



Central Coast Origin-Destination Survey

Prepared for:
Santa Barbara County Association of Governments
San Luis Obispo Council of Governments
Ventura County Transportation Commission



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FEHR  PEERS



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EXECUTIVE SUMMARY

In 2013 the Santa Barbara County Association of Governments (SBCAG), partnered with the San Luis Obispo Council of Governments (SLOCOG) and the Ventura County Transportation Commission (VCTC) to conduct the Central Coast Origin-Destination Survey with the purpose of gathering information on the travel behavior of people who make regional and inter-regional trips on U.S. 101 in the Central Coast region. The survey was designed to collect observed travel data to help calibrate SBCAG's regional travel demand model and to support planning efforts to improve regional transit and rail services. The Survey was funded primarily by a Caltrans Planning Grant, with local matching funds contributed by the three agency partners.

Four distinct data sources were utilized to develop a broad understanding of the travel patterns of U.S. 101 users, including traffic/vehicle counts, license plate analysis, a mail-based survey of users, and an evaluation of mobile device data. The study focused on five commute markets, bidirectional travel between South San Luis Obispo County and the Santa Maria Valley, bidirectional travel between West Ventura County and South Santa Barbara County, and unidirectional travel (South in the morning, North in the afternoon) between North and South Santa Barbara County. The four different data sources each have individual benefits and drawbacks, but when used together yield a report featuring characteristics that can be viewed with a relatively high level of confidence.

Some of the key findings of the study reinforce existing planning assumptions, including the chronic peak hour traffic congestion across the Santa Barbara-Ventura County line and the predominance of truck traffic using US 101 over SR 154, but also reveal a relatively low level of travelers that pass through both county lines and a significant awareness gap about some regional transit services. One of the highlights of conducting the study was to better understand the power and effectiveness of using the emerging technology of mobile device data to help plan regional transit and transportation planning projects and services.





INTRODUCTION

The Santa Barbara County Association of Governments (SBCAG), in partnership with the San Luis Obispo Council of Governments (SLOCOG) and the Ventura County Transportation Commission (VCTC), conducted the Central Coast Origin-Destination Survey to gather information on the travel behavior of people who make regional and inter-regional trips on U.S. 101 in and between Ventura, Santa Barbara and San Luis Obispo counties. The survey was designed to collect origin-destination information, demographic, frequency, trip purpose, and other information about the travel patterns of U.S. 101 users. The data from this study will be used to help calibrate SBCAG's regional travel demand model and to improve the design and delivery of regional transit and rail services. Information collected will also be used to inform local, regional, state and federal transportation stakeholders about the importance of U.S. 101 to the economy of the central coast, state and nation.

Primary Goal: Gather information on the travel behavior of people who make regional and inter-regional trips on U.S. 101 in and between Ventura, Santa Barbara and San Luis Obispo counties to help plan improvements to regional rail and transit services.

The traditional approach to gathering data on travel behavior is through the use of a survey, as this type of data cannot be collected by the typical traffic count process. Data for trips that pass through the region is usually collected by a license plate survey while data for trips that start from or end inside a region is usually collected by a roadside, mail, or telephone survey. These traditional survey methods tend to be very costly and generally rely on very small sample sizes. They are also prone to human error during the data collection process as well as from the survey responders, who may misinterpret survey questions.

In order to minimize the shortcomings of the traditional approaches described above, Fehr & Peers evaluated several alternative innovative data collection techniques as well as enhancements to traditional methods for use in this study. The pros and cons of each technique and method were identified as well as the ways in which multiple data sources could be combined to maximize the benefits from the data collection plan. Through previous and on-going project experience, the wide range of data collection techniques and methods was narrowed to four for the Central Coast Origin-Destination Survey, combining innovative data collection techniques with enhancements to traditional methods to offer a detailed analysis of travel behavior on the Central Coast. Results from the four data collection methods were then combined to provide a robust, comprehensive dataset, specific to the Central Coast, which was





then presented to SBCAG, SLOCOG, VCTC, Caltrans, and local agencies in an innovative and meaningful way.

STUDY APPROACH

The Central Coast Origin-Destination Survey utilized and combined the results of the four data collection methods described in **Table 1**, which provides a list of the methods along with a list of advantages and limitations of each.

TABLE 1 STUDY APPROACH

| Method | Advantages | Limitations |
|-------------------------------|---|---|
| Vehicle Classification Counts | <ul style="list-style-type: none">• Very accurate and only way to directly measure total traffic volume passing through a count location.• Provides control total to refine data collected via other methods.• Can be used to compare to travel demand model roadway volume by class.• Provides overall traffic pattern.• Relatively inexpensive data collection method. | <ul style="list-style-type: none">• Does not provide the origin, destination, or purpose of the vehicle trip or any other trip making or demographic information.• Unable to determine the home, work, or shopping location of an observed vehicle.• Unable to determine if a vehicle is passing through the study area. |
| License Plate Analysis | <ul style="list-style-type: none">• Provides location where vehicle is registered which is likely the home location.• Trip purpose information can be inferred.• Provides information on pass-through travel, entry and exit points, and travel time between points.• Provides data in a format more suitable for comparison and integration with travel demand models.• Provides data necessary to conduct a user mail survey to obtain more detailed trip making and demographic information. | <ul style="list-style-type: none">• Only able to provide vehicle registration location which is not necessarily the home location or origin of the trip.• Trip purpose information must be inferred based on location, direction, and number of observations.• Unable to provide information regarding trip frequency, characteristics of travel or demographics.• Only captures trips that pass through a count location. |



TABLE 1 STUDY APPROACH

| Method | Advantages | Limitations |
|--------------------|---|--|
| User Mail Survey | <ul style="list-style-type: none"> • Provides detailed information regarding trip purpose, occupancy, frequency of travel, demographics, class of vehicle, and other travel characteristics. • Provides data in a format and at a level of disaggregation more suitable for comparison and integration with travel demand models. | <ul style="list-style-type: none"> • Depending on the response rate, may only provide detailed trip purpose, occupancy, and class of vehicle information for a percentage of observed trips. • Only captures trips that pass through at least one survey location. • Development and implementation of survey of a sufficient size to be statistically valid can be costly. • Potential for human error from survey responders who may misinterpret the questions. |
| Mobile Device Data | <ul style="list-style-type: none"> • Very large sample size able to provide information regarding all types of trips that occur. • Provides true origin-destination data rather than observed or vehicle registration location. • Provides origin-destination data in a format more suitable for comparison and integration with travel demand models. • Data can be queried, aggregated and disaggregated to match desired level of analysis. • Data collection method does not require set up time or human transcribing of observed field data. | <ul style="list-style-type: none"> • Unable to directly measure information regarding trip purpose, frequency, characteristics of travel or demographics. However, much of this information can be inferred or supplemented with information from other sources. • Collection and aggregation of data can be costly but provides a significantly larger sample size than other methods. |

Source: Fehr & Peers, 2016.





STUDY FOCUS

The primary goal of the Central Coast Origin-Destination Survey was to gather information on the travel behavior of people who make regional and inter-regional trips on U.S. 101 in and between Ventura, Santa Barbara and San Luis Obispo counties. In order to identify specific key findings and present useful information on the importance of U.S. 101, the study approach **focused on answering several key questions for key commute patterns in the Central Coast region.**

- What is the overall traffic pattern on U.S. 101?
- What percentage of vehicles are commuters?
- Where are trips on commute routes coming from and going to?
- Where do commuters live and work?
- What are their demographic and trip making characteristics?
- What percentage of U.S. 101 trips are passing through the region?

KEY COMMUTE PATTERNS

Five key commute patterns along U.S. 101 were identified in three geographic regions of the Central Coast. The five key commute patterns and the corresponding survey data locations that were focused on in this study are listed in **Table 2** and shown on **Figure 1**.





TABLE 2 KEY COMMUTE PATTERNS

| Key Commute Pattern | Corresponding Survey Data Location(s) |
|--|--|
| North Region | |
| South San Luis Obispo County to the Santa Maria Valley | U.S. 101 at the Santa Barbara/San Luis Obispo County Line |
| Santa Maria Valley to South San Luis Obispo County | U.S. 101 at the Santa Barbara/San Luis Obispo County Line |
| Central Region | |
| North Santa Barbara County to South Santa Barbara County | U.S. 101 south of SR 1 in Santa Barbara County SR 154 south of SR 246 in Santa Barbara County |
| South Region | |
| South Santa Barbara County to Ventura County | U.S. 101 at the Santa Barbara/Ventura County Line SR 150 at the Santa Barbara/Ventura County Line |
| Ventura County to South Santa Barbara County | U.S. 101 at the Santa Barbara/Ventura County Line SR 150 at the Santa Barbara/Ventura County Line |

Source: Fehr & Peers, 2016.



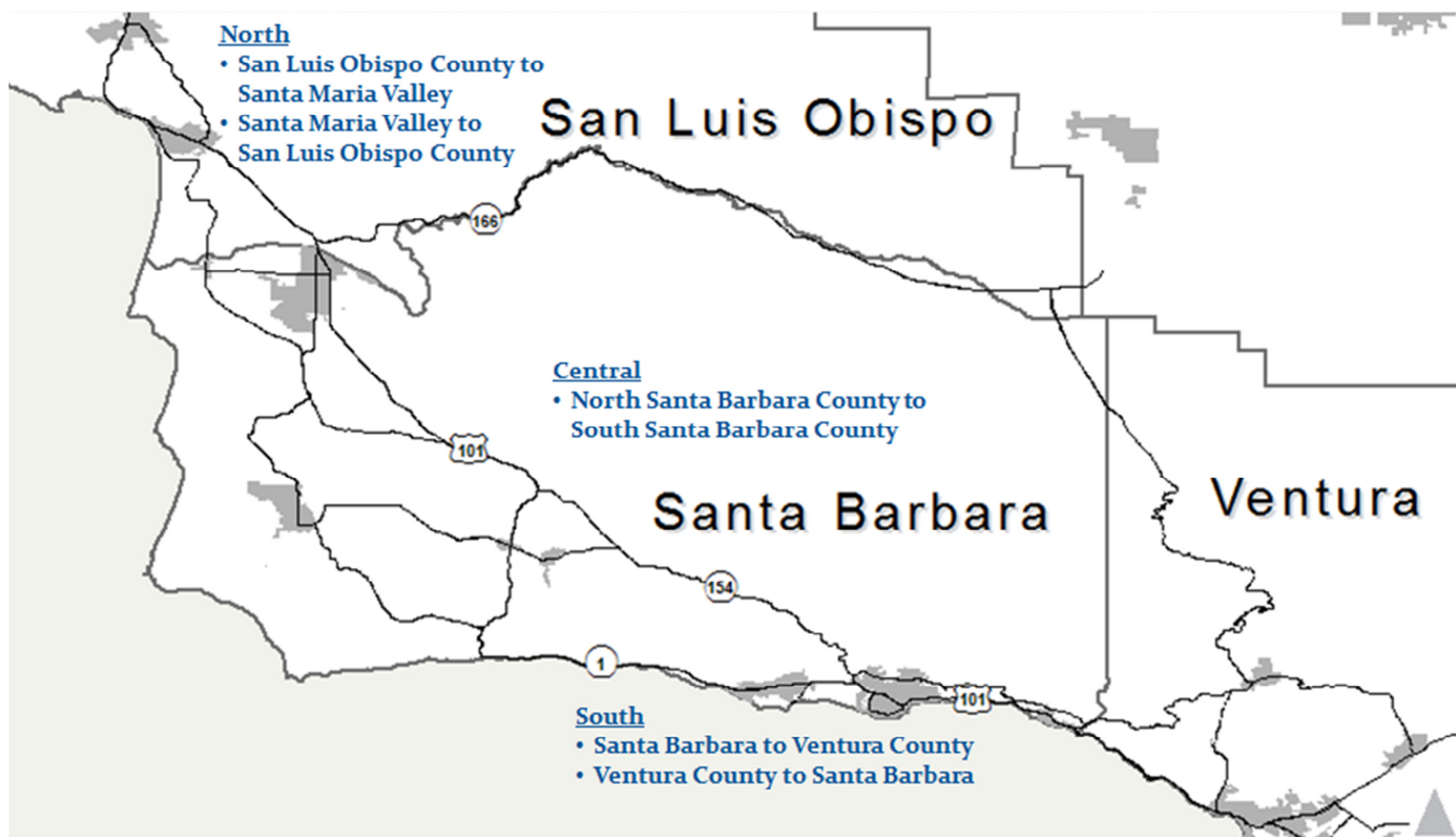


Figure 1
Key Commute Patterns



VEHICLE CLASSIFICATION COUNTS

Vehicle classification counts play a pivotal role in any data collection or travel behavior study as they provide the total traffic volume by class of vehicle and desired time period at all survey data locations and can be used as a control total to refine the travel data collected from other methods. This data can then be used to determine the **overall traffic pattern** in the study area.

VEHICLE CLASSIFICATION COUNT DATA COLLECTION

Vehicle classification counts were collected at fifteen survey data locations over a 24-hour period on **Tuesday, May 5, 2015**. The data collection effort was conducted on a mid-week day in May to ensure school was in session and to capture the typical commute pattern along U.S. 101.

The fifteen survey data locations where vehicle classification counts were collected are listed below and shown on **Figure 2**. The locations include seven locations along U.S. 101, including the Santa Barbara/San Luis Obispo and Santa Barbara/Ventura county lines in order to capture trips that travel between the three counties. The specific data collection locations were selected based on proximity to the desired count location, safety, and logistics.

- Location 1: U.S. 101 at the San Luis Obispo/Monterey County Line
- Location 2: SR 46 at the San Luis Obispo/Kern County Line
- Location 3: SR 41 at the San Luis Obispo/Kern County Line
- Location 4: U.S. 101 at the Cuesta Grade in San Luis Obispo County
- Location 5: SR 166 at the San Luis Obispo/Kern County Line
- Location 6: SR 1 at the Ventura/Los Angeles County Line
- Location 7: U.S. 101 at the Ventura/Los Angeles County Line
- Location 8: SR 118 at the Ventura/Los Angeles County Line
- Location 9: SR 126 at the Ventura/Los Angeles County Line
- Location 10: SR 1 at the Santa Barbara/San Luis Obispo County Line
- Location 11: U.S. 101 at the Santa Barbara/San Luis Obispo County Line
- Location 12: U.S. 101 at the Santa Barbara/Ventura County Line
- Location 13: U.S. 101 south of SR 1 in Santa Barbara County
- Location 14: SR 154 south of SR 246 in Santa Barbara County
- Location 15: SR 150 at the Santa Barbara/Ventura County Line



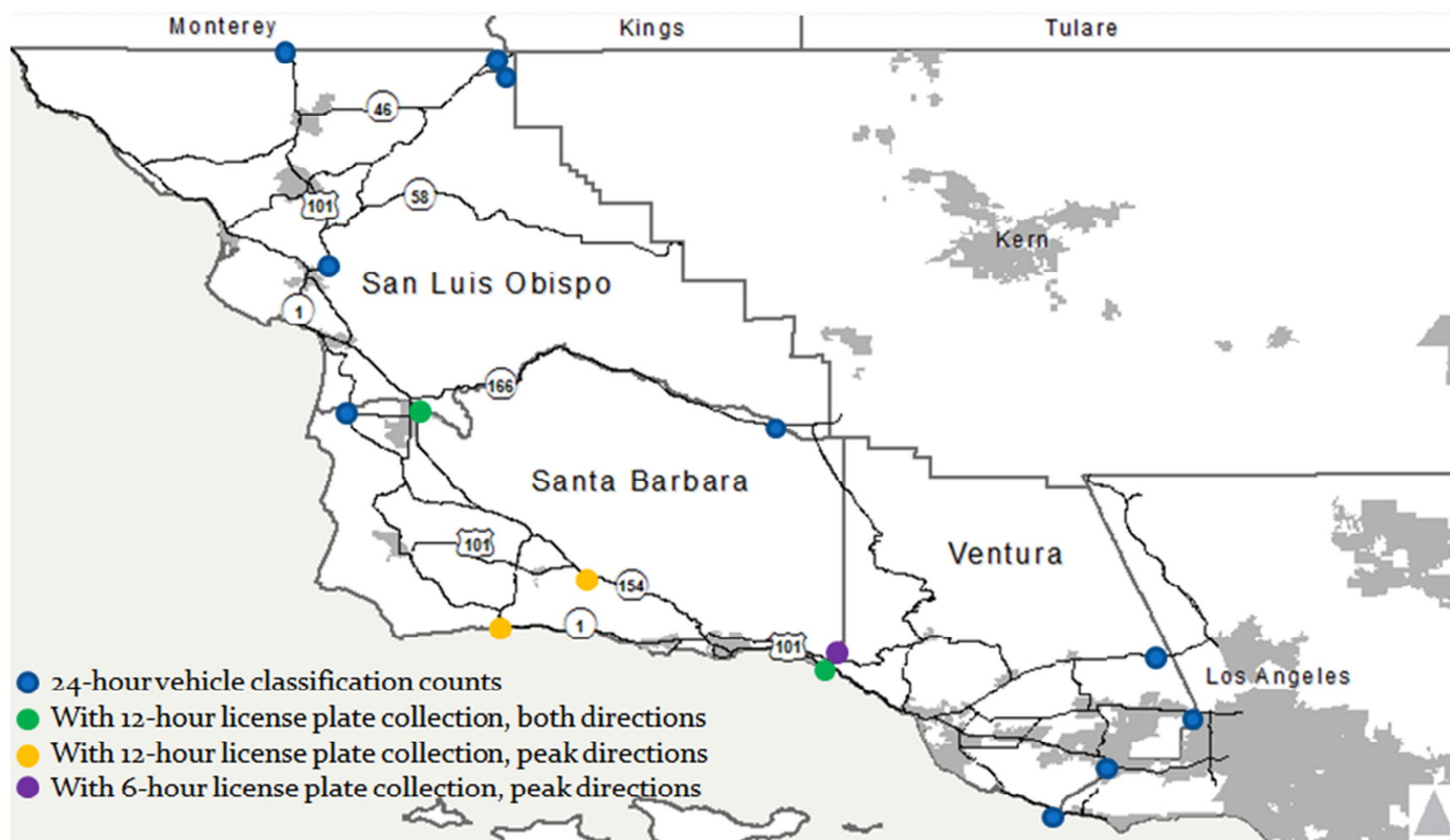


Figure 2
Survey Data Locations



The data was collected through the use of infrared video cameras in order to distinguish between cars, trucks, buses, and motorcycles based on vehicle profile and length. A truck was defined as a single frame or articulated vehicle greater than 22 feet in length not meeting the profile of a typical bus. Sophisticated computer software was used to tally the various classes of vehicles, reducing potential human error, man-hour cost, and data delivery time. The data was summarized by the vehicle classification categories listed above and the following time periods.

- Early-Morning (Midnight to 6:00 AM)
- AM Peak Period (6:00 to 10:00 AM)
- Mid-Day (10:00 AM to 3:00 PM)
- PM Peak Period (3:00 to 7:00 PM)
- Late Night (7:00 PM to Midnight)
- Daily (24-Hour)

The bidirectional daily vehicle count data was then compared to Caltrans 2014 bidirectional annual average daily traffic (AADT) data at nearby locations to check the reasonableness of the collected count data, an important step as this data will be used to weight the mobile device data to the total population of travelers at each of the fifteen survey data locations.

VEHICLE CLASSIFICATION COUNT DATA SUMMARY

A summary of the bidirectional vehicle classification count data is shown in **Table 3**. Total counted vehicles are provided for each time period along with daily trucks and the daily truck percentage. The traffic count sheets and detailed directional vehicle classification count data are provided in **Appendix A**.

As shown in **Table 3** and **Appendix A**, 592,575 total vehicles were counted (many vehicles were likely counted more than once) passing through the 15 vehicle classification count locations, approximately 2% higher than the Caltrans 2014 AADT data. This is an acceptable difference given the traffic counts were collected on a mid-week day in 2015 while the Caltrans volumes are intended to represent an average day from 2014. Additionally, of the 592,575 total observed vehicles approximately 25% and 29% were counted during the 4 hour AM and PM peak periods, respectively, where commute trips predominantly occur.

592,575 total vehicles were counted at the 15 locations



TABLE 3 VEHICLE CLASSIFICATION COUNT DATA SUMMARY

| # | Survey Data Location | Early AM (12 AM to 6 AM) | AM 4-Hour (6 AM to 10 AM) | Mid-Day (10 AM to 3 PM) | PM 4-Hour (3 PM to 7 PM) | Late Night (7 PM to 12 AM) | Daily | Daily Trucks (Percent Trucks) | 2014 Caltrans AADT |
|---|--|-----------------------------|---------------------------------|----------------------------|--------------------------------|-------------------------------|---------|----------------------------------|--------------------|
| 1 | U.S. 101 at the San Luis Obispo/Monterey County Line | 1,386 | 2,966 | 4,452 | 3,950 | 1,882 | 14,636 | 3,430 (23%) | 19,800 |
| 2 | SR 46 at the San Luis Obispo/Kern County Line | 597 | 949 | 1,632 | 1,293 | 730 | 5,201 | 1,949 (37%) | 5,900 |
| 3 | SR 41 at the San Luis Obispo/Kern County Line | 604 | 1,020 | 1,803 | 1,468 | 579 | 5,474 | 1,183 (22%) | 7,000 |
| 4 | U.S. 101 at the Cuesta Grade in San Luis Obispo County | 2,028 | 12,222 | 13,004 | 14,381 | 5,091 | 46,726 | 3,444 (7%) | 46,300 |
| 5 | SR 166 at the San Luis Obispo/Kern County Line | 291 | 611 | 837 | 714 | 301 | 2,754 | 909 (33%) | 2,850 |
| 6 | SR 1 at the Ventura/Los Angeles County Line | 344 | 2,629 | 3,433 | 3,671 | 1,093 | 11,170 | 418 (4%) | 11,800 |
| 7 | U.S. 101 at the Ventura/Los Angeles County Line | 10,100 | 44,194 | 52,054 | 48,368 | 24,350 | 179,066 | 8,339 (5%) | 170,000 |
| 8 | SR 118 at the Ventura/Los Angeles County Line | 8,375 | 35,221 | 28,976 | 38,505 | 15,943 | 127,020 | 6,348 (5%) | 128,000 |



TABLE 3 VEHICLE CLASSIFICATION COUNT DATA SUMMARY

| # | Survey Data Location | Early AM (12 AM to 6 AM) | AM 4-Hour (6 AM to 10 AM) | Mid-Day (10 AM to 3 PM) | PM 4-Hour (3 PM to 7 PM) | Late Night (7 PM to 12 AM) | Daily | Daily Trucks (Percent Trucks) | 2014 Caltrans AADT |
|-------|---|-----------------------------|---------------------------------|----------------------------|--------------------------------|-------------------------------|---------|----------------------------------|--------------------|
| 9 | SR 126 at the Ventura/Los Angeles County Line | 1,718 | 5,081 | 5,353 | 6,232 | 2,399 | 20,783 | 3,293 (16%) | 22,000 |
| 10 | SR 1 at the Santa Barbara/San Luis Obispo County Line | 768 | 1,887 | 2,082 | 2,287 | 568 | 7,592 | 1,215 (16%) | 4,900 |
| 11 | U.S. 101 at the Santa Barbara/San Luis Obispo County Line | 4,061 | 16,747 | 19,060 | 21,318 | 8,196 | 69,382 | 5,159 (7%) | 67,100 |
| 12 | U.S. 101 at the Santa Barbara/Ventura County Line | 1,663 | 15,742 | 17,688 | 17,524 | 7,713 | 60,330 | 5,625 (9%) | 65,000 |
| 13 | U.S. 101 south of SR 1 in Santa Barbara County | 1,924 | 6,729 | 7,425 | 7,704 | 3,087 | 26,869 | 3,755 (14%) | 14,500 |
| 14 | SR 154 south of SR 246 in Santa Barbara County | 853 | 2,703 | 3,503 | 3,525 | 1,827 | 12,411 | 391 (3%) | 12,500 |
| 15 | SR 150 at the Santa Barbara/Ventura County Line | 71 | 994 | 834 | 977 | 285 | 3,161 | 94 (3%) | 3,250 |
| Total | | 34,783 | 149,695 | 162,136 | 171,917 | 74,044 | 592,575 | 45,552 (8%) | 580,901 |

Source: Fehr & Peers, 2016.





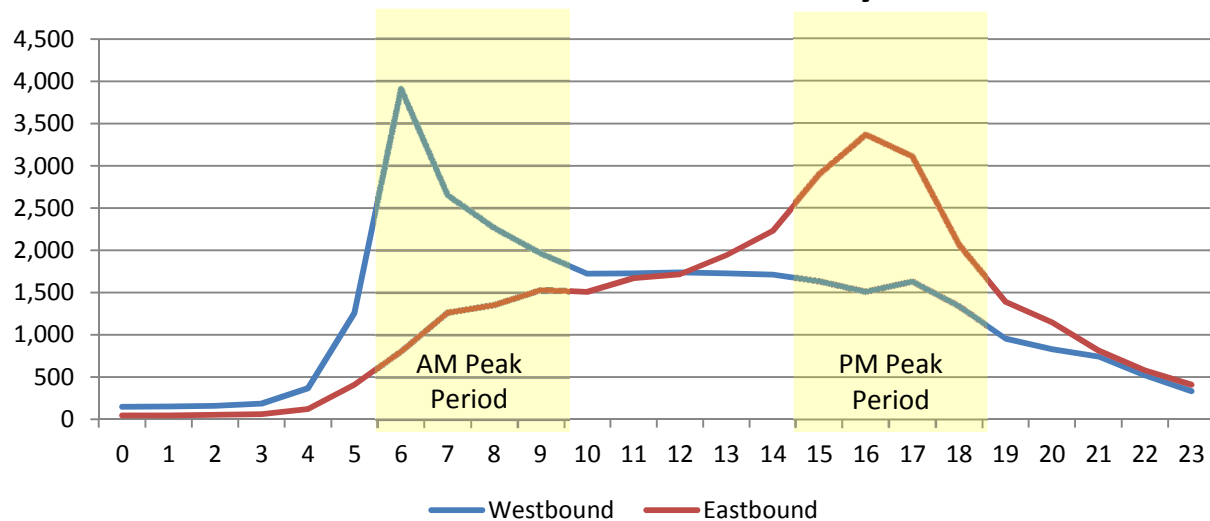
VEHICLE CLASSIFICATION COUNT FINDINGS

HOURLY TRAFFIC PATTERN BY REGION

Chart 1 through Chart 4 illustrates the traffic volumes by direction and hour of day counted at the survey data locations that capture vehicles traveling on the five key commute patterns, providing a sense of the overall directional traffic pattern across the day.

Hourly Traffic Pattern in the South

Chart 1 - Hourly Traffic Pattern on U.S. 101 at the Santa Barbara/Ventura County Line



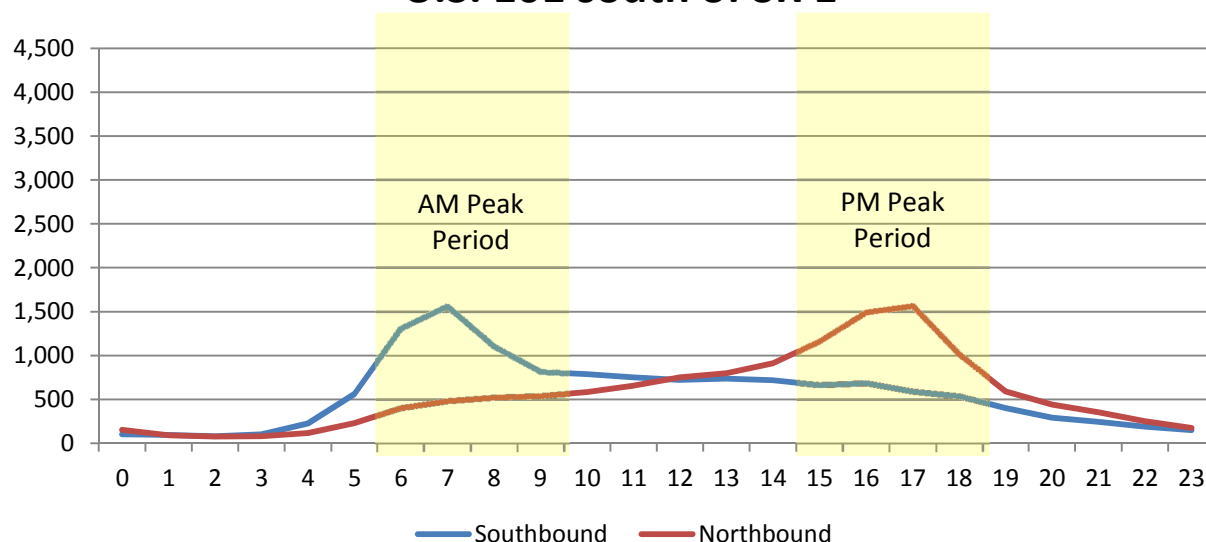
As shown in **Chart 1**, an asymmetrical traffic pattern is observed on U.S. 101 at the Santa Barbara/Ventura County Line with more vehicles traveling westbound from Ventura County to Santa Barbara in the morning and the reverse in the afternoon. This observed traffic pattern confirms the findings of previous planning efforts that more vehicles commute from Ventura County to Santa Barbara County than in the reverse direction.





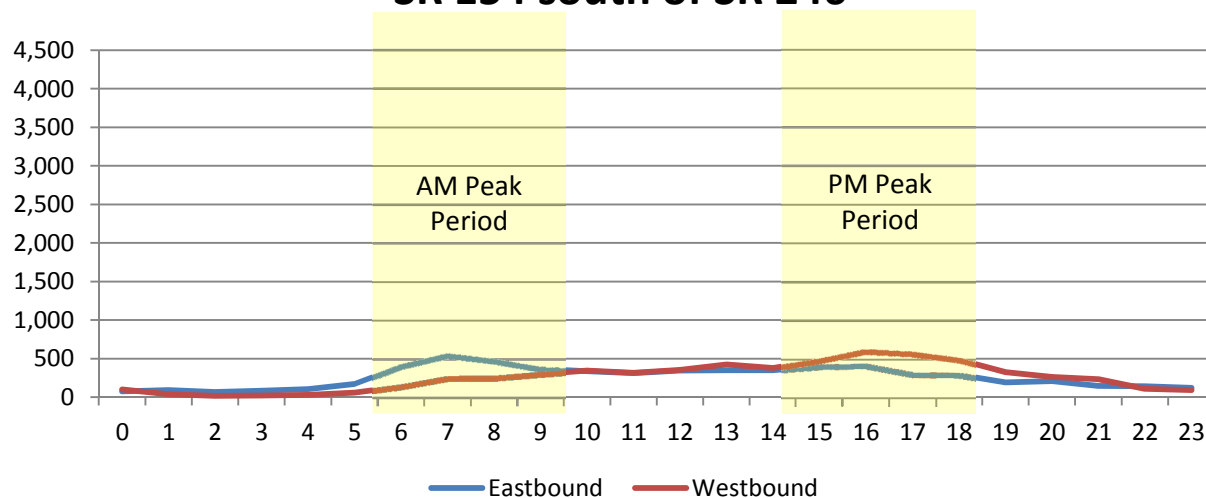
Hourly Traffic Pattern in the Central Region

Chart 2 - Hourly Traffic Pattern on U.S. 101 south of SR 1



As shown in **Chart 2**, a similar asymmetrical traffic pattern is observed on U.S. 101 south of SR 1 with more vehicles traveling southbound from North Santa Barbara County to Santa Barbara in the morning and the reverse in the afternoon. This traffic pattern indicates the predominant commute pattern within Santa Barbara County is from North Santa Barbara County to South Santa Barbara County..

Chart 3 - Hourly Traffic Pattern on SR 154 south of SR 246

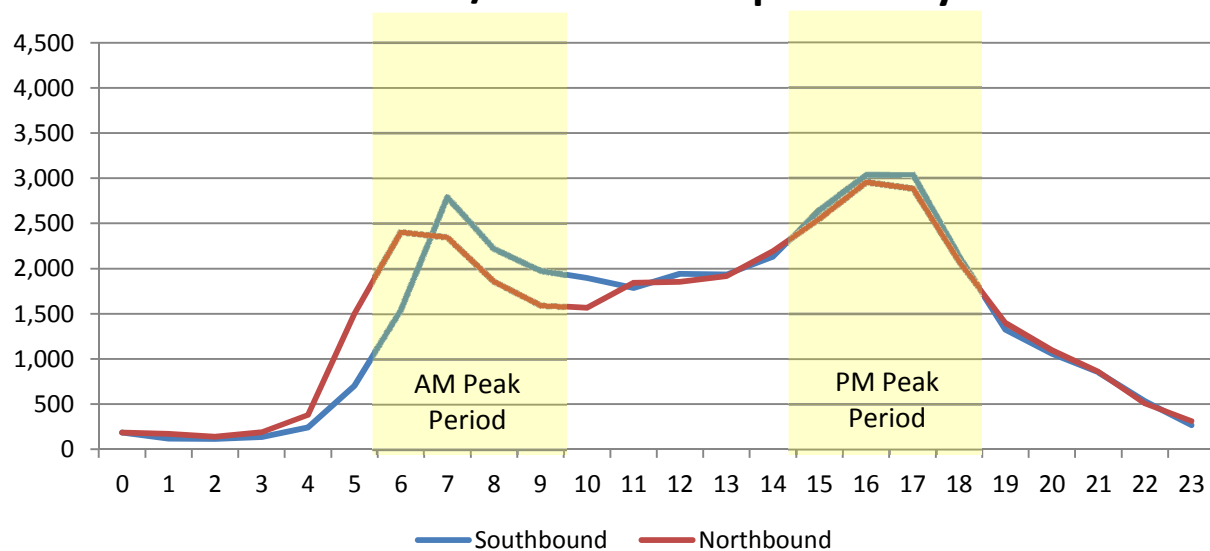




As shown in **Chart 3**, an asymmetrical traffic pattern is observed on SR 154 south of SR 246 with more vehicles traveling eastbound from North Santa Barbara County to Santa Barbara in the morning and the reverse in the afternoon. This traffic pattern suggests more vehicles commute between North Santa Barbara County and South Santa Barbara County than between South Santa Barbara County and North Santa Barbara County.

Hourly Traffic Pattern in the North

Chart 4 - Hourly Traffic Pattern on U.S. 101 at the Santa Barbara/San Luis Obispo County Line



As shown in **Chart 4**, a symmetrical traffic pattern is observed on U.S. 101 at the Santa Barbara/San Luis Obispo County Line with roughly the same number of vehicles traveling southbound from San Luis Obispo County to the Santa Maria Valley as northbound from the Santa Maria Valley to San Luis Obispo County. This traffic pattern suggests roughly the same number of vehicles commute between San Luis Obispo County and the Santa Maria Valley as between the Santa Maria Valley and San Luis Obispo County.

Key Finding: An asymmetrical traffic pattern is observed in the South and Central regions while a symmetrical traffic pattern is observed in the North region, with roughly the same amount of travel between the Santa Maria Valley and San Luis Obispo County as between San Luis Obispo County and the Santa Maria Valley.



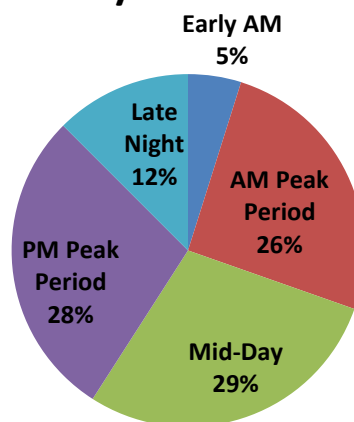


TRAVEL BY TIME PERIOD BY REGION

Chart 5 through Chart 8 illustrates the percentage of total counted traffic that occurs in each time period at the survey data locations that capture vehicles traveling on the five key commute patterns, providing a sense of the amount of travel that occurs within each time period.

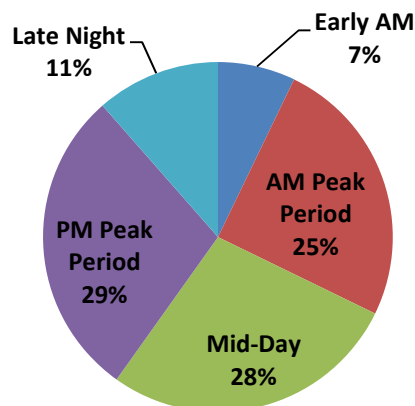
Travel by Time Period in the South

Chart 5 - Travel by Time Period on U.S. 101 at the Santa Barbara/Ventura County Line



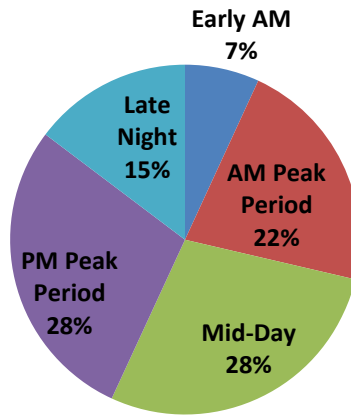
Travel by Time period in the Central Region

Chart 6 - Travel by Time Period on U.S. 101 south of SR 1



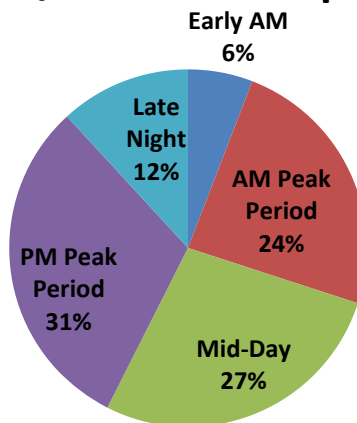


**Chart 7 - Travel by Time Period on
SR 154 south of SR 246**



Travel by Time Period in the North

**Chart 8 - Travel by Time Period on U.S. 101 at the
Santa Barbara/San Luis Obispo County Line**



As shown in **Chart 5 through Chart 8**, roughly 22 to 26 percent of daily travel occurs in the AM peak period and 28 to 31 percent of daily travel occurs in the PM peak period at the survey data locations that capture vehicles traveling on the five key commute patterns.





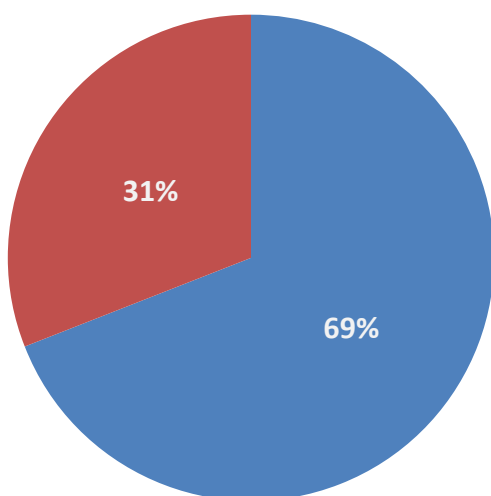
RELATIVE TRAFFIC PATTERN BY REGION

Chart 9 through Chart 11 illustrates the relationship of directional travel in each region derived from traffic counted at the survey data locations that capture vehicles traveling on the five key commute patterns, providing a sense of the relative traffic pattern in each region.

Relative Traffic Pattern in the South

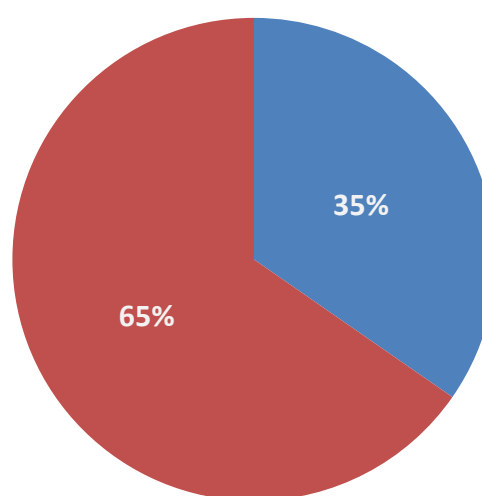
Chart 9 – Relative Traffic Pattern in the South

AM Peak Period



■ Ventura County to Santa Barbara
■ Santa Barbara to Ventura County

PM Peak Period



■ Ventura County to Santa Barbara
■ Santa Barbara to Ventura County

As show in **Chart 9**, roughly 69 percent of travel in the morning is traveling between Ventura County and South Santa Barbara County, while 65 percent of travel in the afternoon is traveling between South Santa Barbara County and Ventura County. This traffic pattern suggests that users of U.S. 101 in the south region are primarily commuters from Ventura County to South Santa Barbara County.

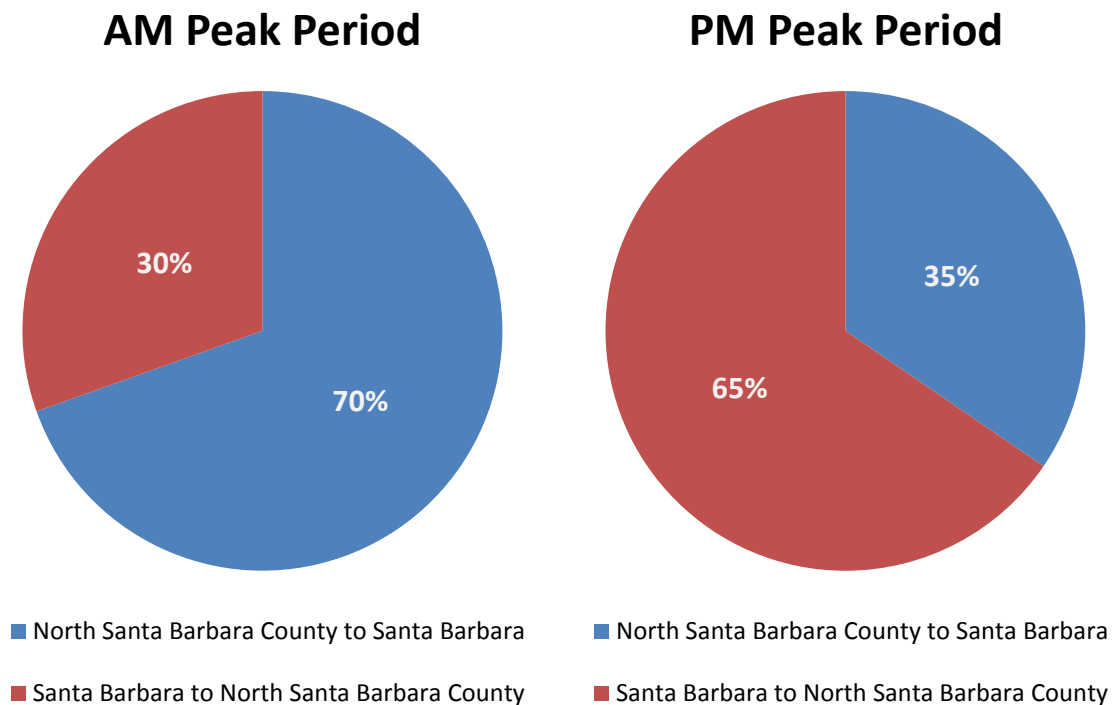
Key Finding: Users of U.S. 101 in the south region are primarily commuters from Ventura County to South Santa Barbara County.





Relative Traffic Pattern in the Central Region

Chart 10 – Relative Traffic Pattern in the Central Region



As shown in **Chart 10**, roughly 70 percent of travel in the morning is traveling between North Santa Barbara County and South Santa Barbara County, while 65 percent of travel in the afternoon is traveling between South Santa Barbara County and North Santa Barbara County. This traffic pattern suggests that users of U.S. 101 and SR 154 in the central region are primarily commuters from North Santa Barbara County to South Santa Barbara County.

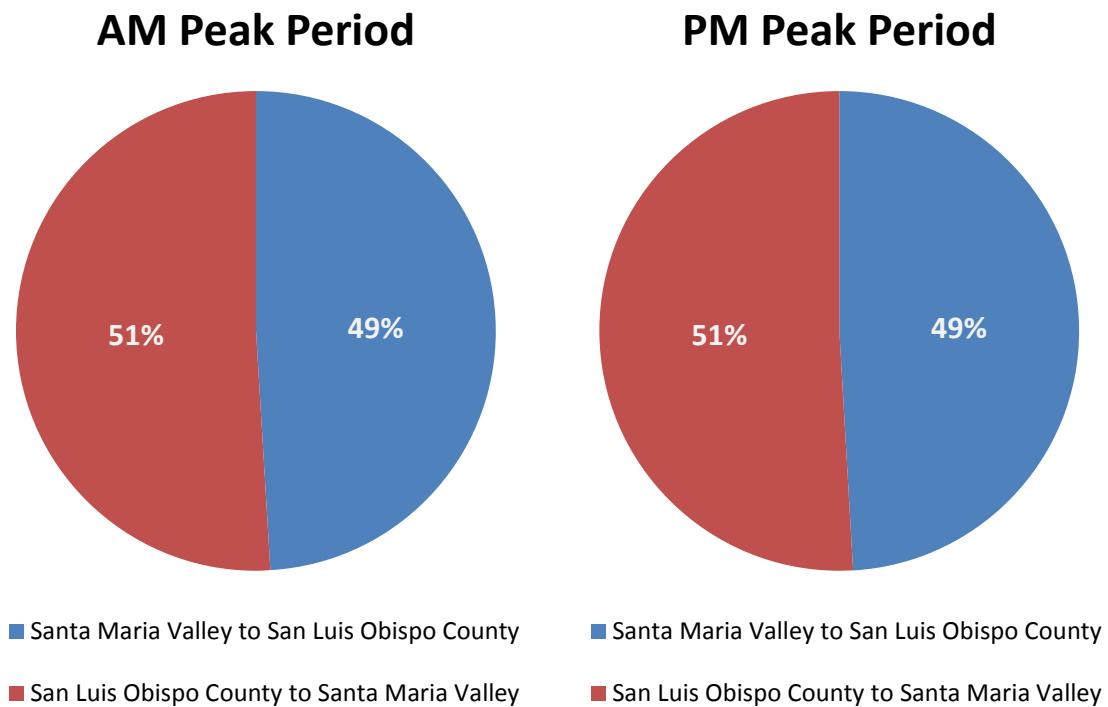
Key Finding: Users of U.S. 101 and SR 154 in the central region are primarily commuters from North Santa Barbara County to South Santa Barbara County.





Relative Traffic Pattern in the North

Chart 11 – Relative Traffic Pattern in the North



As show in **Chart 11**, roughly 51 percent of travel in the morning and afternoon is traveling between San Luis Obispo County and the Santa Maria Valley. The roughly equal flow of vehicles between the two counties in the morning and afternoon suggests that U.S. 101 in the north region is used equally by commuters traveling between San Luis Obispo County and the Santa Maria Valley and between the Santa Maria Valley and San Luis Obispo County.

Key Finding: U.S. 101 in the north region is used equally by commuters traveling between San Luis Obispo County and the Santa Maria Valley and between the Santa Maria Valley and San Luis Obispo County.

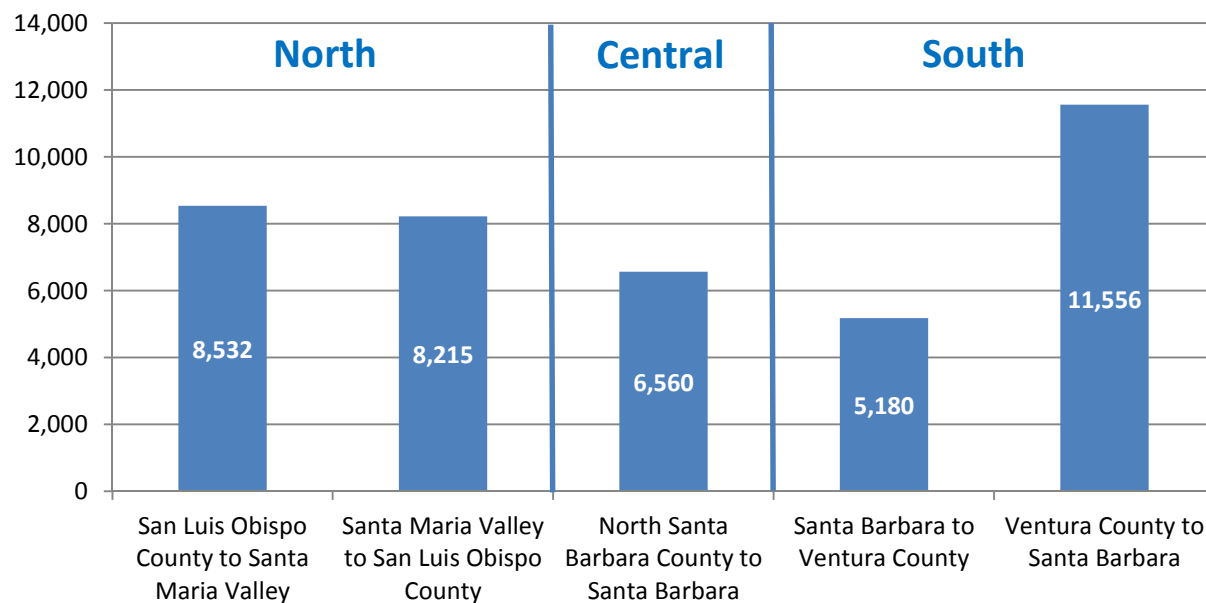




COMPARISON OF KEY COMMUTE PATTERNS

Chart 12 provides a comparison of AM peak period traffic volumes counted at the survey data locations that capture vehicles traveling on the five key commute patterns. The AM peak period was focused on because the commute pattern is more pronounced in the morning. As shown in **Chart 12**, the largest flow of vehicles along U.S. 101 is between Ventura County and South Santa Barbara County, with the smallest flow of vehicles between South Santa Barbara County and Ventura County.

Chart 12 - Comparison of Key Commute Patterns



Key Finding: The largest flow of vehicles along U.S. 101 is between Ventura County and South Santa Barbara County, with the smallest flow of vehicles between South Santa Barbara County and Ventura County.





TRUCK TRAFFIC ON US 101

The use of infrared video cameras and computer software allowed counted vehicles to be classified based on vehicle length over the entire 24-hour period. **Chart 13** illustrates the daily truck traffic at the three U.S. 101 survey data locations in Santa Barbara County. As shown in **Chart 13**, more trucks were counted at the Santa Barbara/Ventura county line than south of SR 1 or at the Santa Barbara/Ventura county line. A truck was defined as a single frame or articulated vehicle greater than 22 feet in length not meeting the profile of a typical bus.

Chart 13 - Daily Truck Traffic on U.S. 101 in the Central Coast

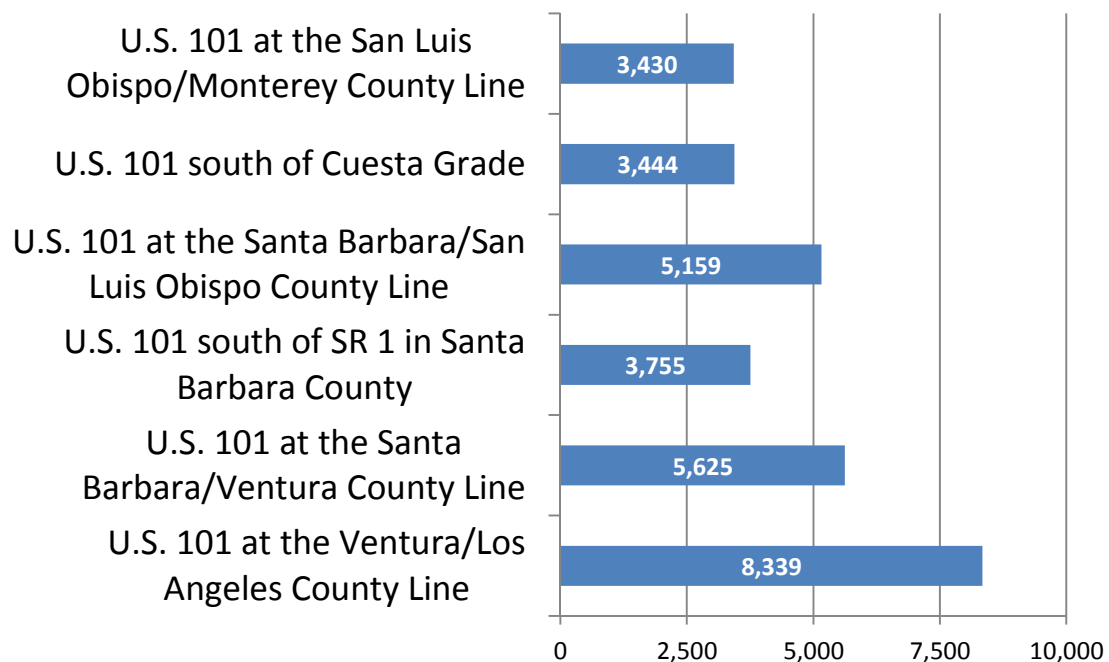


Figure 3 illustrates the daily bi-directional truck traffic counted on U.S. 101 south of SR 1 and on SR 154 south of SR 246. As shown on **Figure 3**, roughly 91 percent of trucks use U.S. 101 over SR 154 to travel through the Central region.

Key Finding: Roughly 91 percent of trucks use U.S. 101 over SR 154 to travel through the Central region.



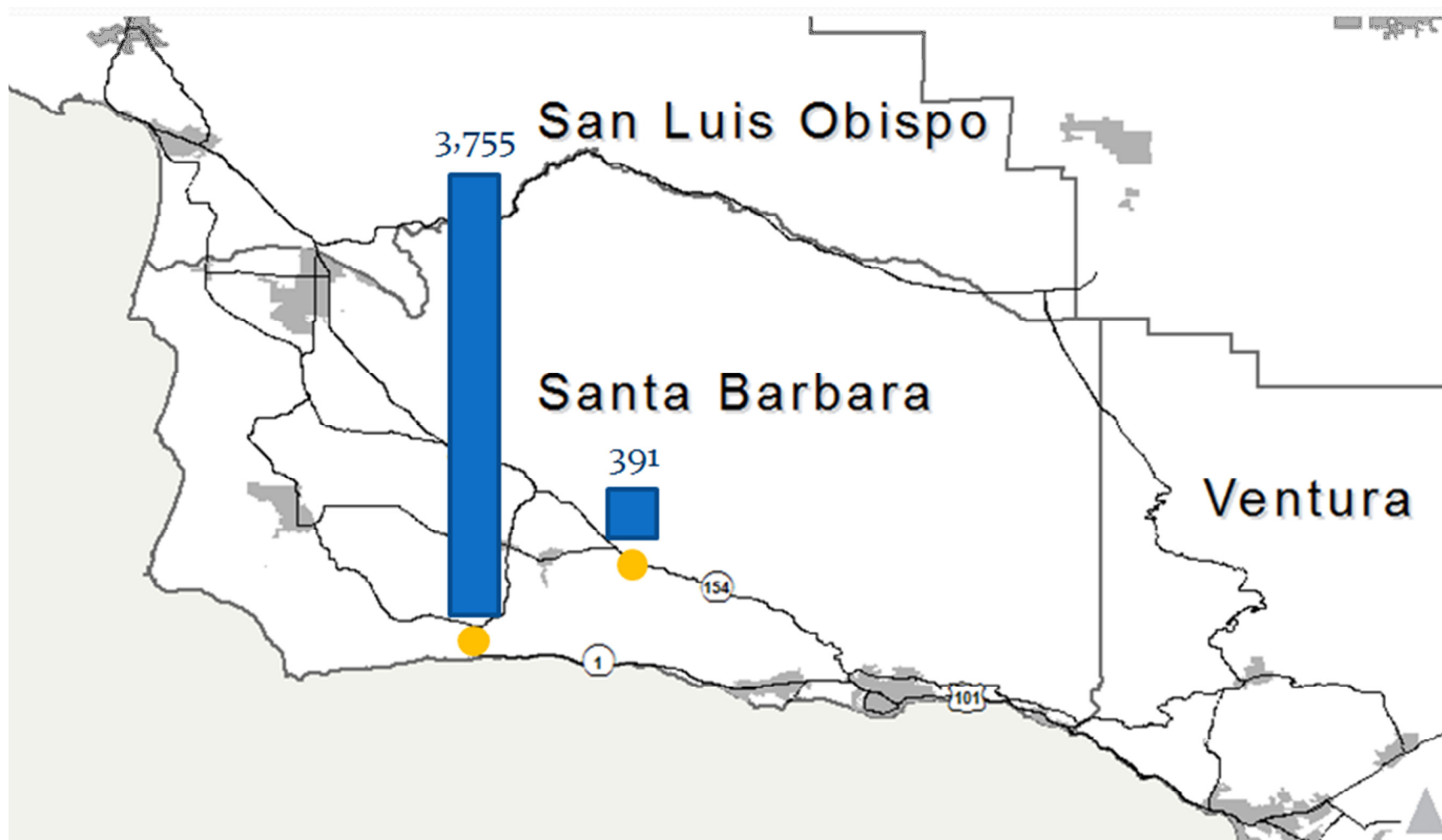


Figure 3
Truck Traffic on U.S. 101 and SR 154



VEHICLE CLASSIFICATION COUNT LIMITATIONS

As discussed in **Table 1**, vehicle classification counts are a very accurate way to directly measure total traffic volume passing through a count location but do not provide origin, destination, purpose, or any other trip making or demographic information. This information can be used to determine the **overall traffic pattern** but is unable to answer some of the key questions this study seeks to answer.

