

Hi MMAC and planners,

Given the discussion about narrowing Central Ave to 2 lanes from Dahlia to Railroad (where it currently becomes 2 lanes), I thought it would be interesting to review current traffic levels in different locations on Central Ave.

Through Caltrans District 1, CRTP has access to [StreetLight](#), a big data source that uses anonymized cell phone data to estimate travel patterns. I used StreetLight to measure annual average daily traffic (AADT) - basically, the number of vehicles that travel on that stretch of road each day - for all of the segments of Central Ave from North Bank Rd north to Grange Rd. I used 2019 data so that it wasn't skewed by pandemic travel patterns. The results are attached.

Interestingly, the peak AADT for Central Avenue, at about 12,800 vehicles per day, is around Bella Vista - a 2-lane stretch of road. The other peak, at around 12,400 vehicles per day, is around Nursery Ave. Within the Town Center limit, the AADT is about 10,600 from Dahlia to Hiller, then drops below 10,000 from Hiller north.

Here's the bottom line: current Town Center traffic volumes are comparable to traffic volumes found on the 2-lane stretches of Central Ave south of Anna Sparks Way and north between Railroad and Murray.

I go into this detail just to point out that the number of lanes of the road is not the only feature that affects capacity. A 2-lane road can handle the traffic volumes currently seen in the Town Center, and in fact it does in the locations where Central is already only 2 lanes. Of course there are different land use characteristics, turning patterns, etc., in different locations. But those are all things that a redesigned Town Center will also be able to address.

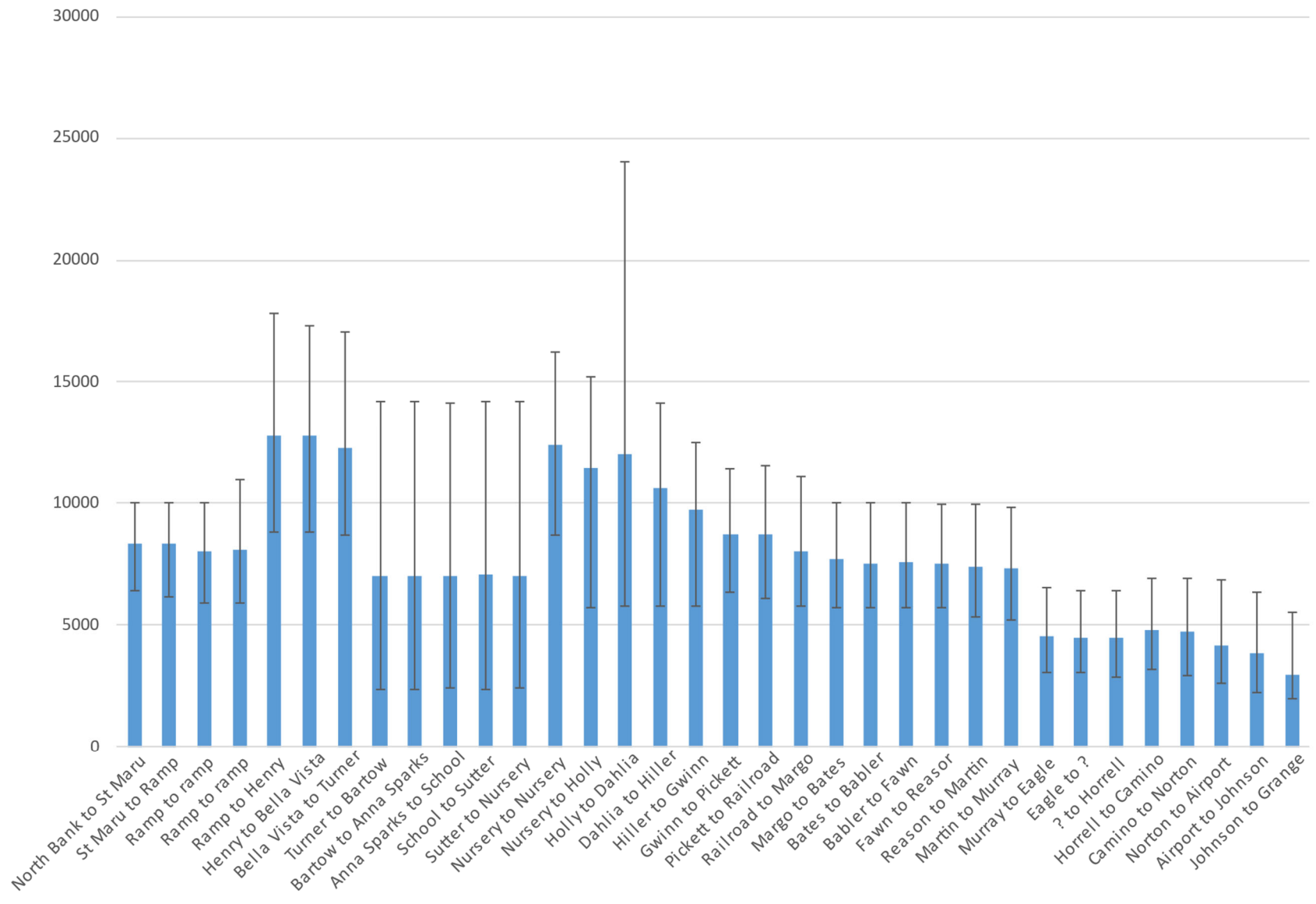
As I mentioned at the last MMAC meeting, plenty of research suggests that people adapt their travel patterns to changing road conditions, including reduced vehicular capacity. So in fact, if we narrow the road in the Town Center and make it easier to walk and bike, it is unlikely that the road will continue to see the existing level of traffic. But I think these AADT data show that the situation would be OK even if no one changed their travel habits at all.

