

**Capital Improvement Projects Advisory Board
Special Meeting Agenda
City Council Chambers - 20 S. Littler Avenue, Edmond, Oklahoma
3:30 p.m., Tuesday, July 15, 2025**

Members Present: Randy Grau, Peggy Geib, Phil Klutts, Jim Joseph, Wesley Barnaby, Jeff Davis, Cody Mosley, Kevin Freeman (ex-officio)

Members Absent: Rob Anderson, Chris Gordon

1. Call to Order.

Chair Randy Grau called the meeting to order at 3:30 p.m., July 15, 2025, at the City Council Chambers located at 20 S. Littler Ave. The agenda was posted in the City First Administration Building at 24 E. 1st St., on July 11, 2025, at 9:21 a.m.

2. Welcoming of newly appointed Board Members, Jeff Davis and Rob Anderson.

Chair Randy Grau welcomed Jeff Davis to the CIP Advisory Board. Jeff was asked to share a little about himself. Mr. Davis has lived in Edmond since 2008 and is retired. He is now focused on giving back to the local community.

Rob Anderson the other new Board Member was not in attendance.

3. Consideration of Approval Items:

A. Consideration of Approval of Meeting Minutes: June 17, 2025.

Motion by Phil Klutts, seconded by Peggy Geib, Motion carried as follows:

YES: 6

NO: None

ABSTAINED: 1 – Jeff Davis was not yet on the board for the 6/17/2025 meeting.

4. Discussion Items:

A. Discussion of a Pedestrian Crossing at 5th Street across Boulevard.

Corson Smith, Senior Transportation Engineer, presented the proposal of the HAWK signal for the Pedestrian Crossing. This would improve the pedestrian safety on Boulevard as people cross from the east side of the street to go to Stephenson Park and the retail/restaurant area surrounding the park. This is a High-Intensity Activated CrossWalk. It is also referred to as the Pedestrian Hybrid Beacon. This system is used to increase motorists' awareness of pedestrians crossing at an uncontrolled marked crosswalk location. This is just a discussion at this point with the intension to educate what the system does.

Pictures of the HAWK lights were shown. The light is dark until a pedestrian activates the signal at the push button on the pole. It will first go into a yellow flashing light display, then to a solid yellow light and then finally a solid red light indicating that traffic should come to a complete stop to allow the pedestrian cross. After a certain amount of time allowing the pedestrians to cross, the signal will return to its normal operations, which is the dark stage with no lights illuminated. Normal operations on the roadway can presume.

One of the benefits of the HAWK is that the cost is fraction of the cost of a full signal, anywhere from a third to half the cost difference. A full traffic signal runs about 500-600 thousand. The HAWK System is around 200-220 thousand proving to be a cost affective safety measure for the crosswalk.

Steve Larwence, Director of Engineering, added that the current light half a block south will work separately from this pedestrian walk. Both would be working with the Hawk system only active when a pedestrian activates it.

Question: What would the maintenance cost of the equipment be?

Corson shared that the nice thing about the Hawk system is that it is not operating the whole time, so it is much less that a regular light. It would be based on the amount of electricity used. Other costs would be for striping in the crosswalk, curb ramps and signage.

Chair Randy Grau asked if there were any additional questions or comments related to the pedestrian crossing. With no additional comments he moved on to item 4B.

B. Update and Discussion on Projects Funded by the 2000 and 2017 Capital Improvement Sales Taxes.

Andy Conyers, Assistant City Manager/Admin and staff liaison to the board, shared that both budgets, the 2000 and the 2017 are in a good position despite declining revenues and the uncertainty with prices of things. We have received some good bids on a few projects like Pelican Bay, the temporary signal at Danforth and Sooner, the annual mill and overlay project, and ITS Phase 4.

We received some good news on the Danforth and Kelly intersection as well. ODOT has accepted a bid for 9.9 million dollars. ODOT will be responsible for 7.4 million of the bid and the Cities responsibility is about 2.5 million. The City originally budgeted 5 million for it because of the uncertainty of where it would come in, so it's good news that it came in low. The result will be an extra \$157,000.00 for this fiscal year. 2.38 million was encumbered last year.

Some upcoming projects are the sidewalk improvements along 2nd Street from I35 to Santa Fe. It will bid in the fall through ODOT. We did receive some matching funds for that and have the cost estimates for that project in the budget. There is a trail project that will be bid by ODOT as well. We have a one-million-dollar grant for the Northwest Trail Connector.

Overall, the budget is in a good position because of the projects coming in, at or a little under budget, and bids being lower than estimated.

The question of the \$500,000.00 for economic incentive came up and what projects were that going towards?

Andy replied, Yes, that was previously agreed upon for the Campbell Project. That is the two building near UCO. The agreement was that 2 years after they opened, the City agreed to give them \$500,000.00. Then over the life of the project an additional \$500,000.00. That money has now been transferred to our TIF Fund. Later this year they are eligible to receive that money.

Chair Randy Grau asked if there were any additional questions or comments related to any other projects. With no additional comments he moved on to item 4C.

C. Monthly Sales Tax Report.

Andy Conyer explained that Year-to-date (YTD) Combined Sales & Use collections are down over this time last year by a negative (3.45%).

YTD Sales Tax collections are down this month over this time last year by a negative (4.78%).

YTD Use Tax collections are up over this time last year by 3.24%.

YTD Lodging Tax collections are up over this time last year by 3.24%.

Chair Randy Grau asked if there were any additional questions or comments related to the Monthly Sales Tax Report. With no additional comments he moved on to item 5.

5. **Consideration of Approval Items:**

A. Discussion, Consideration and Election of the Chairperson and Vice-Chairperson.

Randy Grau opened the election discussion by asking for nominations.

Peggy Geib made a nomination to elect Phil Klutts as Chairman.

Motion by Peggy Geib, seconded by Cody Mosley carried as follows:

YES: 7

NO: None

Peggy Geib made a nomination to elect Chris Gordon as Vice-Chairman.

Motion by Peggy Geib, seconded by Phil Klutts carried as follows:

YES: 7

NO: None

6. Citizen Comments.

Mr. Cody Boyd, Edmond Resident, Director of Edmond Urbanist came forward to offer comments. He wanted to inquire about the Pedestrian Crossing proposed on item 4A. He lives in this neighborhood and agrees that a crosswalk is needed. However, he wanted to ensure that alternative solutions were being considered for the project. He offered some possible traffic calming options like solar powered flashing crosswalk signs, some painted "on street" pedestrian crossing wording, and solar powered radar-controlled speed limit signs be considered by the board prior to approval and recommendation to proceed. Mr. Boyd offered to have further discussion with any of the board members at their request. He thanked the board for all their efforts in serving on the CIP Advisory Board.

Chair Randy Grau asked if there were any additional citizens comments. He thanked Mr. Boyd for his comments. With no additional citizen participation, he moved on to item 7.

7. Comments from the Capital Improvement Projects Advisory Board Members.

None

8. Adjournment.

Motion by Cody Mosley, seconded by Phil Klutts, to adjourn the Capital Improvement Projects Advisory Board at 4:10 p.m. Motion carried as follows:

YES: 7

NO: None



Phil Klutts, Chair