

# UNDERSTANDING REGIONAL TRAVEL PATTERNS



January 2024

## Santa Barbara County Association of Governments

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# INTRODUCTION

The Santa Barbara County Association of Governments has prepared the Understanding Regional Travel Patterns report for decision-makers and the public with reliable and informative statistics and trends information related to transportation, land use, people, mobility, the economy, and social equity. This effort relies upon collaboration with the state, local partners, and the Air Pollution Control District.

The general approach to this study was to determine how the region has been trending. This approach allows the study to encompass some important events in the timeline; pre-COVID-19, during COVID-19, and post-COVID-19 and associated recovery. With the wealth of data available, a framework needed to be established, using indicators and metrics to track progress over time.

This project was not undertaken to directly address any particular issue or concern; rather, it provides a snapshot for how we as a region are doing, and what are the areas that we may want to watch closer. Future planning work of SBCAG will draw from the analyses conducted for this project.

The analyses conducted for this project consider where and how people move into, out of, and within Santa Barbara County.

This project was funded by Caltrans Sustainable Transportation Planning Grant Program, Sustainable Communities Formula, Fiscal Year 2022/23.

## DATA AND TRANSPORTATION PLANNING

Transportation planning involves assembling relevant data, organizing that data in a means to enable analyses, conducting analyses, and using those analyses to inform solutions to current and forecasted transportation concerns.

Data employed in transportation planning comes in many forms. Some of those are discussed below.

### Hard Data

Hard data involves data which is quantified or measured. Examples include data points such as the number of vehicles passing a particular point in a given time period, population, composition of the existing built environment, and other quantifiable data points.

### Soft Data

Transportation planners make significant effort to listen to stakeholders and the public to gather data about the lived or perceived experience. For instance, an individual describing their commute experience often provides a better illustration of reality than the sole use of hard data.

### Forecasted Data

Forecasted data may be speculative, but it represents the expected outcome given certain inputs. As an example, transportation planners may be required to assess the impact to

the transportation system of a new development. SBCAG maintains a regional travel demand model that is used to evaluate transportation investments over the long term and is also used to quantify expected greenhouse gas emissions given expected growth, development, and investment.

Each data source provides benefits and constraints. Therefore, usually a combination of data sources is considered in transportation planning. This project focuses on hard data and it does not come without its limitations.

SBCAG set out to employ a “big data platform” for this project. There are several data points presented in this report which are drawn from the US Census Bureau, the California Department of Finance, or other sources, but the majority results are from the big data platform.

SBCAG advertised a request for proposals seeking a subscription to a big data platform. A committee of the region’s planning professionals reviewed the resulting proposals and ultimately the vendor Replica was selected.

Appendix A provides the technical methodology for the Replica platform. A high-level and less technical description of the platform is provided here.

Replica creates a representation of reality by use of an activity-based travel demand model. An activity-based model is the current best practice for travel modeling and enables consideration of linked trips, such as one may leave home, drop a kid off at a childcare facility, stop for coffee, go to work, go to a restaurant for lunch, etc. Travel models, such as the one used by

Replica are typically calibrated to the existing condition. The existing condition is often calibrated to a high degree of accuracy and if it is used to forecast future conditions higher degrees of uncertainty become relevant. Replica’s activity-based model is not used to forecast future conditions; it is calibrated to the highest level of accuracy to the existing condition with updates two times per year – once each in the spring and fall. To build the model, Replica creates a virtual representation of the built environment (transportation network, buildings, etc.) and layers demographic data from the US Census Bureau. The model is then calibrated using mobile location data (cell phones and GPS units) and economic data (credit card swipe activity). An additional layer of calibration comes from ground truth data, which is existing known traffic volumes, transit ridership, etc. The results provided by Replica’s model provide a good representation of reality with the level of error consistent with the level of privacy protections embedded within the mobile location and economic activity data sources.

The use of third-party data – mobile location and economic activity – enables a high degree of accuracy in modeling the existing condition, but it is not perfect. Privacy protections are built into the data which prevents a true representation of reality. However, the use of Replica enables analyses among the best currently possible. As with any travel model, the smaller the sample size the less confidence. This is applicable in the Santa Barbara County region for transit in northern Santa Barbara County and when considering travel between lightly populated areas. Finally, it is important to stress that Replica’s model is not used to forecast the future which is where models may produce higher degrees of uncertainty.

# ANALYSES

SBCAG performed a variety of analyses for this project using both the Replica platform and other data sources. Each analysis is presented in this section. The analyses are intended to inform future planning work and consider a wide variety of data points. It is recommended to use the table of contents to navigate to analyses of interest.

## Sources

Any information obtained from a source other than the Replica platform has its source indicated. Any table or graphic without an accompanying citation was constructed with data from the Replica platform. Unless otherwise stated, all Replica data is from the fall 2022 release.

## Population Growth

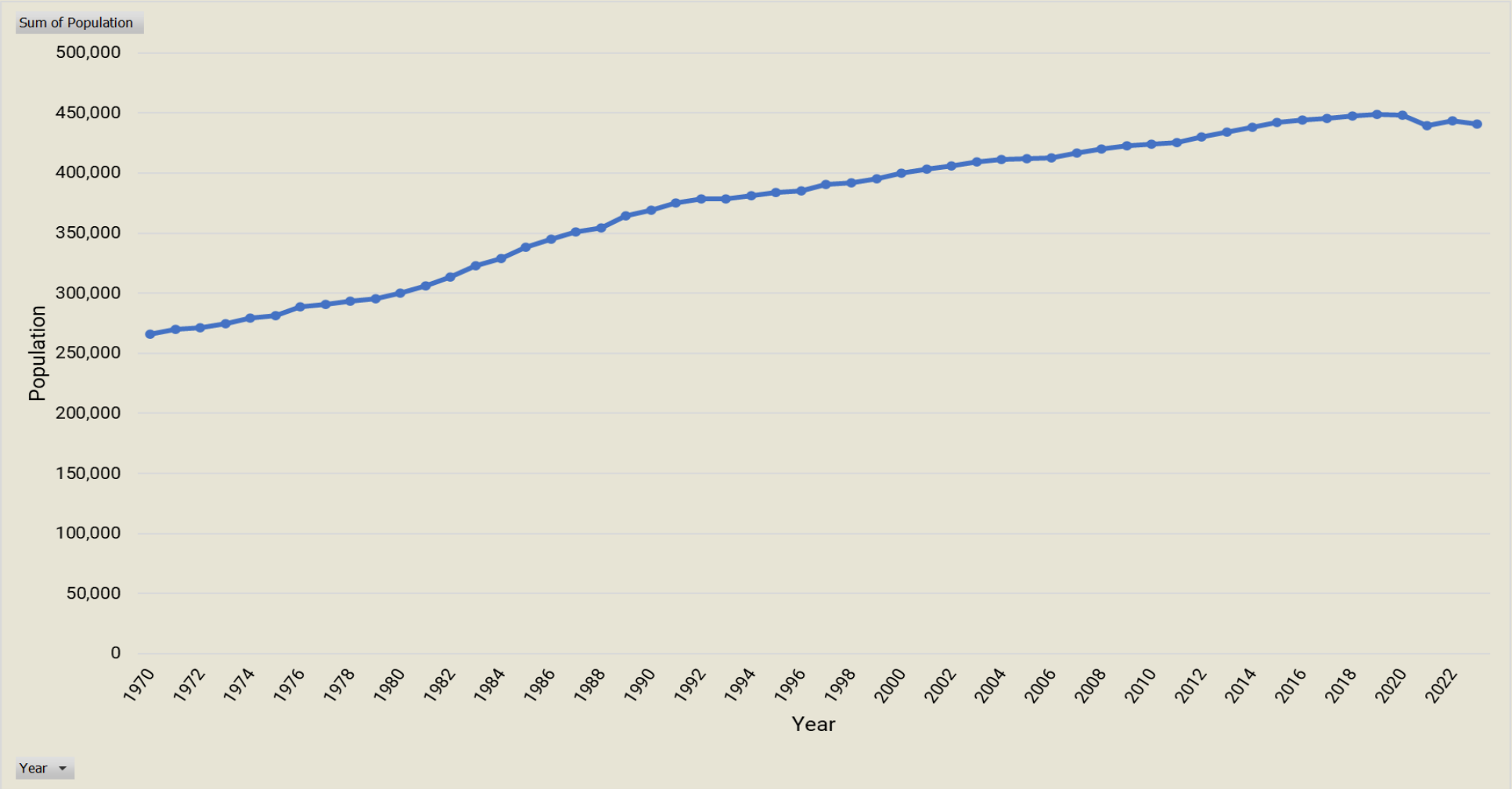
In 2023, approximately 440,500 people lived in Santa Barbara County (see Figure 1). There are eight incorporated cities in the County, with Santa Maria and Santa Barbara being the largest. Since 1970, Santa Barbara County has seen a steady increase in population growth but has started to see a slight decrease in population beginning in 2020. This is most likely due to the impact of the COVID-19 pandemic but may be attributable to other factors such as the increased cost of living in the region. The region saw a decrease of approximately 8,200 residents (down 2%) between 2019 and 2023.

Santa Maria is the largest city in the County, with approximately 24% of the County's residents living there. Santa Barbara (city) hosts 21% of the County's residents. Nearly 32% of the County's residents live in the unincorporated areas. Regional shares over time of the population have remained largely unchanged over the last twenty years (see Figure 2).

According to data from the CA Department of Finance, there were approximately 14,700 people residing in group quarters in the unincorporated areas as of January 2023 (mostly Vandenberg Space Force Base and UCSB dormitories). Within the City of Lompoc, there were approximately 3,600 people residing in group quarters (mostly federal prisoners at the US Penitentiary Lompoc, which resides within city limits).

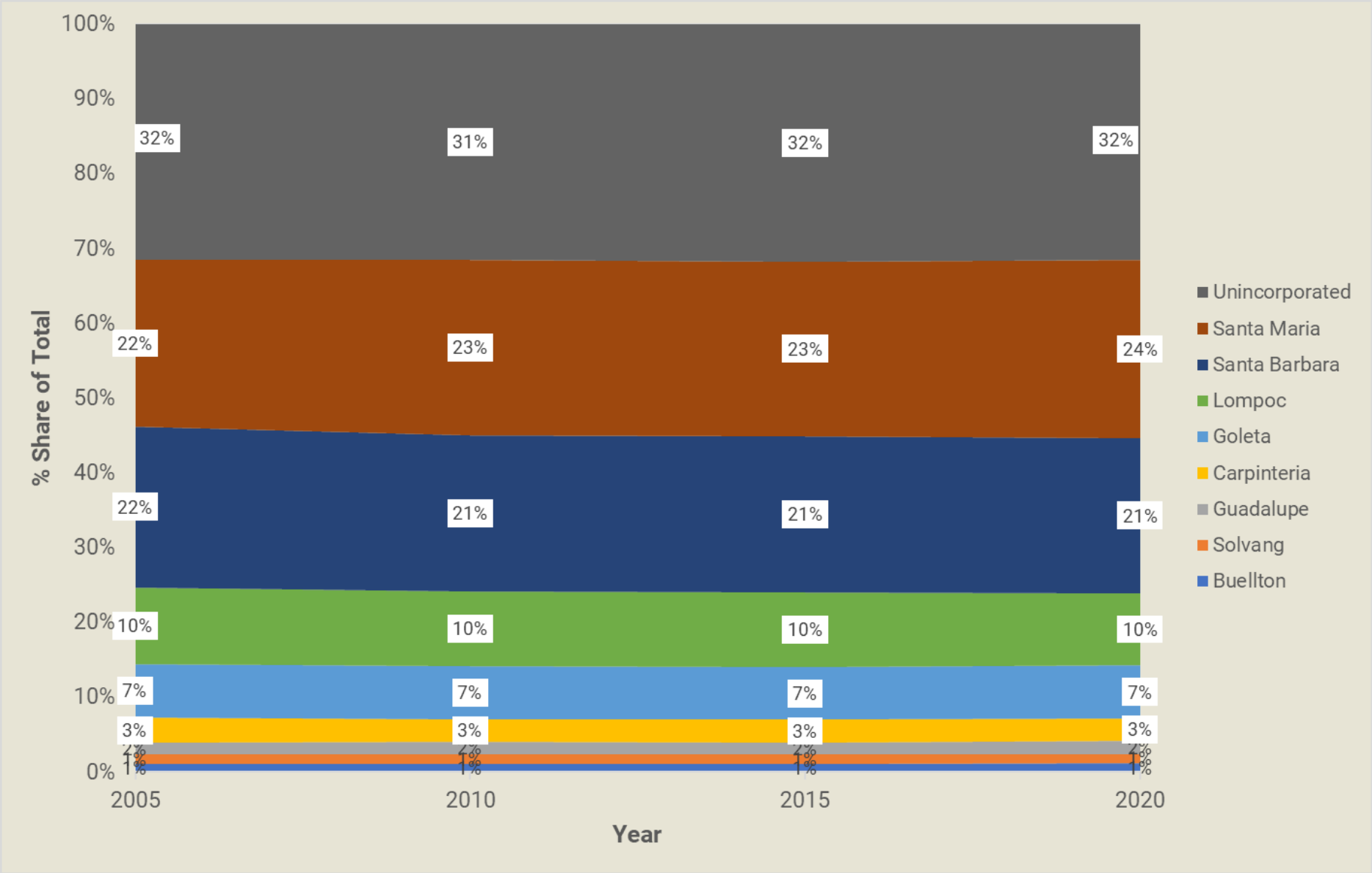


Figure 1: Historical Trend for Population



Source: California Department of Finance, Tables E-2, E-5, E-8, 1970-2023.

Figure 2: Regional Share of Population by Jurisdiction



The following table and figures provide population by age cohorts for three years – 1980, 2000, and 2020.

Table 1: Santa Barbara County Population by Age Cohort for 1980, 2000, and 2020

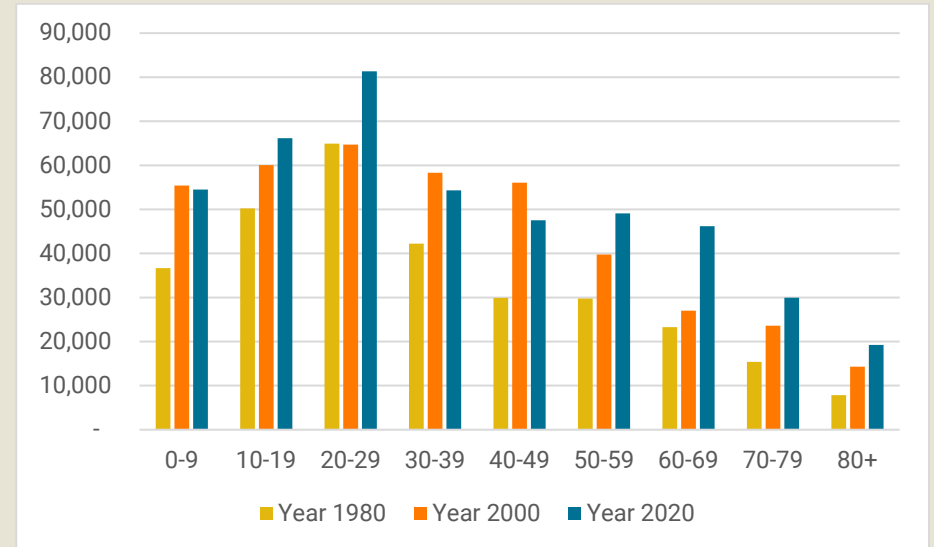
Age	Year			% Change	
	1980	2000	2020	1980-2000	2000-2020
0-9	36,683	55,424	54,490	51%	-2%
10-19	50,221	60,075	66,143	20%	10%
20-29	64,918	64,707	81,319	0%	26%
30-39	42,218	58,325	54,306	38%	-7%
40-49	29,907	56,070	47,514	87%	-15%
50-59	29,772	39,776	49,095	34%	23%
60-69	23,276	27,020	46,177	16%	71%
70-79	15,408	23,595	29,942	53%	27%
80+	7,833	14,301	19,231	83%	34%
Total	300,236	399,293	448,217	33%	12%

Sources: Intercensal Population Estimates by Age, Sex, and Race: [1980-1989](#), [2000-10](#), [2010-20](#).

The above table, particularly looking at the change between years 2000 and 2020, shows the college age population exceeding the overall growth rate of 12%, ages 30-49 declining, and above trend growth in the population aged 50 years or more.

The following figures provide the population by age cohort in graph format.

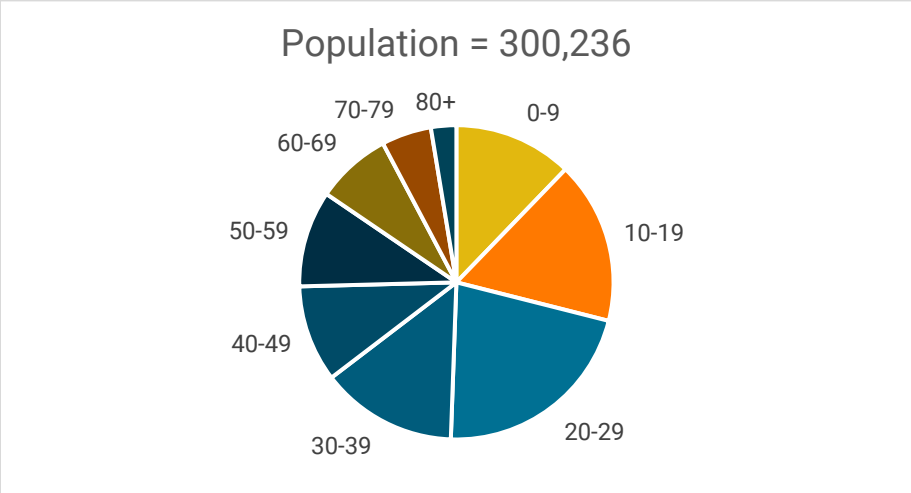
Figure 3: Santa Barbara County Population by Age Cohort for 1980, 2000, and 2020



Sources: Intercensal Population Estimates by Age, Sex, and Race: [1980-1989](#), [2000-10](#), [2010-20](#).

To further illustrate changes in the dynamics of the County’s population over time a series of pie charts are provided.

Figure 4: Regional Population by Age Cohort for 1980



Sources: Intercensal Population Estimates by Age, Sex, and Race: [1980-1989](#), [2000-10](#), [2010-20](#).

Figure 5: Regional Population by Age Cohort for 2000

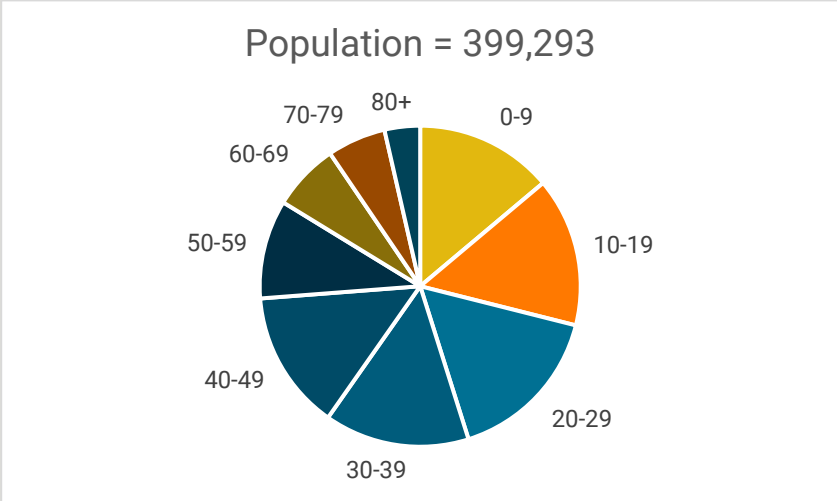
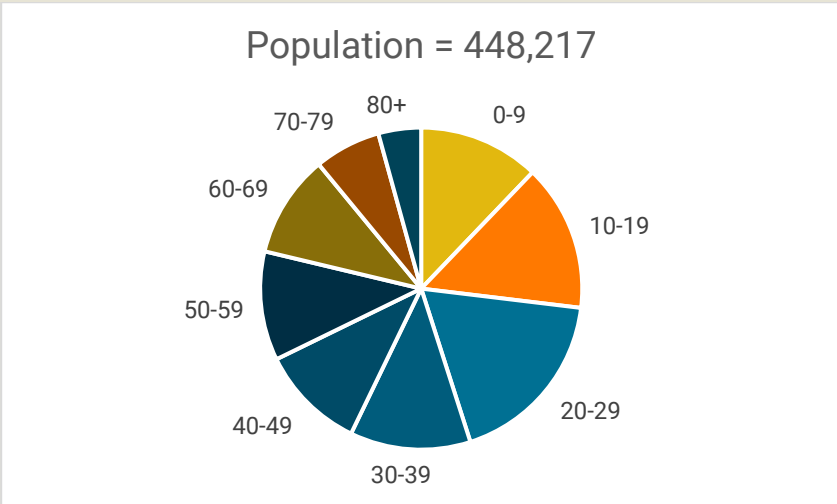


Figure 6: Regional Population by Age Cohort for 2020



# Jobs

Santa Barbara County is home to nearly 183,000 jobs (see the following figure). Jobs have been growing steadily in the region since 2005, with a period of rapid growth between 2010 and 2015. (see the figures on the next pages for a summary of 15-year job growth trends by jurisdiction).

Figure 7: Historical Trend for Job Growth

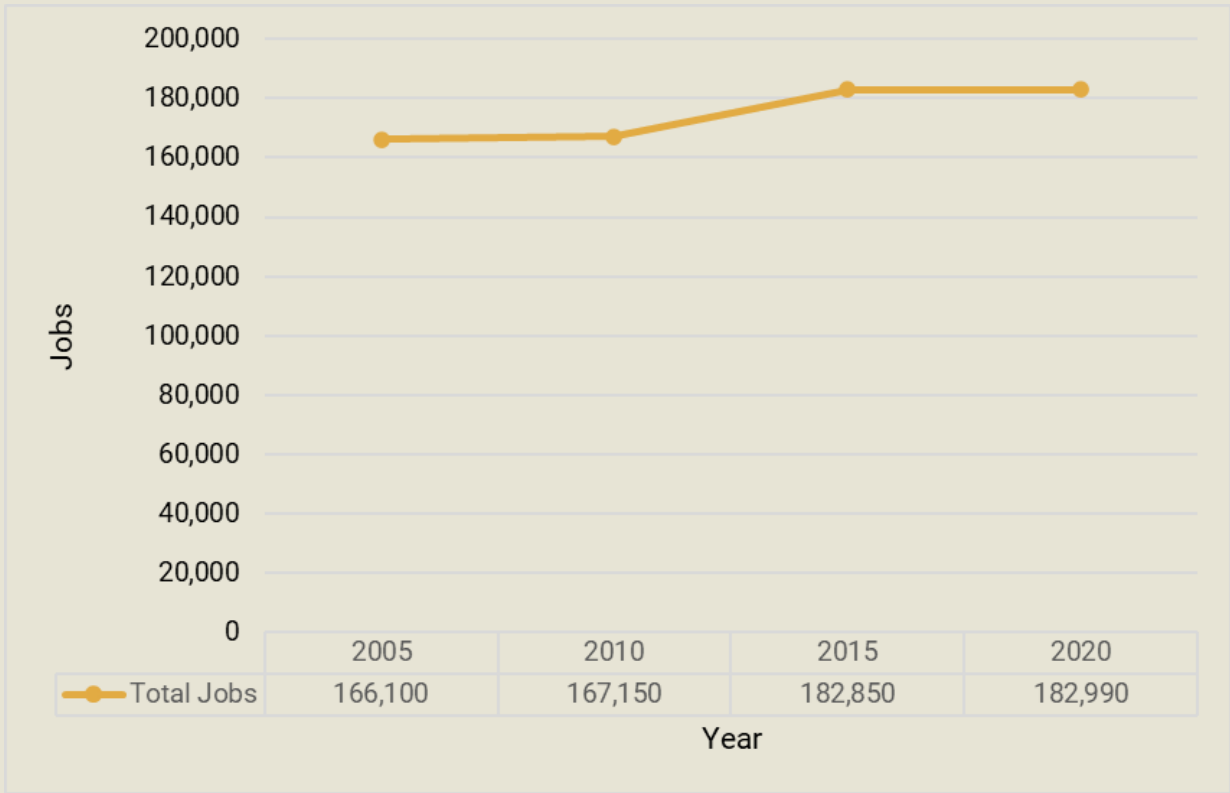
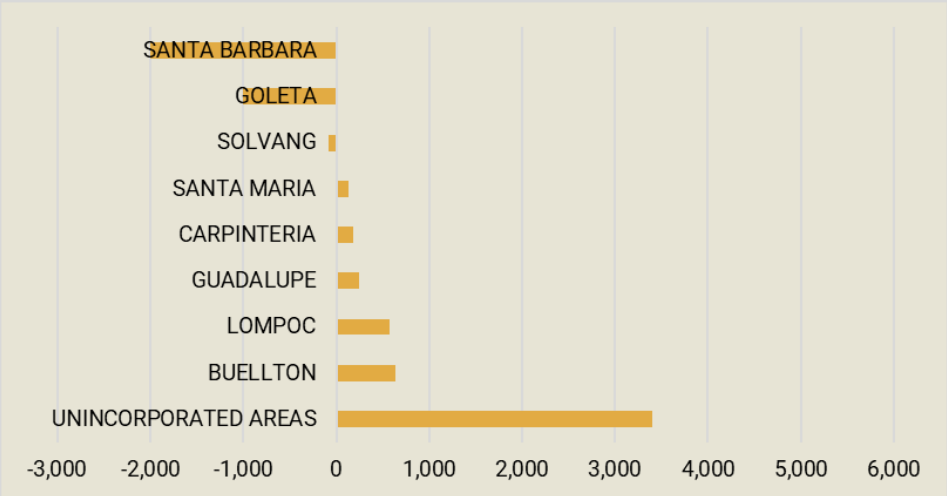


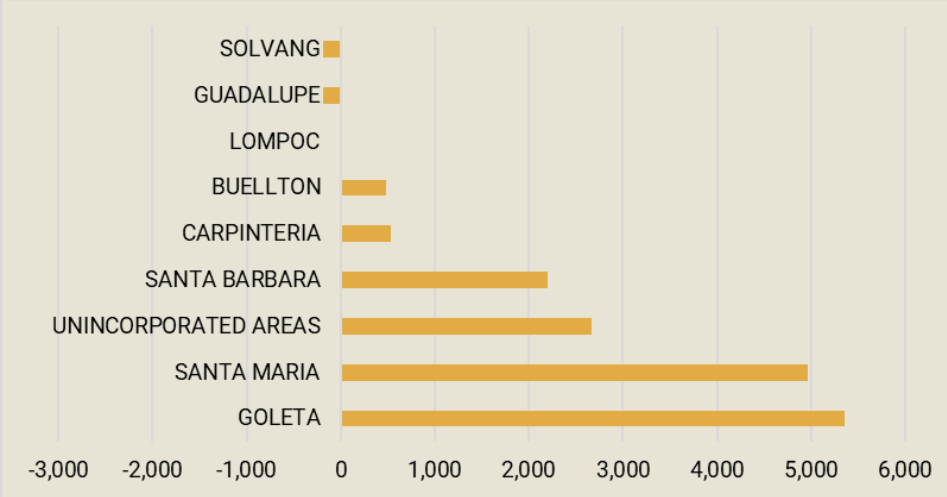
Figure 8: Net New Jobs by Jurisdiction, 2005-2010



Sources: US Census Bureau, On-the-Map, and LEHD, 2005-2020.

The recession years were particularly difficult for the local jurisdictions, showing net declines in jobs for some cities. By 2020, most cities had recovered and continued to see job growth.

Figure 9: Net New Jobs by Jurisdiction, 2010-2020



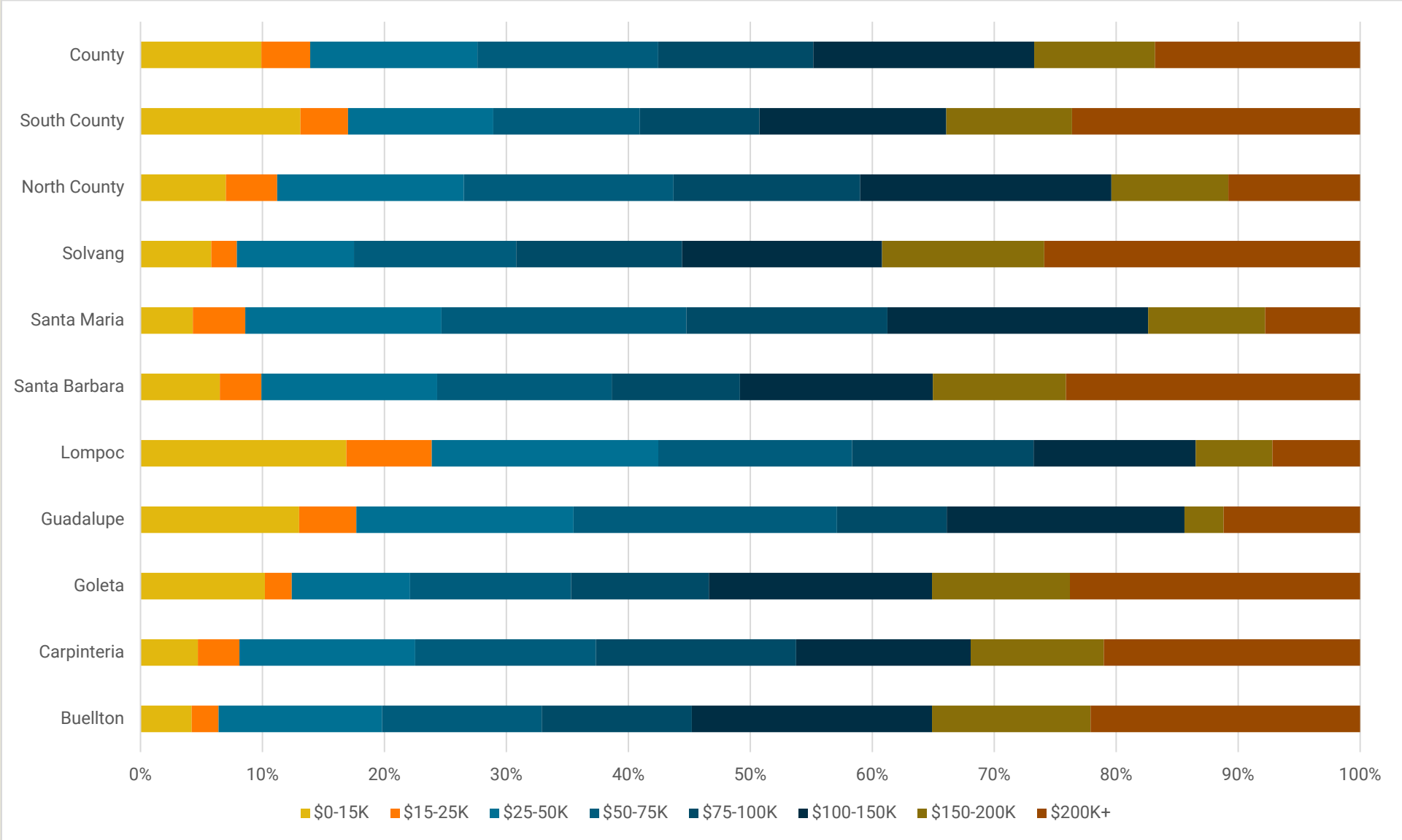
Sources: US Census Bureau, On-the-Map, and LEHD, 2005-2020.

