



**MANAGER'S BRIEFING SESSION  
HIGH POINT MUNICIPAL BUILDING  
JANUARY 7, 2019 – 3:30 P.M.  
BB&T POINT STADIUM &  
3<sup>RD</sup> FLOOR LOBBY CONFERENCE ROOM**

**Present:**

Mayor Wagner; Mayor Pro Tem Jason Ewing (Ward 6); Council Member Britt Moore (at large); Council Member Don Scarborough (At large); Council Member Jeffrey Golden (Ward 1); Council Member Chris Williams (Ward 2); Council Member Monica Peters (Ward 3); and Council Member Wesley Hudson (Ward 4)

**Absent:**

Council Member Victor Jones (Ward 5)

**Staff Present for the Tour:**

Greg Demko, City Manager; Randy McCaslin, Deputy City Manager; Randy Hemann, Assistant City Manager; JoAnne Carlyle, City Attorney; Jeron Hollis, Director of Communications & Public Engagement; Eric Olmedo, Budget and Administrative Director; and Lisa Vierling, City Clerk

**Others Present for the Tour:**

Ray Gibbs, Executive Director- Forward High Point  
Ryan Verstat, Project Manager- Samet Corporation

**News Media Present for the Tour:**

Pat Kimbrough, *High Point Enterprise*  
Laura Greene, *Photographer- High Point Enterprise*  
Charles Ewing, *WGHP Reporter*  
*WGHP Cameraman*

**Staff Present for the Snow Removal Plan Presentation**

Greg Demko, City Manager; Randy McCaslin, Deputy City Manager; Randy Hemann, Assistant City Manager; JoAnne Carlyle, City Attorney; Jeron Hollis, Director of Communications & Public Engagement; Eric Olmedo, Budget & Administrative Director; Terry Houk, Director of Public Services; Robby Stone, Assistant Director of Public Services; Derrick Boone, Assistant Director of Public Services; Loren Hill, President- High Point Economic Development Corporation; Sandy Dunbeck, Executive Vice President-High Point Economic Development Corporation; and Lisa Vierling, City Clerk

**News Media Present for the Snow Removal Plan**

Pat Kimbrough, *High Point Enterprise*

**BB&T Point Stadium Tour**

*At 3:30 p.m., Council met at the Commerce side parking lot of the High Point Municipal Building and were transported to the BB&T Point Stadium by a bus provided by the Senior Center.*

Upon arrival at the BB&T Stadium, the group was greeted by Ryan Verstat, Project Manager with Samet Corporation and provided hard hats, safety glasses and safety vests to wear during the tour.

The tour commenced at the heavy service area, then proceeded on through the other areas such as the main commissary, visitors' locker room, home team training room and locker room, staff offices, stadium concourse which will include enclosed corporate suites and open-air premium seating areas. Additional seating will be available around the infield and the outfield as well as table seating in the stadium. Assistant City Manager Randy Hemann advised the total seating capacity for the stadium could reach well over 5,000 which includes the stand-up drink rails around the stadium giving patrons the flexibility to move around while games are being played. The multipurpose field will make it possible to host other events as well. The field will be a type of artificial turf designed to accommodate other sports besides baseball. Upgrades to the stadium were possible through money contributed by donors and will include upgrades to the furniture, media equipment, team uniforms and equipment, as well as an enhanced LED scoreboard that can be used for movie nights and adapted for other uses.

In response to a question regarding the effect the rainy, wet weather has had on the construction of the stadium, Mr. Verstat stated construction is on schedule and felt confident that the construction would remain on schedule. The High Point Rockers' first game will be on May 2, 2019 and it will be hosted at the BB&T Point Stadium.

Following the conclusion of the stadium tour, the Council was bussed back to the Municipal Building for a briefing from the Public Services Department staff on the city's Snow Removal Plan.

**Presentation- Snow Removal Plan**

Deputy City Manager Randy McCaslin advised that staff received a number of calls and questions after experiencing Winter Storm Diego and asked staff to provide an overview of how these storms are handled and the planning that results in preparation of a storm.

