



Clark Communities Bicycle and Pedestrian Advisory Committee

Clark County Public Service Center
1300 Franklin St., 6th Floor
Vancouver, WA

MEETING NOTES

Tuesday, November 28, 2023
6:00 pm to 8:00 pm

Members Present:	Judith Perez Keniston (Chair), Michael Newton (Vice-Chair), Lisa Nelski, John Hall, Vivienne Meljien
Absent:	Michael Andreotti, David Zilavy
Staff and Partners Present:	Harrison Husting and Bart Catching (Clark County), Chelsey Martin (WSDOT), Jennifer Campos (RTC), Amy Koski (Clark County Public Health), Brett Setterfield (City of Vancouver)
Guests (Applicants):	Austin Newton, Brian Brensier, Dwight Hollar, John van der Burgh, Keith Forrester, Megan Filippello, Raymond Bartlett, Scott Sloan, Scott Shockney

- **Welcome**

Chair Perez Keniston started the meeting at approximately 6:05pm. A welcome was given to meeting attendees and committee members were asked to introduce themselves for the public and CCBPAC applicants.

- **New Meeting Format**

Harrison Husting provided an overview of hybrid meeting logistics. An explanation was given about the difference between panelists and attendees for the online participation option. Members of the public were told that they would not be able to unmute, unless given permission by staff. Husting shared that those who wish to unmute should use the 'raise hand' function, and that further instructions would be given during the public comment period.

Chair Perez Keniston mentioned wanting to discuss the possibility of moving the committee meeting time earlier, due to the hybrid format. The Chair asked for committee members to think about it for a discussion in the January meeting.

- **Public Comment**

Public Comment was provided by the following members of the public:

- Dan Packard expressed a concern about an interaction between a bicycle rider and Clark County Sheriff on Salmon Creek Ave, near WSU. Packard shared that the bicycle rider was clipped by a mirror of a pickup truck and that the Clark County Sheriff's Office was called in response. The officer that responded told the bicyclist that it was dangerous to be riding a bike and should not be riding on Salmon Creek Ave, even though there was a "Bikes on the Road" sign near the WSU entrance. The officer did not issue any tickets but did lecture the driver. The officer explained to the cyclist that it was a simple issue said they did not have any time to do the paperwork. In

Washington State, a three-foot rule was passed in 2013 that requires motorists to give at least three feet when passing a cyclist. Packard expressed that it was shocking that the Sheriff's Department of Clark County wasn't aware of that law and that he thinks that it set a bad precedent in the area. Packard asked how are they are going to enforce this law if they don't know it.

- Michael Newton thanked this member of the public for providing this comment. Newton was emailed by either Bike Clark County or Vancouver Bicycle club when this event happened. Newton expressed that he was stunned to learn that it happened in the first place and that there are people patrolling our roads that don't know the [three-foot rule].
- Vivienne Meljen agreed with Michael Newton's statement and shared a similar personal experience. Meljen hopes that the committee can reeducation people and make a change.
- Richard Kolber provided a follow up comment to the incident that was reported by Dan Packard. Kolber expressed that drivers in the county use the posted speed limit as an advisory speed and that there is a lot of confusion about where they need to be when making right turns on roadways, specifically with broken painted lines when interacting with a bike lane. Kolber previous served on a BPAC in California, and this was an issue that came up too. Cars are supposed to be pulled over as far as they can to make that right turn so that they don't cut off another car or hook a bicycle, but Kolber doesn't see anyone doing that up here.

