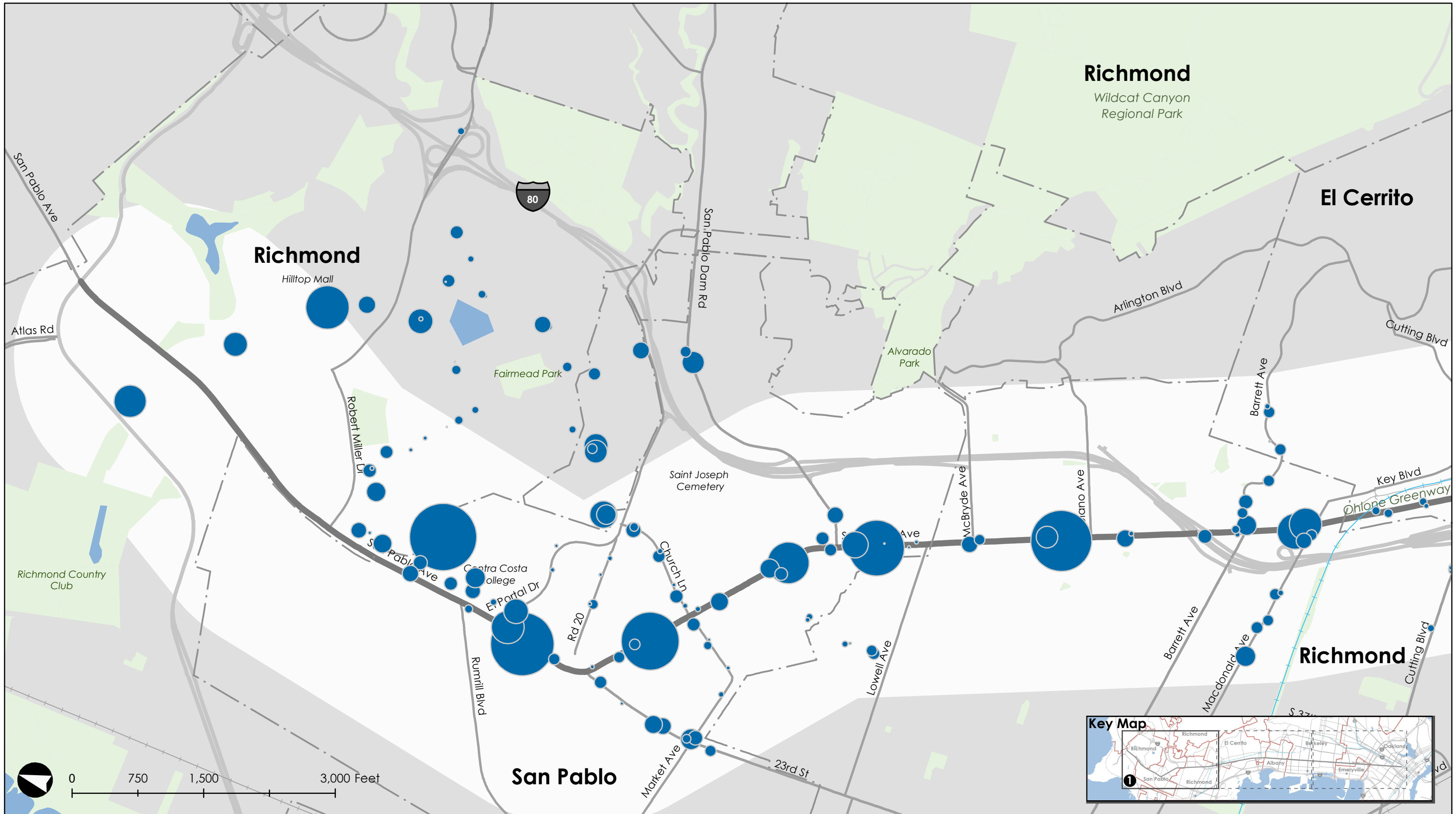



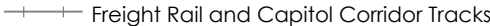








APPENDIX B: SUPPLEMENTAL TRANSIT DATA



Legend:

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

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

AM Peak Period 7:00AM to 9:00AM

Source: AC Transit











San Pablo Avenue Corridor Project



Figure B-1.1 Existing Bus Ridership, Weekday AM Peak Period
San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard



Legend:

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

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

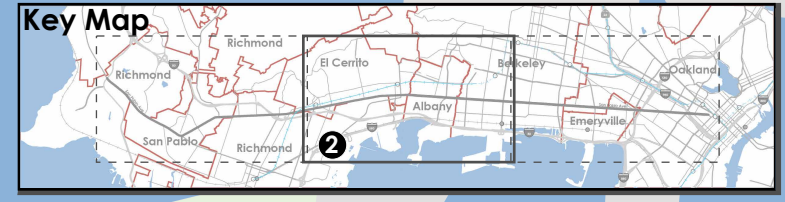
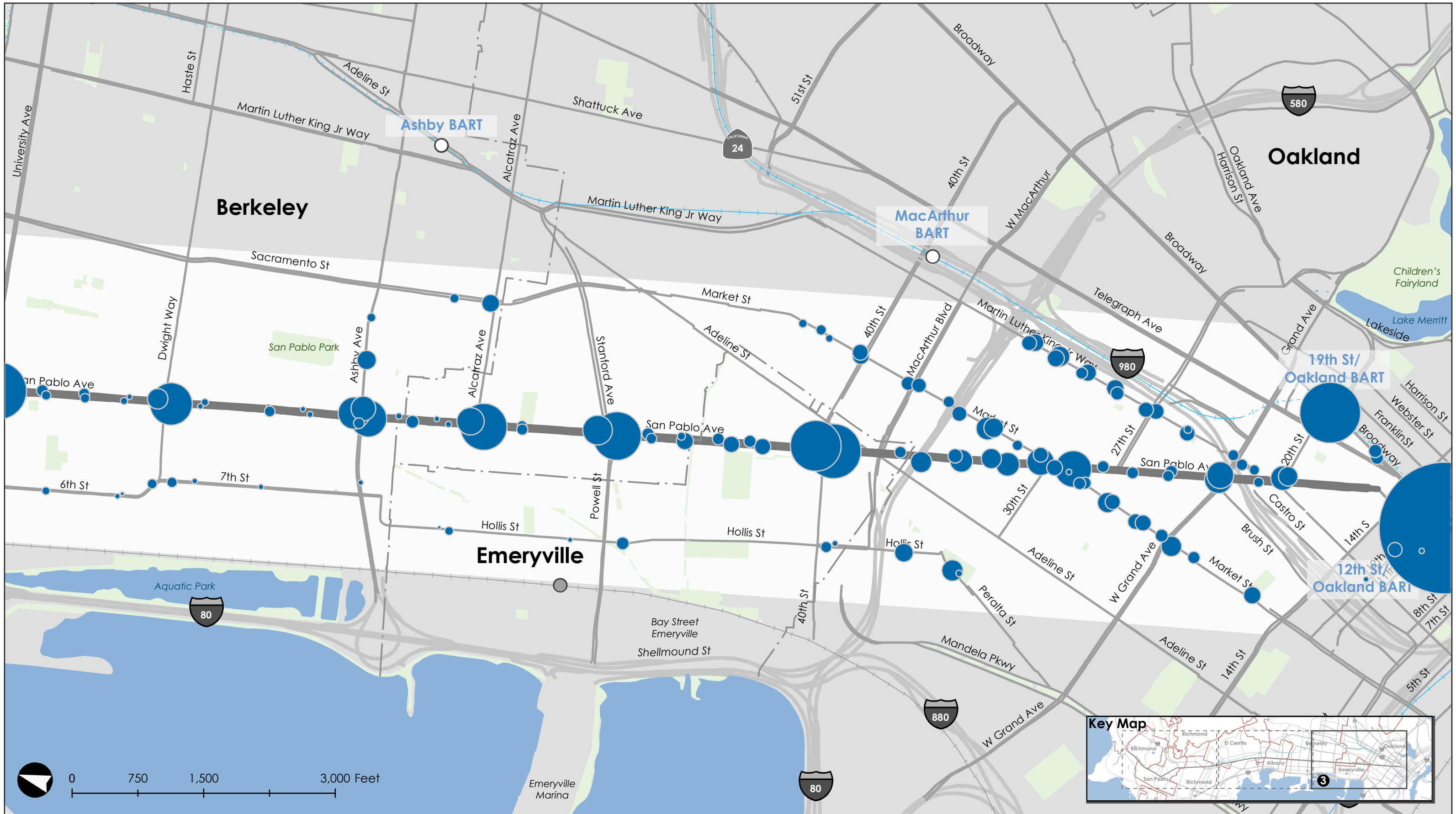


Figure B-1.2 Existing Bus Ridership, Weekday AM Peak Period
 San Pablo Corridor between Cutting Boulevard and University Avenue



Legend:

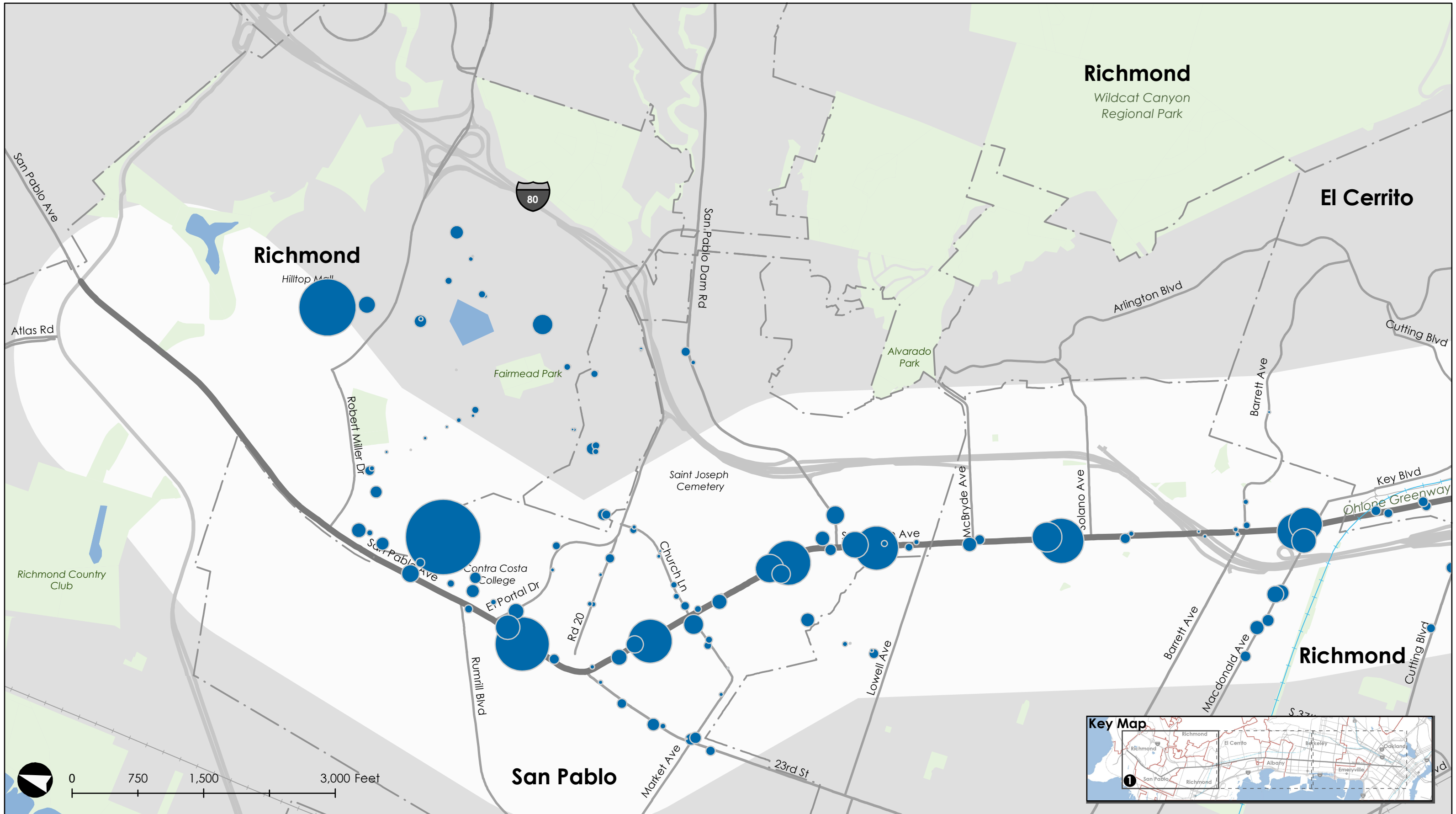
- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Jurisdiction Boundary
- Water
- Parks/Open Space
- Freight Rail and Capitol Corridor Tracks
- Low Ridership (1) (min)
- High Ridership (379) (max)