- What percentage of vehicles are commuters?
- Where are trips on commute routes coming from and going to?
- Where do commuters on each route live and work?
- What are the demographic and trip making characteristics of US 101 users?
- What percentage of U.S. 101 trips are passing through the region?

Therefore, the vehicle classification count data will be used to provide overall traffic patterns and control totals to refine data collected via other methods that are able to answer questions such as those listed above.





LICENSE PLATE ANALYSIS

License plate analysis involves the positioning of cameras at multiple locations to record the license plate of passing vehicles. The outcome of this method is a list of observed license plate numbers with location and time information that can be compared and matched to **infer more detailed traffic patterns** than with counts alone. Vehicle registration location can also be obtained from the DMV and used to **infer origin and trip purpose information**.

LICENSE PLATE DATA COLLECTION

The same cameras that were placed at the fifteen vehicle classification count locations on Tuesday, May 5, 2015 were used to collect the license plate data (locations shown on **Figure 1** above). License plate numbers collected as part of this effort were matched between locations and used to develop a list of unique license plate numbers to obtain vehicle registration addresses to analyze and to mail a survey to in order to obtain a sample of very detailed trip making and demographic data. Additionally, the observed travel direction, time of travel, and number of observations was used to infer trip purpose information.

The same infrared technology utilized to collect vehicle classification count data over a 24-hour period also allowed license plate data to be collected at the five survey data locations that capture vehicles traveling on the five key commute patterns. The survey data locations and the time periods and directions where license plate data were collected are listed in **Table 4** and shown on **Figure 4**.



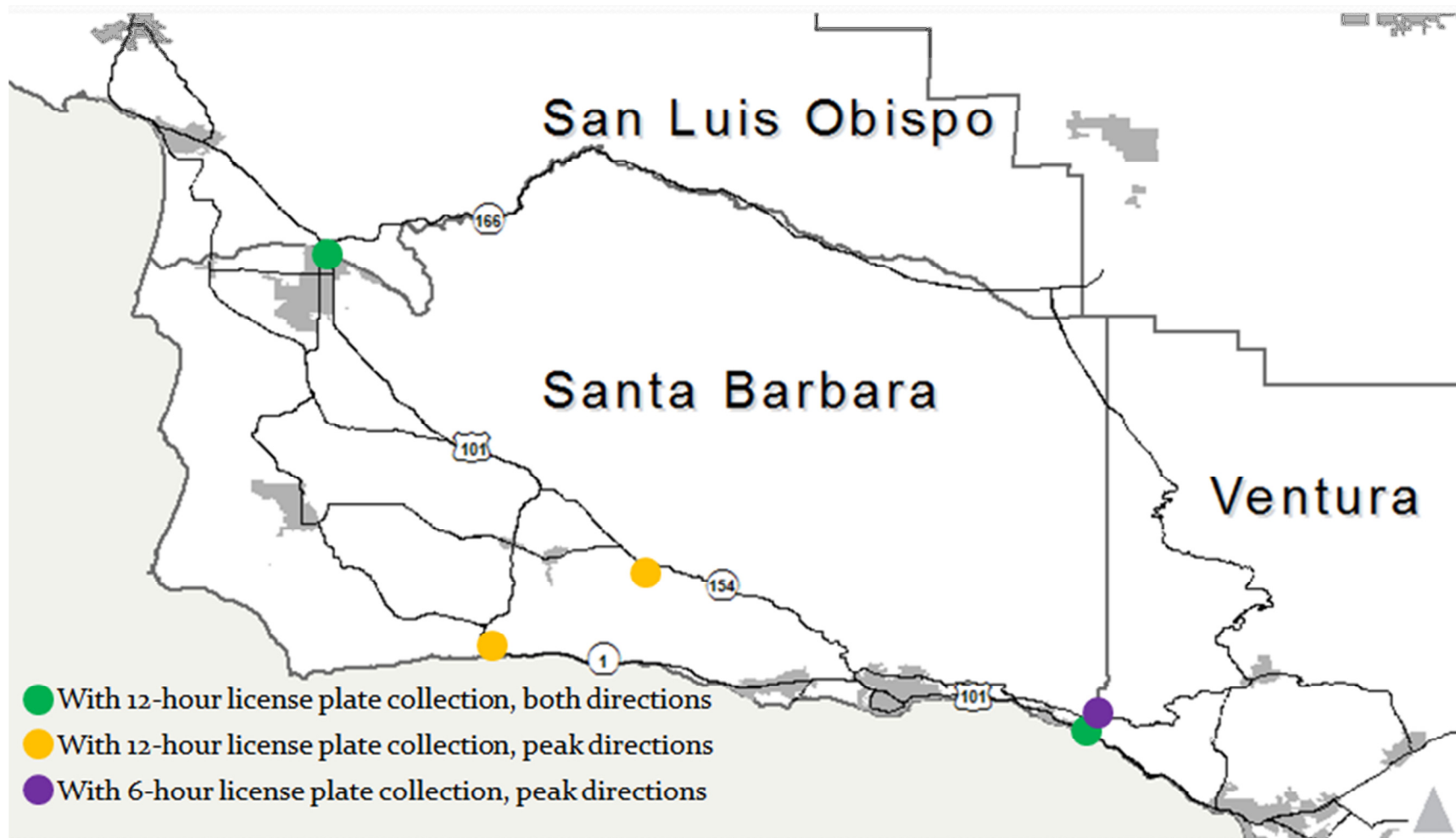


Figure 4
License Plate Survey Data Locations



TABLE 4 LICENSE PLATE SURVEY DATA LOCATIONS

| Survey Data Location | Direction | Time Period |
|--|-----------------|-----------------------------|
| Location 11: U.S. 101 at the Santa Barbara/San Luis Obispo County Line | Both Directions | 5 AM to 11 AM, 2 PM to 8 PM |
| Location 12: U.S. 101 at the Santa Barbara/Ventura County Line | Both Directions | 5 AM to 11 AM, 2 PM to 8 PM |
| Location 13: U.S. 101 south of SR 1 in Santa Barbara County | Peak Directions | 5 AM to 11 AM, 2 PM to 8 PM |
| Location 14: SR 154 south of SR 246 in Santa Barbara County | Peak Directions | 5 AM to 11 AM, 2 PM to 8 PM |
| Location 15: SR 150 at the Santa Barbara/Ventura County Line | Peak Directions | 6 AM to 9 AM, 4 PM to 7 PM |

Source: Fehr & Peers, 2016.

LICENSE PLATE DATA SUMMARY

Upon delivery of the license plate data, Fehr & Peers summarized the data to determine the number of observed license plates and the number of properly transcribed license plates for each of the five license plate survey data locations. The data was then compared to the number of counted vehicles to ensure the reasonableness of the data. The number of properly transcribed license plates at each location for the time period of collection is summarized in **Table 5**.



TABLE 5 PROPERLY TRANSCRIBED LICENSE PLATES BY LOCATION

| # | Location | Counted Vehicles | Properly Transcribed License Plates | % Properly Transcribed License Plates |
|-------|---|------------------|-------------------------------------|---------------------------------------|
| 11 | U.S. 101 at the Santa Barbara/San Luis Obispo County Line | 50,765 | 45,542 | 90% |
| 12 | U.S. 101 at the Santa Barbara/Ventura County Line | 44,445 | 39,665 | 89% |
| 13 | U.S. 101 south of SR 1 in Santa Barbara County | 12,869 | 11,102 | 86% |
| 14 | SR 154 south of SR 246 in Santa Barbara County | 5,106 | 4,153 | 81% |
| 15 | SR 150 at the Santa Barbara/Ventura County Line | 1,163 | 715 | 61% |
| Total | | 114,348 | 101,177 | 88% |

Source: Fehr & Peers, 2016.

As shown in **Table 5**, of the 114,348 vehicles observed passing through the five license plate survey data locations, the sophisticated computer software was able to properly transcribe 101,177 license plate numbers (88% of observed vehicles), a reasonable percentage given the high speed of travel at the license plate survey data locations, all of which were located along state highways.

Software was able to properly transcribe

101,177 license plate numbers (88% of observed vehicles)





UNIQUE LICENSE PLATE NUMBERS

The properly transcribed license plate numbers were the basis for developing a list of unique license plate numbers to be sent to the DMV for a set of vehicle registration addresses. A total of 57,767 unique license plate numbers were identified from the 101,177 properly transcribed license plate numbers at the five license plate survey data locations. The 57,767 unique license plate numbers were sent to the DMV to obtain the vehicle registration address for each of the unique license plate numbers.

Upon receipt of the vehicle registration addresses from the DMV, they were reviewed in order to remove duplicate addresses (likely resulting from the observation of multiple vehicles from the same rental car company or business), incomplete addresses, out-of-state addresses, and addresses of businesses where the likelihood of the survey reaching the observed motorist was low. It was determined that approximately 3,000, or 5%, of the addresses associated with the 57,767 unique license plate numbers met this criteria and were removed. The screened list included 37,419 unique license plate numbers with a valid DMV address.

37,419 unique license plate numbers with a valid DMV address

SUMMARIZED BY NUMBER OF OBSERVATIONS

The screened list of unique license plate numbers and addresses was then applied to the license plate observation data. Only observations of vehicles with a license plate on the screened list of unique license plate numbers and addresses were retained, resulting in 56,655 observations, accounting for roughly 50% of the 114,348 counted vehicles and representing a sample size of roughly 50%.

Roughly 50% of the 114,348 counted vehicles were included in the license plate analysis

A summary of the number of times each screened license plate number was observed is provided in **Table 6**.





TABLE 6 NUMBER OF OBSERVATIONS

| Number of Observations | Count | Percent of Total |
|------------------------|--------|------------------|
| 1 | 19,054 | 51% |
| 2+ | 18,365 | 49% |
| 2 | 10,674 | 29% |
| 3 | 4,727 | 13% |
| 4+ | 2,965 | 8% |

Source: Fehr & Peers, 2016.

SUMMARIZED BY VEHICLE CLASSIFICATION

After summarizing the screened license plate numbers by number of observations, they were divided into passenger car and commercial truck motor vehicle groups based on standard California license plate nomenclature. For instance, California passenger car license plates utilize a “number(n)-letter(l)-l-l-n-n-n” format such as “3SAM123” while California commercial truck plates utilize a “n-l-n-n-n-n-n” format such as “5M32750”. License plate numbers not fitting either category were likely vanity plates and assumed to be passenger car license plates for the license plate analysis. A summary of the vehicle classification of each screened license plate number is provided in **Table 7**.

TABLE 7 VEHICLE CLASSIFICATION

| Vehicle Classification | Count | Percent of Total |
|---------------------------|--------|------------------|
| Car (NLLLNNN) | 28,299 | 76% |
| Truck (NLNNNNN) | 4,915 | 13% |
| Other (i.e. vanity plate) | 4,205 | 11% |

Source: Fehr & Peers, 2016.





As shown in **Table 7**, 13% of screened license plate numbers matched the California commercial truck nomenclature, which roughly matched the vehicle classification count data that indicated commercial trucks comprised 9% of the counted vehicles based on vehicle length.

LICENSE PLATE MATCHING ANALYSIS

License plate matching involves the positioning of cameras at multiple locations to record the license plate of passing vehicles. The outcome of this method is a list of observed license plate numbers with location and time information. Each license plate number is checked to see if it matches a license plate number at the same location later in the day or at a different location on the same day in order to infer the travel pattern and trip purpose. Matching license plate numbers between survey data locations supplements travel pattern information obtained from vehicle classification counts by looking at individual vehicles that were observed at multiple locations rather than a single location with no knowledge of prior or future travel locations. Detailed license plate matching analysis data is provided in **Appendix B**.

It is important to note that license plate matching at survey data locations does not provide information about the origin or destination of the trip, providing only the location or locations where the vehicle has traveled. It is possible however to use this information to infer not only a general travel pattern but to infer trip purpose as well. For instance, a vehicle observed heading southbound on U.S. 101 at the Santa Barbara/San Luis Obispo county line in the AM peak period and then nine hours later at the same location in the opposite direction is likely a commuter who lives in San Luis Obispo County and works in the Santa Maria Valley. Logic such as this was used to categorize vehicles into one of the four inferred trip purpose categories listed below.

- Commute Trip – inferred if a license plate was observed at a location in one direction in the AM, and then at the same location in the opposite direction in the PM, more than 7 hours later.
- Discretionary Trip – inferred if a license plate was observed at a location in one direction in the AM or PM, and then at the same location in the opposite direction in the same period, less than 7 hours later.
- Single Observation Trip – inferred if a license plate was observed a single time at a single location.
- Santa Barbara County Pass-Through Trip – inferred if a license plate was observed on U.S. 101 at the Santa Barbara/San Luis Obispo county line and on U.S. 101 at the Santa Barbara/Ventura county line in the same direction of travel.





A summary of inferred trip type data from the license plate matching analysis is presented in **Table 8**.

TABLE 8 INFERRED TRIP PURPOSE

| Inferred Trip Purpose | Number of Trips | Percent of Trips |
|-----------------------------------|-----------------|------------------|
| Commute | 13,492 | 36% |
| Discretionary | 4,002 | 11% |
| Single Observation | 19,054 | 51% |
| Santa Barbara County Pass-Through | 871 | 2.3% |
| Total | 37,419 | 100% |

Source: Fehr & Peers, 2016.

As shown in **Table 8**, commute trips comprised approximately 36 percent of inferred trips, while Santa Barbara County pass-through trips comprised approximately 2.3 percent of inferred trips. Single observation trips comprised approximately 51% of inferred trips, likely representing trips made by visitors to the region, trips with their return outside the hours of license plate data collection, trips with their return on a facility where license plate data was not collected, or truck trips.

Key Finding: Commute trips comprised approximately 36 percent of inferred trips.

INFERRED TRIP PURPOSE BY KEY COMMUTE ROUTE

Since this study focuses on understanding travel patterns for five key commute patterns within the Central Coast, the inferred trips were grouped into work, non-work, and Santa Barbara County pass-through trip categories for each of the five key commute routes.

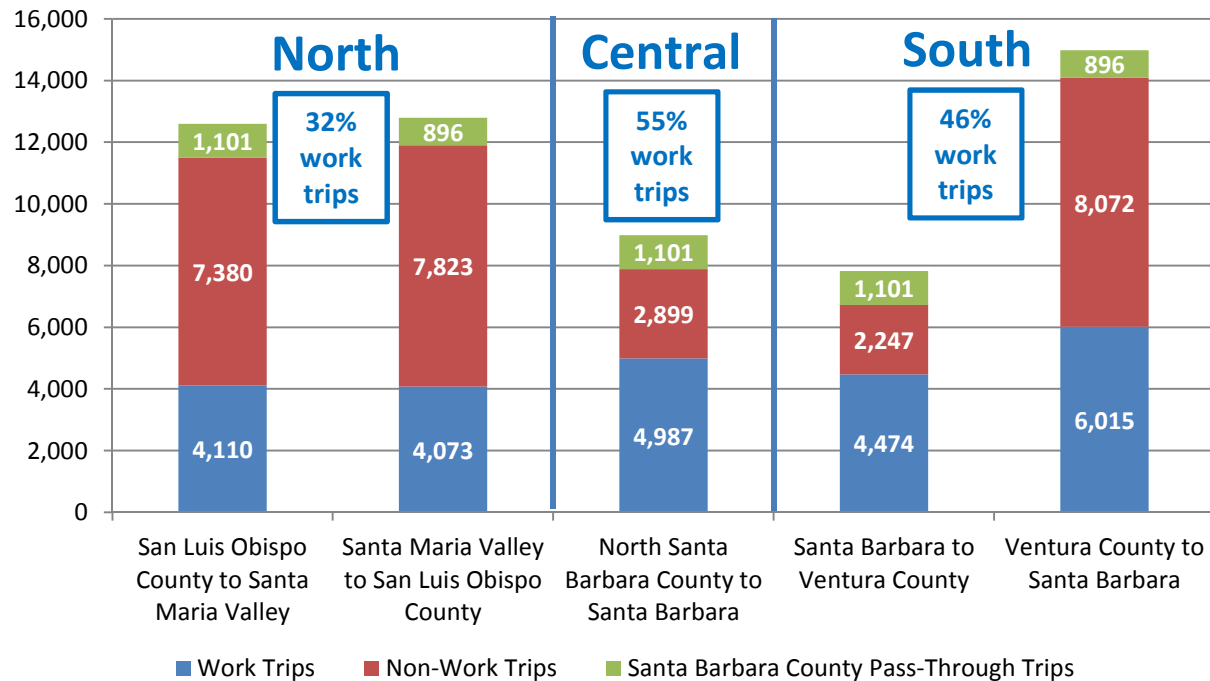
Chart 14 illustrates the work, non-work, and Santa Barbara County pass-through trips for each of the five key commute routes. As shown in **Chart 14**, 55 percent of inferred trips in the Central region were work trips, 46 percent of inferred trips in the South region were work trips, and 32% of inferred trips in the North region were work trips.

Additionally, license plate matching also indicated that 3.5 percent of Santa Barbara County inter-county trips were pass-through trips with 82% of southbound pass-through trips using U.S. 101 over SR 154 and 77% of northbound pass-through trips using U.S. 101 over SR 154.





**Chart 14 - Inferred Trip Purpose
by Key Commute Route**



Key Finding: 55 percent of inferred trips in the Central Region were work trips, 46 percent of inferred trips in the South Region were work trips, and 32% of inferred trips in the North Region were work trips.

Key Finding: 3.5 percent of Santa Barbara County inter-county trips were pass-through trips.

Key Finding: 82% of southbound pass-through trips using U.S. 101 over SR 154 and 77% of northbound pass-through trips using U.S. 101 over SR 154.

LICENSE PLATE ADDRESS ANALYSIS

The vehicle registration addresses provided by the DMV represents the location where the vehicle is registered, which is not necessarily the home location of the driver at the time of observation or where the observed trip originated. However, the data can be used as a proxy for home location of observed trips as long as this limitation is recognized. Detailed license plate address analysis data is provided in **Appendix B**.



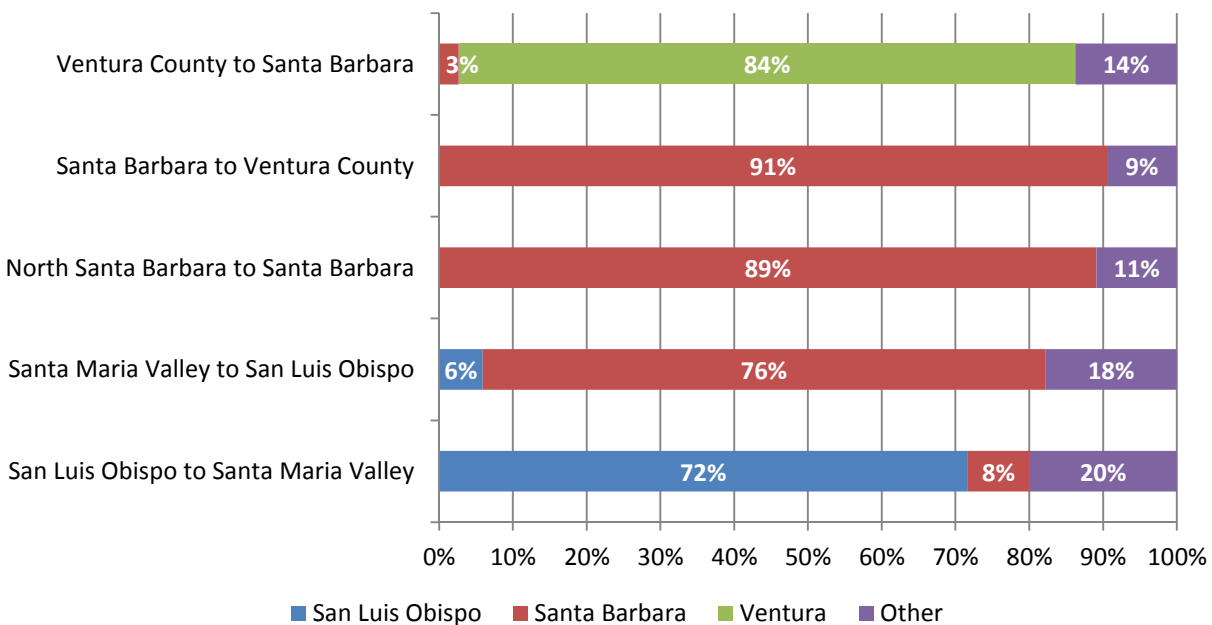


COUNTY OF VEHICLE REGISTRATION

Chart 15 summarizes the county of vehicle registration for all screened license plate numbers that were inferred to be making a commute trip (from the license plate matching analysis described above) for each of the five key commute routes.

As shown in **Chart 15**, the county of vehicle registration generally makes sense for each key commute route. However, the county of vehicle registration for some commute trips seems odd. For instance, three percent of commute trips from Ventura County to Santa Barbara County were registered in Santa Barbara County. This is likely due to the fact that vehicle registration location is not necessarily the home location of the driver or where the trip originated. This could also be due to the methodology used to determine an inferred commute trip, which would not properly account for commuters who work non-typical hours such as night shift workers as their commute pattern is the opposite of the logic used to infer a commute trip.

Chart 15 - County of Vehicle Registration for Inferred Commute Trips



CITY OF VEHICLE REGISTRATION

Table 9 summarizes the city of vehicle registration for all screened license plate numbers that were inferred to be making a commute trip for each of the five key commute routes. Please note that the total column sum does not add up to the total inferred commute trips because only the top cities in each county were included.

TABLE 9 CITY OF VEHICLE REGISTRATION FOR INFERRED COMMUTE TRIPS

| City | San Luis Obispo County to Santa Maria Valley | Santa Maria Valley to San Luis Obispo County | North Santa Barbara County to Santa Barbara | Santa Barbara to Ventura County | Ventura County to Santa Barbara |
|-----------------|--|--|---|---------------------------------|---------------------------------|
| San Luis Obispo | 159 | | | | |
| Grover Beach | 55 | | | | |
| Arroyo Grande | 318 | 32 | | | |
| Nipomo | 784 | 75 | | | |
| Santa Maria | 155 | 1,350 | 576 | | |
| Lompoc | | 24 | 1,196 | | |
| Buellton | | | 158 | | |
| Solvang | | | 406 | | |
| Santa Ynez | | | 370 | | |
| Goleta | | | 44 | 30 | |
| Santa Barbara | | | 170 | 856 | 44 |
| Carpinteria | | | | 332 | 23 |
| Ojai | | | | | 98 |
| Ventura | | | | | 1,148 |
| Oxnard | | | | | 685 |
| Camarillo | | | | | 162 |
| Los Angeles | | | | | 20 |
| Total | 1,471 | 1,481 | 2,920 | 1,218 | 2,180 |

Source: Fehr & Peers, 2016.





They key findings from the city of vehicle registration analysis are shown in **Chart 16 through Chart 18**, which summarize the answers to key questions that were answered using the city of vehicle registration data.

Chart 16 - Where do Santa Maria Residents Commute to?

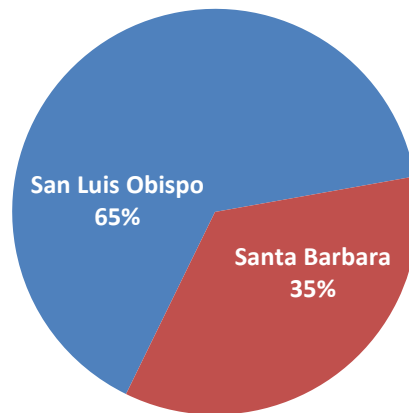


Chart 17 - Where do North Santa Barbara County to South Santa Barbara County commuters live?

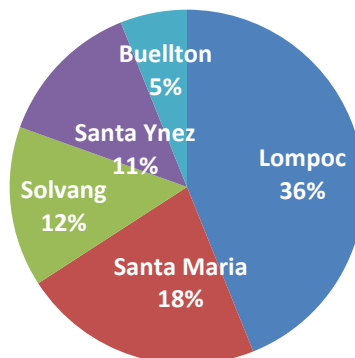
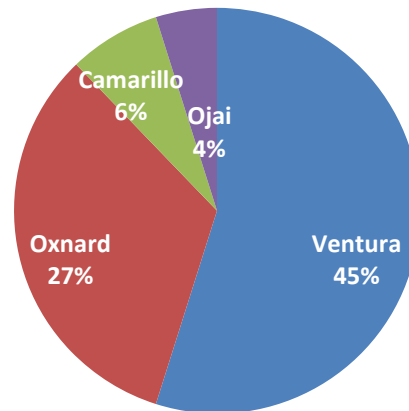




Chart 18 - Where do Ventura County to South Santa Barbara County commuters live?



Key Finding: 65 percent of Santa Maria residents who commute outside the city are traveling to San Luis Obispo County.

Key Finding: 36 percent of North Santa Barbara County to Santa Barbara commuters are coming from the City of Lompoc.

Key Finding: 45 percent of Ventura County to Santa Barbara commuters are coming from the city of Ventura.

LICENSE PLATE ANALYSIS LIMITATIONS

As discussed in **Table 1**, license plate analysis is only able to provide vehicle registration location and locations where the vehicle has traveled, neither of which are necessarily the home location or origin of the trip. It is possible however to use this information to infer not only a more specific travel pattern but to infer trip purpose as well. The data is still unable to provide information regarding trip frequency, characteristics of travel, or demographics but does provide the necessary information to conduct a mail survey to obtain more detailed trip making and demographic information for a relatively small sample of observed trips that can be extrapolated to the entire population of observed trips.





USER MAIL SURVEY

A user mail survey involves the gathering of unique license plate numbers which are then matched to a DMV database of addresses of license plate owners (all of the license plate and address information was destroyed after use for this survey). Typically, short survey questionnaires are implemented by mailer and responses are entered into a database for analysis. The respondent data can then be used to evaluate information about the origin and destination of the observed trip, the trip purpose, and the demographic characteristics of the driver and their household, data not provided by vehicle classification count data, license plate analysis, or mobile device data.

User mail surveys obtain a relatively small sample of very detailed trip making and demographic data

A mail-based survey of US 101 users was conducted for this study to gather travel behavior and origin-destination data for inferred commuters that were observed making trips along the five key commute routes. To increase the survey response rate, there was an incentive for returning a completed survey.

MAIL SURVEY

In order to obtain information about the origins and destinations of the observed vehicle trips, as well as information regarding trip purpose, trip frequency, and demographic characteristics of the driver and their household, a mail survey was conducted using a survey instrument reflecting the California Household Travel Survey (CHTS) questionnaire and input from SBCAG, SLOCOG, VCTC, and Caltrans,.

MAIL SURVEY SAMPLE SIZE

Normally, the number of random samples to survey is determined by a calculation of the sample size needed to obtain a statistically significant sample of usable surveys based on the number of unique license plate numbers, observed traffic volumes at individual survey data locations, and experience on survey response rates. A 95% overall confidence level and 10% confidence interval are normally used along with an assumed two to four percent response rate to determine the mail survey sample size.

However, since the focus of the study was on transportation movements of commuters along five key commute routes, the population was not the 114,348 total observed vehicles or 37,419 screened license





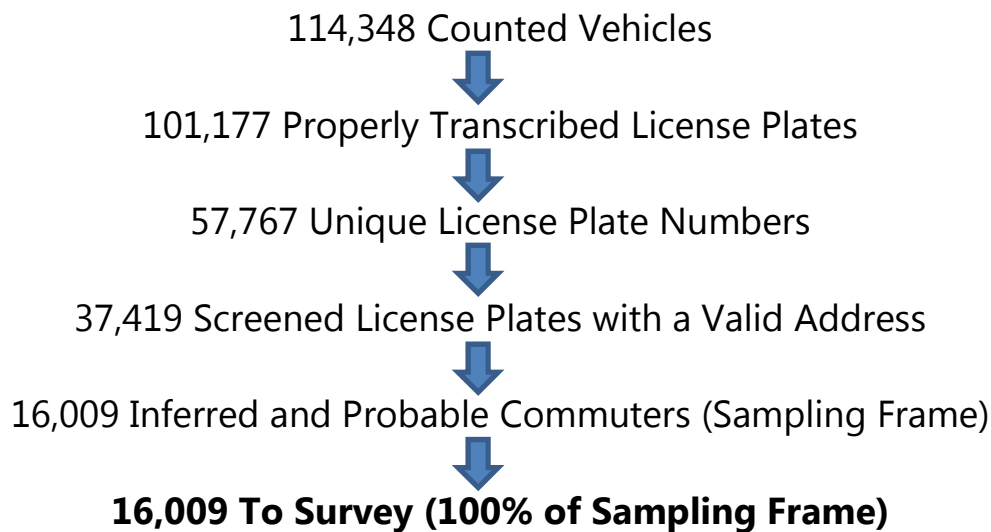
plate numbers with a valid address. If it were, only a small percentage of the population would be sampled due to budget constraints.

Instead, the screened list of unique license plate numbers with a valid address served as the basis for deriving the population. Addresses of inferred commuters were kept, along with addresses of single observation vehicles that were observed during commute times with a vehicle registration location in a city where other inferred commuters were registered. These vehicles were tagged as "probable commuters." The resulting population of inferred and probable commuters was determined to be 16,009 vehicles, all of which were sent a survey.

All observed inferred and probable commuters on U.S. 101

It is important to note that the actual population differs from what was derived partially due to only 88% of license plates being properly transcribed but also due to other factors such as the knowledge that vehicle registration location is not necessarily the home or starting location of observed trips.

Below is an illustration of how the population and sample to survey were derived.





MAIL SURVEY INSTRUMENT

A separate survey instrument was developed for each of the three regions included in the study. All three mail survey instruments were developed to reflect the CHTS questionnaire along with input from SBCAG, SLOCOG, VCTC, and Caltrans, and contained questions including but not limited to: origin and destination of the trip, trip purpose, work schedule, mode of travel, number of vehicles available in the household, number of workers, household income, household size, age of driver, and education level. Each of the three mail survey instruments also included a unique question specific to the region.

For the questions regarding the origin and destination of the trip, the survey instrument allowed for the specification of an intersection near the home and workplace to make it easier on the survey participants. Additionally, the questions regarding the purpose of the trip provided multiple choices that included standard trip purposes such as home-based work and home-based other with the trip purposes rephrased to be more understandable to the survey participants.

A one-page paper survey with a business reply envelope was used in an effort to increase the response rate, as the paper version provided a convenient way for participants to complete the survey and mail it to SBCAG free of charge. Fehr & Peers staff, acting as mock survey participants, was able to complete the paper version of the survey in less than two minutes. The completed surveys were then entered by SBCAG staff into a database.

Table 10 summarizes the number of surveys mailed by region. The user surveys are provided in **Appendix C**.

TABLE 10 SURVEYS MAILED BY REGION

| Region | Count | Percent of Total |
|---------|--------|------------------|
| North | 5,826 | 36% |
| Central | 3,940 | 25% |
| South | 6,243 | 39% |
| Total | 16,009 | 100% |

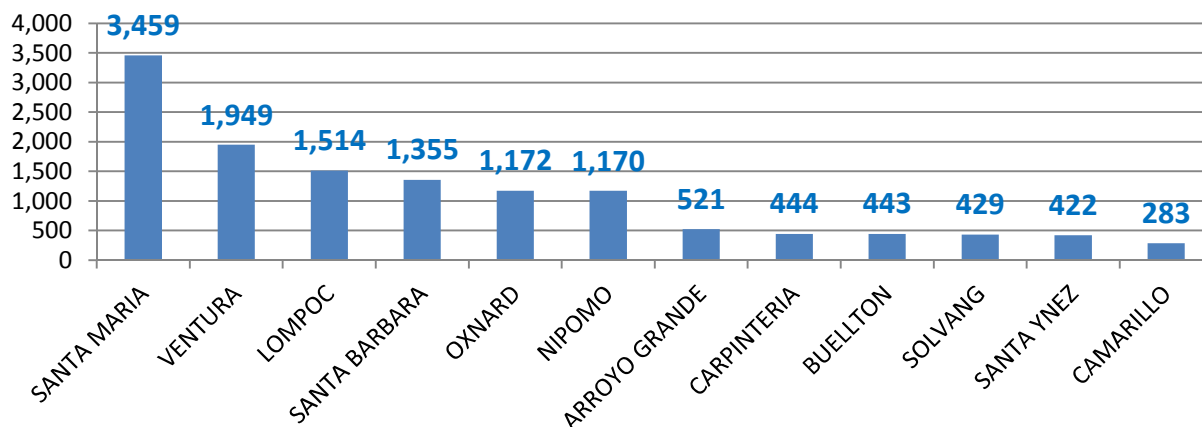
Source: Fehr & Peers, 2016.





Chart 19 illustrates the top twelve cities surveys were mailed to.

Chart 19 - Top 12 Cities Surveys Mailed To



MAIL SURVEY RESPONSES

A total of 1,355 surveys were completed with roughly 92% of respondents answering all questions. The most common unanswered questions were in regards to education level and household income. The response rate for the survey was approximately 8.5%, a much higher response rate than anticipated and well within the desired 95% overall confidence level and 10% confidence interval.

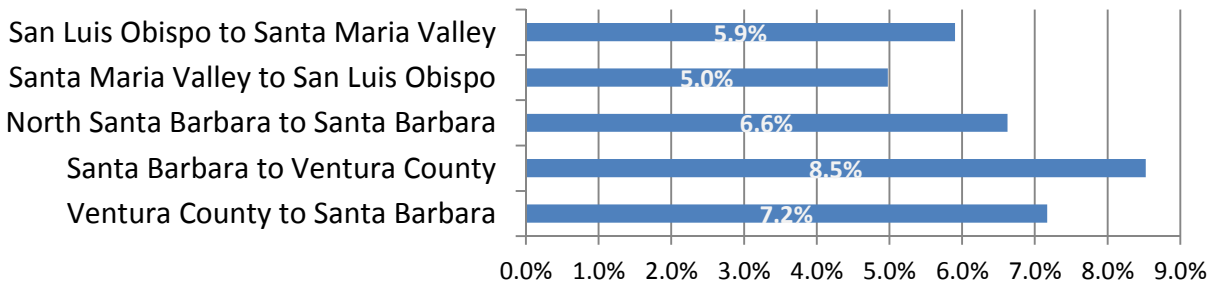
1,355 surveys were completed with a response rate of 8.5%

The response rate for commuters for each of the five key commute routes is illustrated in **Chart 20**. As shown in **Chart 20**, a higher response rate was observed in the South region, likely due to more congested conditions increasing the willingness of commuters to complete the survey. Note that the response rate for commuters for each commute route is generally lower than the overall response rate of 8.5 percent. This is due to the fact that only 1,047 of the 1,355 completed surveys indicated their trip purpose as home-based work, the target population of the mail survey.





Chart 20 - Commuter Response Rate by Commute Route



MAIL SURVEY RESPONSE DATA

The user mail survey responses to all 16 questions for all 1,355 completed surveys are provided in **Appendix C** along with a detailed summary of the results that focuses on the differences between responses from the three regions. The number of user mail survey responses by region is summarized in **Table 11**.

TABLE 11 RESPONSES BY REGION

| Region | Surveys Mailed | Responses | Response Rate | Percent of Total Responses | Commuter Responses | Percent of Commuter Responses |
|---------|----------------|-----------|---------------|----------------------------|--------------------|-------------------------------|
| North | 5,826 | 382 | 6.6% | 28% | 243 | 24% |
| Central | 3,940 | 358 | 9.1% | 27% | 287 | 28% |
| South | 6,243 | 615 | 9.9% | 45% | 491 | 48% |
| Total | 16,009 | 1,355 | 8.5% | 100% | 1,021 | 100% |

Source: Fehr & Peers, 2016.

Below is a bulleted summary of the responses to the region-specific questions.

- 12 percent of respondents from the South region said they changed their mode of travel from drive-alone to carpool with the addition of the U.S. 101 high-occupancy vehicle (HOV) lane.
- 30 percent of respondents in the North region said they were aware of the RTA Route 10 bus service.

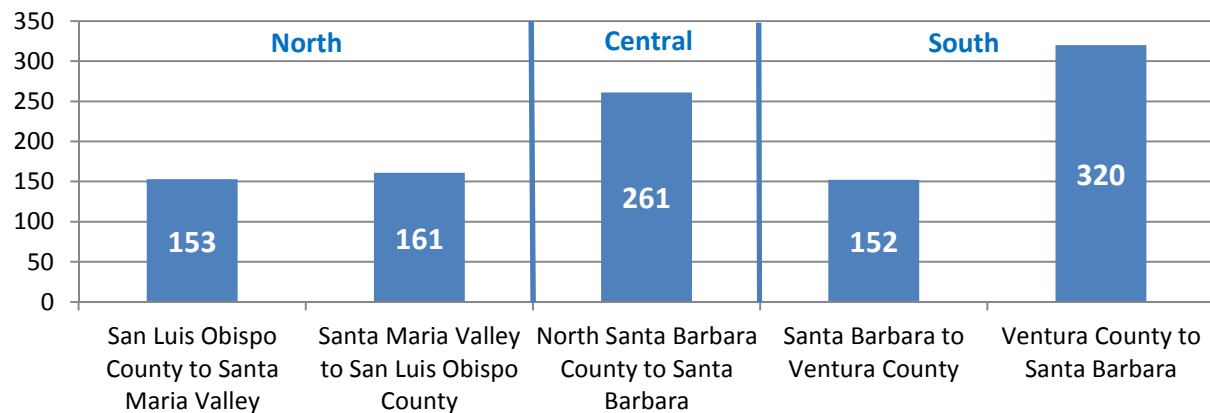




- 89 percent of respondents in the Central region said they were aware of the Clean Air Express Commuter Bus Service.

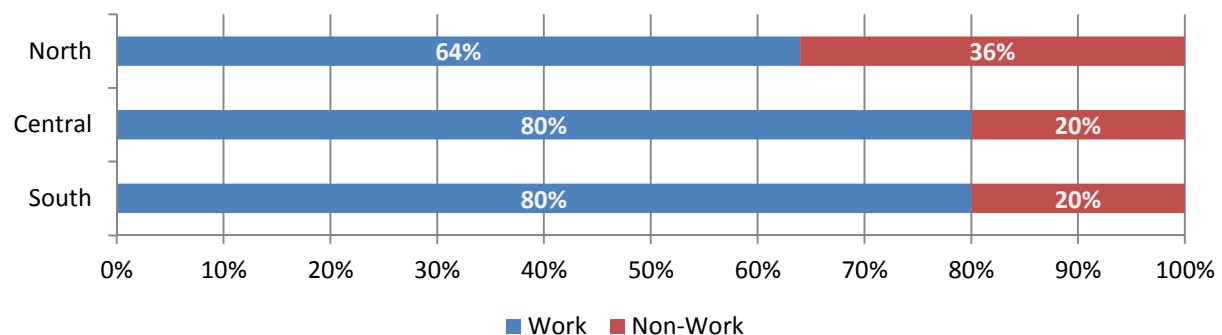
Additional key takeaways from the user mail survey responses are illustrated in **Chart 21** through **Chart 28**.

Chart 21 - Comparison of Key Commute Patterns based on Mail Survey Responses



As shown in **Chart 21**, the largest flow of commuter vehicles along U.S. 101 is between Ventura County and Santa Barbara, with the smallest flow of commuter vehicles between Santa Barbara and Ventura County. These results are similar to the results from the vehicle classification counts.

Chart 22 - Trip Purpose by Region

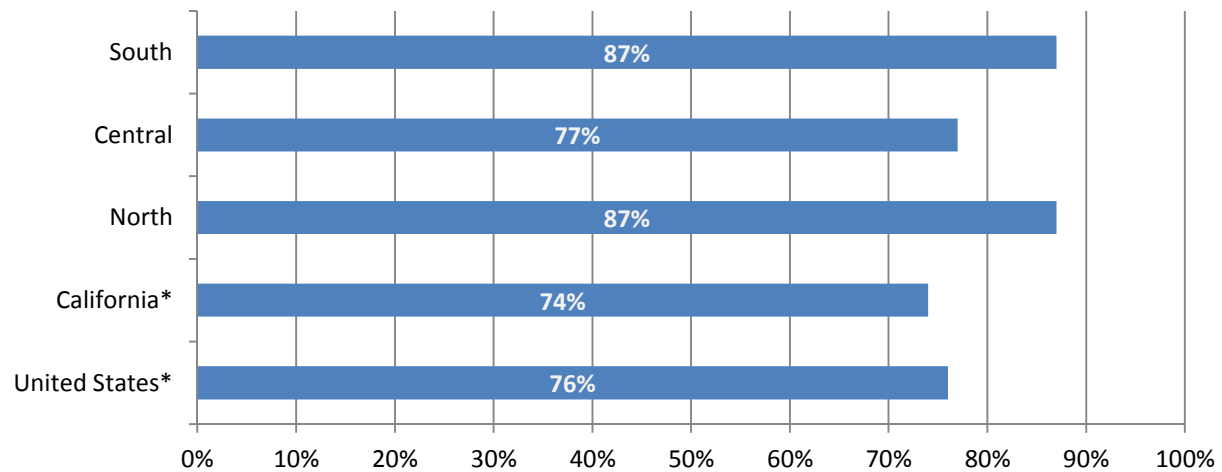


As show in **Chart 22**, a higher percentage of non-work trips occur in the North region than in the Central or South regions.



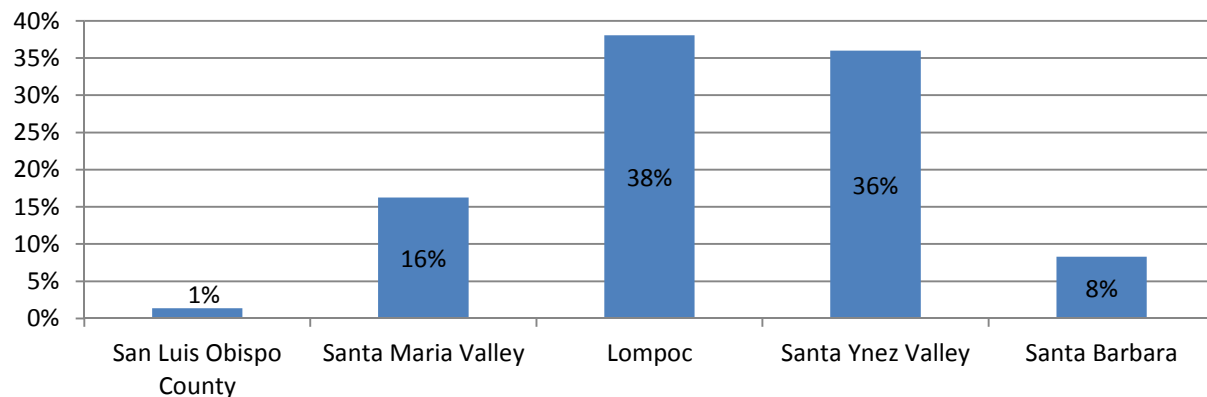


Chart 23 - Drive Alone Trips



As shown in **Chart 23**, survey results suggest all three regions have a higher drive alone percentage than the national and state average, although it is important to note that the state and national figures are for all commuters, while the survey respondents are long distance regional commuters, who are far more likely to drive due to the absence of some alternative mode options available (i.e., rail, bike, walk, limited transit). In addition, the drive alone figures in **Chart 23** are overstated as the 5-10% of the commute market in the Central and South region that use transit (*Clean Air Express* in the Central region and *Coastal Express* in the South region) were not included in the mail survey.

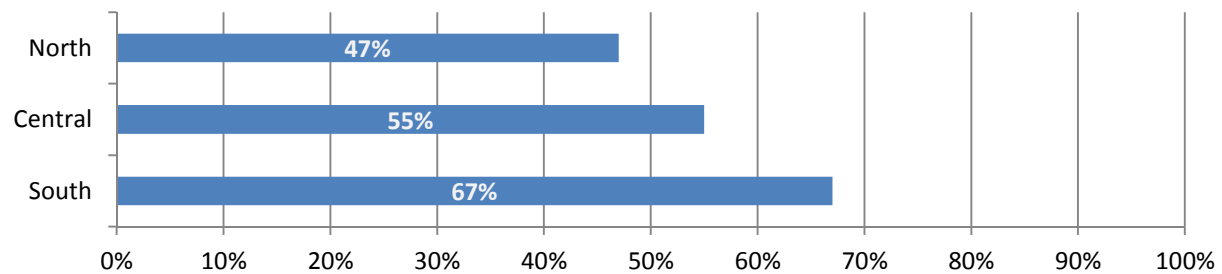
Chart 24 - Home Location for North Santa Barbara County to South Santa Barbara County Commuters





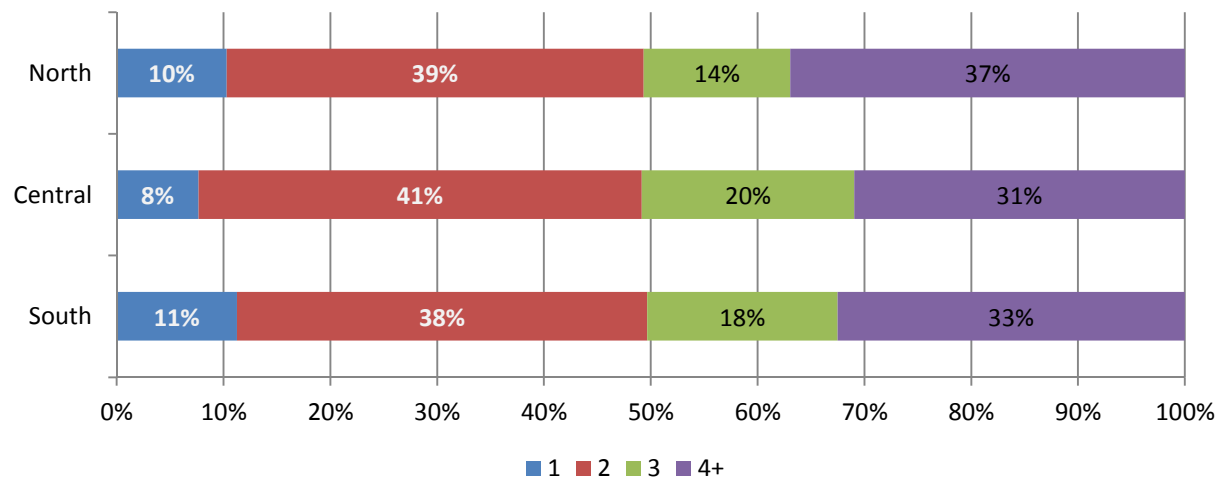
As shown in **Chart 24**, 38% of North Santa Barbara County to Santa Barbara commuters indicated their home location was in the City of Lompoc with 36% indicating their home location was in the Santa Ynez Valley.

Chart 25 - Income Over \$75,000



As shown in **Chart 25**, the percent of households with an income over \$75,000 ranges from 47% in the North region to 67% in the South region.

Chart 26 - Household Size

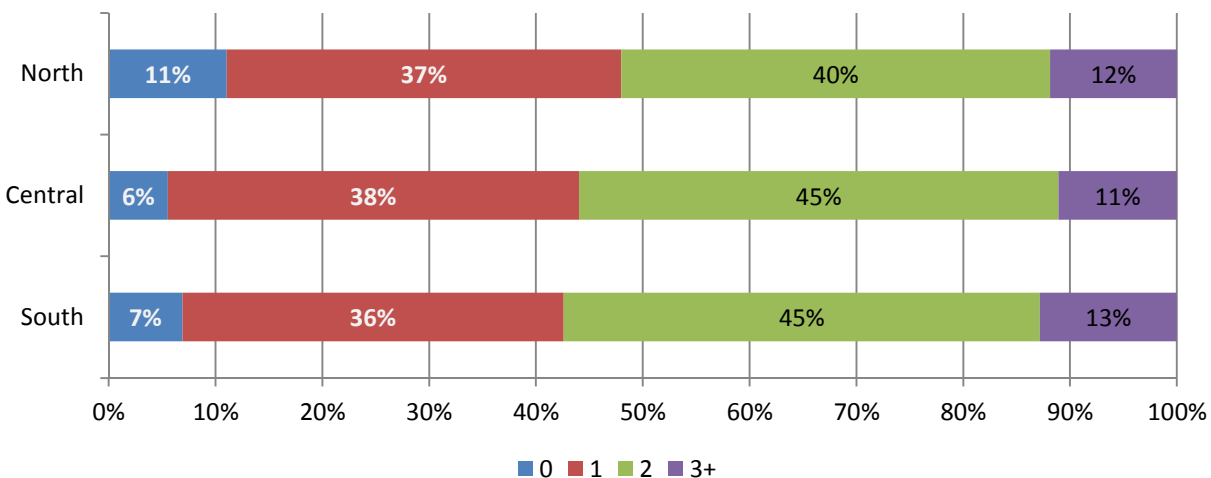


As shown in **Chart 26**, roughly ten percent of households are single person households while roughly 40 percent of households are two-person households.



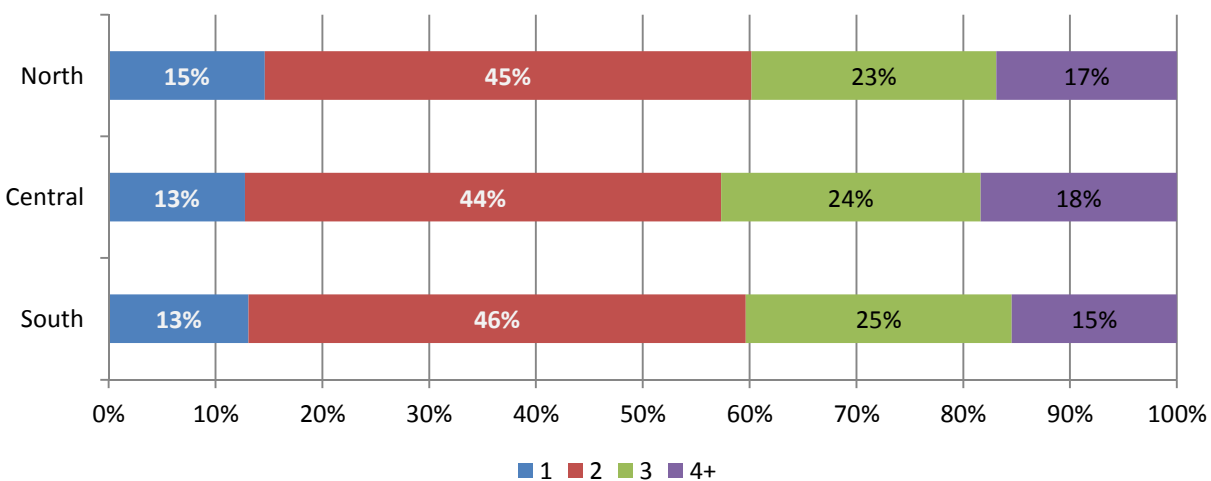


Chart 27 - Workers in Household



As shown in **Chart 27**, roughly 45 percent of households have two workers while roughly 12% of households have three or more workers.

Chart 28 - Vehicles in Household



As shown in **Chart 28**, roughly 45 percent of households have two vehicles while roughly 40% of households have three or more vehicles.





MAIL SURVEY LIMITATIONS

As with all user-input surveys, certain data limitations exist that should be taken into consideration before working with the raw or analyzed data as these types of surveys are prone to human error during the data collection process as well as from the survey responders who may misinterpret the questions. Despite these limitations, mail surveys play a pivotal role in any travel behavior study as they provide one of the only methods for gathering detailed demographic and trip making information.





MOBILE DEVICE DATA

Mobile devices such as cell phones and GPS units (in cars, on phones, and handheld units) frequently communicate with the mobile network, both during use (on a call or sending/receiving text or data) and in idle mode. INRIX and StreetLight Data are both firms that specialize in mobile device data and are able to collect and analyze this information while the device is in use to record the anonymous location (ensuring user privacy) and movement of mobile devices (and thus the population of mobile users) on the roadway network, both in real-time and over almost any designated time period, based on this mobile signaling data.

In order to infer the travel patterns and trip making characteristics of the mobile devices, such as the origin and destination of individual trips as well as the purpose of those trips, StreetLight Data obtained from INRIX movement and usage patterns over a 61-day period from April 1, 2015 to May 31, 2015 for the entire State of California in order to determine the activity patterns of mobile GPS devices moving around the state. Collecting data over such a long period of time provides a very large sample size of real-world observed origin-destination data inferred by computer algorithms. This data differs from origin-destination data collected as part of the other data collection methods as it provides the actual origin and destination of the trip, rather than the vehicle registration location or locations where the vehicle was observed.

StreetLight Data then uses algorithms to create trip distribution tables by first identifying mobile devices which were seen in a single zone multiple times over a specified time interval and subsequently seen in a different zone multiple times over a specified time interval. All of the sightings for the mobile device in a single zone over this specified time interval are then combined to create an "Origin-Destination Point." The "Origin-Destination Points" of each mobile device are then paired to create a table of trips with origin and destination coordinate points as well as the observed time period.

STREETLIGHT DATA ORIGIN-DESTINATION DATA

The table of trips provided by StreetLight Data was derived from approximately 48 million indexed "Origin-Destination Points." The "Origin-Destination Points" of each mobile device were then paired to create a table of trips with origin and destination coordinate points by day of week, time of day, and vehicle type (personal automobile and commercial vehicle). These trips were then "tagged" to a pre-determined geographic layer based on their origin and destination coordinate points.

Dataset: 48 million indexed "Origin-Destination Points"





For the Central Coast Origin-Destination Survey, the starting point was the local travel demand model's traffic analysis zone (TAZ) system to which refinements were made based on input from SBCAG, SLOCOG, VCTC, and Caltrans. The final geographic layer included 157 TAZs as shown on **Figure 5**.

The team developed a zone system with 157 zones based on the SBCAG Travel Model TAZ system

The resulting origin-destination trip tables provide the number of trips for each TAZ to TAZ origin-destination pair for all types of trips that occur within the Central Coast. The data is provided in a format nearly identical to that produced by a travel demand model which allows for comparison and integration with the SBCAG model. Trips were stratified as described below.

- Day Type – average day, average weekday (Monday to Thursday), average weekend day (Saturday to Sunday)
- Day Part - same as vehicle classification counts, including Early AM, AM Peak Period, Mid-Day, PM peak period, Late-Night, and Daily
- Vehicle type - personal automobile and commercial vehicles

RELATIVE RATHER THAN ABSOLUTE TRIPS

Due to privacy concerns, the indexed trip values in the origin-destination trip tables described above represent “relative” rather than “absolute” trips. In other words, the tables do not provide the total number of trips that occur on a daily basis but provide the relative relationship of trips from each TAZ to every other TAZ. Therefore, the mobile device data trip tables were used as a starting point due to their large sample size and high level of confidence in the GPS origin-destination data and data from the other three data collection methods was used to refine the origin-destination trip tables to represent a single day of absolute data as described below.

- Vehicle classification counts – used to develop control totals to factor the relative trips in order to obtain absolute trips
- License plate analysis – used to help refine origin-destination data
- User mail survey – used to help further refine origin-destination data

The resulting trip tables represent a single meaningful dataset of all data collected as part of the Central Coast Origin-Destination Survey.



