is the most utilized transit mode with 22.4% of student commuters utilizing the bus and/or light rail for a portion of their journey to SJSU. BART is the second most used transit mode followed by Caltrain with, respectively, 1.3% and 1.1% of respondents utilizing them for a portion of their journey.

Table 3 Public Transit Usage Rate by Commuters

Services Type	Self-Reported Transit Riders	Percent of Total Respondents (n=811)
All Transit Services - Unique Riders	203	25.0%
VTA	185	22.8%
Regional Transit Service	26	3.2%
Other Transit provider (e.g. AC Transit, SamTrans, Muni, etc.)	5	0.6%

VTA

Table 4 shows the percentage of VTA trips that were taken by each sub-mode (bus and light rail) and Table 5 shows the percentage of trips via each VTA bus route and light rail line taken to commute to campus. About two-thirds of all VTA trips were taken by bus and about a third of trips were taken by light rail. The three most utilized routes/line by VTA riders are Blue [light rail] Line (15%), Rapid bus route 522 (12%), and Green [light rail] Line (12%)

Table 4 VTA Sub-Mode Usage Across All Legs of Journeys Using VTA

VTA Mode	% of all VTA Trips (n=198)
Bus	68%
Light Rail	32%

Table 5 VTA Route Usage

VTA Route	% of all VTA Trips (n=198)
22	10%
23	6%

64A	7%
64b	2%
66	6%
68	3%
72	6%
73	5%
168	2%
500	5%
522	12%
523	3%
Other	4%
Blue Line	15%
Green Line	12%
Orange Line	5%

BART

Most BART riders live in Alameda County, while a quarter live in Contra Costa County, and 8% of riders live in San Francisco County.

Table 6 Distribution of BART Rider Commute's Starting Point - County

County	Percentage of BART Riders
Alameda County	67%
Contra Costa	25%
San Francisco	8%

Of all BART riding respondents, four utilized stations within the Oakland-Berkeley area, two used stations within the Fremont city limits, and two used stations within the San Leandro-Hayward area.

Table 7 Count of BART Station Usage

BART Stations	Count of BART Riders
Hayward	1
San Leandro	1
El Cerrito del Norte	1
Ashby	1
Fremont	1
Fruitvale	2
Civic Center/UN Plaza	1

Richmond	1
Lake Merritt	1
Warm Springs/South Fremont	1
Pittsburg/Bay Point	1

Caltrain

The majority of Caltrain riders live in San Mateo County, 30% of riders live in Santa Clara County. 10% of Caltrain riders live in San Francisco County. Stations usage are evenly distributed across the Caltrain network on the peninsula.

Table 8 Distribution of Caltrain Rider Commute's Starting Point - County

County	Percentage of Caltrain Riders
San Francisco	10%
San Mateo	60%
Santa Clara	30%

Table 9 Count of Caltrain Station Usage

Caltrain Stations	Count of Caltrain Riders
Redwood City	1
Bayshore	1
Mountain View	1
GIlroy	1
Bayshore	1
Sunnyvale	1
Belmont	1
Burlingame	1
22nd Street	1
Hillsdale	1

Parking

Approximately 11% of student commuters arrived on campus via driving alone. 65% of all respondents who drove alone for a portion of their journey to campus parked at a SJSU affiliated parking area (e.g. garage & lot). The second most common locations students park their vehicles are on the street, more than 26% of respondent's who arrived to campus by drive alone parked on a street nearby campus.

Table 10 Parking Location Percentage of Commuter's Vehicles

Parking Locations	Percentage of Vehicles
City of San Jose Downtown Parking Garage	2%
On the Street	26%

Other	3%
Private/City Parking Lot	2%
Residential Driveway	1%
SJSU Park & Ride Lot	6%
SJSU Parking Garage	54%
SJSU Parking Lot	5%
VTA Park & Ride Lot	2%

Commute Distance & Frequency Analysis

The average commute distance travelled by respondents to campus is approximately 16.9 miles. Below, Table 11 lists the average distance travelled in each journey by each mode. Distance travelled on passenger vehicles observed a significant increase since the Fall 2019 survey. For those who were dropped off at a portion of their journey, the average distance travelled nearly doubled, from 11.1 miles in 2019 to 21.6 miles in 2020.

Distance travelled on VTA services nearly halved since the previous year commute survey. Regional Transportation modes observed less of a change than VTA. BART is the exception where it observed a significant increase in average distance travelled; a 23% increase from an average distance travelled of 30.2 mi to 37.3 mi. This increase in distanced travelled on BART is most likely the result of the opening of the Berryessa BART station in San Jose, which began operating in June 2020. From Fremont BART – the former final stop for BART riders -- to Berryessa BART, approximately another 14.5 miles of tracks were extended.