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




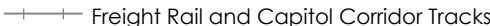






San Pablo Avenue Corridor Project



Figure B-1.3 Existing Bus Ridership, Weekday AM Peak Period
 San Pablo Corridor between University Avenue and Frank Ogawa Plaza



Legend:

-  BART Station
-  BART Above/Below Ground
-  Capitol Corridor Stations
-  Freight Rail and Capitol Corridor Tracks
-  Jurisdiction Boundary
-  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











San Pablo Avenue Corridor Project



Figure B-2.1 Existing Bus Ridership, Weekday Midday Peak Period
 San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard



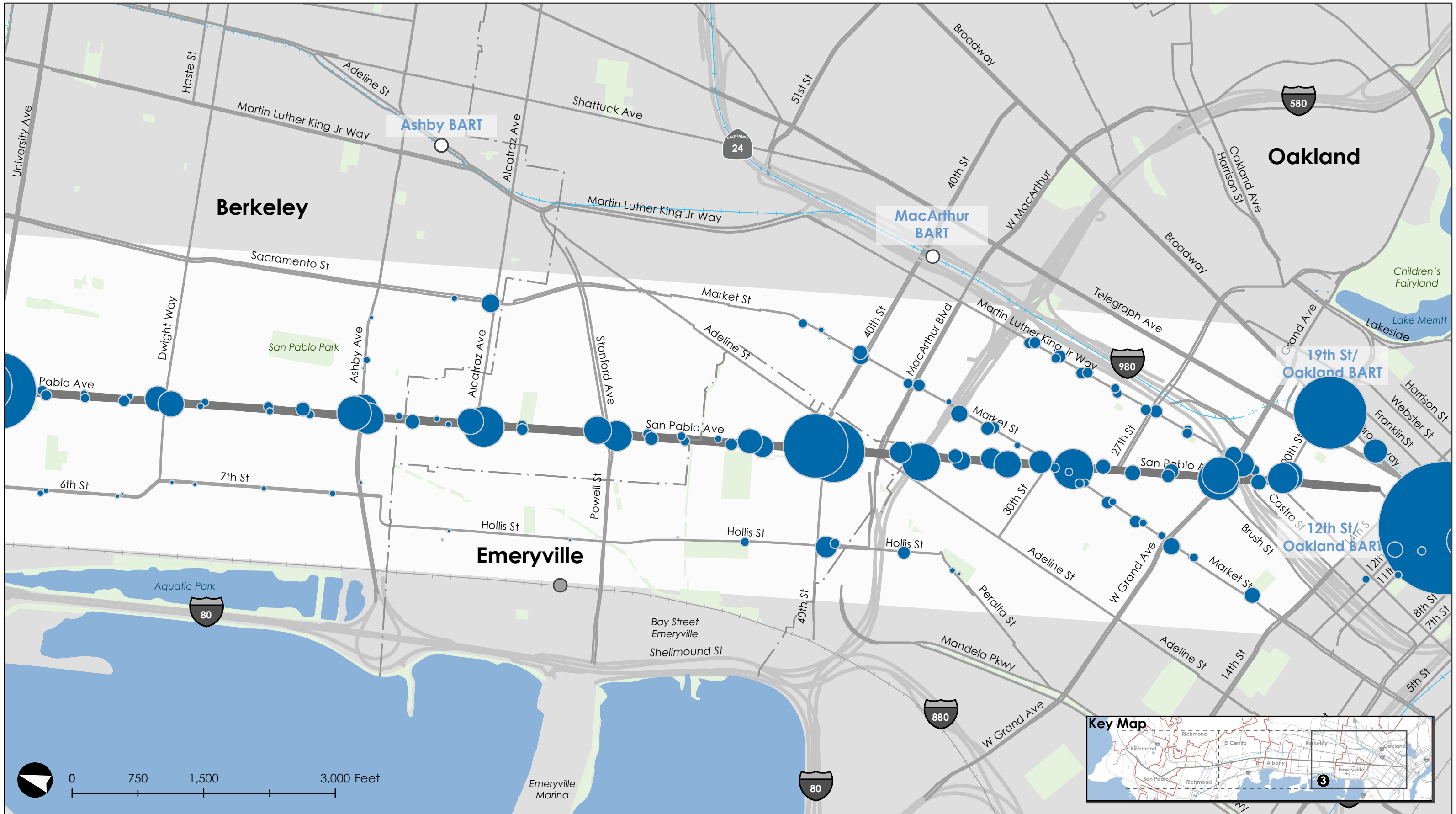
Legend:

-  BART Station
-  BART Above/Below Ground
-  Capitol Corridor Stations
-  Freight Rail and Capitol Corridor Tracks
-  Jurisdiction Boundary
-  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
 Middy Peak Period 11:00AM to 1:00PM
 Source: AC Transit

Figure B-2.2 Existing Bus Ridership, Weekday Middy Peak Period
 San Pablo Corridor between Cutting Boulevard and University Avenue





Legend:

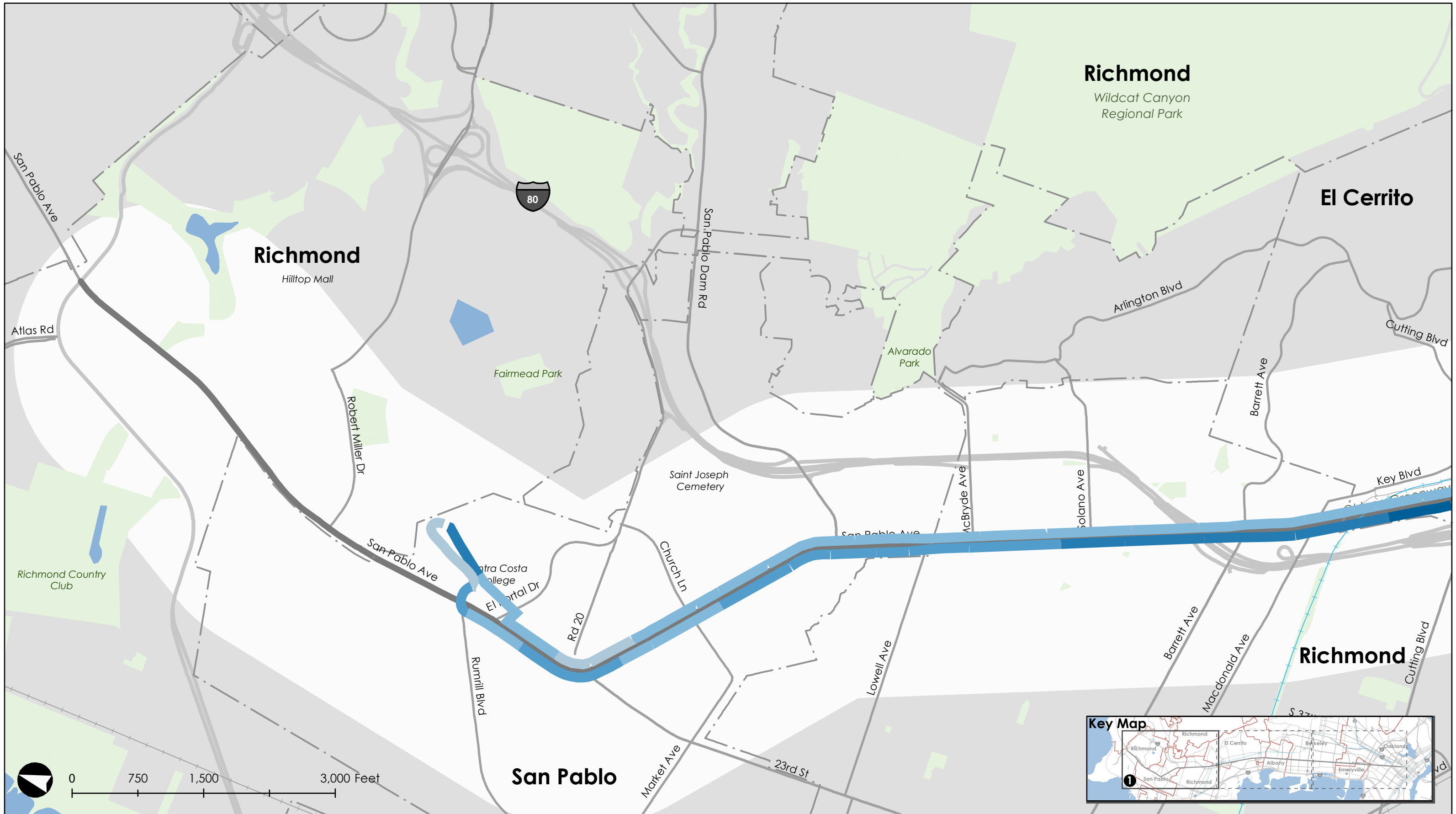
- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Low Ridership (1) (min)
- High Ridership (312) (max)

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

San Pablo Avenue Corridor Project



**Figure B-2.3 Existing Bus Ridership, Weekday Midday Peak Period
 San Pablo Corridor between University Avenue and Frank Ogawa Plaza**



Legend:

