

Traffic Commission Meeting of  
May 3, 2021

**SUPPLEMENTAL #1**

**TO:** Traffic Commission  
**FROM:** Craig Bilezerian, Public Works Director  
**SUBJECT: Supplemental Material for Agenda Item No. 7a**

Attached is email correspondence received after the agenda item was posted.

Respectfully submitted,

CRAIG BILEZERIAN  
PUBLIC WORKS DIRECTOR

By:   
Steve Finton  
Deputy Public Works Director/ City Engineer

Attachments:  
4 emails from Residents.

[REDACTED]

---

**From:** David Hilton [REDACTED]  
**Sent:** Monday, May 03, 2021 7:38 AM  
**To:** PWTraffic  
**Subject:** Centerline Striping on Calle De Arboles

WARNING: External e-mail  
Please verify sender before opening attachments or clicking on links.

Calle De Arboles does not have sidewalks to walk on and all of the active residents have to walk in the street. Striping the street will not force traffic to slow down but will cause drivers to violate the purpose of the lines. Drivers must drive in the middle of the street to navigate past parked cars on both sides of the street, pedestrians walking in the street and oncoming traffic. Striping will not change any of this.

David J. Hilton  
[REDACTED]

Sent from my iPhone

[REDACTED]

---

**From:** Karen Cardenas [REDACTED]  
**Sent:** Sunday, May 02, 2021 3:18 PM  
**To:** PWTraffic  
**Subject:** Calle de Arboles striping

**WARNING: External e-mail**

Please verify sender before opening attachments or clicking on links.

Regarding the Calle de Arboles very few residents' request, PLEASE do not simply appease until you have gathered real DATA on the issue. That is, real measures of the speed(s).... some have done our best to do this, and we do NOT believe there is sufficient evidence (ie speeds in excess of 25mph.) Clearly, the city would never spend the dollars and effort to put in yellow lines without first having collected the data so as address and to later compare. If the lines are painted, what would determine the possible effectiveness one year later? Will you base it on the same few complainants' verbal feedback, or lack thereof? Of course this is not the proper approach. Gather the real data FIRST, as many of us realize now that it is a very rare case that our street might exhibit cause for center striping. PLEASE, do the study first, then IF the evidence exists, proceed with a plan to implement an action and then compare results and efficacy.

Thank you,  
Karen Cardenas  
[REDACTED]

[REDACTED]

---

**From:** Martin Meidl [REDACTED]  
**Sent:** Monday, May 03, 2021 11:21 AM  
**To:** PWTraffic  
**Subject:** 7A. Consideration to Install Centerline Striping on Calle de Arboles from Via Alamedato Via Colusa on a Trial Basis

**WARNING: External e-mail**

Please verify sender before opening attachments or clicking on links.

Members of the traffic commission,

I wanted to reach out to support the staff recommendation of installing the centerline striping for one year on a trial basis. As a number of residents, including myself and my family, have brought to the traffic commissions attention, that speeding is an increased problem on our street, and that we are concerned about the safety of our children, pets, walkers, joggers etc.

The main questions should be if centerline striping reduces speed and enhances safety: A lot of similar streets in Torrance (including the part of Calle de Arboles that leads west downhill towards the beach) have centerline striping so I assume that the experts in the traffic commission have come to the conclusion that in fact it reduces speed. That is the only thing that should matter. Expert opinion/analysis to deal with the speeding problem. I hope that the installation gets approved tonight and the commission comes to a conclusion and takes action and not delaying this any further.

Obviously speed bumps would be the ultimate measure to reduce speed for sure and I hope, that Torrance considers this in the future, as other cities like Redondo Beach have successfully done.

Best regards,  
Martin Meidl,

[REDACTED]

[REDACTED]

---

**From:** Igor Nataskin [REDACTED]  
**Sent:** Monday, May 03, 2021 9:06 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** A letter from the residents on Calle De Arboles against the striping of the street  
**Attachments:** List of families signed a second petition for 5-3-2021 Traffic Commission Hearing.xlsx; Signed Letter against Calle De Arboles striping for 5-3-2021 Traffic Commission Hearing.pdf

**WARNING: External e-mail**  
Please verify sender before opening attachments or clicking on links.

To Torrance Traffic Engineers; Traffic Commissioners; and Torrance City Council Members,

After receiving the Notice of the Traffic Commission Hearing on 5/3/21 and the department's recommendation to stripe Calle De Arboles on a trial basis, I surveyed as many residents as possible in the proposed portion of Calle de Arboles to discuss their thoughts on the matter.

Out of 86 homes on the affected section of Calle de Arboles, I knocked on the doors of approximately 78 homes. Of those, approximately 30 to 35% were not home.

