

City Council Work Session Meeting Minutes

Bixby Municipal Building
111 N. Cabaniss Ave., Bixby, OK 74008
March 10, 2025 at 5:00 PM

The agenda for the regularly scheduled meeting of the City Council Work Session of the City of Bixby was posted on the bulletin board at the Bixby Municipal Building, 111 N. Cabaniss Avenue, Bixby, OK 74008 on March 7, 2025, on or before 5:00 p.m.

Call to Order

Mayor Girard called the meeting to order at 5:02 p.m.

Roll Call

Shannon Duran, City Clerk, called the roll, and the following were present:

Members Present

Mayor Girard
Vice Mayor Founds
Councilor Hirshey
Councilor Schultz

Staff Present

Joey Wiedel, City Manager
Shannon Duran, City Clerk
Phil Frazier, City Attorney
Charles Barnes, Finance Director
Bea Aamodt, Public Works Director
Todd Blish, Police Chief
Joe Sherrell, Fire Chief
Justin Dowd, City Engineer
Bryan Toney, Public Information Officer

Agenda

- 1) Discussion and update on the status of Friends of Irving, Walter Gund Speaker.
Mayor Girard said Item 1 on the Work Session Agenda is up for discussion and consideration.
Item presented by Joey Wiedel
Others who spoke: Walter Gund and Bea Aamodt, Public Works Director

Handouts were provided to the Council and attached to the minutes for reference.

Joey Wiedel introduced Mr. Walter Gund, who provided the Council with an update on Friends of Irving History. Mr. Gund shared that this year marks the 35th Anniversary of the Friends of Irving organization, which is a 501(c)(3) non-profit. He also noted that Irving has been recertified as a "Tree City" for the 28th consecutive year, with annual Arbor Day celebrations planned.

In addition to Arbor Day, the organization is planning a 30th Anniversary celebration. Mr. Gund highlighted Janie Bowen and Tara Judd as key members involved in the event. Tara Judd is a new member who is contributing by writing about the parks and helping with publicity efforts. Bixby Schools have expressed interest in participating in the 30th Anniversary celebration, and Mr. Gund is reaching out to the school, as well as seeking assistance from the Fire and Police Departments for support and recognition.

The following updates were also provided:

- An update on the 9/11 Memorial.
- Potential plans for a Homeowners Conference on tree planting and care, where participants would receive advice on tree maintenance, care, and how to address any issues with trees in the area.
- Plans for trails
- Girl Scout troop doing GPS of trees. Ms Aamodt provides an update on the GPS conversion of the trees with the assistance of GPS tech.
- Walnut Tree in the City of Bixby is around 250 years old

Further discussions ensued regarding possible future events and plans for the Friends of Irving. The Council thanks Mr. Gund for providing an update

2) Discussion on speed limit in school zones.

Mayor Girard said Item 2 on the Work Session Agenda is up for discussion and consideration. Item presented by Todd Blish, Police Chief
Others who spoke:

Handouts were provided to the Council and attached to the minutes for reference.

Chief Blish provided the council with an update as to the school speed limit zones. Discussions ensued between council and staff as to the signs posted in school zones. Chief Blish advised the council that the County informed the City that the road on Harvard is owned by the City. Any signs previously marked by the County indicated a speed limit of 20 MPH, whereas the City ordinance specifies a speed limit of 25 MPH. The city has ordered replacement signs from the County, but they arrived marked as 20 MPH, which contradicts the city speed limit ordinance. As a resolution to the issue of the stickers, the Chief states they are looking at stickers to replace the signs that show 25 as a fix to the signs that were previously made. Chief states that the city gets by with it because of the basic speed rule, but Chief believes the signs on 121st should be raised back to 25 MPH.

