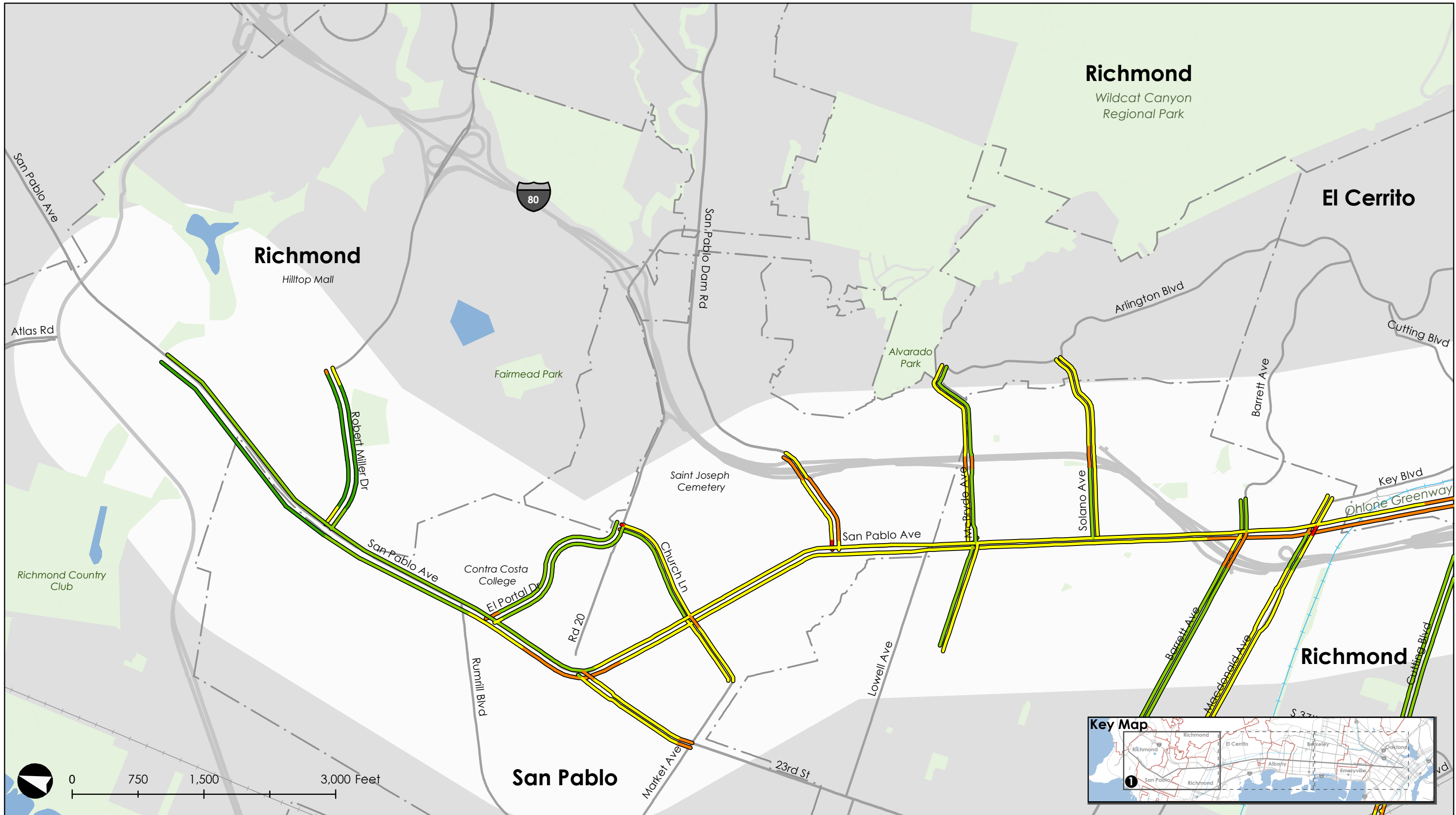













**APPENDIX D: AM AND MIDDAY PEAK PERIOD TRAVEL SPEED AND  
TRAVEL TIME VARIABILITY FIGURES**



**Legend:**

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

**Average Travel Speed**

-  < 10 mph
-  11 - 15 mph
-  16 - 20 mph
-  21 - 30 mph
-  > 30 mph

San Pablo Avenue Corridor Project



Figure D-1.1  
Existing AM Peak Period (7:00 - 9:00 AM) Auto Travel Speed  
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

**Average Travel Speed**

- < 10 mph
- 11 - 15 mph
- 16 - 20 mph
- 21 - 30 mph
- > 30 mph



San Pablo Avenue Corridor Project

Figure D-1.2  
Existing AM Peak Period (7:00 - 9:00 AM) Auto Travel Speed  
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