Thanks,
Colin

--

Colin Fiske (he/him)
Executive Director
Coalition for Responsible Transportation Priorities
www.transportationpriorities.org

Estimated 2019 AADT



Zone Name	Zone Direction (degrees)	Zone is Bi-Direction	Estimated 2019 AADT	Lower 90 Percent Confidence Range	Lower Confidence Range	Upper 90 Percent Confidence Range	Upper Confidence Range	Description
Central Avenue / 582312382 / 1	327	yes	8337	-23%	1918	20%	1667	North Bank to St Maru
Central Avenue / 582312382 / 2	316	yes	8335	-26%	2167	20%	1667	St Maru to Ramp
Central Avenue / 25662522 / 1	309	yes	8005	-26%	2081	25%	2001	Ramp to ramp
Central Avenue / 186421773 / 1	321	yes	8064	-27%	2177	36%	2903	Ramp to ramp
Central Avenue / 475215385 / 6	158	yes	12802	-31%	3969	39%	4993	Ramp to Henry
Central Avenue / 475215385 / 5	179	yes	12803	-31%	3969	35%	4481	Henry to Bella Vista
Central Avenue / 475215385 / 4	178	yes	12278	-29%	3561	39%	4788	Bella Vista to Turner
Central Avenue / 475215385 / 3	179	yes	7031	-67%	4711	102%	7172	Turner to Bartow
Central Avenue / 475215385 / 2	179	yes	7028	-67%	4709	102%	7169	Bartow to Anna Sparks
Central Avenue / 475215385 / 1	179	yes	7016	-66%	4631	102%	7156	Anna Sparks to School
Central Avenue / 475215386 / 9	179	yes	7076	-67%	4741	101%	7147	School to Sutter
Central Avenue / 475215386 / 8	180	yes	7019	-66%	4633	102%	7159	Sutter to Nursery
Central Avenue / 475215386 / 7	180	yes	12374	-30%	3712	31%	3836	Nursery to Nursery
Central Avenue / 475215386 / 6	180	yes	11425	-50%	5713	33%	3770	Nursery to Holly
Central Avenue / 475215386 / 5	179	yes	12021	-52%	6251	100%	12021	Holly to Dahlia
Central Avenue / 475215386 / 4	180	yes	10633	-46%	4891	33%	3509	Dahlia to Hiller
Central Avenue / 475215386 / 3	181	yes	9762	-41%	4002	28%	2733	Hiller to Gwinn
Central Avenue / 475215386 / 2	179	yes	8717	-27%	2354	31%	2702	Gwinn to Pickett
Central Avenue / 475215386 / 1	180	yes	8723	-30%	2617	32%	2791	Pickett to Railroad
Central Avenue / 554993908 / 8	180	yes	7999	-28%	2240	39%	3120	Railroad to Margo
Central Avenue / 554993908 / 7	180	yes	7729	-26%	2010	30%	2319	Margo to Bates
Central Avenue / 554993908 / 6	180	yes	7529	-24%	1807	33%	2485	Bates to Babler
Central Avenue / 554993908 / 5	180	yes	7583	-25%	1896	32%	2427	Babler to Fawn

Central Avenue / 554993908 / 4	181	yes	7500	-24%	1800	33%	2475	Fawn to Reasor
Central Avenue / 554993908 / 2	181	yes	7383	-28%	2067	35%	2584	Reason to Martin
Central Avenue / 554993908 / 1	180	yes	7353	-29%	2132	34%	2500	Martin to Murray
Central Avenue / 554993903 / 2	181	yes	4542	-33%	1499	44%	1998	Murray to Eagle
Central Avenue / 554993903 / 1	181	yes	4450	-32%	1424	44%	1958	Eagle to ?
Central Avenue / 10276765 / 12	181	yes	4481	-36%	1613	43%	1927	? to Horrell
Central Avenue / 10276765 / 11	181	yes	4782	-34%	1626	44%	2104	Horrell to Camino
Central Avenue / 10276765 / 10	181	yes	4738	-39%	1848	46%	2179	Camino to Norton
Central Avenue / 10276765 / 9	180	yes	4173	-38%	1586	64%	2671	Norton to Airport
Central Avenue / 10276765 / 8	181	yes	3845	-42%	1615	65%	2499	Airport to Johnson
Central Avenue / 10276765 / 7	181	yes	2977	-33%	982	86%	2560	Johnson to Grange