Table 11 Average One-Way Commute Distance of All Transportation Mode

Commute Mode	2020 Average One-Way Commute Distance (mi)	2019 Average One-Way Commute Distance (mi)	% Change 2019-2020
Altamont Corridor Express (ACE)	49.8	49	2%
BART	37.3	30.2	23%
Baywheels bikeshare/Other Bikeshare Service	1.9	2.7	-31%
Bicycles	2.2	2.8	-20%
Caltrain	30.9	34.6	-11%
Carpool/Vanpool	32.1	20.5	56%
Dropped Off/Picked-Up	21.6	11.1	95%
Drive Alone	21.7	18	20%

e-scooter sharing service (e.g. Lime, Bird, etc.)	1.9	2.7	-31%
Highway 17 Express	29.0	34.6	-16%
Lyft/Uber	14.4	9.5	51%
Motorcycle/Moped	10.0	14.1	-29%
Other Transit provider (e.g. AC Transit, SamTrans, Muni, etc.)	13.3		
Paratransit (e.g. VTA Access, Uber WAV)	1.7		
Personal mobility device (e.g. skateboard, scooters, etc.)	1.3	2.6	-51%
SJSU Park & Ride Shuttle	1.9		
VTA Bus	5.3	8.4	-37%
VTA Light Rail	6.3	11.3	-44%
Walk	0.7	2.2	-67%

The average commute frequency of this survey's respondents was 2.01 days/week and is estimated that on average commuters travelled to campus 30 days out of the 15 weeks of fall semester. Comparing the average frequency between the fall 2020 and fall 2019 commute survey, travel frequency has been nearly halved across all transport modes.

Three modes observed decrease in frequency that were greater than 50%: Amtrak, SJSU Park & Ride Shuttle, and Dropped off/Picked up. Highway 17 Express has observed a slight increase in frequency of usage since Fall 2019, however, note that due to the small sample size of those how have reported to use Highway 17 Express (n=2), this observation is more than likely due to chance.

Table 12 Average Commute Frequency of All Transportation Modes

Commute Mode	Average Commute Frequency (days/week) Fall Survey 2020	Average Commute Frequency (days/week) Fall Survey 2019	Estimated # of Days Commuted In Fall 2020 Semester	Estimated # of Days Commuted In Fall 2019 Semester
Altamont Corridor Express (ACE)	2.50	3.40	38	51
Amtrak	0.00	3.60	0	54
BART	2.35	3.70	35	56
Baywheels bikeshare/Other Bikeshare Service	2.93	4.20	44	63
Bicycles	2.12	4.10	32	62

Caltrain	1.70	3.50	26	53
Carpool/Vanpool	2.21	3.70	33	56
Dropped Off/Picked-Up	1.04	4.00	16	60
Drive Alone	1.61	3.50	24	53
e-scooter sharing service (e.g. Lime, Bird, etc.)	1.68	4.20	25	63
Highway 17 Express	3.50	3.40	53	51
Lyft/Uber	2.03	3.50	31	53
Motorcycle/Moped	0.75	3.70	11	56
Other Transit provider (e.g. AC Transit, SamTrans, Muni, etc.)	1.80	N/A	27	N/A
Personal mobility device (e.g. skateboard, scooters, etc.)	2.09	4.90	31	74
SJSU Park & Ride Shuttle	1.11	3.70	17	56
VTA Bus	2.37	4.10	36	62
VTA Light Rail	2.12	3.90	32	59
Walk	2.19	4.40	33	66
All Transportation Modes	2.01	3.96	30	59

Background Information of Survey Respondents

All online survey respondents were asked to provide their class status; whether they have classes entirely online, entirely in-person, or a hybrid of the two, and (optionally) their zipcode wherethey reside in.

Those who have responded an affirmative response of taking some classes in-person (i.e. hybrid or in-person) or travelling for on-campus resources or extra-curriculars, or have stated they work on-campus, as well as declared they are not living in on-campus housing, have been categorize as a 'commuters'; the remaining respondents were consequently categorize as a non-commuter. 91.9% of survey takers have self-reported as taking their academic courses entirely online, follow by 7.9% who are taking both online and in-person classes, and 0.2% taking classes entirely in-person.