The following table and figure provides the proportion of the households in various jurisdictions and subregions in income groups.

Table 2: Household Income Distribution by Jurisdiction - 2022

Jurisdiction	Household Income							
	\$0-15K	\$15-25K	\$25-50K	\$50-75K	\$75-100K	\$100-150K	\$150-200K	\$200K+
Buellton	4.2%	2.2	13.4%	13.1%	12.3%	19.7%	13.0%	22.1%
Carpinteria	4.7%	3.4%	14.4%	14.8%	16.4%	14.3%	10.9%	21.0%
Goleta	10.2%	2.2%	9.7%	13.2%	11.3%	18.3%	11.3%	23.8%
Guadalupe	13.0%	4.7%	17.8%	21.6%	9.0%	19.5%	3.2%	11.2%
Lompoc	16.9%	7.0%	18.6%	15.9%	14.9%	13.3%	6.3%	7.2%
Santa Barbara	6.5%	3.4%	14.4%	14.3%	10.5%	15.8%	10.9%	24.1%
Santa Maria	4.3%	4.3%	16.1%	20.1%	16.5%	21.4%	9.6%	7.8%
Solvang	5.8%	2.1%	9.6%	13.3%	13.6%	16.4%	13.3%	25.9%
North County	7.0%	4.2%	15.3%	17.2%	15.3%	20.6%	9.6%	10.8%
South County	13.1%	3.9%	11.9%	12.0%	9.8%	15.3%	10.3%	23.6%
County	9.9%	4.0%	13.7%	14.8%	12.7%	18.1%	9.9%	16.8%

Figure 10: Household Income Distribution by Jurisdiction - 2022

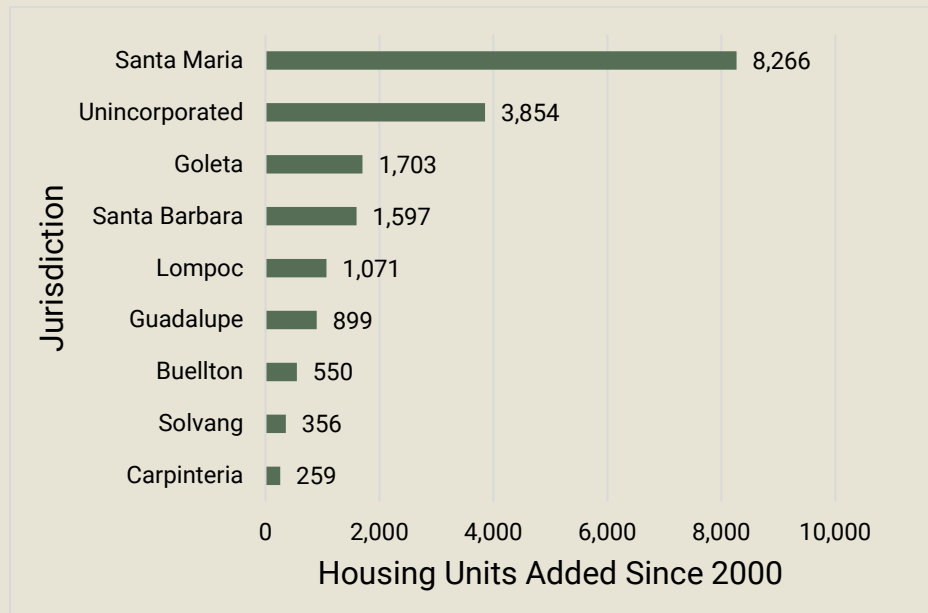




# Housing

Where people live, work, and play defines the demands experienced by the transportation system. The Jobs portion of this report highlights where new jobs have been created, this portion highlights where new housing has been created. The disconnection between where many live and where they work represents one of the largest challenges faced by planners and policy makers. The coming Journey-to-Work section explores the results of a mismatch of jobs and residences. The following two tables provide new housing as well as the existing housing inventory.

Figure 11: New Housing Units Added by Jurisdiction, 2000-2023



Source: CA Dept. of Finance Tables E-5 & E-8, Years 2000-2023.

Table 3: Housing Inventory, 2022

Jurisdiction	Single-Family		Multi-Family		Mixed Use	
	#	%	#	%	#	%
Buellton	1,582	82.0%	266	13.8%	82	4.2%
Carpinteria	3,993	71.4%	1,313	23.5%	286	5.1%
Goleta	7,104	60.6%	4,282	36.5%	335	2.9%
Guadalupe	1,433	70.7%	533	26.3%	62	3.1%
Lompoc	8,720	59.4%	5,553	37.8%	418	2.8%
Santa Barbara	17,558	46.4%	18,332	48.5%	1,912	5.1%
Santa Maria	19,784	65.1%	8,352	27.5%	2,237	7.4%
Solvang	1,852	66.4%	815	29.2%	124	4.4%
North County Uninc.	21,409	85.1%	1,978	7.9%	1,781	7.1%
South County Uninc.	15,840	65.9%	7,074	29.4%	1,116	4.6%
North County	54,780	71.2%	17,497	22.7%	4,704	6.1%
South County	44,495	56.2%	31,001	39.2%	3,649	4.6%
County	99,276	63.6%	48,498	31.1%	8,353	5.4%

Source: CA Dept. of Finance Table E-5, Year 2022.

The following table provides the median sales price for housing sales for each July between 2012 and 2023. Note that the given values reflect the median house price for each July. When looking at a single month a certain level of volatility can be expected, particularly for smaller jurisdictions where the sample size may be small.

Table 4: Median Housing Sale Prices (\$), July 2012-2023

Jurisdiction	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Buellton	788,000	850,000	627,000	672,000	602,000	515,000	477,000	645,000	545,000	469,000	467,000	353,000
Carpinteria	1,425,000	1,685,000	815,000	845,000	900,000	772,000	580,000	764,000	699,000	763,000	575,000	515,000
Goleta	915,000	1,225,000	970,000	840,000	882,000	889,000	755,000	710,000	739,000	602,000	698,000	538,000
Guadalupe*	427,000	539,000	468,000	397,000	315,000	353,000	349,000	320,000	185,000	195,000	143,000	126,000
Lompoc	536,000	519,000	485,000	424,000	385,000	360,000	345,000	325,000	321,000	259,000	264,000	180,000
Santa Barbara	2,000,000	1,851,000	1,503,000	1,415,000	995,000	1,087,000	1,110,000	1,078,000	948,000	895,000	884,000	645,000
Santa Maria	593,000	558,000	530,000	440,000	385,000	370,000	361,000	347,000	315,000	279,000	248,000	208,000
Solvang	1,635,000	748,000	908,000	767,000	673,000	625,000	732,000	815,000	693,000	640,000	585,000	565,000
County	876,000	795,000	710,000	723,000	612,000	525,000	550,000	489,000	505,000	490,000	435,000	375,000

\*Guadalupe, no homes were sold in the months of July 2014, July 2016 or July 2022. The shown figures are from May 2014, June 2016, and August 2022, respectively.  
 Source: Redfin Data Center, www.redfin.com, accessed September 20, 2023.

The following table provides an overview of vacancy in Santa Barbara County. The total includes housing units that are vacant for a variety of reasons, including but not limited to those for rent,

rented but not occupied, for sale only, sold but not occupied, for seasonal, recreational, or occasional use, for migrant workers, and other.

Table 5: Housing Unit Occupancy and Vacancy, 2010 - 2022

Santa Barbara County	Total Units	Occupied	% Occupied	Vacant	% Vacant	For Rent	% For Rent	For Sale	% For Sale
2022	160,910	150,851	93.7%	10,059	6.3%	1,778	1.1%	524	0.3%
2021	157,809	147,446	93.4%	10,363	6.6%	2,029	1.3%	634	0.4%
2020	159,317	148,309	93.1%	11,008	6.9%	1,999	1.3%	550	0.3%
2019	157,161	145,856	92.8%	11,305	7.2%	1,872	1.2%	613	0.4%
2018	156,210	144,962	92.8%	11,248	7.2%	1,972	1.3%	682	0.4%
2017	155,339	144,015	92.7%	11,324	7.3%	2,119	1.4%	830	0.5%
2016	154,574	143,051	92.5%	11,523	7.5%	2,181	1.4%	771	0.5%
2015	154,135	142,713	92.6%	11,422	7.4%	2,295	1.5%	799	0.5%
2014	153,565	142,028	92.5%	11,537	7.5%	2,551	1.7%	879	0.6%
2013	153,254	141,720	92.5%	11,534	7.5%	2,348	1.5%	862	0.6%
2012	152,709	141,247	92.5%	11,462	7.5%	2,568	1.7%	1,006	0.7%
2011	152,684	141,635	92.8%	11,049	7.2%	2,514	1.6%	1,115	0.7%
2010	152,381	141,793	93.1%	10,588	6.9%	2,479	1.6%	1,243	0.8%

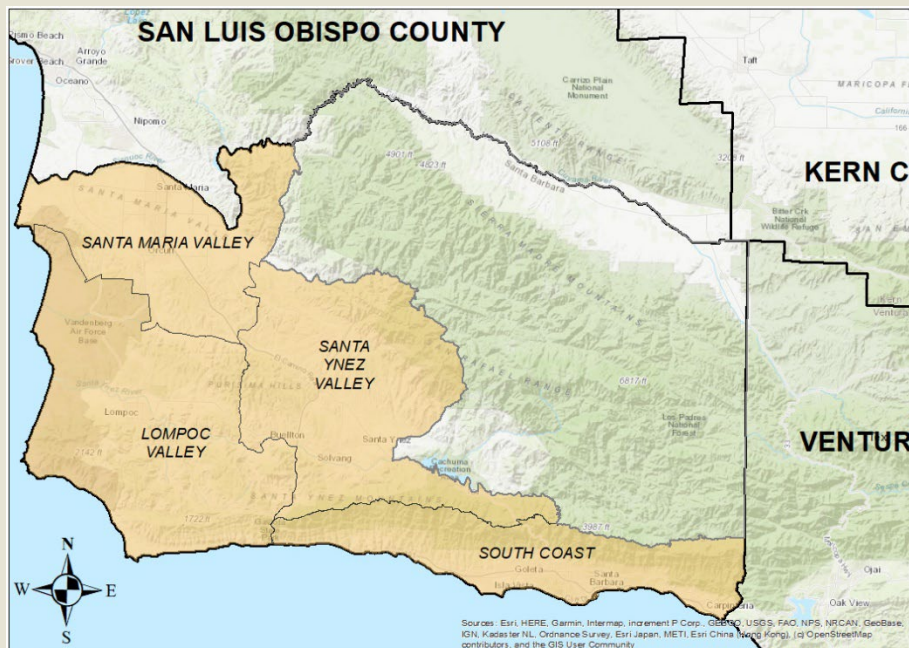
Source: American Community Survey 5-Year or 1-Year Estimates from B250004 and B25002, accessed September 29, 2023.

## Subregional Journey-to-Work Trends

An analysis was prepared using Replica querying three time periods (average Fall 2019, average Fall 2021, and average Fall 2022) for four sub-regions in the County:

- Santa Maria Valley
- Lompoc Valley
- Santa Ynez Valley
- South Coast

Figure 12: Journey-to-Work Subregions



The analysis queried worker trips “on the road” to and from the subregions and looked at the various social and travel characteristics of workers traveling to and from these areas, including age group, household income, home location, average start time, and race/ethnicity. Trends for each of these subregions in the County are discussed in more detail in the sections below.

An important detail of these subregional analyses is that they consider the workers coming into an area and not those living and working in the same area.

Prior to presenting each subregion individually, the following three tables provide several data points enabling comparison of the subregions.

Table 6: Workers Commuting to Work by Age Group

Age Group	Santa Maria Valley		Lompoc Valley		Santa Ynez Valley		South Coast	
	Workers	%	Workers	%	Workers	%	Workers	%
12-17	137	0.3%	12	0.1%	14	0.2%	39	0.1%
18-34	16,744	36.4%	3,690	30.1%	1,908	26.2%	26,615	34.2%
35-49	16,366	35.6%	4,556	37.1%	2,415	33.1%	23,736	30.5%
50-64	10,400	22.6%	3,308	26.9%	2,274	31.2%	21,478	27.6%
Over 65	2,384	5.2%	712	5.8%	683	9.4%	5,539	7.1%
TOTAL	46,031	100.0%	12,278	100.0%	7,294	100.0%	77,407	100.0%

Table 7: Workers Commuting to Work by Average Household Income

HH Income	Santa Maria Valley		Lompoc Valley		Santa Ynez Valley		South Coast	
	Workers	%	Workers	%	Workers	%	Workers	%
\$0-\$15k	776	1.7%	484	3.9%	205	2.8%	3,890	5.0%
\$15-\$25k	880	1.9%	482	3.9%	141	1.9%	1,944	2.5%
\$25k-\$50k	5,827	12.7%	1,601	13.0%	862	11.8%	8,719	11.2%
\$50k-\$75k	8,266	18.0%	2,059	16.8%	1,163	15.9%	11,074	14.2%
\$75k-\$100k	7,189	15.6%	1,956	15.9%	1,252	17.2%	9,911	12.7%
\$100k-\$150k	11,971	26.0%	2,624	21.4%	1,499	20.6%	15,305	19.7%
\$150k-\$200k	5,056	11.0%	1,355	11.0%	845	11.6%	9,720	12.5%
Over \$200k	6,064	13.2%	1,713	14.0%	1,327	18.2%	16,781	21.6%
Under \$0	2	0.0%	4	0.0%	0	0.0%	63	0.1%
TOTAL	46,031	100.0%	12,278	100.0%	7,294	100.0%	77,407	100.0%

Table 8: Workers Commuting to Work by Race / Ethnicity

Race/Ethnicity	Santa Maria Valley		Lompoc Valley		Santa Ynez Valley		South Coast	
	Workers	%	Workers	%	Workers	%	Workers	%
Hispanic or Latino Origin	27,761	60.3%	5,755	46.9%	3,988	54.7%	40,142	51.6%
White	14,014	30.4%	4,912	40.0%	2,643	36.2%	29,066	37.4%
Asian	2,279	5.0%	717	5.8%	296	4.1%	4,162	5.3%
Two races	1,040	2.3%	458	3.7%	186	2.6%	2,111	2.7%
Black	794	1.7%	378	3.1%	125	1.7%	1,422	1.8%
American Indian or Alaska Native	68	0.1%	25	0.2%	26	0.4%	366	0.5%
Other Non-Hispanic/Latino	40	0.1%	23	0.2%	22	0.3%	84	0.1%
Native Hawaiian or Other Pacific Islander	35	0.1%	10	0.1%	8	0.1%	54	0.1%
TOTAL	46,031	100.0%	12,278	100.0%	7,294	100.0%	77,407	100.0%

### Worker and Commuting Trends: Santa Maria Valley

The analysis found that between 2019 and 2022, workers traveling to and from the Santa Maria Valley for work declined by almost 7%.

The data shows a decrease in white non-Hispanic workers commuting to Santa Maria Valley, while the rates in commuting for Hispanic workers show a slight decline in 2021 and a return to 2019 level in 2022. It should be noted that the data shows that Hispanic workers commuting to the Santa Maria Valley outnumber white non-Hispanic workers by a 2:1 margin (60%/30%).

The worker and commuting trends for the Santa Maria Valley are summarized in detail below.

Table 9: Workers Commuting to Santa Maria Valley Job Sites

Time Period	Workers (#)	Change From 2019 (%)
Avg Fall 2019	49,199	
Avg Fall 2021	43,584	-11.4%
Avg Fall 2022	45,894	-6.7%

Table 10: Top 5 Cities Where Santa Maria Valley Workers Live Outside of Santa Maria Valley (Fall 2022)

City/Place	Workers	% of Total
Nipomo, CA	1,590	3.5%
Lompoc, CA	1,298	2.8%
Arroyo Grande, CA	959	2.1%
Santa Barbara, CA	904	2.0%
Grover Beach, CA	863	1.9%

Figure 13: Average Start Time for Work Trips to Santa Maria Valley

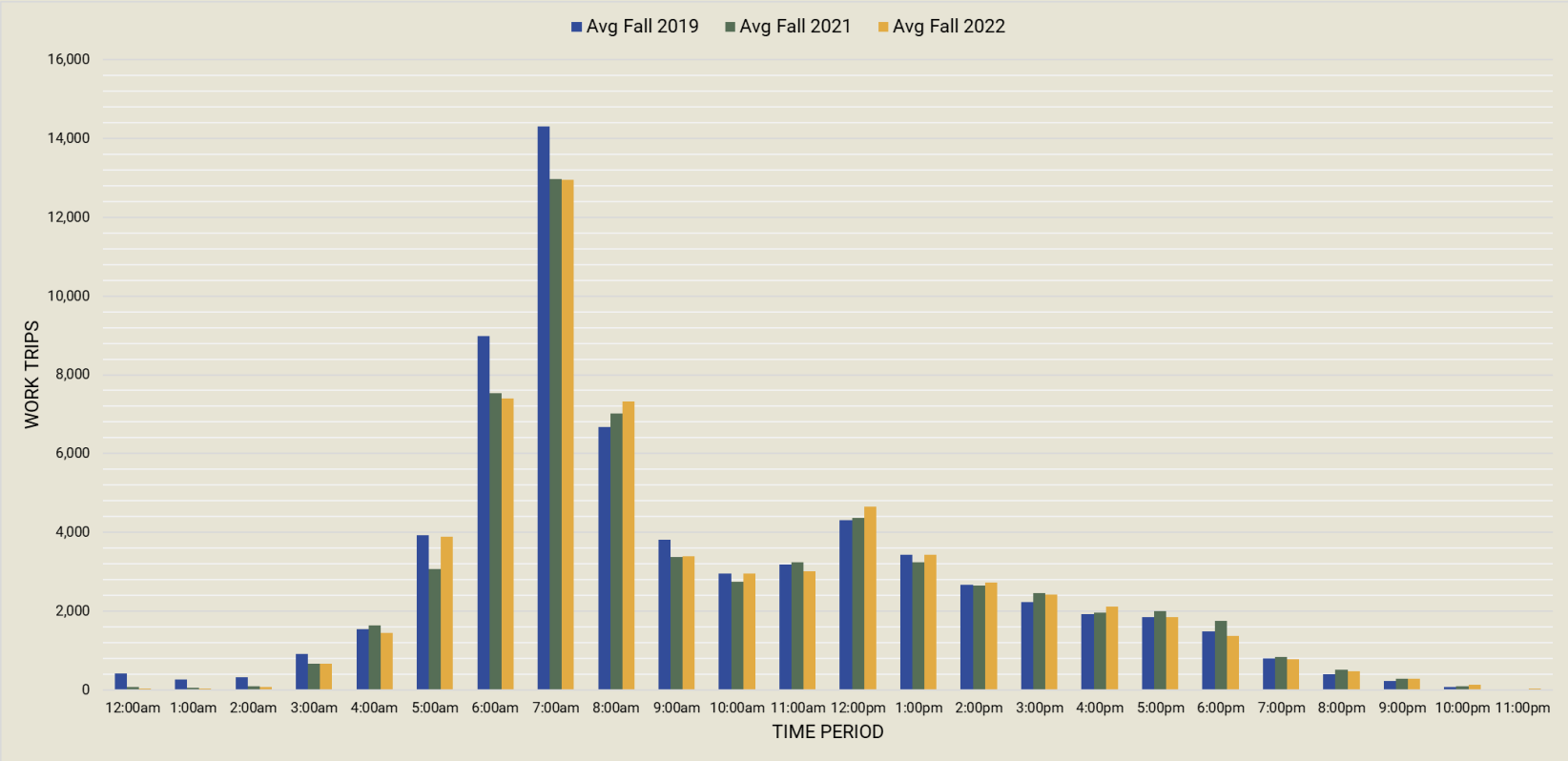




Figure 14: Workers Traveling to Santa Maria Valley for Work by Race and Ethnicity

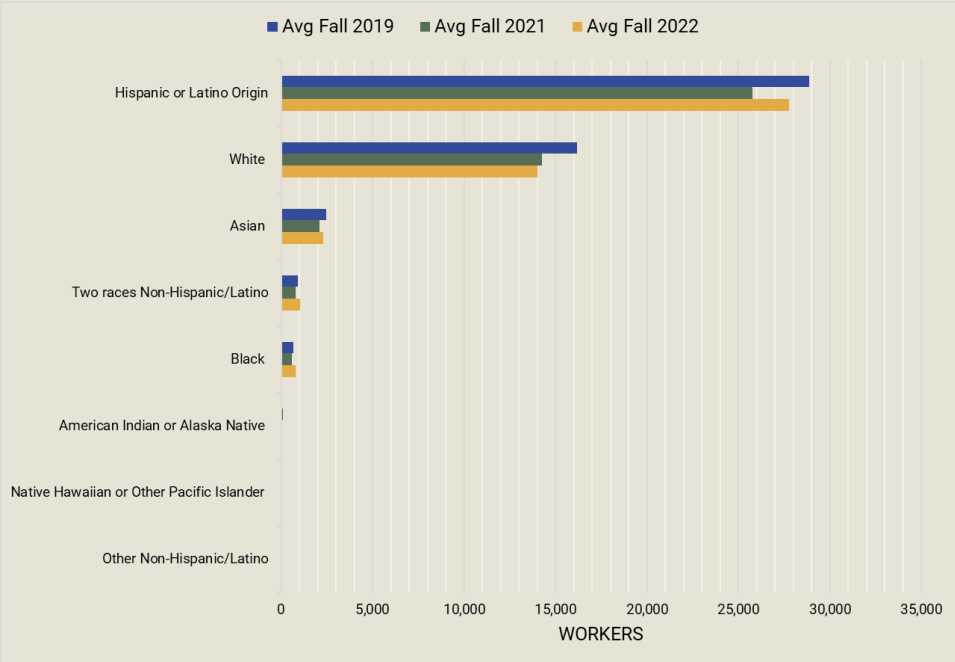


Figure 15: Workers Traveling to Santa Maria Valley for Work by Age Group

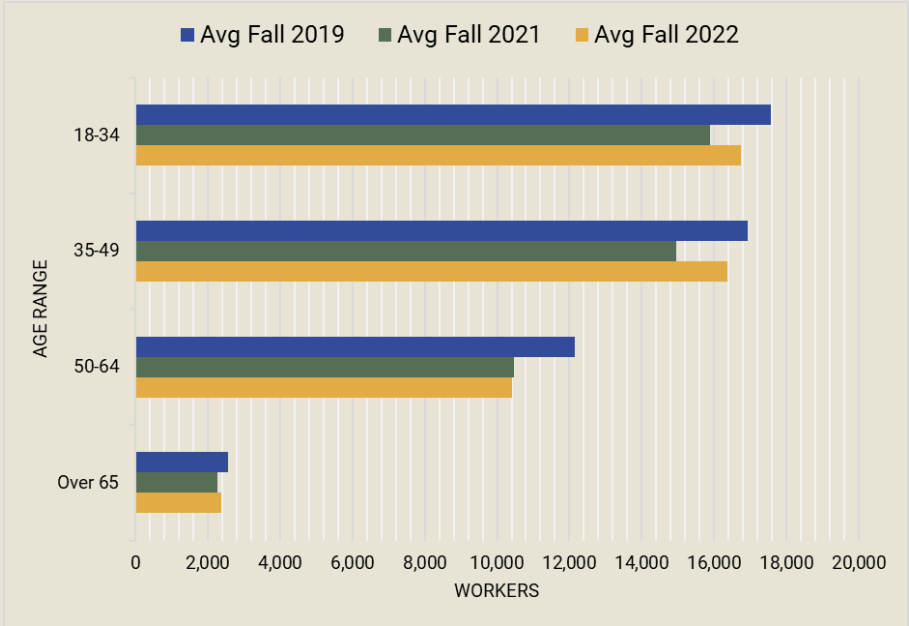
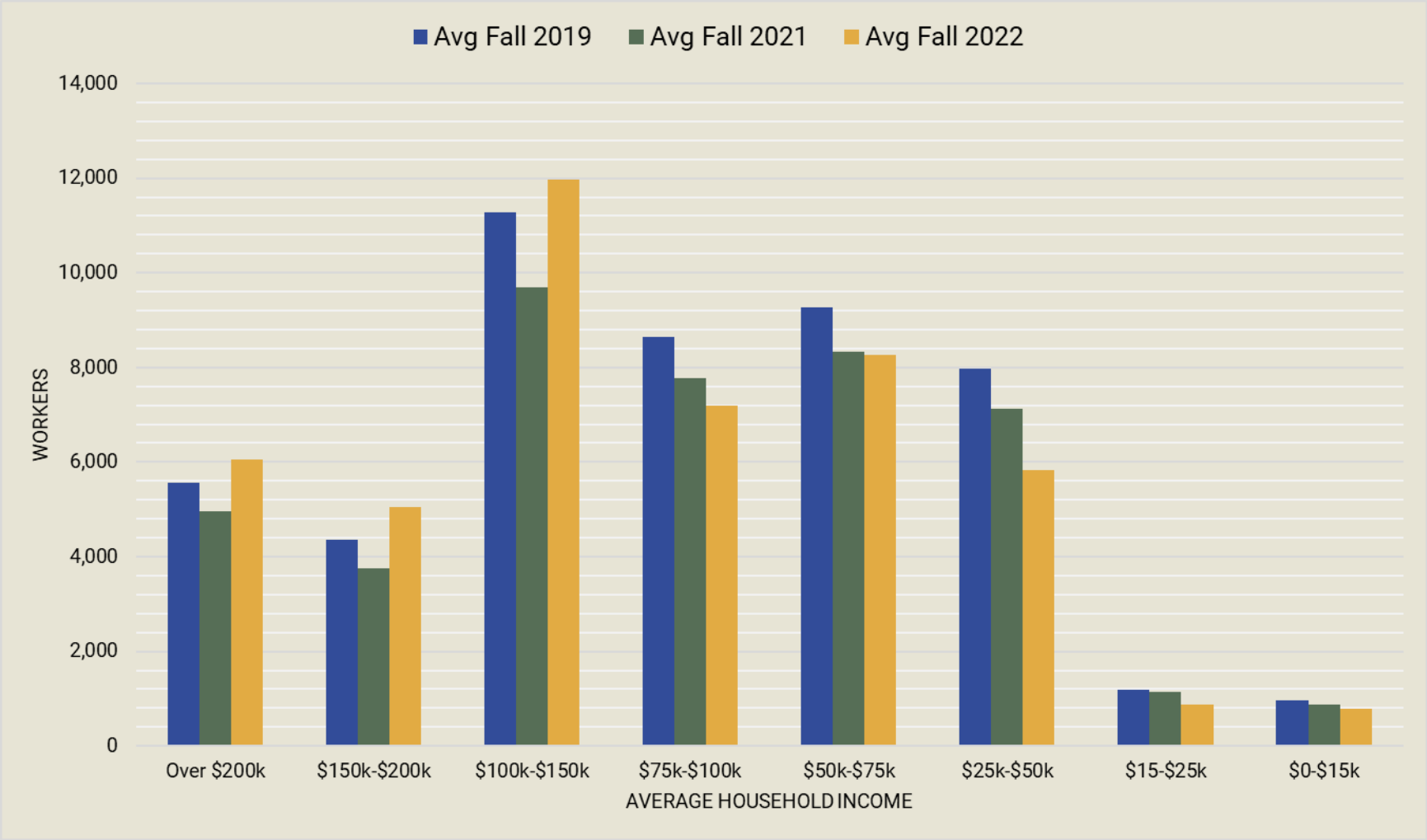


Figure 16: Workers Traveling to Santa Maria Valley for Work by Average Household Income Group



## Worker and Commuting Trends: Lompoc Valley

The analysis found that between 2019 and 2022, workers traveling to and from the Lompoc Valley for work declined 18%. Within the parameters of the demographics of the analysis, nearly all groups (age, race-ethnicity, and income groups) showed decreases in worker trip-making to the Lompoc Valley from 2019 to 2022.

The worker and commuting trends for the Lompoc Valley are summarized in detail below.

