APPENDIX B: SUPPLEMENTAL TRANSIT DATA
Figure B-1.1 Existing Bus Ridership, Weekday AM Peak Period

Note: Data shown for AC Transit routes operating within project corridor only
AM Peak Period 7:00AM to 9:00AM
Source: AC Transit

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Low Ridership (1) (min)
- High Ridership (379) (max)

San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard
Figure B-1.2 Existing Bus Ridership, Weekday AM Peak Period

San Pablo Corridor between Cutting Boulevard and University Avenue

*Note: Data shown for AC Transit routes operating within project corridor only

AM Peak Period 7:00AM to 9:00AM
Source: AC Transit
Figure B-2.1 Existing Bus Ridership, Weekday Midday Peak Period
San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks

San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard

Key Map

Note: Data shown for AC Transit routes operating within project corridor only
Midday Peak Period 11:00AM to 1:00PM
Source: AC Transit
Figure B-2.2 Existing Bus Ridership, Weekday Midday Peak Period
San Pablo Corridor between Cutting Boulevard and University Avenue

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freeways
- Water
- Parks/Open Space
- Low Ridership (1) (min)
- High Ridership (312) (max)

Note: Data shown for AC Transit routes operating within project corridor only
Midday Peak Period 11:00AM to 1:00PM
Source: AC Transit

Source: AC Transit
Figure B-3.1 Existing Bus Load, Weekday AM Peak Period
San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard

Note: Data shown for AC Transit routes on San Pablo Ave. only
AM Peak Period 7:00AM to 9:00AM
Source: AC Transit

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Total Transit Load
  - 0 to 125 riders
  - 325 to 425 riders
  - 625 to 725 riders

San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard

Richmond
- Wildcat Canyon Regional Park
- Richmond Country Club
- Hilltop Mall

El Cerrito
- Alvarado Park
- Contra Costa College
- Saint Joseph Cemetery
- Fairmead Park
- Richmond Country Club
- Hilltop Mall

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Total Transit Load
  - 0 to 125 riders
  - 325 to 425 riders
  - 625 to 725 riders

San Pablo Avenue Corridor Project

Key Map
Figure B-3.2 Existing Bus Load, Weekday AM Peak Period
San Pablo Corridor between Cutting Boulevard and University Avenue

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Total Transit Load
  - 0 to 125 riders
  - 325 to 425 riders
  - 625 to 725 riders

Note: Data shown for AC Transit routes on San Pablo Ave. only
AM Peak Period 7:00AM to 9:00AM
Source: AC Transit

San Pablo Avenue Corridor Project

80
80
Note: Data shown for AC Transit routes on San Pablo Ave. only

AM Peak Period 7:00AM to 9:00AM
Source: AC Transit

Figure B-3.3 Existing Bus Load, Weekday AM Peak Period
San Pablo Corridor between University Avenue and Frank Ogawa Plaza
Figure B-4.1 Existing Bus Load, Weekday Midday Peak Period

San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard

Note: Data shown for AC Transit routes on San Pablo Ave. only
Midday Peak Period 11:00AM to 1:00PM
Source: AC Transit

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space

Total Transit Load
0 to 125 riders
325 to 425 riders
625 to 725 riders

Source: AC Transit
San Pablo Avenue Corridor Project

Figure B-4.2 Existing Bus Load, Weekday Midday Peak Period

Note: Data shown for AC Transit routes on San Pablo Ave. only
Midday Peak Period 11:00AM to 1:00PM
Source: AC Transit

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Total Transit Load
  - 0 to 125 riders
  - 325 to 425 riders
  - 625 to 725 riders
- Parks/Open Space
- Water
- Freeways

0 750 1,500 3,000 Feet

Key Map

Source: AC Transit
Figure B-5.1 Existing Bus Speed, AM Peak Hour

San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks

Jurisdiction Boundary
Freeways
Water
Parks/Open Space

Bus Speed (mph):
- 2-10
- 11-15
- 16-20
- 21-25
- 26-30

Bus Stop:
- NB Rapid
- NB Local
- SB Local
- SB Rapid

Note: Data shown for AC Transit routes on San Pablo Ave. only
AM Peak Period 7:00AM to 9:00AM
Source: AC Transit
Figure B-5.3 Existing Bus Speed, AM Peak Hour
San Pablo Corridor between University Avenue and Frank Ogawa Plaza