Chief Blish raised concerns about Harvard Road also, which has narrow lanes, no shoulder, and pedestrian crossings, recommending the signs be moved and equipped with flashing lights. For Central School, where the speed limit is 25 MPH, he suggested adding a caveat to allow for adjustments, while maintaining 25 MPH unless otherwise posted. Councilor Hirshey recommended a consistent 25 MPH limit for all school zones, with occasional adjustments based on specific needs.

Chief would like the latitude to lower speed limits as necessary. He is proposing that the school zone speed limit remain at 25 MPH to maintain general consistency, but with the caveat that it be 25 MPH unless otherwise posted, which would allow for adjustments where needed.

Councilor Hirshey would like to have all signs at 25 with occasional controls. Chief states that

every school zone is different and signs should adjust to the needs of those areas. Further discussions on signage ensued.

3) Discussion of Proposed Annexation of City-Owned Property in Leonard.

to Mayor Girard said Item 3 on the Work Session Agenda is up for discussion and consideration.
Item presented by Joey Wiedel, City Manager Interim
Others who spoke: Chief Joe Sherrell

Mr. Wiedel provided the Council with an update on the possibility of an annexation of City-owned property located in Leonard. This property, which was purchased, includes an old fuel station on HWY 164th and the home to the south of it. Funds have been allocated from rural dues, and the City has also been contributing funds. Now, the City is ready to begin the construction process, starting with demolition, right-of-way closures, and alleyway adjustments. City staff has been working with the County to facilitate this process.

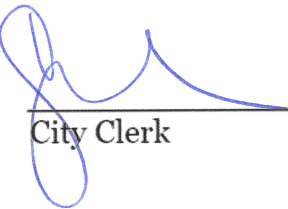
Mr. Wiedel stated that during the process of working with the County, a question arose regarding whether it would be better for the City to annex this property, given that it will be City property. Annexing the property would allow the City to send its own law enforcement officers, access video footage, and proceed with plan reviews, inspections, and other processes. Currently, the property would have to go through Tulsa County processing and then be approved by the state, which would be a more costly route than annexing the property.

Mr. Wiedel is seeking guidance from the Council and City Attorney regarding any concerns as to moving forward with the Annexation. There are no residents in the area being annexed and the roads will not be annexed; it pertains only to the property itself. If the Council approves, the City Manager will direct staff to work with the City Attorney to proceed with publishing the annexation for the City-owned property.

The council did not express any concerns about moving forward with the annexation. After the annexation is complete, the city will have a better idea of the cost of building on this lot as the funds are available.

4) Adjournment

Adjournment was called at 5:44 pm



City Clerk





Mayor

Friends of Irving Foundation, Inc.
P. O. Box 368
Bixby, Ok 74008

Discover us at friendsofiringfoundation.org

Reach us at wdgund46@gmail.com

- **Pres. Walter Gund (918) 629-5598, VP: Jerry Farrar (918) 576-4295, Tres: Jayne Bowen (918) 693-3628, Sec: Kathy Sue Roberts (918) 520-8815.**
- **Meets annually in January or February plus quarterly meeting throughout the year or as needed. Meetings takes place at Scotts Hamburgers, 15 W Dawes Ave, Bixby, Ok 74008**
- **A 501c(3) corporation (not for profit) created to promote and develop parks and trails in Bixby and south Tulsa county. The Foundations primary goal is the refurbishing of a 20-acre park at 139th and Memorial Drive as a historical, educational, and recreational park. In 1991 the park was renamed Washington Irving Memorial Park and Arboretum in honor of American author Washington Irving. The Park commemorates Irving's trip with a company of mounted rangers through the Bixby area in 1832 as described in his book "*A Tour of the Prairies*". In the furtherance of this purpose and objective, the corporation shall participate in the development, construction, and funding of public parks and their improvements and shall engage in programs and efforts to raise funds to accomplish these purposes and objectives.**
- **WASHINGTON IRVING PARK AND ARBORETUM – A 20-acre tract of land by the Arkansas River, owned by the City of Bixby. Facilities of the Park include Irving Historical Marker, amphitheater featuring a bronze statue of Washington Irving and plaques describing his life and works. Murrah Building Children's Memorial, 911 Memorial, Laci Dawn Hill Butterfly Garden, trail arbor with rest area, restrooms and education shelter, picnic shelters, picnic tables, trails and an arboretum with approximately 300 old growth trees and 100 new trees and shrubs.**
- **Future plans call for samples of all Oklahoma Proven trees and shrubs to be planted in the Park, bronzes of Washington Irving characters (raising necessary funding) and trails along lower banks of the Arkansas River. By late spring of 2024 a QR code will be posted at the Park for visitor access with the geolocation and data for each tree. The project is being done by local Girl Scout Troup 1758. Friends of Irving Foundation hosts guided tours of the Park by appointment only and prepares the Tree City USA recertification for the City of Bixby. Annual scheduled activities: Arbor Day Celebration in March and the BBQ and Blues Festival held by the Rotary Club in May. The City of Bixby has expanded the Park south to the river as part of the Bixby Downtown River Development. This expansion is called Washington Irving River Park.**
- **Updated 3/24**

