

Glen Park Association Board Meeting

MINUTES

March 8, 2023

7:00-9:00 PM

Virtual meeting

GPA Board Members Present:

Hilary Schiraldi, President
Adrienne Lacau, Vice-president
Bonnee Waldstein, Communication secretary
Carolyn White, Recording secretary
Dennis Mullen, Treasurer
Mary Szczepanik, Webmaster
Stephany Wilkes, Budget
Heather World, Membership
Jessica Bogo, Recreation and Parks
Nicholas Dewar, Greenway
Dan Wright

Absent:

Steve Green, Transportation
Carolyn Deacy, Program chair
Phil Hamm, Glen Ridge board liaison to GPA

Guests:

Octavio Di Sciullo, Neighbor
Kevin Berkemeyer, Neighbor
John Biasatti, Neighbor

Meeting called to order at 7:03 PM

Approval of Board Meeting Minutes

- Special Board Meeting Minutes, February 20, 2023. Heather moved to approve, Mary seconded. MSP
- February Board Meeting minutes are missing information due to Carolyn W.'s dropped internet. Carolyn will obtain missing information.

Dorothy Erskine Park/ Fallen Trees (Bosworth Street neighbor Octavio Di Sciullo)

- On December 11, 2022, a tree in Dorothy Erskine Park fell/broke off and did significant damage to three houses on Bosworth. Two more trees fell on January 4th. This was during the period when San Francisco was hit with major storms.
- City has not maintained or trimmed trees.
- One neighbor has been displaced until repairs can be done. Another neighbor filed an insurance claim, which was denied because the city claimed they hadn't been notified that the trees were in danger of falling. Octavio has put that neighbor in touch with Jackie Prager, in Supervisor Mandelman's office.

- Octavio has asked for assistance from the GPA by leveraging our contacts in politics, law and/or the local media.

April Quarterly Meeting (Virtual) April 20, 2023: Proposed Agenda

- Carolyn D has invited Evelyn Rose to speak on the history of Glen Park street names.
- SFPD Police Captain Lew to address traffic enforcement
- SFMTA Staff to talk about what traffic studies have been done for Chenery Slow Street.
- Assembly Member Haney will be moved to the in-person July Quarterly Meeting.

Chenery Slow Street: Kevin Berkemeyer (Chenery St.), John Biasatti (Surrey St.)

Neighbors presented their views on Chenery as a slow street.

- Kevin: His group is sensitive to opposition, especially given the Lake St. “neighbor vs. neighbor” battle. He was surprised to hear of the opposition to making Chenery a permanent slow street. His group is not trying to steamroll anyone. SFMTA sent out mailers stating that Chenery would be the subject of their next board meeting. Kevin reached out to them, asking that Chenery be removed from their agenda. He would like to meet with neighbors before further action is taken.
- John: Surrey St. is a narrow street with two blind curves. It’s one lane wide but still handles two lane traffic. When Chenery became a slow street during the pandemic, traffic on Surrey St. was much worse. Speeding increased, multiple cars were sideswiped, some more than once. Road rage occurred that almost ended in blows. The people who live on Surrey felt more unsafe, and frustration levels went through the roof. Apps like WAZE, Google Maps, Uber, and Lyft re-route car trips around slow streets. There are several children living on Surrey, most under the age of 5. If children want to play safely, they stay on the sidewalk, or go to Glen Canyon Park. The park unites the neighborhood, whereas the new slow street would divide the neighbors. The question is, how would diverting Chenery’s traffic onto the surrounding side streets be safe or fair to the people living on those streets?
- SFMTA needs to do traffic studies.
- There was a discussion about traffic calming, enforcement and traffic apps.
- **Action Item: Heather** to invite SFMTA staff to the April Quarterly meeting to talk about what traffic studies have been done or are planned for the Chenery Slow Street.

Elk / Sussex Crosswalk: Dan Wright

- The pavement is uneven. About $\frac{2}{3}$ of the cars going uphill scrape as they are going above 25 mph. The flashing beacons are not ready yet due to supply chain issues. We will wait for the beacons and striping and then revisit the issue if necessary.

GPA 2023 Goals: Discussion is tabled until the next board meeting.

Committee Reports

- Treasurer \$26,326.03 as of 2/28/2023 in the Bank of America Account General Operating Account, and \$2,033.02 as of 2/28/2023 in the Tri-Counties Bank Account
- Membership: 213 members
- Neighborhood improvement: There will be 2 events on March 18:
 - a. Glen Park Monthly Cleanup: Meet at Critter Fritters
 - b. Arlington Work Party: Mulching & weeding. Meet at Mateo at the Arlington Path.
- Greenway: The emphasis has been on the native meadow, but they are now exploring ways to fund improvement of the unimproved trail between Chilton and Burnside Avenues.
- Correspondence: One letter has been sent in support of SFMTA Safe Routes to BART grant.*
- Zoning and Planning: Watching legislation regarding ADU's

Carolyn W. moved to adjourn. Adrienne seconded. Meeting adjourned at 8:46 PM.

*February 22, 2023

Tim Chan, Manager
Stations Planning Group
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, P.O. Box 12688,
Oakland, CA 94604-2688
RE: San Francisco Municipal Transportation Agency's Safe Routes to BART (SR2B) grant program application

Dear Tim:

The Glen Park Association Board of Directors, on behalf of the Glen Park Association, is writing to express our strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Slow Streets to Glen Park BART project application for SR2B funding.

The Slow Streets to Glen Park BART project would transform the four Slow Streets near the BART station (Arlington Street, Cayuga Avenue, Chenery Street, and Hearst Avenue) into permanent low-stress bikeways connecting neighborhoods to BART. These four Slow Streets would be upgraded with program signage and pavement markings, traffic calming elements, and concrete traffic islands that create community space for art and greenery. Wayfinding signs would be enhanced along Slow Streets to provide clearer connections to both the Glen Park BART Station and other routes on the city's active transportation network.

These Slow Streets upgrades would improve safety, comfort and connectivity for all users traveling to and from the Glen Park BART Station.

Safety and comfort for those walking, biking and rolling would be improved through pedestrian safety elements such as continental crosswalks and daylighting, traffic calming treatments such as speed cushions, and landscaped traffic islands designed to discourage vehicle through traffic.

User experience and connectivity would be enhanced through landscaping in traffic islands, bicycle wayfinding signs that provide clear directions to the BART station via the existing active transportation network, and Slow Streets pavement markings and identification signs to enhance the awareness and sense of place of the Slow Street.

We are offering our strongest support for SFMTA's Slow Streets to Glen Park BART project application for SR2B program funding. We firmly believe that this project is a great fit for the SR2B program, and we urge you to strongly consider this application for funding support.

Sincerely,

Glen Park Association Board of Directors

Hilary Schiraldi, President, Glen Park Association