**Average Travel Speed**

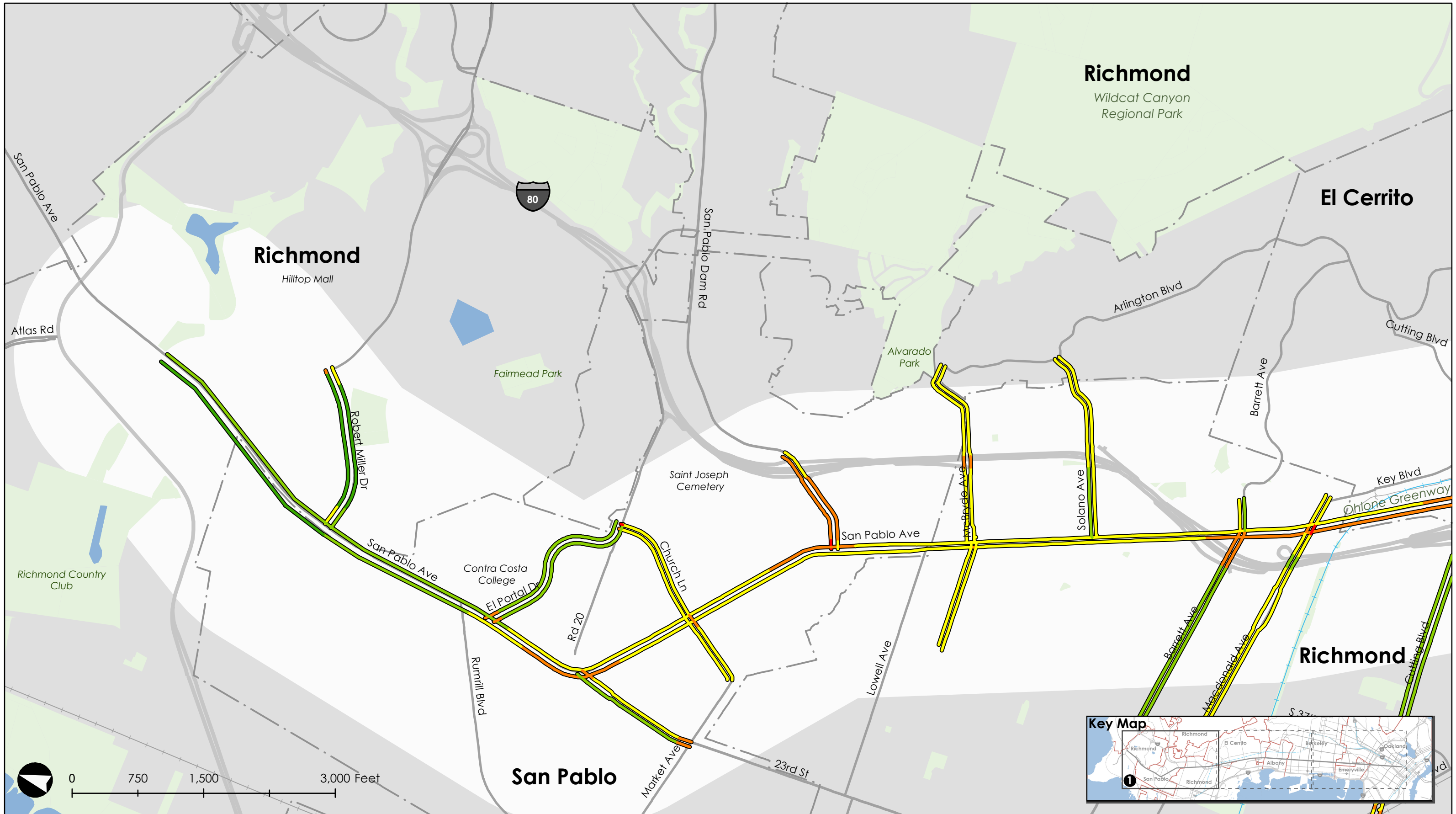
- < 10 mph
- 11 - 15 mph
- 16 - 20 mph
- 21 - 30 mph
- > 30 mph





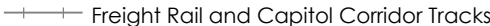

San Pablo Avenue Corridor Project

Figure D-1.3  
Existing AM Peak Period (7:00 - 9:00 AM) Auto Travel Speed  
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

