

APPENDIX A

2009 American Community Survey



Buellton city, California

S0801. Commuting Characteristics by Sex

Data Set: 2005-2009 American Community Survey 5-Year Estimates

Survey: American Community Survey

NOTE: For information on confidentiality protection, sampling error, nonsampling error, and definitions, see [Survey Methodology](#).

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
Workers 16 years and over	2,368	+/-178	1,323	+/-127	1,045	+/-170
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	88.0%	+/-4.6	88.2%	+/-6.6	87.8%	+/-8.3
Drove alone	70.0%	+/-7.7	71.4%	+/-9.9	68.1%	+/-9.9
Carpooled	18.1%	+/-5.4	16.8%	+/-9.4	19.7%	+/-8.7
In 2-person carpool	15.7%	+/-4.9	13.8%	+/-8.7	18.1%	+/-8.6
In 3-person carpool	1.2%	+/-1.2	1.4%	+/-1.7	0.9%	+/-1.5
In 4-or-more person carpool	1.2%	+/-1.4	1.5%	+/-2.3	0.8%	+/-1.2
Workers per car, truck, or van	1.12	+/-0.04	1.12	+/-0.07	1.13	+/-0.06
Public transportation (excluding taxicab)	5.6%	+/-3.3	6.0%	+/-5.5	5.1%	+/-4.3
Walked	2.7%	+/-2.1	1.1%	+/-1.6	4.7%	+/-4.5
Bicycle	0.1%	+/-0.4	0.0%	+/-3.0	0.3%	+/-0.8
Taxicab, motorcycle, or other means	0.9%	+/-1.2	1.7%	+/-2.1	0.0%	+/-3.8
Worked at home	2.6%	+/-2.3	3.0%	+/-3.2	2.1%	+/-2.4
PLACE OF WORK						
Worked in state of residence	99.7%	+/-0.5	100.0%	+/-3.0	99.2%	+/-1.1
Worked in county of residence	96.8%	+/-1.9	96.3%	+/-2.9	97.4%	+/-2.4
Worked outside county of residence	2.9%	+/-1.8	3.7%	+/-2.9	1.8%	+/-2.2
Worked outside state of residence	0.3%	+/-0.5	0.0%	+/-3.0	0.8%	+/-1.1
Living in a place	100.0%	+/-1.7	100.0%	+/-3.0	100.0%	+/-3.8
Worked in place of residence	26.4%	+/-6.4	26.6%	+/-7.5	26.2%	+/-10.2
Worked outside place of residence	73.6%	+/-6.4	73.4%	+/-7.5	73.8%	+/-10.2
Not living in a place	0.0%	+/-1.7	0.0%	+/-3.0	0.0%	+/-3.8
Living in 12 selected states	0.0%	+/-1.7	0.0%	+/-3.0	0.0%	+/-3.8
Worked in minor civil division of residence	0.0%	+/-1.7	0.0%	+/-3.0	0.0%	+/-3.8
Worked outside minor civil division of residence	0.0%	+/-1.7	0.0%	+/-3.0	0.0%	+/-3.8
Not living in 12 selected states	100.0%	+/-1.7	100.0%	+/-3.0	100.0%	+/-3.8
Workers 16 years and over who did not work at home	2,306	+/-188	1,283	+/-131	1,023	+/-172
TIME LEAVING HOME TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	4.2%	+/-2.5	5.9%	+/-3.6	2.1%	+/-2.1
5:00 a.m. to 5:29 a.m.	2.6%	+/-1.6	4.8%	+/-2.8	0.0%	+/-3.8
5:30 a.m. to 5:59 a.m.	4.9%	+/-2.8	6.9%	+/-4.4	2.4%	+/-2.7
6:00 a.m. to 6:29 a.m.	11.2%	+/-5.2	12.9%	+/-6.7	9.0%	+/-5.8
6:30 a.m. to 6:59 a.m.	10.1%	+/-4.4	10.4%	+/-6.1	9.7%	+/-5.3
7:00 a.m. to 7:29 a.m.	9.5%	+/-4.2	9.7%	+/-5.7	9.2%	+/-5.0
7:30 a.m. to 7:59 a.m.	10.5%	+/-4.8	10.2%	+/-5.8	10.9%	+/-7.3
8:00 a.m. to 8:29 a.m.	6.5%	+/-2.6	2.5%	+/-2.4	11.6%	+/-5.1
8:30 a.m. to 8:59 a.m.	9.5%	+/-5.3	8.0%	+/-5.2	11.4%	+/-7.1
9:00 a.m. to 11:59 p.m.	31.0%	+/-6.4	28.8%	+/-8.7	33.6%	+/-8.0
TRAVEL TIME TO WORK						
Less than 10 minutes	21.3%	+/-7.2	18.1%	+/-6.7	25.4%	+/-13.6
10 to 14 minutes	16.9%	+/-5.5	12.5%	+/-7.5	22.3%	+/-9.2
15 to 19 minutes	17.3%	+/-5.2	16.4%	+/-8.7	18.6%	+/-8.4
20 to 24 minutes	4.4%	+/-4.5	7.1%	+/-7.5	1.1%	+/-1.4
25 to 29 minutes	2.3%	+/-2.5	1.9%	+/-3.1	2.8%	+/-4.1
30 to 34 minutes	10.6%	+/-4.0	12.1%	+/-5.2	8.7%	+/-5.8
35 to 44 minutes	16.8%	+/-5.2	21.2%	+/-8.1	11.3%	+/-5.5
45 to 59 minutes	9.3%	+/-4.6	9.4%	+/-6.5	9.2%	+/-6.1
60 or more minutes	1.0%	+/-1.7	1.3%	+/-1.9	0.6%	+/-1.5

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
Mean travel time to work (minutes)	21.1	+/-2.7	22.8	+/-3.3	18.9	+/-3.2
VEHICLES AVAILABLE						
Workers 16 years and over in households	2,368	+/-178	1,323	+/-127	1,045	+/-170
No vehicle available	3.0%	+/-2.5	2.9%	+/-2.3	3.3%	+/-3.2
1 vehicle available	12.2%	+/-5.9	9.1%	+/-5.6	16.3%	+/-8.4
2 vehicles available	36.8%	+/-10.1	39.2%	+/-11.2	33.8%	+/-10.4
3 or more vehicles available	47.9%	+/-12.0	48.9%	+/-12.0	46.7%	+/-13.6
PERCENT IMPUTED						
Means of transportation to work	3.0%	(X)	(X)	(X)	(X)	(X)
Private vehicle occupancy	3.1%	(X)	(X)	(X)	(X)	(X)
Place of work	10.2%	(X)	(X)	(X)	(X)	(X)
Time leaving home to go to work	7.2%	(X)	(X)	(X)	(X)	(X)
Travel time to work	5.6%	(X)	(X)	(X)	(X)	(X)
Vehicles available	0.0%	(X)	(X)	(X)	(X)	(X)

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see [Accuracy of the Data](#)). The effect of nonsampling error is not represented in these tables.

Notes:

- Workers include members of the Armed Forces and civilians who were at work last week.
- The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.
- Number of workers per car, truck, or van was calculated incorrectly for 2005 ACS to 2008 ACS. See [Errata Note #55](#).
- While the 2005-2009 American Community Survey (ACS) data generally reflect the November 2008 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.
- Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.