- **Staff Updates**

Staff updates were provided by the following partner agencies:

- Chelsey Martin (WSDOT) – The [pedestrian bridge over SR 500](#) is still moving forward. The ad date has been pushed back to December. The NPDES permit has been delayed for 6 months. Construction on the bridge will hopefully start next summer. For Complete Streets, WSDOT is also working on the [179th Street Interchange Improvement Project](#) with an open house coming this winter or early spring. There is also a SR 500 project from Fourth Plain to NE 76th St. paving project, that will have some open houses soon. This project will try to get bicycle facilities on SR 500. WSDOT also has a Clark County ramp paving project, which will retro fit the I-5 and 205 ramp termini areas to provide bike and pedestrian facilities. There is also a trail on the south side of SR 500, between Thurston Way and Andresen Rd, where a proposed project would help rehabilitate/repave the trail, add some signage, and add ADA ramps. WSDOT and COV partnered on submitted a grant for this project.
- Amy Koski (Clark County Public Health) – Public health has been going through the [Community Health Assessment and Improvement Plan](#). The priorities that have been identified through this process is education, behavioral health, and community connection to care. The public health is also partnering with the county's Community Planning Department on the [Climate Element for the county's Comprehensive Plan update](#). The County Council approved the Public Participation Plan (PPP) today, November 28, 2023, and there will be three advisory groups, including a Community Advisory Group (GAG) and an Environmental Justice Coalition (EJC), as part of this process. The CAG will be made up of a larger group of stakeholders with different representation throughout the county. [Applications](#) for individuals to be part of this group will be coming out in the next week. The EJC will be geared toward community-based organization who serve communities who are most impacted by climates. Those selected can receive a contract of up to \$10,000 to deliver public engagement activities to the community that they serve, which will help with the developing the Climate Element. The Bicycle Safety Campaign and quiz, which was developed to help educate bikers and drivers, is still live, so please continue to share.
- Brett Setterfield (City of Vancouver) – The draft Transportation System Plan (TSP) is live, and the city is still receiving feedback. The draft will go through formal and public comment periods in

front of the transportation Mobility Commission (TMC) next Tuesday (December 5, 2023) and then the city council on December 18, 2023. This project will wrap up in the next month or two. The city is still gathering user feedback on the [Columbia St/ Mobility Project](#) through surveys. The [Fourth Plain Blvd & Vancouver Way](#) project phase one is partially complete. Paving and restriping for this project kicked off in the summer, and supply chains disruptions have delayed putting down infrastructure for other elements of the project. The city hopes to complete it by early next year, and the east portion of the project will be going down in the summer of next year. The [34th St. Mobility Project](#) has an initial recommended design for the corridor, which aims to prove mobility, safety, and use a low-cost solution. [McGillivray Blvd. Safety and Mobility Project](#) has two draft designs, and the survey closed last week with 680 responses received. The design options and responses will be shared at the next TMC meeting, and the city is expecting a robust attendance. There has been a vocal minority, compared to the amount of other positive and supportive feedback, who has been displeased with any changes on that road. The [112th Ave Safety Mobility Project](#), 1st round of engagement is just wrapped up. The city is evaluating responses and will be beginning some design options to share with the public this winter. The Upper Main St project just kicked off, which will evaluate how Main St. between 4th Plain and the City limits can help hose using mobility devices, in collaboration with C-Tran. Public engagement on this project will begin in the winter. In January, the city will also be kicking off the [Neighborhood Traffic Calming Program](#). This program will allow property owners to submit requests that they think will provide safer streets. The application will go live in January and people can submit for two months, followed by a ten-month evaluation process. The St. John's, St. James Project just kicked off and the city will be developing an engagement plan over the next 6 – 9 months.

- Jennifer Campos (RTC) – RTC is currently working on the update to the Regional Transportation Plan (RTP). There is a draft that is available to view on [RTC's website](#), and public comment will go through January 11, 2024. There is an [online open house](#) format for users to get a learn more about the process and background. The RTP is updated every 5 years and it's a way to look are how regional agencies are working together to improve the transportation system in Clark County. In the past it has been long, with a lot of text; however, RTC has worked to shrink it down to be easier to digest. The Safe Streets and Roads for All project now has a consultant and the kickoff meeting for that project will happen with staff next week. The focus will be to get a Local Road Safety Plan ready for small agencies in the county for WSDOT's call for projects in February. This will help the community get more grants for safety projects. Due to this initial rush, BPAC won't be involved with this project until next spring.