Of the remaining 54 homes, where a home owner was there, 39 home owners (i.e. 72% of households and a total of 65 residents) signed this letter of opposition to the striping, even on a trial basis. The rationale is fully outlined in the attached letter. Approximately 15 to 20% of the homes (approximately 15 households) did not have a strong feeling one way or the other, and only in two instances, the home owners felt that it was a good idea to stripe the street.

There will be a number of residents on the Zoom meeting tonight and I want to encourage the traffic commissioners to pay close attention to the overwhelming majority of residents that feel that the Department's current recommendations are very premature without the proper analysis as stated in the attached letter.

If you have any questions, please don't hesitate to contact me.





P.S. I have also attached a spreadsheet with a list of everyone who signed the petition for not striping, as some of the actual signatures and printed names are hard to decipher and this will make it easier for you to authentic who signed.

Sincerely,

*Igor Nastaskin*

[REDACTED]

Households signing my 2nd letter for the 5/3/2021 Traffic Commission Hearing (where we are advocating against even temporary striping)

Name	Address	
1 Chuck Smith		
2 Igor Nastaskin Suzanne Nastaskin		
3 James Gear Deborah Gear		
4 Carmel Beaudoin Paul Beaudoin		
5 Mark Kawa Ada Kawa		
6 Kit Kaiser Diane Kaiser		
7 Simone Angiolini Vanessa Kohler		
8 Dan Earley Edna Earley		
9 Karen Cardenas		
10 Chad Cardenas Sarah Cardenas		
11 Fyeddie Lin Shuya Lin		
12 Rex Ito Mariano Ito		
13 Keisube Ito (renter)- home is owned by Rex Ito		
14 Karen Driskill Mark Grantham		
15 Allen Maddox Barbara Maddox		
16 Doug Stearns		
17 Robert Paul Bertler Elaine Anita Bertler		
18 Larry Wood Shirely Wood		
19 Sean Henry Danielle Henry		
20 Chris Collignon Wendy Tsuji		
21 Andre Beverly Melita Beverly		
22 Karin Wine		
23 Maria Zilm David Hilton		
24 Margherita Massaia- Martino		
25 Deborah Herzik		
26 Josie Andrus Bill Andrus		
27 Dana Perious Rick Perious		
28 Marc Sabelli Brittany Russo -Sabelli		
29 Ambre Hanes Garret Hanes		
30 Sarah Tehrani Jim Tehrani		
31 Donna Rubiano		
32 Lisa Young		
33 Greg Zelenay Jennifer Peterson		
34 Larry Cheung		
35 Rainer Neumann		
36 Debra Furetta		
37 Ken Von Helmolt Christine Von Helmont		
38 Luke Hellinga		
39 John Selmon Pricilla Selmon		

This is a letter to express our concerns with the proposal to do lane striping on Calle de Arboles. We understand that the city wants to do a trial with the lines, but we believe this to be premature in the absence of data supporting the trial.

No resident is "pro-speeding." We all want a safe environment for our families to live in, where we don't have to worry about small children or pets being hit by cars. However, a substantial part of the reason people move to this area is because of its semi-rural atmosphere, which is relatively rare to find in Torrance. If there is a safety issue that needs correcting, the residents of the area need to know about it and be able to balance safety with the effect a proposed solution would have on the area.

Most people are aware that there are some speeders, but a majority of residents do not perceive that this problem rises to the level of the need to have a significant alteration of the neighborhood atmosphere in the form of lane striping. It seems to us since the overwhelming majority of the residents in the area are opposed to the striping, that the city has the obligation to, first of all, confirm that 1) there is indeed a problem, 2) show what the extent of the problem is, 3) compare this problem to other Riviera streets that do have striping and finally 4) present evidence that the proposed solution is an actual solution that will be effective.

The first deficiency in the trial proposal is that the residents do not know what the extent of the problem with speeding is on this street. So far, it has been only anecdotal observations by some concerned residents. But the question is: How many vehicles are speeding? How fast are they going? The answers to these questions would provide baseline data needed to determine if there is a significant problem. A measuring criteria will then need to be developed to determine how to judge this trial, since there is already tremendous resistance to the striping of the street and no one wants to be stuck with the situation where it would be difficult to reverse what was already done (i.e. trial period striping)

The next deficiency is the lack of data that shows that lane striping is an effective deterrent that would slow people down. The city has stated that they have put in striping in other parts of the city. However, the city engineer's office has admitted that no data was collected prior to any of those installations, and no studies were done following the installations to see what the effect was. Also, the city has no data supporting that lines have ever worked in residential areas that would support even a trial period.

It would be important to have some sort of frame of reference to other streets in the Riviera, such as Paseo De Las Tortugas and/or Via Monte D'Oro, that already have striping (and also sidewalks) and understand the average speeds and percentage of speedsters to total cars, and what exactly was the "the average over the speed limit speed (is it 2 to 5 miles an hour over the 25 mile speed limit or more like 10 to 15 miles over the speed limit?). Comparing our street to those two streets will provide us with a much better understanding of the driving patterns in the Riviera and might even give us insight into if the stripes are effective or not. Furthermore, if no study is done after the lines are placed, how will the success or failure of the trial be determined? More anecdotal observation?