**Average Travel Speed**

-  < 10 mph
-  11 - 15 mph
-  16 - 20 mph
-  21 - 30 mph
-  > 30 mph

San Pablo Avenue Corridor Project



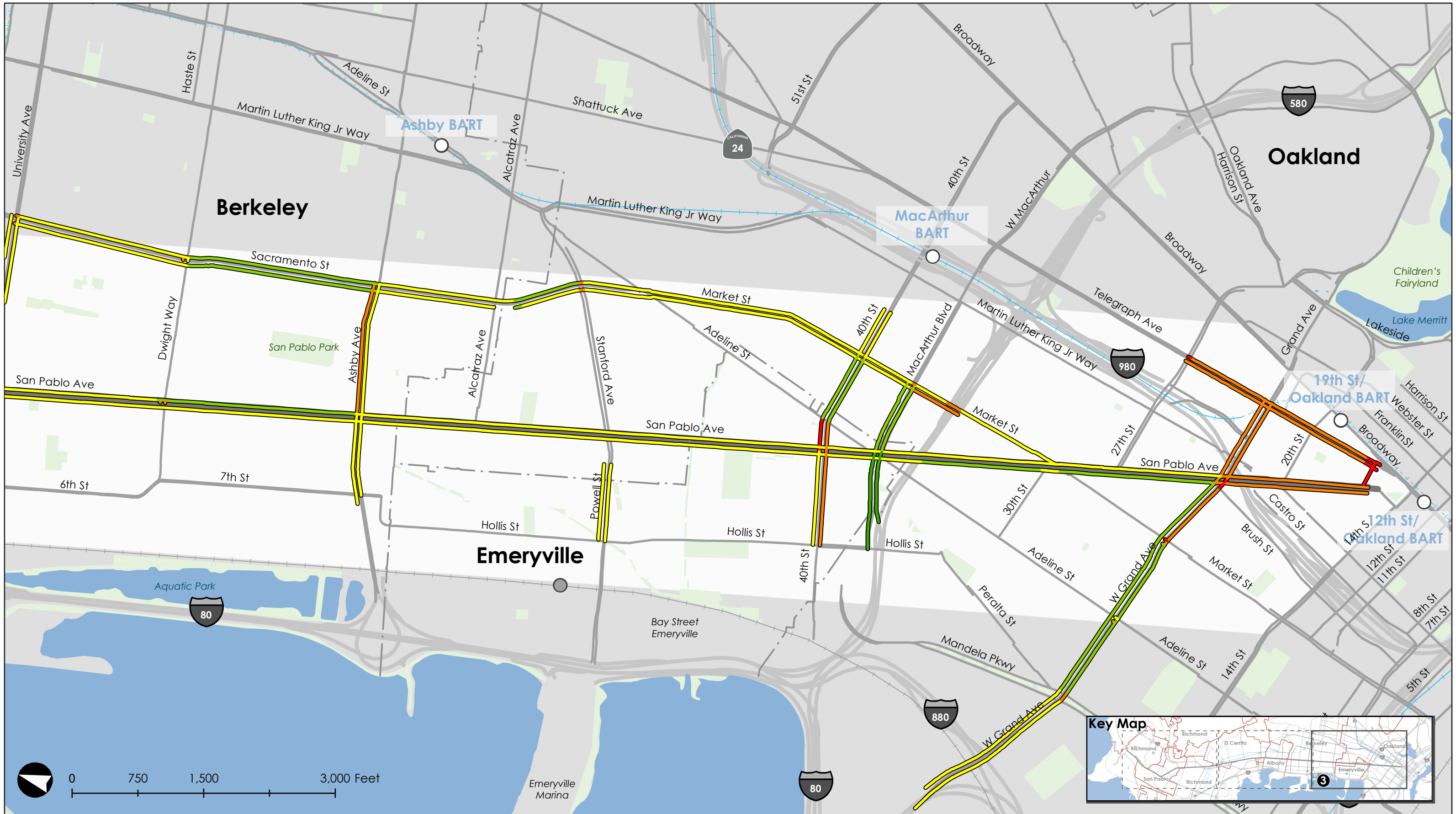
Figure D-2.1  
Existing Midday Period (11:00 AM - 1:00 PM) Auto Travel Speed  
San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard



San Pablo Avenue Corridor Project



Figure D-2.2  
Existing Midday Period (11:00 AM - 1:00 PM) Auto Travel Speed  
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