Update on the Washington Irving Trees Map Project

sally harris <harrisse2016@gmail.com>

Wed, Mar 5 at 8:32 PM

To: <wdgund46@gmail.com>

Cc: Hannah Ed <hannahelih@outlook.com>

Good evening,

Per our telephone conversation this weekend, here is an update on the girl's project and additional plans:

We have provided the City of Bixby our completed story map with instructions for adding it to the City Parks website. We included Sheila McGinty's contact information from Mapworks Tulsa as she has been assisting with the technology of the map programming if needed for any technical assistance.

We are awaiting confirmation that the map has been uploaded successfully to the City's Parks page so the girls can test-run the map, preferably before a public announcement is made.

We had discussed the placement of signage at the entrance to the park which would allow visitors to access the tree map on arrival. We had discussed instructions and a QR code printed and placed in the placard stand currently present at the park entrance. I am happy to send a preliminary design to the City Council for approval and have this printed if they would like.

We would like to host a ribbon cutting/groundbreaking type ceremony at the park entrance on April 22nd with invitations to City Hall leaders, project partners, Girl Scout Council representatives, community members, and possible media. I am awaiting availability from our Girl Scout Council leadership for am/pm timing on this one. We discussed possibly having sapling trees available to give away and refreshments with an invitation for attendees to access and try out the map in the park after the ceremony. I am unsure what availability the City leaders have on that day or if there is a time frame preference which would allow them to attend. I am unsure what paperwork or requests are needed for this type of park use.

The girls have enjoyed working on this project and are excited to celebrate public access to the arboretum in this way. Please let me know of any steps that I can complete to assist them in sharing the results of their efforts.



State of Oklahoma
Department of Agriculture, Food, and Forestry
2800 N. Lincoln Blvd., Oklahoma City, OK 73105 (405) 521-3864

Kevin Stitt Blayne Arthur
Governor Secretary and Commissioner

May 9th, 2024

Urban Forestry Coordinator Riley Coy visited the state champion black walnut tree in Bixby, Oklahoma with the volunteer assistance of Mark Bays and Walt Gund to assess the health of the tree after nearby construction was completed. There was approximately four (4) feet of added grade around the perimeter of the south and east sides of the critical root zone. Along the western perimeter of the tree there is a new sewer line that will serve the incoming subdivision. The sewer line is well outside of the critical root zone. Most of the area around the critical root zone was left undisturbed during construction. The tree rests in a natural bowl that will catch and hold rainwater and runoff from the new subdivision.

Assessment:

Upon close visual assessment of the tree, it was noted that there is dead wood throughout the tree. Much of this appears to be remnants from the ice storm of 2020. There are also numerous advantageous sprouts coming from broken limbs resulting from the ice storm damage. The south side of the tree has some flagging (dying of the fine branch tips) that corresponds to the grade change over the critical root zone on that side of the tree. This indicates some of the roots on the south side of the tree are experiencing stress and die back due to the grade change. Overall, the tree appears to be healthy and resilient. Wound wood formation on wounds produced from the ice storm and from past pruning cuts is vigorous and healthy.