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

Total Transit Load

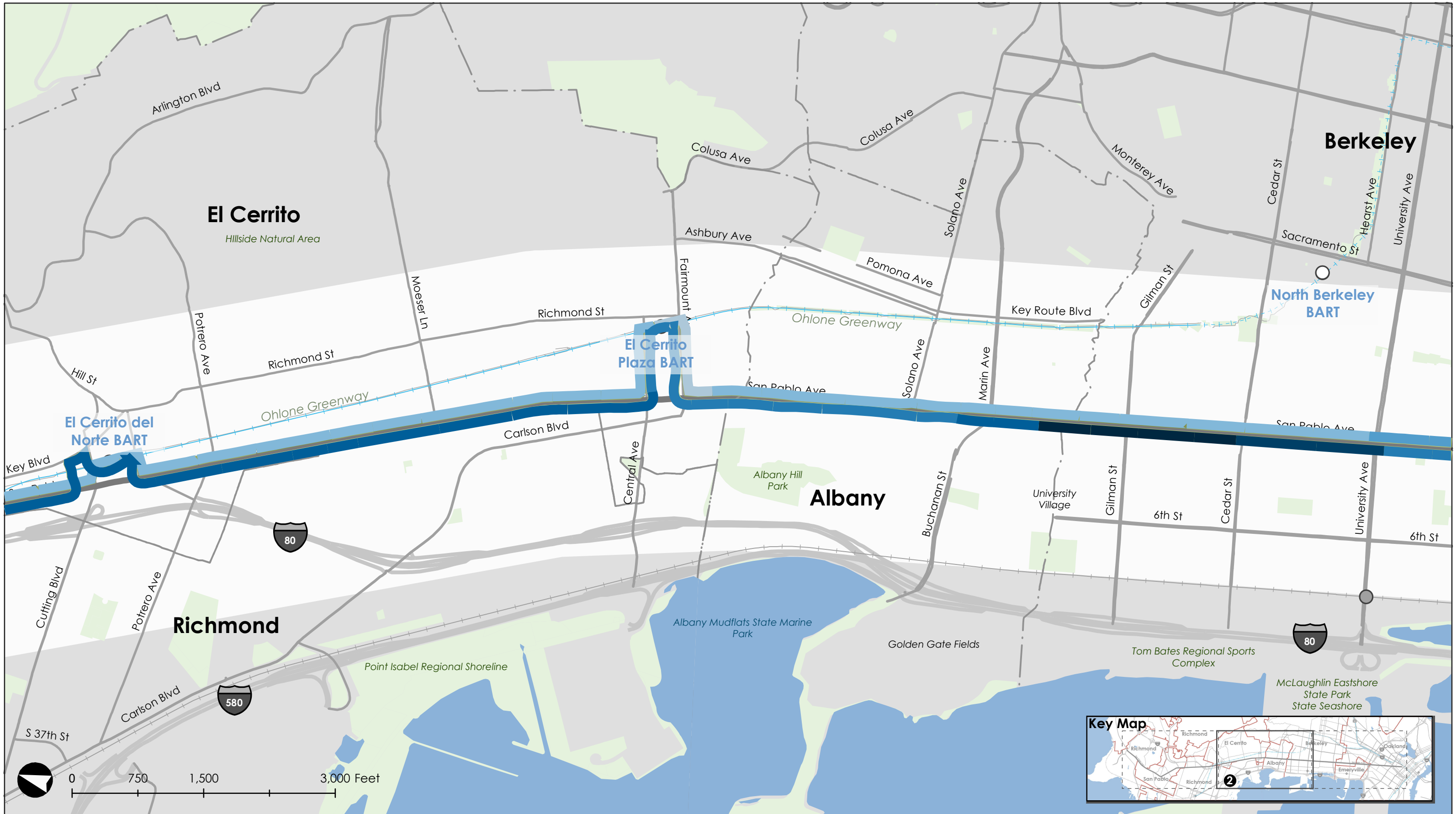
- 0 to 125 riders
- 325 to 425 riders
- 625 to 725 riders

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

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





Legend:

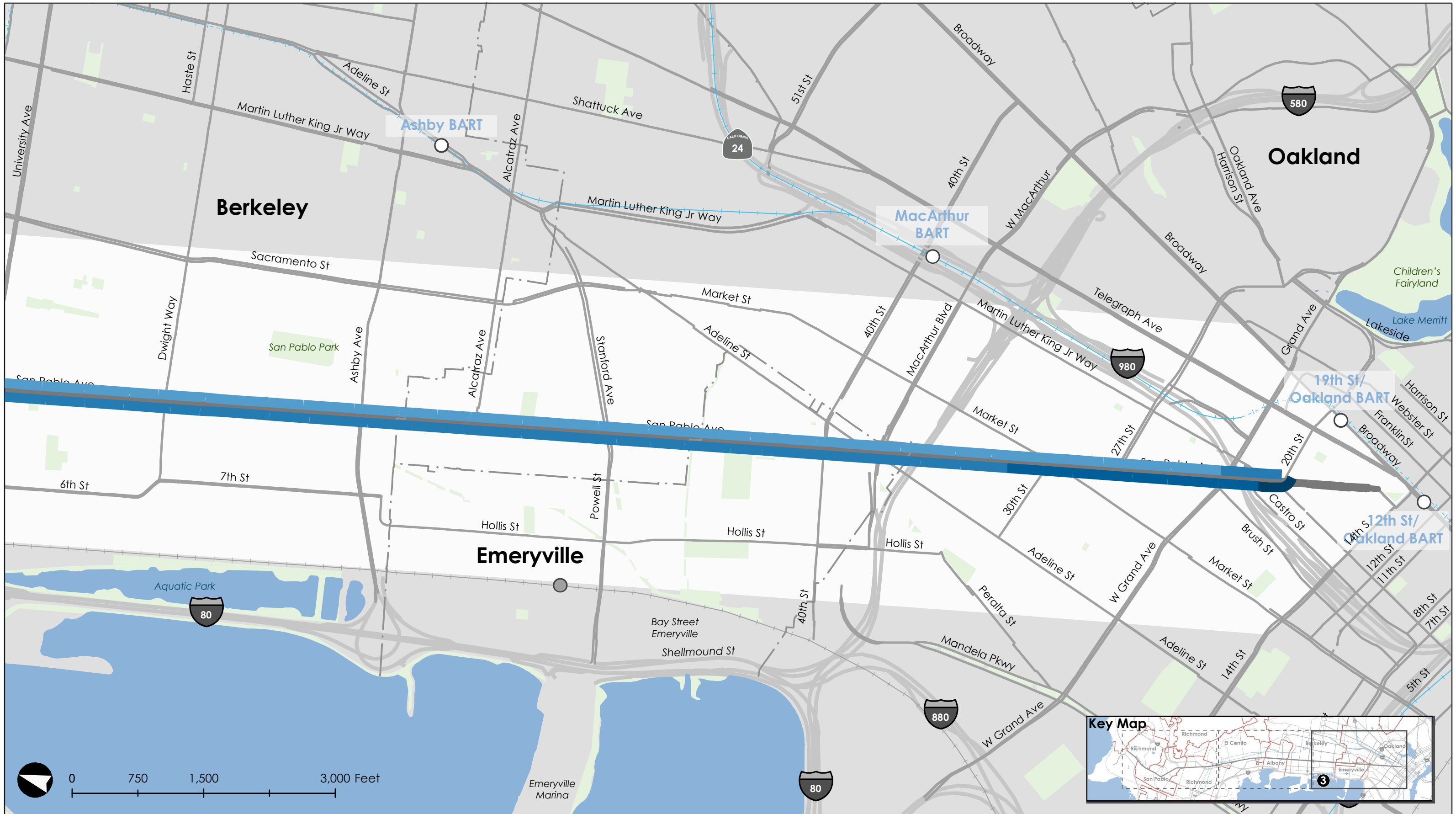
- BART Station
 - BART Above/Below Ground
 - Capitol Corridor Stations
 - Freight Rail and Capitol Corridor Tracks
 - Jurisdiction Boundary
 - Freeways
 - Water
 - Parks/Open Space
- | | |
|---------------------------|-------------------|
| Total Transit Load | |
| | 0 to 125 riders |
| | 325 to 425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



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
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- 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

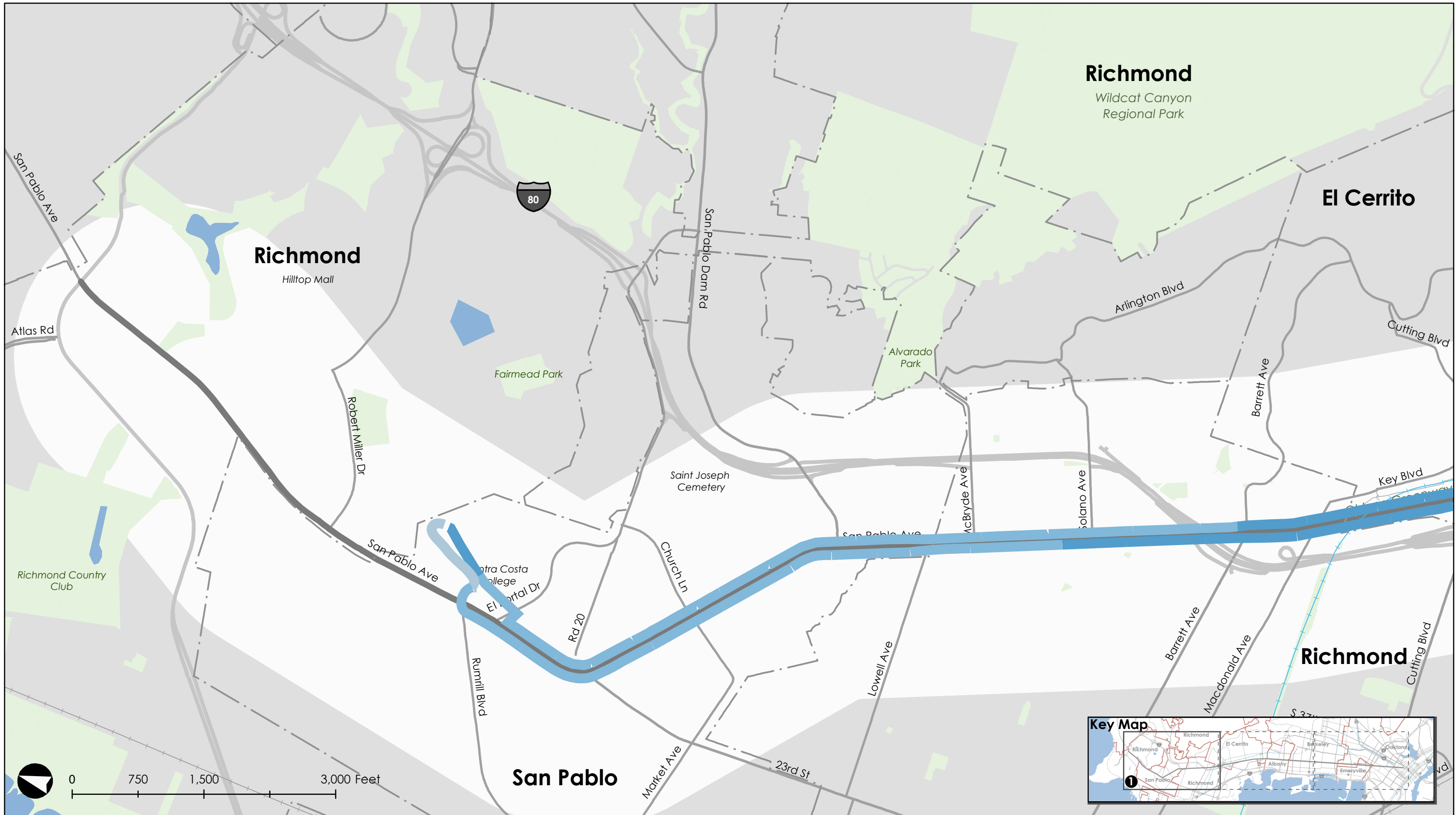
AM Peak Period 7:00AM to 9:00AM

Source: AC Transit

San Pablo Avenue Corridor Project



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



Legend:

-  BART Station
-  BART Above/Below Ground
-  Capitol Corridor Stations
-  Freight Rail and Capitol 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

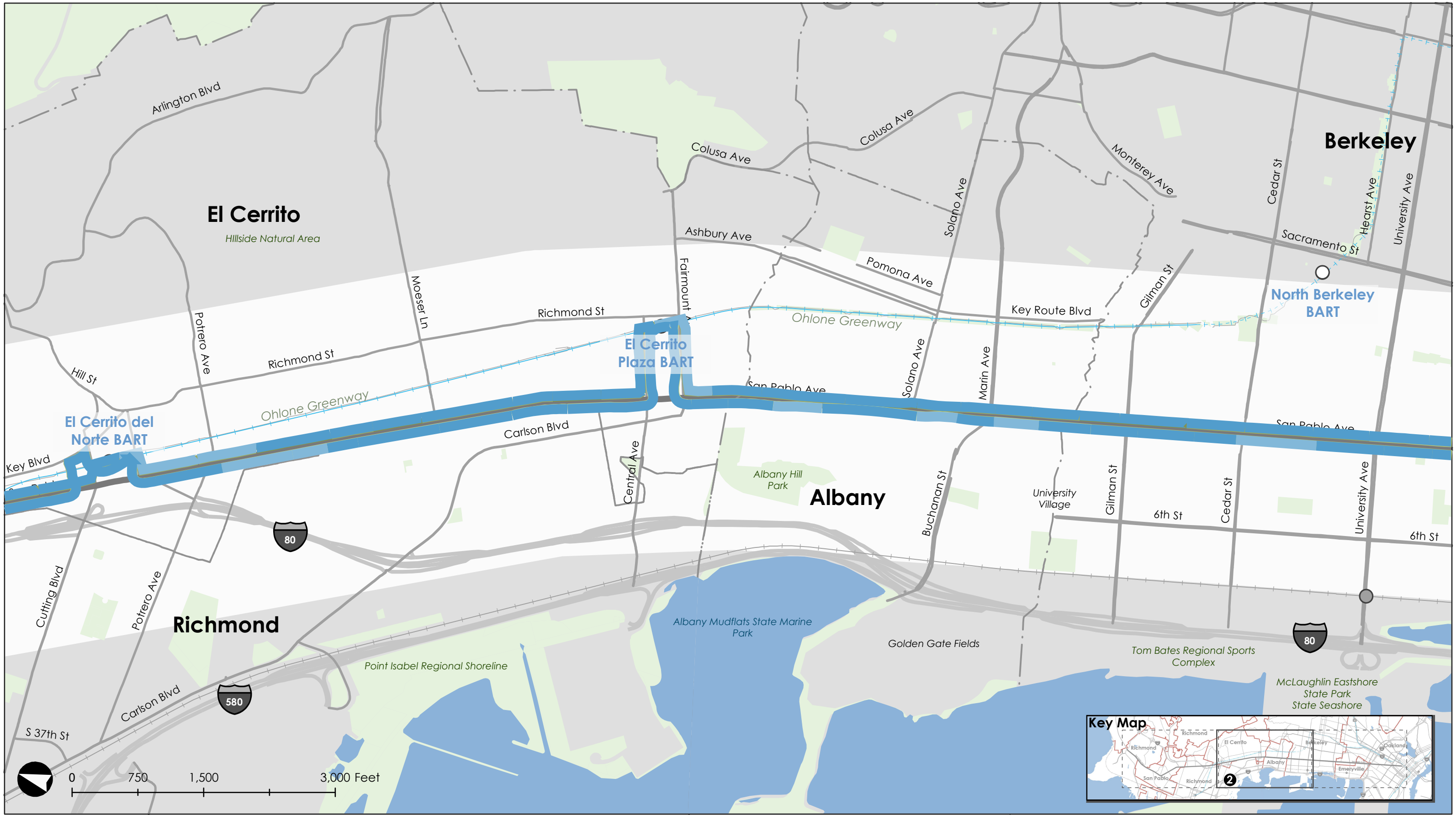
Midday Peak Period 11:00AM to 1:00PM

Source: AC Transit

San Pablo Avenue Corridor Project



Figure B-4.1 Existing Bus Load, Weekday Midday Peak Period
San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard



Legend:

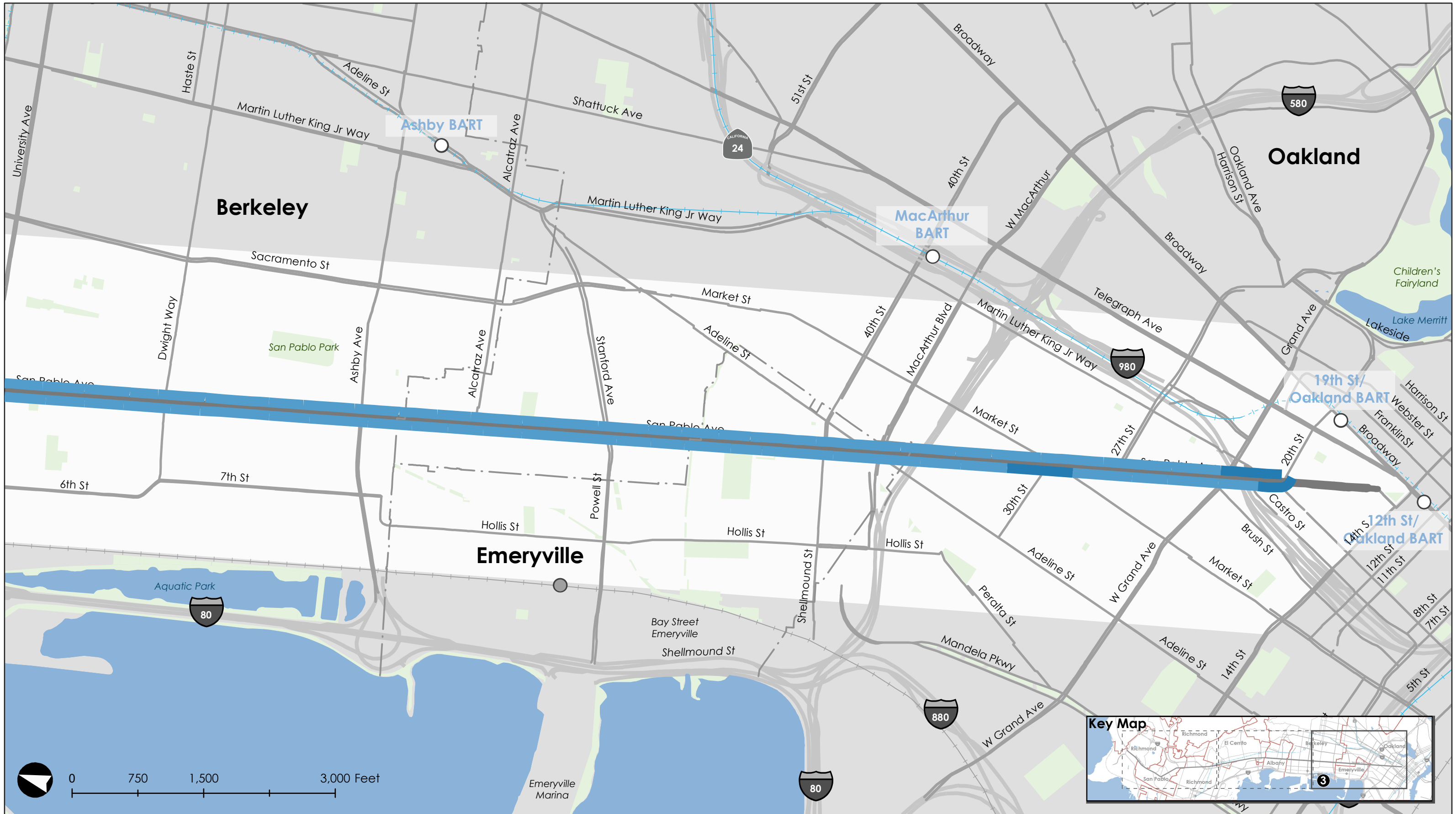
- BART Station
 - BART Above/Below Ground
 - Capitol Corridor Stations
 - Freight Rail and Capitol Corridor Tracks
 - Jurisdiction Boundary
 - Freeways
 - Water
 - Parks/Open Space
- | | |
|---------------------------|-------------------|
| Total Transit Load | |
| | 0 to 125 riders |
| | 325 to 425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

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

San Pablo Avenue Corridor Project



Figure B-4.2 Existing Bus Load, Weekday Midday Peak Period
 San Pablo Corridor between Cutting Boulevard and University Avenue



Legend:

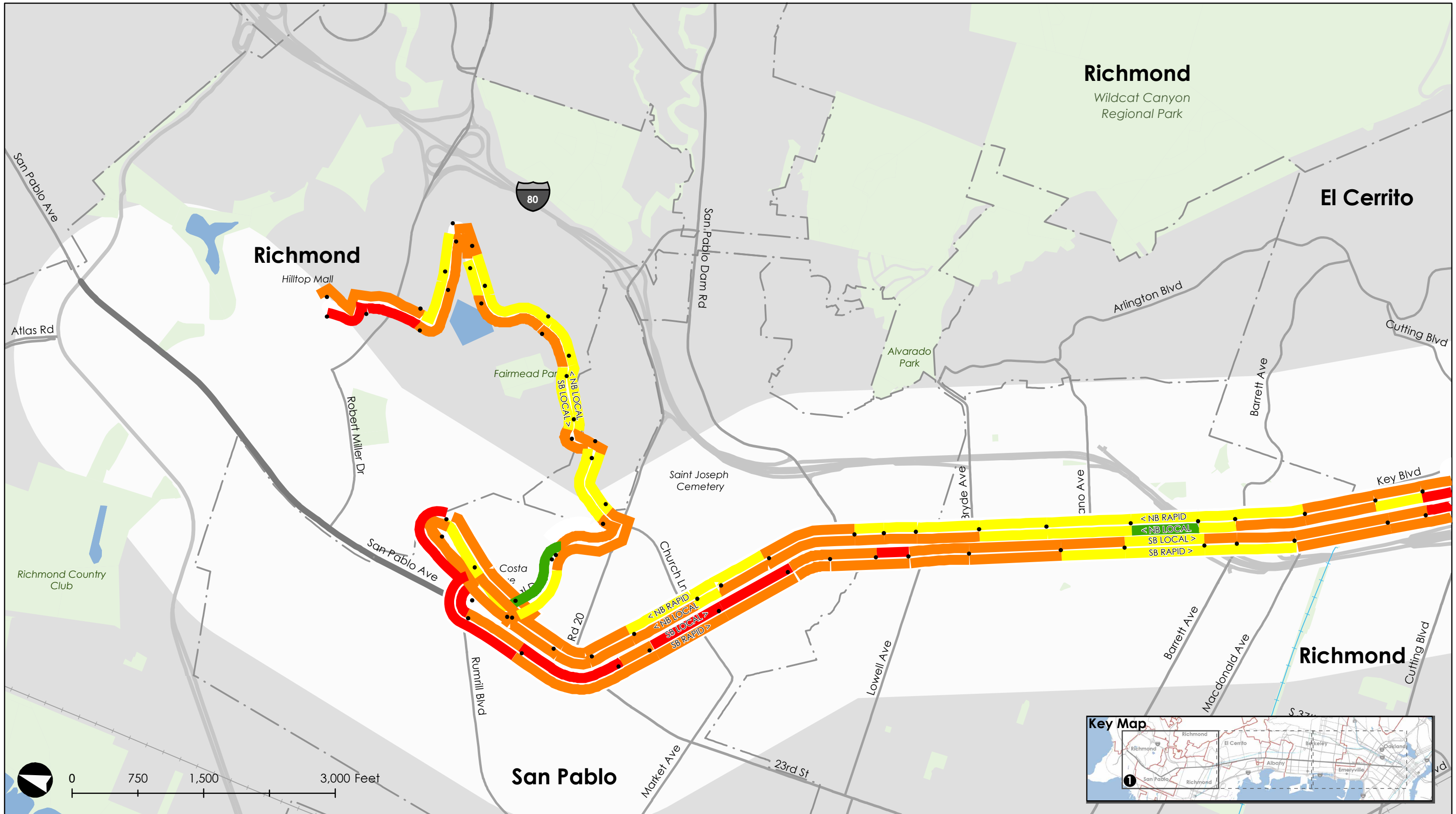
- BART Station
- ⊕ BART Above/Below Ground
- Capitol Corridor Stations
- +— Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Total Transit Load**
- 0 to 125 riders
- 325 to 425 riders
- 625 to 725 riders