Robby Stone, Assistant Public Services Director, provided an overview of the city's Snow Removal Plan in response to the adverse recent winter weather events.

In preparation and anticipation of the storms, staff reviews the forecast to determine whether or not to apply brine to the streets. This helps to keep the snow from sticking to the streets and makes

it easier to plow the streets. He proceeded to review the Brine and Priority routes and shared a map identifying the routes. The Priority Routes were identified as follows:

**Priority 1:** Major Thoroughfares (i.e. Main Street, Eastchester, Westchester, University Drive, Martin Luther King Drive, etc....)

**Priority 2:** (i.e. Skeet Club Drive, Lexington Avenue, Johnson Street, Brentwood Street, E. Green/Triangle Lake Road, etc....)

**Priority 3:** (i.e. Prospect Street, Old Mill Road, Surret Drive, Baker Road, Cedrow Drive, and Jamesford Meadows, etc....)

**Priority 4:** Collector streets (i.e. Model Farm Road, Vail Avenue, Westwood Avenue, Dayton Avenue, Wesley Drive, Grand Street, Hi-Tran snow routes, school areas, and trouble areas)

**Priority 5:** Begin clearing residential streets

Mr. McCaslin pointed out generally staff does not get to the Priority 3 or 4 streets because the sun comes out and starts melting the snow making it unnecessary at that point.

The city has about 275 miles of streets that brine is applied to and about six miles of streets that are actually plowed. There are approximately 1,000 city lane miles that are in the snow routes, and of the state lane miles, there are about 340 (these are some of the state streets that are inside the city limits that the city actually plows). According to the breakdown, the city maintains roughly 34% of the city lane miles within the city and 79% of state lane miles. NCDOT does reimburse the city for plowing, salting, etc.... some of the state streets inside the city limits.

Mr. Stone advised that residents can access an interactive map of the City of High Point Snow Routes that can be found on the city's website. This interactive map allows them to add their address to give them an idea of where that priority is and an idea of when they can expect streets to be cleared around their neighborhood.

Council Member Peters inquired about some incorrect information that was posted on the city's Facebook page that reported that the city does not plow residential streets. Mr. McCaslin reiterated that the reality is that the city generally does not plow residential streets because the snow starts melting and it's no longer necessary.

Responding to a previous inquiry from Mayor Pro Tem Ewing about Lowell, Massachusetts, upon further investigation staff found that Lowell was comparable to High Point in population, but had 253 miles of streets versus 631 miles of street in High Point. Lowell's snowfall was considerably higher (53 inches versus 8.6 inches in High Point), and they have considerably more equipment than High Point. He stressed the importance of looking at the number of miles of streets as well as the resources that they have as compared to High Point.

He advised by putting it in perspective and taking the total number of employees, equipment, and cost of materials into consideration, the costs for Winter Storm Diego alone was just over \$212,000; yet \$220,000 was spent last year for the other four storms that occurred.

Staff also contacted neighboring communities in Greensboro, Winston-Salem to see what their best practices are and found that theirs are very similar to High Points. NCDOT actually goes through the bid process and awards contracts for five-year periods. They essentially provide equipment (plows and spreaders) with a five-year contract commitment.

Mr. Stone advised that once the snow finally melts and goes away, it causes excessive wear and tear on the asphalt and causes the pavement to break up resulting in potholes. He explained the adverse weather conditions make it difficult to repair potholes in the cold weather. Generally, two repair methods are used:

1. Hot Mix asphalt (preferred method), and
2. Cold patch method (more expensive and has a very short life as compared to the Hot Mix asphalt).

Staff encourages council members and residents to report pothole locations.

Following the presentation, staff entertained questions, but there were none. Council applauded staff for doing a great job in dealing with these storms and advised that for the most part they got more compliments than complaints from residents.

There being no further business to discuss, the meeting adjourned at 5:03 p.m. The Briefing Session was followed by a Special Meeting of the High Point City Council called for the purpose of holding a Closed Session on economic development.

Respectfully submitted,

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Lisa B. Vierling, MMC  
High Point City Clerk