For your consideration in determining the advisability of placing a traffic signal at the corner of Del Paso Blvd and Southgate Road.

The following maps and images are from the website http://maps.google.com/maps

May I recommend your using a search term of "168 Southgate Road, Sacramento, CA 95815" and selecting between the "Street View" and various Map views to get a "feel" for the area.

Please note that several "Speed Humps" were installed to control the speed of traffic, and to discourage through traffic already on this street.

It also seems clear that the "design intended" traffic flow would seem to be following the path; From Del Paso Boulevard to Arden Way, from Arden Way to Royal Oaks Drive, and then to Exposition Boulevard. This can be seen from the Google Map section below;
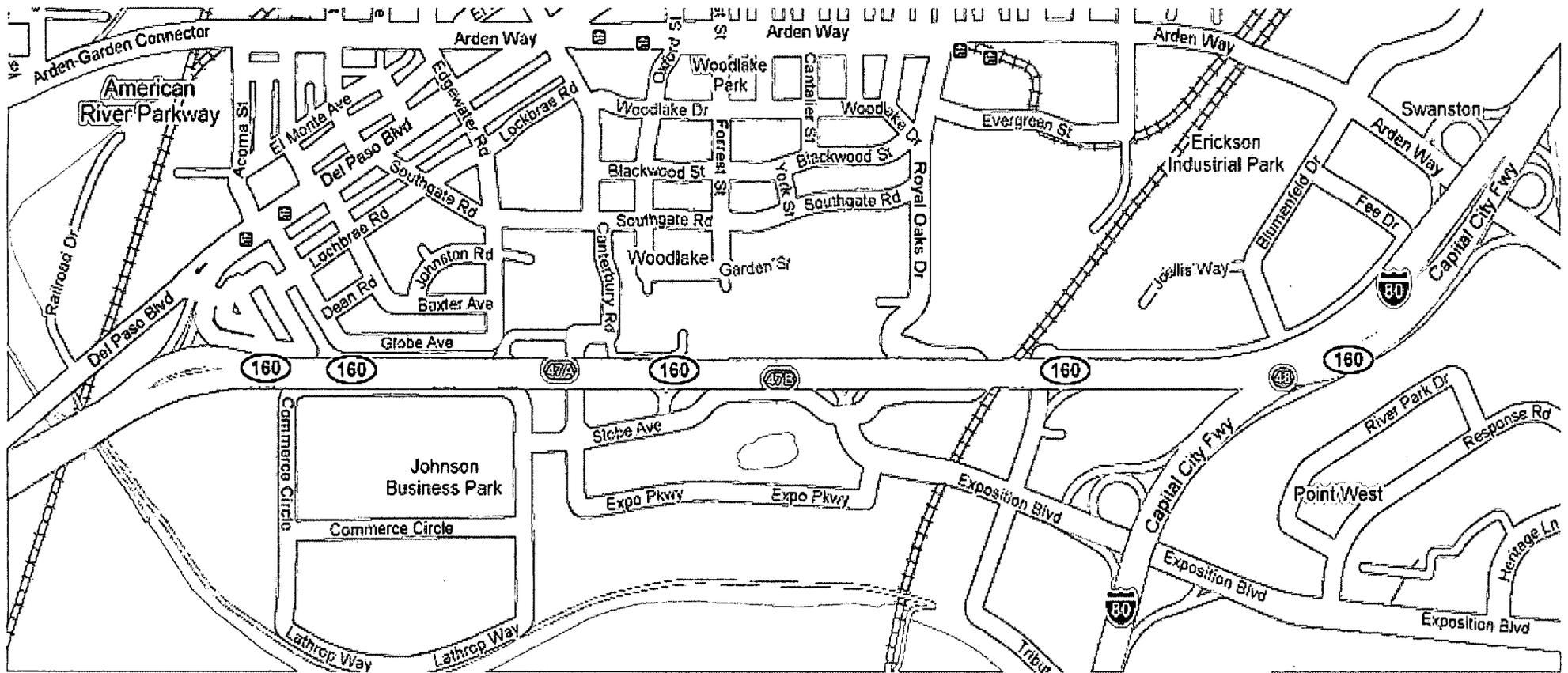
To make this traffic flow truly practicable the need is really to replace the Royal Oaks Drive Bridge with a straight through passage to the end of Exposition Boulevard. This is a known need anyway, and Royal Oaks Drive is sized to be a four lane access road now, which Southgate Road is not and can not be without significant eminent domain property acquisition.