Table 13 Respondent's Fall 2020 Class Format

Category	Percentage of Total	Percentage of Total (Commuter)	Percentage of Total (Non-Commuter)
Online Only	91.9%	14.6%	77.3%
Hybrid	7.9%	7.3%	0.5%
In-Person	0.2%	0.2%	0.0%

Survey respondents were primarily upperclassmen (i.e. Juniors and Seniors) and graduate students with each group compromising a quarter of all recorded responses, all together, totaling 75% of all survey takers. The next 20% of respondent were lower classmen, evenly distributed between Freshman and Sophomores.

Table 14 Survey Respondent's Academic Standing

Academic Standing	Percentage of Total Respondents
Freshman (1 - 29.5 units)	11.1%
Sophomore (30 - 59.5 units)	9.8%
Junior (60 - 89.5 units)	25.2%
Senior (90+ units)	27.4%
Master's or higher	24.6%
Credential	1.0%
Open University/ Continuing Education/ Extended Studies/ I - Gateways	0.6%
Second Baccalaureate	0.3%

3,614 students self-reported their gender identities on the respective optional question on the survey. Woman-identified survey respondents were the primary survey takers, compromising 62.9% of all recorded responses. Men-identified survey respondents make up 34.3% of all respondents, follow by Gender-Queer/Non-Gender-Conforming identified respondents, at approximately 1%. Together, survey respondents who identify themselves as Transmen and Transwomen make up nearly 0.5% of all respondents. 'Nonbinary' and 'other' were the only two entries specified by those who selected 'Other' as their Gender Identity for question 1.6.

Table 15 Survey Respondents Gender and Commuter Distribution

Gender	Percentage of Total Respondents Who Are Commuters	Percentage of Total Respondents Who Are Non-Commuter
Women	12.3%	50.6%
Men	9.4%	24.9%
Gender Queer/Non-Gender Conforming	0.2%	0.7%
Transwoman	0.0%	0.1%
Transmen	0.1%	0.2%
Prefer not to say	0.2%	1.2%
Other	0.0%	0.1%

Gender Highlights

- Sample size to small for Gender Queer/GNC, Trans Man and Woman, 'Prefer not to say', 'Other', to extrapolate on
- Women ID population (within their population) utilizes more 4-wheeled vehicles versus Men Id within their own respective group

- 27.4% of men ID commuter utilizes VTA as a portion of the journey. 23.1% of all women ID commuters utilizes VTA as a portion of their journey

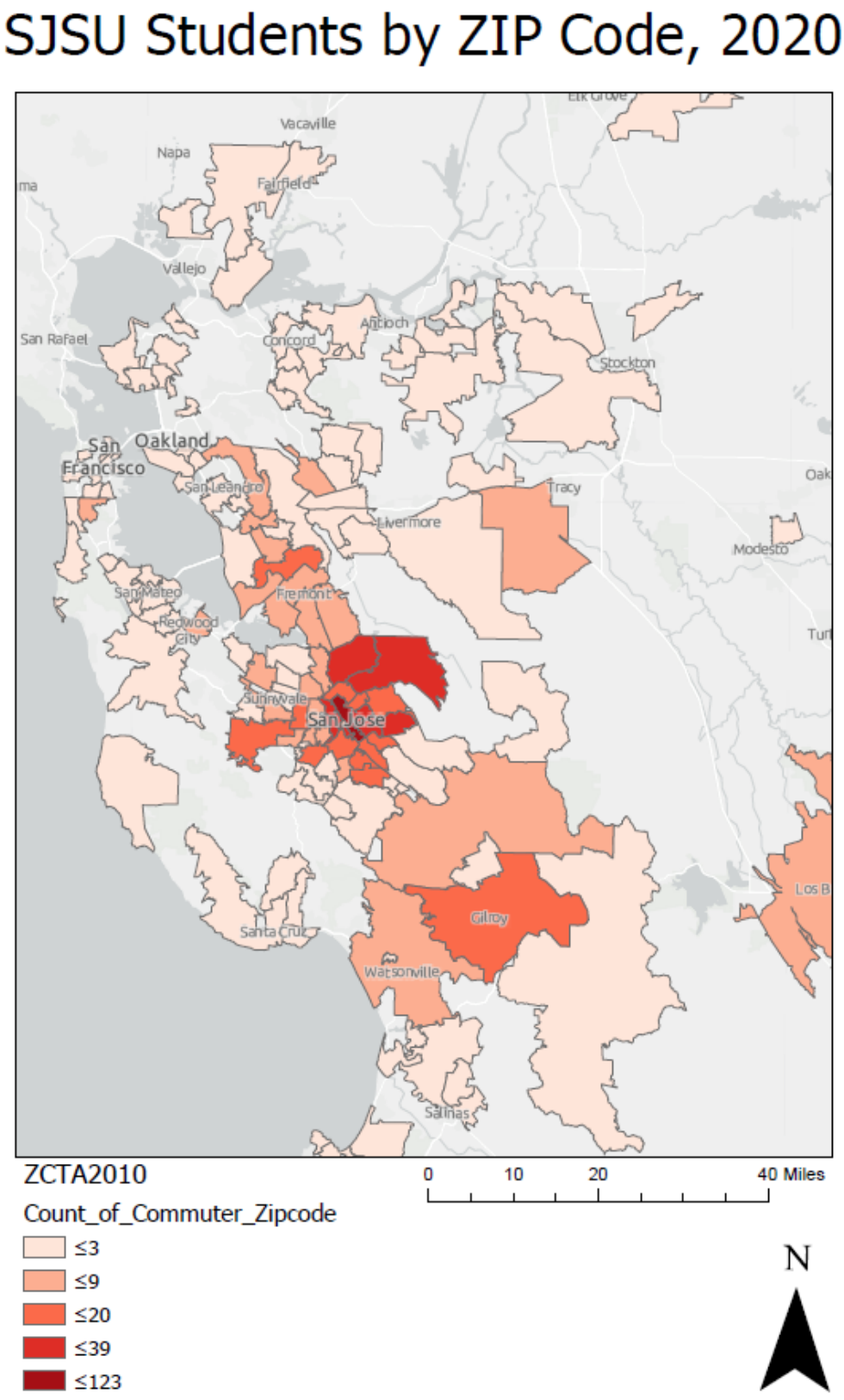
The strongest gender related trend we see is that women are 15% more likely to use some form of car-based transit than men. 69.4% of women reported driving, carpooling, being dropped off, or using ride share services, compared to 54.3% of men. Women are both less likely to ride public transportation, and less likely to use alternative transportation modes. This is a nationwide trend, not an SJSU trend, as women have consistently been less willing to ride transit or bicycles or walk alone due to having safety concerns.