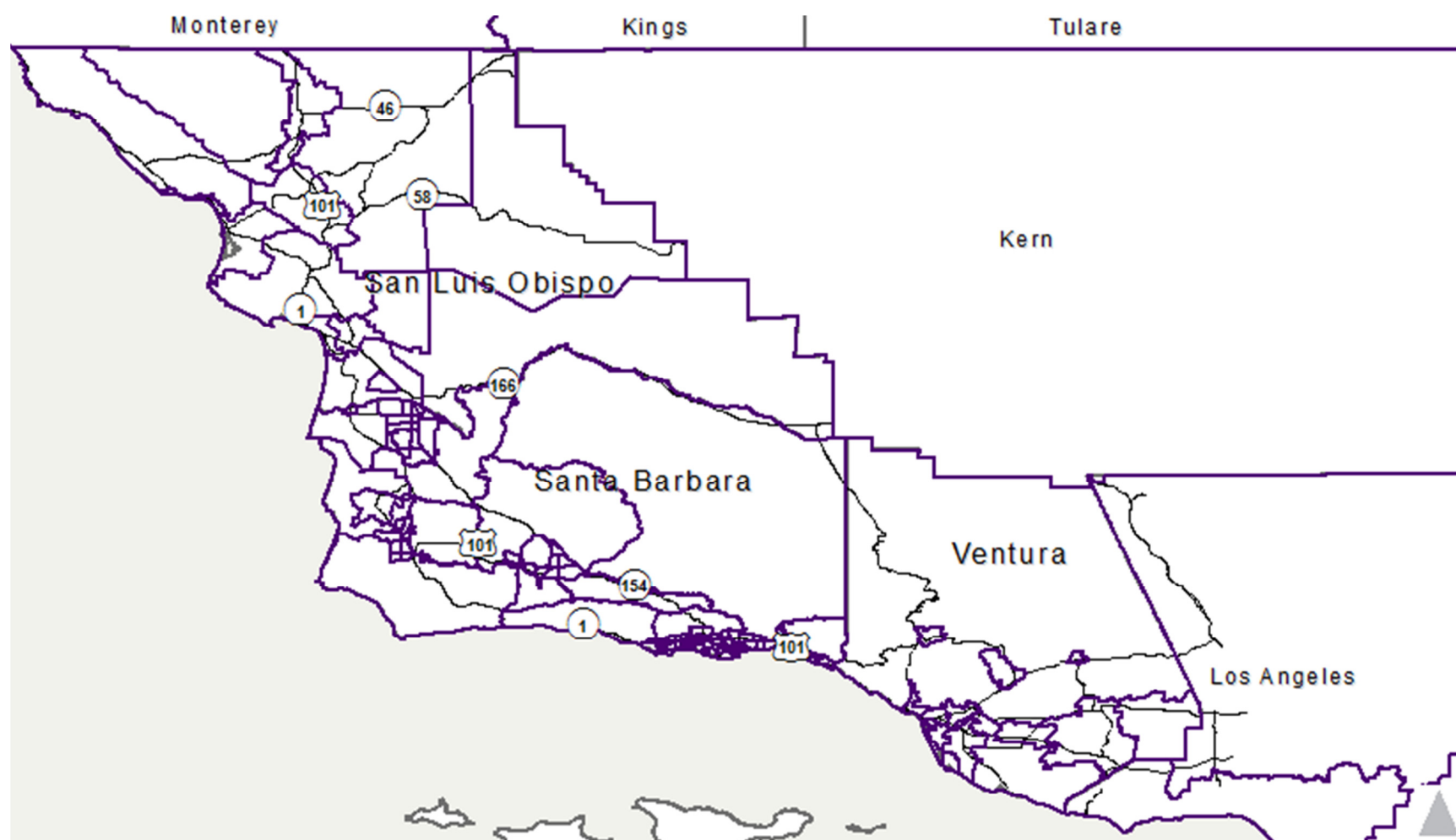


Figure 5
Final Geographic Layer

FINAL ABSOLUTE ORIGIN-DESTINATION TRIP TABLES

The final absolute origin-destination trip tables for personal automobile and commercial vehicle trips for an average day, average weekday (Monday to Thursday), and average weekend day (Saturday to Sunday) are provided in tabular format in **Appendix D**. The three types of trip tables provided are described below.

Origin-Destination Trip Tables

Origin-destination trip tables provide the number of trips between each TAZ in the geographic layer to every other TAZ in the geographic layer. Each trip table provides 24,649 (157 TAZs by 157 TAZs) possible TAZ pairs where each TAZ pair provides the number of trips originating in the corresponding row TAZ that travel to the corresponding column TAZ. This allows for in-depth analysis of the origin-destination data as it allows the user to understand micro-level travel patterns between zones in Santa Barbara, San Luis Obispo, and Ventura counties. However, this data format also allows for the data to be aggregated to user-specified geographies for understanding and visualization of more macro-level travel patterns. For example, the average weekday (Monday to Thursday) AM peak period, PM peak period, and daily data was aggregated at the county-level to illustrate the travel flows within the Central Coast and to/from nearby counties. The travel flows are presented in **Table 12 through Table 14**.

TABLE 12 AM PEAK PERIOD COUNTY-TO-COUNTY FLOWS

| County | North Santa Barbara | San Luis Obispo | Ventura | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara | Total |
|----------------------|---------------------|-----------------|---------|--------------|---------|----------------------|-------------|---------------------|------------|
| North Santa Barbara | 70,453 | 8,215 | 1,312 | 96 | 40 | 0 | 1,084 | 5,967 | 87,167 |
| San Luis Obispo | 8,532 | 115,363 | 322 | 1,828 | 392 | 56 | 232 | 554 | 127,277 |
| Ventura | 881 | 249 | 511,759 | 19 | 350 | 58 | 50,191 | 10,958 | 574,465 |
| AMBAG Region | 94 | 1,398 | 0 | 266,833 | 217 | 672 | 0 | 19 | 269,232 |
| Kern | 19 | 154 | 390 | 98 | 364,853 | 3,494 | 5,449 | 151 | 374,608 |
| San Joaquin Counties | 0 | 175 | 56 | 1,007 | 3,592 | 834,514 | 612 | 0 | 839,957 |
| Los Angeles | 966 | 311 | 37,443 | 38 | 6,673 | 1,105 | 16,688,791 | 3,334 | 16,738,661 |
| South Santa Barbara | 2,713 | 474 | 4,007 | 115 | 75 | 0 | 3,067 | 145,541 | 155,993 |
| Total | 83,658 | 126,339 | 555,290 | 270,033 | 376,191 | 839,900 | 16,749,426 | 166,523 | 19,167,359 |

Source: Fehr & Peers, 2016.



TABLE 13 PM PEAK PERIOD COUNTY-TO-COUNTY FLOWS

| County | North Santa Barbara | San Luis Obispo | Ventura | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara | Total |
|----------------------|---------------------|-----------------|----------------|----------------|----------------|----------------------|-------------------|---------------------|-------------------|
| North Santa Barbara | 116,165 | 10,465 | 1,282 | 292 | 0 | 19 | 768 | 4,631 | 133,622 |
| San Luis Obispo | 10,853 | 213,456 | 326 | 2,118 | 215 | 177 | 386 | 932 | 228,462 |
| Ventura | 1,269 | 211 | 886,237 | 19 | 254 | 19 | 51,529 | 6,003 | 945,541 |
| AMBAG Region | 169 | 2,648 | 38 | 483,540 | 58 | 691 | 19 | 113 | 487,277 |
| Kern | 19 | 233 | 350 | 58 | 595,576 | 4,106 | 8,804 | 19 | 609,166 |
| San Joaquin Counties | 0 | 213 | 0 | 889 | 3,297 | 1,402,118 | 1,342 | 0 | 1,407,858 |
| Los Angeles | 872 | 269 | 60,153 | 19 | 6,752 | 810 | 27,641,933 | 2,982 | 27,713,790 |
| South Santa Barbara | 7,642 | 687 | 11,627 | 38 | 0 | 0 | 3,863 | 300,929 | 324,788 |
| Total | 136,989 | 228,183 | 960,014 | 486,972 | 606,152 | 1,407,939 | 27,708,644 | 315,610 | 31,850,503 |

Source: Fehr & Peers, 2016.

TABLE 14 DAILY COUNTY-TO-COUNTY FLOWS

| County | North Santa Barbara | San Luis Obispo | Ventura | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara | Total |
|----------------------|---------------------|-----------------|------------------|------------------|------------------|----------------------|-------------------|---------------------|-------------------|
| North Santa Barbara | 363,012 | 35,824 | 4,353 | 678 | 58 | 96 | 3,926 | 19,689 | 427,635 |
| San Luis Obispo | 35,717 | 649,907 | 1,141 | 7,122 | 1,132 | 388 | 1,158 | 2,660 | 699,224 |
| Ventura | 4,144 | 879 | 2,601,285 | 75 | 1,011 | 96 | 172,274 | 27,655 | 2,807,419 |
| AMBAG Region | 531 | 7,514 | 56 | 1,445,785 | 431 | 2,706 | 38 | 226 | 1,457,286 |
| Kern | 75 | 796 | 1,457 | 491 | 1,822,977 | 15,695 | 26,713 | 264 | 1,868,469 |
| San Joaquin Counties | 56 | 757 | 94 | 3,711 | 15,299 | 4,330,487 | 3,711 | 19 | 4,354,135 |
| Los Angeles | 4,163 | 1,165 | 165,765 | 134 | 27,599 | 4,182 | 81,696,858 | 14,068 | 81,913,934 |
| South Santa Barbara | 19,591 | 2,773 | 27,339 | 247 | 169 | 19 | 13,948 | 867,641 | 931,727 |
| Total | 427,289 | 699,616 | 2,801,491 | 1,458,242 | 1,868,677 | 4,353,668 | 81,918,624 | 932,222 | 94,459,829 |

Source: Fehr & Peers, 2016.





The information presented in **Table 12 through Table 14** indicates the types of trips that are occurring within the region. Below is a summary of information that was obtained from the aggregated origin-destination trip pairs presented in **Table 14**.

Key Finding: 4,663,610 daily trips start AND end with Santa Barbara, San Luis Obispo, or Ventura counties (total Central Coast trips).

Key Finding: 399,403 (8 percent of total Central Coast trips) of daily trips start OR end in Santa Barbara, San Luis Obispo, or Ventura counties.

Key Finding: 1,269,933 daily trips start AND end within Santa Barbara County (total Santa Barbara County trips).

Key Finding: 179,007 (12 percent of total Santa Barbara County trips) daily trips start OR end in Santa Barbara County (Santa Barbara inter-county trips).

Key Finding: 4,647 (2.5 percent of Santa Barbara inter-county trips) daily trips pass-through Santa Barbara County without making a stop.

The information presented in the origin-destination trip tables can also be used to determine the destination of trips originating in any of the 157 zones. For instance, **Figure 6** shows the destination of trips that originate in a zone that contains downtown Santa Barbara. **Figure 7** shows the destination of trips that originate in a zone that contains the University of California at Santa Barbara. **Figure 8** shows the destination of trips that originate in a zone that contains the corporate park at the corner of Storke Road and Hollister Avenue in Goleta.

“Select-Link” Origin-Destination Trip Tables

“Select-link” origin-destination trip tables are very similar to the origin-destination trip tables described above except that they provide the number of trips between each TAZ in the geographic layer to every other TAZ in the geographic layer that travel through a selected roadway link. Each trip table still provides 24,649 (157 TAZs by 157 TAZs) possible TAZ pairs but a separate trip table is provided for each “select-link” location, effectively providing three points of travel for each TAZ pair. The origin location is provided by the corresponding row TAZ, the roadway location the trip traveled through is provided by the “select-link” location, and the destination location is provided by the corresponding column TAZ.



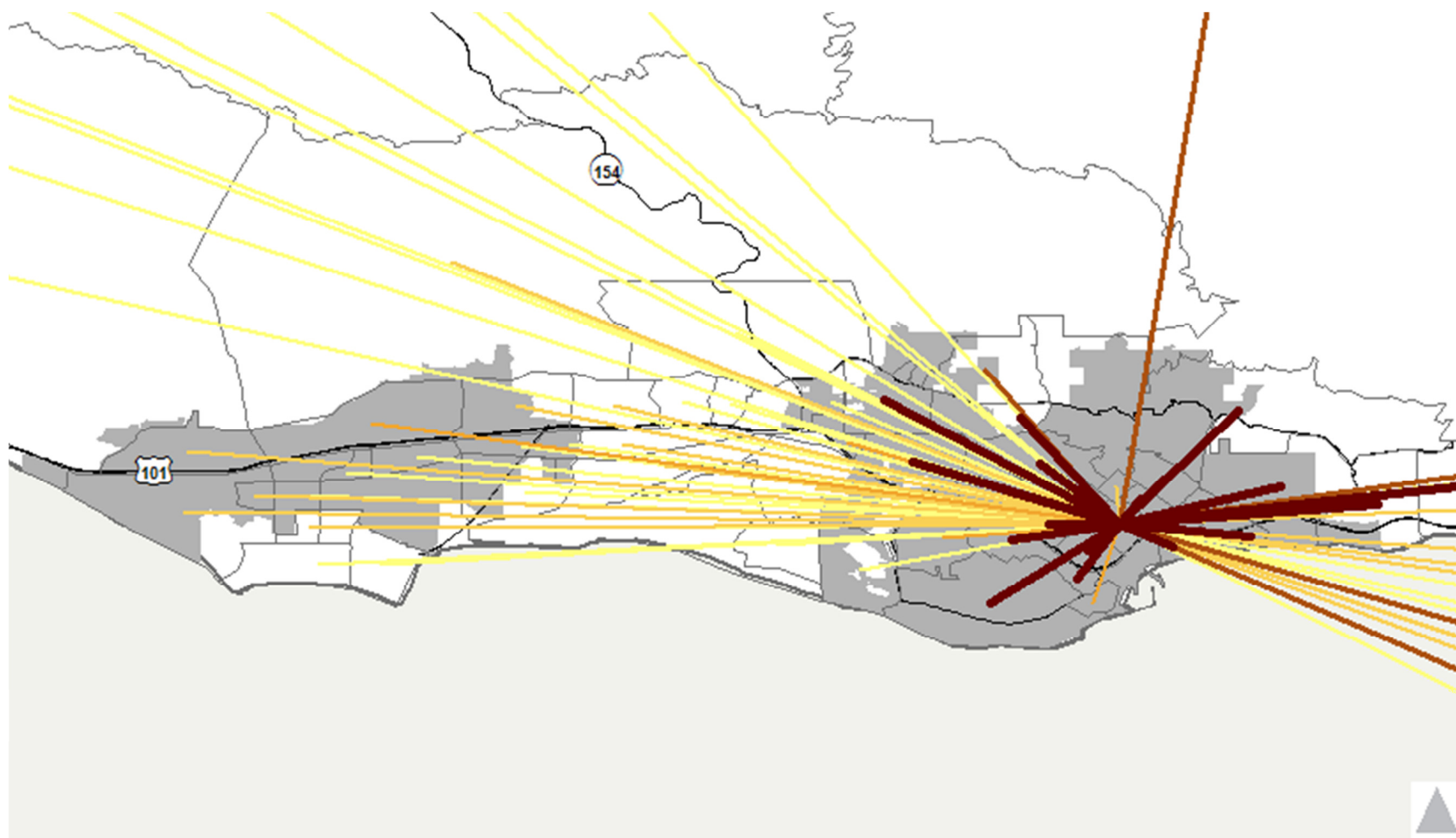


Figure 6

Destination of Trips from Downtown Santa Barbara



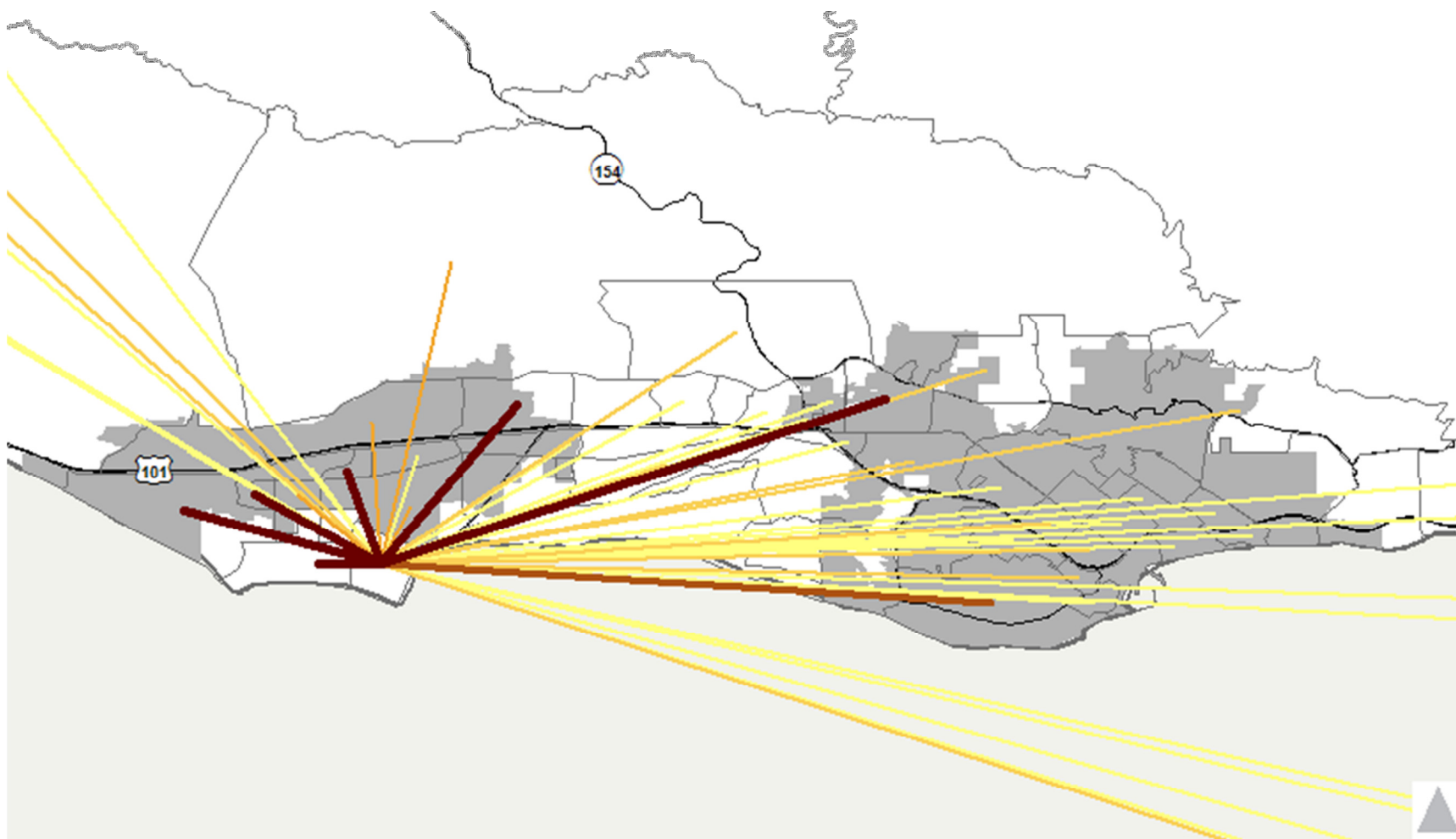


Figure 7
Destination of Trips from UC Santa Barbara

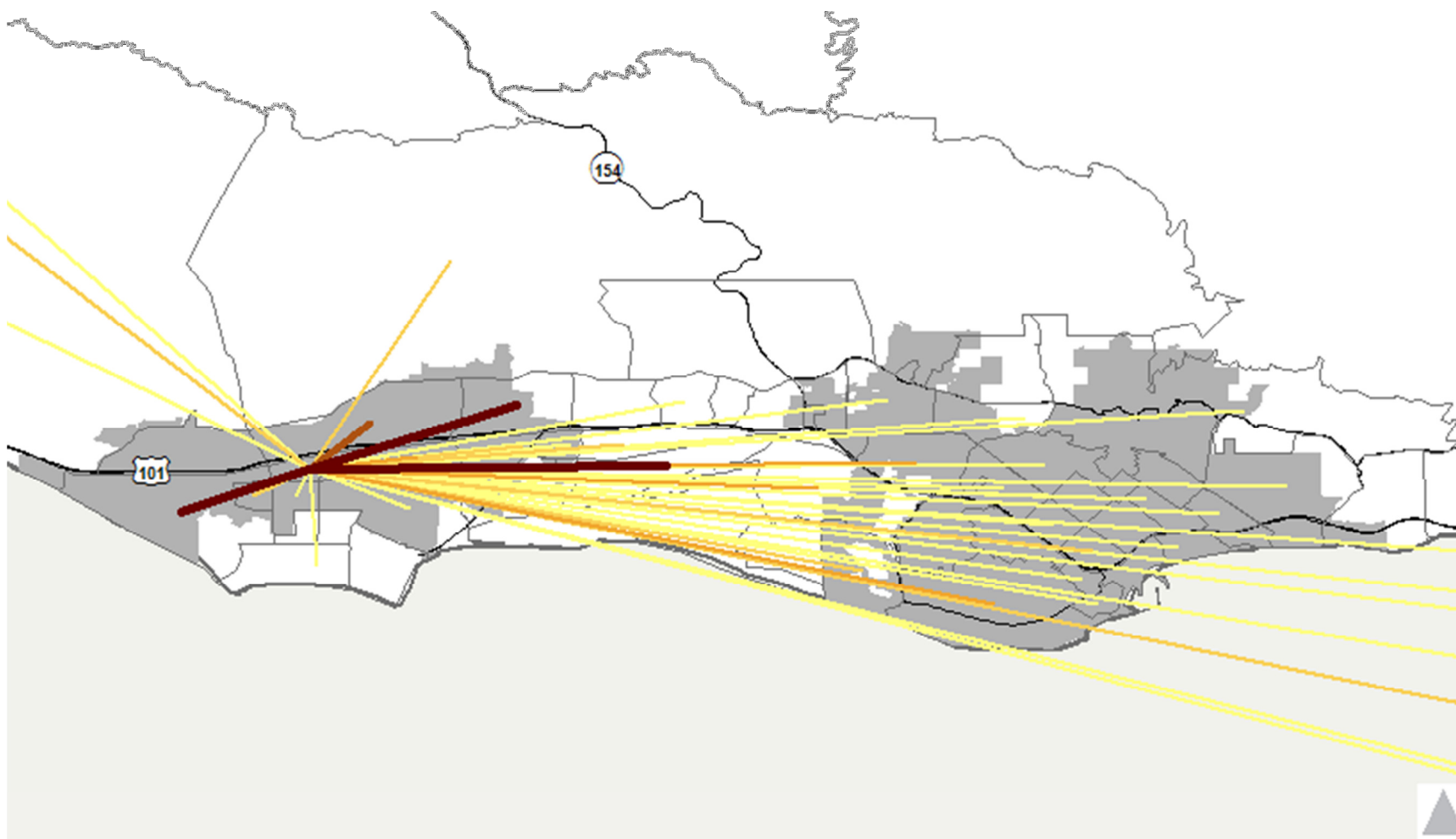


Figure 8
Destination of Trips from a Corporate Park in Goleta



As with the origin-destination trip tables, this allows for in-depth analysis of the origin-destination data as it allows the user to understand micro-level travel patterns between zones in the Central Coast. This data format also allows for the data to be aggregated to user-specified geographies for understanding and visualization of more macro-level travel patterns.

The “select-link” locations chosen for this project were the 15 survey data locations, for which vehicle classification count data provides the control data to factor the data from relative to absolute values. Once factored, the trips tables are able to provide the origin zone and destination zones for all trips that were counted during the vehicle classification count data collection effort. The results were then compared to license plate analysis and user mail survey data to ensure the reasonableness of the data.

“Home” and “Work” Zone Trip Tables

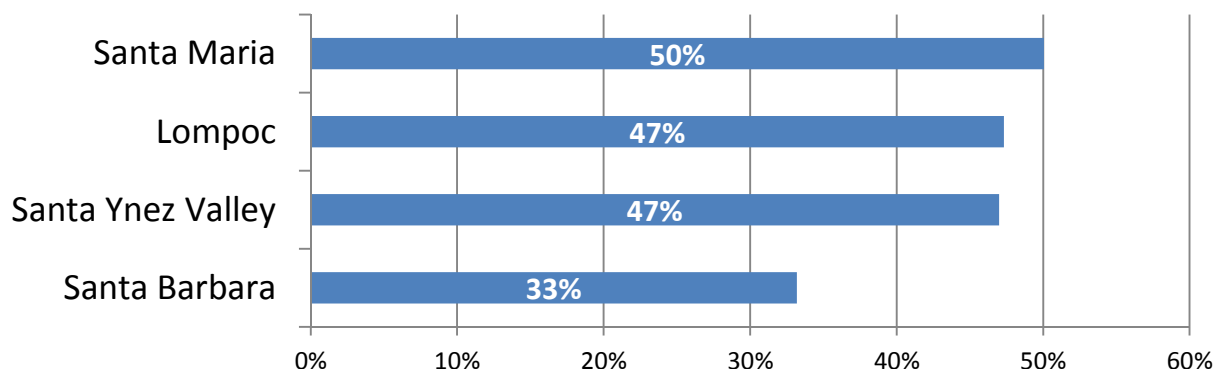
In order to determine the “Home” and “Work” zone of commuters within the Central Coast, StreetLight Data obtained from AirSage movement and usage patterns over the same 61-day period from April 1, 2015 to May 31, 2015 that INRIX movement and usage patterns were obtained for. However, the data was analyzed by StreetLight Data to determine the “Home Zone” and the “Work Zone” for each mobile device rather than the origin and destination of trips the devices made. For instance, a “Home Zone” was designated if a particular device spent a majority of nighttime hours (i.e. 9 PM to 6 AM) at a specific location, whereas a “Work Zone” was designated if a particular device spent a majority of daytime hours (i.e. 8 AM to 5 PM) at a specific location over the 61-day period.

The data was then tagged to 21 “Home” and 29 “Work” zones designated by SBCAG staff to determine the commute interaction between the “Home” and “Work” zones. By overlapping “Home” and “Work” zones it was possible not only to determine where commuters work who live in a specific area and where commuters live who work in a specific area, but also the percentage of workers who commute outside the area they live. As shown in **Chart 29**, the percent of workers who commute outside the area they live ranged from 50 percent in Santa Maria to 33 percent in Santa Barbara. An analysis of all workers who lived in one of the 21 “Home” zones indicated that 32 percent worked outside the area they lived. Detailed “Home” and “Work” zone data for all 21 “Home” and 29 “Work” zones is provided in **Appendix D**.





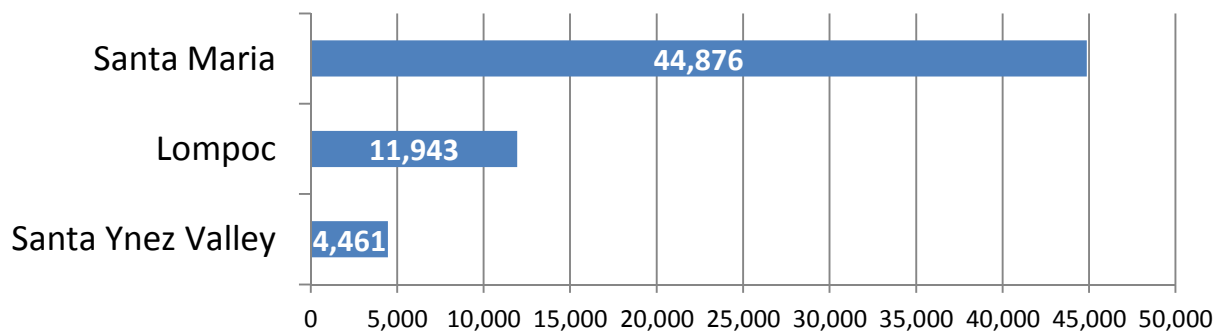
Chart 29 - Percent of Workers who Commute Outside the Area



Key Finding: 32 percent of ALL analyzed workers worked outside their geographic area.

Chart 30 provides a summary of the number of workers analyzed for three key areas of the Central Coast.

Chart 30 - Number of Workers Analyzed



TRAVEL MODEL COMPARISON

Starting with the local travel model TAZ system allows the final absolute origin-destination trip table data to be easily compared to trip tables generated by the local travel model, providing a substantial amount of observed travel data for base year calibration and validation purposes. It is important to note however that the mobile device trip tables do not represent person-level trip productions and attractions (P-A) similar to those produced in the early stages of traditional four-step travel demand models (i.e. trip generation and trip distribution). Instead, the mobile device trip tables represent vehicle trip origins and destinations (O-D) similar to those used during the trip assignment stage of traditional four-step travel



demand models. The main difference is that cell values in a model's productions and attractions trip tables are non-directional, only indicating the magnitude of interaction between two TAZs, whereas the cell values in an origins and destinations trip table are directional, indicating the magnitude and direction of interaction between two TAZs.

Provides a substantial amount of observed travel data for base year calibration and validation purposes

MAPPING OF ORIGIN-DESTINATION DATA

As shown in **Table 14**, the mobile device data collection effort provided trip making characteristics for over 94 million daily trips, which was then used to create stratified origin-destination trip tables, each consisting of approximately 24,649 cells of trips.

Trip making characteristics for over 94 million daily trips

Due to the overwhelming amount of data, it was imperative to develop an innovative and meaningful way to display the results.

One effective way to graphically represent origin-destination data is through the use of heat maps. Heat maps apply a gradient to the TAZ system with more intense coloring representing a higher magnitude of trip generation and less intense coloring representing a lower magnitude of trip generation.

Figure 9 provides a graphical representation of average weekday (Monday to Thursday) daily trip origins.

Figure 10 through Figure 15 provide a graphical representation of average weekday (Monday to Thursday) daily origins and destinations of users of the five key commute patterns focused on in this study. A separate figure is provided for each key commute pattern, and each figure shows the number and location of trip origins in green and the number and location of trip destinations in blue. For example, as shown on **Figure 10**, 5,963 trips originated in North Ventura County that traveled from Ventura County to Santa Barbara on U.S. 101 while 9,559 trips traveling between Ventura County and Santa Barbara on U.S. 101 had their destination on the south coast of Santa Barbara.



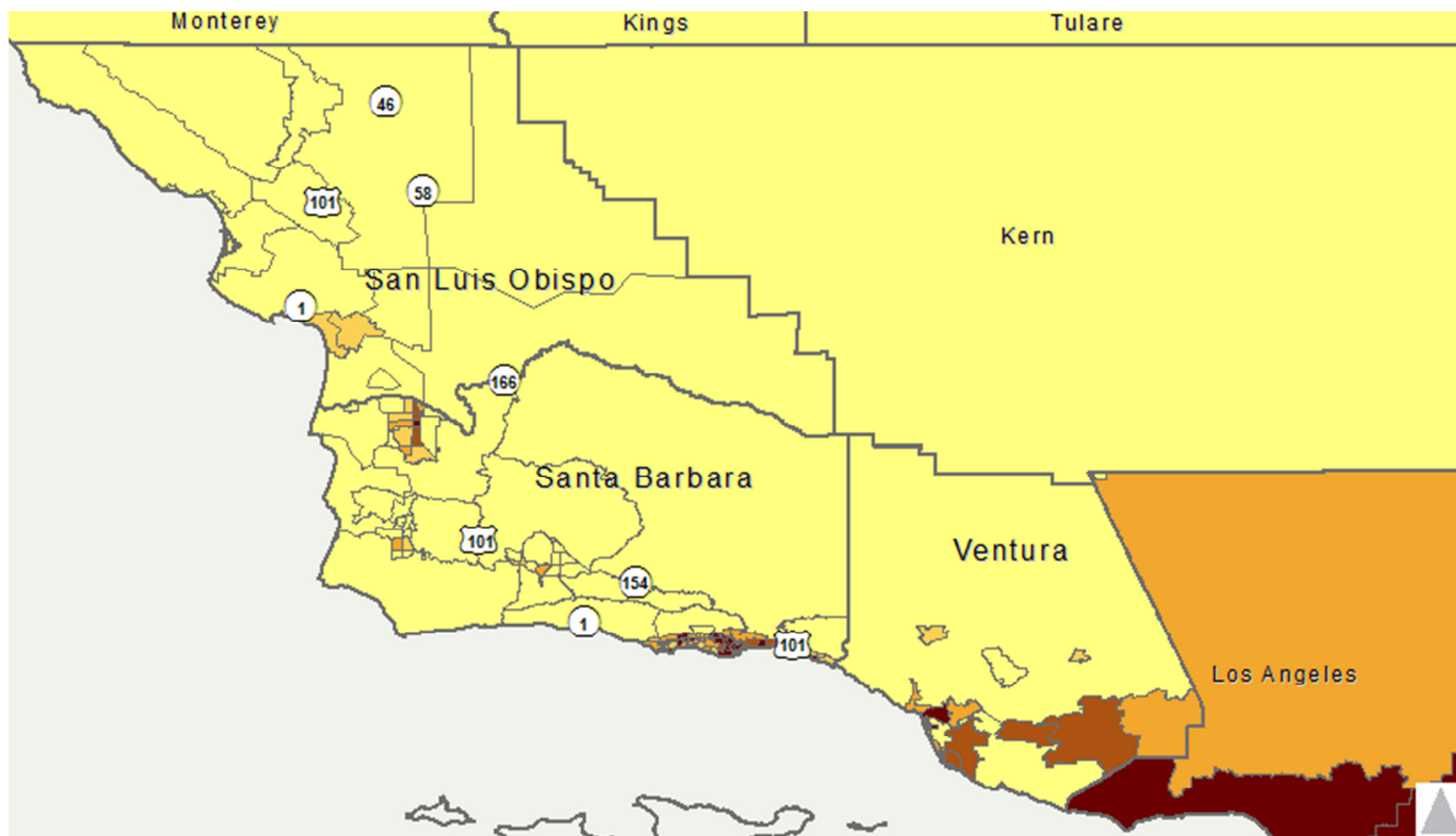


Figure 9
Heat Map of Weekday Daily Trip Origins

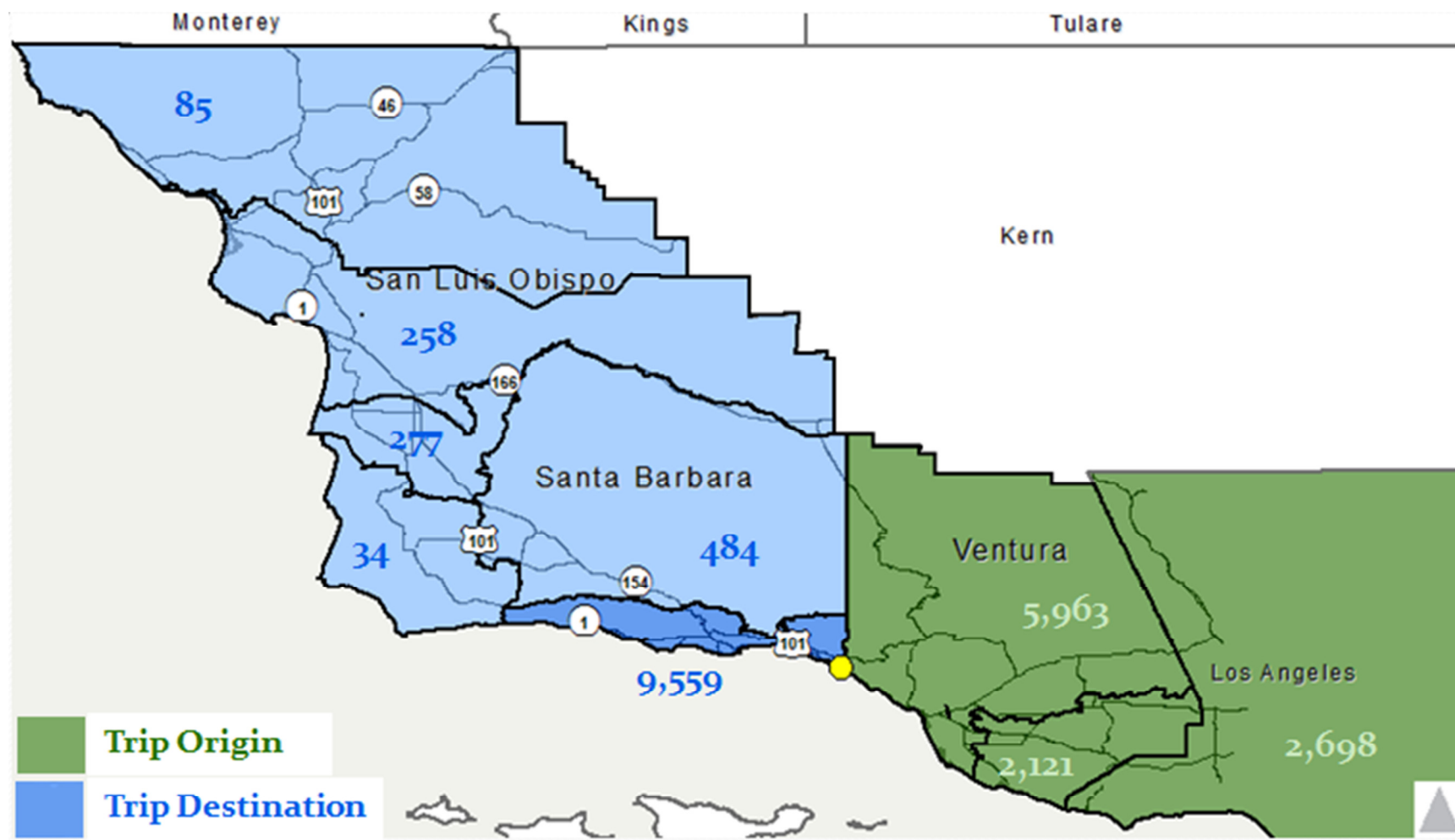


Figure 10

Origin and Destination of Trips from Ventura County to Santa Barbara on U.S. 101

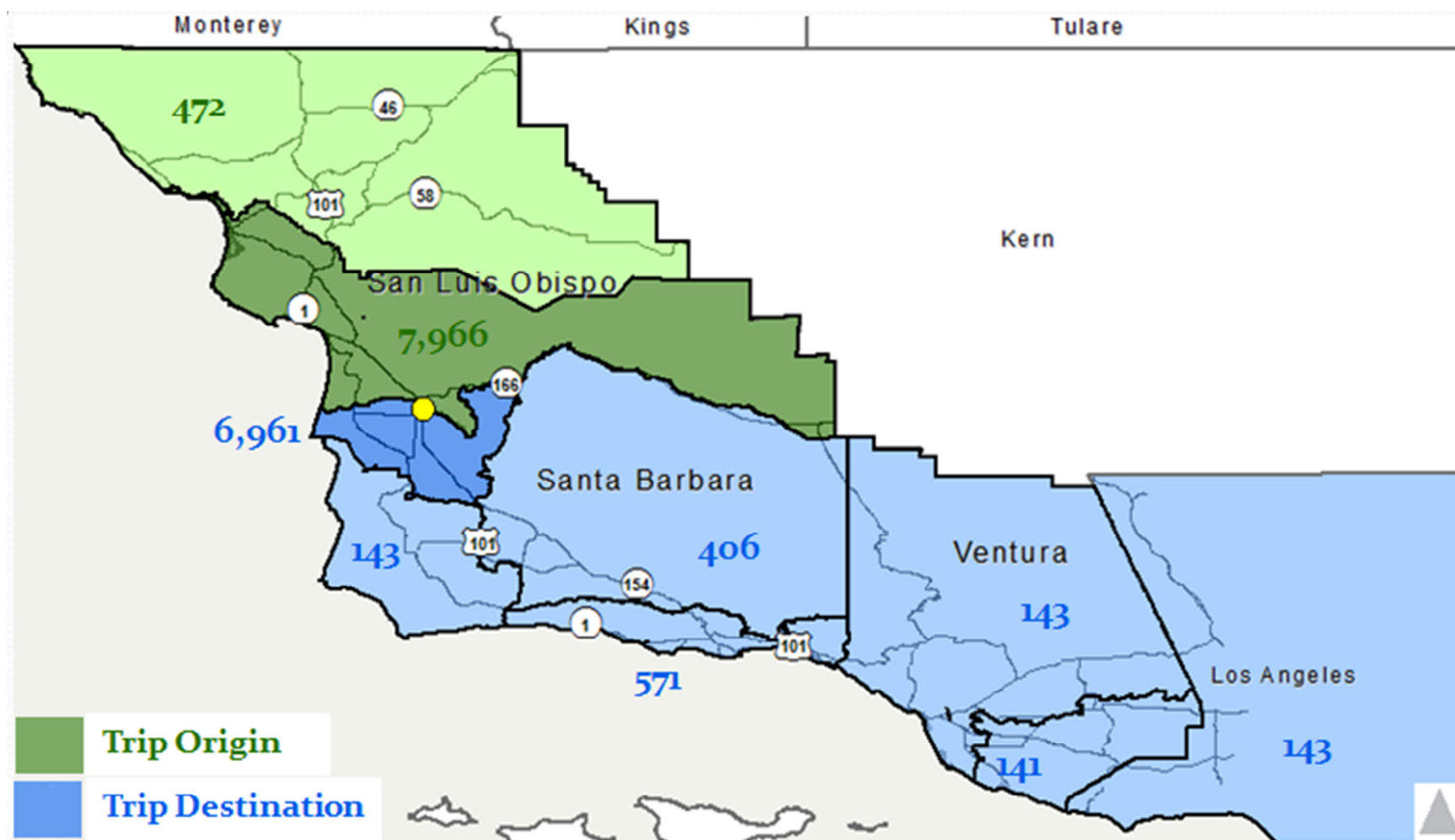


Figure 11

Origin and Destination of Trips from San Luis Obispo County to the Santa Maria Valley on U.S. 101

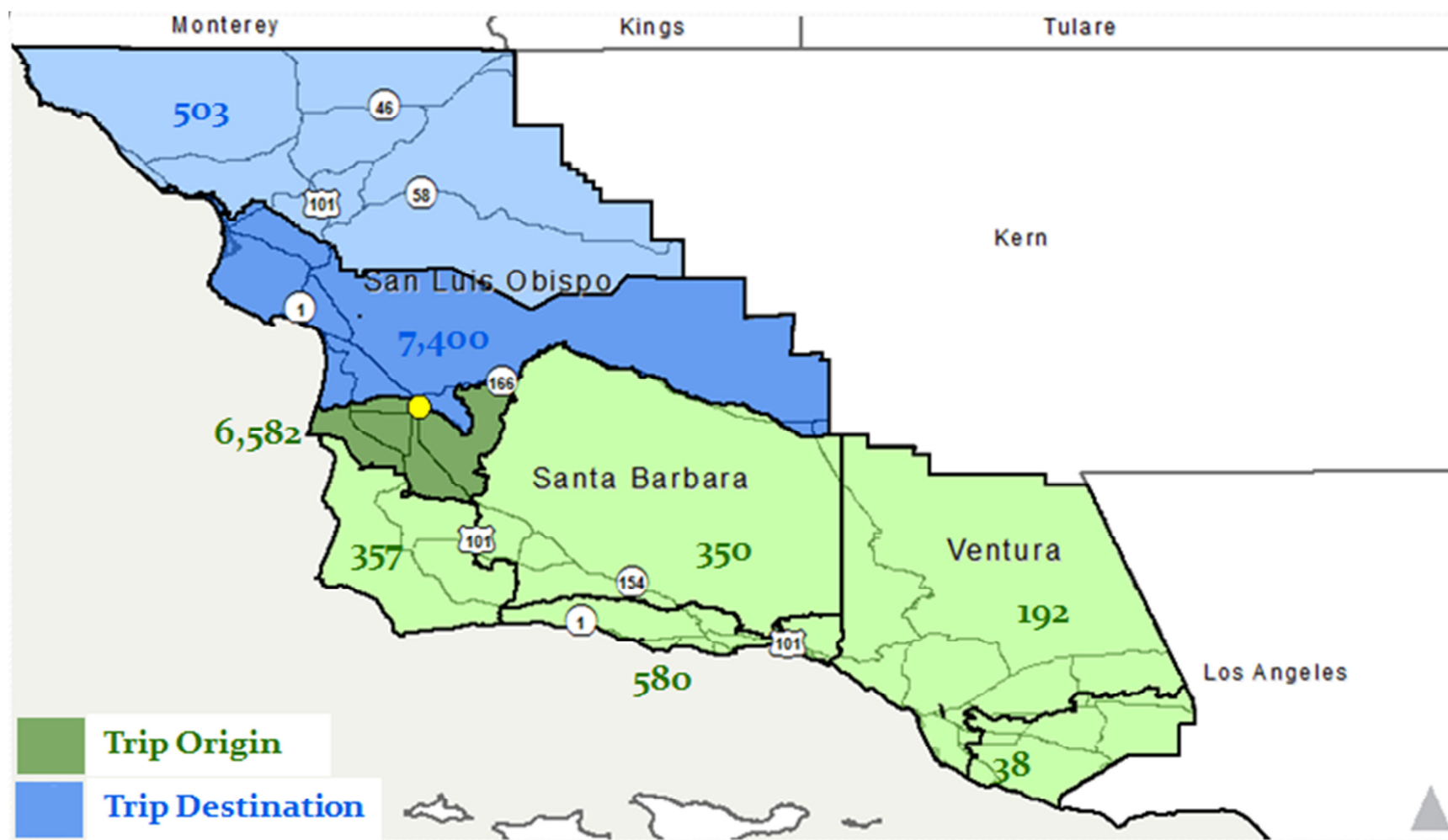


Figure 12

Origin and Destination of Trips from the Santa Maria Valley to San Luis Obispo County on U.S. 101

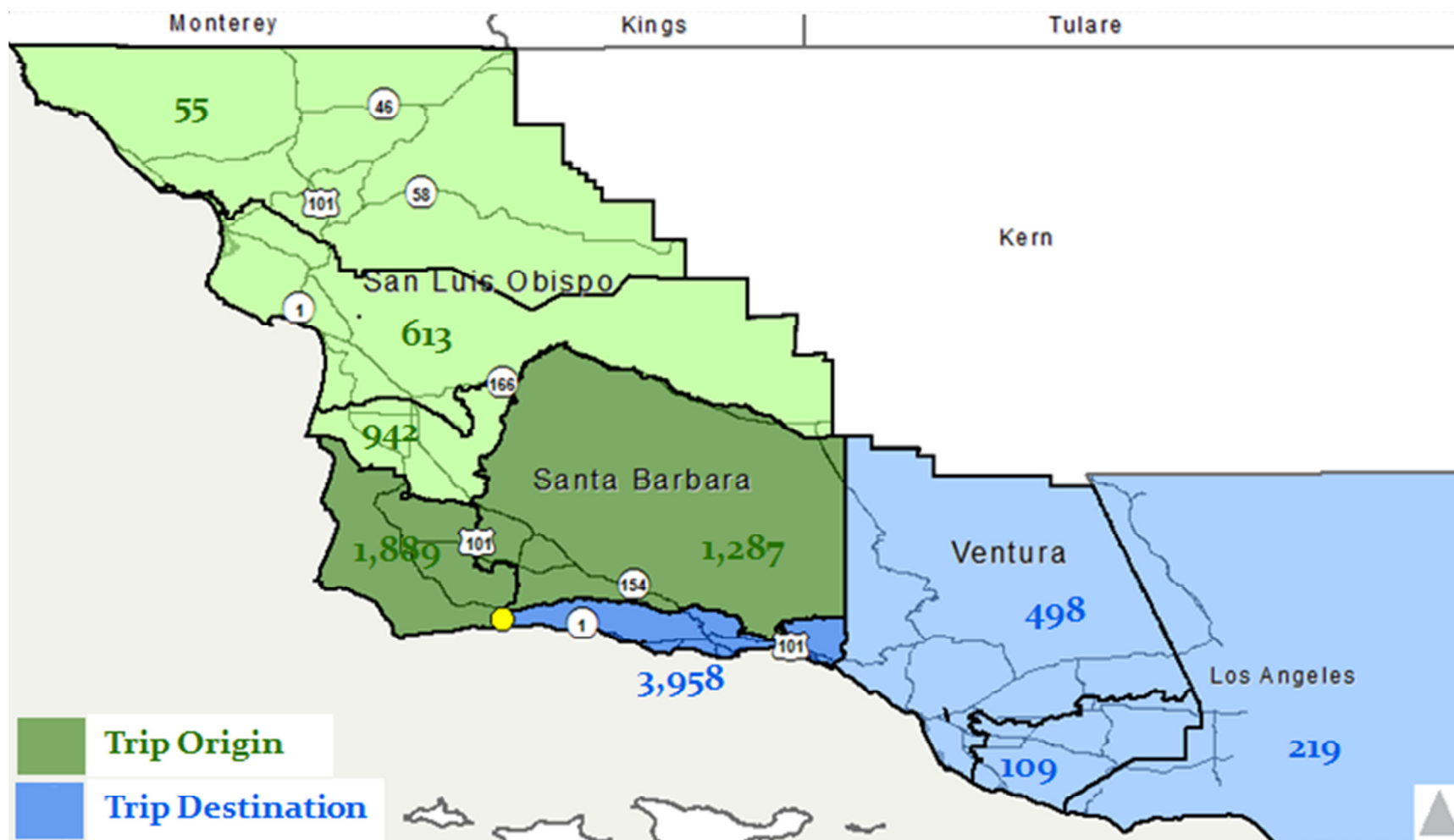


Figure 13

Origin and Destination of Trips from North Santa Barbara County to Santa Barbara on U.S. 101

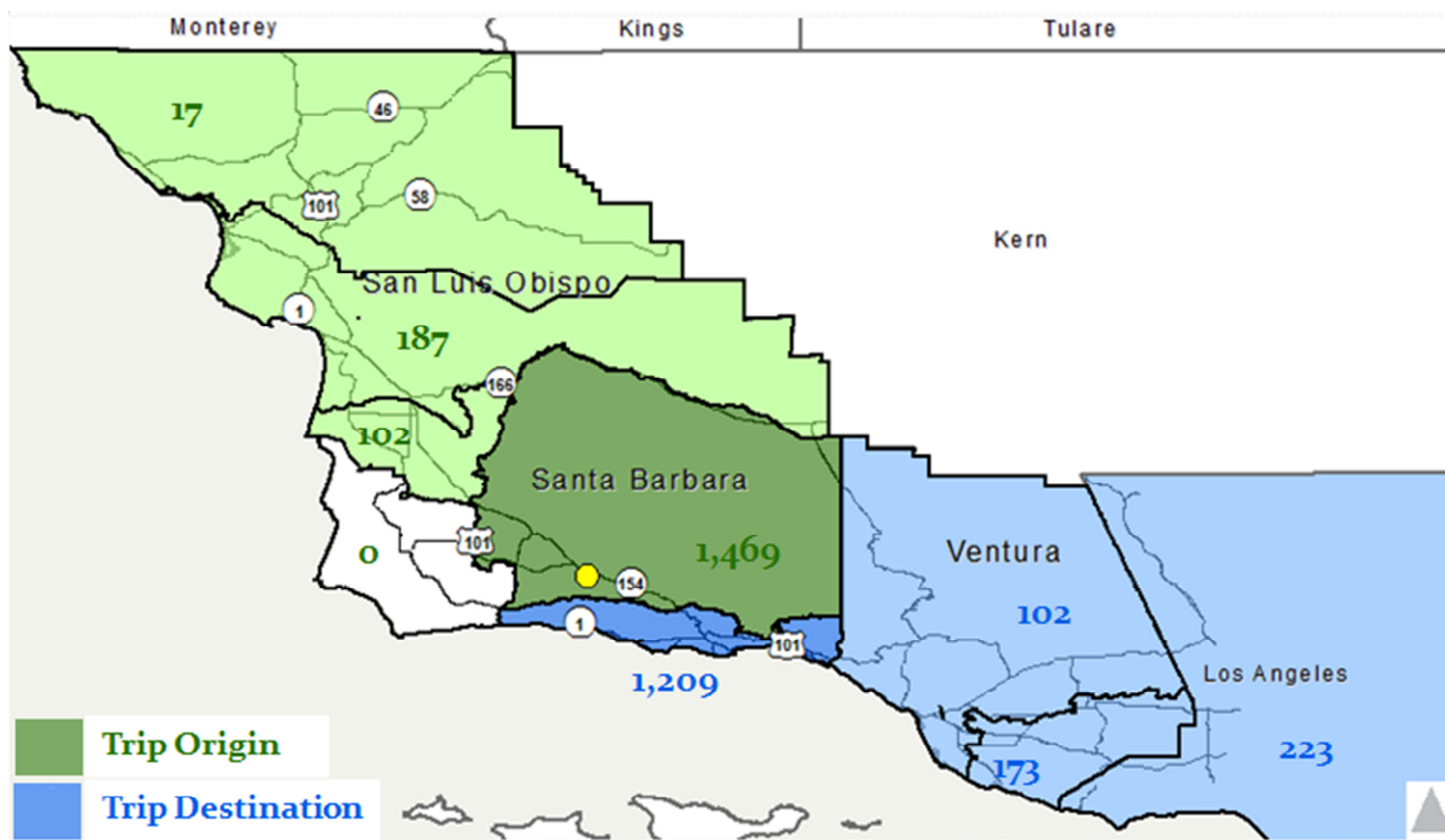


Figure 14

Origin and Destination of Trips from North Santa Barbara County to Santa Barbara on SR 154

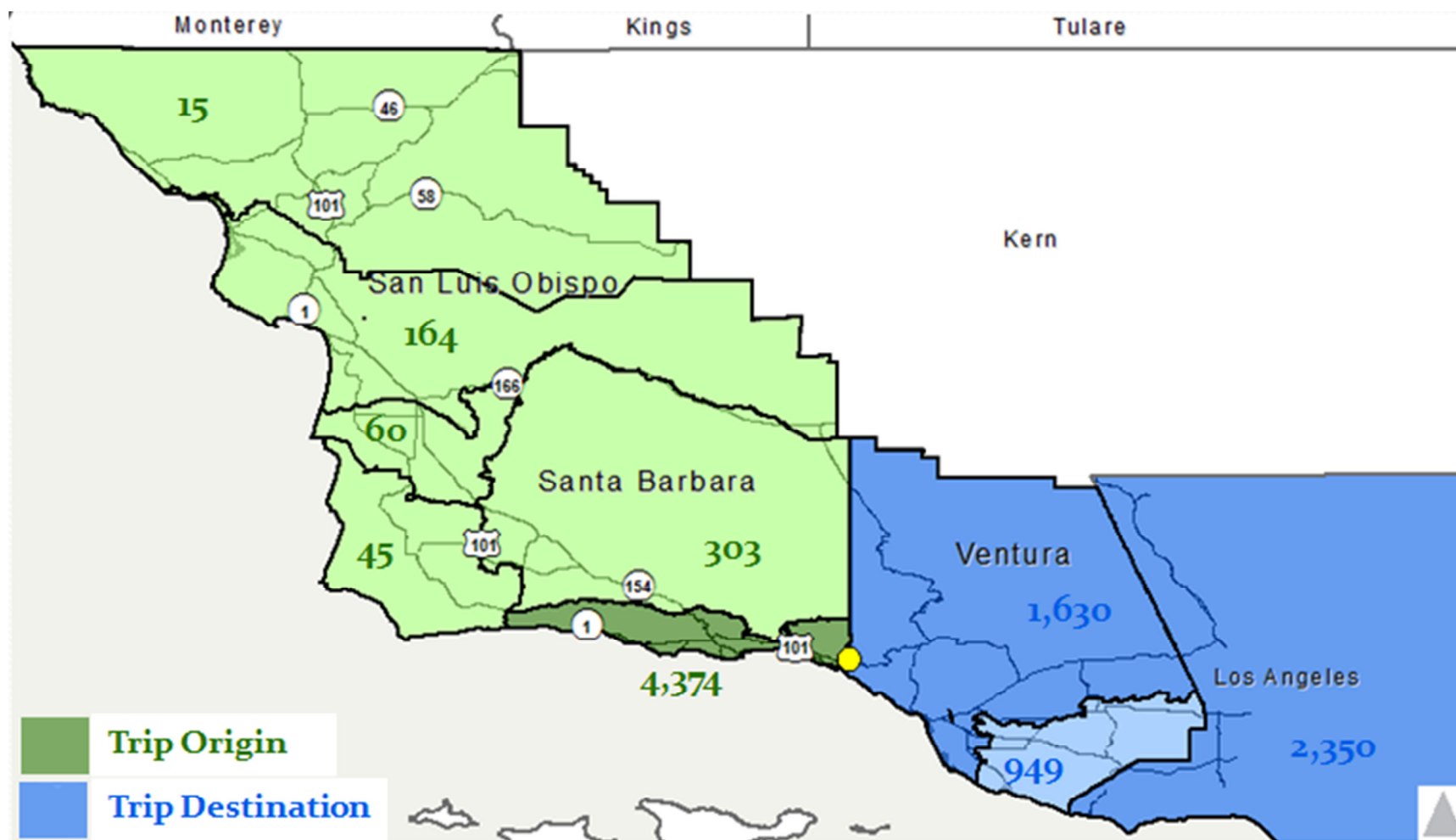


Figure 15

Origin and Destination of Trips from Santa Barbara to Ventura County on U.S. 101



MOBILE DEVICE DATA LIMITATIONS

While mobile device data has advantages over the other three data collection methods, such as having a very large sample size at a relatively low cost per sample and being less reliant on observed field data and user responses which can potentially introduce error, the method required a lot of inference and lacked the ability to directly obtain demographic characteristics. However, given that the data was aggregated to origin-destination trips tables consistent with the local travel model TAZ system, demographic data can be inferred for observed trips based on census data or other available sources of demographic information.