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

San Pablo Avenue Corridor Project



Figure B-4.3 Existing Bus Load, Weekday Midday Peak Period
 San Pablo Corridor between University Avenue and Frank Ogawa Plaza



Legend:

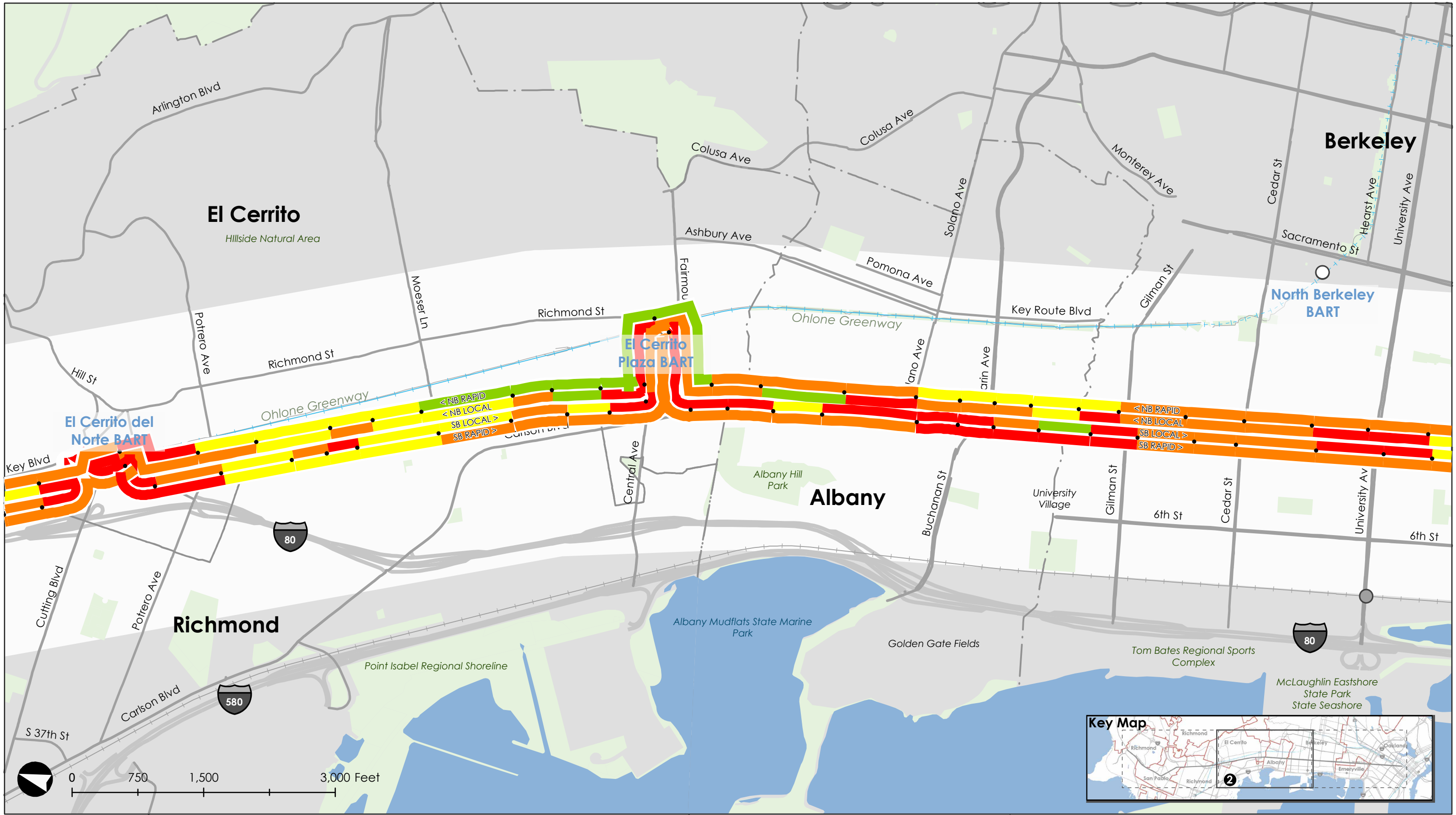
- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Stop
- Bus Speed (mph)
 - 2-10
 - 11-15
 - 16-20
 - 21-25
 - 26-30
- NB Rapid
- NB Local
- SB Local
- SB Rapid

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

San Pablo Avenue Corridor Project

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
- Capitol Corridor Stations
- Freight Rail and Capitol 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

San Pablo Avenue Corridor Project

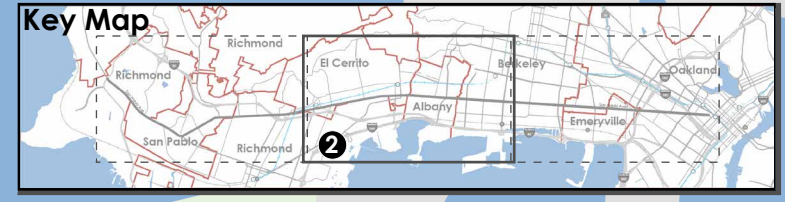
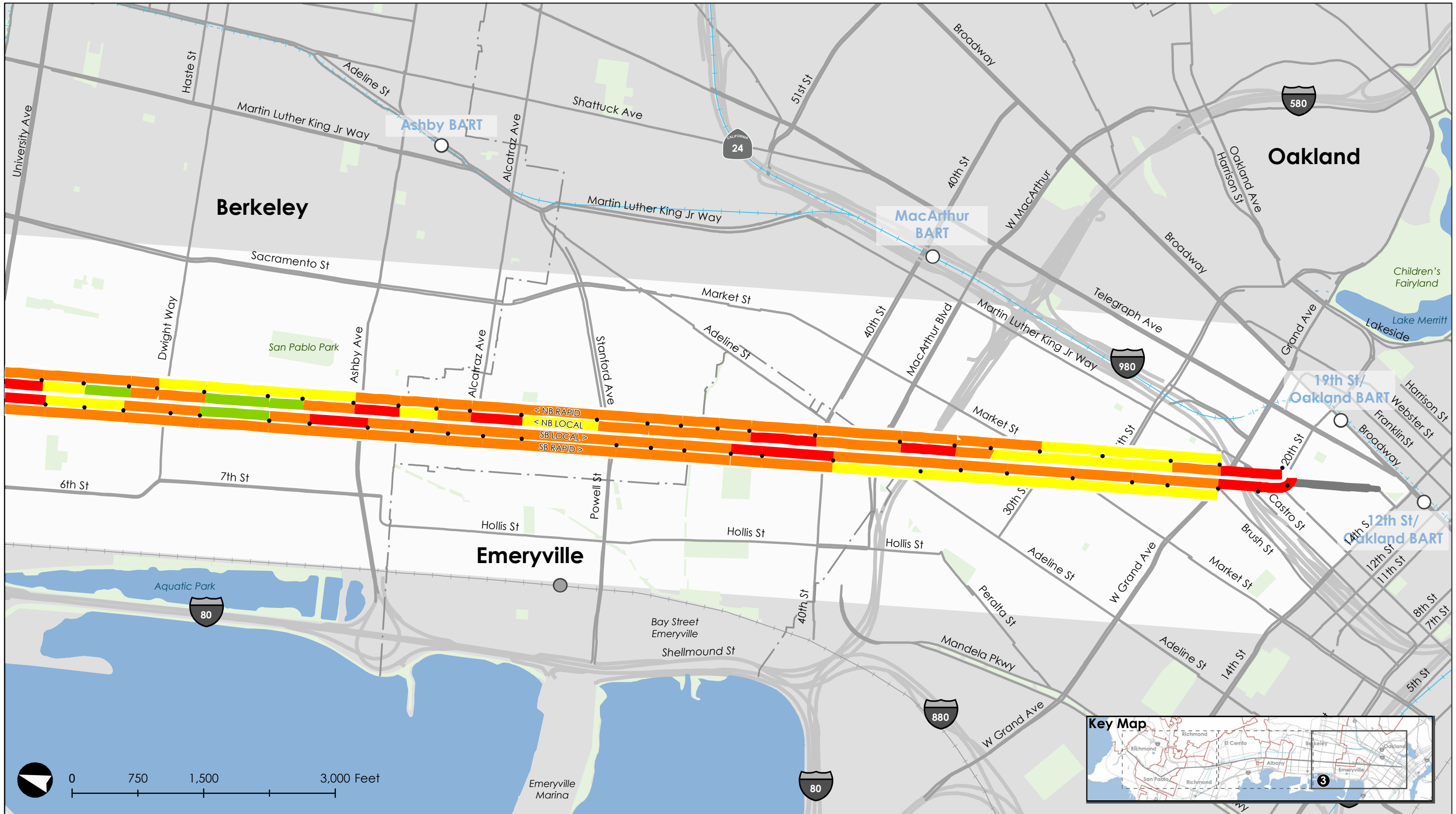


Figure B-5.2 Existing Bus Speed, AM Peak Hour
 San Pablo Corridor between Cutting Boulevard and University Avenue

