



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Meeting Minutes Board of Aldermen

Tuesday, May 10, 2016

7:30 PM

Board Chambers - Room 110

Present: Mayor Lydia Lavelle, Alderman Damon Seils, Alderman Sammy Slade, Alderman Bethany Chaney, Alderman Michelle Johnson, Alderman Jacquelyn Gist, and Alderman Randee Haven-O'Donnell

Also Present: David Andrews, Town Manager, Catherine Dorando, Town Clerk, Bob Hornik, Town Attorney

ANNOUNCEMENT OF UPCOMING MEETINGS

David Andrews, the Town Manager, announced public meetings for the upcoming two weeks.

ARTISTS' RESPONSE HB2

Alderman Gist stated that the Arts Committee has created an event for June 12, 2016 from 12-5 an open artist event on Town Commons called "Your Free in Carrboro" will be an artistic response regarding HB2. There will be all forms of art allowed but no speeches will be allowed.

MOTION WAS MADE BY ALDERMAN GIST, SECONDED BY ALDERMAN SEILS FOR THE BOARD TO SUPPORT THE "YOU'RE FREE, IT'S CARRBORO" ARTISTS' RESPONSE TO HB2 EVENT. VOTE: AFFIRMATIVE ALL

WORK SESSION OF THE BOARD OF ALDERMEN

UPDATE AND DISCUSSION OF THE HOMESTEAD-CHAPEL HILL HIGH SCHOOL MULTI-USE PATH

David Andrews introduced the item. It was noted that the Board may need to enter into a closed session to discuss contractual details after they hear an update from staff.

Trish McGuire, the Town's Planning Director, made the staff presentation. She provided follow-up details including a chronology of key points during the planning of Phase 1B. She also addressed

concerns related to a memo from the Chapel Hill-Carrboro City School system dated May 2, 2016. She presented an amended plan that requires that the cross country course be relocated so that there may only be one crossing. She stated that the surface for the crossings on the trail have been evaluated and various possibilities are valid options for the project. She stated that the surface will have to be hard due to the intended use and life of the trail.

Alderman Gist stated that the 8ft construction easement on either side does not seem necessary. She stated that it would destroy the tree canopy. She asked if it is possible to reduce the impact of the easements where possible.

Trish McGuire stated that the path has to have a subsurface material to allow drainage to occur and that she would have to look into the construction details for more information. She stated that the easements vary depending on the specifics of the location. She stated that there are areas where it is narrower in some parts. She stated that the Town will further emphasize the protection of trees and minimization of clearing where at all possible.

Alderman Chaney asked Dr. Todd LoFrese to discuss the trail.

Dr. LoFrese, CHCCS Assistant Superintendent, stated that he understands the difficulty that the Town is facing and expressed gratitude to Town staff for their efforts in meeting and trying to find a win-win for all parties. He stated that the discussion included efforts to create a buffer between the cross country trail and the multi-use path. He stated the school district can look into using rubberized running surface that is being installed at Chapel Hill High School track this summer. He stated that there are currently portions of the track that cross paved sections on campus and that those intersections will also be considered for rubber track installation. He stated that he thinks there has been good communication and coordination between the Town and the School District. He stated that stakeholders have changed and the forest has grown significantly over the past three to four years since the path was approved.

Alderman Slade stated that he thinks that there has been a breakdown of communication and that the high-level players involved and that the stakeholders on the ground should have been involved. He stated that it seems that the Town communicated with the former cross country coach and not the school system. He stated that the school system should let all stakeholders know about projects and public hearings. He stated that there is work that the Town has to do and he hopes there is something that can be done within the school system to accomplish the goal

Alderman Chaney thanked Mr. LoFrese for his comments. She stated that Chapel Hill High School students have been very impressive in expressing how important the trail is to them. She stated that in the future it would be important to include the students especially when it is a multijurisdictional project. She stated that the Town would leave it to the school system to reach out to the students or to let the Town know when it is ok to reach out to them directly. She stated that if the students had been invited initially, they could have easily provided those important details and observations.

Alderman Haven-O'Donnell thanked Mr. LoFrese for his comments. She stated that she appreciates the fact that the School District and Town representatives took the time to walk the path on the previous Friday because that allowed them to see the project from the coach's eyes.

