

**MINUTE BOOK XXIV, PAGES 51-52
SPECIAL MEETING OF THE TROUTMAN TOWN COUNCIL
APRIL 13, 2015**

A Special Meeting of the Troutman Town Council was held in the Troutman Town Hall, 400 North Eastway Drive, North Carolina on Monday, April 13, 2015 at 3:00 p.m. with the Mayor Elbert H. Richardson presiding.

Council Members Present: Betty Jean Troutman, Judy Jablonski, Paul Henkel, Teross Young, Sally Williams

Council Members Absent: None

Staff Present: Ann G. Bailie, Town Manager; Kimberly H. Davis, Town Clerk; Erika G. Martin, Planning Director; Steve Shealy, Finance Director

Press Present: None

Others: (Sign-In Sheet attached)

MAYOR RICHARDSON CALLED THE MEETING TO ORDER

PHASE 1- HIGHWAY 21 TRAFFIC STUDY, (*Jonathan Guy, Kimley-Horn*)

Kimley-Horn Consultant Jonathan Guy explained to the Mayor and Council the 3 exercises that are planned to take place at the Public Input meeting scheduled to be held at 6:30 pm this evening. The first exercise will be a 'postcard exercise' which allows participants to write down their biggest fear and their biggest hope for the corridor. Next, a 'priority exercise' that deals with safety, transportation, mobility, and aesthetics, and lastly, will be a 'visual preference survey' that include different types of intersections, street lights, and industrial facilities. From the exercises, he will be able to get people's perception of how Troutman really is, and what they are looking for in Troutman's future.

Mr. Guy asked the Council a series of questions solely for the purpose of feedback in order to understand what the Council wants to accomplish with the study, and for Kimley-Horn to be able to make a compelling argument for why a corridor study is needed for Highway 21/115.

- ❖ Question: What are Troutman's attributes?
- ❖ Responses: Troutman has a small town/village feel with close proximity to fairly large urban markets; has easy of proximity to major highways/corridors.

- ❖ Question: What do you think there should be more or less of along the corridor?
- ❖ Responses: More Mom and Pops type businesses in the downtown area with big box retail at Exit 42; more schools; less traffic; ability to make left hand turns; more pedestrian crossings; need 4 way intersections; more inner connectivity; and more pedestrian friendly.

- ❖ Question: What is Council's perception of Eastway and Hwy 21/115 (how do citizens navigate)?
- ❖ Responses: Eastway is used more when traffic is backed up on Hwy 21; navigation is off-set and not allowing the town to function as a small town village; no cohesive plan to allow economic development. A discussion was held regarding the following scenarios of redirecting traffic to be considered as part of the study: Eastway and Hwy 21 becoming double lanes going one-way; Lytton Street as Main Street; expanding Hwy 21 to 4 lanes and possibly redirecting the greenway.

- ❖ Question: Is the intersection located in the heart of Town considered by the community as real problem for pedestrians and vehicles; do they need to be separated, or inhabit the same space by improving the facilities?
- ❖ Responses: If leave the way it is currently it cannot accommodate future growth (10-15 years from now).

- ❖ Question: What is the perception of a bypass around Troutman?
- ❖ Responses: Feel businesses on Main Street would suffer greatly. Positive is, would greatly relieve the traffic on Hwy 21; Negative is, there would be no way to attract people to Troutman.

- ❖ Question: What are biggest concerns for the corridor if there is no study and no improvements made?
- ❖ Responses: Increase in traffic; would eventually hurt economic development (light industrial and retail); and appearance of the whole corridor.

- ❖ Question: What is the perception regarding pedestrians?
- Responses: the Town is not pedestrian friendly; pedestrian crossing downtown is located at the busiest intersection (is it the safest place to cross). Mr. Guy was advised of a past downtown plan for a pedestrian mall.

- ❖ Question: What are the concerns of bicyclist?
- ❖ Responses: Safety is a concern; not considered bike friendly; no shoulders to ride on; no signage alerting motorist to share the road. The Town is putting in a multi-use connection from where the greenway ends at Old Murdock road to the multi-purpose path at the Fairgrounds and also to the High School and the intersection will be signaled with pedestrian lights and crosswalks.

- ❖ Question: How is housing influenced by mobility in Troutman?
- ❖ Responses: To a degree discouraged; there are no local traffic study requirements (town relies on NCDOT).

- ❖ Question: Is there much influence from other communities (negative or positive)?
- ❖ Responses: The planning departments work together, but there is no influence regarding their plans. Residential development within the county is slowly moving toward Troutman, but there is not yet anything close enough to influence the Town. Citizens do not want this corridor to become another Exit 36.

- ❖ Question: What is the Board's vision/what does the Board want voiced?
- ❖ Responses: Town to become more bicycle friendly with bike lanes; would it be adequate to have future parking on Lytton Street and parking for downtown as it exists now; ask about commuter train to Charlotte; concern of toll roads impacting communities; do not want congestion; do not want to be a bedroom community.

ADJOURNMENT

Upon motion by Council member Troutman, and seconded by Council member Williams, and unanimously carried, the Special Meeting of April 13, 2015 was adjourned at 11:03 a.m.


 Elbert H. Richardson, Mayor


 Kimberly H. Davis, Town Clerk

