APPENDIX D: AM AND MIDDAY PEAK PERIOD TRAVEL SPEED AND TRAVEL TIME VARIABILITY FIGURES
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
- Capital Corridor Stations
- Freight Rail and Capital 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
- Capital Corridor Stations
- Freight Rail and Capital 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
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
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
- Capital Corridor Stations
- Freight Rail and Capital 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

Figure D-3.2
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

Legend:
- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital 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
Figure D-4.1
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-4.2
Existing Midday Period (11:00 AM - 1:00 PM) Auto Travel Time Variability
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

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
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

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