Table 11: Workers Commuting to Lompoc Valley Job Sites

Time Period	Workers (#)	Change From 2019 (%)
Avg Fall 2019	15,001	
Avg Fall 2021	11,650	-22.3%
Avg Fall 2022	12,266	-18.2%

Table 12: Top 5 Cities Where Lompoc Valley Workers Live Outside of Lompoc Valley (Fall 2022)

City/Place	Workers (#)	% of Total
Santa Maria, CA	1,141	9.3%
Orcutt, CA	456	3.7%
Santa Barbara, CA	196	2.4%
Solvang, CA	98	0.8%
Nipomo, CA	101	0.8%

Figure 17: Average Start Time for Work Trips to Lompoc Valley

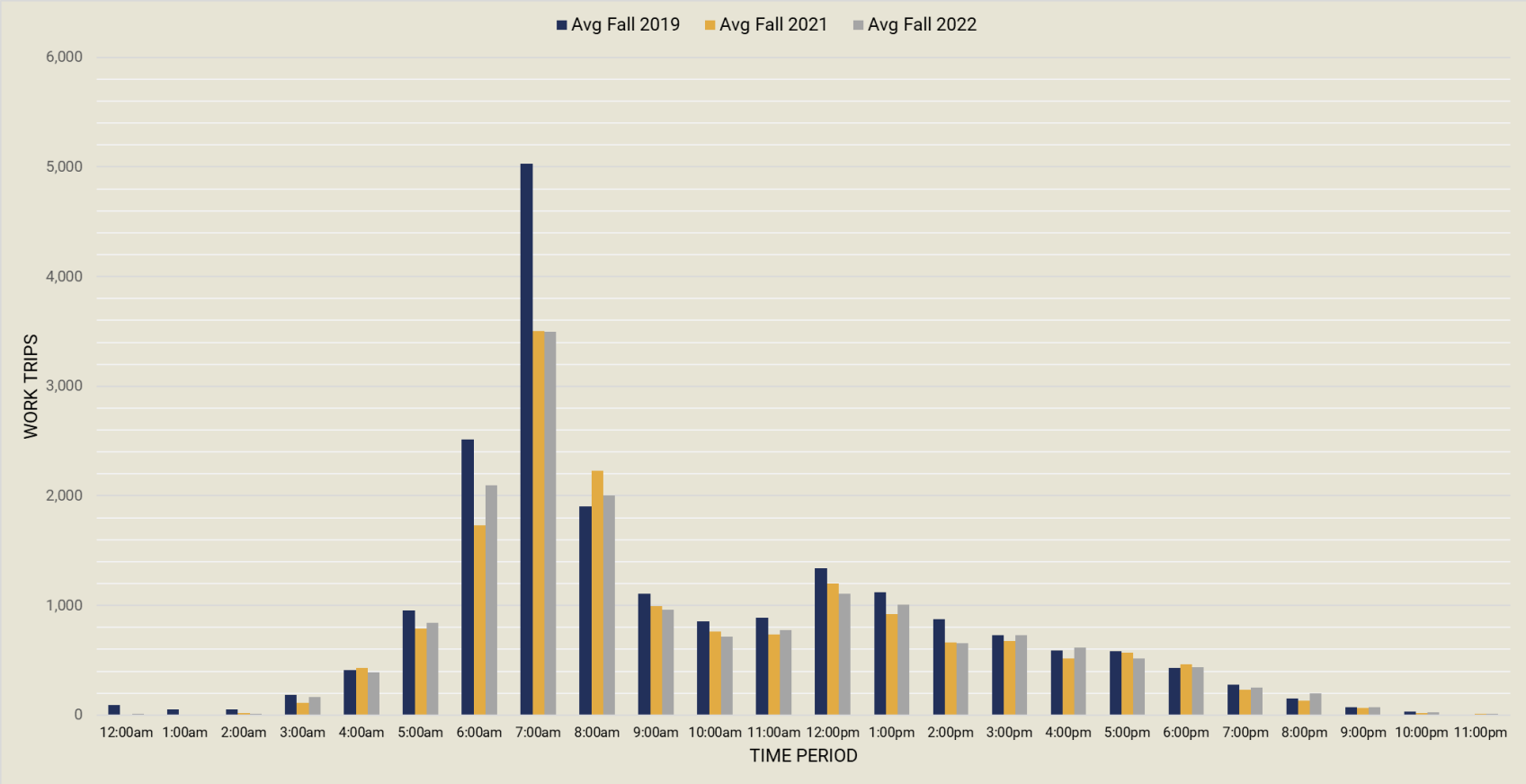


Figure 18: Workers Traveling to Lompoc Valley for Work by Race and Ethnicity

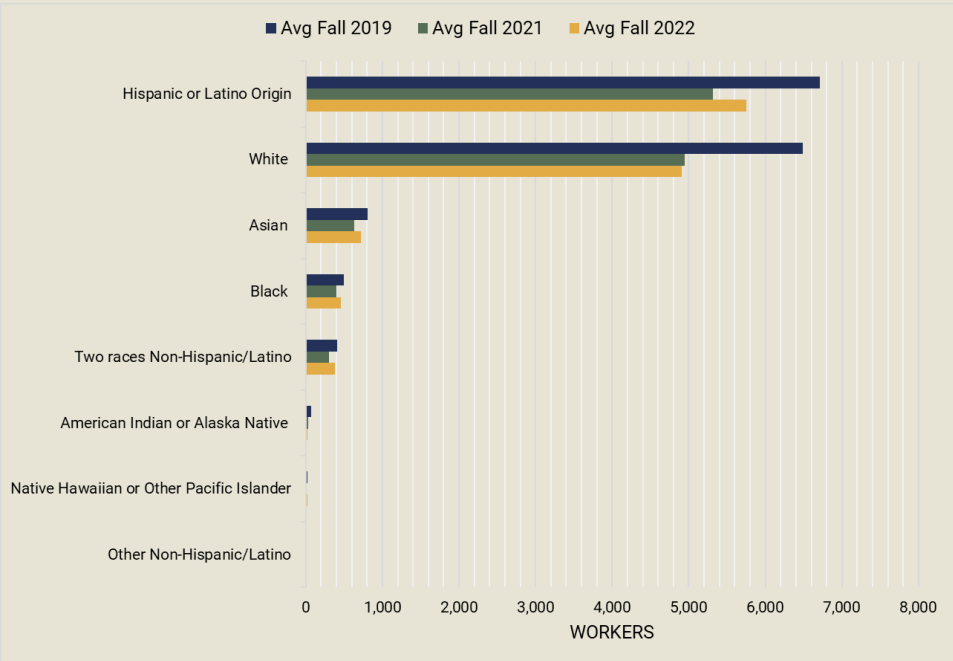


Figure 19: Workers Traveling to Lompoc Valley for Work by Age Group

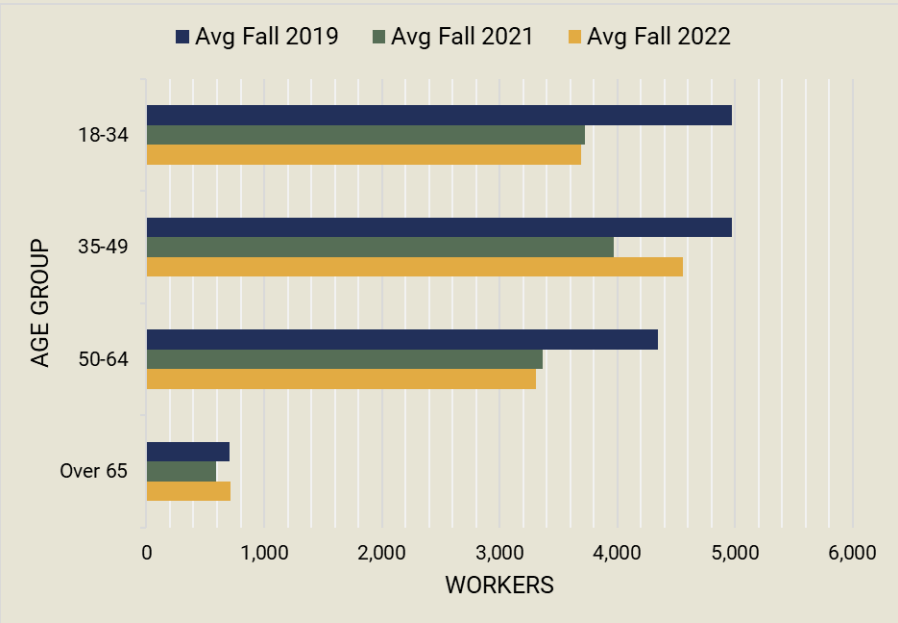
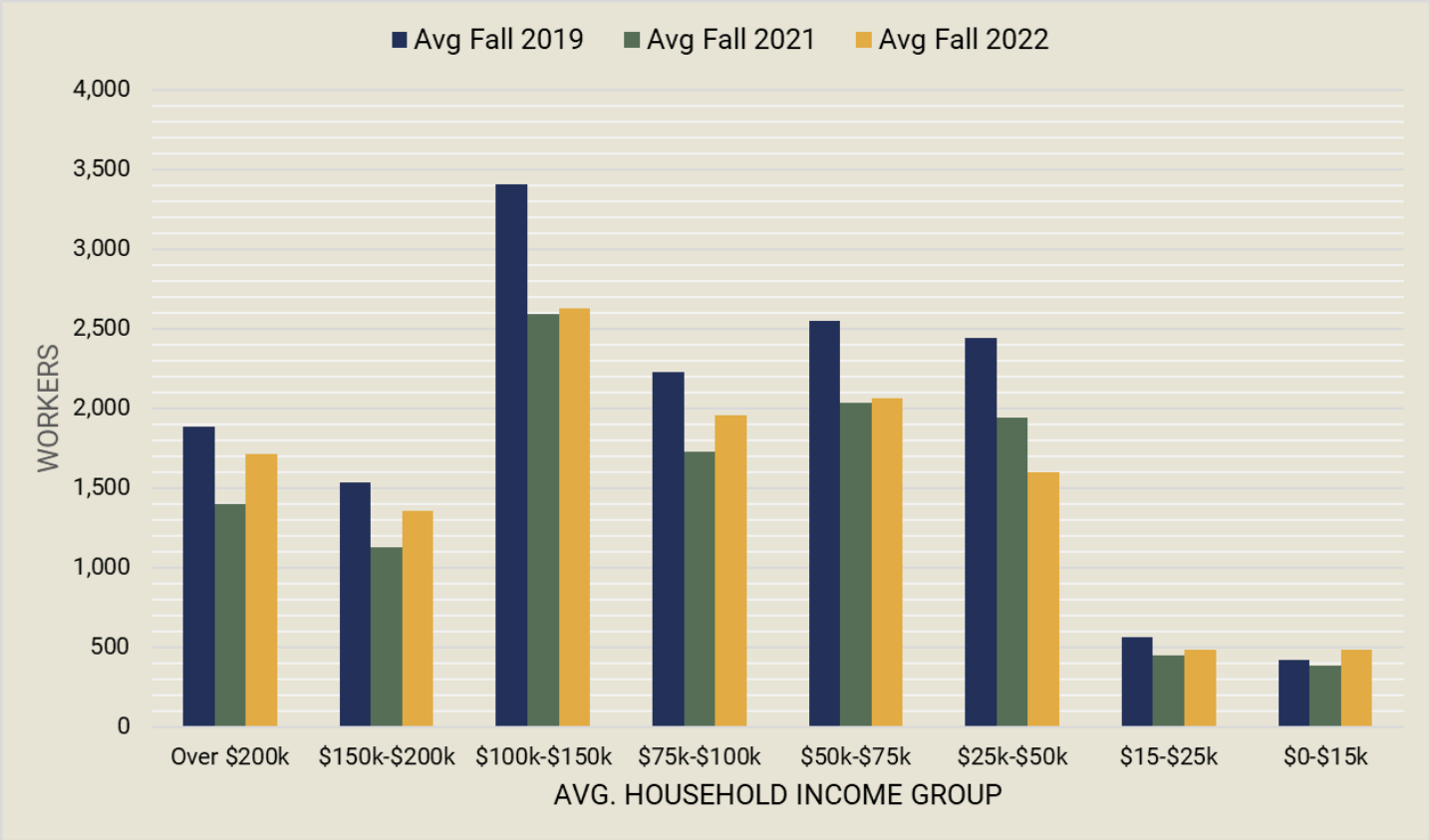


Figure 20: Workers Traveling to Lompoc Valley for Work by Average Household Income Group



### Worker and Commuting Trends: Santa Ynez Valley

The analysis found that between 2019 and 2022, workers traveling to and from the Santa Ynez Valley for work declined nearly 15%. Within the parameters of the demographics of the analysis, nearly all groups (age, race-ethnicity, and income groups) showed decreases in worker trip-making to the Santa Ynez Valley from 2019 to 2022.

The worker and commuting trends for the Santa Ynez Valley are summarized in detail below.

Table 13: Workers Commuting to Santa Ynez Valley Job Sites

Time Period	Workers (#)	Change From 2019 (%)
Avg Fall 2019	8,531	
Avg Fall 2021	7,297	-14.5%
Avg Fall 2022	7,280	-14.7%

Table 14: Top 5 Cities Where Santa Ynez Valley Workers Live Outside of Santa Ynez Valley (Fall 2022)

City/Place	Workers	% of Total
Lompoc, CA	1,167	16.0%
Santa Maria, CA	781	10.7%
Santa Barbara, CA	361	4.9%
Orcutt, CA	345	4.7%
Vandenberg Village, CA	216	3.0%

Figure 21: Average Start Time for Work Trips to Santa Ynez Valley

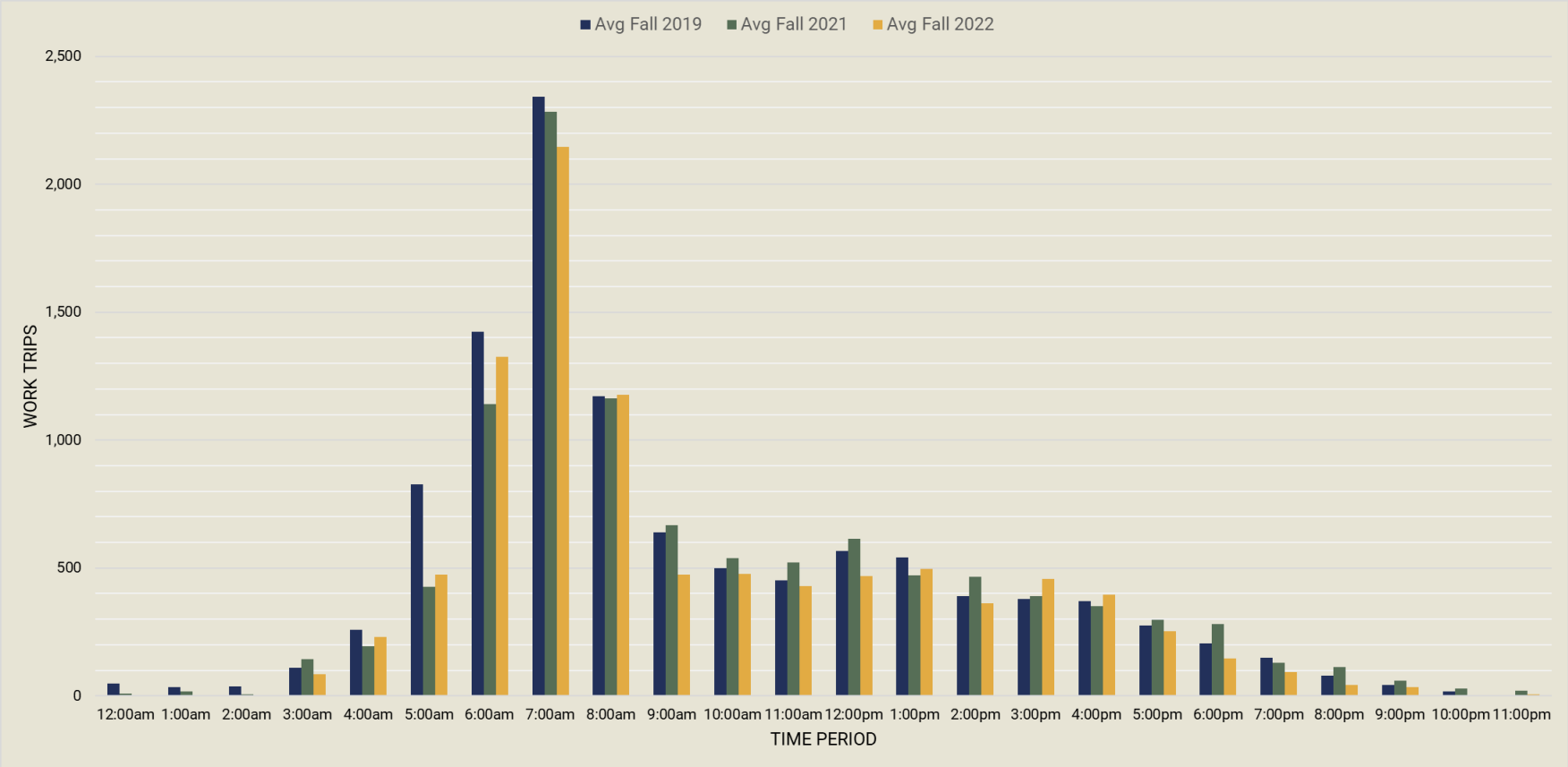




Figure 22: Workers Traveling to Santa Ynez Valley for Work by Race and Ethnicity

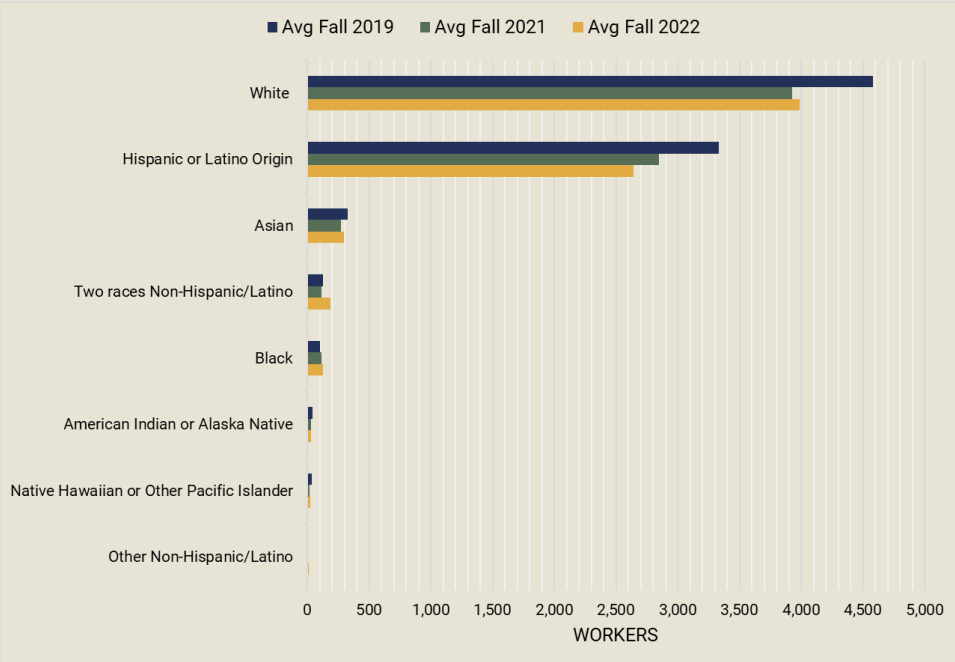


Figure 23: Workers Traveling to Santa Ynez Valley for Work by Age Group

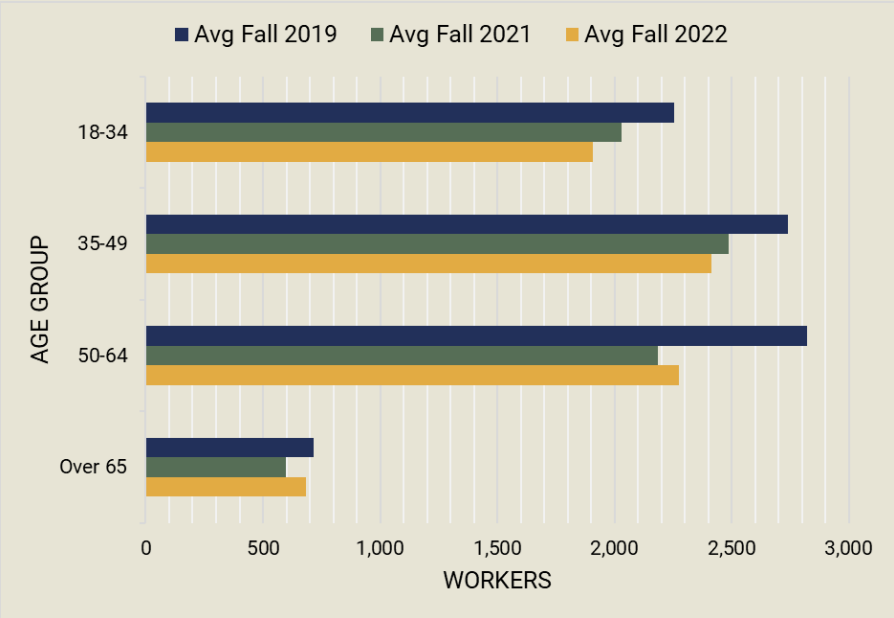
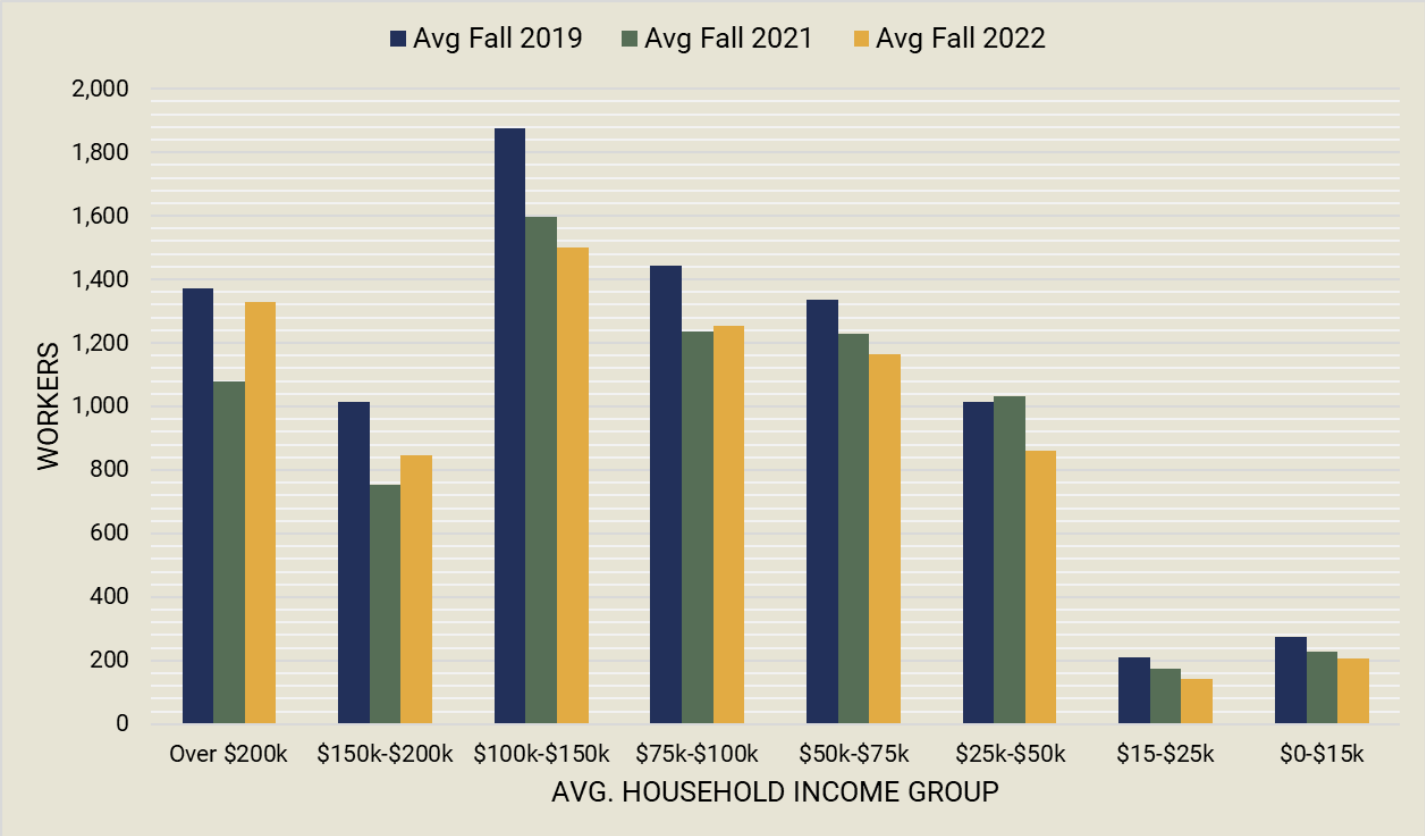


Figure 24: Workers Traveling to Santa Ynez Valley for Work by Average Household Income Group



## Worker and Commuting Trends: South Coast

The analysis found that between 2019 and 2022, workers traveling to and from the South Coast for work declined nearly 7%. Within the parameters of the demographics of the analysis, nearly all groups (age, race-ethnicity, and income groups) showed decreases in worker trip-making to the South Coast from 2019 to 2022. The only exception are workers living in a household with an annual income greater than \$150,000 per year, where slight increases were observed (see Figure 22).

The worker and commuting trends for the South Coast are summarized in detail below.

Table 15: Workers Commuting to South Coast Job Sites

Time Period	Workers (#)	Change From 2019 (%)
Avg Fall 2019	82,854	
Avg Fall 2021	79,141	-4.5%
Avg Fall 2022	77,368	-6.6%

Table 16: Top 5 Cities Where South Coast Workers Live Outside of South Coast (Fall 2022)

City/Place	Workers	% of Total
San Buenaventura (Ventura)	2,983	3.8%
Lompoc	2,538	3.3%
Santa Maria	2,371	3.0%
Oxnard	1,958	2.5%
Orcutt	1,196	1.5%