Despite these limitations, the mobile device data trip tables were used as a starting point due to their large sample size and high level of confidence in the GPS origin-destination data and data from the other three data collection methods was used to refine the origin-destination, reducing the limitations of the data.





CONCLUSIONS

SUMMARY OF STUDY APPROACH

The vehicle classification count data collected as part of the Central Coast Origin-Destination Survey provided the total number of vehicles (by class and time period) passing through each of the 15 survey data locations, providing a control total for other data collection methods but very little information about the travel characteristics or demographic information of the observed trips.

When coupled with license plate analysis data, limited trip type information was inferred based on the number of observations, direction of travel, and time of day. For instance, an estimate of commute trips was obtained when license plate numbers were observed passing through one location in the AM peak period and then passing through the same location in the opposite direction in the PM peak period. Limited information on the origin of trips was obtained from the vehicle registration addresses obtained from the DMV but no information was obtained about the demographic characteristics of the driver or their household.

In order to gather more detailed travel characteristics for commuters on the five key commute routes, a user mail survey was conducted. The completed surveys provided detailed information on the trip making and travel characteristics of a sample of commuters but provided a limited amount of sample data at a very high cost with a high potential for error.

When combined, the three data collection methods provided valuable information regarding the commute trips made along the five key commute routes. To supplement and compliment this data, mobile device data was obtained from INRIX and StreetLight Data, which provided real-world observed origin-destination information for a zone system based on the local travel demand model zone system. While this data had advantages over the other three data collection methods, such as having a very large sample size at a relatively low cost per sample and being less reliant on observed field data and user responses which can potentially introduce error, the method required a lot of inference and lacked the ability to obtain demographic characteristics.

Therefore, data from all four data collection methods was used, with the data for each individual method being compiled into separate datasets for comparison with other data sources. The resulting data offered a substantial amount of information on trips made throughout the Central Coast.





CONCLUSIONS

Below is a bulleted list of key findings from the Central Coast Origin-Destination Survey.

KEY FINDINGS

- Largest traffic flow is between Ventura County and Santa Barbara County.
- 91 percent of trucks use U.S. 101 over SR 154.
- Roughly 41 percent of peak period trips on U.S. 101 are commute trips.
- 3.5 percent of Santa Barbara inter-county trips are pass-through.
- Roughly 80 percent of pass-through trips use U.S. 101 over SR 154.
- U.S. 101 is utilized more than SR 154 and SR 150 by commuters.
- 12 percent of survey respondents shifted from drive alone to carpool with the addition of the U.S. 101 HOV lane.
- 68 percent of workers lived and worked in the same geographic area.

FINDINGS FROM INDIVIDUAL DATA COLLECTION METHODS

Vehicle Classification Counts

- An asymmetrical traffic pattern is observed in the South and Central regions while a symmetrical traffic pattern is observed in the North region, with roughly the same amount of travel between the Santa Maria Valley and San Luis Obispo County as between San Luis Obispo County and the Santa Maria Valley.
- Users of U.S. 101 in the south region are primarily commuters from Ventura County to Santa Barbara.
- Users of U.S. 101 and SR 154 in the central region are primarily commuters from North Santa Barbara County to Santa Barbara.



- U.S. 101 in the north region is used equally by commuters traveling between San Luis Obispo County and the Santa Maria Valley and between the Santa Maria Valley and San Luis Obispo County.
- The largest flow of vehicles along U.S. 101 is between Ventura County and Santa Barbara, with the smallest flow of vehicles between Santa Barbara and Ventura County.
- Roughly 91 percent of trucks use U.S. 101 over SR 154 to travel through the Central region.

License Plate Analysis

- Commute trips comprised approximately 36 percent of inferred trips.
- 55 percent of inferred trips in the Central Region were work trips, 46 percent of inferred trips in the South Region were work trips, and 32% of inferred trips in the North Region were work trips.
- 3.5 percent of Santa Barbara County inter-county trips were pass-through trips.
- 82% of southbound pass-through trips using U.S. 101 over SR 154 and 77% of northbound pass-through trips using U.S. 101 over SR 154.
- 65 percent of Santa Maria residents who commute outside the city are traveling to San Luis Obispo County.
- 36 percent of North Santa Barbara County to Santa Barbara commuters are coming from the City of Lompoc.
- 45 percent of Ventura County to Santa Barbara commuters are coming from the city of Ventura.

User Mail Survey

- 12 percent of respondents from the South region said they changed their mode of travel from drive-alone to carpool with the addition of the U.S. 101 high-occupancy vehicle (HOV) lane.
- 30 percent of respondents in the North region said they were aware of the RTA Route 10 bus service.
- 89 percent of respondents in the Central region said they were aware of the Clean Air Express Commuter Bus Service.





Mobile Device Data

- 4,663,610 daily trips start AND end with Santa Barbara, San Luis Obispo, or Ventura counties (total Central Coast trips).
- 399,403 (8 percent of total Central Coast trips) of daily trips start OR end in Santa Barbara, San Luis Obispo, or Ventura counties.
- 1,269,933 daily trips start AND end within Santa Barbara County (total Santa Barbara County trips).
- 179,007 (12 percent of total Santa Barbara County trips) daily trips start OR end in Santa Barbara County (Santa Barbara inter-county trips).
- 4,647 (2.5 percent of Santa Barbara inter-county trips) daily trips pass-through Santa Barbara County without making a stop.
- 68% of all analyzed workers lived and worked in the same geographic area.



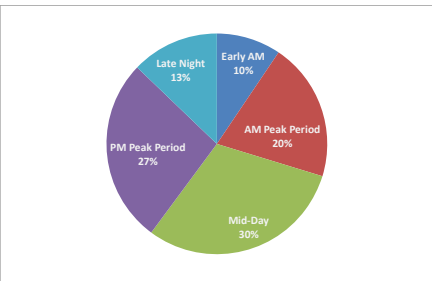
APPENDIX A: VEHICLE CLASSIFICATION COUNT DATA



1 - 101 near SLO/Monterey County Line ATR

| Hour | Southbound ATR (min) | Northbound ATR (min) |
|------|----------------------|----------------------|
| 0 | 100 | 100 |
| 1 | 80 | 80 |
| 2 | 50 | 50 |
| 3 | 50 | 50 |
| 4 | 100 | 150 |
| 5 | 200 | 400 |
| 6 | 200 | 450 |
| 7 | 300 | 550 |
| 8 | 320 | 500 |
| 9 | 300 | 400 |
| 10 | 350 | 450 |
| 11 | 450 | 450 |
| 12 | 450 | 450 |
| 13 | 500 | 420 |
| 14 | 500 | 420 |
| 15 | 700 | 400 |
| 16 | 800 | 400 |
| 17 | 600 | 400 |
| 18 | 400 | 350 |
| 19 | 300 | 250 |
| 20 | 250 | 200 |
| 21 | 200 | 150 |
| 22 | 200 | 120 |
| 23 | 150 | 100 |

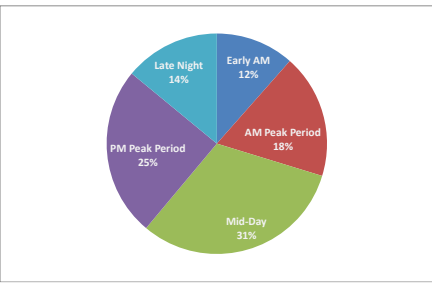
| | |
|----------------|-------|
| Early AM | 1,386 |
| AM Peak Period | 2,966 |
| Mid-Day | 4,452 |
| PM Peak Period | 3,950 |
| Late Night | 1,882 |



2 - 46 near SLO/Kern County Line ATR

| Hour | Westbound ATR | Eastbound ATR |
|------|---------------|---------------|
| 0 | 50 | 35 |
| 1 | 45 | 40 |
| 2 | 40 | 45 |
| 3 | 30 | 45 |
| 4 | 45 | 55 |
| 5 | 105 | 105 |
| 6 | 85 | 105 |
| 7 | 100 | 140 |
| 8 | 105 | 155 |
| 9 | 115 | 160 |
| 10 | 115 | 195 |
| 11 | 125 | 190 |
| 12 | 140 | 165 |
| 13 | 180 | 160 |
| 14 | 180 | 180 |
| 15 | 165 | 180 |
| 16 | 180 | 185 |
| 17 | 155 | 175 |
| 18 | 115 | 135 |
| 19 | 80 | 115 |
| 20 | 75 | 105 |
| 21 | 65 | 70 |
| 22 | 55 | 70 |
| 23 | 40 | 60 |

| | |
|----------------|-------|
| Early AM | 597 |
| AM Peak Period | 949 |
| Mid-Day | 1,632 |
| PM Peak Period | 1,293 |
| Late Night | 730 |

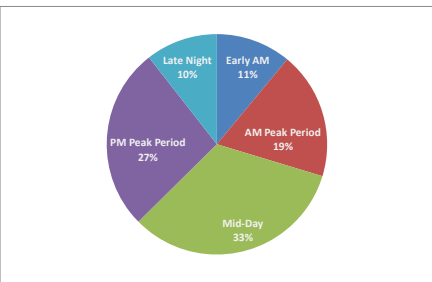


3 - 41 near SLO/Kern County Line ATR

This line graph displays the Average Trip Rate (ATR) for Westbound (blue line) and Eastbound (red line) traffic over a 24-hour period. The Y-axis represents ATR, ranging from 0 to 350. The X-axis represents hours from 0 to 23. Two yellow shaded regions indicate the AM Peak Period (6 AM to 9 AM) and the PM Peak Period (4 PM to 7 PM). The Eastbound traffic shows a significant peak during the AM Peak Period, reaching approximately 265 ATR at 5 AM. The Westbound traffic shows a significant peak during the PM Peak Period, reaching approximately 285 ATR at 6 PM.

| Hour | Westbound ATR | Eastbound ATR |
|------|---------------|---------------|
| 0 | 25 | 25 |
| 1 | 25 | 25 |
| 2 | 20 | 20 |
| 3 | 20 | 20 |
| 4 | 40 | 40 |
| 5 | 110 | 265 |
| 6 | 125 | 150 |
| 7 | 125 | 150 |
| 8 | 125 | 110 |
| 9 | 140 | 140 |
| 10 | 175 | 175 |
| 11 | 190 | 175 |
| 12 | 175 | 175 |
| 13 | 195 | 190 |
| 14 | 180 | 175 |
| 15 | 210 | 190 |
| 16 | 285 | 175 |
| 17 | 175 | 175 |
| 18 | 115 | 115 |
| 19 | 100 | 110 |
| 20 | 75 | 65 |
| 21 | 55 | 55 |
| 22 | 45 | 45 |
| 23 | 35 | 40 |

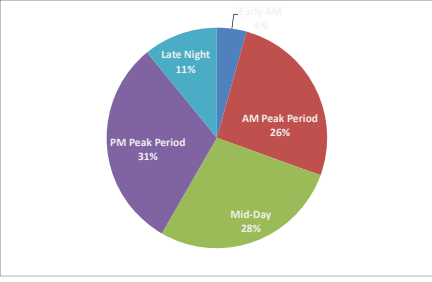
| | |
|----------------|-------|
| Early AM | 604 |
| AM Peak Period | 1,020 |
| Mid-Day | 1,803 |
| PM Peak Period | 1,468 |
| Late Night | 579 |



4 - 101 in SLO near Cuesta Grade ATR

| Hour | Southbound ATR (s) | Northbound ATR (s) |
|------|--------------------|--------------------|
| 0 | 100 | 100 |
| 1 | 100 | 100 |
| 2 | 100 | 100 |
| 3 | 100 | 100 |
| 4 | 200 | 100 |
| 5 | 500 | 300 |
| 6 | 1500 | 800 |
| 7 | 2800 | 1100 |
| 8 | 2500 | 1100 |
| 9 | 1500 | 1100 |
| 10 | 1300 | 1200 |
| 11 | 1300 | 1300 |
| 12 | 1300 | 1300 |
| 13 | 1300 | 1400 |
| 14 | 1300 | 1700 |
| 15 | 1500 | 2200 |
| 16 | 1500 | 2500 |
| 17 | 1500 | 2800 |
| 18 | 1000 | 1500 |
| 19 | 700 | 1200 |
| 20 | 500 | 800 |
| 21 | 400 | 600 |
| 22 | 200 | 300 |
| 23 | 100 | 100 |

| | |
|----------------|--------|
| Early AM | 2,028 |
| AM Peak Period | 12,222 |
| Mid-Day | 13,004 |
| PM Peak Period | 14,381 |
| Late Night | 5,091 |

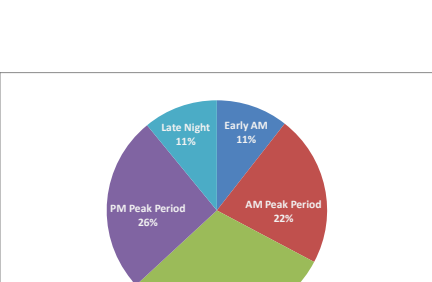


| Hourly Traffic Volume | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|-----------------------|-----|----|----|----|-----|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Southbound | 92 | 87 | 75 | 87 | 189 | 691 | 1,464 | 2,780 | 2,515 | 1,445 | 1,309 | 1,300 | 1,261 | 1,347 | 1,283 | 1,477 | 1,547 | 1,544 | 985 | 646 |
| Northbound | 121 | 92 | 67 | 70 | 133 | 324 | 772 | 1,088 | 1,099 | 1,059 | 1,120 | 1,184 | 1,294 | 1,338 | 1,568 | 2,017 | 2,487 | 2,792 | 1,532 | 1,108 |

5 - 166 near SLO/Kern County Line west of 33 ATR

The graph displays hourly traffic volume for two directions: Southbound (blue line) and Northbound (red line). The x-axis represents the hour of the day from 0 to 19. The y-axis represents the hourly traffic volume, ranging from 0 to 160. Two yellow shaded regions highlight specific time periods: 12:00 PM to 2:00 PM and 4:00 PM to 6:00 PM. Both directions show a significant increase in traffic volume during these peak periods, with Northbound traffic reaching higher volumes than Southbound traffic.

| Hour | Southbound | Northbound |
|------|------------|------------|
| 0 | 92 | 121 |
| 1 | 87 | 92 |
| 2 | 75 | 67 |
| 3 | 87 | 70 |
| 4 | 189 | 133 |
| 5 | 691 | 324 |
| 6 | 1,464 | 772 |
| 7 | 2,780 | 1,088 |
| 8 | 2,515 | 1,099 |
| 9 | 1,445 | 1,059 |
| 10 | 1,309 | 1,120 |
| 11 | 1,300 | 1,184 |
| 12 | 1,261 | 1,294 |
| 13 | 1,347 | 1,338 |
| 14 | 1,283 | 1,568 |
| 15 | 1,477 | 2,017 |
| 16 | 1,547 | 2,487 |
| 17 | 1,544 | 2,792 |
| 18 | 985 | 1,532 |
| 19 | 646 | 1,108 |



Hourly Traffic Volume

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
|-----------|----|----|----|----|----|----|-----|----|----|----|----|----|-----|----|----|-----|-----|----|-----|----|----|----|----|----|--|
| Westbound | 10 | 16 | 7 | 9 | 28 | 78 | 125 | 91 | 53 | 83 | 75 | 78 | 90 | 81 | 78 | 68 | 64 | 76 | 61 | 35 | | | | | |
| Eastbound | 30 | 21 | 16 | 13 | 18 | 45 | 55 | 62 | 64 | 78 | 77 | 94 | 112 | 85 | 97 | 109 | 146 | 89 | 101 | 57 | | | | | |

| 6 - 1 near Ventura/LA County Line ATR | | Westbound | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------|----------------|---|---|---|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|
| | | Hour | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Type | Daily | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Cars | 4,205 | 10 | 4 | 6 | 8 | 38 | 152 | 361 | 385 | 340 | 304 | 235 | 272 | 235 | 242 | 249 | 245 | 274 | 270 | 210 | 162 | 84 | 64 | 35 | 20 |
| 'Light Goods Vehicles' | 900 | 1 | 0 | 1 | 0 | 0 | 0 | 13 | 120 | 109 | 101 | 74 | 73 | 74 | 44 | 55 | 43 | 56 | 45 | 38 | 32 | 16 | 5 | 0 | 0 |
| 'Single-Unit Trucks' | 166 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 7 | 16 | 16 | 14 | 18 | 20 | 16 | 21 | 8 | 13 | 6 | 12 | 3 | 4 | 0 | 0 | 0 |
| 'Articulated Trucks' | 23 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 4 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 1 | 0 |
| Buses | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycles | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 3 | 1 | 6 | 7 | 4 | 6 | 5 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| 'Bicycles on Road' | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 5 | 3 | 4 | 3 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| Total | 5,406 | 11 | 6 | 7 | 8 | 42 | 175 | 502 | 516 | 463 | 401 | 338 | 373 | 312 | 316 | 308 | 316 | 336 | 315 | 260 | 182 | 97 | 64 | 36 | 20 |
| Caltrans 2014 Two-Way AADT Count Divided by Two | | 5,900 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 249 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1,682 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1,647 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1,229 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 399 | | | | | | | | | | | | | | | | | | | | | | | |
| | | By Time Period | | | | | | | | | | | | | | | | | | | | | | | |

| 6 - 1 near Ventura/LA County Line ATR | | Eastbound | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------|----------------|----|----|---|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|
| | | Hour | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Type | Daily | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Cars | 4,454 | 21 | 10 | 9 | 2 | 6 | 26 | 81 | 140 | 167 | 170 | 249 | 262 | 259 | 266 | 287 | 460 | 459 | 540 | 399 | 251 | 146 | 97 | 97 | 50 |
| 'Light Goods Vehicles' | 1,033 | 0 | 0 | 0 | 0 | 1 | 0 | 29 | 58 | 28 | 41 | 47 | 61 | 61 | 70 | 79 | 142 | 172 | 126 | 70 | 35 | 7 | 0 | 0 | 0 |
| 'Single-Unit Trucks' | 176 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 5 | 9 | 8 | 16 | 19 | 15 | 24 | 20 | 19 | 14 | 8 | 4 | 7 | 0 | 0 | 0 | 0 |
| 'Articulated Trucks' | 24 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 3 | 2 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 |
| Buses | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Motorcycles | 61 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 13 | 3 | 6 | 3 | 2 | 4 | 8 | 2 | 0 | 0 | 0 | 0 |
| 'Bicycles on Road' | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,764 | 22 | 10 | 10 | 5 | 12 | 39 | 114 | 204 | 206 | 223 | 318 | 355 | 352 | 366 | 395 | 627 | 653 | 678 | 484 | 295 | 153 | 96 | 96 | 50 |
| Caltrans 2014 Two-Way AADT Count Divided by Two | | 5,900 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 95 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 747 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1,786 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 694 | | | | | | | | | | | | | | | | | | | | | | | |
| | | By Time Period | | | | | | | | | | | | | | | | | | | | | | | |

| 7 - 101 near Ventura/LA County Line ATR | | Westbound | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------|----------------|-----|-----|-----|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | Hour | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Type | Daily | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Cars | 76,195 | 549 | 570 | 194 | 286 | 431 | 1,322 | 2,407 | 4,182 | 4,265 | 4,099 | 3,750 | 4,023 | 4,182 | 4,265 | 4,099 | 5,760 | 6,217 | 6,360 | 5,343 | 3,882 | 3,105 | 2,529 | 1,840 | 1,154 |
| 'Light Goods Vehicles' | 8,662 | 0 | 1 | 0 | 4 | 0 | 139 | 625 | 492 | 521 | 582 | 624 | 664 | 618 | 682 | 754 | 916 | 732 | 589 | 378 | 306 | 24 | 1 | 0 | 9 |
| 'Single-Unit Trucks' | 1,918 | 11 | 1 | 7 | 36 | 66 | 103 | 126 | 115 | 132 | 170 | 179 | 152 | 137 | 138 | 160 | 137 | 67 | 50 | 35 | 25 | 30 | 19 | 7 | 15 |
| 'Articulated Trucks' | 2,440 | 66 | 73 | 83 | 218 | 172 | 208 | 150 | 80 | 81 | 89 | 108 | 191 | 163 | 155 | 108 | 102 | 63 | 37 | 34 | 30 | 53 | 55 | 54 | 67 |
| Buses | 143 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 8 | 7 | 7 | 11 | 11 | 2 | 10 | 8 | 15 | 15 | 9 | 8 | 11 | 3 | 5 | 2 | 0 |
| Motorcycles | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 11 | 17 | 14 | 11 | 19 | 12 | 13 | 12 | 16 | 33 | 27 | 21 | 9 | 1 | 0 | 1 |
| 'Bicycles on Road' | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total | 89,590 | 628 | 445 | 285 | 544 | 669 | 1,774 | 3,326 | 4,357 | 5,637 | 4,965 | 4,683 | 5,051 | 5,126 | 5,261 | 6,045 | 6,946 | 7,121 | 7,071 | 5,824 | 4,255 | 3,218 | 2,606 | 1,901 | 1,252 |
| Caltrans 2014 Two-Way AADT Count Divided by Two | | 85,000 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 5,755 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 18,885 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 26,166 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 26,962 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 11,118 | | | | | | | | | | | | | | | | | | | | | | | |
| | | By Time Period | | | | | | | | | | | | | | | | | | | | | | | |

| 7 - 101 near Ventura/LA County Line ATR | | Eastbound | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------|-----------|-----|-----|-----|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|--|
| | | Hour | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Type | Daily | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
| Cars | 75,901 | 345 | 198 | 172 | 309 | 1,095 | 2,623 | 4,306 | 6,325 | 6,196 | 4,561 | 4,016 | 4,032 | 4,091 | 4,241 | 4,580 | 4,525 | 4,715 | 4,998 | 4,452 | 3,398 | 2,712 | 2,029 | 1,310 | 792 | |
| 'Light Goods Vehicles' | 9,207 | 0 | 5 | 10 | 21 | 245 | 808 | 764 | 756 | 713 | 718 | 589 | 735 | 720 | 584 | 609 | 622 | 558 | 401 | 304 | 45 | 1 | 0 | 0 | 9 | |
| 'Single-Unit Trucks' | 1,798 | 8 | 17 | 23 | 22 | 63 | 56 | 80 | 113 | 120 | 110 | 160 | 175 | 190 | 168 | 143 | 114 | 63 | 49 | 45 | 31 | 11 | 6 | 9 | 1 | |
| 'Articulated Trucks' | 2,183 | 103 | 77 | 83 | 100 | 133 | 115 | 86 | 52 | 90 | 132 | 112 | 131 | 148 | 125 | 97 | 74 | 62 | 27 | 38 | 71 | 75 | 81 | 101 | 102 | |
| Buses | 153 | 2 | 0 | 1 | 2 | 6 | 9 | 12 | 15 | 7 | 13 | 7 | 10 | 12 | 12 | 15 | 2 | 7 | 9 | 7 | 4 | 3 | 1 | 1 | 0 | |
| Motorcycles | 233 | 0 | 0 | 0 | 0 | 1 | 5 | 16 | 25 | 23 | 16 | 8 | 16 | 19 | 21 | 13 | 14 | 17 | 18 | 11 | 6 | 3 | 0 | 0 | 1 | |
| Bicycles on Road | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 89,476 | 458 | 297 | 289 | 433 | 1,229 | 3,049 | 5,308 | 7,794 | 7,162 | 5,545 | 5,021 | 4,953 | 5,195 | 5,287 | 5,432 | 5,338 | 5,466 | 5,659 | 4,953 | 3,814 | 2,849 | 2,127 | 1,421 | 907 | |
| Caltrans 2014 Two-Way ADT Count Divided by 2 | | 25,888 | | | | | | | | | | | 21,406 | | | | | | | | | | | | 1,118 | |
| 85,000 | | 5,755 | | | | | | | | | | | 25,309 | | | | | | | | | | | | 11,218 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | By Hour | |
| | | | | | | | | | | | | | | | | | | | | | | | | | By Period | |

| 11 - 101 near SLO/Santa Barbara County Line (Gateway) ATR | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------|------------|-----|-----|-----|-----|-------|-------|-------|-------|-------|-------|-------|----------------|-------|-------|--------|-------|-------|-------|-------|-------|-----|-----|-----|--|
| | | Southbound | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Hour | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Type | Daily | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
| Cars | 25,411 | 153 | 78 | 69 | 86 | 197 | 544 | 1,016 | 2,091 | 1,566 | 1,395 | 1,342 | 1,265 | 1,352 | 1,343 | 1,483 | 1,873 | 2,192 | 2,320 | 1,603 | 985 | 943 | 787 | 492 | 238 | |
| 'Light Goods Vehicles' | 6,412 | 0 | 0 | 0 | 0 | 0 | 96 | 420 | 556 | 479 | 390 | 397 | 358 | 385 | 399 | 438 | 560 | 662 | 550 | 403 | 248 | 65 | 6 | 0 | 0 | |
| 'Single-Unit Trucks' | 1,067 | 6 | 0 | 4 | 10 | 5 | 24 | 37 | 68 | 67 | 94 | 64 | 79 | 116 | 78 | 97 | 91 | 68 | 61 | 40 | 26 | 16 | 12 | 5 | 2 | |
| 'Articulated Trucks' | 1,499 | 24 | 41 | 42 | 38 | 40 | 36 | 62 | 68 | 95 | 94 | 76 | 78 | 64 | 102 | 89 | 100 | 96 | 93 | 68 | 53 | 31 | 45 | 36 | 28 | |
| Buses | 90 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 4 | 6 | 4 | 3 | 9 | 8 | 16 | 8 | 5 | 3 | 4 | 6 | 2 | 0 | 0 | |
| Motorcycles | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 12 | 7 | 12 | 3 | 15 | 4 | 5 | 14 | 12 | 14 | 6 | 3 | 1 | 0 | 0 | 0 | |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 34,594 | 184 | 119 | 115 | 134 | 242 | 703 | 1,541 | 2,792 | 2,223 | 1,976 | 1,895 | 1,786 | 1,941 | 1,934 | 2,128 | 2,646 | 3,035 | 3,041 | 2,131 | 1,321 | 1,058 | 850 | 533 | 268 | |
| Caltrans 2014 Two-Way AADT Count Divided by Two | 33,550 | 1,497 | | | | | 6,532 | | | | | 9,684 | | | | | 10,853 | | | | | 4,028 | | | | |
| | | By Hour | | | | | | | | | | | | By Time Period | | | | | | | | | | | | |

| 11 - 101 near SLO/Santa Barbara County Line (Gateway) ATR | | Northbound | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------|------------|-----|-----|-----|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-----|-----|----------------|--|
| Vehicle Type | | Hour | | | | | | | | | | | | | | | | | | | | | | | | |
| Daily | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
| Cars | 25,426 | 130 | 122 | 102 | 126 | 266 | 1,223 | 1,594 | 1,859 | 1,299 | 1,034 | 1,070 | 1,293 | 1,310 | 1,392 | 1,585 | 1,876 | 2,200 | 2,221 | 1,585 | 1,074 | 888 | 755 | 394 | 268 | |
| 'Light Goods Vehicles' | 6,561 | 2 | 1 | 3 | 12 | 32 | 100 | 616 | 499 | 427 | 352 | 373 | 374 | 381 | 365 | 443 | 509 | 597 | 539 | 393 | 232 | 139 | 48 | 54 | 10 | |
| 'Single-Unit Trucks' | 984 | 1 | 5 | 14 | 7 | 24 | 24 | 61 | 84 | 86 | 106 | 42 | 89 | 72 | 65 | 84 | 62 | 56 | 37 | 21 | 18 | 6 | 7 | 6 | 7 | |
| 'Articulated Trucks' | 1,609 | 53 | 43 | 19 | 44 | 58 | 78 | 123 | 94 | 85 | 93 | 69 | 84 | 76 | 80 | 64 | 81 | 92 | 70 | 62 | 56 | 60 | 46 | 52 | 27 | |
| Buses | 94 | 0 | 1 | 1 | 0 | 0 | 2 | 7 | 8 | 1 | 5 | 8 | 2 | 3 | 11 | 10 | 8 | 8 | 3 | 5 | 7 | 2 | 2 | 0 | 0 | |
| Motorcycles | 113 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 3 | 6 | 6 | 1 | 13 | 5 | 7 | 16 | 12 | 13 | 8 | 8 | 1 | 1 | 0 | 0 | |
| Bicycles on Road | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 34,789 | 186 | 172 | 139 | 189 | 380 | 1,496 | 2,407 | 2,351 | 1,861 | 1,596 | 1,568 | 1,843 | 1,855 | 1,918 | 2,192 | 2,552 | 2,955 | 2,884 | 2,074 | 1,395 | 1,096 | 859 | 506 | 312 | |
| Caltrans 2014 Two-Way AADT Count Divided by Two | 33,550 | 2,564 | | | | | 8,215 | | | | | 8,376 | | | | | 10,465 | | | | | 4,168 | | | | |
| | | By Hour | | | | | | | | | | | | | | | | | | | | | | | By Time Period | |

| 12 - 101 near Santa Barbara/Ventura County Line (Gateway) ATR | | Westbound | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------|-----------|-----|-----|-----|-----|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-----|-----|-----|--|
| | | Hour | | | | | | | | | | | | | | | | | | | | | | | | |
| | Daily | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
| Vehicle Type | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cars | 23,514 | 101 | 94 | 79 | 98 | 206 | 947 | 2,512 | 1,533 | 1,707 | 1,447 | 1,238 | 1,271 | 1,296 | 1,297 | 1,299 | 1,278 | 1,191 | 1,338 | 1,104 | 777 | 748 | 686 | 471 | 298 | |
| 'Light Goods Vehicles' | 4,443 | 1 | 1 | 2 | 8 | 21 | 112 | 986 | 521 | 383 | 311 | 267 | 266 | 238 | 222 | 216 | 213 | 196 | 199 | 157 | 101 | 20 | 2 | 0 | 0 | |
| 'Single-Unit Trucks' | 1,129 | 3 | 13 | 26 | 18 | 52 | 62 | 139 | 92 | 82 | 99 | 97 | 76 | 75 | 71 | 33 | 32 | 22 | 17 | 12 | 12 | 9 | 7 | 5 | 5 | |
| 'Articulated Trucks' | 1,789 | 41 | 43 | 51 | 63 | 86 | 129 | 138 | 80 | 65 | 84 | 95 | 98 | 113 | 109 | 110 | 91 | 73 | 54 | 53 | 59 | 45 | 38 | 40 | 31 | |
| Buses | 115 | 0 | 1 | 1 | 0 | 0 | 1 | 11 | 6 | 9 | 13 | 9 | 7 | 5 | 5 | 6 | 10 | 7 | 7 | 3 | 4 | 1 | 6 | 1 | 1 | |
| Motorcycles | 158 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 17 | 17 | 7 | 16 | 10 | 10 | 20 | 4 | 7 | 6 | 8 | 4 | 2 | 1 | 0 | 0 | 0 | |
| Bicycles on Road | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 31,150 | 146 | 152 | 158 | 187 | 365 | 1,256 | 3,908 | 2,649 | 2,264 | 1,961 | 1,722 | 1,728 | 1,737 | 1,728 | 1,710 | 1,632 | 1,507 | 1,628 | 1,338 | 955 | 827 | 741 | 519 | 333 | |
| Caltrans 2014 Two-Way AADT Count Divided by Two | | 732 | | | | | 10,782 | | | | | 8,625 | | | | | 6,105 | | | | | 3,375 | | | | |

By Hour

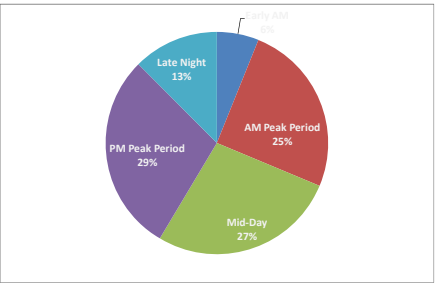
By Time Period

| 12 - 101 near Santa Barbara/Ventura County Line (Gateway) ATR | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------|-----------|----|----|----|-----|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-----|-----|----------------|--|
| | | Eastbound | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Hour | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Type | Daily | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
| Cars | 22,780 | 33 | 31 | 26 | 32 | 67 | 310 | 580 | 928 | 987 | 1,094 | 1,094 | 1,182 | 1,155 | 1,404 | 1,582 | 2,026 | 2,453 | 2,436 | 1,688 | 1,098 | 1,019 | 735 | 489 | 331 | |
| 'Light Goods Vehicles' | 4,778 | 1 | 0 | 1 | 3 | 8 | 43 | 125 | 202 | 187 | 214 | 202 | 262 | 340 | 323 | 454 | 677 | 746 | 504 | 236 | 182 | 42 | 1 | 16 | 9 | |
| 'Single-Unit Trucks' | 1,041 | 1 | 4 | 11 | 6 | 19 | 19 | 24 | 41 | 41 | 79 | 75 | 99 | 93 | 102 | 94 | 94 | 64 | 71 | 41 | 28 | 18 | 9 | 5 | 4 | |
| 'Articulated Trucks' | 1,666 | 12 | 11 | 14 | 20 | 26 | 35 | 67 | 83 | 129 | 131 | 128 | 119 | 117 | 96 | 82 | 68 | 66 | 58 | 74 | 67 | 64 | 68 | 67 | 64 | |
| Buses | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 9 | 11 | 4 | 2 | 3 | 10 | 5 | 3 | 8 | 13 | 10 | 5 | 3 | 2 | 0 | 1 | |
| Motorcycles | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 4 | 4 | 3 | 4 | 3 | 7 | 15 | 22 | 25 | 23 | 13 | 11 | 0 | 0 | 0 | 0 | |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 30,512 | 46 | 46 | 52 | 60 | 121 | 407 | 806 | 1,264 | 1,357 | 1,533 | 1,506 | 1,668 | 1,715 | 1,942 | 2,232 | 2,890 | 3,362 | 3,105 | 2,062 | 1,391 | 1,146 | 815 | 577 | 409 | |
| Caltrans 2014 Two-Way AADT Count Divided by Two | | 732 | | | | | 4,960 | | | | | 9,063 | | | | | 11,419 | | | | | 4,338 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | By Hour | |
| | | | | | | | | | | | | | | | | | | | | | | | | | By Time Period | |

| 13 - 101 in Santa Barbara County south of 1 ATR | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------|------------|-----------|-----------|------------|------------|------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| | | Southbound | | | | | | | | | | | | | | | | | | | | | | | |
| | | Hour | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Type | Daily | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Cars | 9,492 | 61 | 47 | 32 | 63 | 174 | 454 | 844 | 1,191 | 771 | 565 | 538 | 522 | 506 | 505 | 479 | 489 | 560 | 455 | 357 | 277 | 223 | 175 | 125 | 79 |
| 'Light Goods Vehicles' | 1,955 | 0 | 1 | 0 | 0 | 0 | 51 | 393 | 256 | 207 | 126 | 120 | 105 | 105 | 117 | 144 | 81 | 44 | 62 | 94 | 43 | 6 | 0 | 0 | 0 |
| 'Single-Unit Trucks' | 530 | 3 | 0 | 2 | 3 | 6 | 21 | 14 | 30 | 16 | 39 | 94 | 86 | 111 | 130 | 124 | 259 | 295 | 256 | 15 | | | | | |
| 'Articulated Trucks' | 1,345 | 39 | 46 | 42 | 34 | 48 | 34 | 44 | 74 | 107 | 78 | 89 | 73 | 63 | 69 | 50 | 48 | 42 | 42 | 21 | 64 | 57 | 59 | 61 | 61 |
| 'Buses' | 59 | 0 | 2 | 4 | 1 | 0 | 3 | 9 | 9 | 1 | 2 | 1 | 1 | 1 | 1 | 4 | 4 | 2 | 6 | 0 | 2 | 1 | 1 | 1 | 1 |
| 'Motorcycles' | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 2 | 1 | 8 | 8 | 3 | 7 | 1 | 4 | 1 | 1 | 3 | 1 | 1 | 1 | 1 |
| 'Bicycles on Road' | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 13,426 | 103 | 96 | 80 | 101 | 228 | 563 | 1,307 | 1,562 | 1,104 | 812 | 769 | 752 | 721 | 738 | 720 | 663 | 686 | 590 | 535 | 402 | 293 | 244 | 191 | 148 |
| Caltrans 2014 Two-Way AAD Count Divided by Two | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1,350 | 1,171 | | | | 4,785 | | | | 3,720 | | | | 2,474 | | | | 1,278 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | By Hour |
| | | | | | | | | | | | | | | | | | | | | | | | | | By Time Period |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------|--------------|--------------|--------------|---------------|--------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------|
| Total | 593,907 | 3,605 | 2,570 | 2,177 | 2,933 | 6,236 | 18,595 | 34,809 | 42,919 | 39,514 | 32,453 | 30,203 | 30,897 | 31,725 | 33,071 | 36,240 | 42,555 | 47,145 | 46,729 | 35,488 | 24,317 | 18,292 | 14,603 | 10,206 | 6,626 | By Hour |
| Caltrans 2014 Two-Way AADT Count | 580,900 | | | | 36,115 | | | 149,695 | | | | | | 162,136 | | | | 171,917 | | | | | | | 74,044 | By Time Period |
| | | | | | 6% | | | 25% | | | | | | 27% | | | | 29% | | | | | | | 12% | Percent of Daily |

| | |
|----------------|---------|
| Early AM | 36,115 |
| AM Peak Period | 149,695 |
| Mid-Day | 162,136 |
| PM Peak Period | 171,917 |
| Late Night | 74,044 |



Vehicle Classification Counts Summary

| Vehicle Classification Count Location | Direction | 12 AM - 6 AM | 6 AM - 10 AM | 10 AM - 3 PM | 3 PM - 7 PM | 7 PM - 12 AM | 2015 | 2014 |
|---|----------------|--------------|----------------|--------------|----------------|--------------|---------|---------------|
| | | Early AM | AM Peak Period | Mid-Day | PM Peak Period | Late Night | Daily | Caltrans AADT |
| 1 - 101 near SLO/Monterey County Line ATR | Southbound | 608 | 1,099 | 2,275 | 2,447 | 1,085 | 7,514 | 9,900 |
| 1 - 101 near SLO/Monterey County Line ATR | Northbound | 778 | 1,867 | 2,177 | 1,503 | 797 | 7,122 | 9,900 |
| 2 - 46 near SLO/Kern County Line ATR | Westbound | 276 | 389 | 738 | 611 | 312 | 2,326 | 2,950 |
| 2 - 46 near SLO/Kern County Line ATR | Eastbound | 321 | 560 | 894 | 682 | 418 | 2,875 | 2,950 |
| 3 - 41 near SLO/Kern County Line ATR | Westbound | 216 | 515 | 929 | 823 | 259 | 2,742 | 3,500 |
| 3 - 41 near SLO/Kern County Line ATR | Eastbound | 388 | 505 | 874 | 645 | 320 | 2,732 | 3,500 |
| 4 - 101 in SLO near Cuesta Grade ATR | Southbound | 1,221 | 8,204 | 6,500 | 5,553 | 1,943 | 23,421 | 23,150 |
| 4 - 101 in SLO near Cuesta Grade ATR | Northbound | 807 | 4,018 | 6,504 | 8,828 | 3,148 | 23,305 | 23,150 |
| 5 - 166 near SLO/Kern County Line west of 33 ATR | Westbound | 148 | 352 | 372 | 269 | 106 | 1,247 | 1,425 |
| 5 - 166 near SLO/Kern County Line west of 33 ATR | Eastbound | 143 | 259 | 465 | 445 | 195 | 1,507 | 1,425 |
| 6 - 1 near Ventura/LA County Line ATR | Westbound | 249 | 1,882 | 1,647 | 1,229 | 399 | 5,406 | 5,900 |
| 6 - 1 near Ventura/LA County Line ATR | Eastbound | 95 | 747 | 1,786 | 2,442 | 694 | 5,764 | 5,900 |
| 7 - 101 near Ventura/LA County Line ATR | Westbound | 4,345 | 18,885 | 26,166 | 26,962 | 13,232 | 89,590 | 85,000 |
| 7 - 101 near Ventura/LA County Line ATR | Eastbound | 5,755 | 25,309 | 25,888 | 21,406 | 11,118 | 89,476 | 85,000 |
| 8 - 118 near Ventura/LA County Line ATR | Westbound | 3,451 | 14,890 | 13,826 | 19,661 | 8,922 | 60,750 | 64,000 |
| 8 - 118 near Ventura/LA County Line ATR | Eastbound | 4,924 | 20,331 | 15,150 | 18,844 | 7,021 | 66,270 | 64,000 |
| 9 - 126 near Ventura/LA County Line ATR | Westbound | 771 | 2,685 | 2,589 | 2,751 | 1,223 | 10,019 | 11,000 |
| 9 - 126 near Ventura/LA County Line ATR | Eastbound | 947 | 2,396 | 2,764 | 3,481 | 1,176 | 10,764 | 11,000 |
| 10 - 1 near Santa Barbara/SLO County Line ATR | Southbound | 178 | 673 | 1,151 | 1,431 | 350 | 3,783 | 2,450 |
| 10 - 1 near Santa Barbara/SLO County Line ATR | Northbound | 590 | 1,214 | 931 | 856 | 218 | 3,809 | 2,450 |
| 11 - 101 near SLO/Santa Barbara County Line (Gateway) ATR | Southbound | 1,497 | 8,532 | 9,684 | 10,853 | 4,028 | 34,594 | 33,550 |
| 11 - 101 near SLO/Santa Barbara County Line (Gateway) ATR | Northbound | 2,564 | 8,215 | 9,376 | 10,465 | 4,168 | 34,788 | 33,550 |
| 12 - 101 near Santa Barbara/Ventura County Line (Gateway) ATR | Westbound | 1,256 | 10,782 | 8,625 | 6,105 | 3,375 | 30,143 | 32,500 |
| 12 - 101 near Santa Barbara/Ventura County Line (Gateway) ATR | Eastbound | 407 | 4,960 | 9,063 | 11,419 | 4,338 | 30,187 | 32,500 |
| 13 - 101 in Santa Barbara County south of 1 ATR | Southbound | 1,171 | 4,785 | 3,720 | 2,474 | 1,278 | 13,428 | 1,350 |
| 13 - 101 in Santa Barbara County south of 1 ATR | Northbound | 753 | 1,944 | 3,705 | 5,230 | 1,809 | 13,441 | 13,150 |
| 14 - 154 in Santa Barbara County south of 246 ATR | Eastbound | 589 | 1,775 | 1,688 | 1,403 | 806 | 6,261 | 6,250 |
| 14 - 154 in Santa Barbara County south of 246 ATR | Westbound | 264 | 928 | 1,815 | 2,122 | 1,021 | 6,150 | 6,250 |
| 15 - 150 near Santa Barbara/Ventura County Line ATR | Westbound | 56 | 774 | 430 | 309 | 87 | 1,656 | 1,625 |
| 15 - 150 near Santa Barbara/Ventura County Line ATR | Eastbound | 15 | 220 | 404 | 668 | 198 | 1,505 | 1,625 |
| Total | All Directions | 34,783 | 149,695 | 162,136 | 171,917 | 74,044 | 592,575 | 580,900 |
| Percent of Daily | All Directions | 6% | 25% | 27% | 29% | 12% | 100% | 98% |

APPENDIX B: LICENSE PLATE ANALYSIS DATA



License Plate Matching Results - Commute Trips Only

| | Location | 101 near SLO/Santa Barbara CL | 101 near SLO/Santa Barbara CL | 101 near SLO/Santa Barbara CL | 101 near SLO/Santa Barbara CL | 101 near Santa Barbara/Ventura CL | 101 near Santa Barbara/Ventura CL | 101 near Santa Barbara/Ventura CL | 101 near Santa Barbara/Ventura CL | 101 near Santa Barbara/Ventura CL | 101 in Santa Barbara County south of 1 | 101 in Santa Barbara County south of 1 | 154 in Santa Barbara County south of 246 | 154 in Santa Barbara County south of 246 | 150 near Santa Barbara/Ventura CL | 150 near Santa Barbara/Ventura CL |
|--|----------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|--|--|--|--|-----------------------------------|-----------------------------------|
| | | 11NBAM | 11SBPM | 11SBAM | 11NBPM | 12WBAM | 12EBPM | 12EBAM | 12WBPM | 13SBAM | 13NBPM | 14EBAM | 14WBPM | 15WBAM | 15EBPM | |
| 101 near SLO/Santa Barbara CL | 11NBAM | | 1,838 | 0 | 144 | 0 | 30 | 0 | 3 | 0 | 12 | 0 | 4 | 0 | 0 | |
| 101 near SLO/Santa Barbara CL | 11SBPM | 0 | | 0 | 841 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 101 near SLO/Santa Barbara CL | 11SBAM | 0 | 120 | | 1,802 | 0 | 24 | 0 | 2 | 0 | 20 | 0 | 9 | 0 | 0 | |
| 101 near SLO/Santa Barbara CL | 11NBPM | 0 | 583 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 101 near Santa Barbara/Ventura CL | 12WBAM | 0 | 11 | 0 | 22 | | 2,431 | 0 | 13 | 0 | 7 | 0 | 4 | 0 | 1 | |
| 101 near Santa Barbara/Ventura CL | 12EBPM | 0 | 0 | 0 | 0 | 0 | | 0 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 101 near Santa Barbara/Ventura CL | 12EBAM | 0 | 6 | 0 | 14 | 0 | 14 | | 1,345 | 0 | 14 | 0 | 9 | 0 | 1 | |
| 101 near Santa Barbara/Ventura CL | 12WBPM | 0 | 0 | 0 | 0 | 0 | 312 | 0 | | 0 | 1 | 0 | 0 | 0 | 0 | |
| 101 in Santa Barbara County south of 1 | 13SBAM | 0 | 13 | 0 | 65 | 0 | 15 | 0 | 22 | | 2,134 | 0 | 116 | 0 | 0 | |
| 101 in Santa Barbara County south of 1 | 13NBPM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| 154 in Santa Barbara County south of 246 | 14EBAM | 0 | 11 | 0 | 35 | 0 | 27 | 0 | 14 | 0 | 114 | | 913 | 0 | 0 | |
| 154 in Santa Barbara County south of 246 | 14WBPM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 150 near Santa Barbara/Ventura CL | 15WBAM | 0 | 1 | 0 | 1 | 0 | 42 | 0 | 4 | 0 | 8 | 0 | 1 | | 53 | |
| 150 near Santa Barbara/Ventura CL | 15EBPM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

Note: an observed vehicle was inferred to be making a commute trip if it was observed traveling in a commute direction in the morning and then observed a second time in the opposite direction 8 hours or more later (7 hours for trips between Santa Maria and San Luis Obispo).