Jean Kent, member of the public, asked the City of Vancouver about the Vancouver Way restriping for the bus lane. Brett Setterfield offered to get Kent in touch with the project lead to get a detail response about the project.

- **2023 – 2024 Work Program**

Chair Perez Keniston reviewed the 2023-2024 Work Program. Perez Keniston stated that the BPAC has been working on it over the last few months, and that the timing will result in it being a 2024 Work Program. After reviewing the draft document, Perez Keniston opened the floor for discussion:

- Vivienne Meljen asked if there was a list for legislators or people of leadership that she and other could start to sift through for the Policy Ride. Perez Keniston stated that she and Harrison Husting could help start a list.
- Lisa Nelski stated that she had previously been working on an application for the city of Vancouver for the Bicycle Friendly Communities. Nelski also stated that Bike Clark County and the Vancouver Bicycle Club were both working on bicycle education programs for middle schools and adult education. Nelski could pass the information she found along to members who signed up to work on the educational pieces of the work plan.

- Vivienne Meljen expressed that Bike Clark County would be a great resource for when the BAPC does the policy ride. After next week, Meljen stated that she would be able to get involved in starting to plan for this event.
- Michael Newton provided a follow up comment that the Vancouver Bicycle Club has a Bicycling 101 for adults that they sometimes hold the events during their weekly rides. Additionally, the Bike Clark County programs for middle schools do take it right from the start and help people get ready to take their lives in their hands on the roads and highways.
- Vivienne Meljen stated that it would be helpful to learn who is in charge of these programs to help with the policy ride. Basics are important and they should be educating motorists as well.

After no other comments from BPAC members, Chair Perez Keniston closed the discussion and asked for any edits to the program before setting a motion.

- Vivienne Meljen expressed that she only wanted to commit to the policy ride in the education section.
- Michael Newton stated that he would help with the education section of the program.

After no further discussion about edits to the 2024 Program, Chair Perez Keniston asked for a motion. A motion to adopt the 2024 Work Program was introduced by Michael Newton and seconded by Lisa Nelski. The motion was then passed by a unanimous vote.

- **Review of County's Recommended Bicycle and Pedestrian Network**

Harrison Husting presented on the BPAC's work to review and evaluate the status of prioritized pedestrians and bicycle projects from the Bicycle and Pedestrian Master Plan (2010). Husting provided background on the project, stating that it stemmed from the 2023 Work Program. Committee members reviewed projects by visiting each project's location and recording their observations. County staff have been taking these observations that were provided in an excel sheet and have started displaying them on a map. Husting asked for BPAC members to share their experiences with this project or if there was anything they wanted to add.

- Lisa Nelski stated that she worked primary on sidewalk projects. Nelski noted that when she was out at these locations, the weather was rainy and cold, but people were still walking in these areas with no sidewalks. Nelski also stated that these projects were good projects when they were recommended and that they are still good project. Some of the projects that didn't get done were also right by other projects that the county had already funded.
- Chair Perez Keniston stated that it was a great experience to go out in person and inventory these projects. Perez Keniston stated that BPAC members also identified additional facilities that they considered gaps. Perez Keniston also clarified that this project was to just have a current inventory of the Master Plan's projects and not to recommend new projects.
- John Hall stated that he evaluated sites using an automobile and dash cam because the location of some project sites was farther out in the county. Hall said that it looks like a good part of it won't happen until there is more development, pointing out 179th St. Hall also stated that tracking the plan's progress with this project was a good idea and that it was too bad that it has taken so long to happen, given that the plan was adopted in 2010.

Husting provided background into why and how projects were prioritized in the Bicycle and Pedestrian Master Plan. A summary of the findings from the BPAC observations when then given, showing that most projects' status was "incomplete" or "no action". Husting continued with a demonstration of the online map

that visualizes the BPAC observations. Husting explained the different map layers and how to navigate the map as a user.