Bob Hornik stated that the easement that the Town has is a very fixed location. The funding for the project is limited to that easement. He stated that NCDOT let him know that if the Town makes significant changes to the project or the easement, and if the Town departs from the easement, the Town will have to go back to the drawing board completely. If the project is partially completed, the Town

will not be eligible for the federal funding. The depiction that was shown by Trish McGuire is not a complete deviation of the project and only requires UNC's approval to allow the Cross Country Path to change the loop that will minimize the intersections. He stated that the change in the Cross Country path would not require as many legal hurdles. He stated that the purpose of the path has to be ADA compliant and stated that alternative surfaces have to meet those standards.

Alderman Gist clarified that the alternative presented by Trish McGuire is legally and financially feasible.

Alderman Slade stated that a lot of citizens in the Town have responded to the Board and a call for compromise is what has been asked for. He asked the team if the alternative surfaces and route presented is acceptable to them.

Brian Coleman spoke in support of the proposed Greenway. He stated that it will provide access for his children to bike to school on a safe path. He suggested that there could be gates or obstacles placed on the Greenway at all intersections of the cross country path and showed a picture of a gated crossing on a path. He encouraged the Town to bring connectivity to the northern area in Town. He asked the Board to approve the Greenway.

Douglas Heine, a member of the Cross Country team, stated that this is not a compromise. He stated that until a few minutes ago he did not hear anyone from the community speak in favor of this plan. He stated that he is astonished that the Town intends to go through with the public backlash. He stated that if the Town has to stay within the easement that the project should be canceled altogether. He stated that the roads are already safe enough to bike to school and that he has biked many times. He stated that there is no need for the Greenway to cut a swath through the forest.

Mary Heine, Douglas' mother and resident of Lake Hogan Farms, stated that they do not see the need for the plan. She stated that her children have long been able to bike to school safely without the project. She stated that she is concerned that a cross country and bike path can be near each other. She stated that people walk dogs off leashes and asked how the Board will stop the dogs from tangling up with the runners. She stated that it is too dangerous to have the paths side-by-side.

Dave Otto, a former chair of the Friends of Bolin Creek and Greenways Commission Member, stated that he has listened with great interest to the passion on both sides of the project. He stated that he is very much in favor of paved greenways. He stated that most of the discussion has been in favor of the Cross Country Track Team and he asked if the original project was designed for the Track Team or for students travelling to school. He asked everyone to think about the purpose of the connector route and stated that all students need a safe route to school.

Libby Thomas works at the National Center for Safe Routes to School where they manage the safe routes to school clearinghouse. She stated that greenways help students reach their goals of activity and has many benefits to the environment. She stated that the paths also offer the chance for families as a whole to be fit. She stated that paved pathways allow access to activity for children that may not be as able as those on the cross country team. She stated that in a previous study for the Town of Chapel Hill there were speeds measured above 60 MPH on Homestead Road. She stated that she hopes the Town will move forward and find the right solutions to the problems.

Johnny Randall, the director of Conservation Programs at the NC Botanical Gardens and founding and continuing member of the Greenways Commission, stated that there are misconceptions that have been thrown out there. He stated that in Greenways in general there are places that have only two feet of

clearance on either side. He also stated that paving an OWASA easement and vernal pools can be moved off of those areas where it is safe and not in danger of maintenance vehicles. He stated that OWASA easements are continuously disturbed and there is less erosion where the paths have been paved. He stated that if you visit any greenway in Carrboro, you will see small children on bikes. He stated that this creates a biking culture early on. He stated that he hopes that the Cross Country issues can be met with a compromise.

Charlie Hileman, spoke from the floor and stated that he has nothing to add but if the Board has questions for him to let him know.

Alena Callimanis stated that there is flooding under the Homestead Road Bridge and that she has not seen any solutions. She stated that the path will be routinely flooded under the bridge. She stated that this path will invite kids to drink and do drugs because it creates a walled path for people to be hidden. She showed various pictures of flooding of the area along the proposed path. She presented an alternative solution that would build a new parallel bridge and a new connection from Claremont to the new bridge.

John Rees, a former cross country runner in high school and college, stated that he has no problem riding along Homestead Road on his bike. He stated that he also understands the concern of the cross country members. He stated that certain parents won't allow their children to ride on the roads because of safety. He stated that the path will allow a sharing of ability to have a perceived safe path to school.