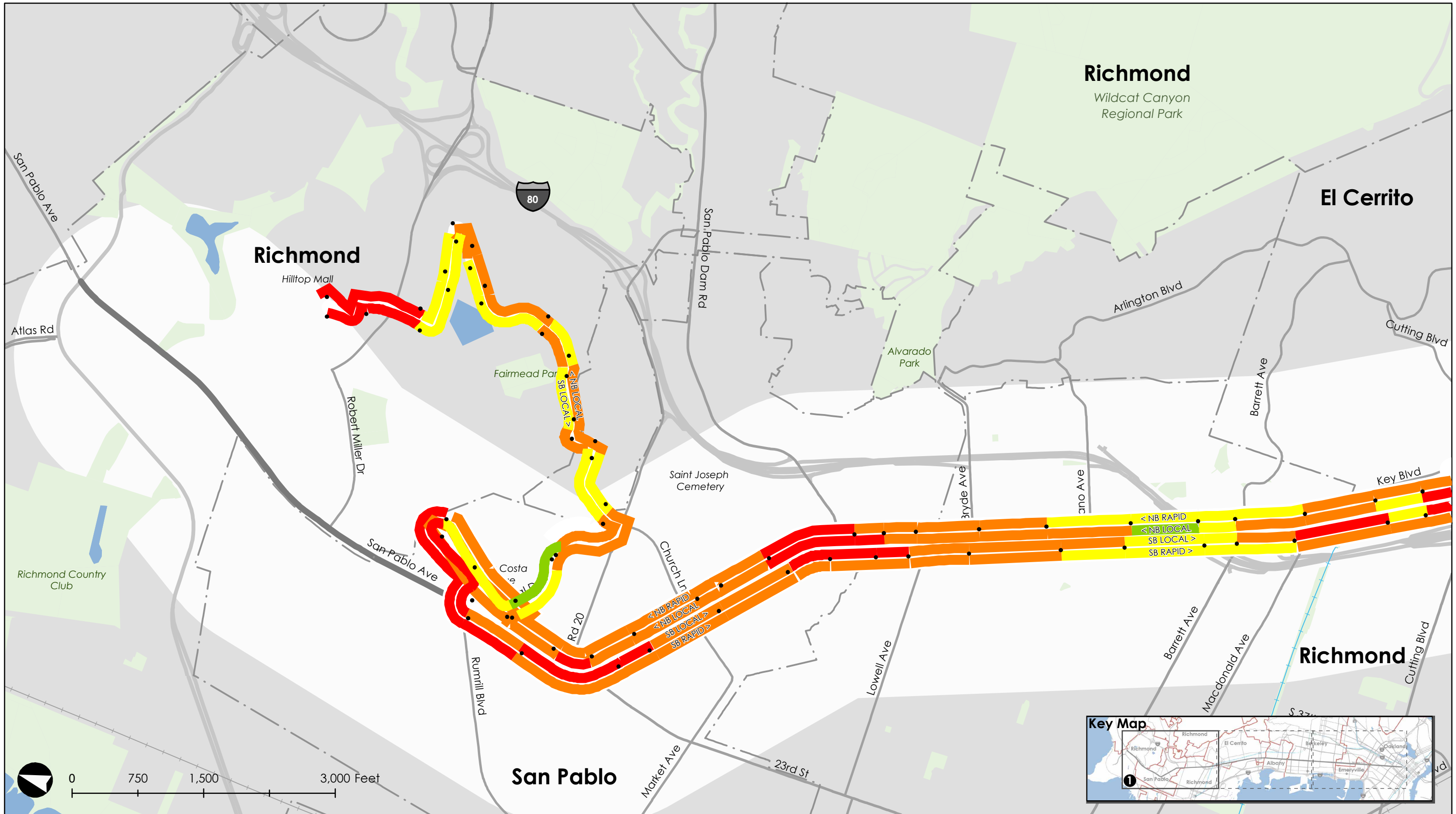


Note: Data shown for AC Transit routes on San Pablo Ave. only
 AM Peak Period 7:00AM to 9:00AM
 Source: AC Transit

San Pablo Avenue Corridor Project



Figure B-5.3 Existing Bus Speed, AM Peak Hour
 San Pablo Corridor between University Avenue and Frank Ogawa Plaza



Legend:

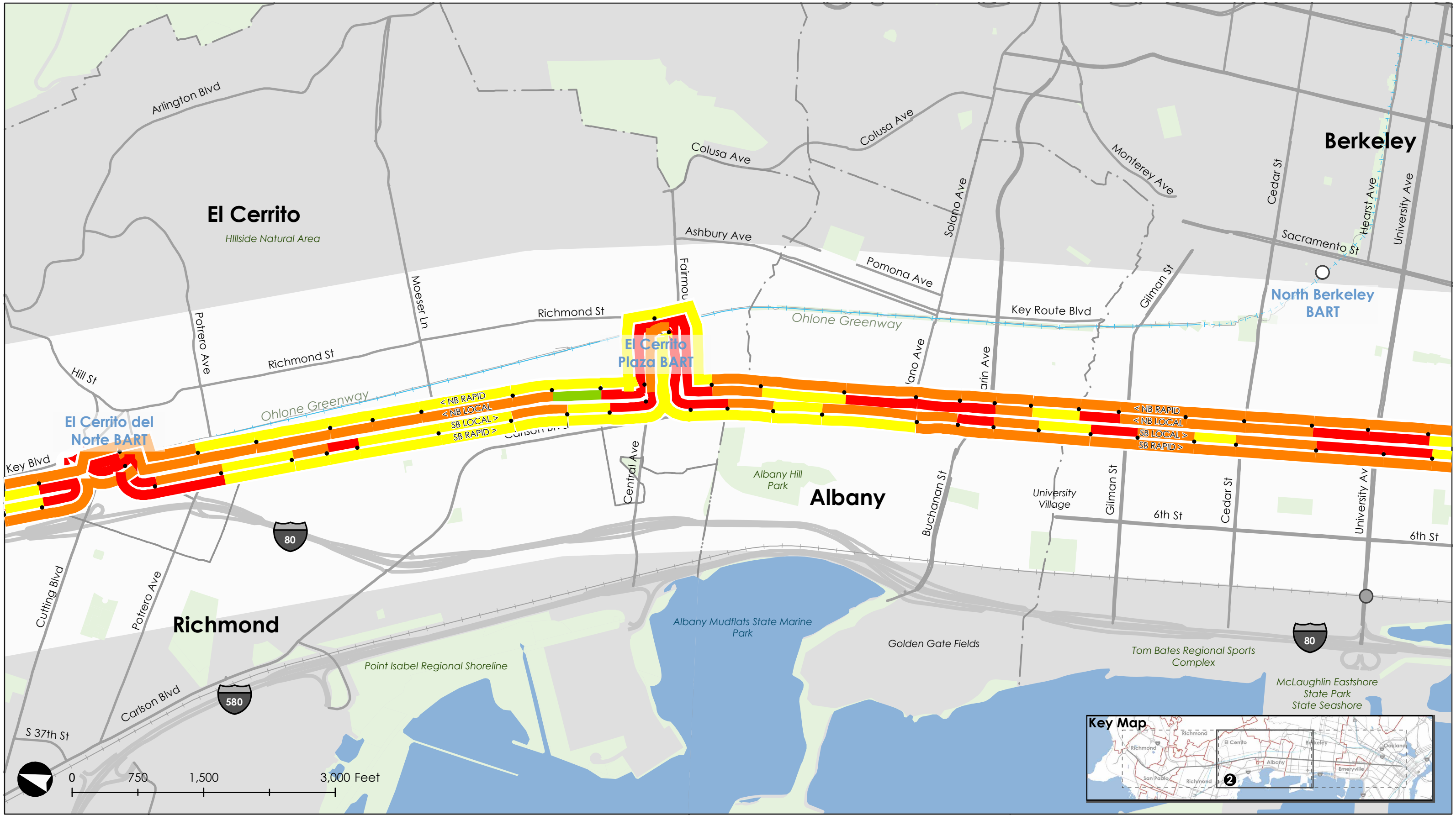
- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Stop
- | Bus Speed (mph) |
|-----------------|
| 2-10 |
| 11-15 |
| 16-20 |
| 21-25 |
| 26-30 |
- NB Rapid
 - NB Local
 - 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

San Pablo Avenue Corridor Project



Figure B-6.1 Existing Bus Speed, Midday Peak Hour
 San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard



Legend:

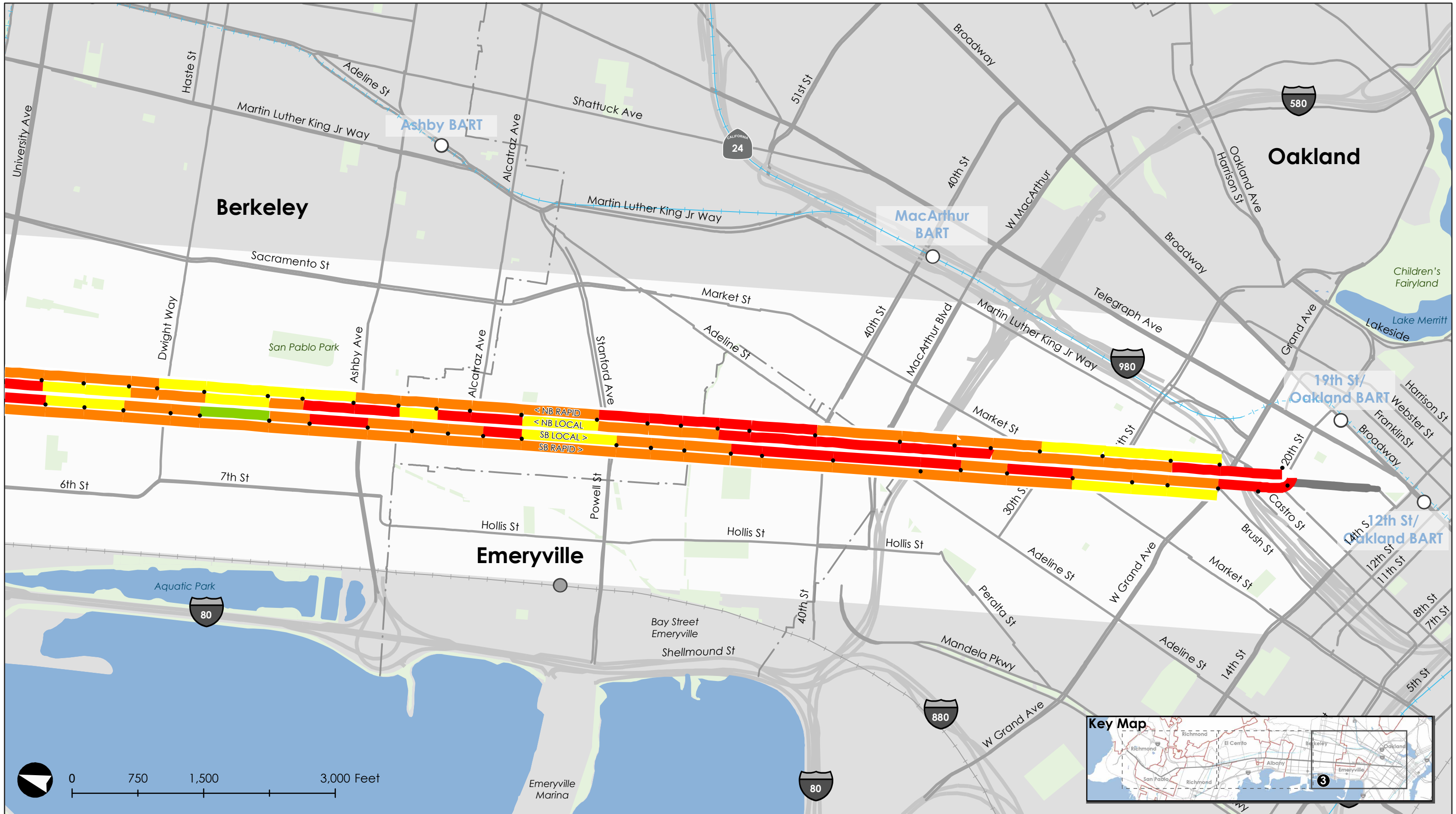
- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Speed (mph)**
- 2-10
- 11-15
- 16-20
- 21-25
- 26-30
- Bus Stop
- NB Rapid
- NB Local
- SB Local
- SB Rapid