- Chair Perez Keniston asked for clarification on the “Other Recommended Bikeway Projects” layer on the map, and asked if those projects included the ones BPAC members had identified as ones that could help close network gaps.
 - Husting clarified that these projects did not include those that were identified by BPAC members. Those were other recommended projects from the Master Plan that did not score high enough to be prioritized.
 - Perez Keniston stated that it would be helpful to have an additional layer with the projects that were identified by BPAC members once this map is done.

Husting stated that this map is available to the public, but not published on the GIS website. As of now, those interested in viewing the map would need to go to the hyperlink in the presentation posted on BPAC’s website, on the meeting page. Once the map is complete it could be posted to the BPAC website.

Husting then reviewed possible next steps for the committee, which included a reference to the 2023 work plan, possible future Council Work Session on sidewalk gaps, and upcoming grant opportunities.

- **BPAC 2024 Recruitment**

Introductions were given from applicants wishing to fill the committee’s upcoming vacancies starting in January 2024. Chair Perez Keniston explained that there will be three vacancies that the committee is looking to fill. Applicants were asked to answer why they should be selected for the committee in two minutes. The introductions are summarized below:

- Scott Sloan is a 75-year-old resident of the Salmon Creek neighborhood, who has lived and/or worked in Vancouver-Clark County for 35 years. Sloan is an army, Vietnam War veteran with a master’s degree in English Literature from the University of Oregon. Sloan became a professional civil engineer through examination and retired five years ago as a public works director of a small city in east Multnomah County. Sloan has been riding bikes regularly since college and is a member of the Vancouver Bicycle Club and volunteer of Bike Clark County. As a resident of Salmon Creek, many of his rides require riding in heavy traffic, traversing busy intersections, and taking advantage of beautiful and safe bike lanes and trails. Sloan pointed out 134th to WSU. Sloan believes that his experience, both professionally and recreationally, can contribute to the discussion and purpose of this car community’s bicycle and pedestrian advisory committee.
- Raymond Bartlett has lived in Clark County for 30 years and is now working on his sixth house. Bartlett is a Vancouver Bicycle Club member. Bartlett is a retired economist, who has done a lot of work for municipalities and was a Security Exchange Commission (SEC) financial advisor for issuing debt by municipalities. Bartlett has had a lifelong interest in bicycling and walking. Bartlett’s wife is a marathon runner, and he has also done a few marathons with her while walking. Bartlett’s issue with biking in Clark County has a lot to do with education. Bartlett stated that we can do a lot with capital improvements but has learned over the years that any amount of public policy requires education of the public. Bartlett stated that he was not surprised to hear the earlier comment about the incident with the Sheriff’s office. Bartlett expressed that they are not informed on the etiquette of bicycling or pedestrian activity, and he believe this should change. Bartlett stated that the last time he looked at a state driver’s manual, it mentions nothing about bicycles or pedestrians or the “3-foot rule”. Bartlett expressed that there is a knowledge gap between bicycles and motorist, which he hopes to help bring to the committee. Bartlett served on the County’s Alcohol Advisory Committee a couple decade ago, and enjoyed contributing to it and hopes to do the same with this committee.