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Bus Speed (mph)
- Bus Stop
  - NB Rapid
  - NB Local
  - SB Local
  - SB Rapid
- Water
- Parks/Open Space

Note: Data shown for AC Transit routes on San Pablo Ave. only
AM Peak Period 7:00AM to 9:00AM
Source: AC Transit

Source: AC Transit

Note: Data shown for AC Transit routes on San Pablo Ave. only
AM Peak Period 7:00AM to 9:00AM
Source: AC Transit
Figure B-6.3 Existing Bus Speed, Midday Peak Hour
San Pablo Corridor between University Avenue and Frank Ogawa Plaza

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Speed (mph)
- Bus Stop
- NB Rapid
- NB Local
- SB Local
- SB Rapid

Note: Data shown for AC Transit routes on San Pablo Ave. only
Midday Peak Period 11:00AM to 1:00PM
Source: AC Transit
Figure B-7.1 Existing Bus Variability, AM Peak Hour
San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard

San Pablo Avenue Corridor Project

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Bus Stop
- Freeways
- Water
- Parks/Open Space
- Bus Variability (mph/mph)

Note: Data shown for AC Transit routes on San Pablo Ave. only
AM Peak Period 7:00AM to 9:00AM
Source: AC Transit

<table>
<thead>
<tr>
<th>Bus Type</th>
<th>Variability</th>
</tr>
</thead>
<tbody>
<tr>
<td>NB Rapid</td>
<td>0.50 - 0.75</td>
</tr>
<tr>
<td>NB Local</td>
<td>0.75 - 1.00</td>
</tr>
<tr>
<td>SB Local</td>
<td>0.00 - 0.25</td>
</tr>
<tr>
<td>SB Rapid</td>
<td>0.25 - 0.50</td>
</tr>
</tbody>
</table>

Source: AC Transit

Richmond
Richmond
Richmond
El Cerrito
El Cerrito
San Pablo
San Pablo
Richmond
Richmond
Figure B-7.2 Existing Bus Variability, AM Peak Hour
San Pablo Corridor between Cutting Boulevard and University Avenue

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Bus Stop
- Bus Variability (mph/mph)
  - 0.00 - 0.25 High
  - 0.25 - 0.50 Medium
  - 0.50 - 0.75 Low

Note: Data shown for AC Transit routes on San Pablo Ave. only
AM Peak Period 7:00AM to 9:00AM
Source: AC Transit

Source: AC Transit
Figure B-7.3 Existing Bus Variability, AM Peak Hour
San Pablo Corridor between University Avenue and Frank Ogawa Plaza

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space

Bus Variability (mph/mph)
- 0.00 - 0.25 High
- 0.25 - 0.50 Medium
- 0.50 - 0.75 Low

Note: Data shown for AC Transit routes on San Pablo Ave. only
AM Peak Period 7:00AM to 9:00AM

San Pablo Avenue Corridor Project

Key Map
Figure B-8.1 Existing Bus Variability, Midday Peak Hour
San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space

Bus Variability (mph/mph)
- 0.00 - 0.25 High
- 0.25 - 0.50 Medium
- 0.50 - 0.75 Medium
- 0.75 - 1.00 Medium
- 1.00 - 2.00 Low

Note: Data shown for AC Transit routes on San Pablo Ave. only
Midday Peak Period 11:00AM to 1:00PM
Source: AC Transit
Figure B-8.2 Existing Bus Variability, Midday Peak Hour
San Pablo Corridor between Cutting Boulevard and University Avenue
Figure B-8.3 Existing Bus Variability, Midday Peak Hour
San Pablo Corridor between University Avenue and Frank Ogawa Plaza

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Stop
  - NB Rapid
  - NB Local
  - SB Local
  - SB Rapid

Note: Data shown for AC Transit routes on San Pablo Ave. only
Midday Peak Period 11:00AM to 1:00PM

Key Map:
- Shellmound St
- San Pablo Ave
- Emeryville
- Berkeley
- Oakland

San Pablo Avenue Corridor Project

NB Rapid
NB Local
SB Local
SB Rapid

Bus Variability (mph/mph)
- 0.00 - 0.25 High
- 0.25 - 0.50 Medium
- 0.50 - 0.75 Medium
- 0.75 - 1.00 Low
- 1.00 - 2.00 Low

Note: Data shown for AC Transit routes on San Pablo Ave. only
Midday Peak Period 11:00AM to 1:00PM