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

San Pablo Avenue Corridor Project



Figure B-6.2 Existing Bus Speed, Midday Peak Hour
 San Pablo Corridor between Cutting Boulevard and University Avenue



Legend:

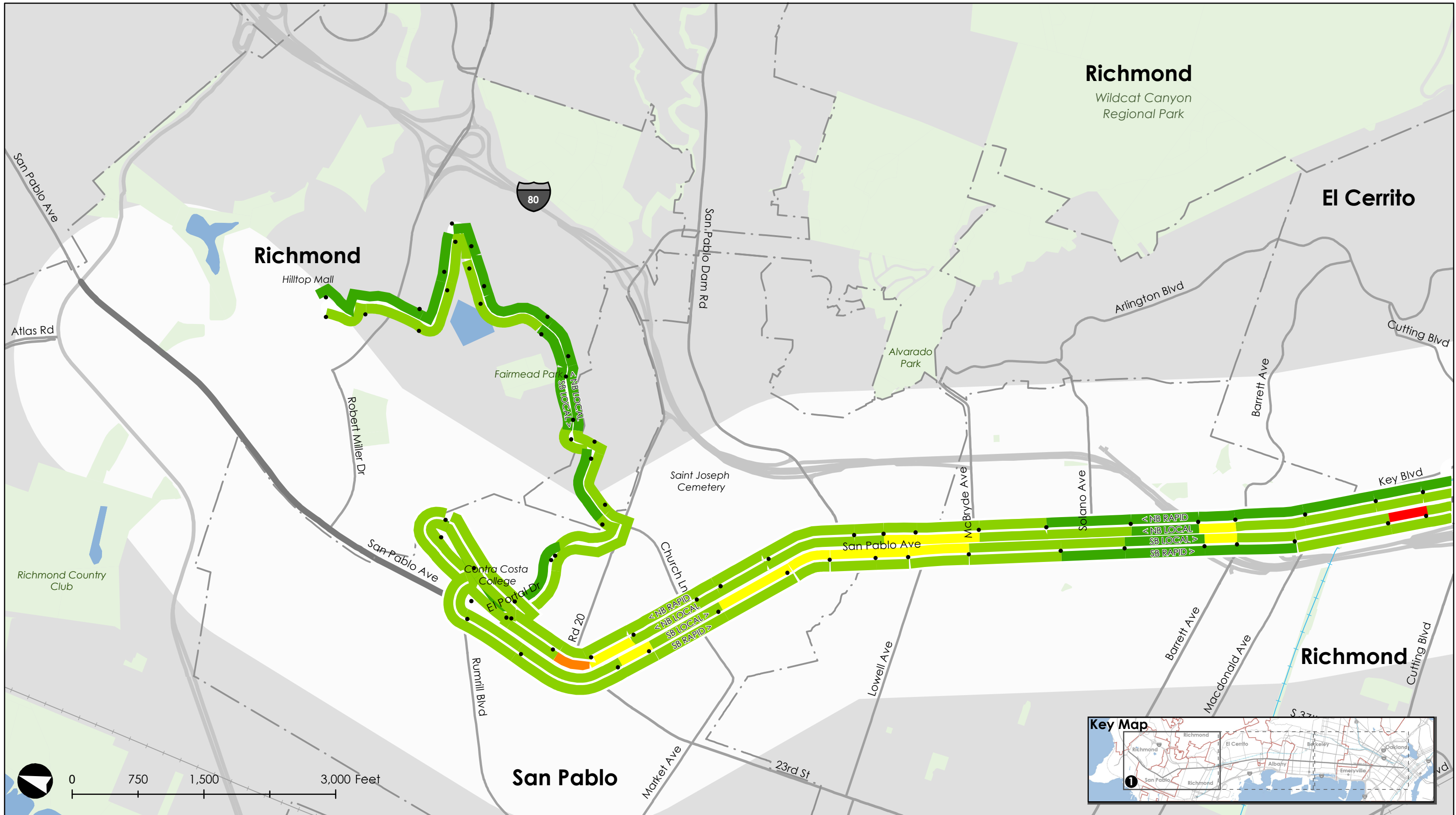
- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Speed (mph)**
- 2-10
- 11-15
- 16-20
- 21-25
- 26-30
- Bus Stop
- NB Rapid
- NB Local
- SB Local
- SB Rapid

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

San Pablo Avenue Corridor Project



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
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Variability (mph/mph)**
- 0.00 - 0.25 **High**
- 0.25 - 0.50
- 0.50 - 0.75 **Medium**
- 0.75 - 1.00
- 1.00 - 2.00 **Low**
- 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

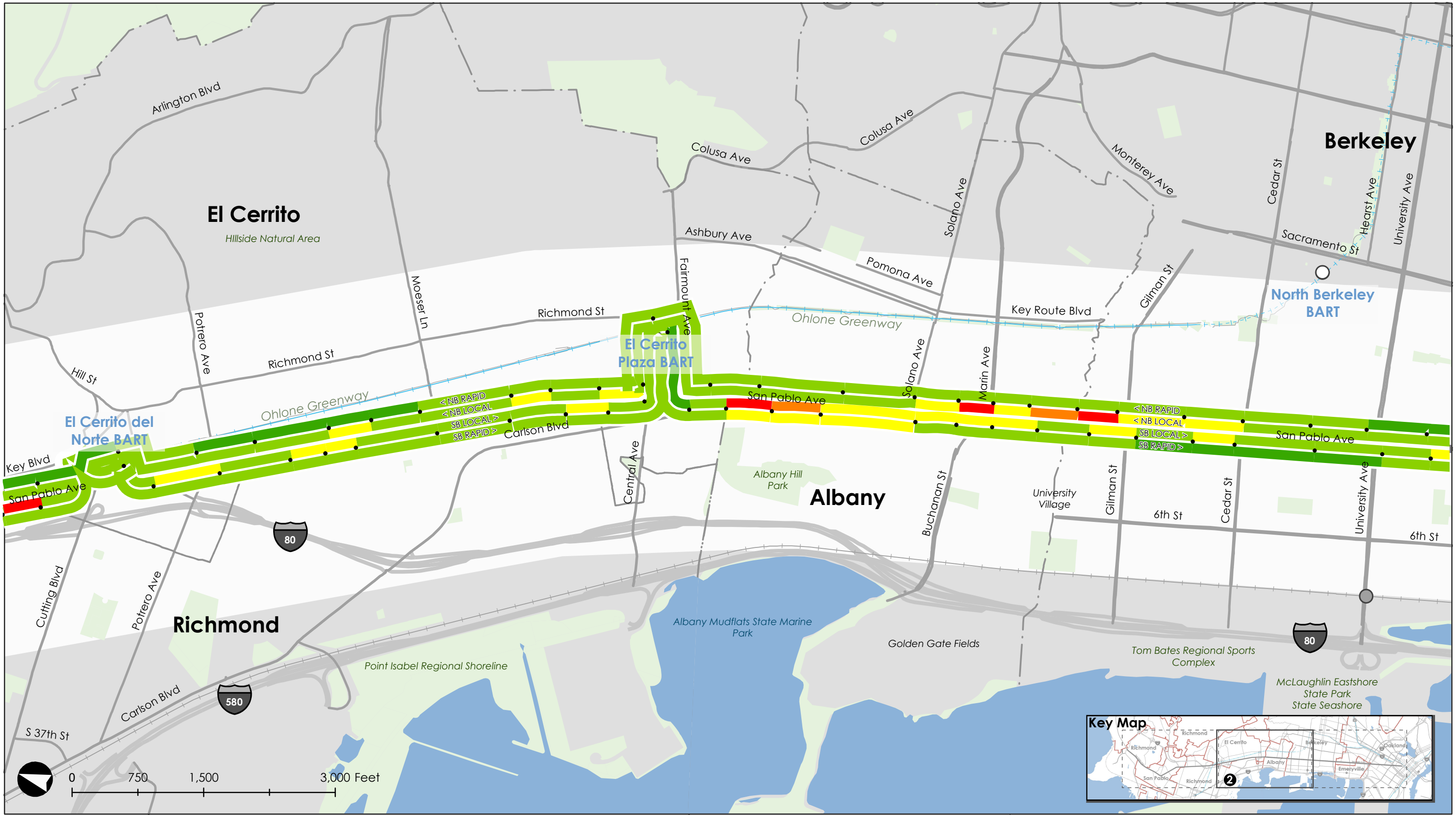
Source: AC Transit

San Pablo Avenue Corridor Project

Figure B-7.1 Existing Bus Variability, AM Peak Hour

San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard





Legend:

- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Variability (mph/mph)**
- 0.00 - 0.25 **High**
- 0.25 - 0.50
- 0.50 - 0.75 **Medium**
- 0.75 - 1.00
- 1.00 - 2.00 **Low**
- 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

San Pablo Avenue Corridor Project



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



Legend:

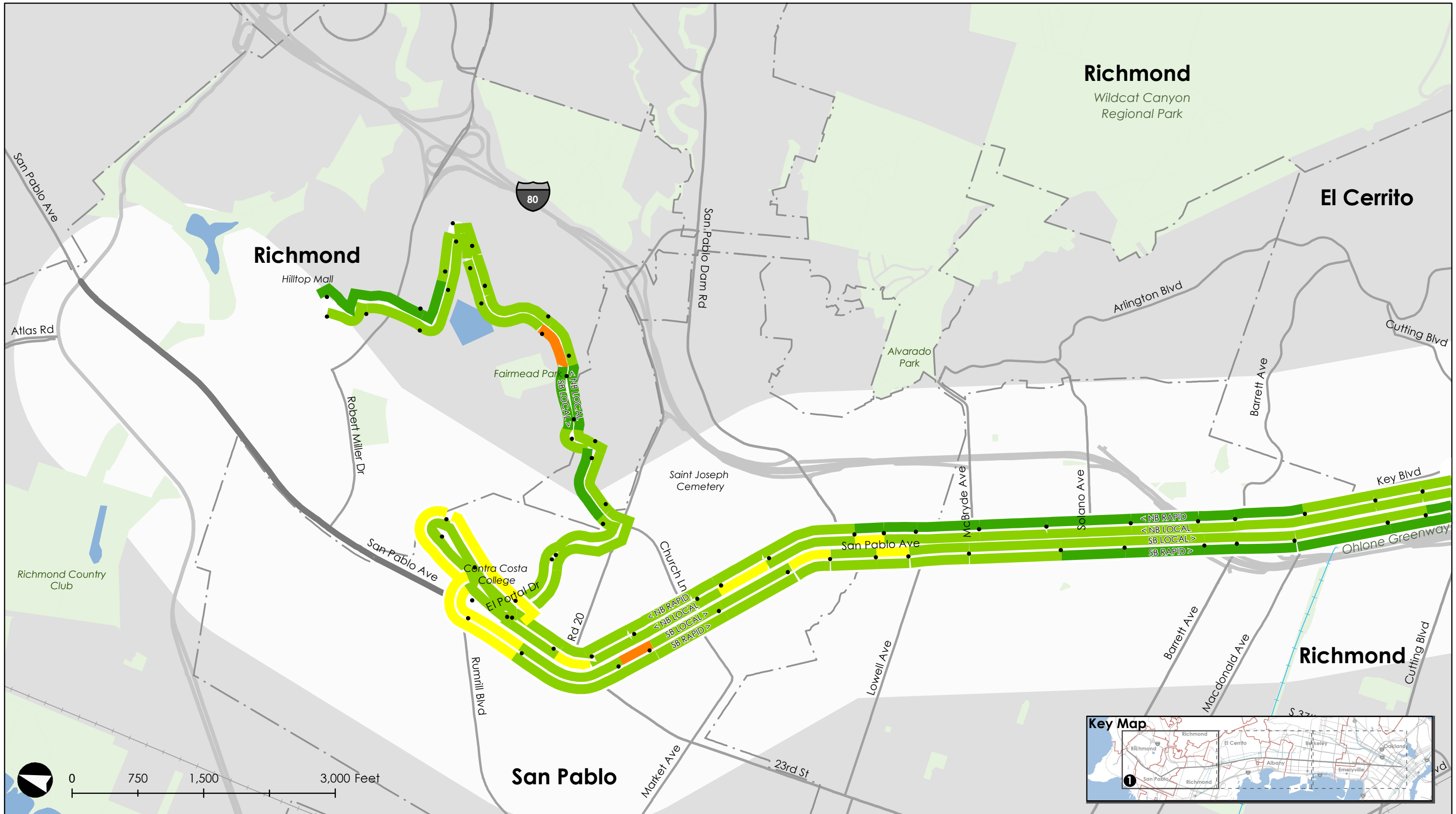
- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Variability (mph/mph)**
- 0.00 - 0.25 **High**
- 0.25 - 0.50
- 0.50 - 0.75 **Medium**
- 0.75 - 1.00
- 1.00 - 2.00 **Low**
- 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