Commute Trips Summary by Commute Pattern

| From License Plate Matching | Counted Vehicles | Factored Work Trips | % Work Trips | Non-Work Trips | % Non-Work |
|--|------------------|---------------------|--------------|----------------|------------|
| 2,527 Ventura County to Santa Barbara | 14,983 | 6,015 | 40% | 8,967 | 60% |
| 96% 2,431 101 both directions | | | | | |
| 2% 53 150 both directions | | | | | |
| 2% 43 101 one direction and 150 the other direction | | | | | |
| 1,345 Santa Barbara to Ventura County | 7,822 | 4,474 | 57% | 3,348 | 43% |
| 1,802 San Luis Obispo County to Santa Maria Valley | 12,591 | 4,110 | 33% | 8,481 | 67% |
| 1,838 Santa Maria Valley to San Luis Obispo County | 12,792 | 4,073 | 32% | 8,718 | 68% |
| 3,277 North Santa Barbara County to Santa Barbara | 8,988 | 4,987 | 55% | 4,000 | 45% |
| 65% 2,134 101 both directions | | | | | |
| 28% 913 154 both directions | | | | | |
| 7% 230 101 one direction and 154 the other direction | | | | | |
| 10,789 Total | 57,174 | 23,660 | 41% | 33,514 | 59% |

Non-Commute Trips Summary by Trip Pattern

| |
|--|
| 2,001 inter-county trips less than 8 hours (less than 7 hours between Santa Barbara and San Luis Obispo) |
| 841 San Luis Obispo County to Santa Barbara County in the PM |
| 583 Santa Barbara County to San Luis Obispo County in the PM |
| 312 Ventura County to Santa Barbara County in the PM |
| 265 Santa Barbara County to Ventura County in the PM |

Pass-Through Trips

| | |
|--|--|
| 47 pass-through with 8+ hours between observations | 824 pass-through with less than 8 hours between observations |
| 871 total pass-through Santa Barbara trips | |

| | | | | |
|---|-----|-------|------------|-------------|
| 1,997 factored Santa Barbara pass-through trips | 55% | 1,101 | Southbound | 18% use 154 |
| 3.5% of Santa Barbara inter-county trips are pass-through | 45% | 896 | Northbound | 23% use 154 |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| SANTA MARIA | 6,415 | 17.0% | 155 | 1,350 | | | 576 |
| SANTA BARBARA | 2,833 | 7.5% | | | 44 | 856 | 170 |
| VENTURA | 2,714 | 7.2% | | | 1,148 | | |
| NIPOMO | 2,699 | 7.2% | 784 | 75 | | | |
| LOMPOC | 1,759 | 4.7% | | 24 | | | 1,196 |
| OXNARD | 1,715 | 4.6% | | | 685 | | |
| ARROYO GRANDE | 1,380 | 3.7% | 318 | 32 | | | |
| CARPINTERIA | 902 | 2.4% | | | 23 | 332 | |
| LOS ANGELES | 796 | 2.1% | | | 20 | | |
| SN LUIS OBISP | 747 | 2.0% | 159 | | | | |
| SOLVANG | 611 | 1.6% | | | | | 406 |
| GOLETA | 598 | 1.6% | | | | 30 | 44 |
| BUELLTON | 551 | 1.5% | | | | | 158 |
| SANTA YNEZ | 543 | 1.4% | | | | | 370 |
| OK | 512 | 1.4% | | | | | |
| GROVER BEACH | 492 | 1.3% | 55 | | | | |
| CAMARILLO | 469 | 1.2% | | | 162 | | |
| OJAI | 403 | 1.1% | | | 98 | | |
| PASO ROBLES | 299 | 0.8% | | | | | |
| BAKERSFIELD | 299 | 0.8% | | | | | |
| PISMO BEACH | 271 | 0.7% | 26 | | | | |
| SAN DIEGO | 268 | 0.7% | | | | | |
| OCEANO | 258 | 0.7% | 20 | | | | |
| ATASCADERO | 250 | 0.7% | 51 | | | | |
| SANTA PAULA | 234 | 0.6% | | | 18 | | |
| SACRAMENTO | 193 | 0.5% | | | | | |
| THOUSAND OAKS | 187 | 0.5% | | | 63 | | |
| SIMI VALLEY | 187 | 0.5% | | | 17 | | |
| LOS OSOS | 175 | 0.5% | | | | | |
| ORCUTT | 167 | 0.4% | | | | | |
| GUADALUPE | 153 | 0.4% | | | | | |
| OAK VIEW | 143 | 0.4% | | | | | |
| NJ | 139 | 0.4% | | | | | |
| S SAN FRAN | 134 | 0.4% | | | | | |
| PORT HUENEME | 128 | 0.3% | | | | | |
| NEWBURY PARK | 124 | 0.3% | | | | | |
| LOS OLIVOS | 120 | 0.3% | | | | | 34 |
| IL | 119 | 0.3% | | | | | |
| SAN JOSE | 118 | 0.3% | | | | | |
| ORANGE | 114 | 0.3% | | | | | |
| FRESNO | 108 | 0.3% | | | | | |
| LOS ALAMOS | 106 | 0.3% | | | | | |
| SAN FRANCISCO | 105 | 0.3% | | | | | |
| MOORPARK | 101 | 0.3% | | | | | |
| MORRO BAY | 98 | 0.3% | | | | | |
| LONG BEACH | 86 | 0.2% | | | | | |
| FILLMORE | 85 | 0.2% | | | | | |
| SALINAS | 79 | 0.2% | | | | | |
| ANAHEIM | 76 | 0.2% | | | | | |
| MT | 71 | 0.2% | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| GLENDAL | 70 | 0.2% | | | | | |
| WOODLAND HLS | 67 | 0.2% | | | | | |
| TEMPLETON | 65 | 0.2% | | | | | |
| RIVERSIDE | 61 | 0.2% | | | | | |
| VAN NUYS | 61 | 0.2% | | | | | |
| SHELL BEACH | 59 | 0.2% | | | | | |
| HUNTINGTON BH | 59 | 0.2% | | | | | |
| VALENCIA | 58 | 0.2% | | | | | |
| WESTLAKE VLG | 57 | 0.2% | | | | | |
| SUMMERLAND | 56 | 0.1% | | | | | |
| IRVINE | 55 | 0.1% | | | | | |
| CORONA | 52 | 0.1% | | | | | |
| SANTA MONICA | 51 | 0.1% | | | | | |
| BURBANK | 50 | 0.1% | | | | | |
| COSTA MESA | 50 | 0.1% | | | | | |
| VISALIA | 49 | 0.1% | | | | | |
| MD | 47 | 0.1% | | | | | |
| CAMBRIA | 45 | 0.1% | | | | | |
| N HOLLYWOOD | 43 | 0.1% | | | | | |
| PASADENA | 43 | 0.1% | | | | | |
| ONTARIO | 42 | 0.1% | | | | | |
| MONTECITO | 42 | 0.1% | | | | | |
| SANTA CLARITA | 41 | 0.1% | | | | | |
| NORTHRIDGE | 41 | 0.1% | | | | | |
| CARLSBAD | 41 | 0.1% | | | | | |
| LANCASTER | 39 | 0.1% | | | | | |
| TORRANCE | 38 | 0.1% | | | | | |
| SANTA ANA | 38 | 0.1% | | | | | |
| AGOURA HILLS | 37 | 0.1% | | | | | |
| FONTANA | 36 | 0.1% | | | | | |
| PALMDALE | 35 | 0.1% | | | | | |
| SYLMAR | 34 | 0.1% | | | | | |
| WHITTIER | 34 | 0.1% | | | | | |
| POMONA | 33 | 0.1% | | | | | |
| SANTA ROSA | 33 | 0.1% | | | | | |
| OAKLAND | 33 | 0.1% | | | | | |
| SANTA CRUZ | 32 | 0.1% | | | | | |
| AVILA BEACH | 32 | 0.1% | | | | | |
| GRANADA HILLS | 32 | 0.1% | | | | | |
| OCEANSIDE | 31 | 0.1% | | | | | |
| CANYON CNTRY | 31 | 0.1% | | | | | |
| FULLERTON | 31 | 0.1% | | | | | |
| WINNETKA | 30 | 0.1% | | | | | |
| CAYUCOS | 30 | 0.1% | | | | | |
| GARDEN GROVE | 30 | 0.1% | | | | | |
| INGLEWOOD | 29 | 0.1% | | | | | |
| MURRIETA | 29 | 0.1% | | | | | |
| CHATSWORTH | 29 | 0.1% | | | | | |
| WATSONVILLE | 28 | 0.1% | | | | | |
| REDONDO BEACH | 28 | 0.1% | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| SANTA MARGAR | 27 | 0.1% | | | | | |
| STOCKTON | 27 | 0.1% | | | | | |
| MALIBU | 27 | 0.1% | | | | | |
| MODESTO | 27 | 0.1% | | | | | |
| ELK GROVE | 27 | 0.1% | | | | | |
| WEST HILLS | 26 | 0.1% | | | | | |
| TEMECULA | 26 | 0.1% | | | | | |
| MISSION VIEJO | 26 | 0.1% | | | | | |
| PACIFIC PLSDS | 26 | 0.1% | | | | | |
| FREMONT | 26 | 0.1% | | | | | |
| SAN CLEMENTE | 25 | 0.1% | | | | | |
| VISTA | 25 | 0.1% | | | | | |
| YORBA LINDA | 25 | 0.1% | | | | | |
| RCH CUCAMONGA | 25 | 0.1% | | | | | |
| SHERMAN OAKS | 25 | 0.1% | | | | | |
| MANHATTAN BCH | 25 | 0.1% | | | | | |
| CALABASAS | 25 | 0.1% | | | | | |
| SAN MIGUEL | 24 | 0.1% | | | | | |
| CHULA VISTA | 24 | 0.1% | | | | | |
| CLOVIS | 24 | 0.1% | | | | | |
| WEST COVINA | 23 | 0.1% | | | | | |
| UPLAND | 23 | 0.1% | | | | | |
| ROSEVILLE | 23 | 0.1% | | | | | |
| SN BERNRDNO | 23 | 0.1% | | | | | |
| LIVERMORE | 23 | 0.1% | | | | | |
| SAN MARCOS | 22 | 0.1% | | | | | |
| SAN MATEO | 22 | 0.1% | | | | | |
| HANFORD | 22 | 0.1% | | | | | |
| PALM DESERT | 22 | 0.1% | | | | | |
| CULVER CITY | 22 | 0.1% | | | | | |
| COMPTON | 22 | 0.1% | | | | | |
| GARDENA | 22 | 0.1% | | | | | |
| W SACRAMENTO | 21 | 0.1% | | | | | |
| SUNNYVALE | 21 | 0.1% | | | | | |
| RESEDA | 21 | 0.1% | | | | | |
| MOUNTAIN VIEW | 21 | 0.1% | | | | | |
| NEW CUYAMA | 21 | 0.1% | | | | | |
| CONCORD | 21 | 0.1% | | | | | |
| BEVERLY HILLS | 21 | 0.1% | | | | | |
| TARZANA | 20 | 0.1% | | | | | |
| TUSTIN | 20 | 0.1% | | | | | |
| MONTEREY PARK | 20 | 0.1% | | | | | |
| NEWPORT BEACH | 20 | 0.1% | | | | | |
| CARSON | 20 | 0.1% | | | | | |
| BREA | 20 | 0.1% | | | | | |
| CANOGA PARK | 20 | 0.1% | | | | | |
| LAGUNA NIGUEL | 19 | 0.1% | | | | | |
| MONTEREY | 19 | 0.1% | | | | | |
| MORENO VALLEY | 19 | 0.1% | | | | | |
| GLENDORA | 19 | 0.1% | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|------------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| GAVIOTA | 19 | 0.1% | | | | | |
| CHINO | 19 | 0.1% | | | | | |
| SAN GABRIEL | 18 | 0.0% | | | | | |
| PORTERVILLE | 18 | 0.0% | | | | | |
| PLEASANTON | 18 | 0.0% | | | | | |
| HAYWARD | 18 | 0.0% | | | | | |
| LAGUNA BEACH | 18 | 0.0% | | | | | |
| ENCINO | 18 | 0.0% | | | | | |
| ESCONDIDO | 18 | 0.0% | | | | | |
| CERRITOS | 18 | 0.0% | | | | | |
| VICTORVILLE | 17 | 0.0% | | | | | |
| SANTA CLARA | 17 | 0.0% | | | | | |
| WALNUT CREEK | 17 | 0.0% | | | | | |
| SUN VALLEY | 17 | 0.0% | | | | | |
| STUDIO CITY | 17 | 0.0% | | | | | |
| NAPA | 17 | 0.0% | | | | | |
| ENCINITAS | 17 | 0.0% | | | | | |
| BERKELEY | 17 | 0.0% | | | | | |
| EL MONTE | 17 | 0.0% | | | | | |
| SAN PEDRO | 16 | 0.0% | | | | | |
| REDDING | 16 | 0.0% | | | | | |
| HAWTHORNE | 16 | 0.0% | | | | | |
| OAK PARK | 16 | 0.0% | | | | | |
| NEWHALL | 16 | 0.0% | | | | | |
| MARINA DEL REY | 16 | 0.0% | | | | | |
| LA JOLLA | 16 | 0.0% | | | | | |
| CASTAIC | 16 | 0.0% | | | | | |
| DANVILLE | 16 | 0.0% | | | | | |
| CHINO HILLS | 16 | 0.0% | | | | | |
| DOWNEY | 16 | 0.0% | | | | | |
| EL CAJON | 16 | 0.0% | | | | | |
| SAN LEANDRO | 15 | 0.0% | | | | | |
| SEASIDE | 15 | 0.0% | | | | | |
| TUJUNGA | 15 | 0.0% | | | | | |
| RIALTO | 15 | 0.0% | | | | | |
| WESTMINSTER | 15 | 0.0% | | | | | |
| TAFT | 15 | 0.0% | | | | | |
| SANTA FE SPRINGS | 15 | 0.0% | | | | | |
| LODI | 15 | 0.0% | | | | | |
| PLACENTIA | 15 | 0.0% | | | | | |
| LA PUENTE | 15 | 0.0% | | | | | |
| GILROY | 15 | 0.0% | | | | | |
| GA | 15 | 0.0% | | | | | |
| APPLE VALLEY | 15 | 0.0% | | | | | |
| BELLFLOWER | 15 | 0.0% | | | | | |
| BALDWIN PARK | 15 | 0.0% | | | | | |
| SAN RAFAEL | 14 | 0.0% | | | | | |
| SAN RAMON | 14 | 0.0% | | | | | |
| TULARE | 14 | 0.0% | | | | | |
| POWAY | 14 | 0.0% | | | | | |

| City of Vehicle Registration | | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | | |
|------------------------------|------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|--|
| City | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | North SB to South SB | |
| MONTEBELLO | 14 | 0.0% | | | | | | |
| MONROVIA | 14 | 0.0% | | | | | | |
| NORWALK | 14 | 0.0% | | | | | | |
| LAKE ELSINORE | 14 | 0.0% | | | | | | |
| LAKEWOOD | 14 | 0.0% | | | | | | |
| FALLBROOK | 14 | 0.0% | | | | | | |
| CHICO | 14 | 0.0% | | | | | | |
| ALHAMBRA | 14 | 0.0% | | | | | | |
| CYPRESS | 14 | 0.0% | | | | | | |
| CRESTON | 14 | 0.0% | | | | | | |
| VAFB | 13 | 0.0% | | | | | | |
| VENICE | 13 | 0.0% | | | | | | |
| SAUGUS | 13 | 0.0% | | | | | | |
| MORGAN HILL | 13 | 0.0% | | | | | | |
| LA VERNE | 13 | 0.0% | | | | | | |
| HUNTINGTON PK | 13 | 0.0% | | | | | | |
| ARLETA | 13 | 0.0% | | | | | | |
| SAN JUAN CAPO | 12 | 0.0% | | | | | | |
| LAKE FOREST | 12 | 0.0% | | | | | | |
| LAWNDALE | 12 | 0.0% | | | | | | |
| LA MIRADA | 12 | 0.0% | | | | | | |
| MENIFEE | 12 | 0.0% | | | | | | |
| PERRIS | 12 | 0.0% | | | | | | |
| NOVATO | 12 | 0.0% | | | | | | |
| FAIRFIELD | 12 | 0.0% | | | | | | |
| BURLINGAME | 12 | 0.0% | | | | | | |
| SOMIS | 11 | 0.0% | | | | | | |
| TURLOCK | 11 | 0.0% | | | | | | |
| REDLANDS | 11 | 0.0% | | | | | | |
| RNCHO PLS VRD | 11 | 0.0% | | | | | | |
| SANTEE | 11 | 0.0% | | | | | | |
| REDWOOD CITY | 11 | 0.0% | | | | | | |
| HESPERIA | 11 | 0.0% | | | | | | |
| MADERA | 11 | 0.0% | | | | | | |
| CARMEL | 11 | 0.0% | | | | | | |
| ARCADIA | 11 | 0.0% | | | | | | |
| CUPERTINO | 11 | 0.0% | | | | | | |
| HACIENDA HGTS | 11 | 0.0% | | | | | | |
| ROCKLIN | 10 | 0.0% | | | | | | |
| PORTER RANCH | 10 | 0.0% | | | | | | |
| SAN DIMAS | 10 | 0.0% | | | | | | |
| VALLEJO | 10 | 0.0% | | | | | | |
| W HOLLYWOOD | 10 | 0.0% | | | | | | |
| YUBA CITY | 10 | 0.0% | | | | | | |
| MILPITAS | 10 | 0.0% | | | | | | |
| PA | 10 | 0.0% | | | | | | |
| LA CRESCENTA | 10 | 0.0% | | | | | | |
| OAKHURST | 10 | 0.0% | | | | | | |
| PACOIMA | 10 | 0.0% | | | | | | |
| PANORAMA CITY | 10 | 0.0% | | | | | | |

| City of Vehicle Registration | | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | | |
|------------------------------|---------------------|----------------------|---|--------------------------------|--------------------------|--------------------------|----------------------|--|
| City | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | North SB to South SB | |
| INDIO | 10 | 0.0% | | | | | | |
| LYNWOOD | 10 | 0.0% | | | | | | |
| KING CITY | 10 | 0.0% | | | | | | |
| NORTH HILLS | 10 | 0.0% | | | | | | |
| BUENA PARK | 10 | 0.0% | | | | | | |
| FOLSOM | 10 | 0.0% | | | | | | |
| ANTIOCH | 10 | 0.0% | | | | | | |
| ALAMEDA | 10 | 0.0% | | | | | | |
| BEAUMONT | 10 | 0.0% | | | | | | |
| AZ | 10 | 0.0% | | | | | | |
| AZUSA | 10 | 0.0% | | | | | | |
| AUBURN | 10 | 0.0% | | | | | | |
| TRACY | 9 | 0.0% | | | | | | |
| TRABUCO CYN | 9 | 0.0% | | | | | | |
| SOLANA BEACH | 9 | 0.0% | | | | | | |
| WA | 9 | 0.0% | | | | | | |
| STEVENSON RNH | 9 | 0.0% | | | | | | |
| SOUTH GATE | 9 | 0.0% | | | | | | |
| LOS GATOS | 9 | 0.0% | | | | | | |
| LA QUINTA | 9 | 0.0% | | | | | | |
| LAKESIDE | 9 | 0.0% | | | | | | |
| HERMOSA BEACH | 9 | 0.0% | | | | | | |
| LA HABRA | 9 | 0.0% | | | | | | |
| COACHELLA | 9 | 0.0% | | | | | | |
| BELL GARDENS | 9 | 0.0% | | | | | | |
| EL SEGUNDO | 9 | 0.0% | | | | | | |
| RICHMOND | 8 | 0.0% | | | | | | |
| SAN LUIS OBIS | 8 | 0.0% | | | | | | |
| RIDGECREST | 8 | 0.0% | | | | | | |
| SN LUIS OBSPO | 8 | 0.0% | | | | | | |
| WALNUT | 8 | 0.0% | | | | | | |
| SOLEDAD | 8 | 0.0% | | | | | | |
| TOPANGA | 8 | 0.0% | | | | | | |
| WINCHESTER | 8 | 0.0% | | | | | | |
| ROSEMEAD | 8 | 0.0% | | | | | | |
| ROSAMOND | 8 | 0.0% | | | | | | |
| HUNTINGTN BCH | 8 | 0.0% | | | | | | |
| PARAMOUNT | 8 | 0.0% | | | | | | |
| PICO RIVERA | 8 | 0.0% | | | | | | |
| PACHECO | 8 | 0.0% | | | | | | |
| MISSION HILLS | 8 | 0.0% | | | | | | |
| HEMET | 8 | 0.0% | | | | | | |
| MARIPOSA | 8 | 0.0% | | | | | | |
| PALO ALTO | 8 | 0.0% | | | | | | |
| PITTSBURG | 8 | 0.0% | | | | | | |
| KINGSBURG | 8 | 0.0% | | | | | | |
| NEWARK | 8 | 0.0% | | | | | | |
| CITRUS HTS | 8 | 0.0% | | | | | | |
| DAVIS | 8 | 0.0% | | | | | | |
| DEL MAR | 8 | 0.0% | | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| CARMICHAEL | 8 | 0.0% | | | | | |
| ALTA LOMA | 8 | 0.0% | | | | | |
| CLAREMONT | 8 | 0.0% | | | | | |
| PLS VRDS EST | 7 | 0.0% | | | | | |
| S PASADENA | 7 | 0.0% | | | | | |
| RLLNG HLS EST | 7 | 0.0% | | | | | |
| UNION CITY | 7 | 0.0% | | | | | |
| SCOTTS VALLEY | 7 | 0.0% | | | | | |
| YUCCA VALLEY | 7 | 0.0% | | | | | |
| VALLEY VLG | 7 | 0.0% | | | | | |
| RAMONA | 7 | 0.0% | | | | | |
| MN | 7 | 0.0% | | | | | |
| PETALUMA | 7 | 0.0% | | | | | |
| LA CANADA FLT | 7 | 0.0% | | | | | |
| LA MESA | 7 | 0.0% | | | | | |
| LOS ALTOS HLS | 7 | 0.0% | | | | | |
| HOLLISTER | 7 | 0.0% | | | | | |
| MO | 7 | 0.0% | | | | | |
| MERCED | 7 | 0.0% | | | | | |
| HIGHLAND | 7 | 0.0% | | | | | |
| PACIFICA | 7 | 0.0% | | | | | |
| OAKDALE | 7 | 0.0% | | | | | |
| LAGUNA HILLS | 7 | 0.0% | | | | | |
| MARINA | 7 | 0.0% | | | | | |
| NORCO | 7 | 0.0% | | | | | |
| ALISO VIEJO | 7 | 0.0% | | | | | |
| COVINA | 7 | 0.0% | | | | | |
| BALLARD | 7 | 0.0% | | | | | |
| APTOS | 7 | 0.0% | | | | | |
| DIAMOND BAR | 7 | 0.0% | | | | | |
| CALEXICO | 7 | 0.0% | | | | | |
| CORONADO | 7 | 0.0% | | | | | |
| VACAVILLE | 6 | 0.0% | | | | | |
| RANCHO MIRAGE | 6 | 0.0% | | | | | |
| SIERRA MADRE | 6 | 0.0% | | | | | |
| TX | 6 | 0.0% | | | | | |
| SAN BRUNO | 6 | 0.0% | | | | | |
| UKIAH | 6 | 0.0% | | | | | |
| STANTON | 6 | 0.0% | | | | | |
| TEMPLE CITY | 6 | 0.0% | | | | | |
| SEAL BEACH | 6 | 0.0% | | | | | |
| SANGER | 6 | 0.0% | | | | | |
| SPRING VALLEY | 6 | 0.0% | | | | | |
| LINCOLN | 6 | 0.0% | | | | | |
| PALM SPRINGS | 6 | 0.0% | | | | | |
| MA | 6 | 0.0% | | | | | |
| LA PALMA | 6 | 0.0% | | | | | |
| LOS ALTOS | 6 | 0.0% | | | | | |
| MAYWOOD | 6 | 0.0% | | | | | |
| OAKLEY | 6 | 0.0% | | | | | |

| City of Vehicle Registration | | | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | |
|------------------------------|------------------------|-------------------------|-----------------------------------|---|--------------------------|--------------------------|-------------------------|--|
| City | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | North SB to South SB | |
| LOS BANOS | 6 | 0.0% | | | | | | |
| LOS ALAMITOS | 6 | 0.0% | | | | | | |
| OH | 6 | 0.0% | | | | | | |
| MI | 6 | 0.0% | | | | | | |
| MILL VALLEY | 6 | 0.0% | | | | | | |
| EL CENTRO | 6 | 0.0% | | | | | | |
| CAMPBELL | 6 | 0.0% | | | | | | |
| GONZALES | 6 | 0.0% | | | | | | |
| GRASS VALLEY | 6 | 0.0% | | | | | | |
| ACTON | 6 | 0.0% | | | | | | |
| BUTTONWILLOW | 6 | 0.0% | | | | | | |
| FRAZIER PARK | 6 | 0.0% | | | | | | |
| DANA POINT | 6 | 0.0% | | | | | | |
| BRENTWOOD | 6 | 0.0% | | | | | | |
| DELANO | 6 | 0.0% | | | | | | |
| ALTADENA | 6 | 0.0% | | | | | | |
| HALCYON | 6 | 0.0% | | | | | | |
| SUNLAND | 5 | 0.0% | | | | | | |
| VERNON | 5 | 0.0% | | | | | | |
| PLS VRDS PNSL | 5 | 0.0% | | | | | | |
| SEBASTOPOL | 5 | 0.0% | | | | | | |
| WILMINGTON | 5 | 0.0% | | | | | | |
| SHANDON | 5 | 0.0% | | | | | | |
| TEHACHAPI | 5 | 0.0% | | | | | | |
| PLEASANT HILL | 5 | 0.0% | | | | | | |
| TOLUCA LAKE | 5 | 0.0% | | | | | | |
| ROHNERT PARK | 5 | 0.0% | | | | | | |
| WILDOMAR | 5 | 0.0% | | | | | | |
| SAN FERNANDO | 5 | 0.0% | | | | | | |
| SAN JACINTO | 5 | 0.0% | | | | | | |
| RCHO STA MARG | 5 | 0.0% | | | | | | |
| MARTINEZ | 5 | 0.0% | | | | | | |
| MAMMOTH LAKES | 5 | 0.0% | | | | | | |
| PIRU | 5 | 0.0% | | | | | | |
| MENLO PARK | 5 | 0.0% | | | | | | |
| MANTECA | 5 | 0.0% | | | | | | |
| HARBOR CITY | 5 | 0.0% | | | | | | |
| LATHROP | 5 | 0.0% | | | | | | |
| PATTERSON | 5 | 0.0% | | | | | | |
| BELL | 5 | 0.0% | | | | | | |
| GALT | 5 | 0.0% | | | | | | |
| BENICIA | 5 | 0.0% | | | | | | |
| CANYON LAKE | 5 | 0.0% | | | | | | |
| CORONA DL MAR | 5 | 0.0% | | | | | | |
| CARDIFF | 5 | 0.0% | | | | | | |
| DUARTE | 5 | 0.0% | | | | | | |
| CASTRO VALLEY | 5 | 0.0% | | | | | | |
| BLOOMINGTON | 5 | 0.0% | | | | | | |
| CLAYTON | 5 | 0.0% | | | | | | |
| COLTON | 5 | 0.0% | | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| DALY CITY | 5 | 0.0% | | | | | |
| VALLEY CENTER | 4 | 0.0% | | | | | |
| RCHO SANTA FE | 4 | 0.0% | | | | | |
| SARATOGA | 4 | 0.0% | | | | | |
| RNCHO DOMINGZ | 4 | 0.0% | | | | | |
| WINDSOR | 4 | 0.0% | | | | | |
| SELMA | 4 | 0.0% | | | | | |
| RNCHO CORDOVA | 4 | 0.0% | | | | | |
| SAN CARLOS | 4 | 0.0% | | | | | |
| SATICOY | 4 | 0.0% | | | | | |
| SAN MARTIN | 4 | 0.0% | | | | | |
| YUCAIPA | 4 | 0.0% | | | | | |
| SONOMA | 4 | 0.0% | | | | | |
| RED BLUFF | 4 | 0.0% | | | | | |
| SONORA | 4 | 0.0% | | | | | |
| SAN PABLO | 4 | 0.0% | | | | | |
| PIEDMONT | 4 | 0.0% | | | | | |
| LADERA RANCH | 4 | 0.0% | | | | | |
| IN | 4 | 0.0% | | | | | |
| LA CANADA | 4 | 0.0% | | | | | |
| NEVADA CITY | 4 | 0.0% | | | | | |
| LOMA LINDA | 4 | 0.0% | | | | | |
| IRWINDALE | 4 | 0.0% | | | | | |
| LA CONCHITA | 4 | 0.0% | | | | | |
| PINON HILLS | 4 | 0.0% | | | | | |
| MONTROSE | 4 | 0.0% | | | | | |
| ORINDA | 4 | 0.0% | | | | | |
| LEMOORE | 4 | 0.0% | | | | | |
| GRANITE BAY | 4 | 0.0% | | | | | |
| FOOTHILL RNCH | 4 | 0.0% | | | | | |
| BISHOP | 4 | 0.0% | | | | | |
| CHERRY VALLEY | 4 | 0.0% | | | | | |
| CASTROVILLE | 4 | 0.0% | | | | | |
| COALINGA | 4 | 0.0% | | | | | |
| EXETER | 4 | 0.0% | | | | | |
| ADELANTO | 4 | 0.0% | | | | | |
| CAPITOLA | 4 | 0.0% | | | | | |
| AROMAS | 4 | 0.0% | | | | | |
| BLYTHE | 4 | 0.0% | | | | | |
| COTTONWOOD | 4 | 0.0% | | | | | |
| GEYSERVILLE | 4 | 0.0% | | | | | |
| CATHEDRAL CTY | 4 | 0.0% | | | | | |
| BELMONT | 4 | 0.0% | | | | | |
| EL DORADO HLS | 4 | 0.0% | | | | | |
| SAUSALITO | 3 | 0.0% | | | | | |
| RNCH CUCAMNGA | 3 | 0.0% | | | | | |
| WOODSIDE | 3 | 0.0% | | | | | |
| SOQUEL | 3 | 0.0% | | | | | |
| RIO LINDA | 3 | 0.0% | | | | | |
| STRATHMORE | 3 | 0.0% | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| WOODLAND | 3 | 0.0% | | | | | |
| SUISUN CITY | 3 | 0.0% | | | | | |
| PRT HUENEME | 3 | 0.0% | | | | | |
| SUN CITY | 3 | 0.0% | | | | | |
| SN JUN BATSTA | 3 | 0.0% | | | | | |
| SAN LORENZO | 3 | 0.0% | | | | | |
| WI | 3 | 0.0% | | | | | |
| SAN MARINO | 3 | 0.0% | | | | | |
| SHAFTER | 3 | 0.0% | | | | | |
| TRUCKEE | 3 | 0.0% | | | | | |
| RIVERBANK | 3 | 0.0% | | | | | |
| SAN SIMEON | 3 | 0.0% | | | | | |
| S LAKE TAHOE | 3 | 0.0% | | | | | |
| S EL MONTE | 3 | 0.0% | | | | | |
| MCFARLAND | 3 | 0.0% | | | | | |
| NATIONAL CITY | 3 | 0.0% | | | | | |
| NH | 3 | 0.0% | | | | | |
| LAMONT | 3 | 0.0% | | | | | |
| LEMON COVE | 3 | 0.0% | | | | | |
| HERCULES | 3 | 0.0% | | | | | |
| KERMAN | 3 | 0.0% | | | | | |
| PLACERVILLE | 3 | 0.0% | | | | | |
| HALF MOON BAY | 3 | 0.0% | | | | | |
| LINDSAY | 3 | 0.0% | | | | | |
| LAKE BALBOA | 3 | 0.0% | | | | | |
| MURPHYS | 3 | 0.0% | | | | | |
| LK ARROWHEAD | 3 | 0.0% | | | | | |
| IMPERIAL | 3 | 0.0% | | | | | |
| PLAYA DEL REY | 3 | 0.0% | | | | | |
| N HIGHLANDS | 3 | 0.0% | | | | | |
| IMPERIAL BCH | 3 | 0.0% | | | | | |
| N HILLS | 3 | 0.0% | | | | | |
| NEWCASTLE | 3 | 0.0% | | | | | |
| KENTFIELD | 3 | 0.0% | | | | | |
| LOMITA | 3 | 0.0% | | | | | |
| MARYSVILLE | 3 | 0.0% | | | | | |
| MIRA LOMA | 3 | 0.0% | | | | | |
| COTO DE CAZA | 3 | 0.0% | | | | | |
| ARCATA | 3 | 0.0% | | | | | |
| CUDAHY | 3 | 0.0% | | | | | |
| DINUBA | 3 | 0.0% | | | | | |
| FARMERSVILLE | 3 | 0.0% | | | | | |
| AMERICAN CYN | 3 | 0.0% | | | | | |
| FOSTER CITY | 3 | 0.0% | | | | | |
| CARUTHERS | 3 | 0.0% | | | | | |
| CAMINO | 3 | 0.0% | | | | | |
| CERES | 3 | 0.0% | | | | | |
| CARMEL VALLEY | 3 | 0.0% | | | | | |
| AVENAL | 3 | 0.0% | | | | | |
| CORTE MADERA | 3 | 0.0% | | | | | |

| City of Vehicle Registration | | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | |
|------------------------------|------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| City | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | North SB to South SB |
| EL SOBRANTE | 3 | 0.0% | | | | | |
| CAPO BEACH | 3 | 0.0% | | | | | |
| ATHERTON | 3 | 0.0% | | | | | |
| CT | 3 | 0.0% | | | | | |
| BERMUDA DUNES | 3 | 0.0% | | | | | |
| BONITA | 3 | 0.0% | | | | | |
| ANDERSON | 3 | 0.0% | | | | | |
| BRADLEY | 3 | 0.0% | | | | | |
| ESPARTO | 3 | 0.0% | | | | | |
| GRAND TERRACE | 3 | 0.0% | | | | | |
| CITY INDUSTRY | 3 | 0.0% | | | | | |
| BELL CANYON | 3 | 0.0% | | | | | |
| BIG BEAR CITY | 3 | 0.0% | | | | | |
| DIXON | 3 | 0.0% | | | | | |
| SN BERNARDINO | 2 | 0.0% | | | | | |
| PORTOLA VLY | 2 | 0.0% | | | | | |
| VLY SPRINGS | 2 | 0.0% | | | | | |
| SUSANVILLE | 2 | 0.0% | | | | | |
| PRATHER | 2 | 0.0% | | | | | |
| SILVERADO | 2 | 0.0% | | | | | |
| REEDLEY | 2 | 0.0% | | | | | |
| SPRECKELS | 2 | 0.0% | | | | | |
| STANFORD | 2 | 0.0% | | | | | |
| RCH DOMINGUEZ | 2 | 0.0% | | | | | |
| SAN ARDO | 2 | 0.0% | | | | | |
| SISQUOC | 2 | 0.0% | | | | | |
| SHINGLE SPGS | 2 | 0.0% | | | | | |
| TERRA BELLA | 2 | 0.0% | | | | | |
| VALLEY GLEN | 2 | 0.0% | | | | | |
| THERMAL | 2 | 0.0% | | | | | |
| VILLA PARK | 2 | 0.0% | | | | | |
| ROWLAND HTS | 2 | 0.0% | | | | | |
| QUINCY | 2 | 0.0% | | | | | |
| TRES PINOS | 2 | 0.0% | | | | | |
| RNCH SANTA FE | 2 | 0.0% | | | | | |
| SAN YSIDRO | 2 | 0.0% | | | | | |
| SUGARLOAF | 2 | 0.0% | | | | | |
| TWENTYNIN PLM | 2 | 0.0% | | | | | |
| S GATE | 2 | 0.0% | | | | | |
| REDWOOD VLY | 2 | 0.0% | | | | | |
| PENN VALLEY | 2 | 0.0% | | | | | |
| MIDDLETOWN | 2 | 0.0% | | | | | |
| HUGHSON | 2 | 0.0% | | | | | |
| LAFAYETTE | 2 | 0.0% | | | | | |
| JULIAN | 2 | 0.0% | | | | | |
| KERNVILLE | 2 | 0.0% | | | | | |
| KEENE | 2 | 0.0% | | | | | |
| MOSS LANDING | 2 | 0.0% | | | | | |
| MENTONE | 2 | 0.0% | | | | | |
| HEALDSBURG | 2 | 0.0% | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|----------------------|---|--------------------------------|--------------------------|--------------------------|----------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| MILLBRAE | 2 | 0.0% | | | | | |
| NC | 2 | 0.0% | | | | | |
| PARADISE | 2 | 0.0% | | | | | |
| KS | 2 | 0.0% | | | | | |
| MONTCLAIR | 2 | 0.0% | | | | | |
| NEWPORT COAST | 2 | 0.0% | | | | | |
| HOLLYWOOD | 2 | 0.0% | | | | | |
| LAKEPORT | 2 | 0.0% | | | | | |
| ORANGEVALE | 2 | 0.0% | | | | | |
| NORTH FORK | 2 | 0.0% | | | | | |
| OROVILLE | 2 | 0.0% | | | | | |
| JAMESTOWN | 2 | 0.0% | | | | | |
| MIDWAY CITY | 2 | 0.0% | | | | | |
| NV | 2 | 0.0% | | | | | |
| LEONA VALLEY | 2 | 0.0% | | | | | |
| NY | 2 | 0.0% | | | | | |
| JUNE LAKE | 2 | 0.0% | | | | | |
| MC FARLAND | 2 | 0.0% | | | | | |
| LIVINGSTON | 2 | 0.0% | | | | | |
| MCCLELLAN | 2 | 0.0% | | | | | |
| MONTARA | 2 | 0.0% | | | | | |
| LATON | 2 | 0.0% | | | | | |
| PHELAN | 2 | 0.0% | | | | | |
| LA SELVA BCH | 2 | 0.0% | | | | | |
| PINE MTN CLUB | 2 | 0.0% | | | | | |
| PIXLEY | 2 | 0.0% | | | | | |
| OAKVIEW | 2 | 0.0% | | | | | |
| CALISTOGA | 2 | 0.0% | | | | | |
| FELTON | 2 | 0.0% | | | | | |
| GUALALA | 2 | 0.0% | | | | | |
| CORNING | 2 | 0.0% | | | | | |
| FORTUNA | 2 | 0.0% | | | | | |
| ARMONA | 2 | 0.0% | | | | | |
| COMMERCE | 2 | 0.0% | | | | | |
| BARSTOW | 2 | 0.0% | | | | | |
| CLEARLAKE OKS | 2 | 0.0% | | | | | |
| ATWATER | 2 | 0.0% | | | | | |
| FIREBAUGH | 2 | 0.0% | | | | | |
| CALIENTE | 2 | 0.0% | | | | | |
| FOUNTAIN VLY | 2 | 0.0% | | | | | |
| CRESCENT CITY | 2 | 0.0% | | | | | |
| ARNOLD | 2 | 0.0% | | | | | |
| BAY POINT | 2 | 0.0% | | | | | |
| ANTELOPE | 2 | 0.0% | | | | | |
| ALTURAS | 2 | 0.0% | | | | | |
| FAIRFAX | 2 | 0.0% | | | | | |
| ADIN | 2 | 0.0% | | | | | |
| BIG SUR | 2 | 0.0% | | | | | |
| AGUA DULCE | 2 | 0.0% | | | | | |
| AGOURA | 2 | 0.0% | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| DSRT HOT SPGS | 2 | 0.0% | | | | | |
| CASMALIA | 2 | 0.0% | | | | | |
| DUBLIN | 2 | 0.0% | | | | | |
| FOUNTAIN VALL | 2 | 0.0% | | | | | |
| BEN LOMOND | 2 | 0.0% | | | | | |
| FOWLER | 2 | 0.0% | | | | | |
| ALPINE | 2 | 0.0% | | | | | |
| FREEDOM | 2 | 0.0% | | | | | |
| EMERYVILLE | 2 | 0.0% | | | | | |
| COLUSA | 2 | 0.0% | | | | | |
| ANAHEIM HILLS | 2 | 0.0% | | | | | |
| BOULDER CREEK | 2 | 0.0% | | | | | |
| ESCALON | 2 | 0.0% | | | | | |
| GREENFIELD | 2 | 0.0% | | | | | |
| ACAMPO | 2 | 0.0% | | | | | |
| GUATAY | 2 | 0.0% | | | | | |
| CORCORAN | 2 | 0.0% | | | | | |
| EUREKA | 2 | 0.0% | | | | | |
| SHAVER LAKE | 1 | 0.0% | | | | | |
| WARRENTON VA | 1 | 0.0% | | | | | |
| RCHO SNTA MAR | 1 | 0.0% | | | | | |
| ROWLAND HGTS | 1 | 0.0% | | | | | |
| PLS VRDS | 1 | 0.0% | | | | | |
| SUTTER CREEK | 1 | 0.0% | | | | | |
| WOODLAND HILS | 1 | 0.0% | | | | | |
| SCOTT BAR | 1 | 0.0% | | | | | |
| POINT HUENEME | 1 | 0.0% | | | | | |
| ROYAL OAKS | 1 | 0.0% | | | | | |
| THOUSAND PLMS | 1 | 0.0% | | | | | |
| TRAVIS AFB | 1 | 0.0% | | | | | |
| WILLIAMS | 1 | 0.0% | | | | | |
| SOUTH SAN FRA | 1 | 0.0% | | | | | |
| WOFFORD HTS | 1 | 0.0% | | | | | |
| TRINITY CTR | 1 | 0.0% | | | | | |
| RIVERDALE | 1 | 0.0% | | | | | |
| TRONA | 1 | 0.0% | | | | | |
| SUTTER | 1 | 0.0% | | | | | |
| PLUMAS LAKE | 1 | 0.0% | | | | | |
| SANTA ROSA VA | 1 | 0.0% | | | | | |
| RUBIDOUX | 1 | 0.0% | | | | | |
| SALIDA | 1 | 0.0% | | | | | |
| RUNNING SPGS | 1 | 0.0% | | | | | |
| WESTCHESTER | 1 | 0.0% | | | | | |
| TUOLUMNE | 1 | 0.0% | | | | | |
| SAN BUENAVENT | 1 | 0.0% | | | | | |
| SPRINGVILLE | 1 | 0.0% | | | | | |
| ROLLING HILLS | 1 | 0.0% | | | | | |
| ROSSMOOR | 1 | 0.0% | | | | | |
| WINTERS | 1 | 0.0% | | | | | |
| TWAIN HARTE | 1 | 0.0% | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| WOODBIDGE | 1 | 0.0% | | | | | |
| TAHOE CITY | 1 | 0.0% | | | | | |
| TOLLHOUSE | 1 | 0.0% | | | | | |
| PORTOLA VALLY | 1 | 0.0% | | | | | |
| YREKA | 1 | 0.0% | | | | | |
| TALMAGE | 1 | 0.0% | | | | | |
| QUARTZ HILL | 1 | 0.0% | | | | | |
| SANTA BABRARA | 1 | 0.0% | | | | | |
| REDWAY | 1 | 0.0% | | | | | |
| SANTA BARABRA | 1 | 0.0% | | | | | |
| RNH CUCAMONGA | 1 | 0.0% | | | | | |
| UPPER LAKE | 1 | 0.0% | | | | | |
| RAYMOND | 1 | 0.0% | | | | | |
| UT | 1 | 0.0% | | | | | |
| WASCO | 1 | 0.0% | | | | | |
| VA | 1 | 0.0% | | | | | |
| WEAVERVILLE | 1 | 0.0% | | | | | |
| ROWLAND HGHTS | 1 | 0.0% | | | | | |
| SEELEY | 1 | 0.0% | | | | | |
| SANTA BARBRA | 1 | 0.0% | | | | | |
| SHELL BCH | 1 | 0.0% | | | | | |
| SC | 1 | 0.0% | | | | | |
| RIO VISTA | 1 | 0.0% | | | | | |
| SAN ANSELMO | 1 | 0.0% | | | | | |
| SD | 1 | 0.0% | | | | | |
| ST HELENA | 1 | 0.0% | | | | | |
| WILLOWS | 1 | 0.0% | | | | | |
| SIGNAL HILL | 1 | 0.0% | | | | | |
| THREE RIVERS | 1 | 0.0% | | | | | |
| RNCHO MURIETA | 1 | 0.0% | | | | | |
| RIPON | 1 | 0.0% | | | | | |
| STA ROSA VLY | 1 | 0.0% | | | | | |
| WINTON | 1 | 0.0% | | | | | |
| SURFSIDE | 1 | 0.0% | | | | | |
| WOODACRE | 1 | 0.0% | | | | | |
| PRUNEDALE | 1 | 0.0% | | | | | |
| TIBURON | 1 | 0.0% | | | | | |
| STA RSA VLY | 1 | 0.0% | | | | | |
| TN | 1 | 0.0% | | | | | |
| VENUTRA | 1 | 0.0% | | | | | |
| WY | 1 | 0.0% | | | | | |
| RODEO | 1 | 0.0% | | | | | |
| YOUNTVILLE | 1 | 0.0% | | | | | |
| PT MUGU NAWC | 1 | 0.0% | | | | | |
| SB LUIS OBISP | 1 | 0.0% | | | | | |
| SAN FRANCISO | 1 | 0.0% | | | | | |
| SLOUGHHOUSE | 1 | 0.0% | | | | | |
| RI | 1 | 0.0% | | | | | |
| VALINDA | 1 | 0.0% | | | | | |
| LA | 1 | 0.0% | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | North SB to South SB |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | |
| PALOMAR MTN | 1 | 0.0% | | | | | |
| LAKE SHERWOOD | 1 | 0.0% | | | | | |
| JACKSON | 1 | 0.0% | | | | | |
| PATTON | 1 | 0.0% | | | | | |
| INDUSTRY | 1 | 0.0% | | | | | |
| PAC PALISADES | 1 | 0.0% | | | | | |
| MATHER | 1 | 0.0% | | | | | |
| IDYLLWILD | 1 | 0.0% | | | | | |
| LAGUNA WOODS | 1 | 0.0% | | | | | |
| PARLIER | 1 | 0.0% | | | | | |
| NV89036 | 1 | 0.0% | | | | | |
| PENRYN | 1 | 0.0% | | | | | |
| HEBER | 1 | 0.0% | | | | | |
| IVANHOE | 1 | 0.0% | | | | | |
| OAK HILLS | 1 | 0.0% | | | | | |
| PACIFIC GROVE | 1 | 0.0% | | | | | |
| LARKSPUR | 1 | 0.0% | | | | | |
| PAICINES | 1 | 0.0% | | | | | |
| HELM | 1 | 0.0% | | | | | |
| JENNER | 1 | 0.0% | | | | | |
| LUCERENE VLY | 1 | 0.0% | | | | | |
| MOTEREY PARK | 1 | 0.0% | | | | | |
| JAMUL | 1 | 0.0% | | | | | |
| KAGEL CYN | 1 | 0.0% | | | | | |
| MCKINLEYVILLE | 1 | 0.0% | | | | | |
| PEBBLE BEACH | 1 | 0.0% | | | | | |
| LAKE ALMANOR | 1 | 0.0% | | | | | |
| HI | 1 | 0.0% | | | | | |
| PINOLE | 1 | 0.0% | | | | | |
| PIERCY | 1 | 0.0% | | | | | |
| LYTLE CREEK | 1 | 0.0% | | | | | |
| KY | 1 | 0.0% | | | | | |
| ID | 1 | 0.0% | | | | | |
| LAKE ISABELLA | 1 | 0.0% | | | | | |
| MOUNT SHASTA | 1 | 0.0% | | | | | |
| LENNOX | 1 | 0.0% | | | | | |
| MORAGA | 1 | 0.0% | | | | | |
| LAKE VIEW TER | 1 | 0.0% | | | | | |
| HARMONY | 1 | 0.0% | | | | | |
| PALA | 1 | 0.0% | | | | | |
| LAYTONVILLE | 1 | 0.0% | | | | | |
| LEUCADIA | 1 | 0.0% | | | | | |
| ND | 1 | 0.0% | | | | | |
| NEWMAN | 1 | 0.0% | | | | | |
| OLIVEHURST | 1 | 0.0% | | | | | |
| MARICOPA | 1 | 0.0% | | | | | |
| OLIVENHAIN | 1 | 0.0% | | | | | |
| MT HERMON | 1 | 0.0% | | | | | |
| JANESVILLE | 1 | 0.0% | | | | | |
| MOJAVE | 1 | 0.0% | | | | | |

| City of Vehicle Registration | | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | | |
|------------------------------|------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|--|
| City | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | North SB to South SB | |
| OR | 1 | 0.0% | | | | | | |
| MONTAGUE | 1 | 0.0% | | | | | | |
| NE | 1 | 0.0% | | | | | | |
| PAUMA VALLEY | 1 | 0.0% | | | | | | |
| NEEDLES | 1 | 0.0% | | | | | | |
| NICE | 1 | 0.0% | | | | | | |
| ISLA VISTA | 1 | 0.0% | | | | | | |
| NILAND | 1 | 0.0% | | | | | | |
| LEMON GROVE | 1 | 0.0% | | | | | | |
| HIDDEN HILLS | 1 | 0.0% | | | | | | |
| ORLAND | 1 | 0.0% | | | | | | |
| KENSINGTON | 1 | 0.0% | | | | | | |
| OROSI | 1 | 0.0% | | | | | | |
| MTN HOUSE | 1 | 0.0% | | | | | | |
| KEYES | 1 | 0.0% | | | | | | |
| LA HONDA | 1 | 0.0% | | | | | | |
| HAWAIIAN GDNS | 1 | 0.0% | | | | | | |
| OAKVILLE | 1 | 0.0% | | | | | | |
| INYOKERN | 1 | 0.0% | | | | | | |
| HILMAR | 1 | 0.0% | | | | | | |
| LOOMIS | 1 | 0.0% | | | | | | |
| PLAYA VISTA | 1 | 0.0% | | | | | | |
| PLANADA | 1 | 0.0% | | | | | | |
| OCOTILLO | 1 | 0.0% | | | | | | |
| LA GRANGE | 1 | 0.0% | | | | | | |
| PLEASANT GRV | 1 | 0.0% | | | | | | |
| MENDOCINO | 1 | 0.0% | | | | | | |
| MENDOTA | 1 | 0.0% | | | | | | |
| ARVIN | 1 | 0.0% | | | | | | |
| BLUE LAKE | 1 | 0.0% | | | | | | |
| GUASTI | 1 | 0.0% | | | | | | |
| CALIMESA | 1 | 0.0% | | | | | | |
| CANYON DAM | 1 | 0.0% | | | | | | |
| EL CAMINO VLG | 1 | 0.0% | | | | | | |
| CRESTLINE | 1 | 0.0% | | | | | | |
| CALIPATRIA | 1 | 0.0% | | | | | | |
| CARPINTEIRA | 1 | 0.0% | | | | | | |
| EL CERRITO | 1 | 0.0% | | | | | | |
| BODFISH | 1 | 0.0% | | | | | | |
| ALHMABRA | 1 | 0.0% | | | | | | |
| BARRINGTON | 1 | 0.0% | | | | | | |
| EL GRANADA | 1 | 0.0% | | | | | | |
| COOL | 1 | 0.0% | | | | | | |
| CABAZON | 1 | 0.0% | | | | | | |
| BRODERICK | 1 | 0.0% | | | | | | |
| EL RIO | 1 | 0.0% | | | | | | |
| CALIFRANIA VLY | 1 | 0.0% | | | | | | |
| BASS LAKE | 1 | 0.0% | | | | | | |
| BLUE JAY | 1 | 0.0% | | | | | | |
| CROCKETT | 1 | 0.0% | | | | | | |

| City of Vehicle Registration | | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | |
|------------------------------|---------------------|----------------------|---|--------------------------------|--------------------------|--------------------------|----------------------|
| City | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | North SB to South SB |
| FT IRWIN | 1 | 0.0% | | | | | |
| ALBANY | 1 | 0.0% | | | | | |
| BOLINAS | 1 | 0.0% | | | | | |
| ELVERTA | 1 | 0.0% | | | | | |
| BORON | 1 | 0.0% | | | | | |
| CEDARPINES PK | 1 | 0.0% | | | | | |
| COMPTCHE | 1 | 0.0% | | | | | |
| CARPENTERIA | 1 | 0.0% | | | | | |
| CALABASAS HLS | 1 | 0.0% | | | | | |
| CITY OF IND | 1 | 0.0% | | | | | |
| GREEN VALLEY | 1 | 0.0% | | | | | |
| COTATI | 1 | 0.0% | | | | | |
| GROVELAND | 1 | 0.0% | | | | | |
| ALAMO | 1 | 0.0% | | | | | |
| BROOKDALE | 1 | 0.0% | | | | | |
| CLARKSBURG | 1 | 0.0% | | | | | |
| EDWARDS | 1 | 0.0% | | | | | |
| GUSTINE | 1 | 0.0% | | | | | |
| DIAMOND SP | 1 | 0.0% | | | | | |
| BEL AIR ESTAT | 1 | 0.0% | | | | | |
| DISCOVERY BAY | 1 | 0.0% | | | | | |
| FAIR OAKS | 1 | 0.0% | | | | | |
| FRENCH CAMP | 1 | 0.0% | | | | | |
| AUBERRY | 1 | 0.0% | | | | | |
| FRIANT | 1 | 0.0% | | | | | |
| CALIF VALLEY | 1 | 0.0% | | | | | |
| COLO | 1 | 0.0% | | | | | |
| CHALFANT VLY | 1 | 0.0% | | | | | |
| HACIENDA HEIG | 1 | 0.0% | | | | | |
| CLEMENTS | 1 | 0.0% | | | | | |
| GARDEN VALLEY | 1 | 0.0% | | | | | |
| APPLEGATE | 1 | 0.0% | | | | | |
| GASQUET | 1 | 0.0% | | | | | |
| FERNDALE | 1 | 0.0% | | | | | |
| AVALON | 1 | 0.0% | | | | | |
| DEL AIRE | 1 | 0.0% | | | | | |
| GLEN ELLEN | 1 | 0.0% | | | | | |
| HACIENDA HTS | 1 | 0.0% | | | | | |
| BRAWLEY | 1 | 0.0% | | | | | |
| FL | 1 | 0.0% | | | | | |
| AHWAHNEE | 1 | 0.0% | | | | | |
| FLORENCE | 1 | 0.0% | | | | | |
| BANNING | 1 | 0.0% | | | | | |
| BLAIRSDEN | 1 | 0.0% | | | | | |
| COPPEROPOLIS | 1 | 0.0% | | | | | |
| ARBUCKLE | 1 | 0.0% | | | | | |
| GREENBRAE | 1 | 0.0% | | | | | |
| AGUANGA | 1 | 0.0% | | | | | |
| GROSSMONT | 1 | 0.0% | | | | | |
| FOREST FALLS | 1 | 0.0% | | | | | |

| City | City of Vehicle Registration | | City of Vehicle Registration for Inferred Commuters on each Commute Route | | | | |
|---------------|------------------------------|-------------------------|---|-----------------------------------|--------------------------|--------------------------|-------------------------|
| | Number of Addresses | Percent of Addresses | San Luis Obispo to Santa Maria | Santa Maria to San Luis Obispo | Ventura to Santa Barbara | Santa Barbara to Ventura | North SB to South SB |
| GROVER BCH | 1 | 0.0% | | | | | |
| FORESTVILLE | 1 | 0.0% | | | | | |
| GROVER CITY | 1 | 0.0% | | | | | |
| FORT IRWIN | 1 | 0.0% | | | | | |
| DUNSMUIR | 1 | 0.0% | | | | | |
| DEL REY OAKS | 1 | 0.0% | | | | | |
| E PALO ALTO | 1 | 0.0% | | | | | |
| COARSEGOLD | 1 | 0.0% | | | | | |
| CALIFORNIA CY | 1 | 0.0% | | | | | |
| CAMPO | 1 | 0.0% | | | | | |
| BYRON | 1 | 0.0% | | | | | |
| DOVE CANYON | 1 | 0.0% | | | | | |
| BELL GARDEN | 1 | 0.0% | | | | | |
| DEL REY | 1 | 0.0% | | | | | |

APPENDIX C: USER MAIL SURVEY DATA



Central Coast US 101 Commuter Survey



The State of California has partnered with several regional planning agencies to survey commuters who use U.S. 101 in order to plan transit and freeway improvements in the future. Your responses to the survey are critical to help improve services and infrastructure in the Central Coast region. Please take a few minutes to answer these survey questions.

Thank You For Your Participation

Instructions: Complete the survey and use the pre-paid envelope to return your response. The survey can also be completed on the web at: <https://www.surveymonkey.com/r/DLGHWBN>

WIN A \$50 GAS CARD! All qualified survey responses will be entered into a random drawing for one of TWENTY-FIVE \$50 gas cards. If you want to be entered in the drawing, please include your name, mailing address, and email in the comment box on the survey.

1. If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip?
☐ Work ☐ School ☐ Business ☐ Personal Errand ☐ Other _____
2. What is your most frequently used mode of transportation?
☐ Drive Alone ☐ Carpool/Vanpool ☐ Motorcycle ☐ Bus ☐ Other _____
3. If you answered bus above, which bus route(s)? _____
4. Have you changed your mode with the opening of the US 101 carpool lane? ☐ Yes ☐ No
5. What is your usual work schedule? _____AM to _____PM
6. Who is your employer? _____
7. What is the nearest intersection to your workplace? _____
8. What is the nearest intersection to your home? _____
9. What is your household type?
☐ Single Family ☐ Condo ☐ Apartment ☐ Townhouse ☐ Other _____
10. How many persons reside in your household? _____
11. How many of those persons are employed at least 30 hours a week? _____
12. In your household, how many licensed drivers are there? _____ How many operational motor vehicles? _____
13. What is your age: _____
14. What is your gender: ☐ Male ☐ Female
15. Highest level of education attained:
☐ Less than high- school ☐ High-school ☐ Some college ☐ College graduate ☐ Post-graduate work
16. What is your household income:
☐ 0-25,000 ☐ 25,000-50,000 ☐ 50,000-75,000 ☐ 75,000-100,000 ☐ 100,000-150,000 ☐ 150,000+

We actively seek your comments about how we can improve transit services and highways in our region—please let us know!

DRAWING ENTRY Name: _____

Email address: _____

Mailing address: _____

Winners to be notified after Dec. 10, 2015

Encuesta de la Costa Central de la Autopista US 101



El Estado de California se ha asociado con varias agencias de planificación para un estudio de pasajeros que viajan por el US 101 con el fin de planificar el tránsito y mejoras de la autopista en el futuro. Las respuestas a la encuesta son esenciales para ayudar a mejorar los servicios y la infraestructura en la región de la Costa Central. Por favor tome unos minutos para responder a estas preguntas de la encuesta.

Gracias Por Tu Participación

Instrucciones: Complete la encuesta y use el sobre pre-pagado para enviar su respuesta. La encuesta también puede llevarse a cabo en la web en: <https://www.surveymonkey.com/r/DTZN25G>

GAÑE UNA TARJETA DE GAS DE \$50.00! Todas las respuestas calificadas de la encuesta entraran a un sorteo para ganar una de **VEINTICINCO** tarjetas de gas de \$50.00. Si deseas que tu nombre entre al sorteo, por favor incluya su nombre, dirección y correo electrónico en el cuadro comentario de la encuesta.

- Si usted viaja con regularidad a, desde o dentro del Condado de Santa Barbara, ¿cuál es su propósito más común de su viaje?
☐ Trabajo ☐ Escuela ☐ Negocio ☐ Encargo Personal ☐ Otro _____
- ¿Cuál es la forma más frecuente de su transporte?
☐ Manejar Solo ☐ Compartir ☐ Motocicleta ☐ Autobus ☐ Otro _____
- Si tu respuesta arriba fue de autobus, cual ruta (s) de autobus? _____
- ¿Ha cambiado su forma desde que se abrió el carril de transporte colectivo en el US 101? ☐ Si ☐ No
- ¿Cuál es su horario de trabajo? _____ AM a _____ PM
- ¿Quién es su empleador? _____
- ¿Cuál es la intersección más cercana a su lugar de trabajo? _____
- ¿Cuál es la intersección más cercana a su casa? _____
- ¿Cuál es el tipo de su hogar?
☐ Una Sola Familia ☐ Condominio ☐ Apartamento ☐ Casa ☐ Otro _____
- ¿Cuántas personas viven en su hogar? _____
- ¿Cuántas de esas personas son empleadas por lo menos 30 horas a la semana? _____
- En su hogar, ¿cuántas personas hay que son conductores con licencia? _____ ¿Cuántos vehículos son operativos? _____
- ¿Cuál es su edad?: _____
- ¿Cuál es su sexo?: ☐ Masculino ☐ Femenino
- Nivel más alto de educación alcanzado:
☐ Menos de Preparatoria ☐ Preparatoria ☐ Algo de Colegio ☐ Graduado del Colegio ☐ Estudios de Posgrado
- ¿Cuál es el ingreso de su hogar?:
☐ 0-25,000 ☐ 25,000-50,000 ☐ 50,000-75,000 ☐ 75,000-100,000 ☐ 100,000-150,000 ☐ 150,000+

Buscamos activamente sus comentarios sobre cómo podemos mejorar los servicios de tránsito y carreteras de nuestra región-¡por favor háganoslo saber!

ENTRADA de Sorteo Nombre:

Correo electrónico:

Dirección:

Los ganadores serán notificados después de el 10 de Diciembre, 2015.

Central Coast US 101 Commuter Survey



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Thank You For Your Participation

Instructions: Complete the survey and use the pre-paid envelope to return your response. The survey can also be completed on the web at: <https://www.surveymonkey.com/r/V5F9WND>

WIN A \$50 GAS CARD! All qualified survey responses will be entered into a random drawing for one of TWENTY-FIVE \$50 gas cards. If you want to be entered in the drawing, please include your name, mailing address, and email in the comment box on the survey.

1. If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip?
☐ Work ☐ School ☐ Business ☐ Personal Errand ☐ Other _____
2. What is your most frequently used mode of transportation?
☐ Drive Alone ☐ Carpool/Vanpool ☐ Motorcycle ☐ Bus ☐ Other _____
3. If you answered bus above, which bus route(s)? _____
4. Are you aware of the Clean Air Express commuter bus service? ☐ Yes ☐ No
5. What is your usual work schedule? _____ AM to _____ PM
6. Who is your employer? _____
7. What is the nearest intersection to your workplace? _____
8. What is the nearest intersection to your home? _____
9. What is your household type?
☐ Single Family ☐ Condo ☐ Apartment ☐ Townhouse ☐ Other _____
10. How many persons reside in your household? _____
11. How many of those persons are employed at least 30 hours a week? _____
12. In your household, how many licensed drivers are there? _____ How many operational motor vehicles? _____
13. What is your age: _____
14. What is your gender: ☐ Male ☐ Female
15. Highest level of education attained:
☐ Less than high- school ☐ High-school ☐ Some college ☐ College graduate ☐ Post-graduate work
16. What is your household income:
☐ 0-25,000 ☐ 25,000-50,000 ☐ 50,000-75,000 ☐ 75,000-100,000 ☐ 100,000-150,000 ☐ 150,000+

We actively seek your comments about how we can improve transit services and highways in our region—please let us know!

DRAWING ENTRY Name: _____

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Gracias Por Tu Participación

Instrucciones: Complete la encuesta y use el sobre pre-pagado para enviar su respuesta. La encuesta también puede llevarse a cabo en la web en: <https://www.surveymonkey.com/r/DZGCMND>

GAÑE UNA TARJETA DE GAS DE \$50.00! Todas las respuestas calificadas de la encuesta entraran a un sorteo para ganar una de **VEINTICINCO** tarjetas de gas de \$50.00. Si deseas que tu nombre entre al sorteo, por favor incluya su nombre, dirección y correo electrónico en el cuadro comentario de la encuesta.

1. Si usted viaja con regularidad a, desde o dentro del Condado de Santa Barbara, ¿cuál es su propósito más común de su viaje?