Joan Mabe, the Chapel Hill High School Cross Country Coach, stated that they are not against the bikeway. She stated that her interest is to respect the integrity of a 20 year old cross country course. She asked that the Town not clear cut the 120 yard section and that the trail be narrowed to allow the bikers and joggers to share the path. She stated that the kids live for those trails and this provides them a place to be free. She stated that this does not have to be an either or and asked why can't it be both.

Dave Mabe, the assistant cross country coach, asked the Board to look at the entire path and stated that there is only one group that is negatively affected by the design; the Cross Country Team. He stated that Ron Olson created the path 20 years ago with a lawn mower. He stated that every year, it is maintained by the team and has created home to many alumni. He stated that users of the Cross County Path will outweigh the number of users of the proposed path. He stated that he is not against the path in its entirety and that the Board should not just scrap the plans. He asked for them to consider a compromise that serves everyone's interests.

Patrick McDonough, a Carrboro resident, stated that he is trying to teach his child how to ride a bicycle and the safest place is on the Morgan Creek Greenway. He stated that these types of facilities are important for children to learn how to bike. He stated that if this project is scuttled, it is really tough to get the project back. He stated that the Board is in a tough position because stakeholders have arrived late and the process that has taken place is expensive and the Town could lose a lot of money. He asked the Board to consider what message they send to advisory boards and staff that have worked on this project for seven years if they scrap it.

John Morris, presented to the Board an idea that the path connect to the edge of the tennis Courts that is already paved and that would save the crossings.

Mayor Lavelle stated that this is similar to what Dave Mabe had proposed.

Bob Hornik stated that the easements are clear and that if the plan is changed that way, NCDOT will

take away the funds because that represents a change in the contract.

Bob Kirschner, a resident of Carrboro and member of the Greenways Commission, stated that he struggles to bring a balance to all of the different parties. He stated that he tries to bring a sense of a compromised solution and to not be a part of the problem. He stated that additional surfaces should be looked into to where the path crosses the running route. He stated that he feels like there has been compromise presented. He explained that the path will create equal access for all people including people in wheelchairs or the elderly because it will be a hard surface of connectivity. He stated that after construction, a natural or other buffer can be created and the forest can fill in closer than the construction easements. He stated that if the Town lets this project go away, then it would be an injustice to the Town's finances.

MaryFaith Mount-Cors, a member of the Chapel Hill High School improvement committee and cross country parent, stated that she thought she took away that none of the stakeholders knew of the design. She asked if that is true.

Mayor Lavelle responded no and she stated that this is the information that was provided four years ago. Several members of the Board agreed that what the Mayor said was correct.

MaryFaith Mount-Cors stated that the School Improvement Team has not seen any of the plans. She stated that this never came up when the runners asked to save the unpaved trails two weeks ago during the Climate and Energy Taskforce Report presentation. She again stated that there was confirmation during last week's Board meeting that there was a breakdown in communication. She stated that it was also confirmed in the Thursday night meeting by several board members.

Mayor Lavelle stated that she is speaking for herself when she says that she did not know the path crossed the cross country course three times. She stated that the details of the chronology show that communication has occurred and she acknowledged that the people that were required to sign-off on the project were involved with the decision.

Alderman Slade stated that the previous cross country coach was involved with the planning and his lack of response to an email was interpreted as a "yes" when it was really a lack of response. He apologized that the cross country team was not involved early on.

Heidi Perry, a resident of Carrboro, cyclist, and certified cycling instructor, stated that this is a path for families and children to have a safe path to school and that the ADA requirements provide access to all. She stated that to delay the project now would make a mockery of the process to get it here and be fiscally irresponsible. As a transportation cyclist, she stated that she now sees Greenways as a safe place for people to bike and are a valuable part of the Town's transportation network.

Dave Yandrofski, a parent of a Chapel Hill High School runner, stated that his biggest concern is how little the alternative path presented by the coaches has been explored. He stated that he has done project management for over 15 years and that he expects change when dealing with contracts and projects. He stated that this is a big change and it is late in the process but that it is still possible to change. He asked the Board to look into how long they can delay the project to properly explore the alternatives that have been presented. He stated that just hearing "no" without the financial details of all of the alternatives is not acceptable.