- Brian Breniser is a consultant for Red Hat and has worked remotely for the last couple of years. During his college years attending Portland State University, Breniser lived in north Portland and commuted seven years to the city's downtown area. Breniser moved to Vancouver when he met his wife and stated that he has pretty much put his bike in the shed because it is a lot harder to bike here. Breniser expressed that his motivation for wanting to join the committee is to help turn the area into a more bike friendly culture. Breniser believes that there is a lot of potential in the suburbs to make biking easier, more bike friendly, and the default for short trips. Breniser expressed that he believes that infrastructure goes a long way with this, pointing out the separation that shared paths provide bicyclists from motoring and limits conflict. Breniser said that he is also interested in results and the statistics to around travel behavior.
- Scott Shockney is a Clark County resident and very avid cyclist, who does road, gravel, and mountain biking throughout the county. Shockney owns a digital online marketing company and works with a lot of attorneys through the US that specialize in bicycle injuries. Due to this business, Shockney stated that he is very aware of what causes injury, why it happens and how to avoid it. Shockney expressed that he is a big advocate of education, specifically for cyclists, who should be their own advocate for safety, pay attention to the roads and where you are located, and ride within your abilities. Shockney believes there will be big opportunities that will be a bigger concern with the huge growth of newer cyclists that will be utilizing E-bikes, many of them at uncontrolled speeds with bicycle brakes. This is a big safety issue that needs to be addressed, and how they merge in when pedal bikes. Shockney stated that this can be dangerous and there's a lot of opportunity to address those concerns and would like to be part of the solution.
- Keith Forrester is a resident of the Fisher's Landing neighborhood, who has lived there for 25 years. Forrester has experience as a health care executive, with a focus on sales and account management. In this role, Forrester served on several boards, including the Columbia Economic Development Council. The goal of this board was to retain and attract vibrant and sustainable businesses to Clark County, to make it a preeminent place people want to start and grow their businesses and raise their families. Forrester was also a part of Health Share of Oregon, which focused on equitable healthcare to the Medicaid population, as well as the Oregon MENTOR's Board. Forrester stated that he is volunteering because he thinks he can help and is willing to do so. Forrester expressed that he understands that mobility through biking, rolling, and walking throughout the county is critically important to making Clark County more livable. Forrester loves to bike, especially with friends and family, and has loved it since he was 5 years old. Forrester stated that he has been fortunate to be a beneficiary of communities who invest in biking and mobility, through biking on MacGillivray, Burnt Bridge, 34th St, the Centennial trail in Spokane, Katie Trail in Missouri, the great Allegheny Passage trail in Maryland and Pennsylvania. Forrester has seen what these places do to communities that embrace mobility, and believes that biking, walking, and rolling safely and conveniently should be available to all citizens, including those with disabilities. This mean supporting and advocating infrastructure and education.
- Austin Newton has experience with a couple different committees, which have inspired him to apply. Newton will be serving on the C-Tran Citizens Advisory Committee from 2024-2026 and others, including the Safety Committee, are part of his job at Clark College, where Newton is a student and student employee. Newton primarily commutes by bus, so he would be more focused on the pedestrian angle and the concerns regarding pedestrian infrastructure. Newton believes that it has a lot with education, not just infrastructure. Newton expressed that both are important and that it may be easier for a pedestrian to know the laws on the books. Newton provided an example like standing at a crossing with a driver turning. Newton stated that he does not bike because it is not a viable option for him and that there are inherent dangers in his area. Newton expressed that there also tends to be restrictions when taking a bike on the bus, like limited storage space.
- John van der Burgh's background is in project accounting, which unfortunately means that projects come to an end, and that he has bounced around a lot. Van der Burgh was the first

person in his family to be born outside of the Netherlands and went back to live there for a number of years in his youth and later as an adult with his wife and kids. Van der Burgh worked for the offshore oil and gas business for a half dozen year. Van der Burgh stated that his motivation for applying to BPAC is that he gets frustrated riding bicycles around Clark County, where it seems there is a hodgepodge of rules and things. Van der Burgh stated that we talk about education, and it's almost like we need to educate the police force and sheriffs. Van der Burgh expressed that education and change starts from the ground up. Van der Burgh explained that when you go get a Dutch driver's license, the first pages of the instruction book outline who yields to who, with a list of ever legal form of transportation. The cars are at the bottom of the list, so they have to yield to everyone. Van der Burgh stated that it's so much in the culture that you feel safe bicycling over there than over here. He stated that one of his frustrations is that everyone, especially in the McGillivray Projects, has an opinion and that there are no professionals who knows what's best and safest. Van der Burgh believes that bicycle paths need to be incorporated into a road standard way of thinking. Van der Burgh has seen things from a different standpoint of view and hopes he can offer his help and expertise.