Recommendations:

- Contract an ISA Certified Arborist to remove dead wood and manage advantageous sprouts. Never remove more than 1/3rd of the live canopy at any single pruning. Do not cut into live tissue when removing dead wood.
- Install a concrete footing at least 6 inches deep and 4 inches above ground to prevent runoff from the future subdivision along the western boundary of the tree. Connect the sidewalk on the south side of the tree to the fence pillar on the north side of the tree, approximately 300 feet. This will divert runoff water containing herbicides, fertilizers, pesticides, and other unforeseen pollutants from the future subdivision turf management practices; these can be deadly to the tree.
- Monitor the flagging on the south side of the tree and prune out dead wood in the future.
- Perform a soil test with the Wagoner County OSU extension office every 5 years to monitor the soil nutrients. Amend soil as recommended according to soil test results.
- Remove the sugarberry tree to the immediate west of the walnut to eliminate competition for resources and afternoon shade.

Notes:

This historic tree is an asset to the community of Bixby. If the City were to purchase the property around the tree, this would be a fantastic place to gather for Arbor Day celebrations and events. City ownership would also ensure protection of the tree indefinitely. As tourism increases throughout the community, opening this park to the public will add countless marketing opportunities through weddings, events, photographs, social media, etc. This tree could be integrated into the foundational branding of the City of Bixby to enhance the future growth of the community.

Riley Coy is a Certified Arborist and holds the Tree Risk Assessment Qualification with the International Society of Arboriculture.

Current Measurements: 211 inches circumference. 109.5 feet average crown spread. 92 feet tall. Total points = 330.4

CURRENT ORDINANCE

6-5D-1: - SPEED LIMITS:

A.Notwithstanding posted speed limits, any person driving a vehicle on a street, roadway, alley or highway shall drive the vehicle at a careful and prudent speed not greater than nor less than is reasonable and proper, having due regard to the traffic, surface and width of the street, roadway, alley or highway and any other conditions then existing, and no person shall drive any vehicle upon a street, roadway, alley or highway at a speed greater than will permit the driver to bring it to a stop within the assured clear distance ahead.

B.Except when a special hazard exists that requires a lower speed for compliance with subsection A of this section, the limits specified in this article or established as authorized in this section shall be maximum lawful speeds, and no person shall drive a vehicle on a street, roadway, alley or highway at a speed in excess of such maximum limits. Any person violating this subsection shall concurrently violate subsection A of this section and, upon conviction, shall be guilty of a misdemeanor offense as follows:

1.Speed Limits—Posted: No driver in the city of Bixby shall exceed the speed limits posted on an official traffic control device.

2.Speed Limits—Unposted: Any speed greater than twenty-five (25) miles per hour, unless official traffic control devices are erected providing a greater or lesser speed, shall be unlawful.

6-5D-8: - SPEEDING IN A SCHOOL ZONE:

A.No person shall operate a motor vehicle in excess of twenty-five (25) miles per hour upon any portion of the public road, street or highway which has been duly marked as a school zone, with traffic signs showing the words, "School - Speed Limit 25". The area of the reduced speed school zone shall begin at the location of the school zone speed limit sign facing traffic and shall end at the location of the school zone speed limit sign facing traffic coming from the opposite direction, or at the location of a sign on the same street, marked, "End School Speed Zone".

B.Any person violating this section by operating a motor vehicle from one to nine (9) miles per hour over the limit shall, upon conviction, be guilty of a misdemeanor offense, punished by a fine not exceeding two hundred dollars (\$200.00), excluding costs, fees and assessments. Any person violating this section by operating a motor vehicle ten (10) or more miles per hour over the limit shall, upon conviction, be guilty of a misdemeanor offense, punished by a fine not exceeding two hundred dollars (\$200.00), excluding costs,

fees and assessments, or by imprisonment for a period of not more than ten (10) days, or by both such fine and imprisonment.