The path that a Traffic Signal at Southgate Road and Del Paso Boulevard would encourage is; Del Paso Boulevard to Southgate Road, to Canterbury Road to either Slobe Avenue or Expo Parkway to Exposition Boulevard. This path crosses 3 Speed Humps and passes through 6 Stop Signs and or Traffic Signals, many of which are routinely ignored or given a token slowdown as shown by submitted police reports and Traffic Enforcement Activities. Parts of Southgate Road do not have sidewalks, and don't have sufficient space to place them without intruding into the properties along each side of the road. While the Google Street View below shows a little obstruction due to parked vehicles and curbside garden debris set for collection, normally at commute times there are vehicles on both sides and the garden piles are larger and more intrusive. I would venture that on most days during the heavy traffic times, a fire engine could not safely pass at the posted speed due to these obstructions. This road is simply not wide enough to handle the load. Please see below;

Even in the more spacious looking area shown below, imagine the Motor Home on the left parked on the street instead of in the driveway.

On a normal day there are usually between 6 and 12 vehicles of various size parked on this short 2 block stretch of road.
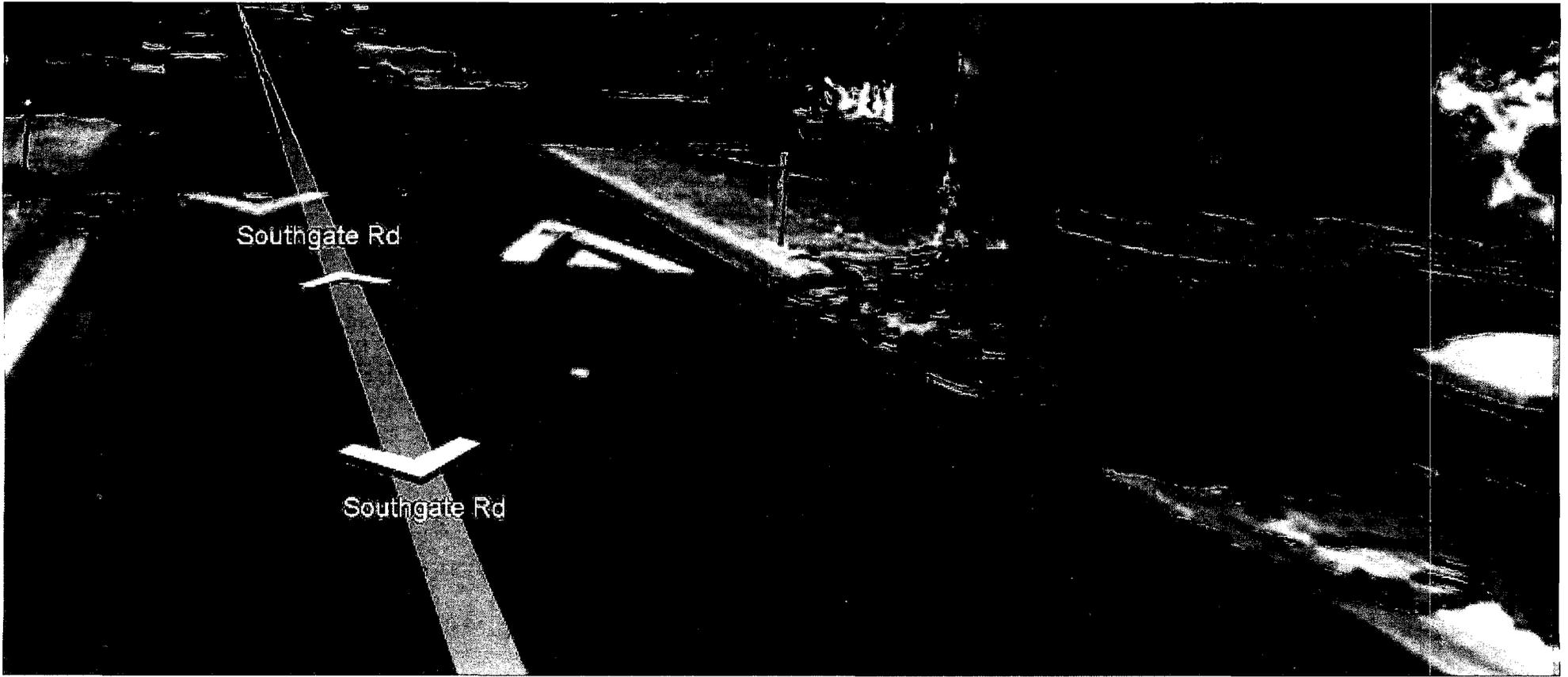
Garbage day adds cans put out for pickup in the mix;

