

VILLAGE OF WESLEY CHAPEL  
COUNCIL MEETING MINUTES  
WESLEY CHAPEL TOWN HALL  
6490 Weddington Road, Wesley Chapel, NC 28104  
April 4, 2017 – 7:00 PM

The Village Council of Wesley Chapel, North Carolina met in the Town Hall at 6490 Weddington Road, Wesley Chapel, North Carolina.

**Council Present:** Mayor Pro Tem Kenary, Council Members Como and Kaperonis

**Absent:** Mayor Kapfhammer, Council Member Rodriguez

**Others Present:** Clerk/Finance Officer Cheryl Bennett; Planning /Zoning Administrator Bill Duston

1. Call to Order, Pledge of Allegiance, Invocation

Mayor Pro Tem Kenary led the Pledge of Allegiance and Council Member Kaperonis gave the invocation.

2. Public Hearing to consider providing funding for the construction of a traffic roundabout at the intersection of Potter and Potter Roads to alleviate traffic congestion at the location

The public hearing was opened.

Village Planner Bill Duston explained he met with Lee Ainsworth, head of the Monroe office of NC DOT about this intersection, at Potter and Potter Roads. The Village applied through NC DOT for an STP/DA grant which would be administered by DOT. The total cost estimate computed by DOT and updated this year is \$1.31 million. The Village committed 21% or \$275,100. If funded, construction would start in two or three years and be completed by 2021. The decision making body for the grant is Charlotte Regional Transportation Planning Organization (CRTPO), which is comprised of elected officials from a multi-county area who will make a decision in May. Our delegate is Council Member Kaperonis.

A year or so ago there was a study of local critical intersections, each municipality came up with two or three, and ours included Potter and Potter, and Potter and Hwy. 84. Then DOT came to us and said they would like to apply for a Congestion Mitigation Air Quality (CMAQ) grant for the Potter and Potter intersection. Council agreed, but the grant was not funded. Now we are applying for an STP/DA grant for a single lane roundabout and related improvements – a right hand turn lane going south towards Hwy. 84.

Mr. Duston asked Lee Ainsworth why we would do this intersection, and not Potter and Hwy. 84. He said signalization and turn lanes only go so far to alleviate congestion, with the new Transportation Secretary, safety is foremost over congestion, so Potter and Potter goes first. NC DOT has a road rating system, and the Potter and Potter intersection operates at a level F. With their modeling, they project it will go to a level A. A 15-20% contingency is included in the \$1.3 million projection, and Mr. Ainsworth felt the estimates are good. If there is a cost overrun,

we are liable for 21%. The bill will be due in 2020 or 2021. If the grant is approved, DOT would enter into an agreement with the Village. DOT is contributing 20% as well. Council Member Kaperonis added the State is allocating a lot of money for safety improvements, and they are already looking at 2045, so to get a project allocated in two or three years is phenomenal. Mr. Duston noted the County appropriated \$500,000 over the next five years to help municipalities with roads with a maximum of \$100,000 per project. Mayor Pro Tem Kenary added that would be in addition to our 21%; the town had a meeting but wasn't able to approve asking the County for County funds. As far as what properties will be affected, Mr. Ainsworth estimated at maximum it would go two hundred feet in either direction. The right hand turn lane would be one hundred fifty feet from Hwy. 84.

Public comments were heard next.

Brad Horvath, 317 Candella Drive, is a former mayor, and former MUMPO (predecessor of CRTPO) representative. He noted intersections were not as high a priority, therefore they look for towns to match funds. The larger the match, the better the chance for funding the grant. He said he is not a huge proponent of roundabouts, but when he commuted to Charlotte, coming home at night you would see 20-30 cars backed up at the intersection at Beulah Church, and since the roundabout was put in you don't see more than 4-6 cars backed up.

Mayor Pro Tem Kenary noted on the handout, it shows we run an annual \$100,000 surplus, and in the three years before this would be due, this would easily be accumulated.

Becky Plyler, 5817 Weddington Road, said she is not against the roundabout but the State and County should be paying for it, we don't get Powell Bill funds, we are one of the lowest taxed towns, and we shouldn't be double taxed. The State came up with funds for an I-77 study, and if you can do that, you can pay for this road. She felt Union County doesn't squeak enough, where Hwy. 84 is dumping off the traffic will cause accidents, and what they are doing to Siler Church is a safety issue.

Stan Efird, 4300 Wesley Chapel Road, said he can attest to the amount of traffic, if it is graded as level F, why wouldn't it get more attention from the County and State. Without changing the Hwy. 84 intersection, he was not sure it will help the vast majority and may not resolve the problem. Less obtrusive would be a three way stop, or a light. If it goes back 200 feet, it will affect his low pressure system, and his ability to live on the lot. Across the street is an abandoned mobile home, perhaps the roundabout could shift there.

Ed Davis, 4115 Wesley Chapel Road, is a former School Superintendent and noted they built 17 schools so he is well aware of the price of growth. He has lived there since 1986 and said if it would really help the traffic situation, he would have a hard time being against it, but he was not sure it would really help the situation. There is a brand new development down Potter Road on the left, and a huge one on the left on Hwy. 84 which will increase traffic going straight and going left. He would want a traffic engineer to show you it would work and be more efficient.