**Average Travel Speed**

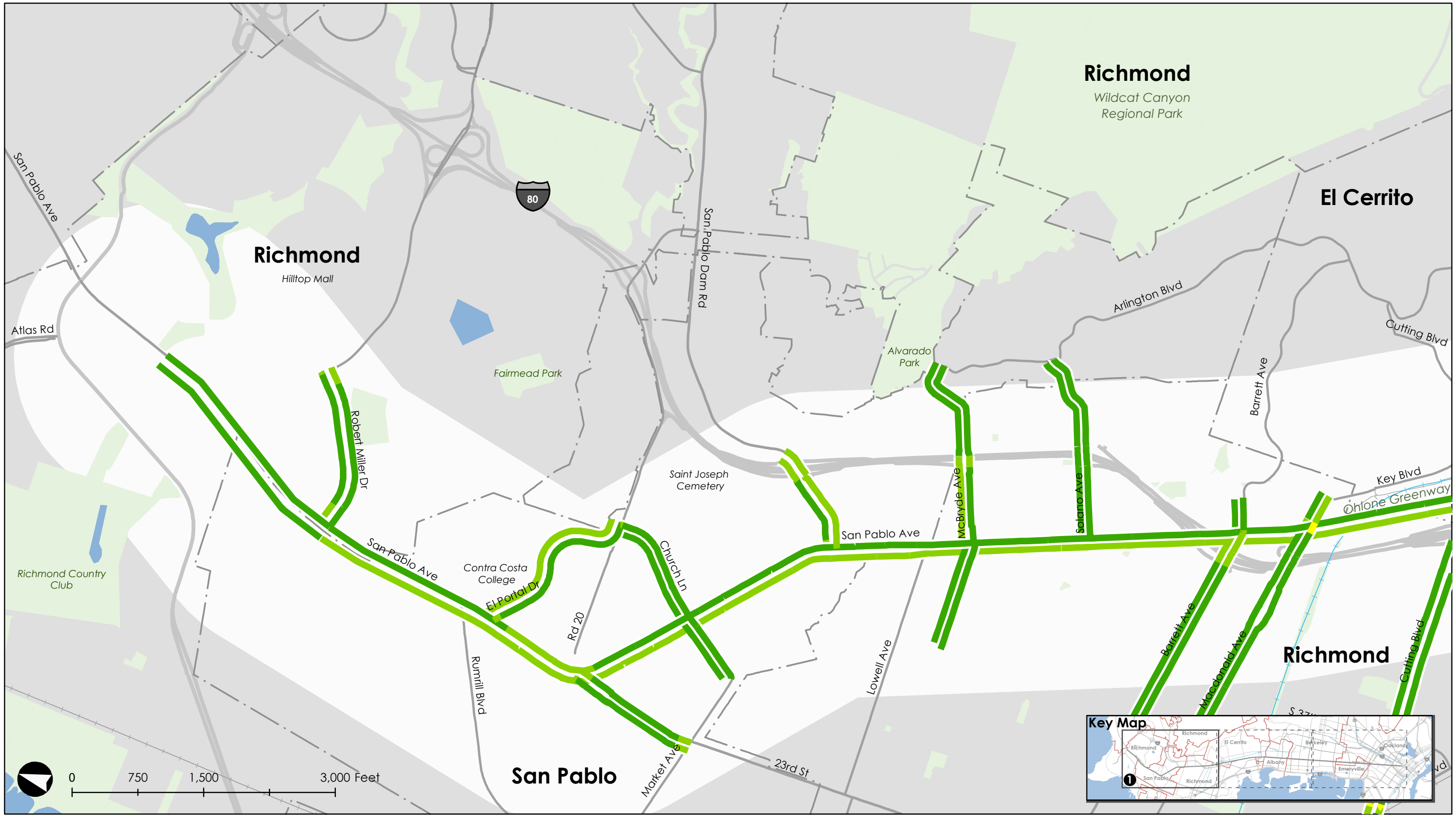
- < 10 mph
- 11 - 15 mph
- 16 - 20 mph
- 21 - 30 mph
- > 30 mph









San Pablo Avenue Corridor Project

Figure D-2.3  
Existing Midday Period (11:00 AM - 1:00 PM) Auto Travel Speed  
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