☐ Trabajo ☐ Escuela ☐ Negocio ☐ Encargo Personal ☐ Otro _____

2. ¿Cuál es la forma más frecuente de su transporte?

☐ Manejar Solo ☐ Compartir ☐ Motocicleta ☐ Autobus ☐ Otro _____

3. Si tu respuesta arriba fue de autobus, cual ruta (s) de autobus? _____

4. ¿Es usted consciente del servicio de autobús Clean Air Express? ☐ Si ☐ No

5. ¿Cuál es su horario de trabajo? _____ AM a _____ PM

6. ¿Quién es su empleador? _____

7. ¿Cuál es la intersección más cercana a su lugar de trabajo? _____

8. ¿Cuál es la intersección más cercana a su casa? _____

9. ¿Cuál es el tipo de su hogar?

☐ Una Sola Familia ☐ Condominio ☐ Apartamento ☐ Casa ☐ Otro _____

10. ¿Cuántas personas viven en su hogar? _____

11. ¿Cuántas de esas personas son empleadas por lo menos 30 horas a la semana? _____

12. En su hogar, ¿cuántas personas hay que son conductores con licencia? _____ ¿Cuántos vehiculos son operativos? _____

13. ¿Cuál es su edad?: _____

14. ¿Cuál es su sexo?: ☐ Masculino ☐ Femenino

15. Nivel más alto de educación alcanzado:

☐ Menos de Preparatoria ☐ Preparatoria ☐ Algo de Colegio ☐ Graduado del Colegio ☐ Estudios de Posgrado

16. ¿Cuál es el ingreso de su hogar?:

☐ 0-25,000 ☐ 25,000-50,000 ☐ 50,000-75,000 ☐ 75,000-100,000 ☐ 100,000-150,000 ☐ 150,000+

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ENTRADA de Sorteo Nombre: _____

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1. If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip?
☐ Work ☐ School ☐ Business ☐ Personal Errand ☐ Other _____
2. What is your most frequently used mode of transportation?
☐ Drive Alone ☐ Carpool/Vanpool ☐ Motorcycle ☐ Bus ☐ Other _____
3. If you answered bus above, which bus route(s)? _____
4. Are you aware of SLORTA Route 10 bus service? ☐ Yes ☐ No
5. What is your usual work schedule? _____ AM to _____ PM
6. Who is your employer? _____
7. What is the nearest intersection to your workplace? _____
8. What is the nearest intersection to your home? _____
9. What is your household type?
☐ Single Family ☐ Condo ☐ Apartment ☐ Townhouse ☐ Other _____
10. How many persons reside in your household? _____
11. How many of those persons are employed at least 30 hours a week? _____
12. In your household, how many licensed drivers are there? _____ How many operational motor vehicles? _____
13. What is your age: _____
14. What is your gender: ☐ Male ☐ Female
15. Highest level of education attained:
☐ Less than high- school ☐ High-school ☐ Some college ☐ College graduate ☐ Post-graduate work
16. What is your household income:
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1. Si usted viaja con regularidad a, desde o dentro del Condado de Santa Barbara, ¿cuál es su propósito más común de su viaje?
☐ Trabajo ☐ Escuela ☐ Negocio ☐ Encargo Personal ☐ Otro _____
2. ¿Cuál es la forma más frecuente de su transporte?
☐ Manejar Solo ☐ Compartir ☐ Motocicleta ☐ Autobus ☐ Otro _____
3. Si tu respuesta arriba fue de autobus, cual ruta (s) de autobus? _____
4. ¿Es usted consciente del servicio de autobús SLORTA Ruta 10? ☐ Si ☐ No
5. ¿Cuál es su horario de trabajo? _____ AM a _____ PM
6. ¿Quién es su empleador? _____
7. ¿Cuál es la intersección más cercana a su lugar de trabajo? _____
8. ¿Cuál es la intersección más cercana a su casa? _____
9. ¿Cuál es el tipo de su hogar?
☐ Una Sola Familia ☐ Condominio ☐ Apartamento ☐ Casa ☐ Otro _____
10. ¿Cuántas personas viven en su hogar? _____
11. ¿Cuántas de esas personas son empleadas por lo menos 30 horas a la semana? _____
12. En su hogar, ¿cuántas personas hay que son conductores con licencia? _____ ¿Cuántos vehiculos son operativos? _____
13. ¿Cuál es su edad?: _____
14. ¿Cuál es su sexo?: ☐ Masculino ☐ Femenino
15. Nivel más alto de educación alcanzado:
☐ Menos de Preparatoria ☐ Preparatoria ☐ Algo de Colegio ☐ Graduado del Colegio ☐ Estudios de Posgrado
16. ¿Cuál es el ingreso de su hogar?:
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ENTRADA de Sorteo Nombre: _____

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Los ganadores serán notificados después de el 10 de Diciembre, 2015.

| If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip? | | What is your most frequently used mode of transportation? | Other (please specify) | If you answered "other" above, what bus route do you use? | Have you changed your mode with the opening of the U.S. 101 carpool lane? | What is your usual work schedule? | What is the nearest intersection to your workplace? | What is the nearest intersection to your home? | What is your household type? | Other (please specify) | How many persons reside in your household? | How many of those persons are employed at least 30 hours per week? | In your household, how many of the following are there? | What is your age? | What is your gender? | What is the highest level of education you have completed? | What is your household income range? | We actively seek your comments about how we can improve transit services and highways in our region - please let us know! | City |
|--|------------------------|---|------------------------|---|---|-----------------------------------|---|--|------------------------------|------------------------|--|--|---|-------------------|----------------------|--|--------------------------------------|---|-------------------|
| Trip Purpose | Other (please specify) | Mode | Other (please specify) | Open-Ended Response | Yes/No | From (a.m.) | To (p.m.) | Open-Ended Response | Open-Ended Response | | HST Size | Workers | Drivers | Vehicles | Age | Gender | | | |
| Work | | Drive Alone | | No | | 01/21/2016 | | 6 De Vries & Westwood | Single Family | | 4 | 4 | 4 | 6 | 61 Male | College Graduate | \$100,001-\$150,000 | Get those 3 lanes (or, 4 so) built... Should have been done back when traffic lights were done! | 148 Carpinteria |
| Work | | Drive Alone | | No | | | 7 | 01/21/2016 Santa Barbara Av. & | Single Family | | 4 | 2 | 4 | 5 | 59 Female | College Graduate | \$100,001-\$150,000 | 1) Get rid of carpool lane! It causes the other two lanes to backup during commute hours. 2) Fix the 149 Ventura | 150 |
| Work | | Drive Alone | | No | | 01/21/2016 | 8 | 01/21/2016 Milpas | Single Family | | 4 | 2 | 2 | 2 | 45 Female | Post-graduate Work | \$150,001 and over | 1) When there is a major accident, the carpool lane could be opened to everyone. 2) Flex-lane - is it p 150 | 151 Thousand Oaks |
| Work | | Drive Alone | | No | | | | Hollister & Azen Camacho | Single Family | | 3 | 2 | 2 | 2 | 51 Female | College Graduate | \$150,001 and over | I love having the 3rd lane, but it is not used much and as a carpool lane seems to be a waste. Traffic w/ 152 Ventura | 152 |
| Work | | Drive Alone | | No | | 01/21/2016 | 9 | 6 Calle Real & 154 | Single Family | | 4 | 2 | 2 | 4 | 46 Female | College Graduate | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 153 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 01/21/2016 Soja & Anacapa | Apartment | | 2 | 2 | 1 | 1 | 64 | College Graduate | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 154 |
| Work | | Carpool/Vanpool | | Yes | | | 5 | 3 Mark Av. & Via Real | Condo | | 4 | 2 | 2 | 2 | 47 Male | High School | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 155 |
| Work | | Drive Alone | | No | | | 8 | 5 Flynn & Dawson | Single Family | | 2 | 1 | 2 | 2 | 62 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 156 |
| Work | | Drive Alone | | Yes | | | | 01/21/2016 Calle Cesar Chavez & Yononah | Single Family | | 4 | 2 | 3 | 3 | 42 Female | College Graduate | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 157 |
| Personal Errand | | Drive Alone | | No | | | | Oliver Mill & 101 | Single Family | | 2 | 2 | 2 | 2 | 55 Female | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 158 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 1 James Fowler Rd. & Moffitt Pl. | Condo | | 1 | 2 | 2 | 2 | 78 Male | Post-graduate Work | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 159 |
| Personal Errand | | Drive Alone | | No | | | 6 | 6 Victoria | Single Family | | 3 | 1 | 3 | 5 | 56 Female | Some College | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 160 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 6 Victoria Av. | Single Family | | 1 | 2 | 2 | 2 | 59 Male | High School | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 161 |
| Work | | Drive Alone | | No | | | 8 | 4 Los Cameros & Castilian | Single Family | | 3 | 2 | 2 | 2 | 51 Female | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 162 |
| Other (please specify) | Meetings | Drive Alone | | No | | | 7 | 6 150 & 192 | Single Family | | 2 | 1 | 2 | 2 | 61 Male | College Graduate | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 163 |
| Work | | Drive Alone | | No | | | | Castitas Pass Rd. & Shepard Mesa Rd. | Single Family | | 2 | 2 | 2 | 2 | 61 Male | College Graduate | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 164 |
| Work | | Drive Alone | | No | | 01/21/2016 | | Castitas Pass Rd. & Shepard Mesa Rd. | Single Family | | 4 | 2 | 2 | 3 | 60 Female | Some College | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 165 |
| Work | | Drive Alone | | No | | | 7 | 6 150 & 192 | Single Family | | 2 | 1 | 2 | 2 | 61 Male | College Graduate | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 166 |
| Work | | Drive Alone | | No | | 01/21/2016 | | Castitas Pass Rd. & Shepard Mesa Rd. | Single Family | | 4 | 2 | 2 | 3 | 60 Female | Some College | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 167 |
| Work | | Drive Alone | | No | | | 7 | 6 150 & 192 | Single Family | | 2 | 1 | 2 | 2 | 61 Male | College Graduate | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 168 |
| Work | | Drive Alone | | No | | | 10 | 6 Coast Village Rd. & 101 | Single Family | | 4 | 4 | 4 | 4 | 54 Female | Some College | \$75,001-\$100,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 169 |
| Work | | Drive Alone | | No | | | 8 | 4 La Cumbre & State | Single Family | | 1 | 1 | 2 | 2 | 58 Male | Some College | \$75,001-\$100,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 170 |
| Work | | Drive Alone | | No | | | 8 | 3 | Single Family | | 5 | 3 | 2 | 2 | 35 Male | Some College | \$25,001-\$50,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 171 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 01/21/2016 Milpas & 101 | Single Family | | 2 | 2 | 2 | 3 | 58 Male | College Graduate | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 172 |
| Personal Errand | | Drive Alone | | No | | | 8 | 5 Las Positas & 101 | Single Family | | 4 | 3 | 3 | 3 | 45 Male | Some College | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 173 |
| Work | | Bus | | No | | | | Las Positas & 101 | Single Family | | 1 | 0 | 1 | 1 | 89 Male | High School | \$0-\$25,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 174 |
| Work | | Drive Alone | | No | | 01/21/2016 | 8 | 6 Robin Hill & Hollister | Single Family | | 2 | 2 | 2 | 2 | 55 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 175 |
| Work | | Drive Alone | | No | | | | Victoria Av. & Telegraph | Single Family | | 2 | 2 | 2 | 2 | 50 Male | Some College | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 176 |
| Work | | Drive Work | | No | | | | 4 Via Real & 101 | Apartment | | 1 | 1 | 1 | 1 | 24 Male | College Graduate | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 177 |
| Work | | Drive Alone | | No | | 01/21/2016 | | Castitas Pass & 101 | Condo | | 1 | 1 | 1 | 1 | 50 Female | Post-graduate Work | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 178 |
| School | | Drive Alone | | No | | 01/21/2016 | | 01/21/2016 Carpinteria Av. & Santa Ynez | Apartment | | 2 | 4 | 2 | 2 | 50 Female | Post-graduate Work | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 179 |
| Work | | Drive Alone | | No | | | | 83 Castitas Pass & 101 | Single Family | | 2 | 2 | 2 | 2 | 54 Female | Post-graduate Work | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 180 |
| Work | | Drive Alone | | No | | 01/21/2016 | 7 | 01/21/2016 Turnpike & State | Single Family | | 5 | 3 | 5 | 4 | 50 Female | High School | \$75,001-\$100,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 181 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 01/21/2016 Calle Real & Camino del Remedio | Single Family | | 2 | 2 | 2 | 2 | 65 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 182 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 6 Fairview & Hollister | Single Family | | 2 | 2 | 2 | 3 | 58 Male | Some College | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 183 |
| Work | | Drive Alone | | No | | | 9 | 6 Vineyard & 101 | Single Family | | 1 | 1 | 1 | 1 | 33 Female | College Graduate | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 184 |
| Business | | Drive Alone | | No | | | 7 | 5 Victoria Av. & Olivas Park Dr. | Townhouse | | 2 | 2 | 2 | 2 | 49 Female | College Graduate | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 185 |
| Work | | Drive Alone | | No | | | 8 | 5 Arroyo Rd. & Reed Ct. | Single Family | | 2 | 2 | 2 | 2 | 55 Male | Some College | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 186 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 6 Turnpike & Hollister | Apartment | | 3 | 3 | 3 | 3 | 24 Female | College Graduate | \$0-\$25,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 187 |
| Work | | Drive Alone | | No | | | 7 | 4 Linden & Carpinteria Av. | Single Family | | 6 | 4 | 6 | 6 | 34 Female | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 188 |
| Business | | Drive Alone | | No | | | 8 | 7 11th & Flower, Los Angeles | Footbal & Post | | 4 | 3 | 3 | 3 | 55 Male | College Graduate | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 189 |
| Work | | Drive Alone | | Yes | | 01/21/2016 | | 4 Via Real & Mark Av. | Single Family | | 1 | 2 | 2 | 2 | 52 Female | College Graduate | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 190 |
| Work | | Drive Alone | | No | | | 7 | 6 Fairview & Hollister | Single Family | | 5 | 4 | 4 | 4 | 48 Male | Some College | \$75,001-\$100,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 191 |
| Work | | Drive Alone | | No | | | 8 | 5 Carpinteria Av. & Hwy 150 | Single Family | | 2 | 2 | 2 | 2 | 63 Male | College Graduate | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 192 |
| Work | | Drive Alone | | No | | | 8 | 5 Via Real & Mark Av. | Single Family | | 3 | 3 | 3 | 3 | 29 Female | College Graduate | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 193 |
| Work | | Drive Alone | | No | | | | 6 Bath | Single Family | | 6 | 2 | 2 | 2 | 56 Male | Some College | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 194 |
| Personal Errand | | Drive Alone | | No | | | | Single Inset | Single Family | | 2 | 2 | 2 | 2 | 71 Male | College Graduate | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 195 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 01/21/2016 Anacapa & Victoria | Single Family | | 4 | 1 | 2 | 2 | 37 Male | Post-graduate Work | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 196 |
| Work | | Drive Alone | | No | | | 5 | 7 Huemene Rd. & Surfside | Single Family | | 4 | 2 | 2 | 2 | 47 Male | College Graduate | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 197 |
| Business | | Drive Alone | | No | | | | Telephones & 101 | Apartment | | 2 | 1 | 2 | 2 | 61 Male | High School | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 198 |
| Work | | Drive Alone | | No | | | 8 | 5 Santa Barbara St. & De la Guerra | Single Family | | 2 | 2 | 2 | 2 | 57 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 199 |
| Work | | Drive Alone | | Yes | | | 8 | 4 Las Positas | Single Family | | 3 | 2 | 3 | 2 | 48 Male | College Graduate | \$100,001-\$150,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 200 |
| Work | | Drive Alone | | No | | | 6 | 5 Via Real & Ballard | Condo | | 1 | 1 | 1 | 1 | 38 Female | College Graduate | \$50,001-\$75,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 201 |
| Work | | Drive Alone | | No | | | | 6 Seaward | Condo | | 4 | 2 | 4 | 2 | 62 Male | College Graduate | \$75,001-\$100,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 202 |
| Personal Errand | | Drive Alone | | No | | | | Other (please specify) | Boat | | 1 | 0 | 2 | 2 | 58 Female | Some College | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 203 |
| Work | | Other (please specify) | Bicycle | No | | | 9 | 5 Anapamu & State | Single Family | | 4 | 2 | 3 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 204 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 01/21/2016 Ventura Av. & Ortega | Single Family | | 2 | 2 | 2 | 2 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 205 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 27 Female | Some College | \$25,001-\$50,000 | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 206 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 207 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 208 |
| Work | | Drive Alone | | No | | 01/21/2016 | | 01/21/2016 Cliff & Palmdale | Single Family | | 4 | 2 | 3 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 209 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 210 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 211 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 212 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 213 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 214 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 215 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 216 |
| Work | | Drive Alone | | No | | | | 6 101 & 101 | Single Family | | 1 | 1 | 1 | 1 | 45 Male | Post-graduate Work | \$150,001 and over | 1) I have noticed that since the opening of the carpool lane, many people are driving alone and the ride in the 178 | 217 |
| Work | | | | | | | | | | | | | | | | | | | |

| If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip? | | What is your most frequently used mode of transportation? | Other (please specify) | If you answered "Other" above, which bus route do you use? | Have you changed your mode with the opening of the U.S. 101 carpool lane? | What is your usual work schedule? | What is the nearest intersection to your workplace? | What is the nearest intersection to your home? | What is your household type? | Other (please specify) | How many persons reside in your household? | How many of those persons are employed at least 30 hours per week? | In your household, how many of the following are there? | What is your age? | What is your gender? | What is the highest level of education you have completed? | What is your household income range? | We actively seek your comments about how we can improve transit services and Open-Ended Responses | | City |
|--|------------------------|---|------------------------|--|---|-----------------------------------|---|--|-----------------------------------|------------------------|--|--|---|-------------------|----------------------|--|--------------------------------------|--|-----|---------------|
| Trip Purpose | Other (please specify) | Mode | Other (please specify) | Open-Ended Response | Yes/No | From (a.m.) | To (p.m.) | Open-Ended Response | Open-Ended Response | | HST Size | Workers | Drivers | Vehicles | Age | Gender | Education | | | |
| Work | | Carpool/Vanpool | | | No | 10 | 12 | La Cumbre | La Cumbre | | 3 | 3 | 3 | 4 | 64 Female | Some College | \$100,001-\$150,000 | | 266 | Santa Barbara |
| Work | | Drive Alone | | | No | 9 | 9 | 2 Victoria & Santa Barbara St. | N. Bank Rd. & Matthew St. | | 4 | 2 | 3 | 4 | 56 Female | Post-graduate Work | \$100,001-\$150,000 | I drive 2 days and take VISTA 1 or 2 days per week. VISTA is very convenient, bus needs to accommo | 296 | Ventura |
| Drive Alone | | Drive Alone | | | Yes | 8 | 8 | 5 Los Cameros Rd. | Kimball Rd. | | 3 | 1 | 2 | 2 | 56 Female | Some College | \$100,001-\$150,000 | I would like to see better enforcement of carpool lane rules. Would also like the train to hours were mor | 291 | Ventura |
| Work | | Drive Alone | | | No | 8 | 8 | 5 Ortega Ridge Rd. | Kimball | | 2 | 2 | 3 | 3 | 52 Female | Some College | \$150,001 and over | | 288 | |
| Business | | Drive Alone | | | No | 01/21/2016 | 01/21/2016 | Mark & Via Real | Telegraph & Ashwood | | 1 | 1 | 1 | 1 | 45 Male | College Graduate | \$75,001-\$100,000 | It seems the new carpool lane along Riscon-Carp 101 would be better used as open to all drivers. It is | 299 | Ventura |
| Work | | Drive Alone | | | No | 10 | 10 | 01/21/2016 Cota & Laguna | Ramell & Wolvevine | | 3 | 1 | 3 | 3 | 54 Female | Less than High School | \$50,001-\$75,000 | Get rid of the STUPID carpool lane! After the lane was completed and before the signs went up, traffic | 301 | Coastal |
| Work | | Drive Alone | | | No | 01/21/2016 | 01/21/2016 | Pueblo & Castillo | Holly Av. & Vineyard | | 2 | 2 | 2 | 2 | 64 Male | College Graduate | \$75,001-\$100,000 | | 303 | Coastal |
| Work | | Drive Alone | | | No | | | | Lynn Rd. & 101 | | 2 | 2 | 2 | 2 | 69 Male | College Graduate | \$25,001-\$50,000 | Need to widen the road through Santa Barbara. Travel central coast approx. twice per month. | 302 | |
| Work | | Drive Alone | | | No | 01/21/2016 | 01/21/2016 | Carp Av. | Moan Av. | | 2 | 2 | 2 | 2 | 59 Female | High School | \$100,001-\$150,000 | commuter drun during peak work hours PLEASE | 303 | Ventura |
| Personal Errand | | Drive Alone | | | No | | | | Telephone & Johnson | | 1 | 1 | 1 | 1 | 68 Male | Some College | \$50,001-\$75,000 | Whoever designed Hwy 101 through Ventura was clueless! Northbound traffic loses 1 of 3 lanes at bot | 304 | Ventura |
| Work | | Drive Alone | | | No | | | | Victoria & Johnson | | 1 | 1 | 1 | 1 | 55 Female | College Graduate | \$50,001-\$75,000 | | 305 | Ventura |
| Work | | Drive Alone | | | No | 05/08/2016 | 02/05/2016 | Fairview & Calle Real | Telephone & Saratoga | | 2 | 2 | 2 | 2 | 26 Male | Post-graduate Work | \$100,001-\$150,000 | change the carpool lane in Carpinteria to a regular lane to alleviate traffic. Need more lanes passing th | 306 | Ventura |
| Work | | Drive Alone | | | Yes | 01/21/2016 | 01/21/2016 | Hollister & Los Cameros | Coastal St | | 3 | 3 | 3 | 3 | 53 Female | Some College | \$75,001-\$100,000 | | 307 | Coastal |
| Work | | Drive Alone | | | No | 01/21/2016 | 01/21/2016 | Hollister & Orange | Vineyard | | 3 | 3 | 3 | 3 | 52 Male | Some College | \$100,001 and over | | 308 | |
| School | | Drive Alone | | | No | 8 | 8 | 5 Santa Monica | Ventura Av. | | 6 | 4 | 4 | 4 | 33 Female | Some College | \$50,001-\$75,000 | | 309 | Ventura |
| Work | | Drive Alone | | | No | 01/21/2016 | 01/21/2016 | 4 Pueblo & Calle Real | Ventura Av. & Norway | | 3 | 2 | 2 | 2 | 47 Female | Some College | \$75,001-\$100,000 | | 310 | |
| Business | | Drive Alone | | | No | | | | Condo | | 1 | 1 | 4 | 4 | 72 Male | Post-graduate Work | \$25,001-\$50,000 | | 311 | |
| Work | | Drive Alone | | | No | 8 | 8 | 5 Patterson & Hollister | Cotton & Ford | | 1 | 1 | 1 | 1 | 54 Female | College Graduate | \$100,001-\$150,000 | the carpool lane is minimally used during normal commute times. The entire process of installing it i | 312 | Ventura |
| Carpool/Vanpool | | Drive Alone | | | No | 7 | 7 | 7 Milpas & Gutierrez | Ventura Rd. & Devonshire | | 5 | 5 | 4 | 4 | 50 Female | High School | \$75,001-\$100,000 | | 313 | Coastal |
| Business | | Drive Alone | | | No | 8 | 8 | 6 Gutierrez & Milpas | Ventura Rd. & Devonshire | | 5 | 4 | 4 | 4 | 50 Male | High School | \$75,001-\$100,000 | | 314 | Coastal |
| Personal Errand | | Drive Alone | | | No | 8 | 8 | 5 La Cumbre | Olive & Michelobrena | | 4 | 2 | 2 | 2 | 38 Male | Post-graduate Work | \$100,001-\$150,000 | Remove empty buses. Remove bulb-outs & stop removing lanes & adding driving impediments to our s | 315 | Santa Barbara |
| Work | | Drive Alone | | | No | 7 | 6 | 6 | Bucknell Av. & Dartmouth St. | | 2 | 2 | 2 | 2 | 54 Female | Some College | \$100,001-\$150,000 | Provide Metrolink service from Ventura to Santa Barbara/Goleta every day of the week to relieve freew | 316 | |
| Other (please specify) | not answered | Drive Alone | | | No | | | | Rabson & Lark | | 1 | 1 | 1 | 1 | 78 Male | Some College | \$25,001-\$50,000 | | 317 | Ventura |
| Personal Errand | | Drive Alone | | | Yes | 8 | 5 | Telephone & Market | Channel Islands & Victoria | | 3 | 4 | 4 | 4 | 53 Female | College Graduate | \$100,001-\$150,000 | merging lanes cause a nightmare and bottlenecks. Victoria is always backed up in morning and night c | 318 | Coastal |
| Work | | Drive Alone | | | No | 7 | 7 | 30 | 101 & 33 | | 2 | 2 | 2 | 2 | 54 Male | Less than High School | \$25,001-\$50,000 | | 319 | Ventura |
| Work | | Drive Alone | | | Yes | 10 | 2 | 01/21/2016 Patterson & Hollister | Harvard Bl. & Peck Av. | | 3 | 3 | 3 | 3 | 38 Male | Some College | \$75,001-\$100,000 | make 101 wider, more lanes going north. Santa Barbara to Santa Maria | 320 | Santa Paula |
| Business | | Drive Alone | | | No | 10 | 2 | 1 | South Victoria Av. | | 1 | 0 | 1 | 1 | 66 Male | Some College | \$50,001-\$75,000 | Need Metro Rail from Ventura to SB | 321 | Ventura |
| Work | | Drive Alone | | | No | 6 | 6 | 6 Fairview Av. | Carpinteria Av | | 2 | 2 | 2 | 2 | 47 | Some College | \$100,001-\$150,000 | | 322 | Carpinteria |
| Personal Errand | | Drive Alone | | | No | 01/21/2016 | 01/21/2016 | Hollister & David Love Place | Lincoln & Carpinteria Av | | 2 | 3 | 3 | 3 | 61 Female | Some College | \$50,001-\$75,000 | Enlarge all lanes of the freeway to alleviate the bottlenecking when 3 lanes go down to 2 through Mon | 323 | Carpinteria |
| Work | | Drive Alone | | | No | 8 | 8 | 5 Main & Telephone | Ventura Av. & Seneca | | 3 | 3 | 3 | 3 | 62 Male | Post-graduate Work | \$100,001-\$150,000 | Longer merge lanes for on-ramps. Limit to number of merge situations per mile (existing situation ente | 324 | |
| Work | | Drive Alone | | | No | 8 | 8 | 5 Main & Telephone | Palm & Carpinteria Av | | 2 | 1 | 2 | 2 | 52 Female | College Graduate | \$25,001-\$50,000 | | 325 | Carpinteria |
| Work | | Drive Alone | | | No | 9 | 9 | 5 Main & Brent | Adrian & Summit | | 2 | 2 | 2 | 3 | 55 Male | Post-graduate Work | \$150,001 and over | Better public transportation. Encourage businesses to allow work from home/flexible schedule, hire loc | 326 | Santa Barbara |
| Work | | Drive Alone | | | No | 8 | 8 | 5 150 & Via Real | Ventura Av. & Canale Lugo | | 3 | 3 | 3 | 3 | 28 Female | College Graduate | \$100,001-\$150,000 | | 327 | Ventura |
| Work | | Drive Alone | | | No | 7 | 7 | 7 Fairview & Cathedral Oaks | Seaward & Ocean | | 2 | 1 | 2 | 3 | 49 Female | Post-graduate Work | \$50,001-\$75,000 | Most of us I know that commute need our cars - I'm a nanny and also rescue animals, it's not feasible to | 328 | Ventura |
| Work | | Drive Alone | | | No | 01/21/2016 | 01/21/2016 | Autozone Ridge & Crossroad | Victoria & Via Marina Av | | 2 | 2 | 2 | 2 | 68 Male | High School | \$50,001-\$75,000 | Dump the diamond lane from Seacrest through Carpinteria to SB. Keep it for road work on the 101. | 329 | |
| Work | | Drive Alone | | | No | 7 | 7 | 3 Hope & State | Autumn Ridge & Crossroad | | 2 | 2 | 2 | 2 | 59 Male | Post-graduate Work | \$150,001 and over | | 330 | Thousand Oaks |
| Work | | Drive Alone | | | No | 7 | 7 | 3 Hope & State | Main & Santa Rosa | | 1 | 1 | 1 | 1 | 62 Female | College Graduate | \$25,001-\$50,000 | I think modular lanes (directional) would be very helpful to coincide with traffic flow. Also rapid transi | 331 | Ventura |
| Work | | Drive Alone | | | No | 8 | 8 | 5 217 & Ocean | Ventura Av. & Starley | | 6 | 6 | 6 | 6 | 37 Male | Post-graduate Work | \$25,001-\$50,000 | | 332 | Ventura |
| Personal Errand | | Drive Alone | | | No | 8 | 8 | 5 | Salinas & Eucalyptus Hill | | 2 | 2 | 2 | 2 | 61 Female | College Graduate | \$75,001-\$100,000 | I have used the #3 bus from SB to Ventura Mall. It is great. The reason I don't use it often is how do y | 333 | Santa Barbara |
| Work | | Drive Alone | | | No | 7 | 7 | 7 | Michelobrena & Olive | | 3 | 3 | 3 | 3 | 49 Female | Post-graduate Work | \$100,001-\$150,000 | | 334 | Santa Barbara |
| Work | | Drive Alone | | | No | 7 | 7 | 7 | Thompson & Ann | | 1 | 1 | 2 | 2 | 31 Female | College Graduate | \$50,001-\$75,000 | | 335 | Santa Barbara |
| Carpool/Vanpool | | Drive Alone | | | No | 01/25/2016 | 01/25/2016 | Victoria Av. & 126 | Victoria Av. & 126 | | 1 | 1 | 1 | 1 | 54 Female | Some College | \$50,001-\$75,000 | | 336 | Ventura |
| Work | | Drive Alone | | | No | 8 | 8 | 5 Innovation Place & Ortega Hill Rd. | Sapphire Ave & Stone | | 2 | 2 | 2 | 2 | 41 Female | College Graduate | \$150,001 and over | I understand making carpool lanes with federal money. However, if that same tactic is used through Ca | 337 | Ventura |
| Work | | Drive Alone | | | No | 9 | 9 | 5 Santa Monica Rd. & Via Real | Main St. & Mills Rd. | | 2 | 2 | 2 | 2 | 68 Male | College Graduate | \$100,001-\$150,000 | Diamond lane was a stupid idea. People are not going to carpool to be able to use this lane. You add | 338 | Carpinteria |
| Work | | Drive Alone | | | No | 7 | 7 | 3 Hollister & Patterson | Los Cameros & Simola | | 2 | 2 | 2 | 2 | 32 Male | Post-graduate Work | \$100,001-\$150,000 | I think the next step is to widen the bridge through Montecito & connect the end of the new HOV lane | 339 | Simi Valley |
| Work | | Drive Alone | | | No | 6 | 5 | 5 Linden & Carpinteria Av | Wells Rd. & Telegraph | | 4 | 1 | 2 | 2 | 45 Male | Less than High School | \$0-\$25,000 | | 340 | Ventura |
| Work | | Drive Alone | | | No | 7 | 7 | 7 | Victoria Av. moorpark | | 2 | 2 | 3 | 3 | 44 Female | College Graduate | \$0-\$25,000 | stay at home parent | 341 | Ventura |
| Personal Errand | | Drive Alone | | | No | 9 | 9 | 4 Moorpark Rd. & 101 | Starling Av. & Drewen St. | | 3 | 5 | 5 | 5 | 64 Female | Post-graduate Work | \$100,001-\$150,000 | | 342 | Moorpark |
| Work | | Drive Alone | | | No | 6 | 6 | 6 Hollister & Fairview | Main & Sowell | | 2 | 3 | 3 | 3 | 55 Male | High School | \$75,001-\$100,000 | | 343 | Ventura |
| Bus | | Drive Alone | | | No | 8 | 8 | 5 Hollister & Fairview | Cotton & Wells | | 2 | 2 | 2 | 2 | 50 Male | College Graduate | \$150,001 and over | | 344 | |
| Work | | Drive Alone | | | No | 7 | 7 | 5 Foun Cyn & 154 | Main & Sowell | | 2 | 2 | 3 | 3 | 42 Male | Post-graduate Work | \$150,001 and over | Reduce Vista bus rates. Interrupted 3 lanes between Ventura & SB. Remove HOV lanes between 1345 | 345 | Ventura |
| Work | | Drive Alone | | | No | 01/25/2016 | 01/25/2016 | 4 Anacapa & Arrellaga | Cotton & Wells | | 4 | 3 | 4 | 4 | 44 Male | High School | \$100,001-\$150,000 | | 346 | Ventura |
| Work | | Drive Alone | | | No | 9 | 9 | 5 Padena & 101 | Glenbrook | | 2 | 1 | 2 | 2 | 55 Female | College Graduate | \$50,001-\$75,000 | | 347 | |
| Work | | Drive Alone | | | No | 7 | 7 | 3 I-5 & Rockford | 101 & Vineyard | | 1 | 1 | 1 | 1 | 32 Male | Some College | \$75,001-\$100,000 | The US 1-1 is constantly backed up during peak times. this adds 30-60 minutes to y commute home. | 348 | Coastal |
| Work | | Drive Alone | | | No | 01/25/2016 | 01/25/2016 | 4 Gutierrez & Garden | Tat & Cochran | | 2 | 2 | 2 | 2 | 54 Male | Some College | \$75,001-\$100,000 | | 349 | Simi Valley |
| Work | | Drive Alone | | | No | 7 | 7 | 5 Cold Springs Rd. & Football | Santa Rosa & Upward | | 2 | 2 | 2 | 2 | 62 Female | Post-graduate Work | \$50,001-\$75,000 | | 350 | Camarillo |
| Personal Errand | | Drive Alone | | | No | 10 | 5 | 5 Hwy 2017 & Ocean | Buckboard Ln & Montgomery St. | | 3 | 0 | 2 | 2 | 75 Male | College Graduate | \$75,001-\$100,000 | | 351 | Ojai |
| Work | | Drive Alone | | | No | 09/10/2016 | 03/04/2016 | Las Posas & 101 | East Valley Rd. | | 2 | 2 | 2 | 2 | 75 Male | Post-graduate Work | \$75,001-\$100,000 | | 352 | Ventura |
| Business | | Drive Alone | | | No | 01/25/2016 | 01/25/2016 | 4 Pueblo & 101 | Las Posas & 101 | | 2 | 2 | 2 | 2 | 65 Female | College Graduate | \$100,001-\$150,000 | Metro up & down the coast that runs frequently. | 353 | Camarillo |
| Work | | Drive Alone | | | No | 01/25/2016 | 01/25/2016 | 4 Pueblo & 101 | N. Jameson Ln. & Santa Isabel Ln. | | 2 | 2 | 2 | 2 | 61 Female | College Graduate | \$75,001-\$100,000 | I only have 7 mile commute. I don't have any suggestions. Thanks. | 354 | Santa Barbara |
| Work | | Drive Alone | | | No | 8 | 8 | 4 Ojai | Padena Ln. & 101 | | 2 | 2 | 2 | 2 | 65 Male | Some College | \$100,001-\$150,000 | | 355 | |
| Work | | Drive Alone | | | No | 01/25/2016 | 01/25/2016 | 5 101 & Ballard | 101 & Ventura Av. | | 2 | 2 | 2 | 2 | 52 Male | Post-graduate Work | \$150,001 and over | | 356 | Ventura |
| Work | | Drive Alone | | | No | 01/25/2016 | 01/25/2016 | Alamar & State | Wake Forest & Telegraph | | 4 | 2 | 2 | 2 | 44 Male | Post-graduate Work | \$50,001-\$75,000 | | 357 | Ventura |
| Personal Errand | | Drive Alone | | | No | | | | Costas Pass & 101 | | 2 | 0 | 2 | 2 | 78 Male | Some College | \$100,001-\$150,000 | New Jersey get rid of toll lanes on 2 out of 3 tunnels. Saved time, saved gas, cut pollutants. Get rid o | 358 | |
| Other (please specify) | not specified | Drive Alone | | | No | | | | Castillo Pass & 101 | | 2 | 2 | 2 | 2 | 78 Male | Some College | \$100,001-\$150,000 | The carpool lane doesn't help because I have no one to travel with who has work at the same time. I d | 359 | Carpinteria |
| Work | | Drive Alone | | | No | 8 | 1 | 1 Garden | Castillo Pass & 101 | | 2 | 1 | 2 | 2 | 57 Female | Some College | \$100,001-\$150,000 | widen the freeway | 360 | Carpinteria |
| Work | | Drive Alone | | | No | 8 | 5 | 5 Eugenia & Carpinteria Av | Portola & Telephone | | 1 | 1 | 1 | 1 | 57 Female | Post-graduate Work | \$75,001-\$100,000 | | 361 | Ventura |
| Work | | Drive Alone | | | No | 11 | 8 | 8 Castles Pass & 101 | Johnson & Telephone | | 2 | 2 | 2 | 2 | 48 Male | Some College | \$100,001-\$150,000 | | 362 | Ventura |
| Work | | Drive Alone | | | No | 8 | 01/25/2016 | Alameda Padre Serra & Salinas | Santa Ynez & Aragon | | 3 | 3 | 3 | 3 | 63 Female | College Graduate | \$100,001-\$150,000 | Waiting for 101 to be widen from Carpinteria to Santa Barbara, but I probably be retired before it ever | 363 | Carpinteria |
| Work | | Drive Alone | | | No | 8 | 6 | 6 Linden & 101 | Seaward & 101 | | 4 | 2 | 2 | 2 | Female | Post-graduate Work | \$75,001-\$100,000 | More frequent Amtrak Trips between Santa Barbara & Ventura | 364 | |
| Work | | Drive Alone | | | Yes | 6 | 6 | 6 | Hwy 23 & Ventura Av | | 2 | 2 | 2 | 2 | 52 Male | Less than High School | \$25,001-\$50,000 | Very new work. Thanks much. Happy Holiday! | 365 | Ventura |
| Work | | Drive Alone | | | No | 01/25/2016 | 01/25/2016 | Canon Perdido & Chagala | Calle Real & San Marcos Pl. | | 2 | 2 | 2 | 2 | 54 Female | Some College | \$100,001-\$150,000 | | 366 | Santa Barbara |
| Personal Errand | | Drive Alone | | | | | | | | | | | | | | | | | | |

| If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip? | | What is your most frequently used mode of transportation? | Other (please specify) | If you answered "Other" above, which bus route do you use? | Have you changed your mode with the opening of the U.S. 101 carpool lane? | What is your usual work schedule? | What is the nearest interaction to your workplace? | What is the nearest interaction to your home? | What is your household type? | Other (please specify) | How many persons reside in your household? | How many of those persons are employed at least 30 hours per week? | In your household, how many of the following are there? | What is your age? | What is your gender? | What is the highest level of education you have completed? | What is your household income range? | We actively seek your comments about how we can improve transit services and highways in our region - please let us know! | # | City | |
|--|-----------------|---|------------------------|--|---|-----------------------------------|--|---|------------------------------|------------------------|--|--|---|-------------------|----------------------|--|--------------------------------------|---|---|-----------|---------------|
| Trip Purpose | Mode | Other (please specify) | Open-Ended Response | Yes/No | From (a.m.) | To (p.m.) | Open-Ended Response | Open-Ended Response | Response | 1 | HST Size | Workers | Drivers | Vehicles | Age | Gender | Education | Income | Comments | | |
| Work | Drive Alone | | | No | 7 | 3 | Hollister & Peabody Beach Dr. | Francisco & Thompson Bl. | Single Family | | 2 | 2 | 2 | 3 | 30 | Female | Post-graduate Work | \$100,001-\$150,000 | I used to take the Coastal Express Limited bus that ran from Ventura to Goleta, but the line was discontinued. | 442 | Oxnard |
| Work | Drive Alone | | | No | 7 | 6 | 01/25/2016 Milpas & Montecito | Dodge & Pleasant Valley Rd. | Single Family | | 2 | 1 | 2 | 2 | 61 | Female | High School | \$75,001-\$100,000 | | 443 | Oxnard |
| Work | Drive Alone | | | No | 8 | 5 | State & Hitchcock | Condo | Single Family | | 2 | 2 | 1 | 2 | 44 | Male | College Graduate | \$25,001-\$50,000 | I built a car-free bike-park! More cities offer car-free bike paths. Santa Barbara needs it so bad. | 192 & 444 | Santa Barbara |
| Work | Drive Alone | | | No | 9 | 3 | Don Puellos | Carrizo | Single Family | | 3 | 3 | 2 | 3 | 68 | Male | Some College | \$75,001-\$100,000 | Finish Montecito section with 3 lanes. | 445 | |
| Business | Carpool/Vanpool | | Yes | 8 | 6 | 8 | Carpenteria Av & Casitas Pass Rd. | Carpenteria Av & Casitas Pass Rd. | Single Family | | 4 | 2 | 2 | 2 | 47 | Male | Post-graduate Work | \$100,001-\$150,000 | | 446 | Carpinteria |
| Work | Carpool/Vanpool | | Yes | 8 | 5 | 8 | Patterson & Hollister | Seward | Single Family | | 2 | 2 | 2 | 2 | 67 | Male | Post-graduate Work | \$150,001 and over | terrible traffic after 7 am. | 447 | |
| Work | Drive Alone | | No | 8 | 5 | 9 | Oso Rd. & Rutherford | Oso Rd. & Rutherford | Single Family | | 2 | 2 | 2 | 2 | 58 | Female | College Graduate | \$100,001-\$150,000 | I moved my work schedule from 8:30 to 9:30-3:30 to avoid the tailbacks at Carpinteria. I take Hwy 150 & 1448 Ojai. | 448 | Ventura |
| Personal Errand | Drive Alone | | No | 7 | 4 | 7 | Del Norte Bl & Camino del Sol | Wells & Citrus | Other (please specify) | not specified | 2 | 2 | 2 | 2 | 52 | Female | College Graduate | \$75,001-\$100,000 | You know what would cut my commute time in 1/2 every morning? If someone would synchronize the 449 | 449 | |
| Work | Drive Alone | | No | 7 | 6 | 7 | Camino del Remedio & Calle Real | Camino del Remedio & Calle Real | Single Family | | 2 | 2 | 1 | 2 | 70 | Female | Post-graduate Work | \$150,001 and over | I know what would cut my commute time in 1/2 every morning? If someone would synchronize the 449 | 450 | |
| Carpool/Vanpool | Drive Alone | | No | 8 | 5 | 8 | Hollister & La Patera | Wells Rd. | Single Family | | 2 | 2 | 2 | 2 | 60 | Female | Some College | \$75,001-\$100,000 | | 451 | Ventura |
| Work | Drive Alone | | No | 8 | 8 | 8 | Cathedral Oaks & 154 | Ashwood & Loma Vista | Single Family | | 4 | 0 | 3 | 3 | 48 | Male | College Graduate | \$100,001-\$150,000 | Get rid of the new carpool lane through Carpinteria. Widen freeway from Carpinteria to Santa Barbara. | 452 | Ventura |
| Work | Drive Alone | | No | 01/25/2016 | 5 | 8 | Haley & Salispuedes | Telephonic & Scandia | Post-graduate Work | | 2 | 2 | 2 | 2 | 69 | Male | Post-graduate Work | \$150,001 and over | | 453 | Ventura |
| Work | Drive Alone | | No | 01/25/2016 | 4 | 8 | Pueblo & State | Seward | Single Family | | 2 | 2 | 2 | 2 | 51 | Female | Post-graduate Work | \$150,001 and over | Please widen to 3 lanes or more. The congestion going down 2 lanes in Carpinteria is terrible & unsafe. | 454 | |
| Work | Drive Alone | | No | 01/25/2016 | 5 | 8 | Sperry & Valentine | Loraine & Cathedral Oaks | Single Family | | 2 | 2 | 2 | 2 | 61 | Male | Post-graduate Work | \$150,001 and over | More buses for those with regular schedules & trains from north & south of SB with easy access to work. | 455 | Santa Barbara |
| Business | Drive Alone | | No | 8 | 8 | 8 | Calle Real & Old Mill Rd. | Calle Real & Old Mill Rd. | Single Family | | 1 | 1 | 1 | 1 | 60 | Male | College Graduate | \$25,001-\$50,000 | | 456 | Santa Barbara |
| Work | Drive Alone | | No | 8 | 5 | 8 | Fairview & Hollister | Royal & Scandia | Single Family | | 2 | 2 | 2 | 3 | 46 | Female | College Graduate | \$150,001 and over | | 457 | Simi Valley |
| Personal Errand | Drive Alone | | No | 8 | 5 | 8 | Johnson & 101 | Apartment | Single Family | | 1 | 1 | 1 | 2 | 64 | Male | Some College | \$25,001-\$50,000 | We need commuter train. | 458 | Ventura |
| Work | Drive Alone | | No | 8 | 6 | 8 | Cabrillo & Calle Cesar Chavez | Ventura Av & Starkey | Single Family | | 2 | 2 | 2 | 3 | 48 | Female | Some College | \$150,001 and over | 101 widen thru Carpinteria & Montecito? Need commuter train. Need to reduce or improve on- and off-460 | 459 | |
| Work | Drive Alone | | No | 7 | 9 | 01/25/2016 | Los Cameros & 101 | Ventura Av & Starkey | Single Family | | 2 | 2 | 2 | 3 | 50 | Male | College Graduate | \$150,001 and over | It's pretty good, except at 2:30 on the 101 South. Traffic is brutal. | 460 | Santa Barbara |
| School | Drive Alone | | No | 01/25/2016 | 9 | 9 | State St. & 154 | Old Coast Highway & Harbor View Dr. | Single Family | | 2 | 2 | 2 | 2 | 60 | Female | Post-graduate Work | \$25,001-\$50,000 | | 461 | Santa Barbara |
| Work | Drive Alone | | No | 01/25/2016 | 9 | 9 | 217 & Ocean | Tumple & Hollister | Single Family | | 6 | 6 | 6 | 5 | 23 | Female | College Graduate | \$150,001 and over | Cannot recommend any improvements. Everything is about as good as can be expected. | 462 | Santa Barbara |
| Personal Errand | Drive Alone | | No | 01/25/2016 | 9 | 9 | Los Cameros & El Colegio | Los Cameros & El Colegio | Apartment | | 1 | 1 | 1 | 1 | 73 | Male | Some College | \$25,001-\$50,000 | | 463 | Goleta |
| Carpool/Vanpool | Drive Alone | | No | 01/25/2016 | 9 | 9 | 101 & Central | 101 & Central | Single Family | | 2 | 2 | 2 | 2 | 66 | Female | Post-graduate Work | \$100,001-\$150,000 | | 464 | Camarillo |
| Work | Drive Alone | | No | 01/25/2016 | 6 | 6 | Hollister & Los Cameros | Victoria & Harbor Island Lane | Condo | | 2 | 2 | 2 | 2 | 49 | Female | Post-graduate Work | \$150,001 and over | Put 3 lanes on the 101 through Carpinteria to Montecito. | 465 | Oxnard |
| Work | Drive Alone | | No | 01/25/2016 | 8 | 8 | Mills & Telegraph | Wells & Citrus | Single Family | | 3 | 3 | 3 | 4 | 65 | Female | Post-graduate Work | \$100,001-\$150,000 | Please finish the freeway between Ventura and Santa Barbara. The backup both ways is insane! | 466 | Santa Barbara |
| Work | Drive Alone | | No | 01/25/2016 | 8 | 8 | Cold Springs Rd. & La Paz | Thompson Bl. & Santa Cruz St. | Single Family | | 1 | 1 | 1 | 1 | 65 | Male | Post-graduate Work | \$50,001-\$75,000 | On NB 101 between Casitas Pass Rd. & Linden Av., remove left lane to reduce breakdown of orange go 467 Ventura | 467 | |
| Work | Drive Alone | | No | 01/25/2016 | 8 | 8 | Hollister & Los Cameros | University & Patterson | Single Family | | 2 | 2 | 2 | 2 | 65 | Female | Post-graduate Work | \$75,001-\$100,000 | There is always a bottleneck around 5:15pm southbound approaching Patterson, where the UCSB traffic 468 Santa Barbara | 468 | |
| Work | Drive Alone | | No | 01/25/2016 | 7 | 7 | Cathedral Oaks & 154 | Hwy 100 & Rice | Single Family | | 4 | 2 | 2 | 3 | 41 | Female | College Graduate | \$100,001-\$150,000 | Increase lanes on 101 between Carpinteria & Montecito. | 469 | Ojai |
| Work | Drive Alone | | No | 01/25/2016 | 4 | 4 | Wells Rd. & 126 | Wells Rd. & 126 | Single Family | | 2 | 2 | 1 | 2 | 63 | Female | Post-graduate Work | \$100,001-\$150,000 | 3 lanes in the way. No carpool lane. | 470 | |
| Work | Drive Alone | | No | 01/25/2016 | 7 | 7 | Hollister & La Patera | McIntosh & Garden | Apartment | | 1 | 1 | 0 | 0 | 32 | Female | College Graduate | \$100,001-\$150,000 | I would love to see a bullet train to travel up & down the coast. That would be wonderful! | 471 | Santa Barbara |
| Bus | Drive Alone | | No | 01/25/2016 | 4 | 4 | Gardner & Garden | Man & Peeling | Single Family | | 3 | 3 | 3 | 3 | 35 | Female | Some College | \$25,001-\$50,000 | I wish the bathrooms were available again & the WiFi worked on all the buses. I do appreciate that the 472 Ventura | 472 | |
| Work | Drive Alone | | No | 01/25/2016 | 4 | 4 | Hwy 33 & Laramie | Apartment & Santa Barbara St. | Single Family | | 2 | 2 | 2 | 2 | 55 | Female | Post-graduate Work | \$150,001 and over | Ventura to Santa Barbara desperately needs three am and three pm Metrolink trains. Also the Linden 473 Oak View | 473 | |
| Work | Drive Alone | | No | 01/25/2016 | 8 | 8 | Anapaa & Santa Barbara St. | Ney Rd. & Ventura Av. | Single Family | | 5 | 5 | 4 | 4 | 53 | Male | Some College | \$150,001 and over | Commuter train to Santa Barbara? or widen the 101 from Carpinteria thru Montecito. | 474 | Ventura |
| Work | Drive Alone | | No | 01/25/2016 | 6 | 6 | Casitas Pass & Carpinteria Av. | Ventura Av & Shoshone | Single Family | | 2 | 2 | 2 | 2 | 55 | Female | Post-graduate Work | \$100,001-\$150,000 | When working on repairs, have 101 fully open by 5:00am to lessen traffic backup for morning commute. | 475 | Ventura |
| Work | Drive Alone | | No | 01/25/2016 | 5 | 5 | Hollister & Ward | Hollister & Ward | Single Family | | 4 | 3 | 3 | 3 | 46 | Male | College Graduate | \$150,001 and over | | 476 | |
| Work | Drive Alone | | No | 01/25/2016 | 5 | 5 | Pedregosa & State | Hendrick & Ventura | Single Family | | 2 | 2 | 2 | 2 | 52 | Female | Some College | \$25,001-\$50,000 | Visa is Great! | 477 | Oxnard |
| Business | Carpool/Vanpool | | No | 7 | 7 | 01/25/2016 | Cathedral Oaks & 154 | Castillo & Montecito | Single Family | | 3 | 3 | 3 | 3 | 56 | Male | High School | \$100,001-\$150,000 | | 478 | Ventura |
| Work | Drive Alone | | No | 14 | noon | noon | Castillo & Montecito | Castillo & Montecito | Apartment | | 1 | 1 | 1 | 0 | 64 | Female | College Graduate | \$0-\$25,000 | Streets near downtown crossing State St. need attention. | 479 | Santa Barbara |
| Work | Drive Alone | | No | 6 | 3 | 3 | Milpas & Seward | Wooten & Santa Rosa | Apartment | | 1 | 1 | 1 | 2 | 34 | Female | High School | \$25,001-\$50,000 | | 480 | Oxnard |
| Work | Drive Alone | | No | 11 | 5 | 5 | Idley & State | Nogal & Hollister | Single Family | | 2 | 1 | 2 | 3 | 67 | Male | Post-graduate Work | \$150,001 and over | | 481 | Santa Barbara |
| Work | Drive Alone | | No | 8 | 5 | 5 | Montecito & Castillo or Telephone & Mills | 7th & Carpinteria Av. | Apartment | | 2 | 2 | 2 | 2 | 38 | Male | Post-graduate Work | \$100,001-\$150,000 | | 482 | Carpinteria |
| Work | Drive Alone | | No | 8 | 6 | 6 | Bath & 101 | Seward & Ocean | Single Family | | 2 | 2 | 2 | 2 | 32 | Male | College Graduate | \$75,001-\$100,000 | We need a train from Ventura to Santa Barbara! Better public transit. | 483 | Ventura |
| Work | Drive Alone | | Yes | 01/25/2016 | 01/25/2016 | 01/25/2016 | State St. & | | | | | | | | | | | | | | |

| If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip? | | What is your most frequently used mode of transportation? | Other (please specify) | If you answered "Other" above, which bus route do you use? | Have you changed your mode with the opening of the U.S. 101 carpool lane? | What is your usual work schedule? | What is the nearest intersection to your workplace? | What is the nearest intersection to your home? | What is your household type? | Other (please specify) | How many persons reside in your household? | How many of those persons are employed at least 30 hours per week? | In your household, how many of the following are there? | What is your age? | What is your gender? | What is the highest level of education you have completed? | What is your household income range? | We actively seek your comments about how we can improve transit services and highways in our region - please let us know! | # | City | |
|--|------------------------|---|------------------------|--|---|-----------------------------------|---|--|------------------------------------|------------------------|--|--|---|-------------------|----------------------|--|--------------------------------------|---|--|------|-------------|
| Trip Purpose | Other (please specify) | Mode | Other (please specify) | Open-Ended Response | NY Carpool | From (a.m.): | To (p.m.): | Open-Ended Response | Open-Ended Response | | HST Size | Workers | Drivers | Vehicles | Age | Gender | Education | Income | Open-Ended Response | | City |
| Work | | Drive Alone | | No | No | 01/21/2016 | 01/21/2016 | Laguna and Ortega | Single Family | | 4 | 2 | 2 | 2 | 50 | Male | College Graduate | \$150,001 and over | I take the Coastal Express bus occasionally. It is a great service. I would take it more often, but due to | 589 | Ventura |
| Work | | Drive Alone | | No | No | 8 | 8 | 5 Fairview/Hollister | Vineyard Ave./Onard Blvd. | | 1 | 1 | 1 | 1 | 47 | Male | Some College | \$50,001-\$75,000 | 1) More "express" buses (with various schedules) between Ventura and Santa Barbara 2) Add a third | 590 | |
| Work | | Drive Alone | | No | No | 8 | 8 | 5 Garden | Olive Mill | | 2 | 2 | 2 | 2 | 59 | Male | College Graduate | \$150,001 and over | Please complete widening of 101 to 3 lanes from Olive Mill through Rincon. | 591 | |
| Work | | Drive Alone | | No | No | 7 | 7 | 4 Mark Ave / Cindy Lane, Carpinteria | Francis Ave / Parnon St, Camarillo | | 2 | 2 | 2 | 2 | 55 | Male | College Graduate | \$150,001 and over | | 592 | |
| Business | | Drive Alone | | No | No | 600 | 600 | 1700 varies | ogon/Indan | | 2 | 2 | 2 | 4 | 56 | Male | Post-graduate Work | \$150,001 and over | Change the carpool times (open SB in morning and open NB in afternoon) | 593 | Carpinteria |
| Work | | Drive Alone | | No | No | 42390.4375 | 42390.22917 | Ventura | Apartmento | | 5 | 2 | 2 | 2 | 24 | Female | Less than High School | \$0-\$25,000 | | 1 | Ventura |
| Work | | Carpool/Varpool | | Yes | Yes | 7 | 7 | 4 Montecito | Ventura Av. | | 6 | 1 | 1 | 2 | 38 | Male | Post-graduate Work | \$0-\$25,000 | a mejorado un poco el flujo de carros. | 2 | Ventura |
| Work | | Drive Alone | | Yes | x | | | San Isidro en Montecito | Main | | 6 | 2 | 2 | 2 | 46 | Male | Less than High School | \$25,001-\$50,000 | ampliar mas los carriles llegando a Carpinteria que es donde se detiene mas el trafico. | 3 | Ventura |
| Work | | Drive Alone | | No | No | 42390.27083 | 42390.20833 | Ninduna? Ninduna? | Apartmento | | 5 | 2 | 2 | 2 | 32 | Male | Less than High School | \$0-\$25,000 | | 4 | Ventura |
| Work | | Drive Alone | | Yes | Yes | 6 | 6 | Carpinteria | Victoria | | 5 | 2 | 3 | 3 | 26 | Female | Less than High School | \$25,001-\$50,000 | | 5 | Ventura |
| Work | | Drive Alone | | Yes | Yes | 42390.29167 | 42390.14583 | Milpas | Ventura Avenue | | 4 | 1 | 3 | 3 | 53 | Male | Less than High School | \$25,001-\$50,000 | Abir otro carril terminar el empujado. | 6 | Ventura |
| Work | | Carpool/Varpool | | Yes | Yes | 42390.27083 | | | | 101 | 4 | 1 | 3 | 3 | 61 | Male | Less than High School | \$25,001-\$50,000 | Pues en nuestra 777 - Las Calles Estan en muy mal estado y de las Capilros puer las autopistas megan | 7 | Santa Paula |
| Work | | Drive Alone | | No | No | 7 | 42390.14583 | US 101 | US 101 | | 5 | 1 | 1 | 2 | 27 | Male | High School | \$0-\$25,000 | | 8 | Oxnard |
| Work | | Bus | | No | No | | 6 | MTO | Gonzalez | | 3 | 1 | 1 | 1 | 48 | Male | Less than High School | \$0-\$25,000 | Oxnard a Santa Barbara 1 hora | 9 | Oxnard |
| Work | | Drive Alone | | Yes | Yes | 7 | 6 | Santa Monica St. | Simon Way & Rose Av. | | 12 | | 5 | 5 | 44 | Male | Less than High School | \$0-\$25,000 | | 10 | Oxnard |
| Work | | Drive Alone | | Yes | Yes | 7 | 42390.1875 | Milpas | Seaward | | 4 | 2 | 2 | 3 | 40 | Male | Less than High School | \$25,001-\$50,000 | Terminando el carril colectivo asta Santa Barbara que aya 2 carriles en la carre tara 101 en ambas dire | 11 | Ventura |
| Work | | Drive Alone | | Yes | Yes | 6 | 42390.27083 | autopista 101 | autopista 101 | | 5 | 0 | 1 | 1 | 41 | Male | High School | \$0-\$25,000 | Bueno para mi megora todo muy vien me gusta y me parece Buena idea que sigan trabajando con buer | 12 | Santa Paula |
| Personal Errand | | Carpool/Varpool | | Yes | Yes | 8 | 6 | Via Real | Victoria | | 7 | 2 | 2 | 3 | 37 | Male | High School | \$25,001-\$50,000 | ampliar mas la autopista desde Carpinteria asta Goleta es la parte mas peligrosa y mas trafico | 13 | Ventura |
| Work | | Drive Alone | | Yes | Yes | 6 | 5 | Laguna St. | Vineyard | | 6 | 2 | 1 | 3 | 48 | Male | Less than High School | \$25,001-\$50,000 | Yo creo que meter mas carriles desde Camarillo hasta Goleta y salvar la | 14 | Oxnard |
| Work | | Drive Alone | | Yes | Yes | | | Itasca | 101 & 33 | | 4 | 1 | 3 | 3 | 52 | Male | Less than High School | \$25,001-\$50,000 | | 15 | Ventura |
| Work | | Drive Alone | | Yes | Yes | 7 | 42390.14583 | Fairview Av. | Linden Av | | 3 | 2 | 2 | 1 | 41 | Male | High School | \$25,001-\$50,000 | Necesitamos el otro carril desde Ballard St. hasta Montecito. | 16 | |
| School | | Bus | | No | No | | | Santa Barbara Universidad Hospital Cottage | Pacific Mall | | 5 | 2 | 2 | 1 | 49 | Female | Less than High School | \$25,001-\$50,000 | corrigiendo a tiempo los baches Abir mas carriles y rutas alternativas cuando hay accidents. | 17 | Santa Paula |
| Work | | Drive Alone | | No | No | 8 | 6 | Coast Village Road | Canada Largo | | 4 | 3 | 3 | 3 | 23 | Female | College Graduate | \$25,001-\$50,000 | | 18 | Ventura |
| Work | | Drive Alone | | Yes | Yes | 6 | | Pueblo | Rose | | 6 | 2 | 2 | 1 | 33 | Female | High School | \$0-\$25,000 | | 19 | Oxnard |
| Work | | Drive Alone | | Yes | Yes | 42390.27083 | | Carpinteria | Ventura 101 Fwy | | 5 | 1 | 2 | 2 | 42 | Male | Less than High School | \$0-\$25,000 | La carretera 101 Fwy para Carpinteria ay mucho pozos. | 20 | Ventura |
| Work | | Drive Alone | | Yes | Yes | 5 | 2 | | Casa | | 7 | 2 | 2 | 2 | 23 | Female | Some College | \$25,001-\$50,000 | Hasta ahorita van bien los repogramientos y estoy satisfecho con los arreglos q se hacen más de noche | 21 | |
| Work | | Carpool/Varpool | | Yes | Yes | 42390.29167 | 42390.14583 | | Apartmento | | 2 | 1 | 1 | 1 | 27 | Female | Some College | \$0-\$25,000 | Todo esto lo mejor posible alomjor abir mas carriles ayudara menos trafico aparte de eso pienso que | 22 | |