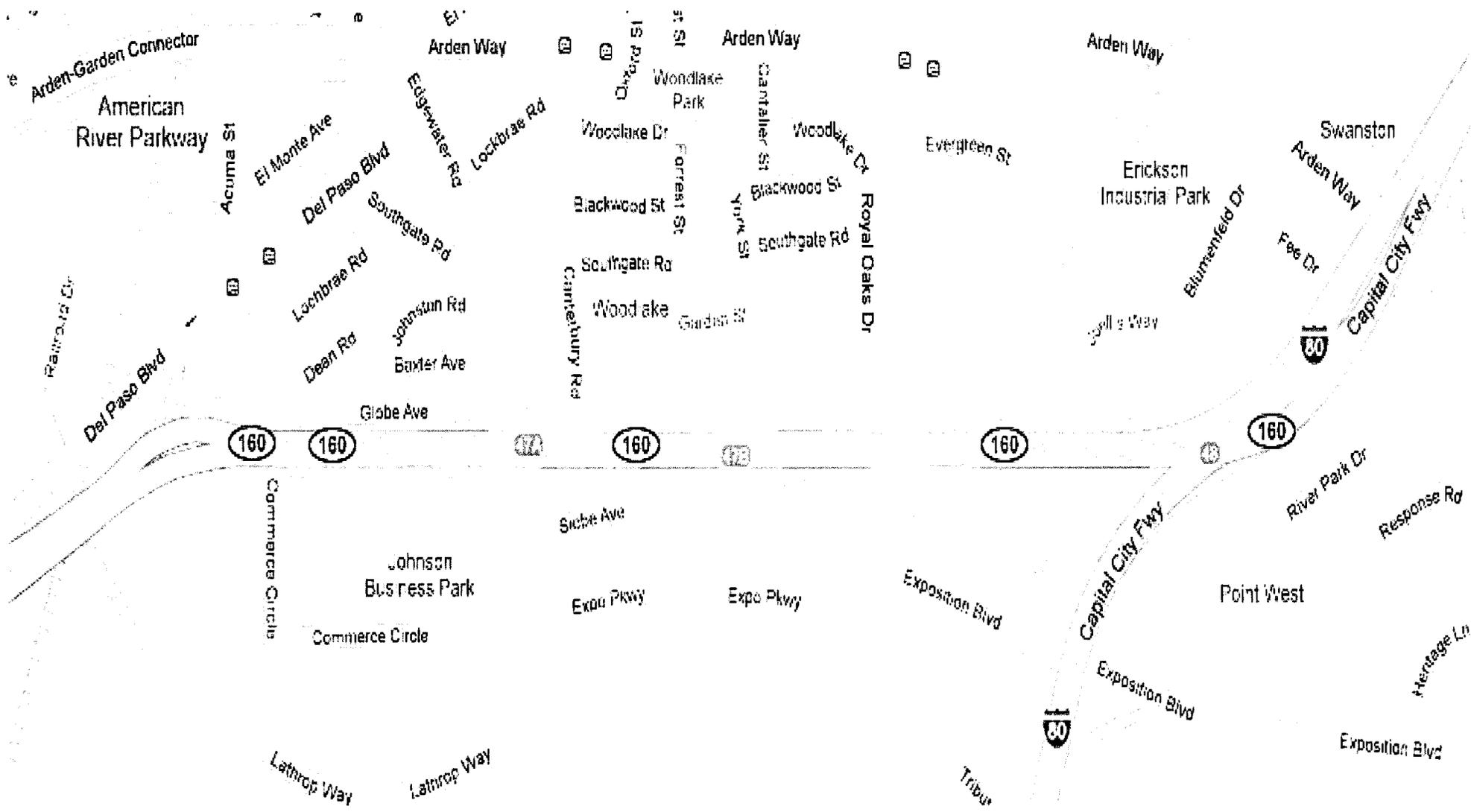Note also the "Traffic Calming" already in place less than 3 blocks into the area;

Then add larger vehicles parked or moving and you have a one lane road.