**Auto Variability (mph/mph)**

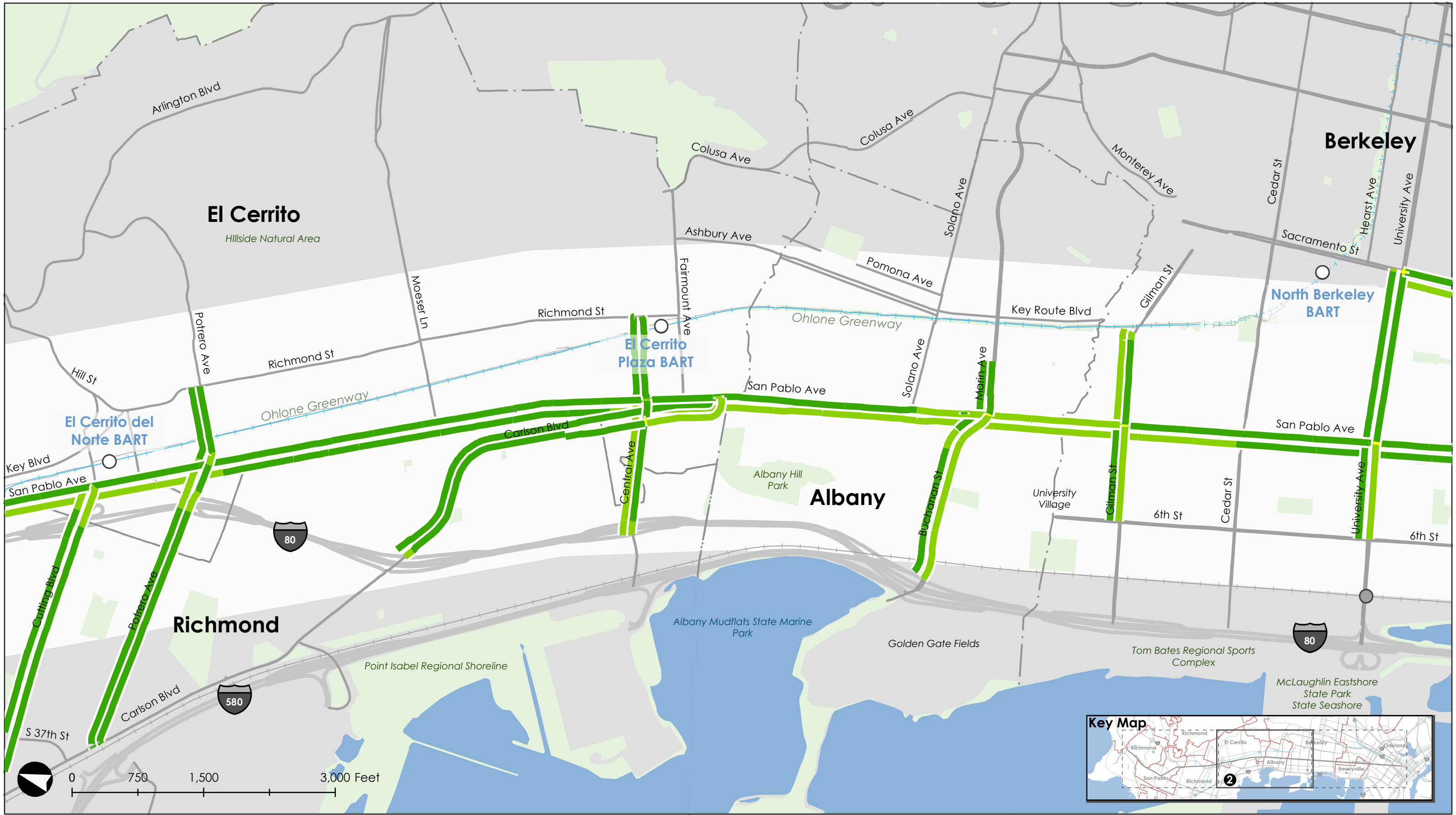
-  0.00 - 0.25 High
-  0.25 - 0.50
-  0.50 - 0.75 Medium
-  0.75 - 1.00
-  1.00 - 2.00 Low

San Pablo Avenue Corridor Project



Figure D-3.1  
Existing AM Peak Period (7:00 - 9:00 AM) Auto Travel Time Variability  
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

**Auto 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



San Pablo Avenue Corridor Project

Figure D-3.2  
Existing AM Peak Period (7:00 - 9:00 AM) Auto Travel Time Variability  
San Pablo Corridor between Cutting Boulevard and University Avenue