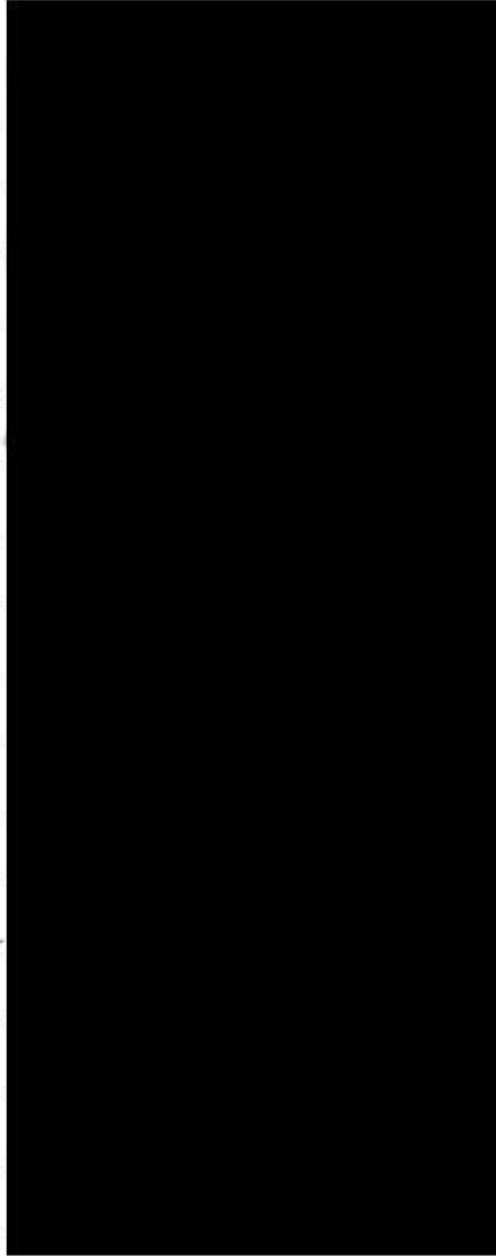
Lastly, due to the unique configuration of this section of road (no sidewalks and curbside parking), there should be evidence that it will not cause additional problems that may be equivalent (or worse) than the original issue. Due to the lack of sidewalks and the curbside parking, walkers on the street are often forced to walk several feet in toward the center of the

street. If striping is done, this presents a very dangerous situation as drivers will be likely to try to stay within their lane, thereby potentially hitting a pedestrian.

The residents signing this letter feel that prior to any striping being added to Calle de Arboles, the required data should be collected and presented to justify the city's proposal. Again, because the majority of residents oppose painting the lines, the city must show that there is a significant problem and that the solution proposed is an effective one, prior to negatively impacting the atmosphere that people have paid a significant amount of money to experience. Therefore, this matter should be postponed until such data is collected and the city has met its obligation to its constituents.

Respectfully,

Charles Smith  
Igor Nastaskin  
Suzanne Nastaskin  
James & Jean  
Carmel Beaudoin  
PAUL BEAUDOIN  
Mark Kawa  
Ada Kawa  
KIT KAISER  
DIANE KAISER  
Deborah Gene  
SIMONE ANGIOLINI  
VANESSA L. KOHLER  
Dan Earley  
Edna Earley  
Haren Cardenas  
Mad D. Cardenas





Sarah R. Cardenas

Freddie Lin

Shuyi Lin

Rex Ito

Mariano Ito

KEISUKE ITO

Garen Diskal

Maria Diskal

ALLEN MADDOX

BARBARA J MADDOX

DAVE STARNIS

Robert Paul Bertler

ELAINE ANITA BERTLER

LARRY R WOOD

SHIRLEY WOOD

Sean Henry

Danielle Henry

CHRIS COLLIGNON

WENDY TSUJI

ANDRE BEVERLY

Melita Beverly

Karin Wine

MARIA ZILM

DAVID HILTON

Margherita Massaro

DEBORAH HERZIG

JOSIE ANDRUS

BILL ANDRUS

DANA PERIUS

MARC SABELLI

BRITANNY PERISSO-SABELLI

Debra Prodan Fox

Ambre Hanes

GARRET HANES

Sarah Tehrani

Jim Tehrani

DONNA RUBIANO

LISA YOUNG

Greg Zelenay

JENNIFER PETERSEN

LARRY CHEUNG

RAINER NEUMANN

Richard Perius

KEN VON HELMUT

CHRISTINE VON HELMUT

LUKE HELMUT

Priscilla J. Morris

John R. Selmer