Figure 25: Average Start Time for Work Trips to South Coast

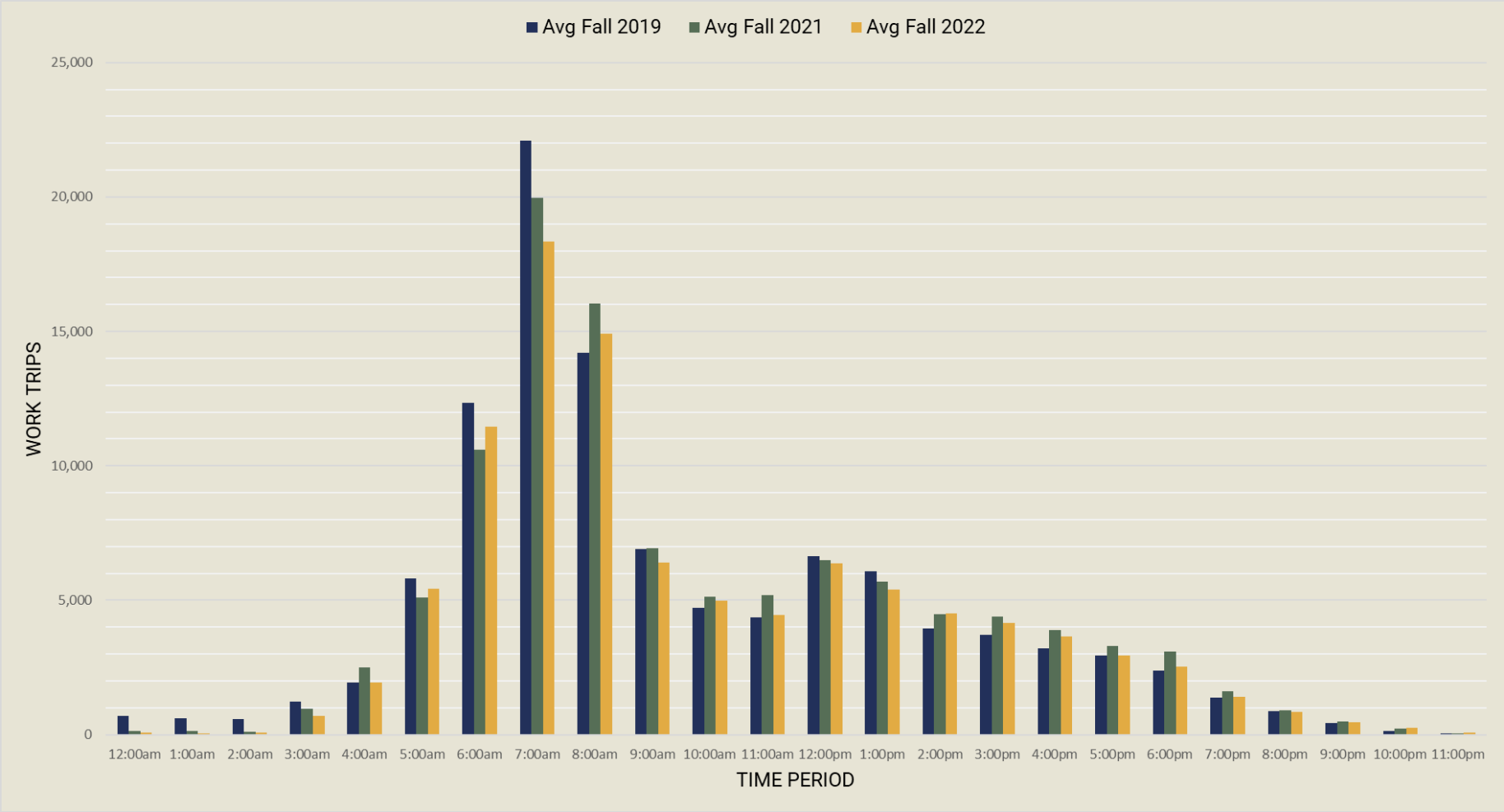


Figure 26: Workers Traveling to South Coast for Work by Race and Ethnicity

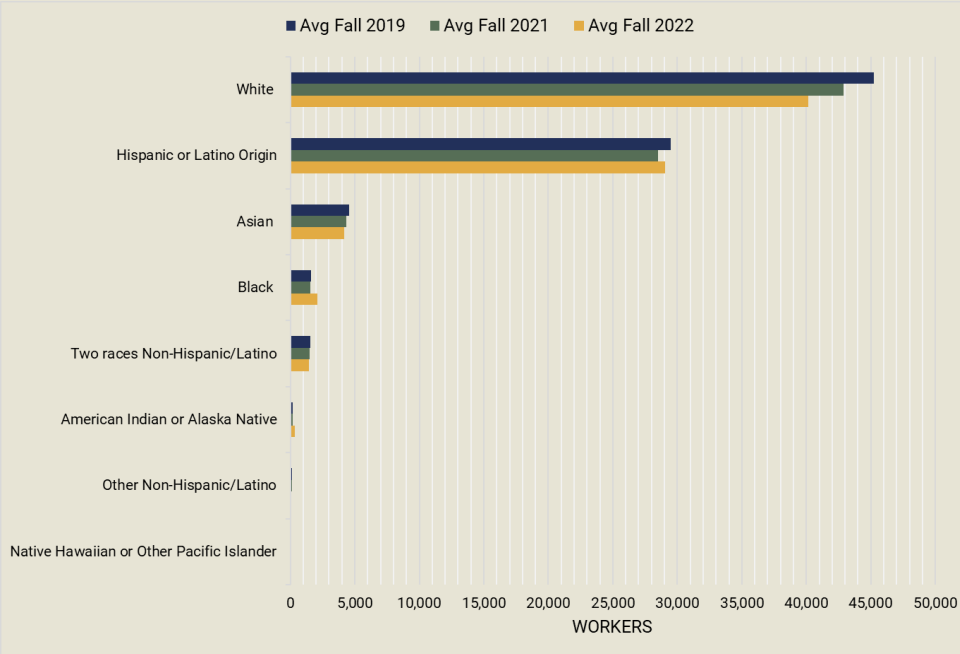


Figure 27: Workers Traveling to South Coast for Work by Age Group

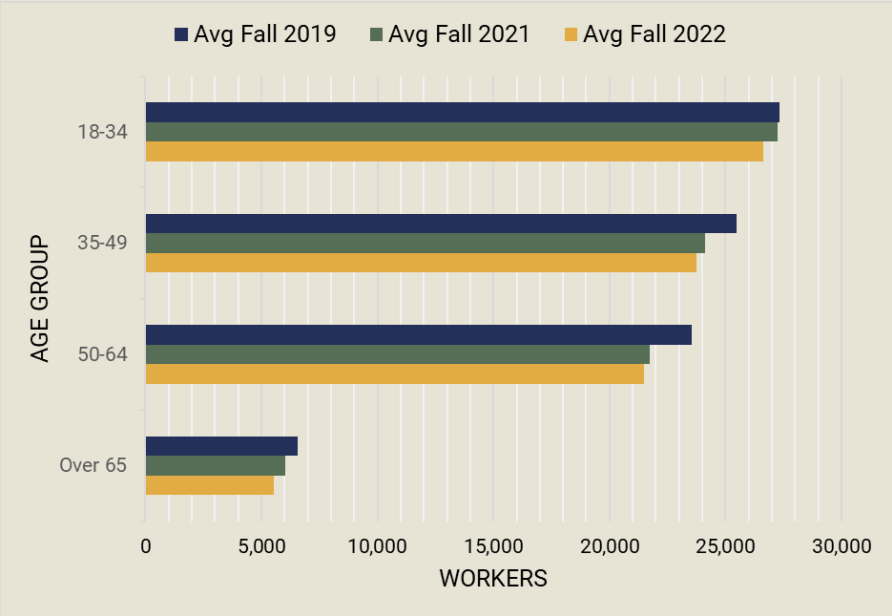
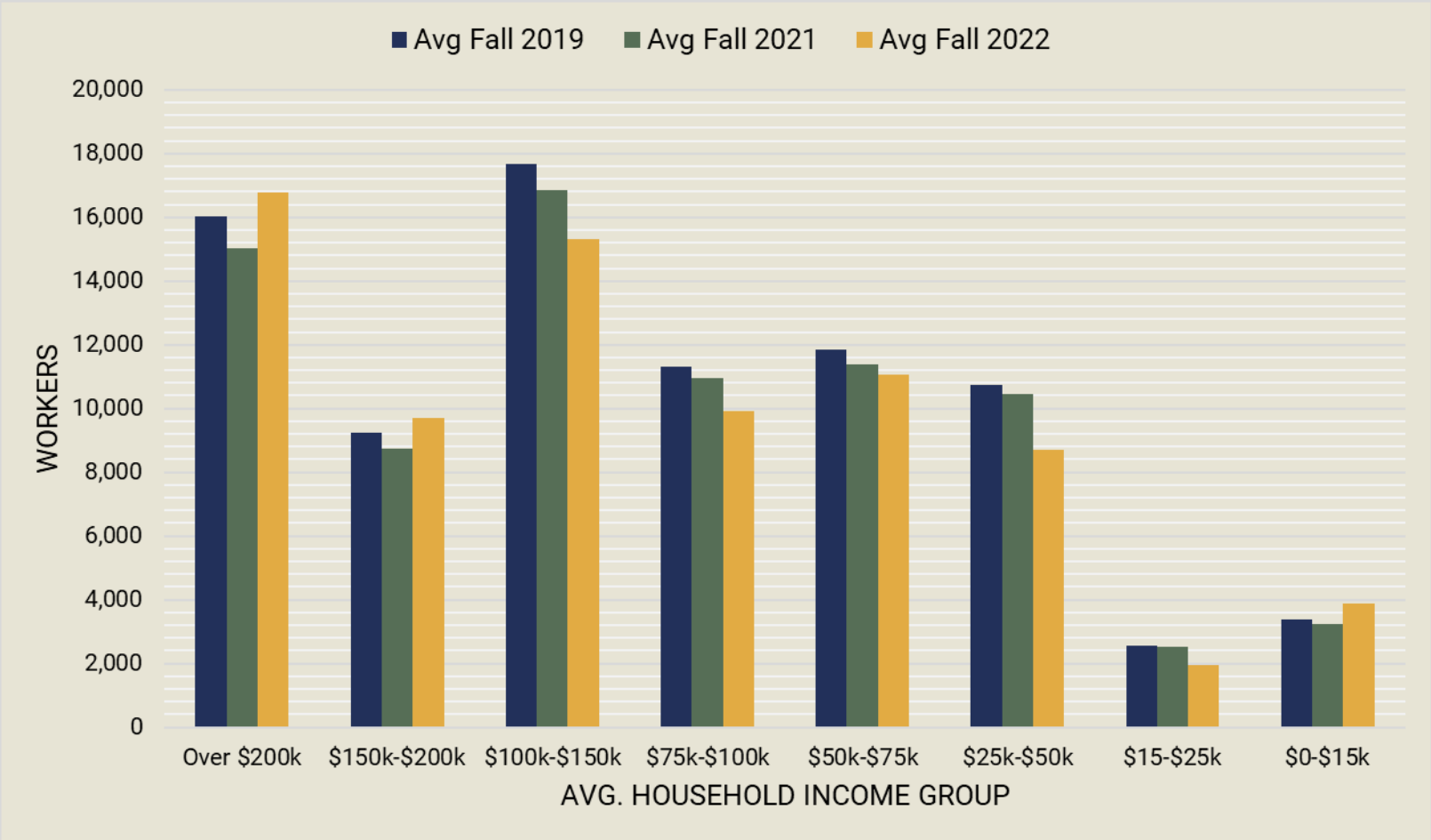


Figure 28: Workers Traveling to South Coast for Work by Average Household Income Group



## Working from Home Trends: Countywide

A “work from home” analysis was completed in Replica for residents of Santa Barbara County that work at home to determine the frequency and attributes of the trend over time.

Since 2019, work from home has become much more common, due to the availability of remote working capabilities and flexible working policies of many employers. The data shows that working from home continues to be a viable option for many local workers, with the rate of about 15% of workers who worked that day choosing to work from home through 2021 and 2022 on an average day in Quarter 4. The trends for Santa Barbara County resident workers by age group and income level are shown below.

Table 17: Santa Barbara County Resident Workforce Information

Q4 Average	2019	2021	2022
Worked from home	10,024	25,129	25,512
Employed but did not work on this modeled day	59,319	55,889	54,141
Worked in-person	155,949	134,243	143,276
Total	225,292	215,261	222,929
Worked that day	165,973	159,372	168,788
% worked at home	6.0%	15.8%	15.1%

Figure 29: Santa Barbara County Residents Working from Home – Quarter 4 Average 2019-2022

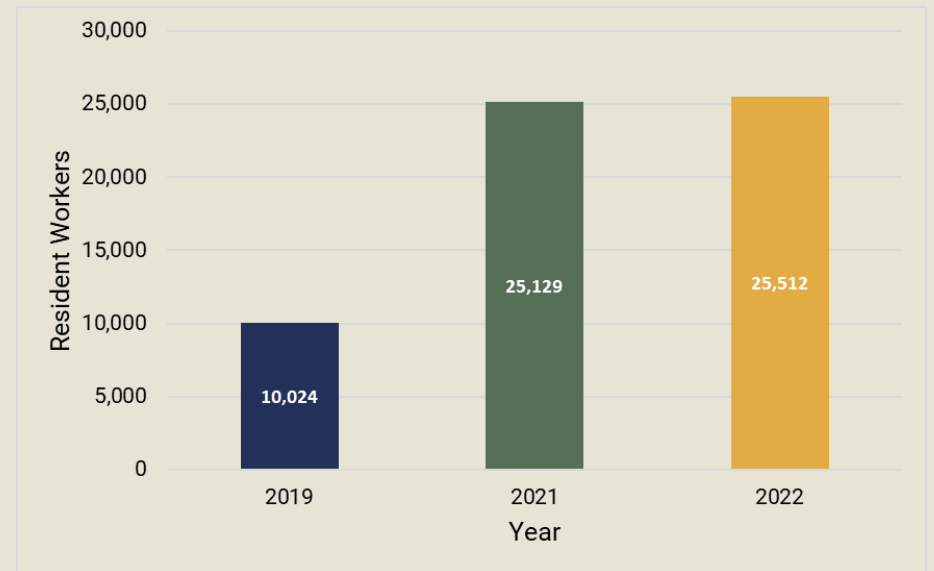


Figure 30: County Work from Home Attributes by Age Group (Quarter 4 Average 2022)

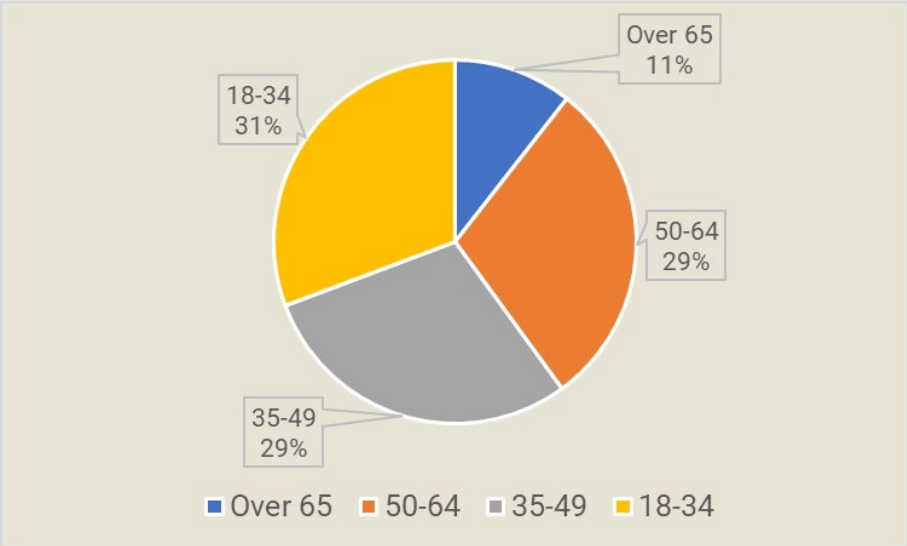
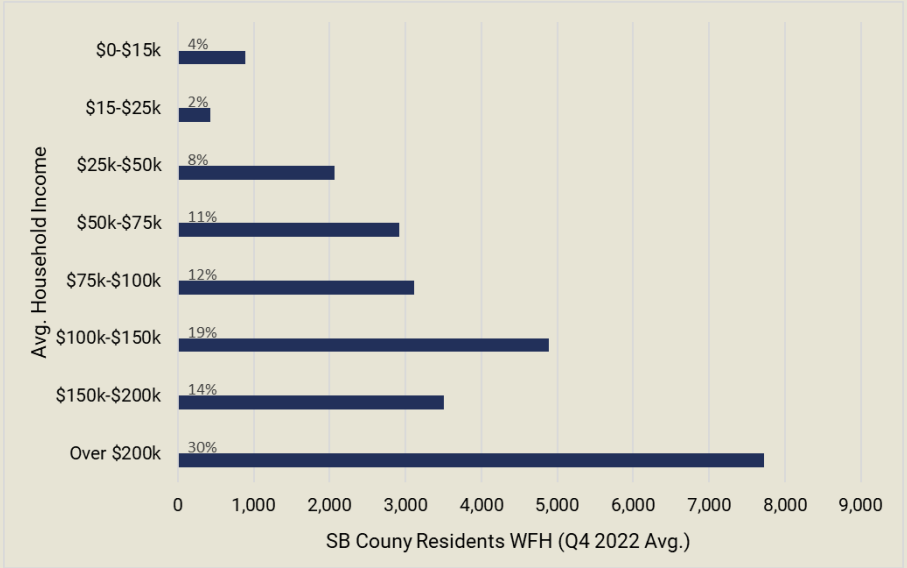


Figure 31: County Work from Home Attributes by Household Income Group (Quarter 4 Average 2022)





## Journey-to-Work: Summary of Findings

Coming sections provide results from journey-to-work analyses for individual jurisdictions, unincorporated areas, and other select geographies. This section summarizes and contrasts some of the analysis results from the more detailed analyses.

An important caveat associated with this and the coming journey-to-work sections is they consider trips and it does not explore trends. A trip is the journey of an individual. The individual may travel alone in a car, or they might ride a bus with 20 other individuals. The individual is what is being counted.

All data presented is from fall 2022 unless otherwise noted.

### Local Labor vs. Imported Labor

The following table provides information on the portion of total jobs within a geographic area or city which are filled locally, as well as the inverse – the jobs within an area or city that are filled by people that do not reside in the same area or city.

Table 18: Local Labor vs. Imported Labor

Jurisdiction	% work trips originating in host jurisdiction (filled by local labor)	# work trips originating in host jurisdiction (filled by local labor)	% work trips originating outside host jurisdiction (imported labor)	# work trips originating outside host jurisdiction (imported labor)
Buellton	19.6%	600	72.9%	1,600
Carpinteria	41.2%	2,700	59.7%	4,000
Goleta	37.0%	7,000	65.9%	13,600
Guadalupe	19.9%	600	72.1%	1,500
Lompoc	50.0%	9,100	31.2%	4,100
Santa Barbara	66.0%	31,900	43.7%	24,700
Santa Maria	66.1%	37,100	33.8%	19,000
Solvang	35.1%	1,000	68.4%	2,100
North County	92.4%	97,200	18.0%	21,300
South County	86.5%	89,400	13.5%	13,900
County	93.7%	200,500	9.5%	21,100

*Results are rounded to the nearest 100. Percentages do not sum to 1.0 due to number of trips originating and number of trips destined for not being equal.*

Santa Barbara and Santa Maria both have 66% of work trips originating in their respective city staying within the same city. On the other end of the spectrum, less than 20% of work trips originating in Buellton and Guadalupe stay within the respective city.

Buellton and Guadalupe, with more than 72% of work trips ending in the respective city, originate from outside of the respective city. Solvang and Goleta are not far behind with each having more than

65% of work trips ending in the respective city originating outside of the city.

### Long-Distance Commuting

Long-distance commuting is defined for the purposes of this analysis as those of 16 or 32 or more miles. Only journey-to-work trips are included. The following tables provide information on long-distance commutes both originating from a geographic area or city and those destined for a geographic area or city.

Table 19: Long-Distance Commuting - Origins

Origin Jurisdiction	# Work trips originating in jurisdiction	% work trips originating in jurisdiction, 16+ miles	% work trips originating in jurisdiction, 32+ miles
Buellton	3,060	45.9%	35.5%
Carpinteria	6,580	23.9%	7.4%
Goleta	19,000	10.1%	6.7%
Guadalupe	2,870	28.9%	8.9%
Lompoc	18,100	36.9%	20.7%
Santa Barbara	48,300	7.8%	6.5%
Santa Maria	56,100	16.9%	9.2%
Svang	2,810	33.4%	25.7%
North County*	109,000	25.3%	14.7%
South County*	105,000	9.7%	6.6%
County*	214,000	17.5%	10.6%

*\*work trips may originate in and be destined for locations within the same geography.*

Table 20: Long-Distance Commuting – Destinations

Destination Jurisdiction	# Work trips destined for jurisdiction	% work trips destined for jurisdiction, 16+ miles	% work trips destined for jurisdiction, 32+ miles
Buellton	2,210	50.8%	25.1%
Carpinteria	6,720	39.9%	10.1%
Goleta	20,700	23.1%	19.8%
Guadalupe	2,040	12.9%	7.9%
Lompoc	13,100	17.4%	7.1%
Santa Barbara	56,600	16.9%	14.6%
Santa Maria	56,100	16.7%	6.9%
Svang	3,120	38.7%	16.2%
North County*	103,000	20.6%	9.0%
South County*	118,000	19.7%	15.3%
County*	222,000	20.2%	12.4%

*\*work trips may originate in and be destined for locations within the same geography.*

For both indicators, Buellton has the highest percentage of 32 or more miles trips originating in the city (35%) and destined for the city (25%). 5,200 work trips originating in Santa Maria are 32 or more miles. For trips destined for a city, Santa Barbara has 8,300 trips coming to it for the purpose of work 32 or more miles long.

### Short Commutes vs. Long Commutes

The following table provides the average and median distance for work trips originating in and destined for an area or jurisdiction.

Table 21: Average and Median Work Trip Distance (miles)

Jurisdiction	Average distance for work trips originating in jurisdiction	Median distance for work trips originating in jurisdiction	Average distance for work trips destined for jurisdiction	Median distance for work trips destined for jurisdiction
Buellton	25.9	10.1	21.4	17.4
Carpinteria	12.4	4.6	17.7	12.1
Goleta	9.5	4.1	16.3	5.7
Guadalupe	13.7	9.7	13.6	8.8
Lompoc	17.8	3.5	9.1	1.8
Santa Barbara	8.9	3.0	13.1	3.8
Santa Maria	11.0	3.4	10.2	3.5
Solvang	16.8	4.1	14.4	4.4
North County	9.4	3.4	14.0	4.2
South County	15.0	4.2	11.7	3.9
County	12.3	3.7	12.9	4.0

The median work trip distance is low, which indicates that at least 50% of work trips are very short. However, the difference between the median and average highlights that a portion of the work trips are traveling long distances.

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## Journey-to-Work: Overview

The coming sections present journey-to-work data for all cities in Santa Barbara County as well as select unincorporated areas and subregions. The journey-to-work patterns for several large employers are also analyzed.

Except for the large employers, each analysis provides for two parts – work trips originating in, and work trips destined for. For the large employers, only the work trips destined for portion is provided.

For each analysis the total number of trips (“n” value) is given, as well as the top destinations, or origins, the primary mode of travel, and trip distance cohorts.

These coming analyses provide a reasonable snapshot of where people come from or where people go for work; however, it is not perfect. A portion of the working population making these trips have a stop between home and work. If that stop is outside of the home jurisdiction the portion of the trip associated with journey-to-work is reset to that stop location. For example, in the Work Trips Destined for Santa Barbara County section, 4.2% of 222,000 trips, or roughly 9,300 trips come to Santa Barbara County from Ventura County for work. In a later section of this report the impact of Ventura County residents coming into Santa Barbara County is explored and it finds 11,100 Ventura County residents work in Santa Barbara County. The difference is reflective of those that have an intermediate stop in their commutes. The analyses on the coming pages considers where a work trip originates. The later Ventura County analyses focus

on individuals with a home location in Ventura County. With those points in consideration, the coming analyses may marginally under or over report multijurisdictional commute flows.

All data is representative of fall 2022 unless otherwise noted.

## Work Trips Originating in Santa Barbara County

This analysis considers the entirety of Santa Barbara County, including all cities.

For the analysis period, 214,000 trips began in Santa Barbara County for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 22: Santa Barbara County Journey-to-Work Destinations (n = 214,000)

Destination	% of all work trips originating in County
Santa Barbara County	93.7%
San Luis Obispo County	3.9%
Ventura County	1.4%
Los Angeles County	0.7%

The most common place of work for County residents is in Santa Barbara County, representing 93.7%, or 201,000 work trips. 8,320 trips are associated with Santa Barbara County residents traveling to San Luis Obispo County for work. For Ventura County, the value is 2,980.

The following table provides the primary commute mode for work trips originating in Santa Barbara County.

Table 23: Originating in Santa Barbara County Primary Mode for Work Trips (n = 214,000)

Mode of Travel	% for all work trips originating in County
Private Auto	55.8%
Auto Passenger	30.4%
Walk	8.3%
Bike	2.6%
Transit	0.7%

The following table provides the trip distance for work commute trips originating in Santa Barbara County.

Table 24: Originating in Santa Barbara County Work Trip Distance (n = 214,000)

Distance (miles)	% for all work trips originating in County
0.5 or less	5.8%
0.5 - 1	8.2%
1 - 2	16.5%
2 - 4	21.2%
4 - 8	19.3%
8 - 16	11.5%
16 - 32	6.9%
32 - 64	7.5%
64 or more	3.1%

## Work Trips Destined for Santa Barbara County

For the analysis period, 222,000 trips ended in Santa Barbara County for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 25: Santa Barbara County Journey-to-Work Origins (n = 222,000)

Origin	% of all work trips destined for County
Santa Barbara County	90.5%
Ventura County	4.2%
San Luis Obispo County	4.1%
Los Angeles County	0.6%

The most common place of home for those working in Santa Barbara County is Santa Barbara County, representing 90.5%, or 201,000 workers.

The following table provides the primary commute mode for work trips destined for Santa Barbara County.

Table 26: Destined for Santa Barbara County Primary Mode for Work Trips (n = 222,000)

Mode of Travel	% for all work trips destined for County
Private Auto	56.0%
Auto Passenger	30.6%
Walk	8.0%
Bike	2.1%
Transit	0.6%

The following table provides the trip distance for work commute trips destined for Santa Barbara County.

Table 27: Destined for Santa Barbara County Work Trip Distance (n = 222,000)

Distance (miles)	% for all work trips destined for County
0.5 or less	5.6%
0.5 - 1	7.9%
1 - 2	15.9%
2 - 4	20.4%
4 - 8	18.6%
8 - 16	11.4%
16 - 32	7.8%
32 - 64	8.7%
64 or more	3.7%

## Work Trips Originating in Southern Santa Barbara County

For the analysis period, 105,000 trips began in southern Santa Barbara County for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 28: Southern Santa Barbara County Journey-to-Work Destinations (n = 105,000)

Destination	% of all work trips originating in South County
City of Santa Barbara	44.9%
City of Goleta	15.7%
Isla Vista	14.4%
City of Carpinteria	4.5%
Montecito	2.9%
South County	92.4%
North County	3.7%
Ventura County	2.6%
Los Angeles County	0.9%

92.4% of all work trips originating in southern Santa Barbara County are destined for a location within southern Santa Barbara County.

The following table provides the primary commute mode for work trips originating in southern Santa Barbara County.

Table 29: Originating in Southern Santa Barbara County Primary Mode for Work Trips (n = 105,000)

Mode of Travel	% for all work trips originating in South County
Private Auto	57.2%
Auto Passenger	25.5%
Walk	11.0%
Bike	4.0%
Transit	1.4%

The following table provides the trip distance for work commute trips originating in southern Santa Barbara County.

Table 30: Originating in Southern Santa Barbara County Work Trip Distance (n = 105,000)

Distance (miles)	% for all work trips originating in South County
0.5 or less	6.4%
0.5 - 1	9.4%
1 - 2	18.0%
2 - 4	21.5%
4 - 8	20.0%
8 - 16	15.0%
16 - 32	3.1%
32 - 64	3.9%
64 or more	2.7%

## Work Trips Destined for Southern Santa Barbara County

For the analysis period, 118,000 trips ended in southern Santa Barbara County for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 31: Southern Santa Barbara County Journey-to-Work Origins (n = 118,000)

Origin	% of all work trips destined for South County
City of Santa Barbara	37.8%
City of Goleta	15.0%
Isla Vista	9.5%
City of Carpinteria	4.9%
City of Lompoc	2.4%
City of Santa Maria	2.2%
Montecito	2.2%
South County	82.0%
North County	8.7%
Ventura County	7.2%
Los Angeles County	1.0%

Of work trips ending in southern Santa Barbara County, 18.0% began outside of southern Santa Barbara County.

The following table provides the primary commute mode for work trips destined for southern Santa Barbara County.

Table 32: Destined for Southern Santa Barbara County Primary Mode for Work Trips (n = 118,000)

Mode of Travel	% for all work trips destined for South County
Private Auto	55.9%
Auto Passenger	28.6%
Walk	9.8%
Bike	3.6%
Transit	1.2%

The following table provides the trip distance for work commute trips destined for southern Santa Barbara County.

Table 33: Destined for Southern Santa Barbara County Work Trip Distance (n = 118,000)

Distance (miles)	% for all work trips destined for South County
0.5 or less	5.7%
0.5 - 1	8.3%
1 - 2	16.0%
2 - 4	19.1%
4 - 8	17.8%
8 - 16	13.4%
16 - 32	4.4%
32 - 64	11.2%
64 or more	4.1%



## Work Trips Originating in Northern Santa Barbara County

For the analysis period, 109,000 trips began in northern Santa Barbara County for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 34: Northern Santa Barbara County Journey-to-Work Destinations (n = 109,000)

Destination	% of all work trips originating in North County
City of Santa Maria	43.4%
City of Lompoc	12.5%
Orcutt	5.8%
City of Santa Barbara	4.2%
City of Solvang	2.5%
City of Goleta	2.1%
Santa Ynez	1.9%
City of Buellton	1.7%
South County	9.4%
North County	82.0%
San Luis Obispo County	7.5%

82.0% of all work trips originating in northern Santa Barbara County are destined for a location within northern Santa Barbara County.

The following table provides the primary commute mode for work trips originating in northern Santa Barbara County.

Table 35: Originating in Northern Santa Barbara County Primary Mode for Work Trips (n = 109,000)

Mode of Travel	% for all work trips originating in North County
Private Auto	54.4%
Auto Passenger	35.0%
Walk	5.7%
Bike	0.4%
Transit	0.03%

The following table provides the trip distance for work commute trips originating in northern Santa Barbara County.

Table 36: Originating in Northern Santa Barbara County Work Trip Distance (n = 109,000)

Distance (miles)	% for all work trips originating in North County
0.5 or less	5.2%
0.5 - 1	7.0%
1 - 2	15.0%
2 - 4	20.8%
4 - 8	18.5%
8 - 16	8.1%
16 - 32	10.6%
32 - 64	11.1%
64 or more	3.6%

## Work Trips Destined for Northern Santa Barbara County

For the analysis period, 103,000 trips ended in northern Santa Barbara County for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 37: Northern Santa Barbara County Journey-to-Work Origins (n = 103,000)

Origin	% of all work trips destined for North County
City of Santa Maria	46.0%
City of Lompoc	14.2%
Orcutt	9.7%
Vandenberg Village	2.3%
City of Solvang	2.1%
City of Buellton	2.1%
City of Guadalupe	2.0%
South County	3.8%
North County	86.5%
San Luis Obispo County	8.2%

Of work trips ending in northern Santa Barbara County, 13.5% began outside of northern Santa Barbara County.

The following table provides the primary commute mode for work trips destined for northern Santa Barbara County.

Table 38: Destined for Northern Santa Barbara County Primary Mode for Work Trips (n = 103,000)

Mode of Travel	% for all work trips destined for North County
Private Auto	56.0%
Auto Passenger	32.9%
Walk	6.0%
Bike	0.4%
Transit	0.03%

The following table provides the trip distance for work commute trips destined for northern Santa Barbara County.

Table 39: Destined for Northern Santa Barbara County Work Trip Distance (n = 103,000)

Distance (miles)	% for all work trips destined for North County
0.5 or less	5.5%
0.5 - 1	7.4%
1 - 2	15.8%
2 - 4	21.9%
4 - 8	19.6%
8 - 16	9.1%
16 - 32	11.6%
32 - 64	5.9%
64 or more	3.1%

## Work Trips Originating in the City of Buellton

For the analysis period, 3,060 trips began in the City of Buellton for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 40: Buellton Journey-to-Work Destinations (n = 3,060)

Destination	% of all work trips originating in Buellton (>= 2%)
City of Buellton	19.6%
City of Solvang	16.7%
City of Santa Barbara	11.2%
City of Santa Maria	8.7%
Santa Ynez	8.6%
City of Goleta	5.4%
Isla Vista	4.8%
City of Lompoc	4.2%
South County	25.5%
North County	70.6%

The following table provides the primary commute mode for work trips originating in the City of Buellton.

Table 41: Originating in Buellton Primary Mode for Work Trips (n = 3,060)

Mode of Travel	% for all work trips originating in Buellton
Private Auto	66.1%
Auto Passenger	28.2%
Walk	3.6%
Bike	0.2%
Transit	N/A

The following table provides the trip distance for work commute trips originating in the City of Buellton.

Table 42: Originating in Buellton Work Trip Distance (n = 3,060)

Distance (miles)	% for all work trips originating in Buellton
0.5 or less	5.4%
0.5 - 1	7.9%
1 - 2	7.0%
2 - 4	9.2%
4 - 8	17.5%
8 - 16	7.2%
16 - 32	10.4%
32 - 64	32.6%
64 or more	2.9%

## Work Trips Destined for the City of Buellton

For the analysis period, 2,210 trips ended in the City of Buellton for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 43: Buellton Journey-to-Work Origins (n = 2,210)

Origin	% of all work trips destined for Buellton (>= 2%)
City of Buellton	27.1%
City of Lompoc	13.2%
City of Santa Maria	11.4%
City of Solvang	7.7%
City of Santa Barbara	6.7%
Santa Ynez	3.8%
Vandenberg Village	2.6%
Orcutt	2.5%
Los Olivos	2.4%
Los Alamos	2.3%
South County	10.8%
North County	84.4%

Of work trips ending in the City of Buellton, 72.9% began outside of the City of Buellton.