**Legend:**

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

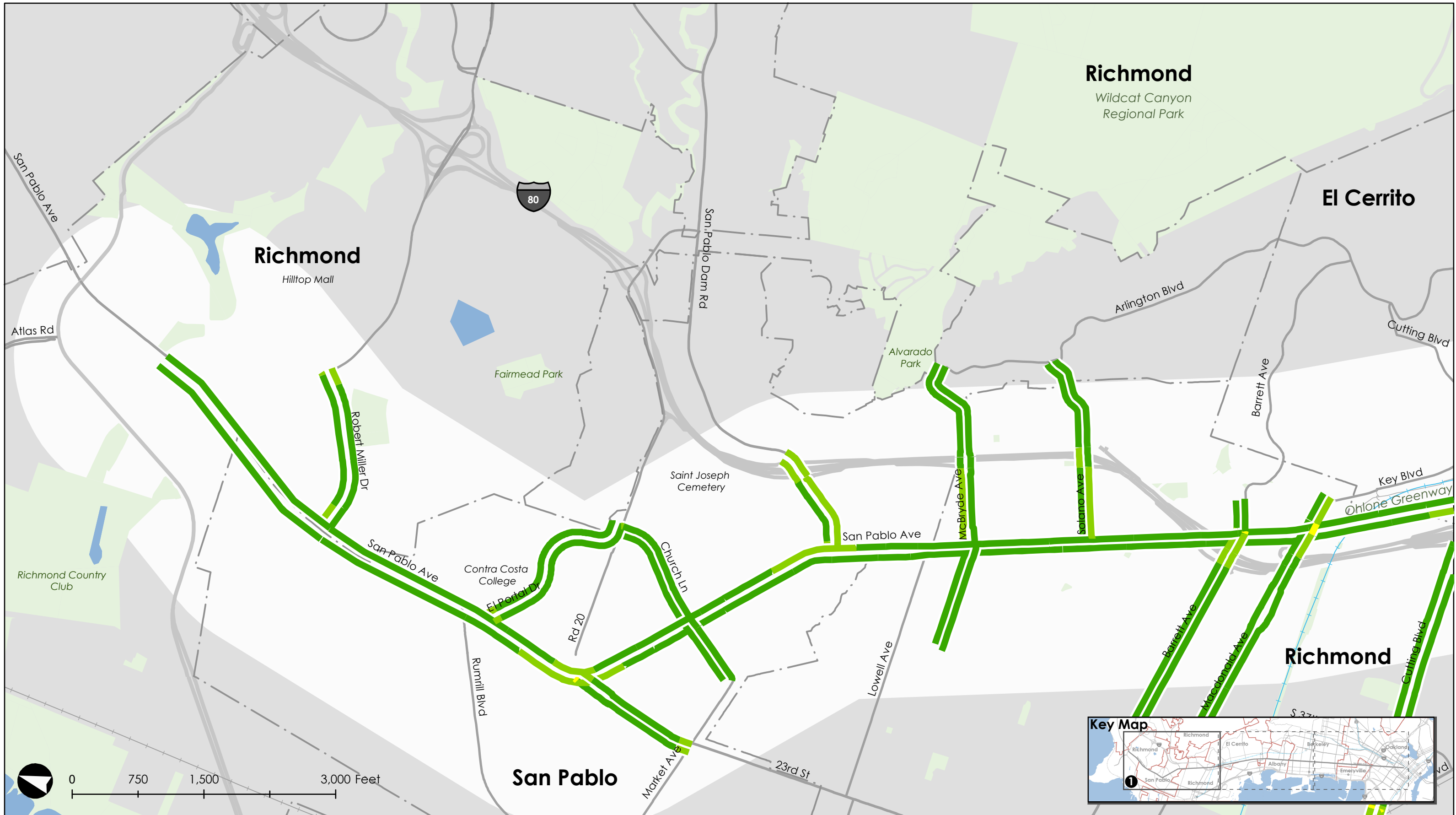
**Auto Variability (mph/mph)**

- 0.00 - 0.25 High
- 0.25 - 0.50
- 0.50 - 0.75 Medium
- 0.75 - 1.00
- 1.00 - 2.00 Low

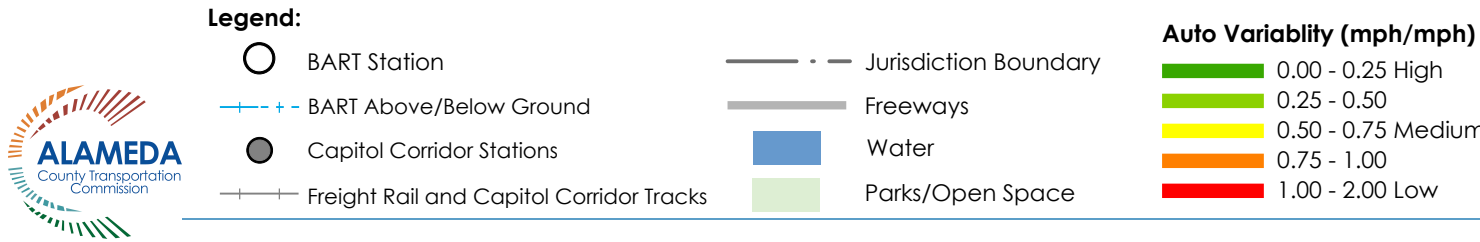


San Pablo Avenue Corridor Project

Figure D-3.3  
Existing AM Peak Period (7:00 - 9:00 AM) Auto Travel Time Variability  
San Pablo Corridor between University Avenue and Frank Ogawa Plaza