Frank Cappella, 3901 Voltaire Drive, agreed with the previous two speakers, he is at the corner every day, and traffic backs up on Hwy. 84 two miles every day. He said the State is responsible

for these roads, and where are our elected officials, do they not travel the roads? The double lane highway that will end at Waxhaw Indian Trail Road will bottleneck into one lane from here to the elementary school, we have neglected our infrastructure, there is barely any road shoulders, and he saw school bus drivers make intersection turns on grass culverts, corner ditches and potholes. As an example, the ditches at Hwy. 84 and Potter force bus drivers to put the back end of the bus in deep ditches which is unsafe. The road infrastructure is failing and keeps getting worse.

Council Member Mike Como stated CRTPO was given a bucket of money to improve roads, to make it bigger they are asking for towns to chip in, and he felt it is a bribe. If the intersection is F rated, they should fix it. This may not fix the problem, and may make it worse.

Mayor Pro Tem Kenary read from an email from Sherry Vaughan, who was 110 per cent in favor of the roundabout noting it takes her thirty minutes from Southpark to Potter, and twenty minutes to go the next two miles, and one day it took fifteen minutes to go a half mile.

Randy McDonald of 1043 Heather Glen Drive also sent an email which was read, he was in favor of the project, noting in the last seventeen years the traffic has made a dramatic increase, accidents are common, and traffic stacks up, and was in favor of the Village funding.

Council Member Paul Kaperonis noted a concern is traffic dumping off here, we have been advocating for the road widening to go further, next month the county transportation planner will be here, and he urges citizens to come to the meeting. Bob Cook from the CRTPO came out and did a full presentation and only three people attended.

Becky Plyler added that she contacted Bob Cook, and he said the road widening further east is still on the map, it is just not funded.

Ed Davis added he sensed the frustration regarding whose responsibility the funding is, and noted developers who come and impact the infrastructure and make money here. He said the only way is to talk to state representatives to get things changed. Impact fees were overturned.

Dennis Moser of 4683 Antioch Church Road, said he found the property for 7 or 8 schools and built them, and spoke in favor of the roundabout. He said in the past year he spent \$1.5 million on roads in this area, at Sun Valley where the theater is it was a joint effort, the town put up \$250,000 and spent money to widen the roads. When the theater was added he got a grant from the Senate, House and DOT and got \$1.3 million together to improve the intersection. On Providence Road he contributed \$400,000 to the road. He said it is a combination of the town and developers and the town forces it on us like they force it on you, it feels like a bribe, but he pays it to be responsible for safety. He thinks the town should partner with the state. He said fixing the traffic circle without fixing Hwy. 84 is a waste of funds.

A question and answer session was held.

A question was posed about what can be done during the interim. Mr. Duston explained that DOT said a three way stop sign will not work, and they were not in favor of that. Dennis Moser suggested the town funding the project now with a loan and the State might reimburse you.

Council Member Como noted we labeled three critical intersections, why is this intersection coming first. Mr. Duston said the County funded a study that was independent of DOT; DOT has tried three times unsuccessfully to fund this, but they said they will continue to try. He was not sure of the rating of the intersection at Potter and Hwy. 84.

Frank Capella asked if there were any plans for retail in that area; if no, he felt it is the State's problem. He also noted it took accidents at Billy Howey to get that done, and this area has huge ditches at the turn area, and has to be addressed now.

Council Member Kaperonis noted civility is the key thing missing right now. At the four way stop at Antioch and Beulah Church Roads, he has almost been run over several times. The intersection would work with civility.

A citizen stated this road needs to be four-laned from Providence Road to Monroe.

Council Member Como asked Brad Horvath's input on whether the residents should be paying for this. Mr. Horvath said he sat in many transportation meetings and saw projects get funding due to matching funds from the towns. Due to the safety and quality of life, the community would benefit. Council Member Kaperonis added that Wesley Chapel has one vote, and Mecklenburg County has many votes.

Mayor Pro Tem Kenary noted eventually the State may take care of the intersection. We are on a 2041 schedule; the purpose of the partnership is to expedite that, from a DOT standpoint three years is an incredibly fast timeline for building roads. Bill Duston added that widening Hwy. 84 going east is on the map, but unfunded. Mayor Pro Tem Kenary said she asked to extend the four-laning of Hwy. 84 beyond Blackstone, but DOT said because the shopping center hasn't completed construction, there is no need to do that.

Council Member Kaperonis added that if we change our mind on funding the grant, we will be off the list for a long time.

Everyone was thanked for attending, and the public hearing was closed. For any additional questions, citizens may reach out to Mr. Duston. Next steps are hearing if the grant is funded, and then an agreement with NC DOT.

### 3. Adjournment

Council Member Como motioned to adjourn; Council Member Kaperonis seconded the motion. The motion passed unanimously.

The meeting ended at approximately 8:15 pm.

2017.04.04 PH Council meeting minutes

Respectfully submitted,

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Cheryl Bennett, Clerk

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Mayor Dr. David Kapfhammer