Bob Hornik, the Town's attorney stated that the Town has spent \$170,000 on the project so far. NCDOT has told him that they have spent \$120,000 on the project and that they will seek reimbursement. The

contractor has let him know that they have expended between \$75,000 and \$100,000. NCDOT let him know that they are administering federal funds for the project and that because those are very specific terms, the federal government would ask the Town to pay that back if the easement is changed. The funds would also be de-obligated from the project and the process of approval of any other funds would have to start from scratch. The Town would also have to go to UNC for the change in easements. If the Town stops the project now, there is liability of approximately \$250,000 in additional costs and also a potential exposure of \$200,000-\$450,000. He stated that the path was decided in March of 2012 and it was July of 2014 before the easements were signed off on and recorded.

Alderman Seils stated that in addition to what the Town Attorney has outlined that as the representative on the MPO it would put the Town's reputation on the line for future funding. He stated that this funding was obligated after much hard work by the Town. He also stated that he hoped the Town could focus on the issue that came to them from the coaches and to see what the Town can do for the cross country trail. He stated that he hopes that everyone can focus on the compromise and the Cross Country trail. He stated that the other broader issues have already been decided. He stated that the cross country issue got lost along the way and has not been satisfactorily resolved but that the the school district and the Town have presented as a reasonable compromise. He stated that he understands that everyone will not be thrilled but that a way forward has been presented.

Bob Hornik stated that the Town explored starting the path, then stopping while an alternative was presented. He stated that what was told was if the town rerouted or did not do anything else, they would have to give back federal funding. He stated that the compromise does not involve rerouting the path.

Alderman Seils stated that this compromise impacts the cross country trail and that there should be sensitivity to the change and for folks that are involved.

Mayor Lavelle stated that the reason the Board is there is to try to solve the problem and that while it is not a perfect solution, the compromise seems like a viable option. She stated that she is not in favor of scrapping the plan in its entirety. She stated that the plan that staff and the school system have presented is the best option.

Alderman Gist stated that she can live with the compromise as presented. She stated that scrapping the entire project would be fiscally irresponsible and that she must take care of the Town's financial resources. She encouraged buffers of low plantings between the trails. She also stated that bike trails do not have to be cleared 8 feet on either side and that they do not have to look like a road. She stated that some of the young people will be upset and feel like no one heard them. She stated that is untrue because the compromise would not have happened if they had not showed up and asked questions and advocated for the change. She stated that the Board would have gone for the original plan had it not been for the students. She stated that it may not be exactly what they want but it is a lot better than what they would get.

Alderman Haven-O'Donnell stated that the original plan was designed for the greater good for all in Carrboro. She stated that it appears that communication failed in several different areas and that the greenway path ended up affecting the cross country team the most negatively. She stated that this is a teachable moment for the community and the Board. She stated that the Board saw this from the Board's end and not from the school district's end and that there should have been better triangulation in communication. She stated that the Board needs to ensure that communication is better throughout and especially on future projects. She stated that if the coaches feel comfort in the compromise, she is

with them. She asked Dave and Joan Mabe if this compromise is workable. Dave Mabe responded from the floor and said there is no choice and that it is not a compromise.

Joan Mabe asked if the trail and the path can be soft surface and co-located where the plan is for the trail to run parallel with the course.

Bob Hornik stated that the intersections were reviewed for alternative surface but not the entire area for the path where it runs parallel. He stated that whatever surface is used, it has to be ADA compliant. He stated that the change in surface can be explored.

Alderman Haven-O'Donnell stated that she wants the alternative surface explored on the area where the paths are parallel (and possibly, co-located). She stated that she wants to make sure the coaches are involved on any changes and adjustments moving forward.

David Andrews stated that the Town can look into the surface but can't guarantee the change until the details are fully examined.

Alderman Gist asked that Todd LoFrese make sure that the coaches are involved in the meetings and not just told what will happen.

Mayor Lavelle clarified that Joan Mabe has requested that the Town look into combining the paths during the last section of the trail where it was planned to run parallel.

Bob Hornik stated that if this change is a contract change, it will be brought back to the Board for their consideration.

Alderman Haven-O'Donnell asked for staff to also carefully consider flooding issues as presented.

Alderman Johnson thanked staff and the public for their comments. She stated that she is not in favor of scrapping the plan and the compromise seems to get rid of the three crossings. She stated that including the details of combining the trail with soft surface is something she would like to continue to explore. She stated that a group of people would be left out if the Town scraps the plan and that it would not be fiscally responsible.