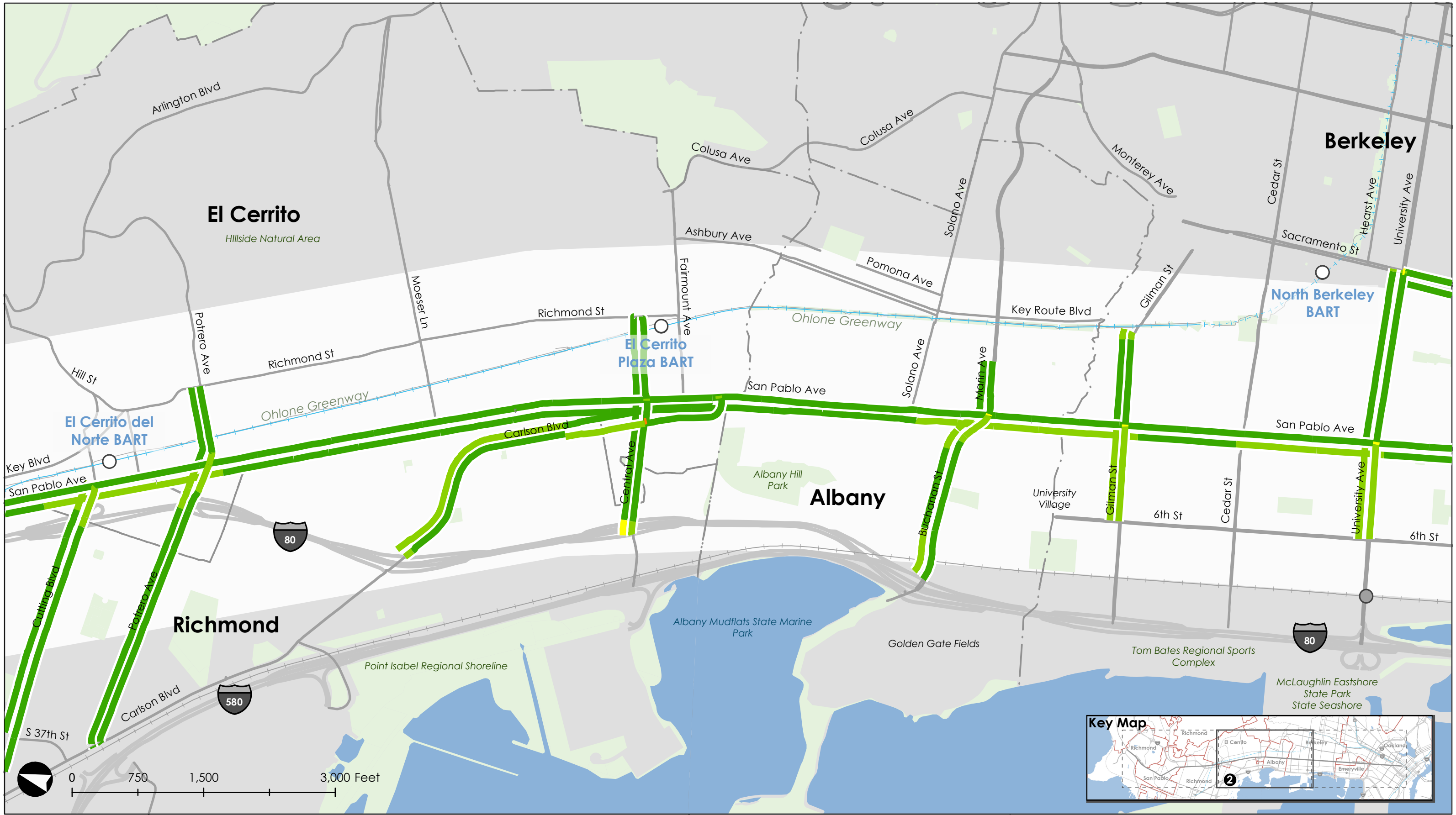
San Pablo Avenue Corridor Project



Existing Midday Period (11:00 AM - 1:00 PM) Auto Travel Time Variability  
 San Pablo Corridor between City of Richmond Boundary and Cutting Boulevard