- Dwight Hollard is a recent Clark County resident, who moved to Washougal a few years ago. Hollard stated that he would probably be the eastern most member, but that he was willing to venture west to accomplish tasks of the committee. Hollard stated that his reason for wanting to join the committee is sidewalk gaps, including one in his neighborhood. Hollard expressed that it is troublesome, especially for school children, and that the sidewalk is located on an arterial and doesn't continue until a half of a block on the other side of the street. Hollard identified himself as a safety nerd. Hollard is a trained architect, who has spent many years working for public agencies and public facilities. Hollard stated that he has been involved in a lot of planning efforts, including crosswalks and roundabouts. Hollard has also done a lot of budgeting and is aware of the process. Hollard is retired and is looking for volunteer opportunities to dedicate his time. This committee was within the development industry and Hollard feels that he could be a benefit to the effort. Hollard stated that he was also a formal bicycle commuter at his previous position.
- Edward Elroy was not present.
- Megan Filippello was born in Cowlitz County and now lives within Clark County in Vancouver. Filippello has a MPA from the University of Southern California, and currently works as a legislative assistant for the Washington State legislature for representative Monica Stonier. Filippello expressed that she loves to hike, bike, and generally spend time outdoors. Filippello was motivated to apply for the committee because she wanted to be more involved in her home community and cares deeply about equitable and safe access to pedestrian and bike pathways. Filippello stated that when she was in college, she lost a classmate and friend in a bicycle accident. Her friend was riding a bike on a rural road and a pickup truck hit her from behind. Filippello expressed that seeing the pain this incident put on her community and the family and friends impacted her greatly and wishes to play a part in preventing others form this pain. Filippello believes that her experience in the legislature and background in public policy and administration would help bring a valuable perspective to the committee.

After all applicants introduced themselves, Chair Perez Keniston asked them to leave the room for deliberation. Perez Keniston opened the floor and asked that the BPAC members share three applicants that they think they would like to select for recommendation:

- Vivienne Meljen stated that she appreciated Keith Forester's experience and input. Meljen stated that Brian Breniser would be a good fit because of his experience with communities not far from here, desire to make it the county better, and experiences in Portland and seems like he would have a long-time commitment. Meljen stated that she was compelled by John van der Burgh's experience from living in Europe and that more perspectives from people from places where this is normalized, the better. Meljen expressed all three seem to have different career expertise that would contribute to the skillset of the team.

- Michael Newton stated that he really liked Raymond Bartlett because of his interest in education and the knowledgeability gap. Newton stated that there were a lot of good choices and that it would be hard for the committee to go wrong with selecting someone. Newton stated that he also liked John van der Burgh and thought that he could help bring a perspective from a place that does active transportation well. Newton stated that Megan Filippello would be a very motivated member because of her personal experience that drove her to apply and her connection to the legislature would be helpful.
- John Hall stated that it was hard to pick. Hall stated that his first two choices were Brian Brensier and Raymond Bartlett. Hall expressed that everyone had good credentials, but that maybe getting some outside views on design wouldn't hurt. Hall stated that his final choice was John van der Burgh.
- Lisa Nelski expressed that there were a lot of great people and that she was upset that Edward Elroy didn't make it. Nelski stated that Dwight Hollar applied last year and believed that this was a sign that he felt strongly about being here on the committee. Nelski noted that his application stated that biking was a form of environmental stewardship for him and that is great that he has experience as an architect. Nelski pointed out the Magnificent Bike trail in Olympia, and his connection to the project. Nelski pointed out that he is a runner, and that the committee doesn't have anyone out in Washougal, all of would be a positive. Lisa stated that Megan Filippello and her connection to the legislature and Rep. Monica Stonier would be great. Nelski stated that it is good that Megan grew up in a rural area, and that the incident with her friend puts the lack of good biking infrastructure in perspective. Nelski stated that Raymond Bartlett would be good due to his involvement in the Vancouver Bicycle Club. Nelski pointed out that Raymond's wife runs marathons and that brings an added perspective from the running community.
- Chair Perez Keniston expressed that there we a lot of strong candidates and that it was a hard decision. Perez Keniston stated that she was impressed by the passion from Raymond when he spoke about education, especially in relation with the incident mentioned during public comment involving the Sheriff's department. Perez Keniston stated that John van der Burgh's experience was valuable. Perez Keniston stated that her third choice was Megan Filippello due to the connection with the legislature.