And not everyone parks on the sidewalk, where there is one. Is this a road to encourage greater traffic on?

Now let's look into the currently intended path for traffic.

Arden Way at Royal Oaks Boulevard is already a Traffic Signaled Intersection with four clear lanes of traffic on Arden Way;

and a broad open 2 lane street which space to increase to four lanes in Royal Oaks Boulevard. Royal Oaks Boulevard is already marked for additional lanes, for turning, and for the Light Rail Crossing, which Southgate Road is not. Royal Oaks Boulevard is posted for a higher speed limit already. Even with vehicles parked on both sides of the street, bicycle lanes in place and garbage day pickup in operation, there is clearly no constriction of available traffic passage here.
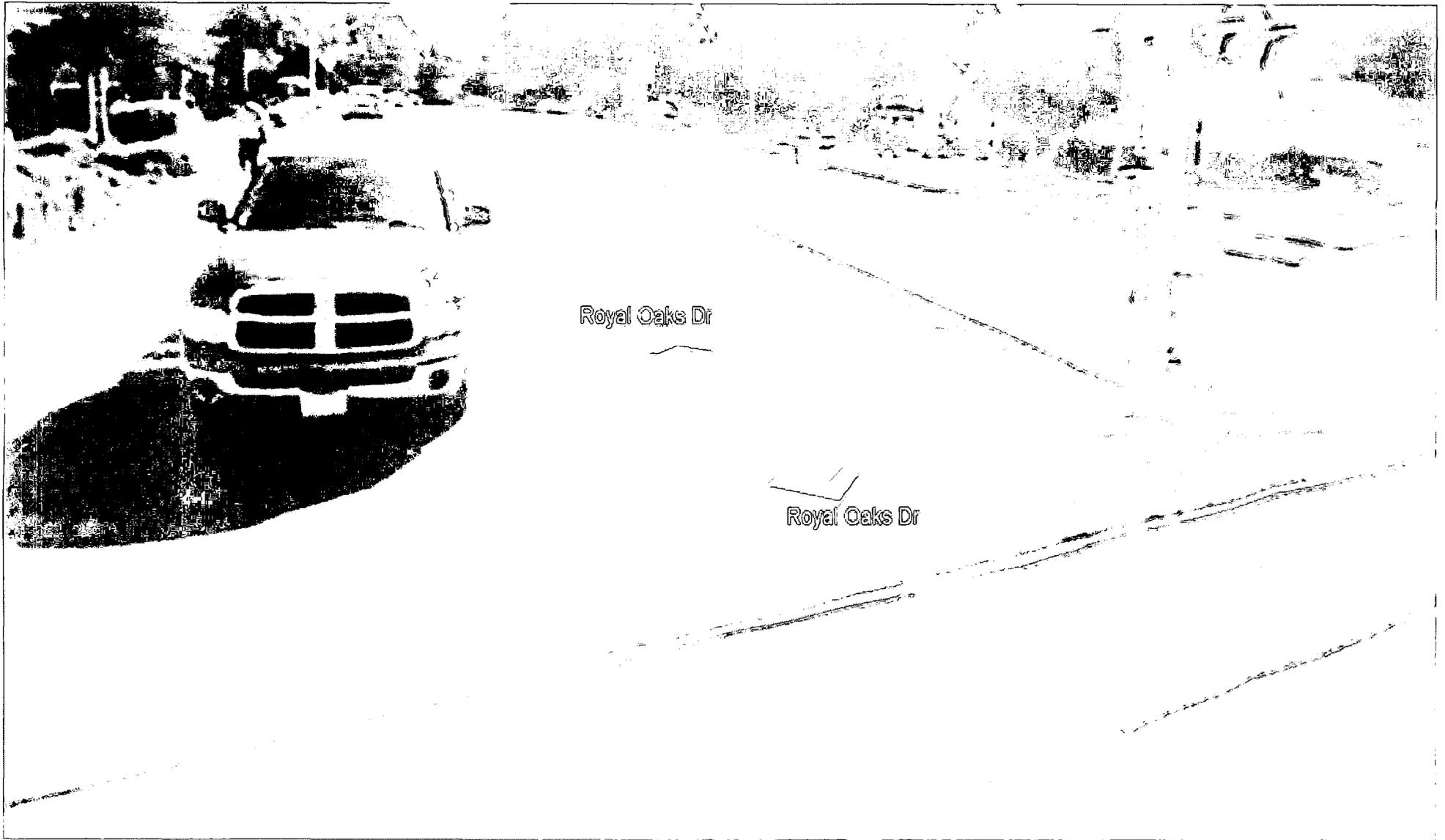
Royal Oaks Dr