The following table provides the primary commute mode for work trips destined for the City of Buellton.

Table 44: Destined for Buellton Primary Mode for Work Trips (n = 2,210)

Mode of Travel	% for all work trips destined for Buellton
Private Auto	63.6%
Auto Passenger	28.5%
Walk	4.7%
Bike	0.1%
Transit	N/A

The following table provides the trip distance for work commute trips destined for the City of Buellton.

Table 45: Destined for Buellton Work Trip Distance (n = 2,210)

Distance (miles)	% for all work trips destined for Buellton
0.5 or less	7.4%
0.5 - 1	10.7%
1 - 2	8.8%
2 - 4	4.3%
4 - 8	8.5%
8 - 16	9.5%
16 - 32	25.7%
32 - 64	21.2%
64 or more	3.9%

## Work Trips Originating in the City of Carpinteria

For the analysis period, 6,580 trips began in the City of Carpinteria for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 46: Carpinteria Journey-to-Work Destinations (n = 6,580)

Destination	% of all work trips originating in Carpinteria (>/= 2%)
City of Carpinteria	41.2%
City of Santa Barbara	18.0%
City of Goleta	7.1%
Toro Canyon	4.3%
Montecito	4.0%
Summerland	3.2%
City of Ventura	2.7%
City of Santa Maria	2.1%
South County	87.7%
North County	3.0%
Ventura County	6.8%

41.2% of all work trips originating in the City of Carpinteria are destined for a location within the City of Carpinteria.

The following table provides the primary commute mode for work trips originating in the City of Carpinteria.

Table 47: Originating in Carpinteria Primary Mode for Work Trips (n = 6,580)

Mode of Travel	% for all work trips originating in Carpinteria
Private Auto	50.8%
Auto Passenger	34.7%
Walk	12.4%
Bike	1.2%
Transit	0.4%

The following table provides the trip distance for work commute trips originating in the City of Carpinteria.

Table 48: Originating in Carpinteria Work Trip Distance (n = 6,580)

Distance (miles)	% for all work trips originating in Carpinteria
0.5 or less	9.0%
0.5 - 1	13.1%
1 - 2	14.9%
2 - 4	11.7%
4 - 8	7.6%
8 - 16	19.7%
16 - 32	16.5%
32 - 64	2.2%
64 or more	5.2%

## Work Trips Destined for the City of Carpinteria

For the analysis period, 6,720 trips ended in the City of Carpinteria for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 49: Carpinteria Journey-to-Work Origins (n = 6,720)

Origin	% of all work trips destined for Carpinteria (>/= 2%)
City of Carpinteria	40.3%
City of Santa Barbara	14.1%
City of Ventura	9.4%
City of Oxnard	6.7%
City of Goleta	6.4%
Toro Canyon	2.4%
South County	70.6%
North County	4.5%
Ventura County	22.1%

Of work trips ending in the City of Carpinteria, 59.7% began outside of the City of Carpinteria.

The following table provides the primary commute mode for work trips destined for the City of Carpinteria.

Table 50: Destined for Carpinteria Primary Mode for Work Trips (n = 6,720)

Mode of Travel	% for all work trips destined for Carpinteria
Private Auto	53.6%
Auto Passenger	31.5%
Walk	11.8%
Bike	1.2%
Transit	1.2%

The following table provides the trip distance for work commute trips destined for the City of Carpinteria.

Table 51: Destined for Carpinteria Work Trip Distance (n = 6,720)

Distance (miles)	% for all work trips destined for Carpinteria
0.5 or less	8.9%
0.5 - 1	12.7%
1 - 2	14.1%
2 - 4	7.5%
4 - 8	2.6%
8 - 16	14.2%
16 - 32	29.8%
32 - 64	4.6%
64 or more	5.5%

## Work Trips Originating in the City of Goleta

For the analysis period, 19,000 trips began in the City of Goleta for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 52: Goleta Journey-to-Work Destinations (n = 19,000)

Destination	% of all work trips originating in Goleta (>= 2%)
City of Goleta	37.0%
City of Santa Barbara	26.1%
Isla Vista	17.8%
City of Santa Maria	2.4%
City of Carpinteria	2.3%
South County	93.0%
North County	3.7%
Ventura County	2.3%

37.0% of all work trips originating in the City of Goleta are destined for a location within the City of Goleta.

The following table provides the primary commute mode for work trips originating in the City of Goleta.

Table 53: Originating in Goleta Primary Mode for Work Trips (n = 19,000)

Mode of Travel	% for all work trips originating in Goleta
Private Auto	63.4%
Auto Passenger	22.1%
Walk	8.4%
Bike	3.9%
Transit	1.5%

The following table provides the trip distance for work commute trips originating in the City of Goleta.

Table 54: Originating in Goleta Work Trip Distance (n = 19,000)

Distance (miles)	% for all work trips originating in Goleta
0.5 or less	5.1%
0.5 - 1	6.5%
1 - 2	13.8%
2 - 4	23.5%
4 - 8	19.1%
8 - 16	22.0%
16 - 32	3.4%
32 - 64	4.1%
64 or more	2.6%

## Work Trips Destined for the City of Goleta

For the analysis period, 20,700 trips ended in the City of Goleta for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 55: Goleta Journey-to-Work Origins (n = 20,700)

Origin	% of all work trips destined for Goleta (>= 2%)
City of Goleta	34.1%
City of Santa Barbara	22.3%
Isla Vista	7.2%
City of Lompoc	3.6%
City of Santa Maria	3.2%
City of Ventura	2.6%
City of Carpinteria	2.2%
South County	79.7%
North County	11.2%
Ventura County	6.6%

Of work trips ending in the City of Goleta, 65.9% began outside of the City of Goleta.

The following table provides the primary commute mode for work trips destined for the City of Goleta.

Table 56: Destined for Goleta Primary Mode for Work Trips (n = 20,700)

Mode of Travel	% for all work trips destined for Goleta
Private Auto	61.6%
Auto Passenger	26.1%
Walk	7.1%
Bike	3.2%
Transit	1.2%

The following table provides the trip distance for work commute trips destined for the City of Goleta.

Table 57: Destined for Goleta Work Trip Distance (n = 20,700)

Distance (miles)	% for all work trips destined for Goleta
0.5 or less	4.4%
0.5 - 1	5.6%
1 - 2	12.2%
2 - 4	19.3%
4 - 8	19.0%
8 - 16	16.5%
16 - 32	3.3%
32 - 64	14.7%
64 or more	5.1%



## Work Trips Originating in the City of Guadalupe

For the analysis period, 2,870 trips began in the City of Guadalupe for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 58: Guadalupe Journey-to-Work Destinations (n = 2,870)

Destination	% of all work trips originating in Guadalupe (>= 2%)
City of Santa Maria	30.8%
City of Guadalupe	19.9%
Orcutt	7.0%
City of San Luis Obispo	3.9%
Arroyo Grande	3.5%
City of Santa Barbara	2.1%
South County	2.9%
North County	73.6%
San Luis Obispo County	23.2%

19.9% of all work trips originating in the City of Guadalupe are destined for a location within the City of Guadalupe.

The following table provides the primary commute mode for work trips originating in the City of Guadalupe.

Table 59: Originating in Guadalupe Primary Mode for Work Trips (n = 2,870)

Mode of Travel	% for all work trips originating in Guadalupe
Private Auto	70.7%
Auto Passenger	22.2%
Walk	4.7%
Bike	0.4%
Transit	N/A

The following table provides the trip distance for work commute trips originating in the City of Guadalupe.

Table 60: Originating in Guadalupe Work Trip Distance (n = 2,870)

Distance (miles)	% for all work trips originating in Guadalupe
0.5 or less	7.3%
0.5 - 1	6.0%
1 - 2	7.5%
2 - 4	2.7%
4 - 8	12.2%
8 - 16	45.5%
16 - 32	10.0%
32 - 64	5.8%
64 or more	3.1%

## Work Trips Destined for the City of Guadalupe

For the analysis period, 2,040 trips ended in the City of Guadalupe for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 61: Guadalupe Journey-to-Work Origins (n = 2,040)

Origin	% of all work trips destined for Guadalupe (>/= 2%)
City of Santa Maria	40.9%
City of Guadalupe	27.9%
Nipomo	5.5%
Orcutt	5.2%
City of Lompoc	2.0%
South County	0.8%
North County	84.5%
San Luis Obispo County	12.7%

Of work trips ending in the City of Guadalupe, 72.1% began outside of the City of Guadalupe.

The following table provides the primary commute mode for work trips destined for the City of Guadalupe.

Table 62: Destined for Guadalupe Primary Mode for Work Trips (n = 2,040)

Mode of Travel	% for all work trips destined for Guadalupe
Private Auto	58.6%
Auto Passenger	33.4%
Walk	6.3%
Bike	0.2%
Transit	N/A

The following table provides the trip distance for work commute trips destined for the City of Guadalupe.

Table 63: Destined for Guadalupe Work Trip Distance (n = 2,040)

Distance (miles)	% for all work trips destined for Guadalupe
0.5 or less	9.8%
0.5 - 1	8.1%
1 - 2	8.5%
2 - 4	2.6%
4 - 8	10.8%
8 - 16	47.4%
16 - 32	5.0%
32 - 64	5.1%
64 or more	2.8%

## Work Trips Originating in the City of Lompoc

For the analysis period, 18,100 trips began in the City of Lompoc for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 64: Lompoc Journey-to-Work Destinations (n = 18,100)

Destination	% of all work trips originating in Lompoc (>= 2%)
City of Lompoc	50.0%
City of Santa Maria	8.1%
City of Santa Barbara	4.6%
City of Goleta	4.1%
Vandenberg Village	3.9%
Vandenberg SFB	2.0%
South County	15.5%
North County	81.2%

50.0% of all work trips originating in the City of Lompoc are destined for a location within the City of Lompoc.

The following table provides the primary commute mode for work trips originating in the City of Lompoc.

Table 65: Originating in Lompoc Primary Mode for Work Trips (n = 18,100)

Mode of Travel	% for all work trips originating in Lompoc
Private Auto	45.4%
Auto Passenger	39.1%
Walk	9.4%
Bike	0.7%
Transit	N/A

The following table provides the trip distance for work commute trips originating in the City of Lompoc.

Table 66: Originating in Lompoc Work Trip Distance (n = 18,100)

Distance (miles)	% for all work trips originating in Lompoc
0.5 or less	7.4%
0.5 - 1	11.3%
1 - 2	20.4%
2 - 4	13.1%
4 - 8	6.9%
8 - 16	4.1%
16 - 32	16.2%
32 - 64	18.2%
64 or more	2.5%

## Work Trips Destined for the City of Lompoc

For the analysis period, 13,100 trips ended in the City of Lompoc for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 67: Lompoc Journey-to-Work Origins (n = 13,100)

Origin	% of all work trips destined for Lompoc (>= 2%)
City of Lompoc	68.8%
Vandenberg Village	6.9%
City of Santa Maria	5.6%
Mission Hills	3.0%
South County	3.1%
North County	93.7%

Of work trips ending in the City of Lompoc, 32.2% began outside of the City of Lompoc.

The following table provides the primary commute mode for work trips destined for the City of Lompoc.

Table 68: Destined for Lompoc Primary Mode for Work Trips (n = 13,100)

Mode of Travel	% for all work trips destined for Lompoc
Private Auto	49.9%
Auto Passenger	32.4%
Walk	13.1%
Bike	0.9%
Transit	N/A

The following table provides the trip distance for work commute trips destined for the City of Lompoc.

Table 69: Destined for Lompoc Work Trip Distance (n = 13,100)

Distance (miles)	% for all work trips destined for Lompoc
0.5 or less	10.2%
0.5 - 1	15.6%
1 - 2	28.3%
2 - 4	18.3%
4 - 8	9.0%
8 - 16	1.1%
16 - 32	10.3%
32 - 64	4.9%
64 or more	2.2%

## Work Trips Originating in the City of Santa Barbara

For the analysis period, 48,300 trips began in the City of Santa Barbara for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 70: Santa Barbara Journey-to-Work Destinations (n = 48,300)

Destination	% of all work trips originating in Santa Barbara (>= 2%)
City of Santa Barbara	66.0%
City of Goleta	9.6%
Isla Vista	3.5%
Montecito	3.1%
South County	92.7%
North County	3.7%
Ventura County	2.2%

66.0% of all work trips originating in the City of Santa Barbara are destined for a location within the City of Santa Barbara.

The following table provides the primary commute mode for work trips originating in the City of Santa Barbara.

Table 71: Originating in Santa Barbara Primary Mode for Work Trips (n = 48,300)

Mode of Travel	% for all work trips originating in Santa Barbara
Private Auto	60.1%
Auto Passenger	25.6%
Walk	9.6%
Bike	2.6%
Transit	1.2%

The following table provides the trip distance for work commute trips originating in the City of Santa Barbara.

Table 72: Originating in Santa Barbara Work Trip Distance (n = 48,300)

Distance (miles)	% for all work trips originating in Santa Barbara
0.5 or less	6.6%
0.5 - 1	9.5%
1 - 2	18.7%
2 - 4	24.9%
4 - 8	18.9%
8 - 16	13.6%
16 - 32	1.3%
32 - 64	3.9%
64 or more	2.6%

## Work Trips Destined for the City of Santa Barbara

For the analysis period, 56,600 trips ended in the City of Santa Barbara for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 73: Santa Barbara Journey-to-Work Origins (n = 56,600)

Origin	% of all work trips destined for Santa Barbara (>/= 2%)
City of Santa Barbara	56.3%
City of Goleta	8.8%
City of Ventura	2.6%
Montecito	2.5%
City of Santa Maria	2.2%
City of Carpinteria	2.1%
South County	83.4%
North County	8.0%
Ventura County	6.6%

Of work trips ending in the City of Santa Barbara, 43.7% began outside of the City of Santa Barbara.

The following table provides the primary commute mode for work trips destined for the City of Santa Barbara.

Table 74: Destined for Santa Barbara Primary Mode for Work Trips (n = 56,600)

Mode of Travel	% for all work trips destined for Santa Barbara
Private Auto	59.5%
Auto Passenger	27.7%
Walk	8.3%
Bike	2.2%
Transit	1.2%

The following table provides the trip distance for work commute trips destined for the City of Santa Barbara.

Table 75: Destined for Santa Barbara Work Trip Distance (n = 56,600)

Distance (miles)	% for all work trips destined for Santa Barbara
0.5 or less	5.7%
0.5 - 1	8.1%
1 - 2	15.9%
2 - 4	22.1%
4 - 8	18.1%
8 - 16	13.2%
16 - 32	2.3%
32 - 64	10.8%
64 or more	3.8%

## Work Trips Originating in the City of Santa Maria

For the analysis period, 56,100 trips began in the City of Santa Maria for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 76: Santa Maria Journey-to-Work Destinations (n = 56,100)

Destination	% of all work trips originating in Santa Maria (>/= 2%)
City of Santa Maria	66.1%
Orcutt	4.7%
City of Santa Barbara	2.2%
City of San Luis Obispo	2.1%
South County	4.7%
North County	84.8%
San Luis Obispo County	9.8%

66.1% of all work trips originating in the City of Santa Maria are destined for a location within the City of Santa Maria.

The following table provides the primary commute mode for work trips originating in the City of Santa Maria.

Table 77: Originating in Santa Maria Primary Mode for Work Trips (n = 56,100)

Mode of Travel	% for all work trips originating in Santa Maria
Private Auto	54.4%
Auto Passenger	37.9%
Walk	5.0%
Bike	0.4%
Transit	0.06%

The following table provides the trip distance for work commute trips originating in the City of Santa Maria.

Table 78: Originating in Santa Maria Work Trip Distance (n = 56,100)

Distance (miles)	% for all work trips originating in Santa Maria
0.5 or less	4.3%
0.5 - 1	6.7%
1 - 2	17.6%
2 - 4	28.2%
4 - 8	19.7%
8 - 16	6.6%
16 - 32	7.7%
32 - 64	5.4%
64 or more	3.8%

## Work Trips Destined for the City of Santa Maria

For the analysis period, 56,100 trips ended in the City of Santa Maria for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 79: Santa Maria Journey-to-Work Origins (n = 56,100)

Origin	% of all work trips destined for Santa Maria (>/= 2%)
City of Santa Maria	66.2%
Orcutt	9.8%
Nipomo	3.0%
City of Lompoc	2.6%
City of Arroyo Grande	2.2%
South County	3.4%
North County	84.4%
San Luis Obispo County	11.1%

Of work trips ending in the City of Santa Maria, 43.7% began outside of the City of Santa Maria.

The following table provides the primary commute mode for work trips destined for the City of Santa Maria.

Table 80: Destined for Santa Maria Primary Mode for Work Trips (n = 56,100)

Mode of Travel	% for all work trips destined for Santa Maria
Private Auto	59.5%
Auto Passenger	27.7%
Walk	8.3%
Bike	2.2%
Transit	1.2%

The following table provides the trip distance for work commute trips destined for the City of Santa Maria.

Table 81: Destined for Santa Maria Work Trip Distance (n = 56,100)

Distance (miles)	% for all work trips destined for Santa Maria
0.5 or less	4.4%
0.5 - 1	6.7%
1 - 2	17.3%
2 - 4	27.4%
4 - 8	20.7%
8 - 16	6.8%
16 - 32	9.8%
32 - 64	3.5%
64 or more	3.4%



## Work Trips Originating in the City of Solvang

For the analysis period, 2,810 trips began in the City of Solvang for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 82: Santa Maria Journey-to-Work Destinations (n = 2,810)

Destination	% of all work trips originating in Solvang (>= 2%)
City of Solvang	35.1%
City of Santa Barbara	11.0%
Santa Ynez	10.3%
City of Buellton	6.1%
City of Lompoc	4.6%
City of Santa Maria	4.1%
Los Olivos	3.7%
Isla Vista	3.4%
City of Goleta	3.0%
South County	19.1%
North County	77.3%

35.1% of all work trips originating in the City of Solvang are destined for a location within the City of Solvang.

The following table provides the primary commute mode for work trips originating in the City of Solvang.

Table 83: Originating in Solvang Primary Mode for Work Trips (n = 2,810)

Mode of Travel	% for all work trips originating in Solvang
Private Auto	64.4%
Auto Passenger	20.8%
Walk	11.2%
Bike	1.4%
Transit	N/A

The following table provides the trip distance for work commute trips originating in the City of Solvang.

Table 84: Originating in Solvang Work Trip Distance (n = 2,810)

Distance (miles)	% for all work trips originating in Solvang
0.5 or less	11.0%
0.5 - 1	9.7%
1 - 2	14.1%
2 - 4	14.1%
4 - 8	16.6%
8 - 16	1.0%
16 - 32	7.7%
32 - 64	23.2%
64 or more	2.5%

## Work Trips Destined for the City of Solvang

For the analysis period, 3,120 trips ended in the City of Solvang for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 85: Solvang Journey-to-Work Origins (n = 3,120)

Origin	% of all work trips destined for Solvang (>= 2%)
City of Solvang	31.6%
City of Buellton	16.3%
City of Lompoc	11.3%
Santa Ynez	6.6%
Orcutt	5.2%
City of Santa Maria	4.4%
City of Santa Barbara	4.2%
Vandenberg Village	2.4%
South County	8.6%
North County	88.5%

Of work trips ending in the City of Solvang, 68.4% began outside of the City of Solvang.

The following table provides the primary commute mode for work trips destined for the City of Solvang.

Table 86: Destined for Solvang Primary Mode for Work Trips (n = 3,120)

Mode of Travel	% for all work trips destined for Solvang
Private Auto	68.8%
Auto Passenger	17.9%
Walk	10.0%
Bike	1.0%
Transit	N/A

The following table provides the trip distance for work commute trips destined for the City of Solvang.

Table 87: Destined for Solvang Work Trip Distance (n = 3,120)

Distance (miles)	% for all work trips destined for Solvang
0.5 or less	9.8%
0.5 - 1	8.6%
1 - 2	12.9%
2 - 4	15.0%
4 - 8	14.2%
8 - 16	0.9%
16 - 32	22.5%
32 - 64	14.7%
64 or more	1.5%

## Work Trips Originating in the City of Goleta, Isla Vista, and UCSB

This analysis considers a geographic area including the City of Goleta, the unincorporated community of Isla Vista, and the UCSB campus. The intent is to assess these areas as a combined whole.

For the analysis period, 30,600 trips began in the area for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 88: Goleta, IV, UCSB Journey-to-Work Destinations (n = 30,600)

Destination	% of all work trips originating in Goleta, IV, UCSB (>/= 2%)
Isla Vista (incl. UCSB)	39.3%
City of Goleta	27.9%
City of Santa Barbara	18.9%
South County	94.8%
North County	2.8%

67.2% of all work trips originating in the area are destined for a location within the same geographic area.

The following table provides the primary commute mode for work trips originating in the area.

Table 89: Originating in Goleta, Isla Vista and UCSB Primary Mode for Work Trips (n = 30,600)

Mode of Travel	% for all work trips originating in Goleta, IV, UCSB
Private Auto	50.4%
Auto Passenger	22.6%
Walk	16.1%
Bike	8.4%
Transit	1.8%

The following table provides the trip distance for work commute trips originating in the area.

Table 90: Originating in Goleta, Isla Vista and UCSB Work Trip Distance (n = 30,600)

Distance (miles)	% for all work trips originating in Goleta, IV, UCSB
0.5 or less	7.2%
0.5 - 1	11.9%
1 - 2	23.2%
2 - 4	20.5%
4 - 8	13.4%
8 - 16	16.3%
16 - 32	2.3%
32 - 64	3.3%
64 or more	2.0%

## Work Trips Destined for the City of Goleta, Isla Vista, and UCSB

For the analysis period, 38,100 trips ended in the area including the City of Goleta, the unincorporated community of Isla Vista, and the UCSB campus for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 91: Goleta, IV, UCSB Journey-to-Work Origins (n = 38,100)

Origin	% of all work trips destined for Goleta, IV, UCSB (>= 2%)
City of Goleta	27.4%
Isla Vista (incl. UCSB)	26.6%
City of Santa Barbara	16.6%
City of Lompoc	3.4%
City of Santa Maria	2.2%
South County	83.2%
North County	10.0%

Of work trips ending in the area, 54.0% began within the same area.

The following table provides the primary commute mode for work trips destined for the area.

Table 92: Destined for Goleta, Isla Vista and UCSB Primary Mode for Work Trips (n = 38,100)

Mode of Travel	% for all work trips destined for Goleta, IV, UCSB
Private Auto	50.2%
Auto Passenger	27.3%
Walk	13.2%
Bike	7.1%
Transit	1.4%

The following table provides the trip distance for work commute trips destined for the area.

Table 93: Destined for Goleta, Isla Vista and UCSB Work Trip Distance (n = 38,100)

Distance (miles)	% for all work trips destined for Goleta, IV, UCSB
0.5 or less	5.8%
0.5 - 1	9.7%
1 - 2	19.3%
2 - 4	18.0%
4 - 8	15.2%
8 - 16	13.2%
16 - 32	2.3%
32 - 64	12.3%
64 or more	4.1%

## Work Trips Originating in Orcutt

For the analysis period, 2,810 trips began in Orcutt for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 94: Orcutt Journey-to-Work Destinations (n = 12,400)

Destination	% of all work trips originating in Orcutt (>= 2%)
City of Santa Maria	44.3%
Orcutt	24.1%
City of Santa Barbara	4.7%
City of San Luis Obispo	2.5%
City of Arroyo Grande	2.3%
South County	8.1%
North County	80.6%

24.1% of all work trips originating in Orcutt are destined for a location within Orcutt.

The following table provides the primary commute mode for work trips originating in Orcutt.

Table 95: Originating in Orcutt Primary Mode for Work Trips (n = 12,400)

Mode of Travel	% for all work trips originating in Orcutt
Private Auto	62.2%
Auto Passenger	30.7%
Walk	3.3%
Bike	0.3%
Transit	N/A

The following table provides the trip distance for work commute trips originating in Orcutt.

Table 96: Originating in Orcutt Work Trip Distance (n = 12,400)

Distance (miles)	% for all work trips originating in Orcutt
0.5 or less	3.4%
0.5 - 1	5.0%
1 - 2	9.2%
2 - 4	17.5%
4 - 8	29.9%
8 - 16	10.4%
16 - 32	10.2%
32 - 64	10.3%
64 or more	4.2%

## Work Trips Destined for Orcutt

For the analysis period, 7,020 trips ended in Orcutt for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 97: Orcutt Journey-to-Work Origins (n = 7,020)

Origin	% of all work trips destined for Orcutt (>= 2%)
Orcutt	42.5%
City of Santa Maria	37.5%
City of Guadalupe	2.8%
City of Lompoc	2.4%
Nipomo	2.1%
South County	1.3%
North County	90.6%

Of work trips ending in Orcutt, 57.5% began outside of Orcutt.

The following table provides the primary commute mode for work trips destined for Orcutt.

Table 98: Destined for Orcutt Primary Mode for Work Trips (n = 7,020)

Mode of Travel	% for all work trips destined for Orcutt
Private Auto	67.6%
Auto Passenger	24.4%
Walk	5.6%
Bike	0.4%
Transit	N/A

The following table provides the trip distance for work commute trips destined for Orcutt.

Table 99: Destined for Orcutt Work Trip Distance (n = 7,020)

Distance (miles)	% for all work trips destined for Orcutt
0.5 or less	6.1%
0.5 - 1	8.5%
1 - 2	15.0%
2 - 4	21.1%
4 - 8	24.6%
8 - 16	12.6%
16 - 32	7.8%
32 - 64	2.7%
64 or more	1.7%

## Work Trips Originating in the Eastern Goleta Valley

For the analysis period, 12,400 trips began in the Eastern Goleta Valley for the purpose of traveling to work. The destination of those work trips is provided in the following table. The Eastern Goleta Valley became a Census Designated Place with the 2020 decennial Census. It represents the unincorporated areas between the cities of Goleta and Santa Barbara.

Table 100: Eastern Goleta Valley Journey-to-Work Destinations (n = 12,400)

Destination	% of all work trips originating in EGV (>= 2%)
City of Santa Barbara	41.7%
Eastern Goleta Valley	18.8%
City of Goleta	18.2%
UCSB	6.5%
City of Santa Maria	2.1%
South County	91.1%
North County	6.2%

91.1% of all work trips originating in the Eastern Goleta Valley are destined for a location within southern Santa Barbara County.

The following table provides the primary commute mode for work trips originating in the Eastern Goleta Valley.

Table 101: Originating in Eastern Goleta Valley Primary Mode for Work Trips (n = 12,400)

Mode of Travel	% for all work trips originating in EGV
Private Auto	65.4%
Auto Passenger	25.2%
Walk	4.8%
Bike	1.4%
Transit	1.7%

The following table provides the trip distance for work commute trips originating in the Eastern Goleta Valley.

Table 102: Originating in Eastern Goleta Valley Work Trip Distance (n = 12,400)

Distance (miles)	% for all work trips originating in EGV
0.5 or less	3.5%
0.5 - 1	4.1%
1 - 2	10.2%
2 - 4	17.7%
4 - 8	43.3%
8 - 16	10.8%
16 - 32	2.2%
32 - 64	5.7%
64 or more	2.6%

## Work Trips Destined for the Eastern Goleta Valley

For the analysis period, 8,670 trips ended in the Eastern Goleta Valley for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 103: Eastern Goleta Valley Journey-to-Work Origins (n = 8,670)

Origin	% of all work trips destined for EGV (>/= 2%)
City of Santa Barbara	34.0%
Eastern Goleta Valley	26.9%
City of Goleta	13.9%
City of Santa Maria	3.9%
City of Lompoc	3.0%
South County	82.1%
North County	8.9%

Of work trips ending in the Eastern Goleta Valley, 73.1% began outside of the Eastern Goleta Valley.

The following table provides the primary commute mode for work trips destined for the Eastern Goleta Valley.

Table 104: Destined for Eastern Goleta Valley Primary Mode for Work Trips (n = 8,670)

Mode of Travel	% for all work trips destined for EGV
Private Auto	64.8%
Auto Passenger	26.5%
Walk	6.4%
Bike	0.8%
Transit	0.8%

The following table provides the trip distance for work commute trips destined for the Eastern Goleta Valley.

Table 105: Destined for Eastern Goleta Valley Work Trip Distance (n = 8,670)

Distance (miles)	% for all work trips destined for EGV
0.5 or less	4.9%
0.5 - 1	5.0%
1 - 2	11.1%
2 - 4	17.7%
4 - 8	33.4%
8 - 16	7.9%
16 - 32	2.4%
32 - 64	13.1%
64 or more	4.4%



## Work Trips Originating in Montecito, Summerland, Toro Canyon

For the analysis period, 4,150 trips began in the Montecito, Summerland, and Toro Canyon area for the purpose of traveling to work. The destination of those work trips is provided in the following table.

Table 106: Montecito, Summerland, Toro Canyon Journey-to-Work Destinations (n = 4,150)

Destination	% of all work trips originating in Montecito, Summerland, Toro Canyon (>= 2%)
City of Santa Barbara	44.7%
Montecito	18.2%
City of Carpinteria	6.7%
City of Goleta	5.6%
Toro Canyon	3.8%
Eastern Goleta Valley	2.2%
South County	87.6%
North County	2.6%

87.6% of all work trips originating in the Montecito, Summerland, and Toro Canyon area are destined for a location within southern Santa Barbara County.

The following table provides the primary commute mode for work trips originating in the analysis area.

Table 107: Originating in Montecito, Summerland, and Toro Canyon Primary Mode for Work Trips (n = 4,150)

Mode of Travel	% for all work trips originating in Montecito, Summerland, Toro Canyon
Private Auto	58.1%
Auto Passenger	29.0%
Walk	10.6%
Bike	0.7%
Transit	0.6%

The following table provides the trip distance for work commute trips originating in the analysis area.