[illegible]

| If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip? | | What is your most frequently used mode of transportation? | If you answered "Bus" above, which bus route do you use? | Are you aware of the Clean Air Express commuter bus service? | What is your usual work schedule? | What is the nearest intersection to your workplace? | What is the nearest intersection to your home? | What is your household type? | How many persons reside in your household? | How many of those persons are employed at least 30 hours per week? | In your household, how many of the following are there? | What is your age? | What is your gender? | What is the highest level of education you have? | What is your household income range? | We actively seek your comments about how we can improve transit services and highways in our region - please let us know! | # | City | |
|--|------------------------|---|--|--|-----------------------------------|---|--|---------------------------------|--|--|---|-------------------|----------------------|--|--------------------------------------|---|---------------------|--|---|
| Type Purpose | Other (please specify) | Mode | Other (please specify) | Open-Ended Response | From (a.m.): To (p.m.): | Open-Ended Response | Open-Ended Response | Response | HS Size | Workers | Drivers | Vehicles | Age | Gender | Education | Income range | Open-Ended Response | | |
| Single | | Drive Alone | | | | 01/21/2016 | Single Family | Single Family | 1 | 1 | 1 | 2 | 42 | Male | Some College | \$75,001 - \$100,000 | 151 | Lompoc | |
| Work | | Bus | | Lompoc to Santa Barbara | Yes | 7 | 5 Anapamu and Anacapa | Chestnut and North M St | 4 | 3 | 4 | 4 | 53 | Female | College Graduate | \$25,000 - \$50,000 | 151 | Lompoc | |
| Work | | Drive Alone | | Lompoc to Santa Barbara | Yes | 8 | 01/21/2016 Hollister and Patterson | Ocean and Cypress | 1 | 1 | 1 | 1 | 54 | Male | Less than High School | \$25,000 - \$50,000 | 151 | Lompoc | We need more Clean Air buses on Saturday and more police control on Hwy 1 because people speed |
| Work | | Drive Alone | | | Yes | 8 | Consolidation | Consolidation | 3 | 2 | 3 | 4 | 62 | Male | High School | \$25,000 - \$50,000 | 151 | Lompoc | Need truck after I arrive at work. Commuting would not work for me. |
| Work | | Drive Alone | | | No | | Laureland O | Laureland O | 4 | 2 | 3 | 2 | 37 | Female | College Graduate | \$0 - \$25,000 | 156 | Lompoc | |
| Work | | Capool/Vanpool | carpool with wife | | 01/21/2016 | 01/21/2016 Cabrillo and Los Patos | Single Family | Single Family | 2 | 2 | 2 | 2 | 57 | Female | Some College | \$50,001 - \$75,000 | 157 | Santa Ynez | more but smaller vans and more hours of service |
| Personal Enrand | | Drive Alone | | | 0 | 01/21/2016 \$75,000 and over | Single Family | Single Family | 2 | 0 | 2 | 1 | 76 | Male | Post-graduate Work | \$50,001 - \$75,000 | 158 | Santa Maria | Inner city bus routes such as Santa Maria to Santa Barbara are barely on employment, leaving the retired |
| Personal Enrand | | Drive Alone | | | Yes | 9 | 01/21/2016 Ocean and A | H and North | 3 | 3 | 3 | 3 | 75 | Female | College Graduate | \$50,000 - \$75,000 | 160 | Lompoc | |
| Work | | Drive Alone | | | | | Single Family | Single Family | 2 | retired | 2 | 2 | 85 | Male | Some College | \$25,000 - \$50,000 | 163 | Buellton | Widen the 101 north and south |
| Work | | Capool/Vanpool | | | 7 | 5 | Single Family | Single Family | 4 | 2 | 2 | 35 | Female | Post-graduate Work | \$100,001 - \$150,000 | 165 | Buellton | Please bring back the Coastal Express or have a route that goes directly to UCSB | |
| Work | | Capool/Vanpool | | | 01/21/2016 | 4 Hwy 101 | Single Family | Single Family | 1 | 1 | 1 | 1 | 66 | Female | Some College | \$25,000 - \$50,000 | 162 | Lompoc | Fix the pot hole on the 101 and I going to Santa Barbara |
| Work | | Drive Alone | | | 6 | 01/21/2016 Pueblo and Bath | 01/21/2016 Pueblo and Bath | Apartment | 1 | 1 | 1 | 1 | 46 | Female | College Graduate | \$25,000 - \$50,000 | 163 | Santa Barbara | |
| Work | | Drive Alone | | | 8 | 4 Hwy 101 and Hwy 1 | 101 and Old Coast Hwy | Single Family | 2 | 2 | 2 | 2 | 76 | Male | College Graduate | \$50,001 - \$75,000 | 167 | Orcutt | I love what you are doing. However, I work on a farm near Buellton and live on Hwy 1 so it would be a |
| Work | | Other (please specify) | carpool with spouse | | Yes | 8 | A and Oak | Other (please specify) | 2 | 1 | 2 | 2 | 65 | Female | College Graduate | \$50,000 - \$75,000 | 165 | Lompoc | Would love to take the train |
| Work | | Capool/Vanpool | | | 9 | 5 Patterson and Hollister | Barton and Poppy | Single Family | 4 | 2 | 2 | 2 | 39 | Female | Some College | \$75,001 - \$100,000 | 166 | Lompoc | |
| Work | | Drive Alone | | | 7 | 6 Fairview and Hollister | Bradley | Single Family | 2 | 2 | 2 | 2 | 52 | Male | High School | \$75,001 - \$100,000 | 167 | Orcutt | |
| Work | | Drive Alone | | | 8 | 5 Aero Camino | Elwood Station Rd | Single Family | 2 | 2 | 2 | 2 | 32 | Female | College Graduate | \$75,000 - \$100,000 | 168 | Golita | |
| Work | | Drive Alone | | | 9 | 01/21/2016 Hwy 217 and Hwy 101 | Hwy 246 and Atterberg | Single Family | 2 | 1 | 2 | 2 | 71 | Male | Post-graduate Work | \$100,001 - \$150,000 | 169 | Solvang | |
| Work | | Drive Alone | | | 7 | 01/21/2016 Hollister and Patterson | North M St and Chestnut | Condo | 1 | 0 | 1 | 1 | 66 | Female | Some College | \$0 - \$25,000 | 169 | Solvang | How about the possibility of a mid-day bus service for return to Lompoc on the Clean Air Express (for |
| Work | | Drive Alone | | | 7 | Clark and Bradley | Clark and Bradley | Single Family | 3 | 3 | 6 | 6 | 61 | Female | Some College | \$75,000 - \$100,000 | 171 | Santa Maria | For a small town I think all routes are the best they can be |
| Work | | Drive Alone | | | 8 | 7 | North St | Single Family | 2 | 2 | 2 | 4 | 34 | Female | Some College | \$75,001 - \$100,000 | 172 | Lompoc | |
| Work | | Capool/Vanpool | | | 01/21/2016 | 5 Hwy 154 | North St | Single Family | 4 | 2 | 3 | 3 | 49 | Female | Some College | \$75,001 - \$100,000 | 173 | Lompoc | Hwy 1 pot holes/201 need resurfacing there are cracks and dips |
| Business | | Other (please specify) | with spouse | | Yes | 8 | Barton and H St | Single Family | 2 | 2 | 2 | 2 | 52 | Male | Some College | \$75,001 - \$100,000 | 174 | Lompoc | We'd love to see a commuter train service to Goleta/SB from Surf Beach |
| Work | | Drive Alone | | | 9 | 2 Anacapa and Garden | Baseline and Alamo Pintado | Single Family | 1 | 2 | 2 | 2 | 64 | Female | College Graduate | \$0 - \$25,000 | 175 | Solvang | The Clean Air Express has inconvenient hours |
| Work | | Drive Alone | | | 8 | 4 Modoc and Potosawille | Orchard and Vancowave | Single Family | 2 | 2 | 2 | 3 | 52 | Female | Post-graduate Work | \$150,000 and over | 175 | Ventura | Take away the carpool lane from Ventura to SB and widen the freeway the rest of the way to SB |
| Work | | Capool/Vanpool | | | No | 6 | V and Central | Single Family | 2 | 1 | 2 | 2 | 48 | Male | High School | \$50,000 - \$75,000 | 177 | Lompoc | Nothing is |
| Work | | Drive Alone | | | 01/21/2016 | 01/21/2016 Hollister and Ward Dr | Single Family | Single Family | 2 | 2 | 2 | 3 | 60 | Female | Some College | \$50,001 - \$75,000 | 177 | Lompoc | |
| Work | | Drive Alone | | | 01/21/2016 | 01/21/2016 246 & 1st | Single Family | Single Family | 0 | 0 | 1 | 1 | 62 | Female | High School | \$100,001 - \$150,000 | 179 | Lompoc | More passing lanes on Hwy 1 between Lompoc and Hwy 101 and longer passing lanes. Same for Hwy 1 |
| Personal Enrand | | Drive Alone | | | Yes | 7 | Santa Maria Way | Single Family | 3 | 1 | 2 | 3 | 60 | Male | Post-graduate Work | \$75,000 - \$100,000 | 180 | | |
| Work | | Drive Alone | | | Yes | 8 | 6 Los Cameros | Single Family | 2 | 3 | 2 | 3 | 44 | Male | Post-graduate Work | \$150,001 and over | 182 | Lompoc | I would be happy to take the Clean Air Express because the bus stop is close to my house and the stop |
| Work | | Drive Alone | | | 7 | 4 Aero Camino and Hollister | Edison and Pine St | College Graduate | 1 | 2 | 2 | 2 | 42 | Male | Some College | \$150,001 and over | 182 | Santa Barbara | |
| Work | | Drive Alone | | | No | 7 | 5 | Single Family | 4 | 4 | 4 | 4 | 57 | Female | College Graduate | \$50,000 - \$75,000 | 183 | | The off ramp north bound on Main and Donovan becomes dangerously congested during the peak ho |
| Work | | Drive Alone | | | Yes | 8 | 5 Los Cameros | Single Family | 2 | 2 | 2 | 2 | 55 | Female | College Graduate | \$100,001 - \$150,000 | 184 | Santa Maria | |
| Work | | Capool/Vanpool | | | 9 | | Apartment | Apartment | 1 | 1 | 1 | 1 | 60 | Female | Less than High School | \$0 - \$25,000 | 185 | Santa Barbara | |
| Personal Enrand | | Drive Alone | | | Yes | 8 | Thumblina & Hwy 246 | Thumblina Dr and Hwy 246 | 4 | 2 | 2 | 3 | 32 | Female | College Graduate | \$50,000 - \$75,000 | 186 | Buellton | |
| Work | | Drive Alone | | | Yes | 8 | 6 Hollister and Glenn Ave | Thumblina Dr and Hwy 246 | 2 | 2 | 2 | 3 | 35 | Male | College Graduate | \$50,001 - \$75,000 | 187 | Buellton | |
| Work | | Drive Alone | | | 8 | 5 Olive and Gulesmer | Country Club and McCarty Lane | College Graduate | 2 | 4 | 2 | 4 | 50 | Female | College Graduate | \$100,000 - \$150,000 | 188 | Santa Maria | |
| Work | | Capool/Vanpool | | | Yes | 5 | 01/21/2016 Hollister and Storke | O and Barton | 7 | 2 | 3 | 3 | 52 | Male | Some College | \$75,001 - \$100,000 | 189 | Lompoc | Need more bus service before 5 am and later service after 5:30 pm |
| Work | | Drive Alone | | | 9 | 5 Modoc/Calle De Los Amigos | Down Canyon/Ballard Canyon | Single Family | 1 | 1 | 1 | 1 | 65 | Female | Post-graduate Work | \$75,001 - \$100,000 | 190 | | |
| Work | | Drive Alone | | | 01/21/2016 | 01/21/2016 La Colina and La Cumbre | Alisal Rd and Mission | Single Family | 2 | 1 | 2 | 2 | 68 | Female | Post-graduate Work | \$75,001 - \$100,000 | 191 | Solvang | Would love more frequent service on the Clean Air Express between Santa Barbara and Solvang |
| Work | | Drive Alone | | | 01/21/2016 | 01/21/2016 Storke Rd and Hollister | Ocean and G St | Single Family | 3 | 3 | 3 | 4 | 38 | Female | College Graduate | \$25,000 - \$50,000 | 192 | Lompoc | |
| Work | | Drive Alone | | | 8 | 01/21/2016 McCoy and Broadway | Central and I | Single Family | 2 | 2 | 2 | 2 | 68 | Female | High School | \$75,001 - \$100,000 | 193 | Lompoc | |
| Work | | Capool/Vanpool | | | 01/21/2016 | 01/21/2016 Olive/Gulesmer | Princeton/Berkley | Single Family | 2 | 2 | 2 | 2 | 38 | Male | Some College | \$100,001 - \$150,000 | 194 | Lompoc | |
| Work | | Capool/Vanpool | | | Yes | 8 | 5 Fairview and Hollister | V and Central | 4 | 2 | 2 | 2 | 47 | Male | College Graduate | \$100,001 - \$150,000 | 195 | Lompoc | |
| Work | | Drive Alone | | | 01/21/2016 | 4 | Refugio & Samantha | Refugio & Samantha | 2 | 2 | 2 | 2 | 58 | Male | Some College | \$150,001 and over | 196 | Santa Barbara | |
| Work | | Drive Alone | | | 01/21/2016 | 01/21/2016 Michelobrena and Olive | Samantha and Refugio | Single Family | 2 | 2 | 2 | 2 | 51 | Female | Some College | \$150,001 and over | 197 | Santa Ynez | |
| Work | | Drive Alone | | | 8 | 5 Daily Dr/Los Posas Rd | Pine/Cuesta | Single Family | 4 | 2 | 4 | 5 | 23 | Male | Some College | \$100,001 - \$150,000 | 198 | Santa Ynez | I believe that the Hwy 101 widening project through Mont/Summerland be given the absolute highest |
| Work | | Drive Alone | | | 9 | 01/21/2016 Los Cameros | Ave of the Hags | Single Family | 2 | 2 | 2 | 2 | 60 | Female | Post-graduate Work | \$75,001 - \$100,000 | 199 | Buellton | |
| Work | | Capool/Vanpool | | | 01/21/2016 | 01/21/2016 Storke Rd and Hwy 246 | Refugio Rd and Hwy 246 | Single Family | 2 | 2 | 2 | 2 | 60 | Female | College Graduate | \$150,001 and over | 200 | Santa Ynez | With known budget limitations, I think our roads are maintained to the best of our local ability, but we |
| Work | | Drive Alone | | | Yes | 6 | Sycamore and Hwy 246 | Sycamore and Hwy 246 | 4 | 3 | 4 | 4 | 60 | Female | Some College | \$150,001 and over | 201 | Buellton | |
| Work | | Drive Alone | | | 6 | 11 | | Single Family | 7 | 2 | 1 | 2 | 23 | Female | Some College | \$0 - \$25,000 | 202 | Sanita | |
| Work | | Drive Alone | | | 9 | 7 Donovan and College | Donovan and College | Single Family | 3 | 1 | 3 | 1 | 62 | Male | Some College | \$50,001 - \$75,000 | 203 | Santa Maria | No high speed train. Don't spend heavy funds on bike lanes or toll lanes. 10th North & Southbound road |
| Work | | Drive Alone | | | 8 | 6 Fairview | Donovan St | Single Family | 4 | 1 | 2 | 2 | 44 | Male | Post-graduate Work | \$150,001 and over | 204 | Santa Ynez | |
| Work | | Drive Alone | | | 8 | 01/21/2016 State St | Donovan St | Single Family | 2 | 2 | 2 | 2 | 38 | Male | College Graduate | \$50,001 - \$75,000 | 205 | Santa Maria | More passing lanes on Hwy 154 |
| Work | | Drive Alone | | | 8 | | Donovan St | Single Family | 2 | 2 | 2 | 2 | 70 | Male | College Graduate | \$25,000 - \$50,000 | 206 | Buellton | Fix the road northbound 101 @ Dos Pueblos |
| Work | | Drive Alone | | | 01/21/2016 | 01/21/2016 Calle Real and Camino del Ramedio | 245 and Ballard Canyon | Single Family | 2 | 2 | 2 | 2 | 34 | Male | Post-graduate Work | \$150,001 and over | 207 | Buellton | |
| Work | | Drive Alone | | | 8 | 5 Patterson and Overpass Rd | Refugio and Country | Single Family | 3 | 2 | 3 | 5 | 62 | Female | Post-graduate Work | \$150,001 and over | 208 | Santa Ynez | |
| Work | | Drive Alone | | | 7 | Hwy 246 | Hwy 246 | Single Family | 2 | 2 | 2 | 2 | 69 | Male | High School | \$25,000 - \$50,000 | 209 | Solvang | |
| Work | | Drive Alone | | | 9 | 9 Fairview and Hollister | Ridge and Deneb | Single Family | 3 | 2 | 2 | 2 | 36 | Male | High School | \$75,000 - \$100,000 | 210 | Lompoc | |
| Personal Enrand | | Capool/Vanpool | | | Yes | 8 | Refugio & Stadium Pl | Bradley Rd | 3 | 0 | 2 | 1 | 68 | Male | College Graduate | \$0 - \$25,000 | 211 | Santa Maria | Widen Hwy 101 |
| Personal Enrand | | Drive Alone | | | Yes | 5 | Santa Rosa and Hwy 101 | Refugio & Stadium Pl | 2 | 2 | 2 | 2 | 62 | Female | College Graduate | \$100,001 - \$150,000 | 212 | Solvang | the lack of street lights in our area is dangerous. On the 154 highway thru the pass, drivers often excee |
| Work | | Drive Alone | | | 8 | 01/21/2016 State St | Sage Crest & Rice Ranch | Single Family | 4 | 1 | 2 | 2 | 61 | Female | Post-graduate Work | \$50,000 - \$75,000 | 213 | Buellton | More CHP to monitor drivers driving 85-90 mph with hand held devices on drive home. |
| Work | | Capool/Vanpool | | | 01/21/2016 | 01/21/2016 State St | Irish Street | Single Family | 2 | 2 | 2 | 4 | 40 | Male | Post-graduate Work | \$150,001 and over | 214 | | |
| Work | | Drive Alone | | | Yes | 8 | 5 Mesa Rd and University Plaza | Tirola and Cuesta Streets | 4 | 4 | 4 | 5 | 35 | Male | College Graduate | \$100,001 - \$150,000 | 215 | Lompoc | The highways have to many pot holes and need funding. transit cleaner air bus is nice for those who can't |
| Work | | Drive Alone | | | Yes | 9 | 5 or later, depending on Coto/Santa Barbara St | Conrado Drive/Malibu Way Lompoc | 1 | 1 | 2 | 2 | 57 | Male | Post-graduate Work | \$50,000 - \$75,000 | 216 | Lompoc | AM peak hour -add an exit only on 101 north to allow Goleta Cottage hospital |
| Work | | Capool/Vanpool | | | 01/21/2016 | 01/21/2016 154/Oceanview Ranch | 246/Refugio | Single Family | 2 | 2 | 2 | 2 | 52 | Female | College Graduate | \$50,001 - \$75,000 | 217 | Solvang | I used the Clean Air Express for a while, but it put me in to downtown SB too early (8am) and I frequent |
| Work | | Capool/Vanpool | | | 01/21/2016 | 01/21/2016 Calle Real & San Antonio Rd | Consolidation Rd. & Burton Mesa | Single Family | 2 | 1 | 2 | 2 | 64 | Female | College Graduate | \$75,001 - \$100,000 | 218 | Lompoc | |
| Work | | Drive Alone | | | 01/21/2016 | 01/21/2016 Cliff Dr. & Camillo | Barton Mesa Bl. & Clubhouse Dr. | Single Family | 2 | 2 | 2 | 3 | 20 | Female | Some College | \$0 - \$25,000 | 219 | Lompoc | fix potholes on Highway 1 |
| Work | | Drive Alone | | | 01/21/2016 | 01/21/2016 101 & Refugio Rd | Barton Mesa Bl. & Clubhouse Dr. | Single Family | 2 | 2 | 2 | 4 | 58 | Female | Some College | \$100,001 - \$150,000 | 220 | Lompoc | |
| Other (please specify) | Medical | Other (please specify) | drive with spouse | | Yes | 8 | 5 Hollister & Turnpike | Vanguard | 3 | 1 | 3 | 3 | 70 | Female | Post-graduate Work | \$50,000 - \$75,000 | 221 | Lompoc | Bus service to Santa Barbara with schedules for non-working adults. |
| Work | | Drive Alone | | | Yes | 8 | Sun & Foster | Sun & Foster | 2 | 2 | 2 | 3 | 70 | Male | College Graduate | \$75,001 - \$100,000 | 223 | | |
| Work | | Drive Alone | | | Yes | 8 | College | College | 0 | 0 | 2 | 2 | 80 | Male | College Graduate | \$50,000 - \$75,000 | 224 | Santa Maria | We need a third lane from Santa Barbara to the Cuesta Grade |
| Work | | Drive Alone | | | Yes | 6 | 3 Juniper & Castillo | 101 & Las Varas Canyon Rd. | 2 | 2 | 2 | 2 | 67 | Female | College Graduate | \$150,001 and over | 225 | Golita | |
| Work | | Drive Alone | | | No | 8 | Chestnut & A St. | Consolidation & Mars | 1 | 1 | 1 | 1 | 53 | Female | Some College | \$50,000 - \$75,000 | 226 | Lompoc | |
| Work | | Capool/Vanpool | | | Yes | 8 | 4 Anapamu & Anacapa | Ridge & Burton Mesa | 1 | 2 | 2 | 1 | 58 | Female | Post-graduate Work | \$50,000 - \$75,000 | 227 | Lompoc | |
| Work | | Drive Alone | | | 9 | 4 Foster & 135 | Fernwood & Meadowlark | Single Family | 2 | 2 | 2 | | | | | | | | |

| What is the most common purpose of your trip? | | What is your most frequently used mode of transportation? | If you answered "Bus" above, which bus route do you use? | Are you aware of the Clean Air Express computer work schedule? | What is the nearest intersection to your workplace? | What is the nearest intersection to your home? | What is your household type? | How many persons reside in your household? | How many of those persons are employed in your household, how many least 30 hours per week? | Of the following are there? | What is your age? | What is your gender? | What is the highest level of education you have received? | What is your household income range? | We actively seek your comments about how we can improve transit services and highways in our region - please let us know! |
|---|------------------------|---|--|--|---|--|------------------------------|--|---|-----------------------------|------------------------|------------------------|---|--------------------------------------|---|
| Other (please specify) | Other (please specify) | Open-Ended Response | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) | Other (please specify) |
| Work | Capitol/Vanpool | Yes | 01/21/2016 | Open-Ended Response | 4 Olive & Castillo | Faraday & Montebello | Single Family | 2 | 1 | 2 | 50 Female | College Graduate | \$150,000+ and over | 101 3 lane access to the Storke exit | 303 |
| Drive Alone | Yes | 12 noon | 01/21/2016 | Yes | 5 Los Cameros & Hollister (Calle Coral & Hollister) | North 1 Street & Central | Single Family | 2 | 1 | 1 | 42 Female | College Graduate | \$150,000+ and over | 304 Lompoc | 304 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 4 Milpas | St. St. & Ocean | Single Family | 2 | 1 | 2 | 38 Male | Post-graduate Work | \$150,000+ and over | 305 Lompoc | 305 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | West College Ave. & O St. (North) | Single Family | 2 | 1 | 2 | 35 Female | High School | \$150,000+ and over | 306 Lompoc | 306 |
| Other (please specify) | Work & errands | Yes | 01/21/2016 | Yes | 5 Fairview & Hollister | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 307 Lompoc | 307 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | West College Ave. & O St. (North) | Single Family | 2 | 1 | 2 | 35 Female | High School | \$150,000+ and over | 308 Lompoc | 308 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 309 Lompoc | 309 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 310 Lompoc | 310 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 311 Lompoc | 311 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 312 Lompoc | 312 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 313 Lompoc | 313 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 314 Lompoc | 314 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 315 Lompoc | 315 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 316 Lompoc | 316 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 317 Lompoc | 317 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 318 Lompoc | 318 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 319 Lompoc | 319 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 320 Lompoc | 320 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 321 Lompoc | 321 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 322 Lompoc | 322 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 323 Lompoc | 323 |
| Drive Alone | Yes | 01/21/2016 | Yes | 01/21/2016 | 5 S. & North Ave. | O Street | Single Family | 2 | 1 | 2 | 54 Male | High School | \$150,000+ and over | 324 Lompoc | 324 |

| If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip? | What is your most frequently used mode of transportation? | If you answered "Bus" above, which are you aware of the SLORTA Route 10 bus service? | What is your usual work | What is the nearest intersection to your workplace? | What is the nearest intersection to your home? | What is your household type? | How many persons reside in your household? | How many of those persons are employed at least 30 hours per week? | In your household, how many of the following are there? | What is your age? | What is your gender? | What is the highest level of education you have completed? | What is your household income range? | We actively seek your comments about how we can improve transit services and highways in our region - please let us know! | # | City | |
|--|---|--|-------------------------|---|---|------------------------------|--|--|---|-------------------|----------------------|--|--------------------------------------|---|--------------------|--------------------|----|
| Trip Purpose | Other (please specify) | Mode | Other (please specify) | Open-Ended Response | Open-Ended Response | Response | HS Size | Workers | Drivers | Vehicles | Age | Gender | Education | Open-Ended Response | | | |
| Work | | Drive Alone | | 8 01/21/2016 8 6 W. Tefft & N. Malibu St. Single Family | 8 01/21/2016 8 6 W. Tefft & N. Malibu St. Single Family | Single Family | 1 | 1 | 1 | 2 | 2 | 60 Female | Some College | \$75,001-\$150,000 | 1 | 5 Santa Maria | |
| Work | | Drive Alone | | 101 & Donovan | 101 & Donovan | Single Family | 3 | 3 | 3 | 3 | 3 | 60 Male | High School | \$100,001-\$150,000 | 2 | 2 Santa Maria | |
| Work | | Drive Alone | | Yes | Yes | Single Family | 2 | 2 | 2 | 2 | 2 | 32 Male | Post-graduate Work | \$75,001-\$150,000 | 3 | 3 Santa Maria | |
| Work | | Drive Alone | | 900 01/21/2016 900 01/21/2016 Bettencourt & Miller | 900 01/21/2016 Bettencourt & Miller | Single Family | 2 | 2 | 2 | 2 | 2 | 77 Male | Post-graduate Work | \$100,001-\$150,000 | 4 | 4 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 48 Male | Some College | \$75,001-\$150,000 | 5 | 5 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 77 Male | High School | \$25,001-\$50,000 | 5 | 5 Santa Maria | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | Female | College Graduate | \$75,001-\$150,000 | 7 | 7 Arroyo Grande | |
| Work | | Carpool/Vanpool | | Yes | Yes | Other (please specify) | 2 | 2 | 2 | 2 | 2 | 39 Male | High School | \$25,001-\$50,000 | 8 | 8 | |
| Other (please specify) | | Drive Alone | | Weekend trip | Weekend trip | Single Family | 2 | 2 | 2 | 2 | 2 | 73 Male | Some College | \$25,001-\$50,000 | 9 | 9 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 34 Female | Some College | \$0-\$25,000 | 10 | 10 Guadalupe | |
| Work | | Drive Alone | | No | No | Apartment | 5 | 5 | 5 | 5 | 5 | 28 Female | Some College | \$50,001-\$75,000 | 11 | 11 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 0 | 0 | 0 | 0 | 0 | 60 Female | Post-graduate Work | \$25,001-\$50,000 | 12 | 12 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 4 | 4 | 4 | 4 | 4 | 47 Female | Post-graduate Work | \$75,001-\$150,000 | 13 | 13 | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 69 Male | Post-graduate Work | \$75,001-\$150,000 | 14 | 14 | |
| Work | | Drive Alone | | No | No | Apartment | 3 | 3 | 3 | 3 | 3 | 38 Female | Some College | \$25,001-\$50,000 | 15 | 15 San Luis Obispo | |
| Work | | Drive Alone | | No | No | Single Family | 6 | 6 | 6 | 6 | 6 | 21 Female | Some College | \$25,001-\$50,000 | 16 | 16 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 4 | 4 | 4 | 4 | 4 | 38 Female | Some College | \$25,001-\$50,000 | 17 | 17 | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 64 Male | College Graduate | \$75,001-\$150,000 | 18 | 18 Grover Beach | |
| Work | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | 55 Female | Some College | \$75,001-\$150,000 | 19 | 19 | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 46 Male | High School | \$75,001-\$150,000 | 20 | 20 Santa Maria | |
| Work | | Drive Alone | | No | No | Condo | 5 | 5 | 5 | 5 | 5 | 42 Male | Post-graduate Work | \$50,001-\$75,000 | 21 | 21 Santa Maria | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 55 Female | Some College | \$75,001-\$150,000 | 22 | 22 | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 43 Female | College Graduate | \$50,001-\$75,000 | 23 | 23 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 63 Female | College Graduate | \$100,001-\$150,000 | 24 | 24 | |
| Work | | Drive Alone | | No | No | Single Family | 0 | 0 | 0 | 0 | 0 | 64 Female | Some College | \$50,001-\$75,000 | 25 | 25 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 59 Female | College Graduate | \$50,001-\$75,000 | 26 | 26 Santa Maria | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 58 Female | Post-graduate Work | \$75,001-\$150,000 | 27 | 27 | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 65 Female | Post-graduate Work | \$75,001-\$150,000 | 28 | 28 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 5 | 5 | 5 | 5 | 5 | 65 Female | Some College | \$25,001-\$50,000 | 29 | 29 Nipomo | |
| School | | Other (please specify) | | delivers | delivers | Other (please specify) | 0 | 0 | 0 | 0 | 0 | 53 Female | Some College | \$25,001-\$50,000 | 30 | 30 Arroyo Grande | |
| Business | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | 34 Female | College Graduate | \$75,001-\$150,000 | 31 | 31 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | 46 Male | College Graduate | \$75,001-\$150,000 | 32 | 32 | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 46 Female | Some College | \$50,001-\$75,000 | 33 | 33 Arroyo Grande | |
| Personal Enrand | | Drive Alone | | No | No | Apartment | 1 | 1 | 1 | 1 | 1 | 34 Female | College Graduate | \$75,001-\$150,000 | 34 | 34 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 59 Male | College Graduate | \$100,001-\$150,000 | 35 | 35 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 59 Male | Some College | \$75,001-\$150,000 | 36 | 36 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 65 Female | Some College | \$50,001-\$75,000 | 37 | 37 San Luis Obispo | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 54 Male | Post-graduate Work | \$150,001 and over | 38 | 38 Santa Maria | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 5 | 5 | 5 | 5 | 5 | 36 Female | Some College | \$25,001-\$50,000 | 39 | 39 | |
| Work | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | 70 Female | Some College | \$50,001-\$75,000 | 40 | 40 Nipomo | |
| Other (please specify) | | Truck Driver | | No | No | Single Family | 4 | 4 | 4 | 4 | 4 | 40 Male | High School | \$25,001-\$50,000 | 41 | 41 Guadalupe | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 61 Female | Some College | \$25,001-\$50,000 | 42 | 42 | |
| Work | | Drive Alone | | No | No | Single Family | 25 | 25 | 25 | 25 | 25 | 25 Female | Some College | \$50,001-\$75,000 | 43 | 43 Orcutt | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 59 Male | College Graduate | \$100,001-\$150,000 | 44 | 44 Paso Robles | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 53 Male | Some College | \$150,001 and over | 45 | 45 San Luis Obispo | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 50 Female | Some College | \$100,001-\$150,000 | 46 | 46 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 62 Female | Some College | \$0-\$25,000 | 47 | 47 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 36 Female | High School | \$25,001-\$50,000 | 48 | 48 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 5 | 5 | 5 | 5 | 5 | 28 Male | High School | \$75,001-\$150,000 | 49 | 49 Nipomo | |
| Business | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | 55 Male | Post-graduate Work | \$75,001-\$150,000 | 50 | 50 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | 61 Male | Post-graduate Work | \$150,001 and over | 51 | 51 Santa Maria | |
| School | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 23 Female | Some College | \$75,001-\$150,000 | 52 | 52 Santa Maria | |
| Business | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 41 Female | Post-graduate Work | \$150,001 and over | 53 | 53 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 5 | 5 | 5 | 5 | 5 | 40 Female | Some College | \$50,001-\$75,000 | 54 | 54 Santa Maria | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 0 | 0 | 0 | 0 | 0 | 58 Female | College Graduate | \$25,001-\$50,000 | 55 | 55 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 41 Female | Post-graduate Work | \$150,001 and over | 56 | 56 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | 70 Male | Some College | \$75,001-\$150,000 | 57 | 57 Nipomo | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 71 Male | Post-graduate Work | \$150,001 and over | 58 | 58 | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 53 Female | Post-graduate Work | \$75,001-\$150,000 | 59 | 59 Atascadero | |
| Work | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | 57 Female | Post-graduate Work | \$150,001 and over | 60 | 60 Arroyo Grande | |
| Business | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 55 Female | Post-graduate Work | \$50,001-\$75,000 | 61 | 61 Arroyo Grande | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 64 Male | College Graduate | \$0-\$25,000 | 62 | 62 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 52 Female | High School | \$0-\$25,000 | 63 | 63 Arroyo Grande | |
| Work | | Drive Alone | | No | No | Single Family | 5 | 5 | 5 | 5 | 5 | 51 Female | College Graduate | \$100,001-\$150,000 | 64 | 64 | |
| Personal Enrand | | Carpool/Vanpool | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 47 Male | High School | \$25,001-\$50,000 | 65 | 65 | |
| Work | | Drive Alone | | No | No | Single Family | 55 | 55 | 55 | 55 | 55 | 47 Male | High School | \$25,001-\$50,000 | 66 | 66 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 55 Male | College Graduate | \$50,001-\$75,000 | 67 | 67 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 3 | 3 | 3 | 3 | 3 | 54 Female | College Graduate | \$75,001-\$150,000 | 68 | 68 Grover Beach | |
| Business | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 4 | Male | College Graduate | \$75,001-\$150,000 | 69 | 69 |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 27 Female | College Graduate | \$75,001-\$150,000 | 70 | 70 Arroyo Grande | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 0 | 0 | 0 | 0 | 0 | 67 Male | Post-graduate Work | \$25,001-\$50,000 | 71 | 71 | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 70 Female | Post-graduate Work | \$50,001-\$75,000 | 72 | 72 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 30 Male | College Graduate | \$25,001-\$50,000 | 73 | 73 | |
| Business | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 45 Female | Post-graduate Work | \$100,001-\$150,000 | 74 | 74 Arroyo Grande | |
| Work | | Drive Alone | | No | No | Single Family | 4 | 4 | 4 | 4 | 4 | 32 Female | College Graduate | \$75,001-\$150,000 | 75 | 75 Goleta | |
| Work | | Drive Alone | | No | No | Single Family | 5 | 5 | 5 | 5 | 5 | 58 Female | Some College | \$100,001-\$150,000 | 76 | 76 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 6 | 6 | 6 | 6 | 6 | 65 Male | College Graduate | \$150,001 and over | 77 | 77 Santa Maria | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 71 Female | Some College | \$25,001-\$50,000 | 78 | 78 Pismo Beach | |
| Work | | Drive Alone | | No | No | Single Family | 44 | 44 | 44 | 44 | 44 | 44 Male | Post-graduate Work | \$100,001-\$150,000 | 79 | 79 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 7 | 7 | 7 | 7 | 7 | 73 Female | College Graduate | \$100,001-\$150,000 | 80 | 80 Nipomo | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 67 Female | Some College | \$50,001-\$75,000 | 81 | 81 Nipomo | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 59 Male | Some College | \$50,001-\$75,000 | 82 | 82 | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 4 | 4 | 4 | 4 | 4 | 24 Female | College Graduate | \$25,001-\$50,000 | 83 | 83 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | Female | Some College | \$25,001-\$50,000 | 84 | 84 Santa Maria | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 57 Female | Some College | \$25,001-\$50,000 | 85 | 85 | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 44 Female | Some College | \$100,001-\$150,000 | 86 | 86 Santa Maria | |
| Other (please specify) | | Drive & Bike | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 42 Female | Some College | \$75,001-\$150,000 | 87 | 87 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 55 | 55 | 55 | 55 | 55 | 55 Female | Some College | \$75,001-\$150,000 | 88 | 88 Orcutt | |
| Work | | Drive Alone | | No | No | Single Family | 1 | 1 | 1 | 1 | 1 | 53 Male | Some College | \$50,001-\$75,000 | 89 | 89 Lompoc | |
| Work | | Motorcycle | | No | No | Other (please specify) | 2 | 2 | 2 | 2 | 2 | 59 Male | Some College | \$100,001-\$150,000 | 90 | 90 | |
| Work | | Carpool/Vanpool | | No | No | Single Family | 65 | 65 | 65 | 65 | 65 | 65 Female | Some College | \$100,001-\$150,000 | 91 | 91 Santa Maria | |
| Business | | Drive Alone | | No | No | Single Family | 7 | 7 | 7 | 7 | 7 | 62 Male | Some College | \$75,001-\$150,000 | 92 | 92 Santa Maria | |
| Work | | Drive Alone | | No | No | Single Family | 2 | 2 | 2 | 2 | 2 | 46 Female | Some College | \$100,001-\$150,000 | 93 | 93 Santa Maria | |
| Personal Enrand | | Drive Alone | | No | No | Single Family | 7 | 7 | 7 | 7 | 7 | 46 Female | High School | \$25,001-\$50, | | | |

| If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip? | | What is your most frequently used mode of transportation? | If you answered "Bus" above, are you aware of the SLORTA Route 10 bus routes you use? | What is your usual work? | What is the nearest intersection to your workplace? | What is the nearest intersection to your home? | What is your household type? | How many persons reside in your household? | How many of those persons are employed at least 30 hours per week? | In your household, how many of the following are there? | What is your age? | What is your gender? | What is the highest level of education you have completed? | What is your household income range? | We actively seek your comments about how we can improve transit services and highways in our region - please let us know! | Open-Ended Response | # | City |
|--|------------------------|---|---|--------------------------|---|--|------------------------------|--|--|---|-------------------|----------------------|--|--------------------------------------|---|---|-----|-----------------|
| Trip Purpose | Other (please specify) | Mode | Other (please specify) | Open-Ended Response | From (a.n.): | To (a.n.): | Other (please specify) | HS Size | Workers | Drivers | Vehicles | Age | Gender | Education | | | | |
| Work | | Drive Alone | | Yes | 7 | 6 | Single Family | 1 | 1 | 1 | 1 | 64 | Female | Post-graduate Work | \$75,001-\$100,000 | | 152 | Nipomo |
| Work | | Drive Alone | | Yes | 8 | 6 | Single Family | 2 | 2 | 2 | 2 | 44 | Male | High School | \$75,001-\$100,000 | | 153 | Santa Maria |
| Personal Enrand | | Drive Alone | | Yes | 8 | 6 | Single Family | 2 | 2 | 2 | 2 | 77 | Male | College Graduate | \$150,001 and over | The problem areas are 4th St/Price area going north in the morning and Avila/Shell Beach Rd. area going south in the morning. The intersection of 4th St and Price is a major problem area. The intersection of 4th St and Price is a major problem area. | 154 | |
| Work | | Drive Alone | | Yes | 8 | 4 | Single Family | 2 | 2 | 2 | 2 | 58 | Female | High School | \$25,001-\$50,000 | | 155 | Pismo Beach |
| Work | | Drive Alone | | No | varies | | Single Family | 2 | 2 | 2 | 2 | 58 | Male | Post-graduate Work | \$150,001 and over | | 156 | Nipomo |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 2 | 2 | 2 | 2 | 82 | Female | High School | \$0-\$25,000 | | 157 | Nipomo |
| Work | | Drive Alone | | No | 8 | 5 | Single Family | 1 | 1 | 1 | 1 | 52 | Female | Post-graduate Work | \$75,001-\$100,000 | | 158 | Nipomo |
| Work | | Drive Alone | | Yes | 10 | 01/21/2016 | Single Family | 6 | 6 | 6 | 6 | 36 | Male | Some College | \$50,001-\$75,000 | Easier on ramps in Arroyo Grande (either longer or an extra lane) | 159 | Grover Beach |
| Work | | Drive Alone | | Yes | 5 | 4 | Single Family | 2 | 2 | 2 | 2 | 64 | Male | College Graduate | \$150,001 and over | 1. Why don't you STOP giving license to drivers that can't read or speak English? 2. No highway road is safe. 3. No highway road is safe. | 160 | Arroyo Grande |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 2 | 2 | 2 | 2 | 72 | Male | Post-graduate Work | \$100,001-\$150,000 | | 161 | |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 2 | 2 | 2 | 2 | 52 | Female | Some College | \$50,001-\$75,000 | | 162 | Arroyo Grande |
| Work | | Drive Alone | | No | | | Single Family | 2 | 2 | 2 | 2 | 62 | Male | College Graduate | \$100,001-\$150,000 | | 163 | Nipomo |
| Work | | Drive Alone | | No | 9 | 6.5 | Single Family | 1 | 1 | 1 | 1 | 32 | Male | Post-graduate Work | \$150,001 and over | | 164 | Arroyo Grande |
| Work | | Drive Alone | | Yes | 6 | 01/21/2016 | Single Family | 4 | 4 | 4 | 4 | 42 | Male | Post-graduate Work | \$150,001 and over | | 165 | |
| Work | | Drive Alone | | No | 01/21/2016 | 01/21/2016 | Single Family | 1 | 1 | 1 | 1 | 65 | Male | Post-graduate Work | \$0-\$25,000 | | 166 | Santa Barbara |
| Personal Enrand | | Drive Alone | | No | 01/21/2016 | 01/21/2016 | Single Family | 3 | 3 | 3 | 3 | 53 | Female | Some College | \$50,001-\$75,000 | | 167 | Nipomo |
| Business | | Drive Alone | | No | | | Single Family | 3 | 3 | 3 | 3 | 64 | Female | Post-graduate Work | \$75,001-\$100,000 | | 168 | San Luis Obispo |
| Work | | Drive Alone | | No | | | Single Family | 3 | 3 | 3 | 3 | 35 | Female | Some College | \$50,001-\$75,000 | | 169 | Los Osos |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 4 | 4 | 4 | 4 | 72 | Male | High School | \$150,001 and over | | 170 | Arroyo Grande |
| Work | | Drive Alone | | No | | | Single Family | 4 | 4 | 4 | 4 | 46 | Female | Post-graduate Work | \$75,001-\$100,000 | | 171 | Nipomo |
| Work | | Drive Alone | | No | | | Single Family | 4 | 4 | 4 | 4 | 53 | Female | High School | \$50,001-\$75,000 | I own a business & in SB and go there often, but I work in SLO County | 172 | |
| Work | | Drive Alone | | Yes | 7 | 4 | Single Family | 3 | 3 | 3 | 3 | 53 | Female | Some College | \$50,001-\$75,000 | | 173 | Santa Maria |
| Work | | Drive Alone | | Yes | 7 | 4 | Single Family | 3 | 3 | 3 | 3 | 56 | Male | Some College | \$50,001-\$75,000 | | 174 | Santa Maria |
| Business | | Drive Alone | | No | 01/21/2016 | 01/21/2016 | Single Family | 4 | 4 | 4 | 4 | 50 | Male | Some College | \$50,001-\$75,000 | | 175 | Atascadero |
| Work | | Drive Alone | | No | | | Single Family | 4 | 4 | 4 | 4 | 55 | Female | Post-graduate Work | \$75,001-\$100,000 | Have a toll charge for campers, trailers & RVs | 176 | |
| Work | | Drive Alone | | Yes | 7 | 3 | Single Family | 2 | 2 | 2 | 2 | 60 | Female | Post-graduate Work | \$100,001-\$150,000 | US 101 needs to be 3 lanes on each side w/ truck restriction to keep in the right lane except to pass. | 177 | Arroyo Grande |
| Work | | Drive Alone | | No | | | Single Family | 1 | 1 | 1 | 1 | 71 | Male | College Graduate | \$75,001-\$100,000 | | 178 | Arroyo Grande |
| Work | | Drive Alone | | No | | | Single Family | 4 | 4 | 4 | 4 | 50 | Female | College Graduate | \$75,001-\$100,000 | | 179 | |
| Personal Enrand | | Drive Alone | | Yes | 8 | 2 | Single Family | 1 | 1 | 1 | 1 | 41 | Female | Some College | \$50,001-\$75,000 | | 180 | Nipomo |
| Work | | Drive Alone | | No | 01/21/2016 | 3 | Single Family | 2 | 2 | 2 | 2 | 75 | Male | College Graduate | \$75,001-\$100,000 | | 181 | |
| Work | | Drive Alone | | No | | | Single Family | 1 | 1 | 1 | 1 | 57 | Female | Post-graduate Work | \$100,001-\$150,000 | I wish to add - coming into Avila Beach on 101 they added a lane some years ago (California) and it only took 10 years to get it done. | 182 | Cambria |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 3 | 3 | 3 | 3 | 60 | Male | High School | \$0-\$25,000 | | 183 | San Luis Obispo |
| Work | | Drive Alone | | No | varies every week | 1 | Single Family | 3 | 3 | 3 | 3 | 46 | Female | Some College | \$50,001-\$75,000 | | 184 | Santa Maria |
| Work | | Drive Alone | | No | | | Single Family | 2 | 2 | 2 | 2 | 64 | Male | College Graduate | \$100,001-\$150,000 | I drive to Santa Maria to pick up the Clean Air Express bus to SB. Sure would be nice to have a reliable bus to Santa Maria. | 185 | San Luis Obispo |
| Work | | Drive Alone | | No | | | Single Family | 1 | 1 | 1 | 1 | 60 | Female | Some College | \$75,001-\$100,000 | | 186 | |
| Business | | Drive Alone | | Yes | | | Single Family | 1 | 1 | 1 | 1 | 61 | Male | Some College | \$0-\$25,000 | | 187 | Nipomo |
| Work | | Drive Alone | | No | 7 | 4 | Single Family | 3 | 3 | 3 | 3 | 47 | Male | Some College | \$50,001-\$75,000 | Another (sic) Road!!! Waste taxpayers money on surveys (sic) so you can set more people in buses. I don't want to see more people in buses. | 188 | |
| Other (please specify) | not specified | Drive Alone | | No | | | Single Family | 6 | 6 | 6 | 6 | 33 | Female | Some College | \$25,001-\$50,000 | | 189 | Santa Maria |
| Work | | Drive Alone | | No | 4 | 6 | Single Family | 2 | 2 | 2 | 2 | 29 | Male | Post-graduate Work | \$150,001 and over | | 190 | Arroyo Grande |
| Personal Enrand | | Drive Alone | | No | 5 | 5 | Single Family | 1 | 1 | 1 | 1 | 35 | Female | Some College | \$75,001-\$100,000 | | 191 | Crescent |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 7 | 7 | 7 | 7 | 64 | Male | Post-graduate Work | \$75,001-\$100,000 | | 192 | San Luis Obispo |
| Work | | Drive Alone | | No | 6 | 01/21/2016 | Single Family | 2 | 2 | 2 | 2 | 36 | Male | Some College | \$50,001-\$75,000 | | 193 | Lompoc |
| Work | | Drive Alone | | No | 8 | 01/21/2016 | Single Family | 1 | 1 | 1 | 1 | 65 | Female | College Graduate | \$75,001-\$100,000 | The Highway 246 Lompoc to Buellton extra lane project is going great! Thank you. | 194 | Santa Maria |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 2 | 2 | 2 | 2 | 67 | Male | Less than High School | \$0-\$25,000 | | 195 | Santa Maria |
| Work | | Drive Alone | | No | 01/21/2016 | 5 | Single Family | 3 | 3 | 3 | 3 | 52 | Male | College Graduate | \$100,001-\$150,000 | | 196 | |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 1 | 1 | 1 | 1 | 72 | Male | High School | \$150,001 and over | | 197 | Santa Maria |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 2 | 2 | 2 | 2 | 81 | Female | College Graduate | \$150,001 and over | | 198 | |
| Work | | Drive Alone | | Yes | 9 | 4 | Single Family | 1 | 1 | 1 | 1 | 54 | Female | Some College | \$0-\$25,000 | Pickup & Drop off times more frequent and more stops areas. Also consider non-stop route to SLO for Santa Maria. | 199 | Santa Maria |
| Work | | Drive Alone | | No | 01/21/2016 | 01/21/2016 | Single Family | 2 | 2 | 2 | 2 | 48 | Female | High School | \$150,001 and over | | 200 | Paso Robles |
| Work | | Drive Alone | | No | | | Single Family | 2 | 2 | 2 | 2 | 77 | Male | College Graduate | \$75,001-\$100,000 | | 201 | Santa Maria |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 2 | 2 | 2 | 2 | 38 | Female | College Graduate | \$75,001-\$100,000 | | 202 | |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 0 | 0 | 0 | 0 | 73 | Male | College Graduate | \$150,001 and over | | 203 | Nipomo |
| Personal Enrand | | Drive Alone | | Yes | 8 | 5 | Single Family | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 204 | Nipomo | | |
| Personal Enrand | | Drive Alone | | Yes | 01/21/2016 | 4 | Single Family | 2 | 2 | 2 | 2 | 73 | Male | Post-graduate Work | \$150,001 and over | Better coordination of traffic signals in order to reduce stopping and starting at intersections. | 205 | Nipomo |
| Work | | Drive Alone | | Yes | 01/21/2016 | 4 | Single Family | 6 | 6 | 6 | 6 | 60 | Female | Post-graduate Work | \$150,001 and over | I need to travel between school sites & carry many materials with me, so bus transportation isn't an option. I need to travel between school sites & carry many materials with me, so bus transportation isn't an option. | 206 | Arroyo Grande |
| School | | Drive Alone | | No | 8 | 4 | Single Family | 6 | 6 | 6 | 6 | 22 | Female | Some College | \$25,001-\$50,000 | | 207 | Santa Maria |
| Work | | Drive Alone | | Yes | 6 | 2 | Single Family | 2 | 2 | 2 | 2 | 52 | Male | High School | \$75,001-\$100,000 | | 208 | Nipomo |
| Work | | Drive Alone | | No | 01/21/2016 | 3 | Single Family | 2 | 2 | 2 | 2 | 57 | Female | College Graduate | \$100,001-\$150,000 | | 209 | Nipomo |
| Work | | Drive Alone | | No | varies: 8 days on, 8 days off, variable | AXP Airport | Single Family | 2 | 2 | 2 | 2 | 50 | Male | Post-graduate Work | \$150,001 and over | More lanes! Especially in Santa Barbara/Ventura | 210 | |
| Work | | Drive Alone | | No | 01/21/2016 | 01/21/2016 | Single Family | 2 | 2 | 2 | 2 | 27 | Female | Some College | \$50,001-\$75,000 | | 211 | Nipomo |
| Work | | Drive Alone | | No | 01/21/2016 | 6 | Single Family | 2 | 2 | 2 | 2 | 35 | Female | Some College | \$50,001-\$75,000 | | 212 | Santa Maria |
| Work | | Drive Alone | | Yes | 01/21/2016 | 01/21/2016 | Single Family | 2 | 2 | 2 | 2 | 32 | Female | Some College | \$25,001-\$50,000 | | 213 | Guadalupe |
| Work | | Drive Alone | | No | 7 | 5 | Single Family | 2 | 2 | 2 | 2 | 45 | Male | College Graduate | \$100,001-\$150,000 | | 214 | Santa Barbara |
| Work | | Drive Alone | | No | 6 | 6 | Single Family | 2 | 2 | 2 | 2 | 55 | Female | College Graduate | \$75,001-\$100,000 | | 215 | |
| Work | | Drive Alone | | Yes | 8 | 4 | Single Family | 2 | 2 | 2 | 2 | 41 | Female | College Graduate | \$100,001-\$150,000 | 101 Needs to be 2 lanes thru SLO County. On ramp to Tefft (NB) is scary - nobody merges properly. At 101, it's a scary - nobody merges properly. At 101, it's a scary - nobody merges properly. | 216 | Santa Maria |
| Personal Enrand | | Drive Alone | | No | 01/21/2016 | 4 | Single Family | 1 | 1 | 1 | 1 | 78 | Male | Some College | \$0-\$25,000 | Some way to light up in the freeway better & extra 71 st. well. Call me any time. 805 264 1402 | 217 | Santa Maria |
| Work | | Drive Alone | | No | | | Single Family | 1 | 1 | 1 | 1 | 38 | Male | Some College | \$100,001-\$150,000 | Big, wider, more lanes | 218 | Santa Maria |
| Personal Enrand | | Drive Alone | | No | | | Single Family | 1 | 1 | 1 | 1 | 61 | Female | Some College | \$25,001-\$50,000 | | 219 | Pismo Beach |
| Business | | Drive Alone | | No | 10 | 3 | Single Family | 2 | 2 | 2 | 2 | 64 | Male | Post-graduate Work | \$25,001-\$50,000 | | 220 | Nipomo |
| Business | | Drive Alone | | No | 8 | 5 | Single Family | 1 | 1 | 1 | 1 | 33 | Female | College Graduate | \$25,001-\$50,000 | | 221 | Grover Beach |
| Personal Enrand | | Drive Alone | | No | 10 | 01/21/2016 | Single Family | 2 | 2 | 2 | 2 | 36 | Female | College Graduate | \$75,001-\$100,000 | Love the wider bridge at the Santa Barbara/San Luis Obispo County line. Much safer! | 222 | Nipomo |
| Work | | Drive Alone | | No | 7 | 7 | Single Family | 2 | 2 | 2 | 2 | 52 | Male | High School | \$0-\$25,000 | | 223 | |
| Personal Enrand | | Drive Alone | | Yes | 01/21/2016 | 01/21/2016 | Single Family | 2 | 2 | 2 | 2 | 51 | Male | Some College | \$50,001-\$75,000 | | 224 | Nipomo |
| Work | | Drive Alone | | No | 01/21/2016 | 01/21/2016 | Single Family | 10 | 10 | 10 | 10 | 57 | Female | Some College | \$25,001-\$50,000 | Keep rest areas open, schedule construction/road work during non-commuting times of day - give adv. 225 | 225 | Nipomo |
| Work | | Drive Alone | | No | 11 | 01/21/2016 | Single Family | 2 | 2 | 2 | 2 | 51 | Female | College Graduate | \$100,001-\$150,000 | | 226 | Nipomo |
| Work | | Drive Alone | | No | | | Single Family | 1 | 1 | 1 | 1 | 55 | Female | Post-graduate Work | \$75,001-\$100,000 | | 227 | |
| Work | | Drive Alone | | No | 01/21/2016 | 6 | Single Family | 2 | 2 | 2 | 2 | 60 | Female | Post-graduate Work | \$100,001-\$150,000 | | 228 | Santa Maria |
| Work | | Drive Alone | | No | 8 | 5 | Single Family | 6 | 6 | 6 | 6 | 57 | Male | College Graduate | \$75,001-\$100,000 | | 229 | Nipomo |
| Work | | Drive Alone | | No | 9 | 01/21/2016 | Single Family | 1 | 1 | 1 | 1 | 57 | Male | College Graduate | \$150,001 and over | | 230 | San Luis Obispo |
| Work | | Drive Alone | | No | 01/21/2016 | 5 | Single Family | 6 | 6 | 6 | 6 | 58 | Female | College Graduate | \$75,001-\$100,000 | | 231 | Nipomo |
| Work | | Drive Alone | | No | 7 | 5 | Single Family | 1 | 1 | 1 | 1 | 68 | Male | Some College | \$25,001-\$50,000 | | 232 | |
| Work | | Drive Alone | | No | 6 | 6 | Single Family | 2 | 2 | 2 | 2 | 56 | Male | Some College | \$75,001-\$100,000 | Monitor speed limits on the 101 | 233 | Santa Maria |
| Business | | Drive Alone | | Yes | 8 | 4 | Single Family | 2 | 2 | 2 | 2 | 76 | Female | Some College | \$0-\$25,000 | The bus must operate every hour from Grover Beach to Santa Barbara | 234 | Grover Beach |
| Work | | Drive Alone | | No | 6 | 5 | Single Family | 2 | 2 | 2 | 2 | 53 | Female | High School | \$75,001-\$100,000 | | 235 | Santa Maria |
| Personal Enrand | | Drive Alone | | No | 7 | 6 | Single Family | 3 | 3 | 3 | 3 | 33 | Female | Post-graduate Work | \$150,001 and over | | 236 | San Luis Obispo |
| Work | | Drive Alone | | No | 7 | 6 | Single Family | 3 | 3 | 3 | 3 | 35 | Male | High School | \$150,001 and over | The | | |