Figure D-4.1





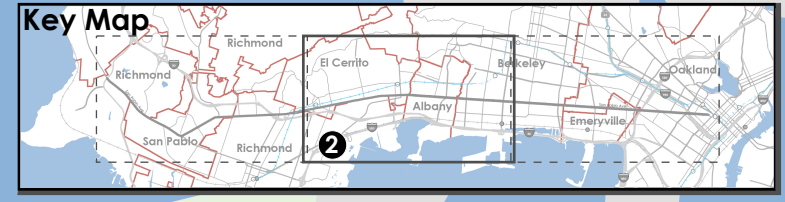
San Pablo Avenue Corridor Project

**Legend:**

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

**Auto Variability (mph/mph)**

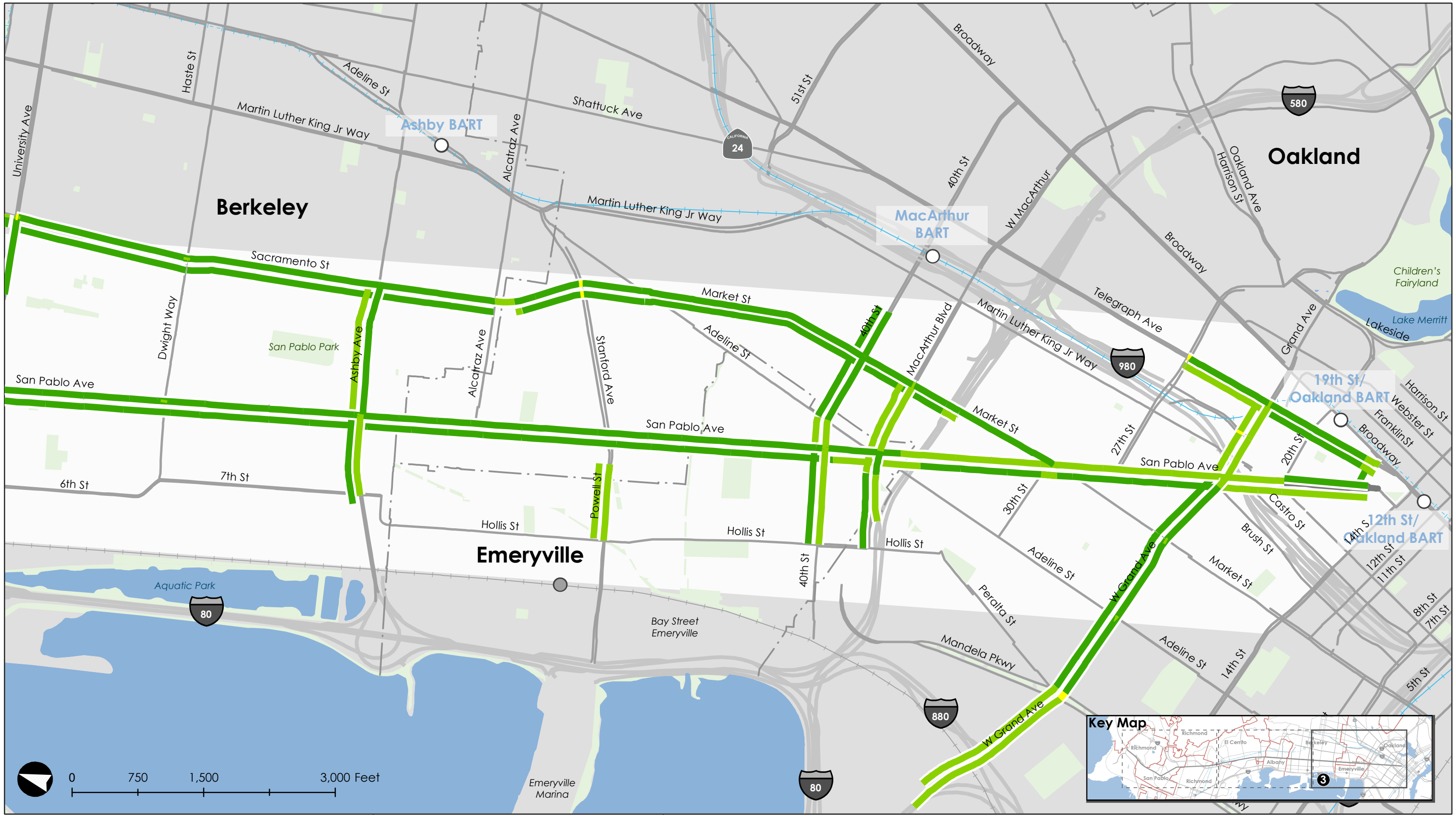
- 0.00 - 0.25 High
- 0.25 - 0.50
- 0.50 - 0.75 Medium
- 0.75 - 1.00
- 1.00 - 2.00 Low



Existing Midday Period (11:00 AM - 1:00 PM) Auto Travel Time Variability San Pablo Corridor between Cutting Boulevard and University Avenue

Figure D-4.2





**Legend:**

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

**Auto 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

San Pablo Avenue Corridor Project



Figure D-4.3  
Existing Midday Period (11:00 AM - 1:00 PM) Auto Travel Time Variability  
San Pablo Corridor between University Avenue and Frank Ogawa Plaza