After all members had a chance to talk about their choices, Chair Perez Keniston counted the votes. The count was four (4) votes for Raymond Bartlett, four (4) votes for John van der Burgh, and three (3) votes for Megan Filippello as the top three candidates.

Harrison Husting recommended that the committee to have further discussion about the top three choices before confirming the committee's recommendations. Chair Perez Keniston opened the floor for further discussion. Perez Keniston asked how everyone would feel about recommending Raymond Bartlett, John van der Burgh, and Megan Filippello for the BPAC. Each member voiced their support of this choice.

Chair Perez Keniston confirmed that this was the committee's final recommendation. Harrison Husting stated that he would work with Judith to draft a letter to be sent to the County Manager's office. Husting explained that the appointment process will take extra time due to the shortened, end of the year schedule, but that these members should hopefully be appointed by the January BPAC meeting.

- Michael Newton asked if the committee was going to open the application process all the way for the upcoming vacancy to fill Lisa Nelski's position or choose the candidate from this round with the most votes.
- Perez Keniston stated that Brian Brensier was the next person with the most votes with two (2) votes, and one (1) vote for Keith Forester and one (1) vote for Dwight Hollard. She stated that she did not know what the county process says about whether it is needed to open the applications.

- Husting recommended that the application process be opened again when Lisa Nelski decides to step down. He stated that the county could include all current applicants in the next round automatically.
- Perez Keniston asked for clarification and if their application would remain on file.
- Husting stated that he would contact them and ask them if they would like to update any information and go from there.
- Perez Keniston asked if everyone is comfortable with that.
- Newton replied yes.
- Lisa Nelski stated that she would need to leave and in the beginning in January.
- Perez Keniston asked if that meant she would need to resign and vacant her position now.
- Nelski replied yes.
- Perez Keniston asked that the county work on advertising her position, and, since this would be a shorter turnaround time, if the application process needed to be opened again.
- Husting stated that the County may allow the committee to lump it together since Nelski plans to resign by January.
- Perez Keniston asked Lisa Nelski that she may need to resign sooner, since this was the last meeting of the year, to make it possible for Husting to talk his supervisor and get the process started to fill her position. Perez Keniston clarified that it was Nelski's decision whether she wanted to wait until January.
- Nelski stated that she did most of what she wanted to do with the project that she took up, and that if resigning now is the easiest thing then that would be okay with her.
- Husting stated that he would need to follow up with the committee about a fourth vacancy position and find out if they can fill it right away or would need to post another advertisement for the position.
- Perez Keniston asked Husting to email the group once he finds out.

- **Adjourn**

In closing, Chair Perez Keniston stated that this meeting would be the last of the year. Perez Keniston also said that the hybrid meeting format will be here to stay, and welcomed all members to come downtown if they are able to make it in person. Perez Keniston also elaborated that virtual participation would continue to be an option.

Chair Perez Keniston thanked Lisa Nelski for her contributions and hard work while serving on the committee. Other members also expressed their gratitude and said goodbye.

Chair Perez Keniston asked for any additional comments before bringing the meeting to a close. There were no final comments.

The meeting was adjourned at approximately 8:00 pm.