Table 108: Originating in Montecito, Summerland, and Toro Canyon Work Trip Distance (n = 4,150)

Distance (miles)	% for all work trips originating in Montecito, Summerland, Toro Canyon
0.5 or less	5.7%
0.5 - 1	4.9%
1 - 2	8.0%
2 - 4	14.3%
4 - 8	30.1%
8 - 16	22.2%
16 - 32	5.7%
32 - 64	4.5%
64 or more	4.8%

## Work Trips Destined for the Montecito, Summerland, Toro Canyon

For the analysis period, 5,450 trips ended in the Montecito, Summerland, and Toro Canyon area for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 109: Montecito, Summerland, Toro Canyon Journey-to-Work Origins (n = 5,450)

Origin	% of all work trips destined for Montecito, Summerland, Toro Canyon (>= 2%)
City of Santa Barbara	33.0%
City of Carpinteria	18.5%
Montecito	13.7%
City of Goleta	6.1%
Eastern Goleta Valley	4.5%
Toro Canyon	2.8%
City of Santa Maria	2.3%
South County	77.9%
North County	6.3%

Of work trips ending in the Montecito, Summerland, and Toro Canyon area, 77.9% began in southern Santa Barbara County.

The following table provides the primary commute mode for work trips destined for the analysis area.

Table 110: Destined for Montecito, Summerland, and Toro Canyon Primary Mode for Work Trips (n = 5,450)

Mode of Travel	% for all work trips destined for Montecito, Summerland, Toro Canyon
Private Auto	64.8%
Auto Passenger	26.5%
Walk	6.4%
Bike	0.8%
Transit	0.8%

The following table provides the trip distance for work commute trips destined for the analysis area.

Table 111: Destined for Montecito, Summerland, and Toro Canyon Work Trip Distance (n = 5,450)

Distance (miles)	% for all work trips destined for Montecito, Summerland, Toro Canyon
0.5 or less	4.0%
0.5 - 1	3.3%
1 - 2	6.5%
2 - 4	12.7%
4 - 8	26.9%
8 - 16	22.1%
16 - 32	9.0%
32 - 64	9.9%
64 or more	5.7%

## Work Trips Destined for Vandenberg Space Force Base (VSFB)

For the analysis period, 2,800 trips ended at VSFB for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 112: VSFB Journey-to-Work Origins (n = 2,800)

Origin	% of all work trips destined for VSFB (>= 2%)
City of Lompoc	23.8%
City of Santa Maria	20.2%
Vandenberg Village	12.6%
Orcutt	7.7%
VSFB	4.9%
City of Arroyo Grande	3.0%
City of Santa Barbara	2.7%
South County	6.8%
North County	82.2%
San Luis Obispo County	9.9%

Of work trips ending at VSFB, 95.1% began outside of VSFB.

Primary commute mode for work trips destined for VSFB is not available.

The following table provides the trip distance for work commute trips destined for VSFB.

Table 113: Destined for VSFB Work Trip Distance (n = 2,800)

Distance (miles)	% for all work trips destined for VSFB
0.5 or less	0.3%
0.5 - 1	1.8%
1 - 2	3.2%
2 - 4	2.1%
4 - 8	23.2%
8 - 16	30.6%
16 - 32	24.6%
32 - 64	13.0%
64 or more	1.4%

## Work Trips Destined for Santa Barbara Cottage Hospital

The intent of this analysis is to assess travel to Santa Barbara Cottage Hospital. A Census Block Group which includes the hospital is the smallest available geography. The Block Group also includes the surrounding medical facilities and is defined by US 101 in the south, Bath Street to the north, Quinto Street to the west and Los Olivos Street to the east. For the analysis period, 2,820 trips ended in the Block Group for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 114: Santa Barbara Cottage Hospital Area Journey-to-Work Origins (n = 2,280)

Origin	% of all work trips destined for Cottage Hospital Area (>= 2%)
City of Santa Barbara	46.0%
City of Goleta	17.4%
City of Ventura	4.8%
City of Carpinteria	3.8%
City of Oxnard	3.0%
Montecito	2.5%
South County	83.7%
North County	5.9%
Ventura County	9.0%

Of work trips ending in the Block Group, 16.3% began outside the south county subregion.

The following table provides the primary commute mode for work trips destined for the Block Group.

Table 115: Destined for Santa Barbara Cottage Hospital Area Primary Mode for Work Trips (n = 2,280)

Mode of Travel	% for all work trips destined for Cottage Hospital Area
Private Auto	68.2%
Auto Passenger	24.6%
Walk	5.3%
Bike	0.8%
Transit	0.6%

The following table provides the trip distance for work commute trips destined for the Block Group.

Table 116: Destined for Santa Barbara Cottage Hospital Area Work Trip Distance (n = 2,280)

Distance (miles)	% for all work trips destined for Cottage Hospital Area
0.5 or less	4.6%
0.5 - 1	6.2%
1 - 2	15.4%
2 - 4	19.4%
4 - 8	17.6%
8 - 16	20.4%
16 - 32	1.9%
32 - 64	12.6%
64 or more	1.9%

## Work Trips Destined for County’s Calle Real Campus

The intent of this analysis is to assess travel to Santa Barbara County’s Calle Real Campus. The smallest geography available is a Census Block Group which includes the Calle Real Campus and also residences and businesses not associated with the Campus. The Block Group is bound by US 101, Turnpike Road, Cathedral Oaks Road, and County Dump Road. For the analysis period, 1,780 trips ended in the Census Block Group for the purpose of traveling to work. The origin of those work trips is provided in the following table.

Table 117: County Calle Real Campus Area Journey-to-Work Origins (n = 1,780)

Origin	% of all work trips destined for the Block Group (>= 2%)
City of Santa Barbara	30.2%
City of Goleta	10.1%
City of Santa Maria	10.1%
City of Lompoc	6.9%
City of Ventura	2.9%
South County	69.8%
North County	20.5%
Ventura County	6.8%

Of work trips ending in the Block Group, 30.2% began outside the south county subregion.

The following table provides the primary commute mode for work trips destined for the Block Group.

Table 118: Destined for County’s Calle Real Campus Area Primary Mode for Work Trips (n = 1,780)

Mode of Travel	% for all work trips destined for the Block Group
Private Auto	59.8%
Auto Passenger	34.7%
Walk	3.8%
Bike	0.1%
Transit	0.6%

The following table provides the trip distance for work commute trips destined for the Block Group.

Table 119: Destined for County’s Calle Real Campus Area Work Trip Distance (n = 1,780)

Distance (miles)	% for all work trips destined for the Block Group
0.5 or less	4.7%
0.5 - 1	3.5%
1 - 2	10.9%
2 - 4	16.2%
4 - 8	25.3%
8 - 16	7.8%
16 - 32	2.0%
32 - 64	22.3%
64 or more	7.5%

## Work Trips – County-Level Comparison

This section compares several indicators for work trips originating in or destined for other Central Coast counties – Monterey, San Luis Obispo, and Ventura. The indicators include destination by county for work trips originating in, the origin by county for work trips destined for, average, median, 16+ mile and 32+ mile commute distances, and mode choice for both work trips originating in and work trips destined for.

Table 120: Comparison of Work Trips Originating in Central Coast Counties

County of Origin	Destination County	% share
Santa Barbara n=214,000	Santa Barbara	93.7%
	San Luis Obispo	3.9%
	Ventura	1.4%
San Luis Obispo n=137,000	San Luis Obispo	90.0%
	Santa Barbara	6.7%
	Monterey	1.1%
Monterey n=199,000	Monterey	90.8%
	Santa Cruz	4.3%
	Santa Clara	2.4%
Ventura n=346,000	Ventura	81.7%
	Los Angeles	14.7%
	Santa Barbara	2.4%

Table 121: Comparison of Mode Choice for Work Trips Originating in Central Coast Counties

County of Origin	Mode of Travel	% share
Santa Barbara n=214,000	Private Auto	55.8%
	Auto Passenger	30.4%
	Walk	8.3%
	Bike	2.6%
	Transit	0.7%
San Luis Obispo n=137,000	Private Auto	59.2%
	Auto Passenger	30.0%
	Walk	8.1%
	Bike	1.3%
	Transit	0.2%
Monterey n=199,000	Private Auto	61.4%
	Auto Passenger	31.6%
	Walk	5.2%
	Bike	0.5%
	Transit	<0.0%
Ventura n=346,000	Private Auto	65.1%
	Auto Passenger	28.1%
	Walk	5.0%
	Bike	0.4%
	Transit	0.2%

<0.0% does not equal zero.

Table 122: Work Trip Distance for Work Trips Originating in Central Coast Counties

County of Origin	Average Trip Distance (miles)	Median Trip Distance (miles)	% 16+ miles	% 32+ miles
Santa Barbara	12.3	3.7	17.6%	10.7%
San Luis Obispo	16.7	5.9	28.9%	11.2%
Monterey	13.3	5.1	24.7%	8.8%
Ventura	14.9	2.7	26.8%	11.2%

The first three tables focused on trips originating in the four counties; the next three tables offer similar statistics, but focus on the work trips destined for the same four counties.

Table 123: Comparison of Work Trips Destined for Central Coast Counties

Destination County	County of Origin	% share
Santa Barbara n=222,000	Santa Barbara	90.5%
	Ventura	4.2%
	San Luis Obispo	4.1%
San Luis Obispo n=134,000	San Luis Obispo	91.7%
	Santa Barbara	6.2%
	Monterey	0.7%
Monterey n=197,000	Monterey	91.7%
	Santa Cruz	3.5%
	Santa Clara	1.5%
	Santa Benito	1.5%
Ventura n=317,000	Ventura	89.2%
	Los Angeles	9.0%
	Santa Barbara	0.9%

Table 124: Comparison of Mode Choice for Work Trips Destined for Central Coast Counties

Destination County	Mode of Travel	% share
Santa Barbara n=222,000	Private Auto	56.0%
	Auto Passenger	30.6%
	Walk	8.0%
	Bike	2.1%
	Transit	0.6%
San Luis Obispo n=134,000	Private Auto	58.7%
	Auto Passenger	30.5%
	Walk	8.3%
	Bike	1.3%
	Transit	0.2%
Monterey n=197,000	Private Auto	61.6%
	Auto Passenger	31.4%
	Walk	5.3%
	Bike	0.5%
	Transit	<0.0%
Ventura n=317,000	Private Auto	65.3%
	Auto Passenger	27.4%
	Walk	5.4%
	Bike	0.4%
	Transit	0.2%

<0.0% does not equal zero.

Table 125: Work Trip Distance for Work Trips Destined for Central Coast Counties

Destination County	Average Trip Distance (miles)	Median Trip Distance (miles)	% 16+ miles	% 32+ miles
Santa Barbara	12.9	4.0	20.2%	12.4%
San Luis Obispo	13.9	5.6	27.9%	10.3%
Monterey	12.4	5.0	24.1%	8.5%
Ventura	11.6	5.9	22.0%	7.3%



## US 101

US 101 is the transportation spine of Santa Barbara County and much of the Central Coast region. The highway accommodates local, regional, and inter-regional trips. This section provides a variety of statistics related to US 101 and those using it.

The following table provides volume data for a typical weekday. Average Annual Daily Traffic, or AADT, the average daily traffic volume over a year. The actual number on any given day will vary.

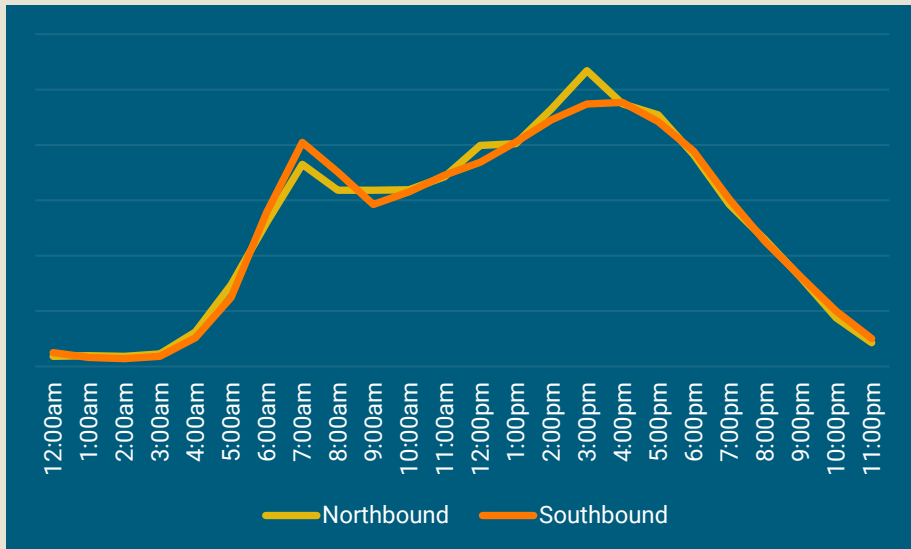
Table 126: US 101 Traffic Volumes

Location, Direction of Travel	2022 Average Annual Daily Traffic
Santa Maria River, Southbound	37,904
Santa Maria River, Northbound	39,193
Santa Maria River, Combined	77,097
SR 166 (Main St.), Southbound	34,209
SR 166 (Main St.), Northbound	37,148
SR 166 (Main St.), Combined	71,357
Union Valley Parkway, Southbound	20,156
Union Valley Parkway, Northbound	21,466
Union Valley Parkway, Combined	41,622
SR 135, Southbound	13,210
SR 135, Northbound	14,032
SR 135, Combined	27,242
Gaviota Tunnel, Southbound	15,686
Gaviota Tunnel, Northbound	15,776
Gaviota Tunnel, Combined	31,462
Cathedral Oaks Road, Southbound	15,914
Cathedral Oaks Road, Northbound	16,439
Cathedral Oaks Road, Combined	32,353
Las Positas Road, Southbound	56,209
Las Positas Road, Northbound	53,114
Las Positas Road, Combined	109,323
Bates Road, Southbound	37,937
Bates Road, Northbound	31,361
Bates Road, Combined	69,298

*Volumes shown are from center of interchange.*

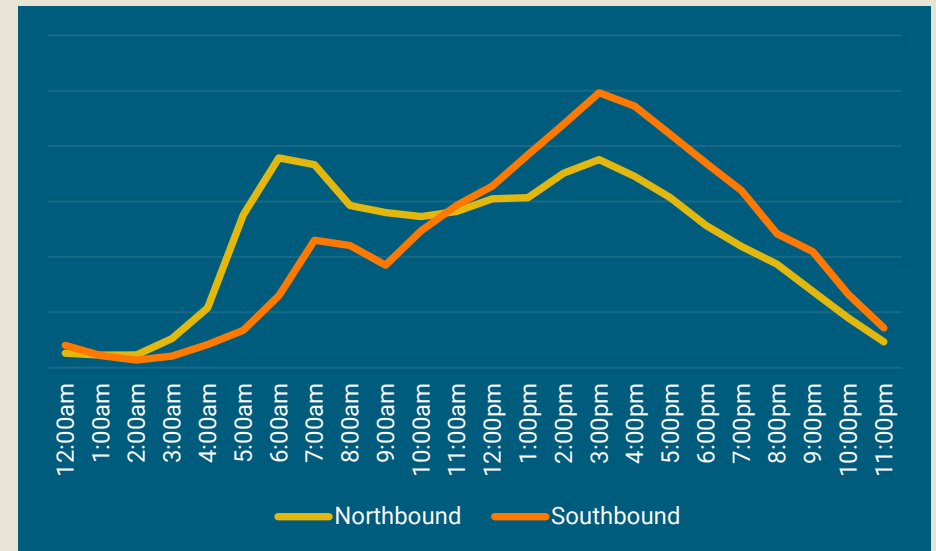
The following provides the time distribution by direction for a typical weekday. The graph shows the balance between directions.

Figure 32: US 101 Time Distribution by Direction – Santa Maria River Bridge



The following provides the time distribution by direction for a typical weekday. The graph shows a northbound morning peak and a southbound afternoon peak.

Figure 33: US 101 Time Distribution by Direction – Bates Road



The following table provides mode share for all trips using any portion of US 101.

Table 127: Primary Mode for Trips on US 101

Mode of Travel	% share weekday	% share Saturday
Private Auto	56.8%	66.3%
Auto Passenger	37.9%	30.3%
Commercial	4.5%	2.8%
Transit	0.4%	0.2%

The following table provides the trip distance for all trips using US 101 for a portion of the trip.

Table 128: Trip Distance for US 101

Distance (miles)	% share weekday	% share Saturday
0.5 or less	<0.0%	<0.0%
0.5 - 1	<0.0%	<0.0%
1 - 2	2.2%	2.3%
2 - 4	14.2%	14.3%
4 - 8	25.3%	25.7%
8 - 16	19.5%	20.1%
16 - 32	12.5%	12.0%
32 - 64	15.7%	13.7%
64 or more	10.6%	11.9%
Average distance	27.3 miles	28.0 miles

The following table provides county of residence for US 101 users at various locations for weekdays and Saturdays. This only includes US 101 within Santa Barbara County.

Table 129: County of Residence for US 101 Users

Home County	Santa Maria River, wkday	Santa Maria River, Sat.	Gaviota, wkday	Gaviota - Sat.	Bates Road, wkday	Bates Road, Sat.
Santa Barbara	43.4%	48.2%	71.5%	64.5%	30.1%	34.5%
San Luis Obispo	42.9%	38.1%	6.4%	7.5%	2.8%	3.1%
Ventura	1.9%	2.1%	7.0%	8.7%	39.1%	29.8%
Los Angeles	2.6%	3.0%	5.9%	9.4%	15.8%	20.7%

The following table provides the primary purpose of trips using US 101. Note that home can be the second half of any trip purpose.

Table 130: Primary Trip Purpose for US 101

Trip Purpose	% share weekday	% share Saturday
Home	32.5%	33.0%
Shop	17.8%	21.8%
Work	15.1%	6.1%
Eat	9.7%	13.0%
Social	6.0%	7.7%
Recreation	5.0%	8.1%
Commercial (freight)	4.5%	2.8%
Errands	3.2%	3.3%
Other	2.3%	2.2%

The following table provides the proportion of US 101 users traveling through Santa Barbara County – trip begins and ends in another county. This includes trips that using both SR 154 and US 101 and US 101 exclusively.

Table 131: Proportion of Through Traffic on US 101

US 101 Through Traffic	Northbound	Southbound
Weekday %	7.5%	8.0%
Weekday #	3,960	4,890
Saturday %	8.5%	9.2%
Saturday #	4,580	5,280

The following table provides trends of commuting into Santa Barbara County from the north and south. South is measured just west of the SR 150 interchange with US 101. North is measured at the Santa Maria River Bridge. All are for a typical weekday.

Table 132: US 101 Traffic Trends for Trips Entering Santa Barbara County

Time Period	Work	School	All Trips
South, Fall '19	12,800	1,110	57,200
South, Fall '21	12,200	1,270	62,800
South, Fall '22	10,800	975	55,100
North, Fall '19	10,300	1,690	59,300
North, Fall '21	9,480	1,950	62,300
North, Fall '22	9,360	1,860	60,800
South, '19-'22 % change	-15.6%	-12.2%	-3.7%
North, '19-'22 % change	-9.1%	10.1%	2.5%

# State Route 154

State Route 154 (SR 154), known as the Chumash Highway and San Marcos Pass connects US 101 in Santa Barbara with US 101 north of Los Olivos. The highway serves local, regional, and inter-regional traffic. This section provides a variety of statistics related to SR 154 and those using it.

The following table provides volume data for a typical weekday in fall 2022.

Table 133: SR 154 Traffic Volumes

Location	2022 Average Annual Daily Traffic
North End	13,331
North of SR 246	6,437
Top of Pass	13,962

The following figures provide the time distribution of traffic for weekdays and Saturdays.

Figure 34: SR 154 Time Distribution of Traffic – North End

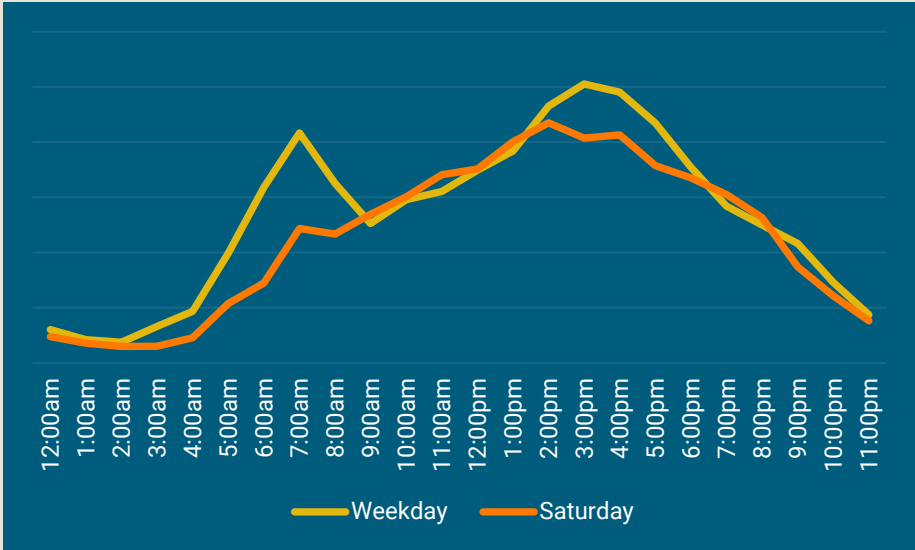


Figure 35: SR 154 Time Distribution of Traffic – North of SR 246

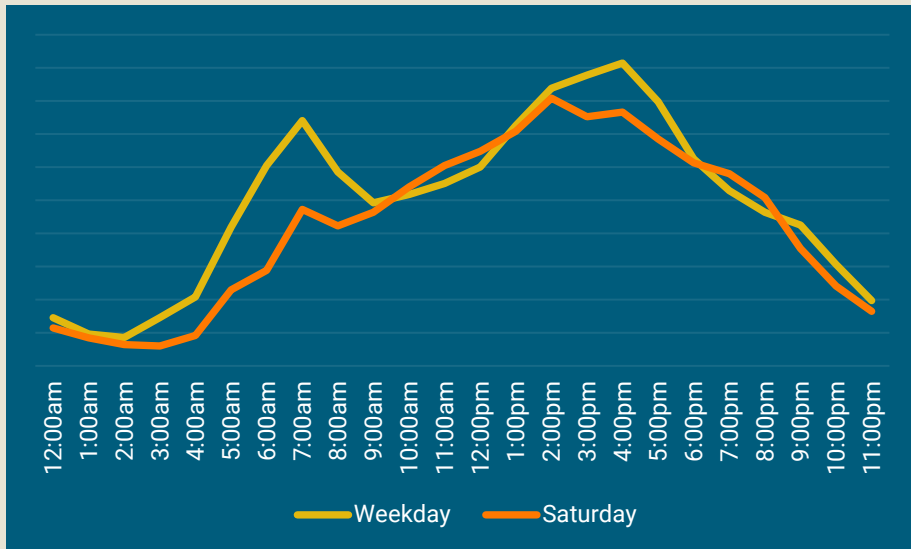
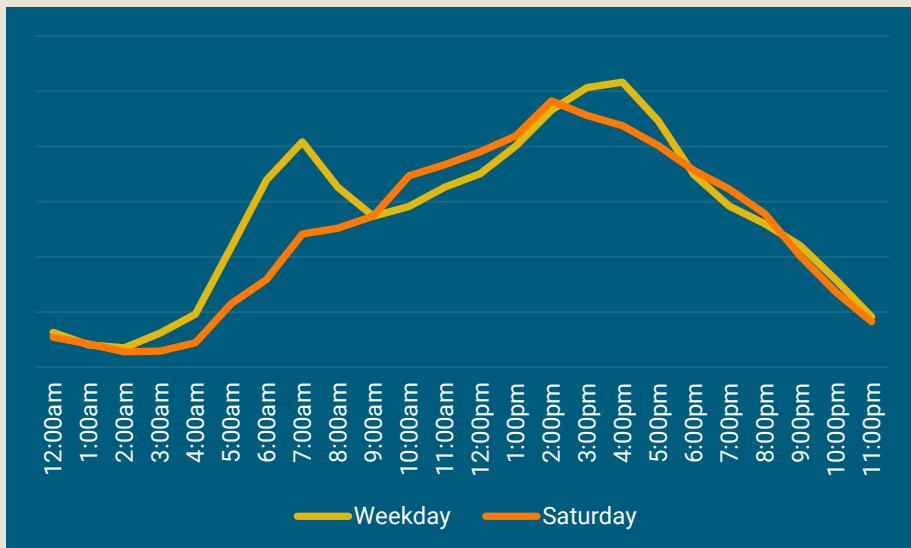


Figure 36: SR 154 Time Distribution of Traffic – Top of Pass



### Destination of End Traffic – Weekday

Traffic entering southbound SR 154 at its north end:

- 66.3% remain in Santa Barbara County with the remainder destined for locations outside of Santa Barbara County.
- 83.7% vehicle trips are 32 miles or longer with an average for all trips being 97.7 miles long.
- 66.1% trips began in Santa Barbara County with the remainder, 33.9% beginning outside of Santa Barbara County.
- 10.1% of the trips are associated with commercial vehicles.
- 57.8% travel the full length of SR 154.

Traffic entering northbound SR 154 at its south end (north of SR 192):

- 74.3% remain in Santa Barbara County with the remainder destined for locations outside of Santa Barbara County.
- 84.3% vehicle trips are 32 miles or longer with an average for all trips being 94.1 miles long.
- 60.0% trips began in Santa Barbara County with the remainder, 40% beginning outside of Santa Barbara County.
- 13.4% of the trips are associated with commercial vehicles.
- 61.3% travel the full length of SR 154.

### Destination of End Traffic - Saturday

Traffic entering southbound SR 154 at its north end:

- 59.2% remain in Santa Barbara County with the remainder destined for locations outside of Santa Barbara County.
- 83.7% are 32 miles or longer with an average for all trips being 104.0 miles long.
- 59.8% trips began in Santa Barbara County with the remainder, 40.2% began outside of Santa Barbara County.
- 9.9% of the trips are associated with commercial vehicles.
- 61.2% travel the full length of SR 154.

Traffic entering northbound SR 154 at its south end (north of SR 192):

- 70.9% remain in Santa Barbara County with the remainder destined for locations outside of Santa Barbara County.
- 83.9% are 32 miles or longer with an average for all trips being 100.0 miles long.
- 50.4% of trips began in Santa Barbara County with the remainder, 49.6% beginning outside of Santa Barbara County.
- 9.4% of the trips are associated with commercial vehicles.
- 58.2% travel the full length of SR 154.

### US 101 vs. SR 154

This analysis considers traffic on US 101 north or south of SR 154 and compares the volumes using US 101 or SR 154 to arrive at the secondary junction – the second US 101 interchange with SR 154. All data is from fall 2022.

The full length of SR 154 is approximately 33 miles. US 101, connecting the two SR 154 interchanges is approximately 45

miles. In free-flow conditions, Google Maps claims a five-minute time savings for SR 154.

Southbound – Weekday:

- 48.2% of vehicles travelling on southbound US 101 north of the SR 154 interchange were on US 101 south of SR 154's southern interchange with US 101.
- 62.0% of vehicles connected these two locations via SR 154.
- 38.0% of vehicles connected these two locations via US 101.

Southbound – Saturday

- 61.6% of vehicles connected these two locations via SR 154.
- 38.4% of vehicles connected these two locations via US 101.

Northbound – Weekday

- 13.9% of vehicles travelling on northbound US 101 at Hope Ave in Santa Barbara were on US 101 north of SR 154's north interchange with US 101.
- 54.2% of vehicles connected these two locations via SR 154.
- 45.8% of vehicles connected these two locations via US 101.

Northbound – Saturday

- 54.3% of vehicles connected these two locations via SR 154.
- 45.7% of vehicles connected these two locations via US 101.

# State Route 166 (East)

State Route (SR) 166 has two unique segments: Guadalupe to US 101 through Santa Maria which is often referred to as SR 166 West. SR 166 East connects US 101 with I-5 in the Central Valley. SR 166 West begins in San Luis Obispo County just north of the Santa Maria River, weaves back and forth between San Luis Obispo and Santa Barbara counties, and leaves Santa Barbara County for San Luis Obispo County a short distance east of New Cuyama, eventually entering Kern County. SR 166 East travels approximately 60 miles between US 101 and its final departure from Santa Barbara County. This section provides a variety of statistics related to the highway and those using it.

The following table provides volume data for a typical weekday in fall 2022.

Table 134: SR 166 East Traffic Volumes

Location	2022 Average Annual Daily Traffic
West End	2,966
Ventura County Line	2,824

The following figures provide the time distribution of traffic for weekdays and Saturdays. The similar shapes from two locations suggest a high percentage of SR 166 East traffic is traveling through the corridor.