Royal Oaks Dr

Clearly Royal Oaks Boulevard is designed for greater traffic flow than Southgate Road is;
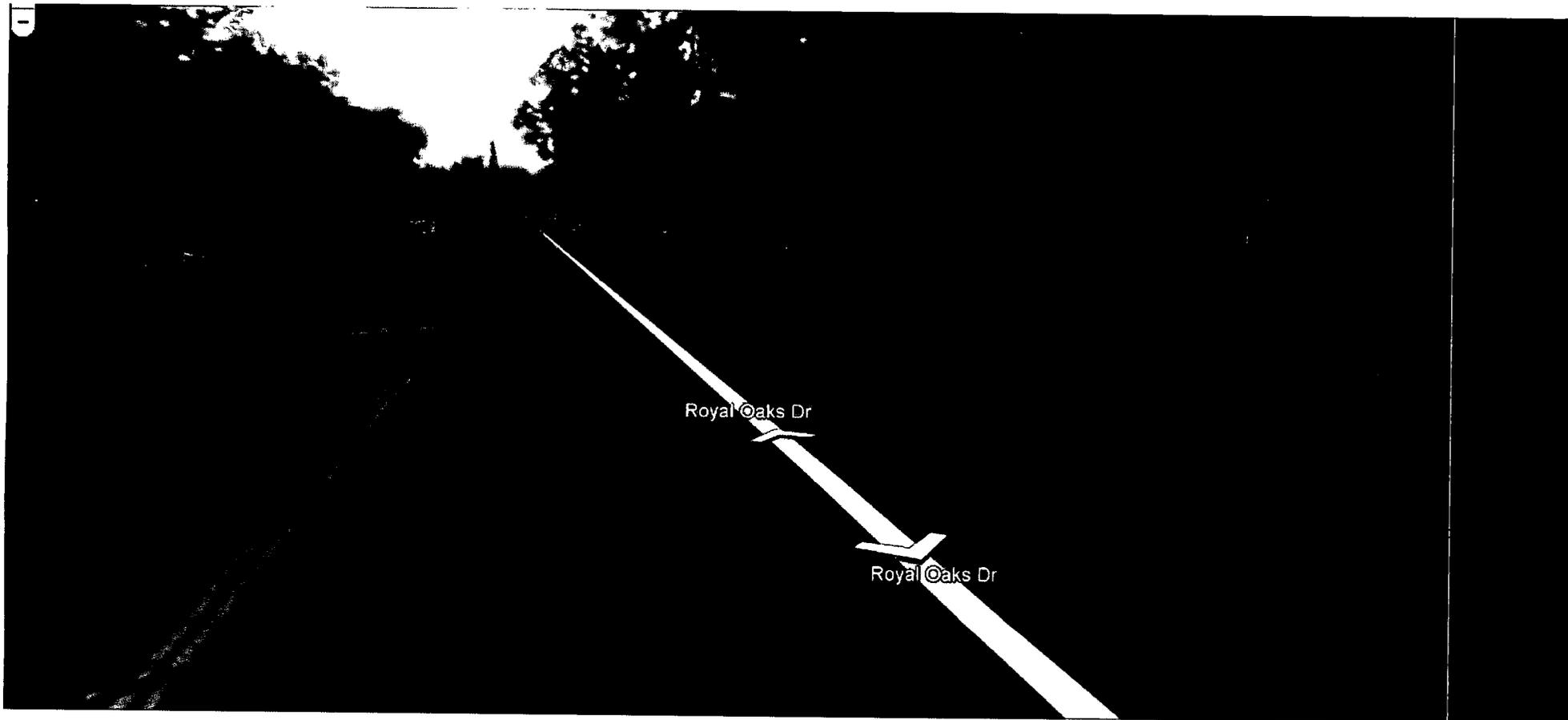
Where Royal Oaks Boulevard narrows, there is amply open space to expand the road surface to permit the added width to continue with wide two lane or even four lane roadway.
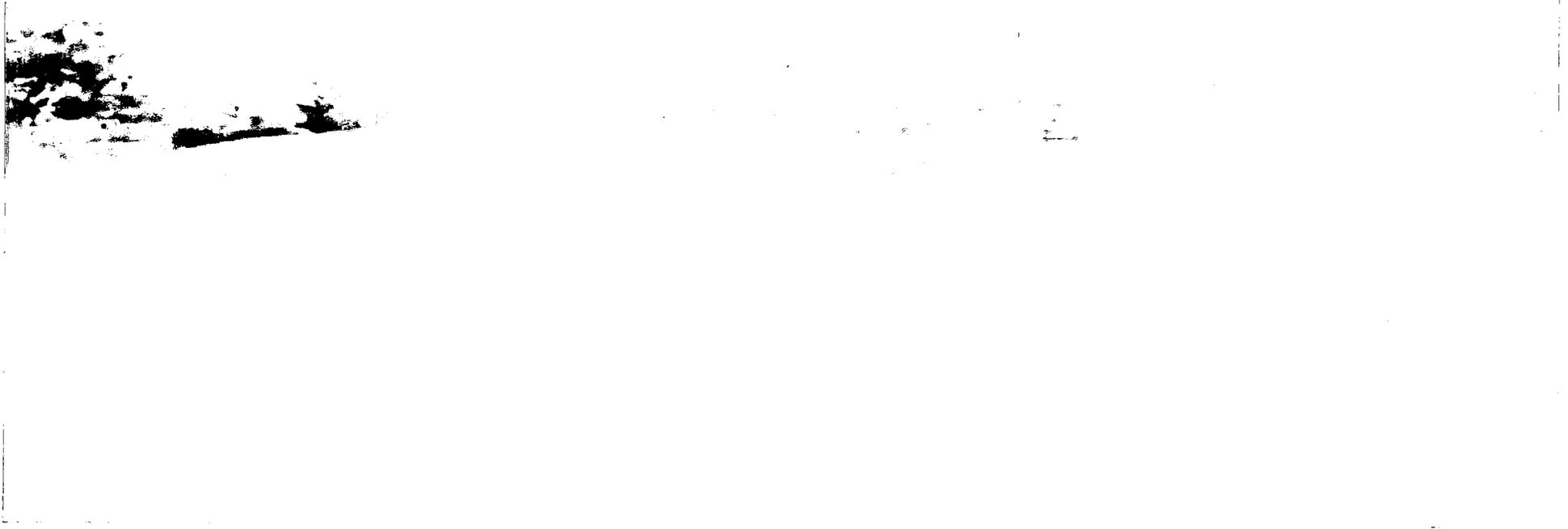
and when you reach the Highway 160 Overcrossing, it a bridge were placed to straighten the path, a convenient path is easily possible in the existing space and to the benefit of the local business community.

This path can probably be accomplished with minimal traffic interruption due to the placement of the roadway and bridge already there, and known to be in need of replacement as a primary traffic path. It could be retained as a historic path and bicycle path and would also benefit the community.

Please consider these exhibits and the needs of the community. I agree with all those who believe that placing a pedestrian signaled crossing at Southgate and Del Paso Boulevard is in the communities interest, but not a traffic signal which will either by design or by effect direct much more traffic into an area that already has traffic problems and has had great time and effort expended to mitigate.

Woodlake is a neighborhood, not a drive through. Help us stay that way please.

Sincerely
Clinton E. Allison Jr. – Resident of Woodlake