

SMILE General Public Meeting minutes

September 6, 2017

SMILE Station

Main Website

www.SellwoodMoreland.org

Procedural

www.SMILErecords.org

OFFICERS PRESENT: Joel Leib, President; Gail Hoffnagle, Vice President; Pat Hainley, Treasurer; Eric Norberg, Secretary

BOARD MEMBERS PRESENT: Brian Bawol; Timothy DuBois; Elaine O’Keefe; Miriam Erb

President Joel Leib called the meeting to order at 7:32 p.m., and began by asking those present to identify themselves, around the room. Leib observed that a quorum was present, permitting the consideration of three sets of minutes dating back to June that have been awaiting a vote of approval.

After a review by those present, all three sets of minutes were approved as submitted, as follows:

- June 7 minutes: Move to approve by Gail Hoffnagle; second by Ed Nunez; unanimous approval.
- July 5 minutes: Move to approve by Elaine O’Keefe; second by Tim DuBois; passed with three abstentions.
- August 2 minutes: Move to approve by Ed Nunez; second by David Schoellhamer; passed with one abstention.

Joel introduced Emily Motter, from the Portland Bottle Shop, appearing at the meeting to represent an upcoming “Portland Picnic” wine-tasting event in Westmoreland Park. She had requested the opportunity to briefly address those present. She announced that the event will take place this Sunday, September 10, and is a family-friendly “wine tasting festival”. Wine tasting will be offered for a fee, with the proceeds benefiting the nonprofit “Ride Connection” transportation service. She said she hopes this will become an annual event.

Next to appear were Clay Thompson and Kerry Ayres-Palanuk of TriMet, who were present to update SMILE about potential TriMet transportation improvements in the neighborhood, and to answer questions. Thompson said that the pair were not prepared to discuss the prospects for adding the long-promised MAX station near Harold Street to give north Westmoreland access to the light rail service, but he said he would research that issue. The intention of their appearance, instead, he said, was to focus on “improvement of bus service in Sellwood”. The pair pointed out that the budget for such improvements is limited and other regions are also seeking service upgrades, so there is no guarantee that the improvements suggested will take place, but TriMet is seeking local feedback on the suggestions.

Brian Bawol commented that he had recently had the opportunity to use the existing bus service and he liked it. A woman present said she has an employee who depends on the

existing Bus 70, and finds getting around on it challenging since it has been rerouted from the Rose Quarter to a destination further east in Northeast Portland, near Fremont; she added that she herself would like more bus service outside commute hours on Macadam Avenue across from the west end of the Sellwood Bridge.

Another person present brought up the suggestion of restoring Bus 40 across the bridge, but congestion on Tacoma Street was offered as an issue against doing so, since Bus 99, an express bus, struggles to maintain its schedule while crossing the Sellwood Bridge. Eric Norberg suggested that an alternate route for Bus 99, which would get it on its route much faster, while partially addressing the lack of TriMet service to north Westmoreland, would be to reroute it on its former temporary route before the new Sellwood Bridge opened, up S.E. 13th to 17th, stopping at points in Westmoreland, and then proceeding north to the Tillikum Transit Bridge, which would allow the bus to continue to serve South Waterfront, and then get it downtown much faster than Bus 19 can, since that bus is still required to cross the Ross Island Bridge. There followed a brief discussion of the ongoing major congestion on the Sellwood Bridge during commute hours from its heavy use by Clackamas County residents, many of whom are commuting to and from Washington County destinations.

Tim DuBois told the TriMet guests he is interested in the start of autonomous bus service; “it’s critical how you allocate resources.” David Schoellhamer called for an improvement – specifically, safer pedestrian access – for the Tacoma Street MAX Station. Ed Nunez wondered how many people enter the downtown Milwaukie and the Tacoma Street Park-And-Ride lots, find no spaces for parking (“they’re always full”), and then just proceed to drive the car to their destination. Thompson said he would see if there is any data on that.

Elaine O’Keefe remarked that, to promote use of public transit, two things need to be addressed – convenience and affordability. “The service may never be fully convenient,” she said, “so TriMet should promote affordability.” She also worried that PBOT and TriMet are “chasing development instead of staying ahead of it.” Kerry Ayres-Palanuk conceded that TriMet “tends to be more reactive than pro-active.”

The last agenda item of the evening brought Phil Richman, a financial advisor from Ten Bridge Partners, by request of the SMILE Board, to discuss the SMILE portfolio he manages. He has managed the portfolio for some nine years to date, on a fee-only basis (1% per annum). The account is up 7.8% this year so far, after fees. He answered questions about fees, investment plans, investment allocation (50% of the portfolio is in domestic equities). Pat Hainley gave the history of much of the money Richman is managing – a bequest by the late Helen Hiczun to SMILE, earmarked by the donor to benefit the continued operation of the Sellwood Community Center. SMILE invested that earmarked donation to build an endowment from which only the interest would be drawn to benefit the Community Center; the minimum target for this endowment is \$1,500,000, and it’s about halfway there. President Leib praised Richman for the portfolio’s allocation and performance.

There being no other business on the agenda, or offered from the floor, President Leib announced the meeting as being adjourned at 9:05 p.m.