San Pablo Avenue Corridor Project



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



Legend:

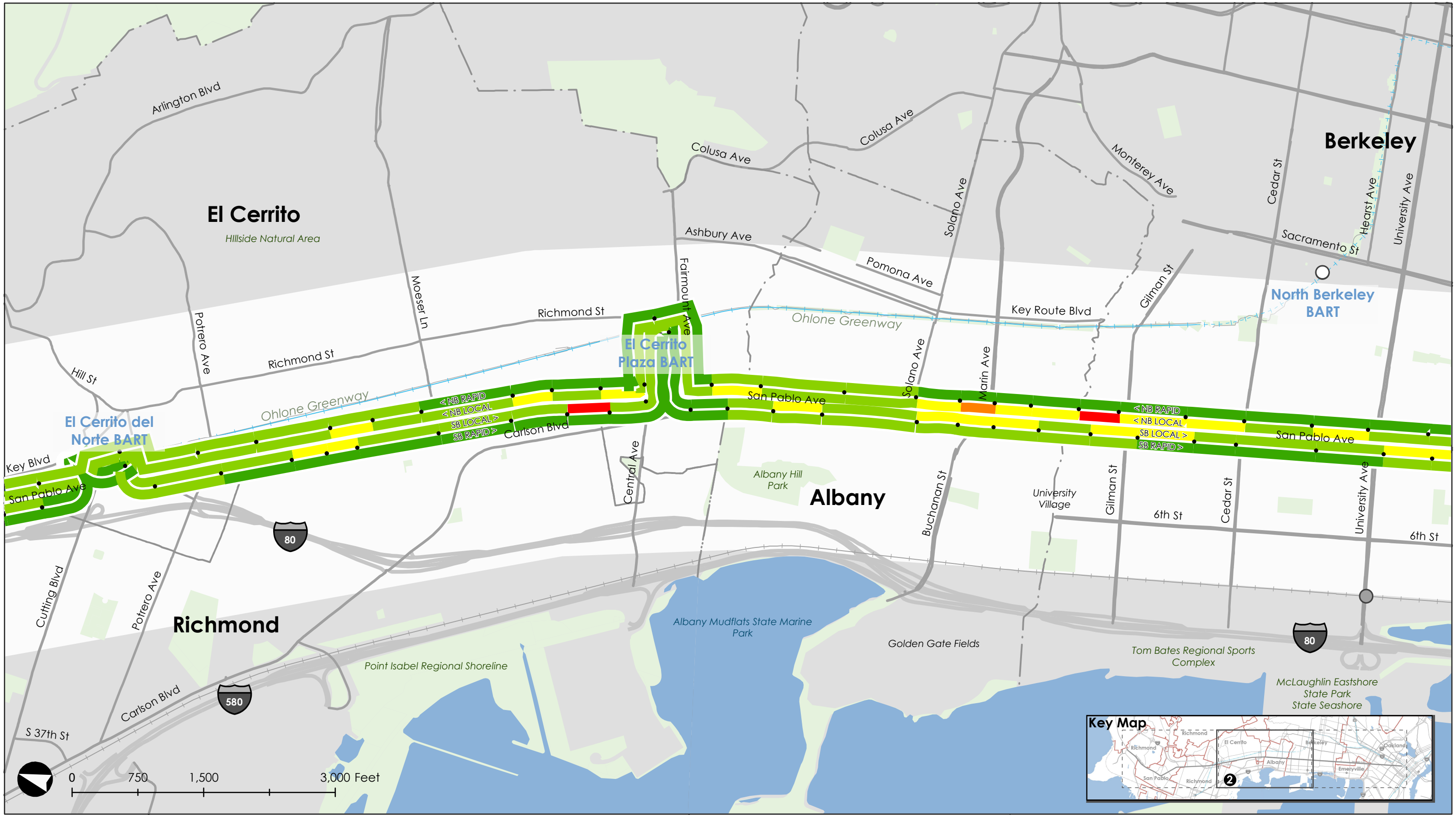
- | | | | |
|--|-----------------------|--|----------|
| BART Station | Jurisdiction Boundary | Bus Variability (mph/mph)
0.00 - 0.25 High | Bus Stop |
| BART Above/Below Ground | Freeways | 0.25 - 0.50 Medium | NB Rapid |
| Capitol Corridor Stations | Water | 0.50 - 0.75 Low | NB Local |
| Freight Rail and Capitol Corridor Tracks | Parks/Open Space | 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

San Pablo Avenue Corridor Project



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



Legend:

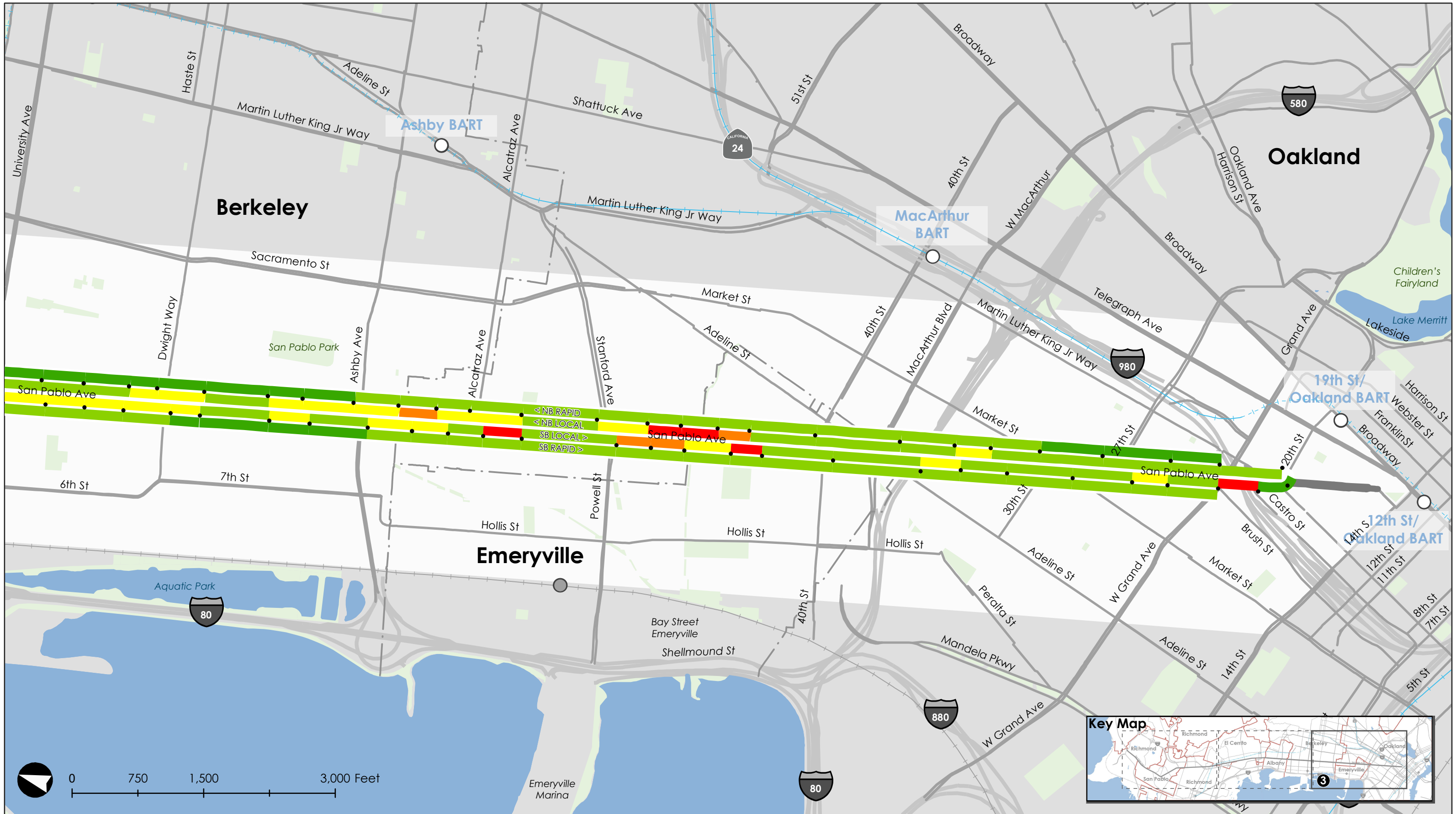
- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Bus Variability (mph/mph)**
- 0.00 - 0.25 **High**
- 0.25 - 0.50
- 0.50 - 0.75 **Medium**
- 0.75 - 1.00
- 1.00 - 2.00 **Low**
- 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

San Pablo Avenue Corridor Project



Figure B-8.2 Existing Bus Variability, Midday Peak Hour
 San Pablo Corridor between Cutting Boulevard and University Avenue



Legend:

- BART Station
- Jurisdiction Boundary
- Capitol Corridor Stations
- Freeways
- Water
- Parks/Open Space
- Freight Rail and Capitol Corridor Tracks
- Bus Variability (mph/mph)**
- 0.00 - 0.25 **High**
- 0.25 - 0.50
- 0.50 - 0.75 **Medium**
- 0.75 - 1.00
- 1.00 - 2.00 **Low**
- 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

San Pablo Avenue Corridor Project



Figure B-8.3 Existing Bus Variability, Midday Peak Hour
 San Pablo Corridor between University Avenue and Frank Ogawa Plaza