Alderman Chaney thanked people for their contributions. She stated that the plan presented by staff tonight helps find points to move forward. She stated that the plan probably contains plans for signage but for the Town to revisit those signage details with the coaches and students so that they are informed well in advance. She asked staff to consider the following as they move forward in the way they engage community:

- 1) Work with partners to brainstorm a list of stakeholders that should be notified for public input. Identify those partners and stakeholders upfront in the process.
- 2) Make sure the person who is "signing off" on a plan has the authority to do so – identify these people upfront.
- 3) Identify key pivot points in the process where decisions need to be made and point them out to the Board and other parties. Identify the last point of change and when changes can no longer occur without major costs.

4) Ensure there is a method of updating stakeholders throughout the process; in particular, when there are lag-times between pivot points.

She also stated that it is important to hear from young people. She and Julie Eckenrode, an assistant to the Town Manager, will be working on a proposal for a formal youth advisory board that will advise on projects exactly like this and would report to the Mayor.

Alderman Slade asked the Town to explore the option of soft surface.

MOTION WAS MADE BY ALDERMAN SLADE TO APPROVE THE RESOLUTION THAT WAS PROVIDED TO THE BOARD FOR CONSIDERATION BY THE ATTORNEY.

Bob Hornik read the resolution aloud. He stated that the plan already calls for safety markings along the path. He stated that May 16th is not set in stone as the begin date and the Town can further explore the alternative surfaces.

Alderman Haven-O'Donnell stated that it is premature to pass a resolution until they know if they can have a rubberized surface. She stated that she would like to hold on the decision until that information is provided at the intersection and potentially on the larger section of the trail.

Alderman Seils stated that there are two options to explore: alternative surfaces, and colocating the trails. He stated that he does not support further delay because that leads to the problem the attorney discussed at the beginning.

Mayor Lavelle clarified that the resolution would authorize staff to look at changing the cross country course, examine alternative surface at the crossings and look into co-locating the path (with alternative surface).

Alderman Haven-O'Donnell stated that moving forward will not change the perception of process.

Bob Hornik stated that every day or two of delay on the front will cost money at the end.

Alderman Gist stated that she would feel more comfortable voting for this next week after staff has further answers regarding the surface and trail.

Alderman Johnson asked if there is no answer next week, would Alderman Gist be ok to vote. Alderman Gist responded yes and stated that she would have more information at that time.

ALDERMAN SLADE WITHDREW HIS ORIGINAL MOTION.

Alderman Seils stated that if the Board has information by next week that it may not be of any more certainty.

Alderman Haven-O'Donnell stated that Charlie Hileman provided her with information that said ADA compliance could be achieved with packed crushed stone and gravel compacted with a roller packed soil or other natural material.

Alderman Slade also asked for more clarity on the construction plan next week.

Bob Hornik stated that change orders can be amended while construction is ongoing on other parts of the path.

Alderman Slade stated that a comment was made that this was a path going through a school facility and that the Board would be better off approaching the school system and the county for funds to improve the school facility.

The Carrboro Board of Aldermen asked the town attorney and town staff to work with the CHCSS, the CHHS cross country coaches, project design engineers and contractors to determine if an alternative surface will be eligible to use on trail crossings and if possible, to co-locate a portion of the path and cross country trail with the same alternative surface. Town staff was also directed to speak with contractors to minimize the width of canopy clearing, where possible, and to review all trail signage and stoppage materials with the cross country coaches.

The Carrboro Board of Aldermen will receive a report on the above mentioned items on Tuesday, May 17. It is anticipated that the Board will vote on any amendments to the project during that meeting. Construction was originally planned to start on May 16, but the town attorney explained that there is no pressure for the town to issue a notice to proceed while the board is exploring these additional details.

UPDATE FROM NCDOT ON THE STATUS OF TRANSPORTATION PROJECTS

The purpose of this item was to receive a presentation from NCDOT staff on the status of intersection improvements at Estes and North Greensboro streets; Brewer Lane, Franklin and Main streets; the drainage pipe replacement project on South Greensboro Street and other ongoing projects.

Tina Moon, the Town's Planning Director introduced members of the NCDOT. The projects planned to be reviewed are Brewer Lane and potential intersection improvements of Estes Road and North Greensboro and the South Green drainage pipe installation.

Pat Wilson, the division project delivery manager engineer for Division 7 introduced Ed Lewis, division planning engineer and Chuck Edwards the district engineer. He provided a project development timeline overview for the Board. He stated that the Estes-Greensboro project will have ROW acquisition in January 2017 and the project will be LET on January 2018. He stated that public meetings have not been set yet but will occur prior to January 2017. The scope will be intersection improvements with two alternatives including a possible roundabout.