Figure 37: SR 166 East Time Distribution of Traffic – at US 101

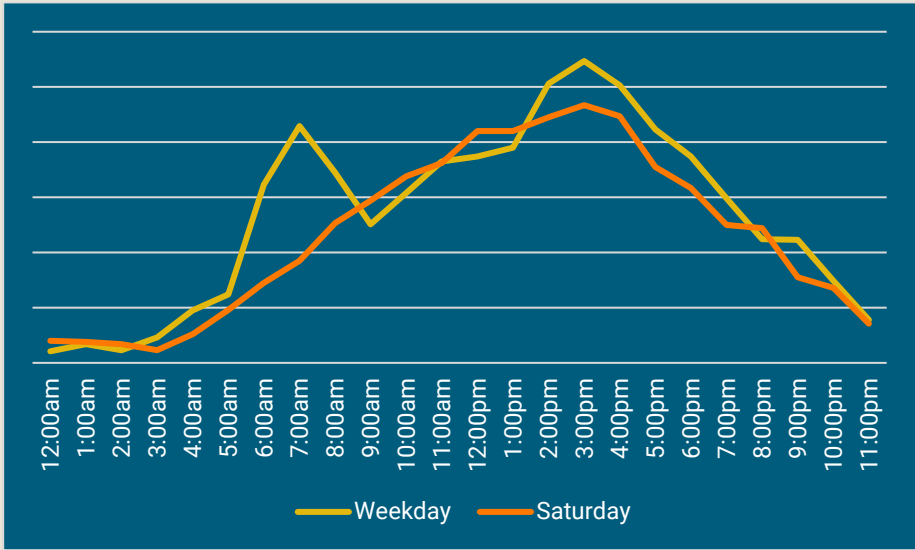
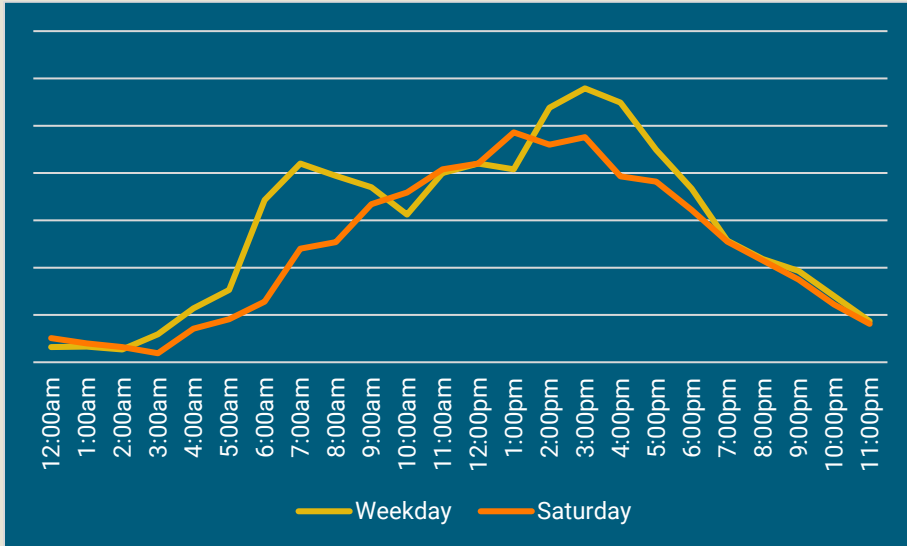




Figure 38: SR 166 East Time Distribution of Traffic – Ventura County Line



As SR 166 East serves regional and inter-regional traffic, the following tables provide information on trip origins and trip destinations for traffic entering the corridor eastbound at US 101 and westbound at the Ventura County line.

Table 135: Origin of Westbound SR 166 East Traffic

Westbound - Origins	% share weekday	% share Saturday
Santa Maria	38.9%	39.9%
Nipomo	7.2%	7.0%
Arroyo Grande	4.5%	7.0%
Pismo Beach	0.4%	8.3%
Grover Beach	4.5%	3.8%
Orcutt	3.7%	4.4%
San Luis Obispo	2.8%	2.8%
Lompoc	1.9%	2.8%
Santa Barbara County	58.7%	57.7%
San Luis Obispo County	40.9%	41.9%

Table 136: Destination of Westbound SR 166 East Traffic

Westbound - Destinations	% share weekday	% share Saturday
Bakersfield	40.4%	27.8%
New Cuyama	19.2%	14.1%
Oildale	4.9%	2.3%
Maricopa	2.1%	2.8%
Taft	2.1%	1.8%
Rosedale	2.0%	2.0%
Santa Barbara County	23.5%	22.5%
Kern County	47.4%	55.4%
San Luis Obispo County	22.0%	13.2%

Table 137: Origin of Eastbound SR 166 East Traffic

Origins	% share weekday	% share Saturday
Bakersfield	23.9%	32.6%
Taft	8.3%	7.7%
Oildale	4.8%	1.8%
Maricopa	3.2%	4.8%
Los Angeles	2.9%	2.7%
Kern County	71.0%	73.6%
Los Angeles County	11.1%	10.2%
Santa Barbara County	3.9%	4.1%
Orange County	3.7%	2.6%
San Diego County	2.0%	1.2%

Table 138: Destination of Westbound SR 166 East Traffic

Destinations	% share weekday	% share Saturday
Santa Maria	19.6%	22.6%
New Cuyama	16.0%	17.7%
Pismo Beach	5.8%	7.9%
San Luis Obispo	5.9%	5.7%
Nipomo	4.4%	4.5%
Arroyo Grande	4.1%	4.5%
Orcutt	1.8%	3.4%
Grover Beach	2.9%	2.6%
Santa Barbara County	57.3%	58.3%
San Luis Obispo County	42.6%	41.6%

The following tables provide trip purpose for weekday and Saturday traffic, by direction, for SR 166 users. Note that the home purpose is the second half of nearly all trips.

Table 139: Trip Purpose of Eastbound SR 166 East Traffic

Trip Purpose	% share weekday	% share Saturday
Home	43.7%	47.3%
Work	11.0%	3.1%
Social	8.4%	9.5%
Shop	7.9%	13.5%
Commercial (freight)	17.9%	11.5%
Eat	4.7%	6.5%
Recreation	1.6%	3.7%
Errands	2.6%	3.8%
School	0.6%	0.0%

Table 140: Trip Purpose of Westbound SR 166 East Traffic

Trip Purpose	% share weekday	% share Saturday
Home	24.4%	27.9%
Work	14.9%	4.5%
Social	14.7%	15.9%
Shop	14.7%	17.6%
Commercial (freight)	9.7%	9.7%
Eat	8.0%	10.7%
Recreation	4.2%	3.4%
Errands	3.1%	4.0%
School	2.4%	0.1%

The following table provides trip distance for SR 166 traffic. The values represent the total trip distance which includes travel off of SR 166. Data is provided by direction and for a weekday and a Saturday. The results show the corridor is associated with long-distance travel.

Table 141: Trip Distance of SR 166 East Traffic

Trip Distance (miles)	Eastbound Weekday % share	Eastbound Saturday % share	Westbound Weekday % share	Westbound Saturday % share
0-4	0.0%	0.0%	0.0%	0.0%
4-8	1.1%	0.6%	0.1%	0.0%
8-16	5.4%	2.8%	1.3%	0.4%
16-32	11.9%	8.9%	9.1%	7.8%
32-64	16.4%	15.1%	7.7%	5.5%
>64	65.1%	72.5%	81.8%	86.3%
Average	99.6	110.0	130.0	130.0
Median	109.0	122.0	125.0	126.0

## Commercial Vehicles

This section explores the movement of commercial vehicles in Santa Barbara County. Replica classifies commercial vehicles as medium and heavy trucks that are out for deliveries or other commercial purposes. All analyses consider a typical weekday in the fall of 2022.

The daily activity of commercial vehicle movement in Santa Barbara County includes 52,000 commercial vehicle trips and 955 commercial vehicles beginning and ending their trip outside of Santa Barbara County – passing through the County. Note that one commercial vehicle can make several trips on any given day.

The following table provides the County of origin for commercial vehicle trips ending in Santa Barbara County.

Table 142: County of Origin for Commercial Vehicle Trips in Santa Barbara County

Trip Origin	Volume	% Share
Santa Barbara County	42,900	82.5%
San Luis Obispo County	4,290	8.3%
Ventura County	3,820	7.3%
Los Angeles County	387	0.7%
Kern County	289	0.6%

The following table looks at the origin and destination of commercial vehicle traffic by jurisdiction and subarea.

Table 143: Commercial Vehicle Origin and Destination Volumes

Jurisdiction	Trips Originating in	Trips Destined for
Buellton	829	905
Carpinteria	2,010	2,000
Goleta	4,040	4,000
Guadalupe	502	614
Lompoc	3,210	3,050
Santa Barbara	7,580	8,390
Santa Maria	14,400	13,700
Solvang	435	510
North County	31,700	31,000
South County	20,500	21,000
County	52,200	52,000

## Alternative Transportation Modes

The data presented in this section considers bicycle, pedestrian, and transit mode share for the North County and South County subregions. All analyses consider trips originating in stated geography.

Table 144: North County Alternative Transportation Mode Shares

Trip Type	Bicycle	Pedestrian	Transit*
All	0.9%	10.5%	<0.0%
Work	0.4%	5.7%	<0.0%
School	3.1%	17.3%	<0.0%
Shop	0.6%	13.7%	<0.0%
Eat	0.7%	9.0%	<0.0%
Recreation	1.0%	9.7%	0.1%
All - White	0.6%	9.6%	<0.0%
All - Hispanic	0.8%	11.2%	<0.0%
Work/School - White	1.0%	8.2%	<0.0%
Work/School - Hispanic	1.5%	10.5%	<0.0%
All – HH Income <\$25,000	1.2%	16.1%	0.1%
All – HH Income <\$50,000	0.9%	13.9%	0.1%
All – HH Income <\$75,000	0.8%	12.6%	<0.0%
Work/School – HH Income <\$25,000	1.5%	18.0%	0.1%
Work/School – HH Income <\$50,000	1.1%	13.5%	0.1%
Work/School – HH Income <\$75,000	1.3%	12.2%	<0.0%

HH = household; <0.0% does not equal zero; \*transit data not available for Lompoc, Guadalupe, or Santa Ynez Valley.

Table 145: South County Alternative Transportation Mode Shares

Trip Type	Bicycle	Pedestrian	Transit
All	3.8%	15.3%	1.5%
Work	4.0%	11.0%	1.4%
School	13.1%	23.6%	1.6%
Shop	2.5%	18.6%	1.4%
Eat	3.1%	13.9%	1.6%
Recreation	3.3%	15.6%	1.7%
All - White	2.8%	14.3%	1.3%
All - Hispanic	4.2%	15.5%	1.6%
Work/School - White	5.6%	14.8%	1.2%
Work/School - Hispanic	7.5%	14.0%	1.8%
All – HH Income <\$25,000	9.1%	27.6%	2.5%
All – HH Income <\$50,000	7.2%	22.7%	2.0%
All – HH Income <\$75,000	6.3%	20.2%	1.8%
Work/School – HH Income <\$25,000	15.2%	28.0%	2.1%
Work/School – HH Income <\$50,000	12.4%	22.7%	1.8%
Work/School – HH Income <\$75,000	11.0%	19.7%	1.7%

HH = household

The following table provides alternative transportation mode shares for all trips for each city in Santa Barbara County, as well as the shares for work or school trips.

Table 146: Alternative Transportation Mode Shares by City

City – Trip Type	Bicycle	Pedestrian	Transit*
Buellton - All	1.0%	9.6%	N/A
Buellton – Work/School	0.2%	8.6%	N/A
Carpinteria - All	2.0%	16.4%	0.5%
Carpinteria – Work/School	4.3%	16.7%	0.3%
Goleta - All	3.7%	12.2%	2.0%
Goleta – Work/School	6.6%	11.4%	1.9%
Guadalupe - All	0.6%	14.2%	N/A
Guadalupe – Work/School	0.4%	15.2%	N/A
Lompoc - All	0.5%	16.5%	N/A
Lompoc – Work/School	0.6%	17.1%	N/A
Santa Barbara - All	2.9%	13.9%	1.5%
Santa Barbara – Work/School	5.2%	13.6%	1.2%
Santa Maria - All	0.9%	9.6%	<0.0%
Santa Maria – Work/School	1.7%	8.1%	0.1%
Solvang - All	1.4%	12.2%	N/A
Solvang – Work/School	1.1%	14.7%	N/A

*<0.0% does not equal zero; \*transit data not available for Lompoc, Guadalupe, or Santa Ynez Valley.*

## Miles Traveled

This analysis considers miles traveled by jurisdiction and sub region for two time periods: fall 2022 and fall 2019, both for a typical weekday. The two periods enable a view of pre-pandemic and post-pandemic conditions. It is broken down by vehicle miles traveled, bicycle miles traveled, and transit miles traveled. It should be noted that transit data is not available for the small operators in the region being Guadalupe, Lompoc, and Santa Ynez Valley. Data is provided for trips originating in jurisdiction or sub region and includes all trip purposes.

Table 147: Vehicle Miles Traveled

Jurisdiction	Fall 2022	Fall 2019	% Change 2022-2019
Buellton	270,180	280,670	-3.7%
Carpinteria	274,040	332,050	-17.5%
Goleta	863,500	912,920	-5.4%
Guadalupe	133,340	118,950	12.1%
Lompoc	623,000	606,090	2.8%
Santa Barbara	1,900,600	1,996,800	-4.8%
Santa Maria	1,763,200	1,959,600	-10.0%
Solvang	185,760	250,200	-25.8%
North County	4,203,600	4,763,000	-11.7%
South County	4,166,400	4,389,000	-5.1%
County	8,370,000	9,190,800	-8.9%

The following table considers population to provide vehicle miles traveled per capita. Population figures are Census 2020 which doesn't account for change, but it provides a reference point.

Table 148: Vehicle Miles Traveled Per Capita

Jurisdiction	Population (2020)	VMT/Capita Fall 2022	VMT/Capita Fall 2019	% Change 2022-2019
Buellton	5,161	52.4	54.4	-3.7%
Carpinteria	13,264	20.7	25.0	-17.5%
Goleta	32,690	26.4	27.9	-5.4%
Guadalupe	8,057	16.5	14.8	12.1%
Lompoc	44,444	14.0	13.6	2.8%
Santa Barbara	88,665	21.4	22.5	-4.8%
Santa Maria	109,707	16.1	17.9	-10.0%
Solvang	6,126	30.3	40.8	-25.8%
North County	239,868	17.5	19.9	-11.7%
South County	208,361	20.0	21.1	-5.1%
County	448,229	18.7	20.5	-8.9%

The following table provides bicycle miles traveled by jurisdiction and sub area. All values are for a typical weekday and for bike trips originating in the stated jurisdiction or sub area.

Table 149: Bicycle Miles Traveled

Jurisdiction	Fall 2022	Fall 2019	% Change 2022-2019
Buellton	1,456	1,394	4.4%
Carpinteria	2,423	3,822	-36.6%
Goleta	18,282	24,888	-26.5%
Guadalupe	1,032	1,125	-8.3%
Lompoc	2,425	2,310	5.0%
Santa Barbara	34,800	51,600	-32.6%
Santa Maria	13,600	17,460	-22.1%
Solvang	1,166	1,225	-4.8%
North County	28,152	34,125	-17.5%
South County	90,160	123,390	-26.9%
County	120,300	160,660	-25.1%

The following table provides transit miles traveled. Transit data is not available for northern Santa Barbara County.

Table 150: Transit Passenger Miles Traveled

Jurisdiction	Fall 2022	Fall 2019	% Change 2022-2019
Carpinteria	3,182	11,471	-72.3%
Goleta	14,600	20,020	-27.1%
Santa Barbara	30,192	53,746	-43.8%
South County	66,300	110,220	-39.8%



## Regional Travel Demand

The data in the following table provides a snapshot of travel demand in Santa Barbara County for a typical weekday in fall 2022. Data is presented for all trip purposes and from Census Designated Place to Census Designated Place. A Census Designated Place is a U.S. Census Bureau geography which includes cities, but also cohesive unincorporated communities. The total number of trips originating from Census Designated Place is provided as well as proportions of those trips destined for other Census Designated Places, North County or South Coast areas outside of these geographies, and out of county.

In addition to travel demand, SBCAG also used Replica data to develop a [regional average annual daily traffic web map](#). The map provides average daily traffic volumes based on the fall 2022 modeling scenario. The following figure provides an illustration of the tool. By clicking on a road link, the “aadt” line in the popup window provides the average daily traffic volume. Parallel links reflect traffic volumes by direction. Single links provide combined directions.

Figure 39: Average Annual Daily Traffic Map

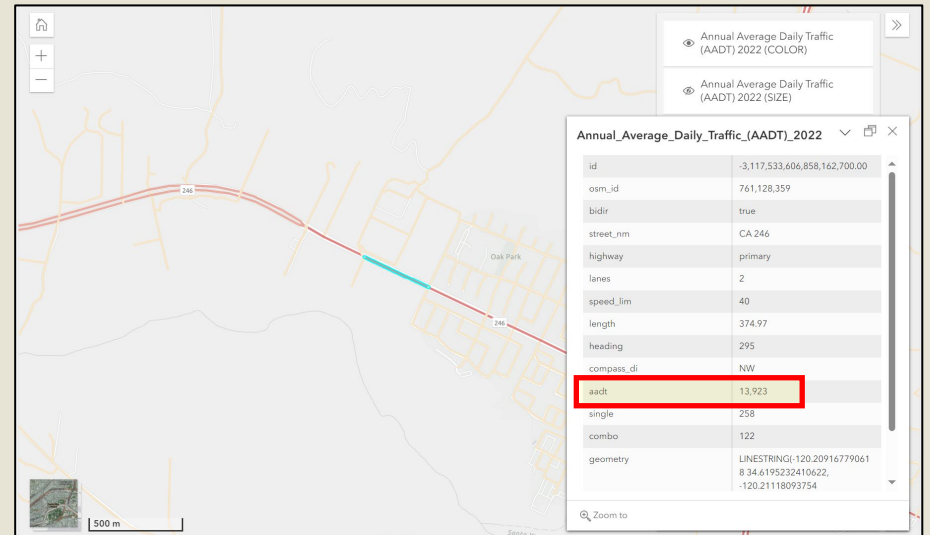


Table 151: Regional Travel Demand – Typical Weekday, Fall 2022

Origin	Total Trips	Destination																														
		Ballard	Buellton	Carpinteria	Casmalia	Cuyama	Eastern Goleta Valley	Garey	Goleta	Guadalupe	Isla Vista	Lompoc	Los Alamos	Los Olivos	Mission Canyon	Mission Hills	Montecito	New Cuyama	Orcutt	Santa Barbara	Santa Maria	Santa Ynez	Sisquoc	Solvang	Summerland	Toro Canyon	UCSB	Vandenberg Village	Vandenberg SFB	North County - Other	South County - Other	Out of County
Ballard	2,050	15.1%	13.2%	0.2%	-	-	0.9%	-	0.8%	-	-	4.8%	0.7%	6.4%	-	0.2%	0.2%	-	1.7%	4.4%	4.2%	15.7%	-	14.9%	-	0.2%	1.2%	0.3%	-	9.1%	0.3%	5.3%
Buellton	26,000	1.1%	31.8%	0.2%	-	-	0.9%	-	2.0%	0.3%	-	8.1%	1.2%	2.4%	-	0.5%	0.2%	-	1.7%	4.4%	6.3%	8.2%	-	12.9%	-	0.0%	1.1%	0.8%	-	7.2%	0.8%	8.0%
Carpinteria	47,600	-	0.1%	49.8%	-	-	1.8%	-	3.7%	-	0.1%	0.3%	-	-	0.1%	-	2.9%	-	0.1%	13.4%	0.7%	0.1%	-	0.1%	1.2%	4.2%	0.4%	-	0.3%	4.0%	16.8%	
Casmalia	382	-	-	-	6.8%	-	-	0.3%	5.5%	0.0%	2.9%	0.3%	-	-	-	-	25.1%	0.8%	36.6%	-	0.3%	0.3%	-	-	-	-	0.5%	0.3%	8.9%	-	11.5%	
Cuyama	632	-	-	-	-	19.1%	-	0.9%	-	0.2%	0.0%	-	1.1%	-	-	0.2%	25.0%	-	1.1%	4.4%	-	-	-	-	-	-	-	-	6.8%	-	41.1%	
Eastern Goleta Valley	90,300	-	0.3%	0.9%	-	-	31.0%	-	17.9%	-	1.7%	0.8%	-	0.0%	0.3%	-	1.4%	-	0.1%	34.6%	0.8%	0.2%	-	0.2%	0.2%	0.2%	3.6%	-	0.1%	0.6%	1.2%	3.9%
Garey	631	-	-	-	0.5%	-	0.5%	24.7%	0.5%	2.7%	0.0%	1.0%	0.2%	0.5%	-	-	-	16.0%	0.5%	27.4%	0.2%	0.6%	0.2%	-	0.2%	-	-	1.7%	0.3%	9.5%	-	13.2%
Goleta	141,000	-	0.4%	1.2%	-	-	11.5%	-	41.9%	-	3.8%	1.2%	-	-	0.3%	0.1%	0.9%	-	0.3%	21.4%	1.0%	0.2%	-	0.3%	0.1%	0.2%	7.6%	0.1%	-	0.5%	1.7%	5.0%
Guadalupe	19,200	-	0.3%	-	0.1%	-	0.1%	0.1%	39.1%	-	0.9%	0.1%	-	-	0.1%	-	5.9%	0.5%	31.4%	0.1%	0.1%	-	0.1%	-	-	-	-	0.2%	0.1%	4.7%	0.0%	15.9%
Isla Vista	40,600	-	0.1%	0.2%	-	-	4.2%	-	12.8%	-	26.4%	0.3%	0.1%	-	0.1%	0.2%	-	0.1%	9.4%	0.2%	0.1%	-	-	-	0.1%	42.5%	0.1%	-	0.3%	0.6%	2.5%	
Lompoc	160,000	-	1.2%	0.1%	-	-	0.4%	-	1.0%	0.1%	71.7%	0.1%	0.2%	-	2.6%	-	1.0%	-	1.6%	4.6%	0.4%	-	0.8%	-	-	1.0%	5.3%	0.8%	4.4%	0.4%	2.3%	
Los Alamos	4,200	0.2%	7.0%	-	-	-	0.3%	-	1.5%	0.5%	5.2%	29.3%	1.2%	-	0.5%	0.2%	-	10.3%	2.7%	15.7%	3.1%	-	3.7%	-	-	0.7%	0.6%	0.1%	7.1%	0.5%	9.0%	
Los Olivos	5,370	2.2%	13.1%	0.4%	-	0.2%	0.6%	-	1.1%	-	4.9%	1.5%	16.6%	-	0.4%	1.0%	-	1.4%	5.3%	5.2%	12.5%	-	11.5%	-	-	0.6%	0.9%	0.1%	12.5%	0.7%	7.4%	
Mission Canyon	4,380	-	0.1%	0.8%	-	-	6.0%	-	8.8%	-	0.6%	0.5%	-	0.5%	6.3%	0.0%	2.5%	-	0.1%	64.1%	0.7%	0.1%	-	0.4%	0.3%	0.5%	1.3%	-	-	0.2%	1.6%	4.5%
Mission Hills	7,590	-	1.5%	0.2%	-	-	0.5%	-	2.1%	0.3%	0.3%	54.0%	0.2%	0.0%	-	11.7%	0.3%	-	1.4%	3.2%	7.1%	1.1%	-	1.1%	-	1.2%	6.4%	0.9%	4.2%	0.1%	2.5%	
Montecito	28,100	-	0.2%	4.6%	-	-	4.1%	-	4.3%	-	0.2%	0.2%	-	0.2%	0.4%	0.1%	27.3%	-	0.1%	43.8%	0.7%	0.3%	-	0.1%	1.8%	1.8%	0.5%	-	-	0.3%	1.2%	7.8%
New Cuyama	1,880	0.2%	0.9%	0.1%	-	7.4%	0.2%	-	0.2%	0.2%	0.1%	0.2%	-	0.3%	-	-	30.6%	0.5%	1.4%	16.9%	0.1%	0.1%	-	-	-	0.1%	0.6%	-	0.1%	6.5%	0.1%	33.5%
Orcutt	98,900	-	0.4%	-	0.1%	-	0.1%	0.1%	0.4%	1.1%	-	1.6%	0.4%	0.1%	-	0.1%	-	-	45.7%	1.1%	37.0%	0.2%	0.1%	0.4%	-	-	0.1%	0.3%	0.2%	2.3%	0.2%	7.9%
Santa Barbara	398,000	-	0.2%	1.6%	-	-	7.7%	-	7.5%	-	1.0%	0.6%	-	0.1%	0.7%	0.1%	3.0%	-	0.3%	66.2%	0.7%	0.2%	-	0.3%	0.3%	0.5%	1.5%	-	-	0.4%	1.3%	5.9%
Santa Maria	459,000	-	0.3%	0.1%	-	-	0.2%	-	0.3%	1.3%	-	1.6%	0.1%	0.1%	-	0.1%	-	0.1%	8.0%	0.6%	73.6%	0.2%	-	0.2%	-	-	-	0.2%	0.1%	3.1%	0.1%	9.5%
Santa Ynez	18,200	1.9%	11.3%	0.3%	-	-	0.8%	-	1.6%	-	-	3.9%	0.8%	3.7%	-	0.4%	0.3%	-	1.3%	5.4%	4.5%	30.8%	-	16.1%	-	0.8%	0.5%	0.3%	9.0%	0.7%	5.4%	
Sisquoc	708	0.1%	1.3%	-	-	-	0.3%	0.7%	0.6%	0.8%	-	8.8%	1.1%	0.4%	-	0.4%	-	-	14.0%	0.7%	29.7%	4.1%	8.9%	-	-	-	-	1.3%	0.3%	13.8%	-	10.2%
Solvang	23,400	1.3%	16.0%	0.1%	-	-	0.9%	-	1.7%	-	0.1%	5.5%	0.5%	2.7%	-	0.5%	0.2%	-	1.5%	4.8%	3.7%	13.3%	-	32.0%	-	-	1.2%	0.5%	-	7.9%	0.7%	4.8%
Summerland	4,650	-	-	13.3%	-	-	3.2%	-	3.9%	-	0.3%	0.6%	-	0.1%	0.3%	0.2%	11.7%	-	0.2%	28.0%	0.6%	0.1%	-	0.1%	13.8%	8.3%	0.3%	-	0.3%	0.4%	2.1%	12.1%
Toro Canyon	8,530	-	0.4%	23.3%	-	-	2.8%	-	3.7%	-	0.1%	0.2%	-	0.1%	0.2%	0.2%	6.5%	-	0.2%	23.4%	0.5%	-	-	0.2%	3.3%	12.9%	0.6%	-	0.3%	0.7%	3.5%	17.1%
UCSB	74,700	-	0.4%	0.3%	-	-	4.4%	-	14.2%	-	23.1%	1.9%	-	0.0%	0.1%	0.1%	0.2%	-	0.1%	7.8%	0.3%	0.2%	-	-	-	0.1%	42.0%	0.2%	-	0.7%	0.8%	3.1%
Vandenberg Village	18,600	-	1.1%	0.1%	-	-	0.2%	-	0.5%	0.3%	0.2%	46.2%	0.1%	0.3%	-	2.6%	-	-	2.0%	0.9%	5.4%	0.5%	-	0.7%	-	-	1.0%	27.7%	2.5%	3.6%	0.1%	4.0%
Vandenberg SFB	4,080	-	0.8%	0.1%	-	-	-	-	0.6%	0.1%	-	33.8%	0.1%	0.1%	-	1.3%	-	-	4.4%	2.8%	13.5%	0.9%	0.1%	-	0.3%	0.7%	0.4%	18.0%	3.7%	11.0%	1.2%	6.3%

## Travel Characteristics by Housing Type

This section quantifies how people travel for various purposes with a contrast between people living in single-family homes and people living in multi-family housing developments.

Table 152: Travel Characteristics by Housing Type – all purposes

Jurisdiction	Drive Alone	Carpool	Walk	Bike	Transit
North County					
Single-Family	54.9%	32.6%	9.9%	0.9%	<0.0%
Multi-Family	45.8%	36.0%	15.2%	1.2%	0.1%
South County					
Single-Family	58.9%	23.5%	12.3%	3.2%	0.9%
Multi-Family	48.0%	23.2%	17.8%	7.9%	2.1%
County					
Single-Family	56.4%	28.8%	10.9%	1.9%	0.4%
Multi-Family	47.2%	27.8%	16.8%	5.5%	1.4%

Table 153: Travel Characteristics by Housing Type – Work/School

Jurisdiction	Drive Alone	Carpool	Walk	Bike	Transit
North County					
Single-Family	45.8%	42.0%	8.4%	1.6%	<0.0%
Multi-Family	49.6%	33.0%	13.8%	1.6%	0.1%
South County					
Single-Family	49.4%	31.2%	11.9%	5.8%	1.1%
Multi-Family	42.9%	29.8%	13.8%	11.2%	1.9%
County					
Single-Family	45.0%	39.8%	9.8%	3.3%	0.5%
Multi-Family	39.3%	37.1%	13.8%	7.6%	1.2%

Multi-family housing provides for higher shares of alternative transportation modes (walk, bike, transit). Why this condition exists has not been explored, but multi-family housing developments may simply be located in areas more conducive to alternative transportation.

## Mobility of Zero-Car Households

This section quantifies how people who do not have a vehicle travel.

The first table provides automobile availability by jurisdiction.

Table 154: Automobile Availability by Jurisdiction

Jurisdiction	1 Vehicle	2 Vehicles	3 or More	No Vehicle
Buellton	25.5%	42.0%	31.9%	0.6%
Carpinteria	22.8%	39.4%	33.9%	3.3%
Goleta	20.4%	36.7%	34.0%	2.8%
Guadalupe	16.2%	35.6%	45.1%	3.1%
Lompoc	20.5%	34.8%	32.4%	5.0%
Santa Barbara	28.7%	40.0%	24.8%	5.0%
Santa Maria	20.4%	34.4%	41.3%	2.9%
Solvang	19.9%	43.0%	33.3%	2.5%
North County	18.5%	35.5%	41.0%	2.9%
South County	22.9%	36.3%	29.5%	4.2%
Countywide	20.6%	35.9%	35.6%	3.5%

The following table considers age to account for elderly residents that zero car may not be a choice.

Table 155: Age Distribution of Zero Car Household Residents

Jurisdiction	n	0-17	18-34	35-49	50-64	65+
North County	6,235	18.6%	20.0%	12.7%	21.6%	27.2%
South County	10,572	4.5%	28.3%	9.8%	9.9%	47.5%
County	16,798	9.7%	25.2%	10.9%	14.3%	39.9%

The following four tables focus on the working-age zero car household population under the assumption that living in a zero-car household may be a choice for this population.