| If you regularly travel to, from or within Santa Barbara County, what is the most common purpose of your trip? | | What is your most frequently used mode of transportation? | | If you answered "Bus" above, which bus routes do you use? | | What is your usual work response? | | What is the nearest intersection to your workplace? | | What is the nearest intersection to your home? | | What is your household type? | | How many persons reside in your household? | | How many of those persons are employed at least 30 hours per week? | | In your household, how many of the following are there? | | What is your age? | | What is your gender? | | What is the highest level of education you have completed? | | What is your household income range? | | We actively seek your comments about how we can improve transit services and highways in our region - please let us know! | | # City | | | | |
|--|--|---|--|---|--|-----------------------------------|------------|---|-----|--|-------------|---|---------------|--|---|--|--|---|---|-------------------|---|----------------------|---|--|-----------|--------------------------------------|--------------------|---|---------------------|---|--|---------------------|-----------------|--|
| Trip Purpose | | Other (please specify) | | Open-Ended Response | | From (a.m.): To (p.m.): | | Open-Ended Response | | Open-Ended Response | | Household Type | | Household Size | | Workers | | Drivers | | Vehicles | | Age | | Female | | Education | | Open-Ended Response | | # City | | | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | Yes | | 01/21/2016 | Longfellow & 13th, Grover Beach | | 4 | | 1 | | 1 | | 2 | | 2 | | 34 Female | | College Graduate | | \$25,001 - \$75,000 | | 301 Santa Maria | | | | |
| Work | | | | Drive Alone | | | | | Yes | | 8 | 5 Hwy 1 & Willow Rd. | | 3 | | | | 2 | | 2 | | 2 | | 34 Female | | Some College | | \$50,001 - \$100,000 | | Bus stops tend to appear neglected and dirty. When taking a walk after work, I avoid them because the bus is so dirty. | | 302 | | |
| Personal Errand | | | | Other (please specify) | | drive with family | | | Yes | | | Division & Alinger | | 2 | | | | 2 | | 2 | | 2 | | 60 Female | | Post-graduate Work | | \$75,001 - \$100,000 | | There are no bus stops in Nipomo west of 101. I would perhaps use the bus (both North & South) west of 101. | | 303 Nipomo | | |
| Work | | | | Drive Alone | | | | | Yes | | | Hwy 1 & Northview | | 2 | | | | 0 | | 1 | | 1 | | Female | | Post-graduate Work | | \$50,001 - \$75,000 | | It would be beneficial to have SLORTA cover Hwy 1 on Mesa, especially for our young adults & seniors. | | 306 Arroyo Grande | | |
| Work | | | | Drive Alone | | | | | Yes | | | Broad & Foothill | | 2 | | | | 1 | | 2 | | 3 | | 60 Female | | Post-graduate Work | | \$100,001 - \$150,000 | | Please add another lane - a 4 lane highway is not managing the amount of traffic. There are accidents + roads are too bumpy, trash in the road. | | 307 San Luis Obispo | | |
| Personal Errand | | | | Drive Alone | | | 01/21/2016 | | No | | 7 | 6 Swayay Dr. & Fairway | | 3 | | | | 2 | | 2 | | 2 | | 22 Female | | College Graduate | | \$0 - \$25,000 | | 308 Santa Maria | | | | |
| Personal Errand | | | | Carpool/Vanpool | | | | | No | | | 101 Way | | 2 | | | | 2 | | 2 | | 3 | | 50 Male | | Less than High School | | \$25,001 - \$50,000 | | 309 | | | | |
| Drive Alone | | | | Drive Alone | | | | | Yes | | | Townhouse | | 2 | | | | 2 | | 2 | | 3 | | 64 Female | | Post-graduate Work | | \$100,001 - \$150,000 | | 310 Arroyo Grande | | | | |
| Work | | | | Drive Alone | | | | | Yes | | 8 | 5 College | | 2 | | | | 2 | | 2 | | 2 | | 50 Male | | Single Family | | \$75,001 - \$100,000 | | 311 Santa Maria | | | | |
| Work | | | | Drive Alone | | | | | Yes | | 8 | 5 College | | 2 | | | | 2 | | 2 | | 2 | | 50 Female | | College Graduate | | \$75,001 - \$100,000 | | 312 Santa Maria | | | | |
| Work | | | | Carpool/Vanpool | | | | | No | | 8 | 5 Hwy & Fairway | | 2 | | | | 2 | | 2 | | 2 | | 33 Male | | College Graduate | | \$150,001 and over | | 313 San Luis Obispo | | | | |
| Personal Errand | | | | Drive Alone | | | | | Yes | | | Union Valley Rd. | | 2 | | | | 0 | | 2 | | 2 | | 75 Male | | Some College | | \$75,001 - \$100,000 | | Lines repainted, some not clear or faded badly. | | 314 Orcutt | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | Foster Rd. & Highway 135 | | 3 | | | | 2 | | 2 | | 2 | | 39 Female | | Post-graduate Work | | \$100,001 - \$150,000 | | 315 Santa Maria | | | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | Foothill & California St. | | 2 | | | | 5 | | 5 | | 5 | | 28 Female | | College Graduate | | \$0 - \$25,000 | | Please make Pismo Beach 3 lanes! I drive Tues-Thurs to SLO from SM and Mondays (one off per month) | | 316 Santa Maria | | |
| Carpool/Vanpool | | | | Drive Alone | | | | | No | | 8 | 5 Swayay & Main | | 2 | | | | 2 | | 2 | | 2 | | 64 Female | | College Graduate | | \$150,001 and over | | 317 San Luis Obispo | | | | |
| Work | | | | Drive Alone | | | | | No | | | Clark & Kenneth or Clark & Bradley | | 2 | | | | 2 | | 2 | | 2 | | 39 Female | | Post-graduate Work | | \$100,001 - \$150,000 | | 318 Nipomo | | | | |
| Work | | | | Drive Alone | | | | | No | | | Patterson Rd. & Bradley Rd. | | 5 | | | | 5 | | 5 | | 5 | | 28 Female | | College Graduate | | \$0 - \$25,000 | | 319 Santa Maria | | | | |
| Work | | | | Carpool/Vanpool | | | | | No | | 8 | 5 Swayay & Main | | 2 | | | | 2 | | 2 | | 2 | | 64 Female | | College Graduate | | \$150,001 and over | | 320 Goleta | | | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | North & V Street | | 2 | | | | 2 | | 2 | | 2 | | 58 Female | | High School | | \$50,001 - \$75,000 | | 321 Santa Maria | | | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | Trullway Place & Via Concha | | 2 | | | | 2 | | 2 | | 2 | | 60 Female | | College Graduate | | \$150,001 and over | | 322 Santa Maria | | | | |
| Personal Errand | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | Trullway & Camino del Remedio | | 2 | | | | 2 | | 2 | | 2 | | 58 Female | | High School | | \$50,001 - \$75,000 | | 323 Lompoc | | | | |
| Personal Errand | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | Battles Rd. | | 2 | | | | 1 | | 2 | | 2 | | 64 Male | | Some College | | \$50,001 - \$75,000 | | 324 Arroyo Grande | | | | |
| Other (please specify) | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | Rattles Rd. & Bradley | | 2 | | | | 2 | | 2 | | 2 | | 63 Female | | Some College | | \$50,001 - \$75,000 | | In the last couple of years I have noticed when traveling to SB or other Southern Cities that the traffic is getting congested on the 101. | | 325 Santa Maria | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | College Ave. / North N St. Lompoc, CA | | 2 | | | | 2 | | 2 | | 2 | | 50 Female | | College Graduate | | \$100,001 - \$150,000 | | 326 Santa Maria | | | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | Zaca Station Road and Fowen Canyon road | | 2 | | | | 2 | | 2 | | 3 | | 57 Male | | College Graduate | | \$150,001 and over | | 327 Arroyo Grande | | | | |
| Work | | | | Drive Alone | | | | | Yes | | 11pm | 7am. | 8 Camino Real | | 3 | | | | 1 | | 3 | | 3 | | 29 Female | | Post-graduate Work | | \$25,001 - \$50,000 | | Adding another lane on the highway would be nice | | 328 Santa Maria | |
| Personal Errand | | | | Carpool/Vanpool | | | | | No | | | Camilo St and Micomonte Dr | | 2 | | | | 2 | | 2 | | 2 | | 33 Male | | College Graduate | | \$50,001 - \$75,000 | | 329 Santa Maria | | | | |
| Personal Errand | | | | Drive Alone | | | | | No | | | Hillside Court & Farmhouse Place | | 2 | | | | 2 | | 2 | | 2 | | 46 Female | | College Graduate | | \$100,001 - \$150,000 | | 330 Arroyo Grande | | | | |
| Work | | | | Drive Alone | | | | | Yes | | 700 | 1800 Avila Beach | | 4 | | | | 2 | | 4 | | 4 | | 41 Male | | College Graduate | | \$150,001 and over | | 331 Santa Maria | | | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | California Blvd and 13th St | | 2 | | | | 2 | | 2 | | 2 | | 38 Male | | Post-graduate Work | | \$100,001 - \$150,000 | | 332 Santa Maria | | | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | Betteveria & Miller, Santa Maria, CA | | 3 | | | | 2 | | 2 | | 2 | | 32 Male | | College Graduate | | \$75,001 - \$100,000 | | 333 Arroyo Grande | | | | |
| Personal Errand | | | | Drive Alone | | | | | No | | | Lomas Santa Fe & Rios | | 2 | | | | 1 | | 2 | | 2 | | 63 Female | | Some College | | \$150,001 and over | | 334 Santa Maria | | | | |
| Carpool/Vanpool | | | | Drive Alone | | | | | No | | none | Los Barrios Road, AG | | 2 | | | | 0 | | 2 | | 2 | | 75 Male | | College Graduate | | \$50,001 - \$75,000 | | 335 | | | | |
| Work | | | | Drive Alone | | | | | No | | | 6 cook & a breadway | | 5 | | | | 4 | | 4 | | 4 | | 25 Female | | High School | | \$0 - \$25,000 | | making the road more wide and more bus stops close to schools | | 336 Santa Maria | | |
| Personal Errand | | | | Drive Alone | | | | | No | | 8 | 5 stowell | | 2 | | | | 2 | | 2 | | 2 | | 30 Female | | College Graduate | | \$50,001 - \$75,000 | | 337 | | | | |
| Work | | | | Drive Alone | | | | | No | | | 35 Main St | | 2 | | | | 2 | | 2 | | 2 | | 35 Male | | Some College | | \$50,001 - \$75,000 | | Not limiting trucks to 55 mph causing unsafe bottlenecks. Longer stretches of three lanes would help a lot. | | 338 Santa Maria | | |
| Other (please specify) | | | | Drive Alone | | | | | No | | | Miller St and Enos Drive Santa Maria | | 2 | | | | 2 | | 2 | | 2 | | 31 Female | | College Graduate | | \$25,001 - \$50,000 | | Lots of traffic after 3:30pm | | 339 | | |
| Other (please specify) | | | | Drive Alone | | | | | Yes | | 11 | 6 Broad & Marsh in SLO | | 3 | | | | 3 | | 3 | | 3 | | 62 Male | | Post-graduate Work | | \$150,001 and over | | 340 Nipomo | | | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | Division/Orchard | | 4 | | | | 2 | | 2 | | 2 | | 42 Female | | College Graduate | | \$25,001 - \$50,000 | | 341 Santa Maria | | | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | Yes | | 01/21/2016 | Atascadero / Broadway | | 3 | | | | 1 | | 2 | | 3 | | 48 Male | | College Graduate | | \$150,001 and over | | 342 Santa Maria | | | | |
| Work | | | | Drive Alone | | | | | No | | 7 | 5 Swayay Dr. & Industrial Parkway | | 2 | | | | 2 | | 2 | | 2 | | 55 Female | | Some College | | \$150,001 and over | | 343 Atascadero | | | | |
| Work | | | | Carpool/Vanpool | | | | | No | | 7 | 5 Santa Rosa Dr. & 8th St | | 2 | | | | 2 | | 2 | | 2 | | 57 Male | | College Graduate | | \$100,001 - \$150,000 | | 344 | | | | |
| Work | | | | Drive Alone | | | | | Yes | | | Patterson and Blake | | 2 | | | | 1 | | 2 | | 2 | | 68 Female | | Post-graduate Work | | \$15,001 - \$50,000 | | Buses in Santa Maria are scary. Some of the riders won't leave you alone and the drivers won't/can't do anything to help. | | 345 Santa Maria | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | Yes | | 01/21/2016 | Cito Grande / Paseo Del Lago | | 1 | | | | 1 | | 1 | | 1 | | 39 Female | | Post-graduate Work | | \$75,001 - \$100,000 | | Affordable carpool/ride shares with flexible time schedules. | | 346 Santa Maria | | |
| Work | | | | Drive Alone | | | | | No | | | 5 Main St. 101 | | 2 | | | | 2 | | 2 | | 2 | | 54 Female | | College Graduate | | \$50,001 - \$75,000 | | We need a third lane north and South bound. Constant Bumper to Bumper traffic for the daily commutes. | | 347 Santa Maria | | |
| Work | | | | Drive Alone | | | 01/21/2016 | | No | | 01/21/2016 | PROVANCE & SKYWAY | | 2 | | | | 2 | | 2 | | 2 | | 37 Male | | High School | | \$25,001 - \$50,000 | | 348 Santa Maria | | | | |
| Work | | | | Drive Alone | | | | | No | | 738AM | ROSEMARY & STOWELL ROAD | | 5 | | | | 2 | | 2 | | 2 | | 36 Female | | High School | | \$25,001 - \$50,000 | | 1 Santa Maria | | | | |
| Personal Errand | | | | Drive Alone | | | | | Si | | 42390.15151 | Donovan | | 2 | | | | 2 | | 2 | | 2 | | 25 Male | | Some College | | \$0 - \$25,000 | | 2 Santa Maria | | | | |
| Work | | | | Carpool/Vanpool | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

APPENDIX D: MOBILE DEVICE DATA



| RAW O-D Mobile Device Data | | | | | | | | |
|------------------------------|----------------------------|------------------------|----------------|--------------|---------|----------------------|-------------|----------------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | North Santa Barbara County | San Luis Obispo County | Ventura County | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara County |
| AM Peak Period | | | | | | | | Total |
| 1 North Santa Barbara County | 37,420 | 2,291 | 697 | 51 | 21 | 0 | 576 | 10,590 |
| 2 San Luis Obispo County | 4,243 | 61,273 | 171 | 542 | 208 | 30 | 123 | 294 |
| 3 Ventura County | 468 | 132 | 271,813 | 10 | 186 | 31 | 82,264 | 4,952 |
| 4 AMBAG Region | 50 | 387 | 0 | 141,724 | 115 | 357 | 0 | 10 |
| 5 Kern | 10 | 82 | 207 | 52 | 193,786 | 1,856 | 2,894 | 80 |
| 6 San Joaquin Counties | 0 | 93 | 30 | 535 | 1,908 | 443,239 | 325 | 0 |
| 7 Los Angeles | 513 | 165 | 56,292 | 20 | 3,544 | 587 | 8,863,992 | 1,771 |
| 8 South Santa Barbara County | 4,995 | 252 | 1,859 | 61 | 40 | 0 | 1,629 | 77,302 |
| Total | 47,699 | 64,675 | 331,069 | 142,995 | 199,808 | 446,100 | 8,951,803 | 94,999 |
| | | | | | | | | 10,279,148 |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|----------------------------|------------------------|----------------|--------------|---------|----------------------|-------------|----------------------------|
| | North Santa Barbara County | San Luis Obispo County | Ventura County | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara County |
| PM Peak Period | | | | | | | | Total |
| 1 North Santa Barbara County | 61,699 | 5,516 | 681 | 155 | 0 | 10 | 408 | 8,220 |
| 2 San Luis Obispo County | 3,042 | 113,374 | 173 | 628 | 114 | 94 | 205 | 495 |
| 3 Ventura County | 674 | 112 | 470,711 | 10 | 135 | 10 | 84,457 | 2,713 |
| 4 AMBAG Region | 90 | 733 | 20 | 256,825 | 31 | 367 | 10 | 60 |
| 5 Kern | 10 | 124 | 186 | 31 | 316,331 | 2,181 | 4,676 | 10 |
| 6 San Joaquin Counties | 0 | 113 | 0 | 472 | 1,751 | 744,713 | 713 | 0 |
| 7 Los Angeles | 463 | 143 | 90,434 | 10 | 3,586 | 430 | 14,681,583 | 1,584 |
| 8 South Santa Barbara County | 14,070 | 365 | 5,395 | 20 | 0 | 0 | 2,052 | 159,834 |
| Total | 80,048 | 120,480 | 567,600 | 258,151 | 321,948 | 747,805 | 14,774,104 | 172,916 |
| | | | | | | | | 17,043,052 |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|----------------------------|------------------------|----------------|--------------|---------|----------------------|-------------|----------------------------|
| | North Santa Barbara County | San Luis Obispo County | Ventura County | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara County |
| Daily | | | | | | | | Total |
| 1 North Santa Barbara County | 192,808 | 13,344 | 2,312 | 360 | 31 | 51 | 2,085 | 34,945 |
| 2 San Luis Obispo County | 12,604 | 345,188 | 606 | 2,112 | 601 | 206 | 615 | 1,413 |
| 3 Ventura County | 2,201 | 467 | 1,381,632 | 40 | 537 | 51 | 282,362 | 12,498 |
| 4 AMBAG Region | 282 | 2,080 | 30 | 767,906 | 229 | 1,437 | 20 | 120 |
| 5 Kern | 40 | 423 | 774 | 261 | 968,246 | 8,336 | 14,188 | 140 |
| 6 San Joaquin Counties | 30 | 402 | 50 | 1,971 | 8,126 | 2,300,071 | 1,971 | 10 |
| 7 Los Angeles | 2,211 | 619 | 249,209 | 71 | 14,659 | 2,221 | 43,392,016 | 7,472 |
| 8 South Santa Barbara County | 36,068 | 1,473 | 12,685 | 131 | 90 | 10 | 7,408 | 460,834 |
| Total | 246,244 | 363,996 | 1,647,298 | 772,852 | 992,519 | 2,312,383 | 43,700,665 | 517,432 |
| | | | | | | | | 50,553,389 |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|----------------------------|------------------------|----------------|--------------|-----------|----------------------|-------------|----------------------------|
| | North Santa Barbara County | San Luis Obispo County | Ventura County | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara County |
| Daily | | | | | | | | Total |
| 1 North Santa Barbara County | 363,012 | 35,824 | 4,353 | 678 | 58 | 96 | 3,926 | 19,689 |
| 2 San Luis Obispo County | 35,717 | 649,907 | 1,141 | 7,122 | 1,132 | 388 | 1,158 | 2,660 |
| 3 Ventura County | 4,144 | 873 | 2,601,285 | 75 | 1,011 | 96 | 172,274 | 27,655 |
| 4 AMBAG Region | 531 | 7,514 | 56 | 1,445,785 | 431 | 2,706 | 38 | 226 |
| 5 Kern | 75 | 796 | 1,457 | 491 | 1,822,977 | 15,695 | 26,713 | 264 |
| 6 San Joaquin Counties | 56 | 757 | 94 | 3,711 | 15,299 | 4,330,487 | 3,711 | 19 |
| 7 Los Angeles | 4,163 | 1,165 | 165,765 | 134 | 27,599 | 4,182 | 81,696,858 | 14,068 |
| 8 South Santa Barbara County | 19,591 | 2,773 | 27,339 | 247 | 169 | 19 | 13,948 | 867,641 |
| Total | 427,289 | 699,616 | 2,801,491 | 1,458,242 | 1,868,677 | 4,353,668 | 81,918,624 | 932,222 |
| | | | | | | | | 94,459,829 |

| O-D Trips Patterns | | | |
|--|-----------|------|-------------------------------|
| Santa Barbara I-I | 1,269,933 | 88% | SB, SLO, Ventura I-I |
| Santa Barbara I-X, X-I | 179,007 | 12% | SB, SLO, Ventura I-X, X-I |
| Santa Barbara Pass-Through | 4,647 | 0.3% | SB, SLO, Ventura Pass-Through |
| % of SB Inter-County Trips that Pass-Through | | 2.5% | |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|----------------------------|------------------------|----------------|--------------|---------|----------------------|-------------|----------------------------|
| | North Santa Barbara County | San Luis Obispo County | Ventura County | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara County |
| AM Peak Period | | | | | | | | Total |
| 1 North Santa Barbara County | 70,453 | 8,215 | 1,312 | 96 | 40 | 0 | 1,084 | 5,967 |
| 2 San Luis Obispo County | 8,532 | 115,363 | 322 | 1,828 | 392 | 56 | 232 | 554 |
| 3 Ventura County | 881 | 243 | 511,759 | 19 | 350 | 58 | 50,191 | 10,958 |
| 4 AMBAG Region | 94 | 1,398 | 0 | 266,833 | 217 | 672 | 0 | 19 |
| 5 Kern | 19 | 154 | 390 | 98 | 364,853 | 3,494 | 5,449 | 151 |
| 6 San Joaquin Counties | 0 | 175 | 56 | 1,007 | 3,592 | 834,514 | 612 | 0 |
| 7 Los Angeles | 966 | 311 | 37,443 | 38 | 6,673 | 1,105 | 16,688,791 | 3,334 |
| 8 South Santa Barbara County | 2,713 | 474 | 4,007 | 115 | 75 | 0 | 3,067 | 145,541 |
| Total | 83,658 | 126,339 | 555,290 | 270,033 | 376,191 | 839,900 | 16,749,426 | 166,523 |
| | | | | | | | | 19,167,359 |

| O-D Trips Patterns | | | |
|--|---------|------|-------------------------------|
| Santa Barbara I-I | 224,674 | 84% | SB, SLO, Ventura I-I |
| Santa Barbara I-X, X-I | 43,992 | 16% | SB, SLO, Ventura I-X, X-I |
| Santa Barbara Pass-Through | 1,169 | 0.4% | SB, SLO, Ventura Pass-Through |
| % of SB Inter-County Trips that Pass-Through | | 2.6% | |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|----------------------------|------------------------|----------------|--------------|---------|----------------------|-------------|----------------------------|
| | North Santa Barbara County | San Luis Obispo County | Ventura County | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara County |
| PM Peak Period | | | | | | | | Total |
| 1 North Santa Barbara County | 116,165 | 10,465 | 1,282 | 292 | 0 | 19 | 768 | 4,631 |
| 2 San Luis Obispo County | 10,853 | 213,456 | 328 | 2,118 | 215 | 177 | 386 | 932 |
| 3 Ventura County | 1,269 | 211 | 886,237 | 19 | 254 | 19 | 51,529 | 6,003 |
| 4 AMBAG Region | 169 | 2,648 | 38 | 483,540 | 58 | 691 | 19 | 113 |
| 5 Kern | 19 | 233 | 350 | 58 | 595,576 | 4,106 | 8,804 | 19 |
| 6 San Joaquin Counties | 0 | 213 | 0 | 889 | 3,297 | 1,402,118 | 1,342 | 0 |
| 7 Los Angeles | 872 | 269 | 60,153 | 19 | 6,752 | 810 | 27,641,933 | 2,982 |
| 8 South Santa Barbara County | 7,642 | 687 | 11,627 | 38 | 0 | 0 | 3,863 | 300,929 |
| Total | 136,989 | 228,183 | 960,014 | 486,972 | 606,152 | 1,407,939 | 27,708,644 | 315,610 |
| | | | | | | | | 31,850,503 |

| O-D Trips Patterns | | | |
|--|---------|------|-------------------------------|
| Santa Barbara I-I | 429,368 | 89% | SB, SLO, Ventura I-I |
| Santa Barbara I-X, X-I | 52,273 | 11% | SB, SLO, Ventura I-X, X-I |
| Santa Barbara Pass-Through | 1,286 | 0.3% | SB, SLO, Ventura Pass-Through |
| % of SB Inter-County Trips that Pass-Through | | 2.4% | |

| RAW O-D Mobile Device Data | | | | | | | | | | | |
|----------------------------|-----------------|--------------|-------------|--------|--------|--------------------|--------------------|-------------|---------|---------|-----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| | San Luis Obispo | Pismo/Arroyo | Santa Maria | Lompoc | Goleta | West Santa Barbara | East Santa Barbara | Carpinteria | Ventura | Oxnard | |
| AM Peak Period | | | | | | | | | | | Total |
| 1 San Luis Obispo | 21,212 | 985 | 679 | 0 | 0 | 0 | 51 | 0 | 20 | 21 | 22,968 |
| 2 Pismo/Arroyo | 2,904 | 7,969 | 1,560 | 0 | 20 | 10 | 82 | 0 | 40 | | 12,585 |
| 3 Santa Maria | 669 | 749 | 22,114 | 297 | 133 | 61 | 154 | 0 | 30 | 10 | 24,217 |
| 4 Lompoc | 63 | 10 | 264 | 2,516 | 196 | 70 | 70 | 52 | 0 | 10 | 3,251 |
| 5 Goleta | 30 | 0 | 20 | 30 | 6,451 | 1,037 | 2,795 | 62 | 123 | 70 | 10,618 |
| 6 West Santa Barbara | 20 | 10 | 145 | 10 | 2,978 | 7,313 | 10,866 | 166 | 217 | 30 | 21,755 |
| 7 East Santa Barbara | 51 | 10 | 80 | 50 | 2,956 | 6,042 | 32,307 | 787 | 194 | 227 | 42,704 |
| 8 Carpinteria | 20 | 0 | 40 | 0 | 141 | 247 | 1,112 | 2,042 | 40 | 63 | 3,705 |
| 9 Ventura | 31 | 0 | 51 | | 330 | 208 | 1,238 | 700 | 22,322 | 5,977 | 30,857 |
| 10 Oxnard | 10 | 0 | 20 | 0 | 30 | 60 | 331 | 146 | 5,587 | 20,699 | 26,883 |
| Total | 25,010 | 9,733 | 24,973 | 2,903 | 13,235 | 15,048 | 49,006 | 3,955 | 28,573 | 27,107 | 199,543 |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| | San Luis Obispo | Pismo/Arroyo | Santa Maria | Lompoc | Goleta | West Santa Barbara | East Santa Barbara | Carpinteria | Ventura | Oxnard | |
| PM Peak Period | | | | | | | | | | | Total |
| 1 San Luis Obispo | 43,222 | 4,666 | 638 | 62 | 40 | 30 | 102 | 10 | 10 | 10 | 48,790 |
| 2 Pismo/Arroyo | 2,716 | 18,088 | 1,012 | 10 | 20 | 61 | 20 | 0 | 21 | | 21,948 |
| 3 Santa Maria | 1,131 | 1,526 | 38,225 | 318 | 40 | 132 | 130 | 30 | 50 | 10 | 41,592 |
| 4 Lompoc | 20 | 60 | 326 | 5,578 | 10 | 61 | 30 | 0 | 10 | 20 | 6,115 |
| 5 Goleta | 82 | 10 | 153 | 205 | 17,438 | 6,404 | 6,415 | 121 | 412 | 102 | 31,342 |
| 6 West Santa Barbara | 20 | 31 | 71 | 60 | 3,297 | 15,370 | 15,138 | 194 | 256 | 123 | 34,560 |
| 7 East Santa Barbara | 20 | 72 | 223 | 71 | 4,424 | 14,115 | 73,535 | 1,224 | 1,215 | 563 | 95,462 |
| 8 Carpinteria | 10 | 10 | 10 | 0 | 80 | 153 | 544 | 1,382 | 679 | 156 | 3,024 |
| 9 Ventura | 0 | 0 | 10 | | 122 | 226 | 412 | 228 | 41,080 | 9,048 | 51,126 |
| 10 Oxnard | 0 | 20 | 20 | 20 | 83 | 62 | 364 | 51 | 10,182 | 40,895 | 51,697 |
| Total | 47,221 | 24,483 | 40,688 | 6,324 | 25,554 | 36,614 | 96,690 | 3,240 | 53,915 | 50,927 | 385,656 |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| | San Luis Obispo | Pismo/Arroyo | Santa Maria | Lompoc | Goleta | West Santa Barbara | East Santa Barbara | Carpinteria | Ventura | Oxnard | |
| Daily | | | | | | | | | | | Total |
| 1 San Luis Obispo | 131,825 | 10,799 | 2,202 | 174 | 71 | 90 | 244 | 10 | 71 | 31 | 145,517 |
| 2 Pismo/Arroyo | 10,663 | 53,937 | 3,934 | 93 | 100 | 102 | 163 | 10 | 81 | | 69,083 |
| 3 Santa Maria | 2,862 | 4,028 | 116,381 | 1,178 | 273 | 243 | 497 | 40 | 130 | 50 | 125,682 |
| 4 Lompoc | 155 | 80 | 1,297 | 16,448 | 276 | 214 | 221 | 62 | 20 | 60 | 18,833 |
| 5 Goleta | 183 | 80 | 335 | 378 | 50,371 | 13,624 | 15,615 | 345 | 831 | 243 | 82,005 |
| 6 West Santa Barbara | 50 | 101 | 326 | 110 | 11,336 | 42,486 | 48,427 | 675 | 853 | 214 | 104,578 |
| 7 East Santa Barbara | 184 | 223 | 464 | 345 | 13,851 | 40,293 | 209,407 | 3,722 | 2,812 | 1,317 | 272,618 |
| 8 Carpinteria | 40 | 40 | 50 | 10 | 392 | 602 | 2,945 | 6,743 | 1,239 | 344 | 12,405 |
| 9 Ventura | 61 | 10 | 151 | | 759 | 627 | 2,815 | 1,197 | 123,819 | 30,501 | 159,940 |
| 10 Oxnard | 10 | 20 | 100 | 20 | 245 | 245 | 1,255 | 341 | 29,198 | 125,818 | 157,252 |
| Total | 146,033 | 69,318 | 125,240 | 18,756 | 77,674 | 98,526 | 281,589 | 13,145 | 159,054 | 158,578 | 1,147,913 |

| AM Peak Period (6 AM to 10 AM) Select-Link Analysis (Factored based on Traffic Counts) | | | | | | | | | | | | | | | | | | | | |
|--|---------|----------------------------|------------------------|----------------|--------------|------|----------------------|-------------|----------------------------|-----------------|---|--|----------------|--------------|--------|----------------------|-------------|----------------------------|--------|-------|
| Count | Total | Origin County | | | | | | | | Commute Pattern | Destination County | | | | | | | | | |
| | | North Santa Barbara County | San Luis Obispo County | Ventura County | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara County | | North Santa Barbara County | San Luis Obispo County | Ventura County | AMBAG Region | Kern | San Joaquin Counties | Los Angeles | South Santa Barbara County | | |
| 149,695 | 149,216 | | | | | | | | | Count Location | | | | | | | | | | |
| 1,099 | 1,099 | 0 | 0 | 0 | 1,099 | 0 | 0 | 0 | 0 | 1-SB | 101 near SLO/Monterey County Line_SB | | 248 | 680 | 0 | 0 | 171 | 0 | 0 | 0 |
| 389 | 389 | 0 | 338 | 0 | 51 | 0 | 0 | 0 | 0 | 2-WB | 46 near SLO/Kern County Line_SB | | 0 | 0 | 0 | 0 | 322 | 0 | 67 | 0 |
| 515 | 515 | 0 | 84 | 0 | 0 | 0 | 431 | 0 | 0 | 3-WB | 41 near SLO/Kern County Line_SB | | 84 | 431 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8,204 | 8,204 | 0 | 7,899 | 0 | 259 | 23 | 23 | 0 | 0 | 4-SB | 101 in SLO near Cuesta Grade_SB | | 538 | 7,551 | 69 | 0 | 0 | 0 | 0 | 46 |
| 352 | 352 | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 5-WB | 166 near SLO/Kern County Line_WB | | 352 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1,882 | 1,882 | 0 | 0 | 32 | 0 | 32 | 0 | 1,817 | 0 | 6-WB | 1 near Ventura/LA County Line_WB | | 97 | 0 | 1,555 | 32 | 0 | 0 | 100 | 97 |
| 18,885 | 18,885 | 0 | 0 | 973 | 0 | 0 | 0 | 17,912 | 0 | 7-WB | 101 near Ventura/LA County Line_WB | | 210 | 75 | 17,286 | 15 | 0 | 0 | 479 | 820 |
| 14,890 | 14,890 | 0 | 0 | 67 | 0 | 0 | 33 | 14,790 | 0 | 8-WB | 118 near Ventura/LA County Line_WB | | 0 | 0 | 14,334 | 0 | 0 | 0 | 489 | 67 |
| 2,685 | 2,685 | 0 | 0 | 20 | 0 | 361 | 0 | 2,305 | 0 | 9-WB | 126 near Ventura/LA County Line_WB | | 178 | 20 | 2,271 | 0 | 0 | 0 | 0 | 216 |
| 673 | 673 | 0 | 673 | 0 | 0 | 0 | 0 | 0 | 0 | 10-SB | 1 near Santa Barbara/SLO County Line_SB | | 591 | 82 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8,532 | 8,532 | 47 | 8,438 | 0 | 47 | 0 | 0 | 0 | 0 | 11-SB | 101 near SLO/SB County Line_SB | San Luis Obispo County to Santa Maria Valley | 7,583 | 23 | 284 | 0 | 0 | 0 | 143 | 498 |
| 4,960 | 4,960 | 1,258 | 179 | 0 | 0 | 0 | 0 | 0 | 3,523 | 12-EB | 101 near Santa Barbara/Ventura County Line_SB | Santa Barbara to Ventura County | 15 | 0 | 2,580 | 0 | 15 | 0 | 2,335 | 15 |
| 4,785 | 4,785 | 4,117 | 668 | 0 | 0 | 0 | 0 | 0 | 0 | 13-SB | 101 in Santa Barbara County south of 1_SB | North Santa Barbara County to Santa Barbara | 279 | 0 | 608 | 0 | 0 | 0 | 219 | 3,679 |
| 1,775 | 1,775 | 1,571 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 14-EB | 154 in Santa Barbara County south of 246_EB | North Santa Barbara County to Santa Barbara | 121 | 0 | 275 | 0 | 0 | 0 | 223 | 1,157 |
| 774 | 774 | 0 | 0 | 774 | 0 | 0 | 0 | 0 | 0 | 15-WB | 150 near Santa Barbara/Ventura County Line_WB | Ventura to Santa Barbara | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 774 |
| 1,867 | 1,867 | 192 | 1,448 | 0 | 0 | 98 | 0 | 66 | 63 | 1-NB | 101 near SLO/Monterey County Line_NB | | 0 | 31 | 0 | 1,836 | 0 | 0 | 0 | 0 |
| 560 | 560 | 0 | 0 | 0 | 0 | 409 | 0 | 151 | 0 | 2-EB | 46 near SLO/Kern County Line_NB | | 0 | 253 | 0 | 307 | 0 | 0 | 0 | 0 |
| 505 | 505 | 259 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 3-EB | 41 near SLO/Kern County Line_NB | | 0 | 0 | 0 | 0 | 0 | 505 | 0 | 0 |
| 4,018 | 4,018 | 522 | 3,304 | 32 | 0 | 0 | 0 | 32 | 128 | 4-NB | 101 in SLO near Cuesta Grade_NB | | 0 | 3,397 | 0 | 522 | 32 | 67 | 0 | 0 |
| 259 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5-EB | 166 near SLO/Kern County Line west of 33_EB | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 747 | 747 | 13 | 0 | 583 | 0 | 0 | 0 | 0 | 151 | 6-EB | 1 near Ventura/LA County Line_EB | | 0 | 0 | 0 | 0 | 0 | 0 | 747 | 0 |
| 25,309 | 25,309 | 178 | 23 | 23,827 | 0 | 0 | 0 | 863 | 418 | 7-EB | 101 near Ventura/LA County Line_EB | | 0 | 0 | 1,018 | 0 | 0 | 0 | 24,291 | 0 |
| 20,331 | 20,331 | 22 | 0 | 18,776 | 0 | 0 | 0 | 1,489 | 44 | 8-EB | 118 near Ventura/LA County Line_EB | | 0 | 0 | 22 | 0 | 22 | 0 | 20,287 | 0 |
| 2,396 | 2,396 | 0 | 25 | 2,200 | 0 | 0 | 0 | 25 | 147 | 9-EB | 126 near Ventura/LA County Line_EB | | 0 | 0 | 0 | 0 | 223 | 25 | 2,148 | 0 |
| 1,214 | 1,214 | 1,214 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10-NB | 1 near Santa Barbara/SLO County Line_NB | | 0 | 1,214 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8,215 | 8,215 | 7,366 | 0 | 231 | 0 | 0 | 0 | 115 | 503 | 11-NB | 101 near SLO/SB County Line_NB | Santa Maria Valley to San Luis Obispo County | 38 | 7,904 | 0 | 273 | 0 | 0 | 0 | 0 |
| 10,782 | 10,782 | 0 | 0 | 8,084 | 0 | 34 | 0 | 2,664 | 0 | 12-WB | 101 near Santa Barbara/Ventura County Line_NB | Ventura County to Santa Barbara | 1,247 | 343 | 34 | 34 | 0 | 0 | 17 | 9,106 |
| 1,944 | 1,944 | 421 | 0 | 252 | 0 | 0 | 0 | 261 | 1,010 | 13-NB | 101 in Santa Barbara County south of 1_NB | | 1,439 | 505 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1,775 | 1,775 | 56 | 0 | 141 | 0 | 0 | 0 | 260 | 1,318 | 14-WB | 154 in Santa Barbara County south of 246_WB | | 1,321 | 367 | 0 | 87 | 0 | 0 | 0 | 0 |
| 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15-EB | 150 near Santa Barbara/Ventura County Line_EB | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

RAW AM Peak Period (6 AM to 10 AM) Select-Link Analysis

| Count | | Total | Origin City | | | | | | | | | | Destination City | | | | | | | | | |
|-------|--|--------|-----------------------|-----------------------|--------------------|--------|-------------------|---------------|----------------------|----------------------|-------|----------------|--|-----------------------|-----------------------|--------------------|--------|-------------------|---------------|----------------------|----------------------|-------|
| | | | North San Luis Obispo | South San Luis obispo | Santa Maria Valley | Lompoc | Santa Ynez Valley | Santa Barbara | North Ventura County | South Ventura County | Other | Count Location | Commute Pattern | North San Luis Obispo | South San Luis obispo | Santa Maria Valley | Lompoc | Santa Ynez Valley | Santa Barbara | North Ventura County | South Ventura County | Other |
| | | 3,634 | 201 | 3,393 | 20 | | 0 | | | | 20 | 11-SB | San Luis Obispo County to Santa Maria Valley | | 10 | 2,965 | 61 | 173 | 243 | 61 | 60 | 61 |
| | | 3,328 | 10 | 110 | 40 | 30 | 203 | 2,935 | 0 | 0 | 0 | 12-EB | Santa Barbara to Ventura County | | | | | 10 | 10 | 1,094 | 637 | 1,577 |
| | | 874 | 10 | 112 | 172 | 345 | 235 | 0 | | | 0 | 13-SB | North Santa Barbara County to Santa Barbara | | | | 0 | 0 | 723 | 91 | 20 | 40 |
| | | 1,045 | 10 | 110 | 60 | 0 | 865 | 0 | | | 0 | 14-EB | North Santa Barbara County to Santa Barbara | | | | | 40 | 712 | 60 | 102 | 131 |
| | | 10 | | | | | | | 10 | | | 15-WB | Ventura to Santa Barbara | | | | | 0 | 10 | 0 | | |
| | | 2,138 | | 0 | 1,713 | 93 | 91 | 151 | 50 | 10 | 30 | 11-NB | Santa Maria Valley to San Luis Obispo County | 131 | 1,926 | 10 | | | 0 | | | 71 |
| | | 6,345 | | | | | | 0 | 3,509 | 1,248 | 1,588 | 12-WB | Ventura County to Santa Barbara | 50 | 152 | 163 | 20 | 285 | 5,625 | 20 | 0 | 30 |
| Total | | 17,374 | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | |
|-------|--|--------|-----|-------|-----|-----|-----|-------|-------|-----|-------|-------|--|-----|-------|-----|----|-----|-------|-----|-----|-------|
| | | 1,694 | 140 | 1,514 | 0 | | 0 | | | | 40 | 11-SB | San Luis Obispo County to Santa Maria Valley | | 20 | 915 | 40 | 100 | 340 | 80 | 0 | 199 |
| | | 2,853 | 20 | 179 | 20 | 60 | 300 | 2,274 | 0 | 0 | 0 | 12-EB | Santa Barbara to Ventura County | | | | | 0 | 0 | 739 | 479 | 1,635 |
| | | 700 | 0 | 120 | 100 | 240 | 220 | 0 | | | 20 | 13-SB | North Santa Barbara County to Santa Barbara | | | | 0 | 0 | 360 | 200 | 20 | 120 |
| | | 1,039 | 0 | 180 | 80 | 0 | 779 | 0 | | | 0 | 14-EB | North Santa Barbara County to Santa Barbara | | | | | 60 | 500 | 120 | 80 | 279 |
| | | 0 | | | | | | | 0 | | | 15-WB | Ventura to Santa Barbara | | | | | 0 | 0 | 0 | | |
| | | 1,477 | | 0 | 898 | 159 | 160 | 160 | 0 | 40 | 60 | 11-NB | Santa Maria Valley to San Luis Obispo County | 200 | 1,217 | 0 | | | 0 | | | 60 |
| | | 4,585 | | | | | | 0 | 1,437 | 919 | 2,229 | 12-WB | Ventura County to Santa Barbara | 60 | 159 | 220 | 40 | 539 | 3,467 | 80 | 0 | 20 |
| Total | | 12,348 | | | | | | | | | | | | | | | | | | | | |

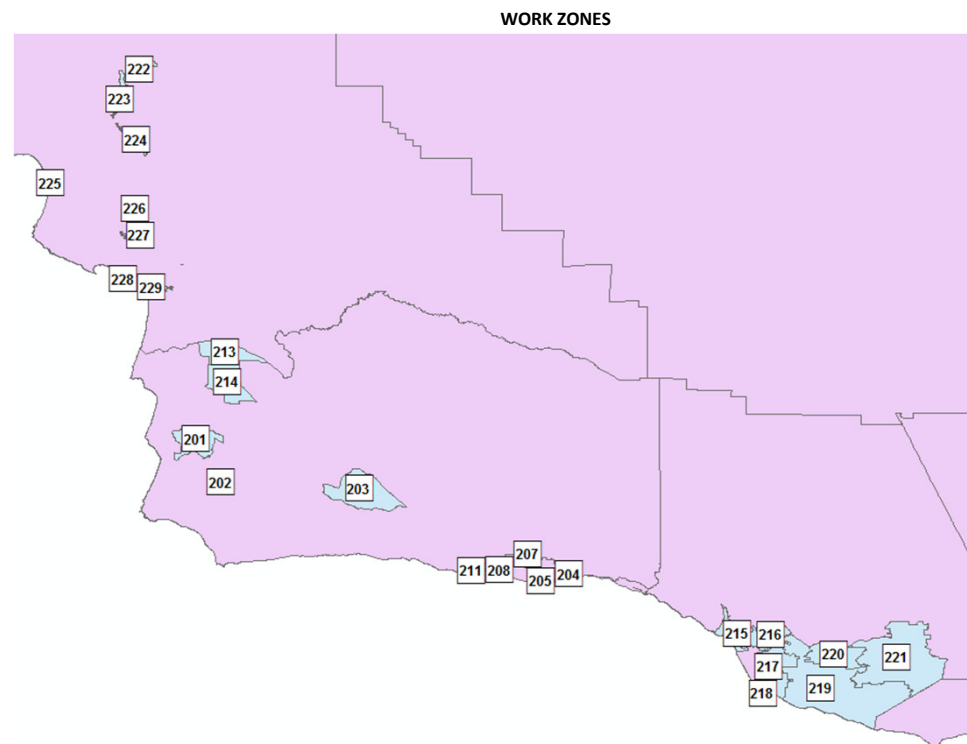
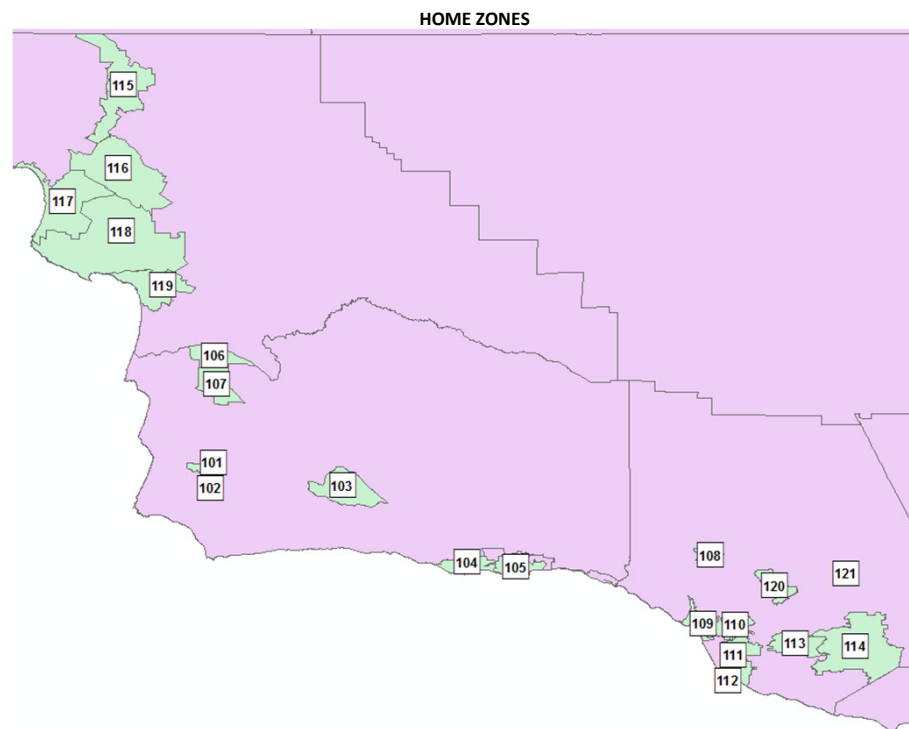
-29%

29% less overall travel on the

| | | | | | | | | | | | | | | | | | | | | | | |
|-------|--|--------|-----|--------|------|------|-----|------|--------|------|-----|-------|--|----|------|--------|-----|-----|--------|------|------|-----|
| | | -1,940 | -61 | -1,879 | -20 | 0 | 0 | 0 | 0 | 0 | 20 | 11-SB | San Luis Obispo County to Santa Maria Valley | 0 | 10 | -2,050 | -21 | -73 | 97 | 19 | -60 | 138 |
| | | -475 | 10 | 69 | -20 | 30 | 97 | -661 | 0 | 0 | 0 | 12-EB | Santa Barbara to Ventura County | 0 | 0 | 0 | 0 | -10 | -10 | -355 | -158 | 58 |
| | | -174 | -10 | 8 | -72 | -105 | -15 | 0 | 0 | 0 | 20 | 13-SB | North Santa Barbara County to Santa Barbara | 0 | 0 | 0 | 0 | 0 | -363 | 109 | 0 | 80 |
| | | -6 | -10 | 70 | 20 | 0 | -86 | 0 | 0 | 0 | 0 | 14-EB | North Santa Barbara County to Santa Barbara | 0 | 0 | 0 | 0 | 20 | -212 | 60 | -22 | 148 |
| | | -10 | 0 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 15-WB | Ventura to Santa Barbara | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 |
| | | -661 | 0 | 0 | -815 | 66 | 69 | 9 | -50 | 30 | 30 | 11-NB | Santa Maria Valley to San Luis Obispo County | 69 | -709 | -10 | 0 | 0 | 0 | 0 | 0 | -11 |
| | | -1,760 | 0 | 0 | 0 | 0 | 0 | 0 | -2,072 | -329 | 641 | 12-WB | Ventura County to Santa Barbara | 10 | 7 | 57 | 20 | 254 | -2,158 | 60 | 0 | -10 |
| Total | | -5,026 | | | | | | | | | | | | | | | | | | | | |

Appears to be a lot less travel between South San Luis Obispo County and the Santa Maria Valley (likely commuters not making the trip on the weekend)

Appears to be a lot less travel between North Venutra County and Santa Barbara but more LA County to Santa Barbara

[illegible]

| All Trips - City Summary | | | | | | | | | | | | |
|--------------------------|--------------|-----------|--------|------------|--------|-----------|--------|--------------|---------|--------|--------------|--------|
| | | Work Zone | | | | | | | | | | |
| | NorthSLO | SLO | Arroyo | SantaMaria | Lompoc | SanatYnez | Goleta | SantaBarbara | Ventura | Oxnard | OtherVentura | |
| Home Zone | NorthSLO | 7,510 | 702 | 328 | 616 | 0 | 0 | 0 | 2 | 8 | 0 | 0 |
| | SLO | 447 | 2,046 | 1,101 | 1,138 | 20 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Arroyo | 345 | 1,379 | 3,891 | 2,710 | 96 | 222 | 8 | 3 | 4 | 0 | 0 |
| | SantaMaria | 198 | 313 | 932 | 40,824 | 993 | 824 | 384 | 382 | 8 | 7 | 13 |
| | Lompoc | 0 | 10 | 28 | 1,874 | 6,292 | 2,102 | 761 | 863 | 10 | 1 | 3 |
| | SantaYnez | 0 | 0 | 8 | 195 | 667 | 2,364 | 254 | 922 | 19 | 27 | 5 |
| | Goleta | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | SantaBarbara | 0 | 0 | 9 | 205 | 241 | 126 | 4,940 | 12,142 | 244 | 154 | 112 |
| | Ventura | 1 | 0 | 0 | 7 | 10 | 18 | 289 | 1,072 | 27,093 | 10,241 | 6,559 |
| | Oxnard | 2 | 0 | 0 | 8 | 4 | 12 | 346 | 1,086 | 15,112 | 57,096 | 29,970 |
| OtherVentura | 0 | 0 | 0 | 1 | 0 | 0 | 199 | 427 | 7,033 | 9,781 | 76,004 | |

68% percent live and work in the same zone