Alderman Gist stated that just as the UNC school year gets ready to start, someone is always tearing up the road. She asked if there is any way to look at the key periods of when the semester starts and ends to not have the construction at its most disruptive points.

Pat Wilson stated that special event clauses and times when the University schedule is at its busiest will be kept in mind when working with the contractor.

Alderman Gist asked that staff also be more cognizant of key UNC dates.

Alderman Haven-O'Donnell asked what right-of-way looks like at the Estes-Greensboro intersection.

Pat Wilson stated that he can't provide a number at this time but that right-of-way will be minimized as much as possible. He stated that they do not want to get into a process of buying homes or taking too much land because they are designed to be quick projects.

Alderman Haven-O'Donnell asked for NCDOT to meet with the people that live at the intersections before the project goes to public meetings.

Pat Wilson stated that they want a successful project and want to involve people as much as they can. He stated that there could be potential impacts deciding on what is best for the intersection improvements.

Alderman Haven-O'Donnell asked for NCDOT to have separate meetings with the neighbors.

Pat Wilson stated that they will receive notice to let them know about the project and public meetings. Alderman Seils stated that the property owners have already been sent at least one notice.

Mayor Lavelle asked how the roundabout size is determined. Pat Wilson stated that they are not all the same size but most have been similar size due to traffic use and transportation requirements.

Pat Wilson stated that the Franklin/Main - Merritt Mill/Brewer project will study three alternatives including a roundabout at the location. There will be two public meetings scheduled. The right of way date is January 2018 and the project is scheduled to be let in January 2019. He stated that NCDOT has not determined what type of intersection improvement will occur at this location at this time. He stated that NCDOT can meet with Town Officials prior to public notice going out so that they are aware of the project as presented at the public meetings.

Alderman Chaney asked how NCDOT provides notice.

Pat Wilson stated that NCDOT provides notice to residents within a 1/2 mile radius of the project. He also stated that the preliminary letters for surveying could use some work on clarity of language and they are working on developing a better version of the letter.

Alderman Haven-O'Donnell asked if NCDOT can conduct a meeting at the St. Paul's AME Church because it is the gateway to Carrboro.

Pat Wilson stated that the Mt. Carmel Church - Bennett project (not located in Carrboro) would be studying two alternatives with the roundabout as most likely the preferred option. The right-of-way acquisition is July 2016 and the project is scheduled to be let July 2017.

Chuck Edwards, district engineer, discussed the storm drainage improvements on South Greensboro Street. The pipe will be a 112 x 75 culvert to anticipate storm flows from modern NCDOT design standards and reduce the flooding impact to downstream properties. In July and August 2016 utilities will be relocated. The project is scheduled to begin in September 2016 and run through April 2017. The project will not result in any displacement of residences or businesses. The Transportation Management Plan is a phased plan that will require a closed South Greensboro street for an estimated 60 days. He stated that they may be able to minimize the closing but not prevent it. Alternate routes will be encouraged to avoid the area. During Phase II, most likely fall of 2016, the road will be closed to thru traffic. Access to properties will remain open on the east side and secondary access to Rocky Brook Mobile Home Park will be provided via Old Pittsboro Road. The bus stop will have to be closed or relocated during this phase. NCDOT is working with Chapel Hill Transit for details of the stop.

Alderman Slade asked what "modern" NCDOT standards means.

Chuck Edwards stated that the pipe is undersized when compared to current NCDOT design standards to a 25 year storm.

Alderman Slade asked for him to ask the hydrology expert if the changes are trending toward the negative in regards to storms and impacts.

Alderman Haven-O'Donnell asked that NCDOT involve Pat and Sharon in regards to traffic changes and access to their homes. He asked them to contact them directly and it can make a difference.

Alderman Chaney stated that the Town needs to think about their communications plan now and that it needs to be more than a couple of press releases prior to the beginning of construction.

Alderman Slade stated that coordination is important due to the other projects that are planned along the Town.

FOLLOW-UP REPORT OF ADVISORY BOARDS' TECHNICAL REVIEW OF CARRBORO VISION2020

This item will be brought back to the Board at a later date.

ADJOURNMENT

MOTION WAS MADE BY ALDERMAN SEILS, SECONDED BY ALDERMAN GIST TO ADJOURN THE MEETING. VOTE: AFFIRMATIVE ALL