Table 16 Mode Split by Gender

Commute Mode	Percentage of Women Commuters (n=445)	Percentage of Men Commuters (n=339)	Percentage of Gender Queer/Non-Gender Conforming Commuters (n=9)	Percentage of Trans Women Commuters (n=1)	Percentage of Trans Men Commuters (n=7)	Percentage of 'Prefer Not to Say' Commuters (n=7)	Percentage of 'Other' Commuters (n=1)
Altamont Corridor Express (ACE)	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%
BART	1.1%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Baywheels bikeshare	0.2%	5.0%	0.0%	0.0%	0.0%	14.3%	0.0%
Bicycles	3.1%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%
Caltrain	1.1%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Carpool/ Vanpool	6.5%	3.8%	0.0%	0.0%	50.0%	0.0%	0.0%
Dropped Off/Picked-Up	8.5%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%
Drive Alone	51.7%	44.0%	66.7%	0.0%	50.0%	57.1%	0.0%
e-scooter sharing service (e.g. Lime, Bird, etc.)	0.7%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Highway 17 Express	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Lyft	0.7%	0.3%	11.1%	0.0%	0.0%	0.0%	0.0%
Motorcycle/Moped	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

Other Bikeshare service	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Transit provider (e.g. AC Transit, SamTrans, Muni, etc.)	0.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Paratransit (e.g. VTA Access)	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%
Personal mobility device (e.g. skateboard, scooters, etc.)	1.3%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%
SJSU Park & Ride Shuttle	0.7%	0.9%	11.1%	0.0%	0.0%	0.0%	0.0%
Uber	1.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Uber WAV (Wheelchair Accessible Vehicle)	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%
VTA Bus	15.5%	18.3%	11.1%	0.0%	0.0%	28.6%	0.0%
VTA Light Rail	7.6%	9.1%	11.1%	0.0%	0.0%	0.0%	0.0%
Walk	13.9%	16.2%	11.1%	100.0%	0.0%	14.3%	100.0%

Map 1 SJSU Students by ZIP Code, 2020



As we can see from this map, the densest concentration of SJSU students is in central San Jose, followed by East San Jose. The rest of San Jose, Gilroy, northern Fremont, and Cupertino are also noteworthy clusters of students. The BART corridor is the most densely populated regional transit corridor, followed by ACE, Caltrain, and the Highway 17 Express. Overall, outside of San Jose, students are relatively spread out throughout the region. However, due to the Pandemic, large numbers of students returned to their home communities and continued their studies online, so this living pattern does not necessarily reflect living patterns during normal commute circumstances.