Table 156: Income Distribution for Zero Car Household Residents Aged 18-64 Years

Jurisdiction	<\$25k	\$25-50k	\$50-75k	\$75-100k	\$100-200k	>\$200k
North County	35.4%	27.5%	8.1%	3.0%	21.0%	5.1%
South County	47.9%	18.4%	7.0%	7.3%	11.5%	8.1%
County	42.9%	22.0%	7.4%	5.6%	15.3%	6.9%

Table 157: Race for Zero Car Household Residents Aged 18-64 Years

Jurisdiction	White non-Hispanic	Hispanic / Latino	Asian	Black
North County	35.1%	54.1%	3.5%	1.0%
South County	43.3%	26.5%	20.0%	7.5%
County	40.1%	37.5%	13.5%	4.9%

Table 158: Primary Mode of Travel for Zero Car Household Residents Aged 18-64 Years for All Trip Purposes

Jurisdiction	Bike	Walk	Transit	Auto Passenger	Other
North County	6.8%	48.2%	1.1%	17.6%	26.3%
South County	40.3%	35.0%	16.2%	1.0%	7.5%
County	23.4%	41.7%	8.6%	10.5%	15.8%

Table 159: Primary Mode of Travel for Zero Car Household Residents Aged 18-64 Years for Work or School Trips

Jurisdiction	Bike	Walk	Transit	Auto Passenger	Other
North County	2.4%	39.4%	1.1%	15.6%	41.5%
South County	48.4%	30.8%	14.1%	3.0%	3.7%
County	28.9%	34.4%	8.7%	8.3%	19.7%

## Short Trips

Short trips, those being two miles long or less, are often the focus of planners as they represent trips with a possibility of shifting to walk, bicycle, or transit. This section analyzes where those trips are, who is making them, and other relevant trip attributes.

On a typical weekday, 1.76 million trips originate in Santa Barbara County. 93% of those trips remain in Santa Barbara County leaving a balance of 1.63 million weekday trips internal to Santa Barbara County. 678,000 trips, or 42% are equal to or less than two miles in length. The following table provides mode of travel for short trips, and also provides the mode shares for all internal trips to provide a basis of comparison.

Table 160: Short Trip Mode of Travel

Mode	Short Trips (0-2 miles)	All internal trips in Santa Barbara County
Private Auto	44.7%	51.5%
Auto Passenger	17.9%	26.9%
Walking	30.8%	13.8%
Biking	2.8%	2.4%
Transit	0.5%	0.8%

The alternative mode share (walking, biking, transit) is 34.1% for short trips and 17.0% for all internal trips. The following table considers the same data points but limits the geography to north County and south County.

Table 161: Short Trip Mode of Travel by Subregion

Mode	North County		South County	
	Short Trips (0-2 miles)	All internal trips	Short Trips (0-2 miles)	All internal trips
Private Auto	47.9%	50.5%	41.3%	52.7%
Auto Passenger	22.9%	31.2%	12.5%	21.5%
Walking	24.7%	11.8%	37.2%	16.9%
Biking	0.7%	0.9%	5.0%	4.2%
Transit	<0.0%	0.1%	1.0%	1.7%

Trip purpose for short trips is provided in the following table. The “Home” trip purpose is the number one response; however, every trip journey includes a final trip to home. The percentage of each trip type occurring by walking, bicycling, or transit is also provided.

Table 162: Short Trip Purpose – Countywide (n = 678,000)

Trip Purpose	% of Short Trips	% by Walk, Bike, or Transit
Home	32.4%	30.2%
Shop	20.4%	36.9%
Eat	9.6%	29.7%
Work	9.6%	30.0%
School	8.8%	43.1%
Social	6.0%	45.6%
Recreation	4.4%	36.8%
Errands	3.3%	41.2%
Other - balance	5.4%	27.2%
All	-	34.1%

The following table provides the top 10 Census tracts for producing the highest numbers of short trips.

Table 163: Census Tracts Producing Short Trips

Census Tract	Description	% of region's short trips	# of short trips produced	% by Walk, Bike, or Transit
9803	UCSB Campus	4.3%	29,000	64.3%
28.02	Lompoc - North	4.1%	28,000	28.0%
9	Santa Barbara - Downtown	3.4%	23,000	35.5%
21.03	Santa Maria - southeast	3.3%	22,500	22.3%
24.10	Santa Maria – south central	2.4%	16,500	19.9%
20.14	Santa Maria - southeast	2.3%	15,500	21.4%
29.24	Isla Vista - eastern	2.3%	15,400	60.7%
29.33	Goleta – south central	2.1%	14,100	55.0%
12.06	Santa Barbara – Harbor and SBCC	1.9%	12,600	42.2%
27.05	Lompoc - Central	1.8%	12,100	23.9%

Following are several additional data points on short trip takers.

- 90.8% of short trip takers have access to at least one vehicle.
- Age distribution does not provide insight, other than an abundance of 18- to 34-year-olds which is likely associated with colleges.
- No insight is offered by short trip takers household income.
- 46.6% of short trip takers are of Hispanic or Latino origin.

## Ventura County Residents in Santa Barbara County

Prior analyses provided numbers on trips coming from Ventura County and into Santa Barbara County for various purposes. This section goes deeper in understanding the why, when, and where from for the same population.

38,500 Ventura County residents were destined for a location within Santa Barbara County on a typical weekday in the fall of 2022. In the fall of 2019, the figure was 36,100 Ventura County residents and this translates to a 6.6% increase pre- to post-pandemic.

Ventura County residents passing through Santa Barbara County, such as on a journey to San Luis Obispo County, are not included in any of this section’s analyses.

The following table provides the trip purpose for Ventura County residents traveling to Santa Barbara County for both a typical weekday and a typical Saturday.

Table 164: Trip Purpose for Ventura County Residents travelling to Santa Barbara County

Trip Purpose	Weekday, # trip takers	Weekday, % share	Saturday, # trip takers	Saturday, % share
Work	11,100	28.7%	3,400	13.2%
Shop	9,620	25.0%	7,650	29.8%
Social	4,860	12.6%	3,800	14.8%
Eat	4,800	12.5%	4,340	16.9%
Recreation	3,600	9.3%	3,520	13.7%
School	838	2.2%	288	1.1%

The following table provides household income information for Ventura County residents traveling to Santa Barbara County. Data is fall 2022.

Table 165: Household Income for Ventura County Residents destined for Work in Santa Barbara County

Household Income (\$)	Work to Santa Barbara County	Work in Ventura County	Work, all locations
<\$25k	5.43%	6.0%	5.6%
\$25-50k	10.6%	11.7%	11.0%
\$50-75k	13.5%	12.6%	12.1%
\$75-100k	15.8%	14.4%	14.0%
\$100-150k	24.6%	22.4%	22.7%
\$150-200k	13.1%	13.1%	13.6%
>\$200k	17.0%	19.9%	21.1%
Average	\$133,000	\$138,000	\$143,000
Median	\$108,000	\$109,000	\$113,000

Comparing the Work and Work, all Ventura County residents for work in all location’s columns, the \$50,000 to \$150,000 income groups have a larger share coming to Santa Barbara County than the Ventura County average for work within Ventura County.

Age cohorts for the Ventura County population traveling to Santa Barbara County for the same three purpose categories are provided in the following table.



Table 166: Age Distribution for Ventura County Residents destined for Santa Barbara County

Age	All trip Purposes	Work	All Purposes, except Work
0-17	5.7%	0.2%	7.9%
18-34	29.3%	29.7%	29.3%
35-49	24.7%	33.3%	21.3%
50-64	23.5%	27.6%	21.9%
65+	16.7%	9.3%	19.5%
Average	44.7	44.3	44.8
Median	43.0	43.0	43.0

The next table provides the Santa Barbara County location for which Ventura County residents are destined. Note that the number of trip takers is not equal between the two columns.

Table 167: Destination Area for Ventura County Residents destined for Santa Barbara County

Destination	All trip Purposes	Work
City of Santa Barbara	36.9%	40.3%
City of Carpinteria	16.7%	15.9%
City of Goleta	12.5%	14.7%
Isla Vista & UCSB	4.6%	4.3%
Montecito	3.8%	4.4%
South County	88.5%	91.9%
North County	11.5%	8.1%

The origins of trips for those of Ventura County residents traveling to Santa Barbara County are provided below.

Table 168: Origin Area for Ventura County Residents destined for Santa Barbara County

Origin	All trip Purposes	Work
City of Ventura	35.5%	39.4%
City of Oxnard	22.6%	26.2%
City of Camarillo	6.5%	7.1%
City of Thousand Oaks	5.3%	4.6%
City of Santa Paula	2.3%	2.9%
City of Ojai	7.6%	2.3%
Other Ventura County	20.2%	17.5%

The following table provides the ten most common city to city pairs for Ventura County residents traveling to work in Santa Barbara County.

Table 169: Work Commute, Most Common City to City Pairs (n = 9,320)

City Pairs	% of all work trips	# of connecting work trips
Ventura to Santa Barbara	15.7%	1,460
Oxnard to Santa Barbara	9.7%	906
Ventura to Carpinteria	6.7%	629
Ventura to Goleta	5.8%	543
Oxnard to Carpinteria	4.8%	449
Oxnard to Goleta	4.4%	406
Camarillo to Santa Barbara	2.6%	246
El Rio to Santa Barbara	1.7%	161
Ventura to Isla Vista/UCSB	1.5%	143
Thousand Oaks to Santa Barbara	1.5%	141

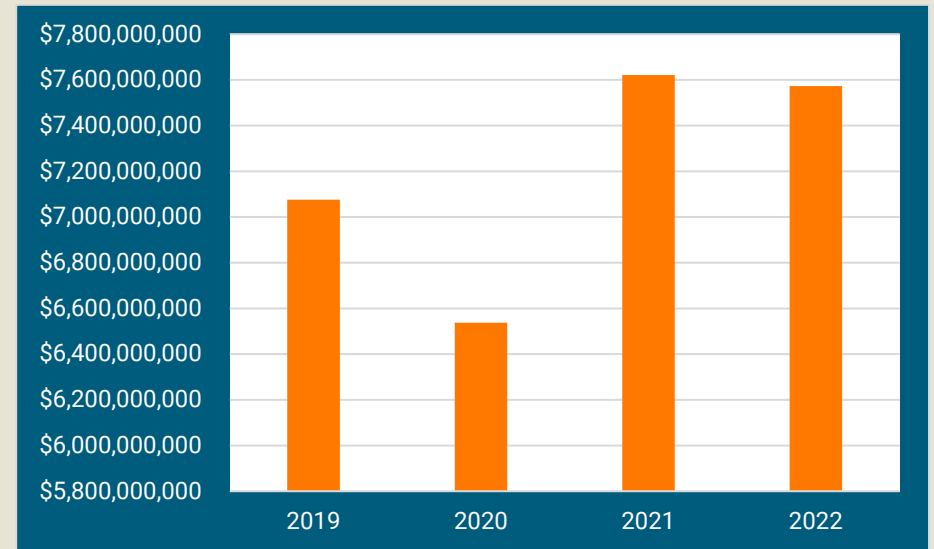
## Economic Indicators

Replica models credit and debit card activity on a weekly basis using a variety of known values to calibrate its model. The data sources providing for calibration include: US Census Advance Monthly Retail Trade Survey, US Census Quarterly E-Commerce Report, Bureau of Economic Analysis Consumer Spending by State, Merchant transaction data (60-70 million daily transactions nationwide), Cardholder transaction data (8-10 million daily transactions nationwide for a sample of cardholders, and visit counts which enable correlation between foot traffic and spending.

There are several ways to view and analyze Replica’s economic activity data. For this section, data was analyzed based on merchant location – Santa Barbara County in this case. The county level is the smallest geography available. Spend by merchant location enables comparison of the spending levels and trends for Santa Barbara County residents and non-residents.

The following figure provides the annual total of credit and debit card activity in Santa Barbara County for years 2019 through 2022. The economic impact of the COVID-19 pandemic and associated public health measures is clearly visible.

Figure 40: Annual Credit and Debit Card Spend in Santa Barbara County (2019-2022)



The following figures provide weekly credit and debit card spend figures for 2022 and the proportional split between County residents and non-residents. This data provides insight into the economic vitality created by tourism and visitors to the County.

Figure 41: Weekly Credit and Debit Card Spend by County Residents and Non-Residents, 2022

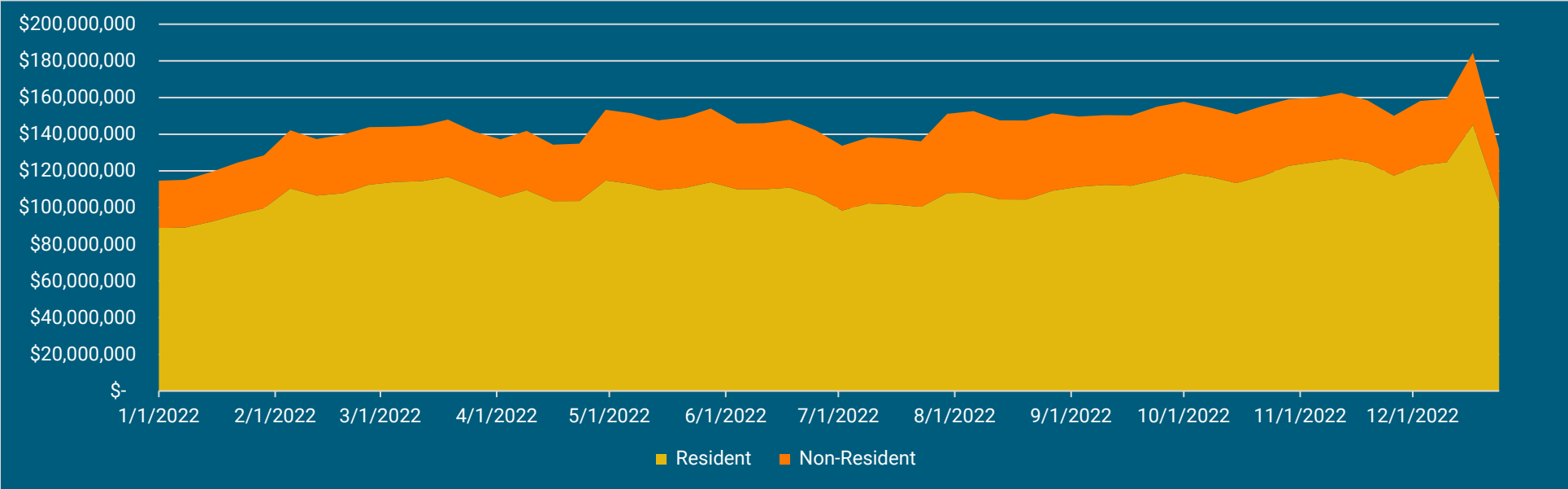
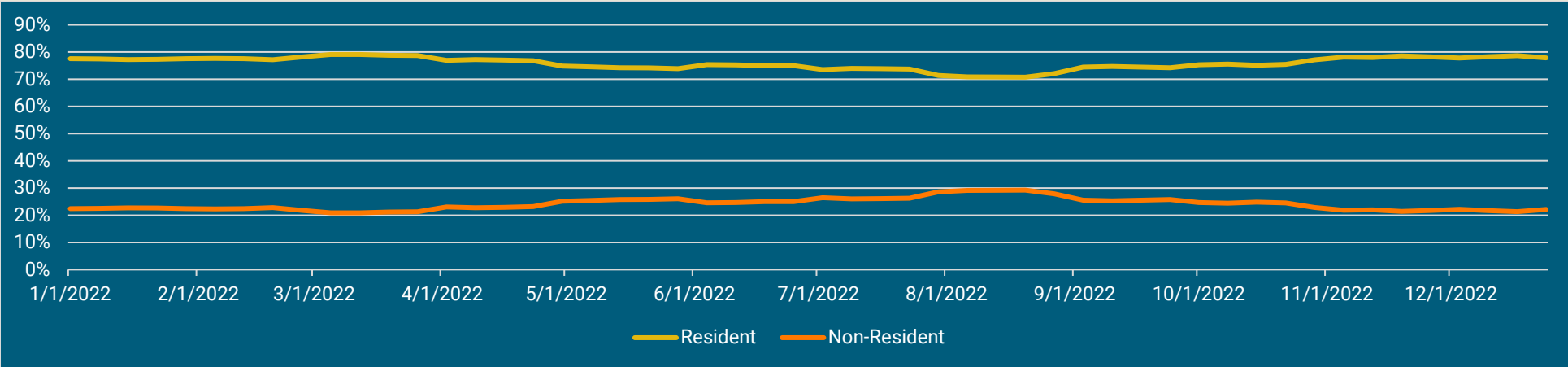


Figure 42: Weekly Share of Credit and Debit Card Spend by County Residents and Non-Residents, 2022



## Equity Indicators

The following table averages the trips to work and school by jurisdiction, considering all primary modes of transportation (i.e., private automobile users, automobile passengers, walkers,

bicyclists, and public-transit users), all ages, income levels, races, and ethnicities. This table provides a baseline.

Table 170: Average Work or School Commute Attributes by Jurisdiction

Geography	Avg. Trip Distance in Miles (All Modes)	Avg. Trip Duration in Minutes (All Modes)	Avg. Bike Distance in Miles	Avg. Bike Duration in Minutes	Avg. Walk Distance in Miles	Avg. Walk Duration in Minutes	Avg. Public Transit in Miles	Avg. Public Transit in Minutes
County	9.7	20.0	2.2	12.5	0.9	16.7	4.9	34.9
Buellton	22.8	28.9	3.3	17.6	0.6	11.4	N/A	N/A
Carpinteria	10.4	19.5	2.3	12.7	0.7	13.8	12.8	51.5
Goleta	8.4	18.9	2.9	16.8	1.0	18.7	4.7	34.1
Guadalupe	10.7	23.7	6.5	35.8	0.8	15.2	N/A	N/A
Lompoc	14.6	26.3	2.1	11.9	1.2	23.2	N/A	N/A
Santa Barbara	7.5	16.8	2.3	12.7	0.9	16.1	5.0	35.1
Santa Maria	8.2	17.1	1.8	9.4	0.7	13.4	6.7	36.7
Solvang	15.5	25.6	2.6	13.7	0.7	13.1	N/A	N/A

Across all modes, City of Buellton residents take the longest trips to work or school, averaging 22.8 miles and 28.9 minutes. City of Santa Barbara residents have the shortest average trips at 7.5 miles and 16.8 minutes across all modes in the County. For bicyclists, Guadalupe residents have the longest trips at an average 6.5 miles and 35.8 minutes whereas Santa Maria commuters have the shortest trips at an average of 1.8 miles and 9.4 minutes. For walkers, Lompoc residents have the longest trips at an average of 1.2 miles and 23.2 minutes whereas Buellton residents have the shortest trips at an average of 0.6 miles and 11.4 minutes. Among the reported data on public-

transit users in the County, residents in Carpinteria averaged the longest trips at 12.8 miles and 51.5 minutes while Goleta residents averaged the shortest average trips at 4.7 miles and 34.1 minutes.

To assess the equity of travel, the following tables consider the travel patterns of environmental justice communities. This report defines environmental justice communities as low-income populations with an annual income less than or equal to \$50,000 and populations of Hispanic or Latino origin. Hispanic or Latino

is defined by the [1997 Office of Management standards](#) on race and ethnicity currently used by the [U.S. Census Bureau](#). According to these standards, Hispanic or Latino refers to people of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race.

Table 171: Average Low-Income Work and School Commute

Geography	Trip Dist. in Miles (All Modes)	Trip Time in Minutes (All Modes)	Bike Dist. in Miles	Bike Time in Minutes	Walk Dist. in Miles	Walk Time in Minutes	Public-Transit Time in Miles	Public-Transit Time in Minutes
County	8.8	19.8	2.0	11.7	0.9	17.3	4.7	31.9
Buellton	30.7	32.9	0.9	4.0	0.6	11.7	N/A	N/A
Carpinteria	9.3	18.8	2.2	12.2	0.7	13.8	8.2	41.1
Goleta	7.0	19.2	2.9	16.7	1.1	19.9	4.9	33.8
Guadalupe	9.2	21.6	7.6	40.9	0.8	15.2	N/A	N/A
Lompoc	15.0	26.8	2.3	13.6	1.2	22.2	N/A	N/A
Santa Barbara	6.7	16.4	2.3	12.9	0.9	16.8	5.7	35.7
Santa Maria	8.1	17.6	2.1	11.0	0.8	15.2	6.9	37.9
Solvang	13.0	22.0	N/A	N/A	0.6	11.5	N/A	N/A

Table 172: Average Hispanic/Latino Work and School Commute

Geography	Avg. Trip Distance in Miles (All Modes)	Avg. Trip Duration in Minutes (All Modes)	Avg. Bike Distance in Miles	Avg. Bike Duration in Minutes	Avg. Walk Distance in Miles	Avg. Walk Duration in Minutes	Avg. Public Transit in Miles	Avg. Public Transit in Minutes
County	8.7	18.4	2.1	11.6	0.9	16.5	5.0	35.1
Buellton	20.8	28.5	0.4	1.7	0.7	12.2	N/A	N/A
Carpinteria	9.4	18.6	2.3	12.8	0.7	13.7	15.8	62.5
Goleta	8.8	19.2	2.9	16.8	1.0	19.4	4.6	32.6
Guadalupe	10.1	22.9	5.9	33.1	0.8	15.6	N/A	N/A
Lompoc	12.7	24.0	2.1	11.8	1.2	23.5	N/A	N/A
Santa Barbara	6.9	15.9	2.0	11.0	0.8	15.9	4.8	34.0
Santa Maria	7.2	16.0	1.7	8.9	0.7	13.4	7.0	38.1
Solvang	13.6	22.9	3.3	17.2	0.6	10.8	N/A	N/A

# APPENDIX A: REPLICA METHODOLOGY

## About Replica

Replica is a data platform for the built environment. By combining powerful data insights with an uncompromising approach to privacy, Replica provides a holistic view into the ways mobility, land use, and economic activity intersect. Our approach to delivering insights to our customers is rooted in using a composite of data sources to do advanced modeling and simulation of activity across time and space.

## Executive summary

At Replica, we understand that data is only valuable when you can trust it to inform analysis and decision-making. To that end, this document outlines data sources, data processing methods, and data outputs for Replica's mobility model which is the basis of Replica's products, to help our customers evaluate the quality and accuracy of our models, and assess data privacy implications.

Replica's seasonal trips tables and demographic and employment tables (Places) are created using high-fidelity activity-based travel models that simulate the movements of residents, visitors, and commercial vehicles in a given area. Replica produces models at the "megaregions" level, most of which cover between 10 and 50 million people and multiple states, for a typical weekday and typical weekend day in a given season. Data outputs can be queried down to the network link level.

Replica's weekly O-D pairs and VMT tables (Trends) is a nationwide activity-based model updated each week with near-real-time data on mobility, consumer spending, and land use. Replica's weekly tables have census-tract-level fidelity with mobility data including origins and destinations, trip mode, and residential vehicle miles traveled (VMT).

Replica Scenario is the first tool that allows anyone working with the built environment to easily forecast travel activities anywhere in the country. With Scenario, public agencies and their consultants can obtain high-quality, detailed data projections of future conditions based on expected changes to the population, land use, and transportation infrastructure.

Replica generates its data by running large-scale, computationally intensive simulations. These simulations allow us to deliver granular data outputs that match behavior in aggregate, but don't surface the actual movements (or compromise the privacy) of any one individual.

Rather than simply cleansing, normalizing, and scaling individual data sources, Replica uses a composite of data sources to:

1. Create a synthetic population that matches the characteristics of a given region
2. Train a number of behavior models specific to that region
3. Run simulations of those behavior models applied to the synthetic population in order to create a "replica" of transportation and economic patterns

#### 4. Calibrate the outputs of the model against observed “ground-truth” to improve quality

In our data outputs, origin-destination pairs are consistent with human activities. Population demographics are accurate and correlate with appropriate movement. Recurring activities are coherent over time and capture a pattern of life. Routing between locations is consistent with local road networks and transportation options, and the scale of population and number of trips is appropriate for a given geographic extent.

In the following document, we outline our sources, methodology, and outputs, as well as detail regarding our uncompromising approach to protecting individual privacy.

#### Source Data

Replica builds its simulations using a diverse set of third-party data from public and private-sector sources. These sources include five categories of data:

- **Mobile location data:** To create a representative sample of daily movement patterns within a place, Replica uses multiple types of mobile location data as inputs to our model – location-based services (LBS) data collected from personal mobile devices; vehicle in-dash GPS data; and point-of-interest aggregates. Previous versions of Replica’s model also included cellular networks data as another source of mobile location data. Replica only acquires de-identified mobile location data.
- **Consumer/resident data:** Demographic data from public and private sources provides the basis for determining where people live and work, and the characteristics of the

population, such as age, race, income, and employment status.

- **Built environment data:** Land use data (such as zoning regulations), building data (such as total square footage and use types), and transportation network data (such as road and transit networks) are used to determine where people live, work, and shop, and by what means it is possible to travel to each activity.
- **Economic activity data:** Includes all transactions, including credit card, debit card, and cash transactions, that take place at a point of sale. With this input, Replica depicts the level and types of spending that occurred at a particular time and place.
- **Ground truth data:** Ground truth data is used to calibrate and improve the overall accuracy of Replica outputs. The types of ground truth collected by Replica include auto and freight volumes, transit ridership, and bike and pedestrian counts. Ground truth is both acquired directly by Replica and provided by customers.

Each of Replica’s data processing pipelines leverages a composite of these diverse data sets. This process minimizes the risk of sampling bias that exists in any single source on its own. For example, a product that relies more heavily on data from personal mobile devices risks failing to adequately simulate the portions of the population that do not have mobile devices or those who opt out of device tracking technologies. Our composite approach also creates resiliency against data quality issues and protects against disruptions of individual data sources.



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## Methodology

Replica's process to generate its seasonal trips and demographics and employment tables (Replica Places) is best described in four steps:

### Step 1: Create Synthetic Population

Every season, Replica generates a nationwide synthetic population, statistically equivalent to the actual population, for the entirety of the United States. Replica creates a synthetic population in order to overcome the limitations of census data, which is only provided at the aggregate level. Synthetic populations allow Replica to assign attributes to individuals and households while protecting privacy and preserving spatial fidelity.

The synthetic population is generated using census and consumer marketing data. Replica applies data science techniques to this data that allow for: 1) modeling the dependencies in socio-demographic parameters and structure of the households, and 2) generating individual households that match census information at the required level of aggregation, such as block groups or tracts.

Each synthetic household consists of people with an assigned set of attributes: age, sex, race, ethnicity, employment status, household income, vehicle ownership status, and resident or visitor status. Workplace locations for all employed individuals are assigned based on the combination of mobile location data aggregates, census, and census land use information. These assignments are static in each seasonal model, but can and do change across seasons.

To begin each specific Places deployment, the population relevant for the specific megaregion and season is extracted from the nationwide population.

### Step 2: Create Mobility Model

Modern machine learning techniques are then used to develop travel personas. Personas are based on the composite of mobile location data for the megaregion and specific season. Personas are an extraction of behavioral patterns from individual devices that live in, work in, travel to, travel from, or pass through a specific region during the modeled season. Each persona is composed of three underlying behavioral-choice models: activity planning and sequencing (e.g., at home -> drive to work -> at work -> drive to shop -> at shop -> drive to home), destination location choice (i.e., the exact location people are traveling to and from), and travel mode (i.e., the chosen mode).

Replica's mobile-location data represents anywhere from 5% to 20% of a local population. Replica intentionally only acquires what data is necessary to build statistically representative models, another tenet of balancing model fidelity with user privacy.

### Step 3: Generate Activity

To simulate activity, the outputs from Step 1 and Step 2 are joined. Each synthetic household is assigned one or more personas using home and work locations as a primary input, enhanced with matching by available socio-demographic attributes and by the role of the person in a household. In effect, with travel behavior models assigned, each synthetic person can now make choices about when, where, and how to travel.

Replica uses three models to assign movements to the individuals in the synthetic population. The activity sequence model determines the activities of a person's day, including recurring activities (e.g., travel to work, school drop off), and one-time activities (e.g., shopping, visiting a restaurant, social visit to a friend's residence). The location choice model determines the specific location of each discretionary activity (e.g., what restaurant is chosen for lunch, where grocery shopping gets done), assigning a location at the point-of-interest level. The mode choice model determines how the trip will be made based on the state of the transportation network, accounting for available transit options and multiple driving routes.

Movement is then simulated with an agent-based approach that accounts for congestion and other interactions between individual travel itineraries.

#### Step 4: Calibrate

After each individual simulation is run, the modeled outputs are compared to aggregate control group data (i.e., observed counts, or "ground truth") for quality and reporting purposes. This calibration process involves solving a set of large-scale optimization problems with an objective function defined as "fit to observed ground truth." We strike a careful balance to ensure that the calibration algorithms do not overfit the modeled outputs to the calibration data, as both outliers and a certain level of noise are often present in every dataset.

To complete this iterative calibration process, Replica always holds out some of its own ground truth data from the initial mobility simulation. Replica can also incorporate additional

ground truth provided by its customers for additional quality enhancement.

As noted earlier, when a completed model is published, customers also have access to an associated quality report.

#### Seasonal Outputs (Places)

Each simulation results in a complete trip, population, and routing table for the given region. Each trip is assigned the following attributes: Origin and destination points, Origin and destination points by land use category, Trip distance, Trip duration, Start and end time, Complete routing information for each trip (network links and transit routes), Trip mode (including private auto driver, private auto passenger, public transit, walking, biking, freight, and transportation network companies), and Trip purpose (including home, work, errands, eat, social, shop, recreation, commercial, and school). See full list of attributes available here.

Each trip is associated with a specific person in the simulation, for whom the following characteristics are available: Age, Sex, Race and ethnicity, Primary language, Employment status, Industry of employment, Home location, Work location, Individual and household income, Work-from-home status, Vehicle ownership status and Resident or visitor status. See full list of attributes available here.

Replica models to specific real-world locations and points of interest (e.g., a specific office building, the Starbucks at a certain address) – trips are modeled from individual parcels or building footprint to individual parcels or building footprint, rather than zone to zone. We update our nationwide catalog of points of

interest and parcel data monthly, and we use the applicable set of locations for each simulation.