C. It shall not be a violation of this section if on the day a street is marked with a speed limit school zone sign there is no preschool, kindergarten, elementary or secondary school property open for instruction on that day within a mile radius of that school zone speed limit sign, or on any day, beginning at six o'clock (6:00) p.m. and continuing until six o'clock (6:00) a.m. the following day.

ORDINANCE CHANGE REQ.

6-5D-8: - SPEEDING IN A SCHOOL ZONE:

A. No person shall operate a motor vehicle in excess of twenty-five (25) miles per hour, unless otherwise posted, upon any portion of the public road, street or highway which has been duly marked as a school zone, with traffic signs showing the words, "School - Speed Limit" ²⁵ The area of the reduced speed school zone shall begin at the location of the school zone speed limit sign facing traffic and shall end at the location of the school zone speed limit sign facing traffic coming from the opposite direction, or at the location of a sign on the same street, marked, "End School Speed Zone".

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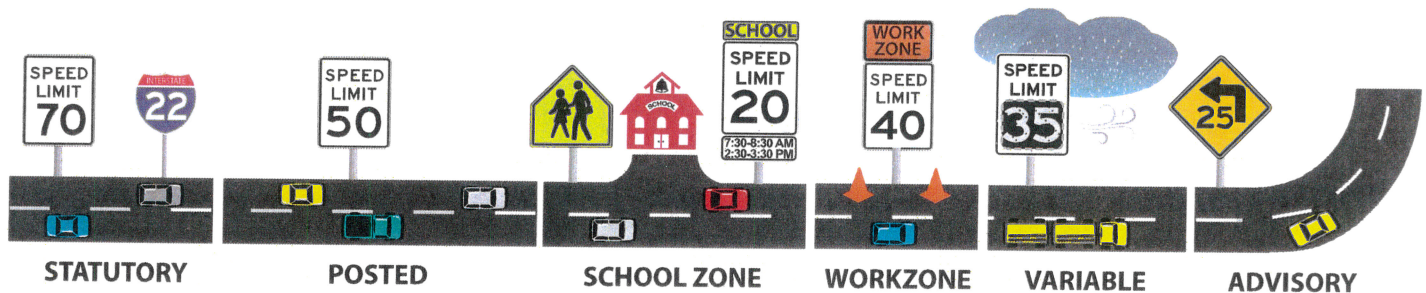
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U.S. Department of Transportation
Federal Highway Administration

SPEED LIMIT Basics

Speed limits frame expectations for drivers and other roadway users. Properly set speed limits provide a safe, consistent, and reasonable speed to protect drivers, pedestrians, and bicyclists along the roadway. At the same time, speed limits can be a source of frustration and confusion; for example, not all drivers like to travel at the same speed, and some people may not understand why the speed limit changes on a particular road. In addition, community residents often have concerns that traffic is moving too fast through their neighborhoods. Understanding the engineering principles and processes used to set speed limits and learning the terminology used to describe them are the first steps in reducing drivers' frustration or confusion and encouraging compliance.



TYPES OF SPEED LIMITS

STATUTORY SPEED LIMITS

Statutory speed limits are established by State legislatures for specific types of roads (e.g., Interstates, rural highways, urban streets) and can vary from State to State. They are enforceable by law and are applicable even if the speed limit sign is not posted.

Examples of statutory speed limits include:

- 25 mph in residential or school districts,
- 55 mph on rural highways, and
- 70 mph on rural Interstate highways.

POSTED SPEED LIMIT

Posted speed limits (sometimes called regulatory speed limits) are those that are sign-posted along the road and are enforceable by law. A posted speed limit could be the same as the statutory speed set by the State legislature, or it could be established by a city, county, or State transportation agency as an adjustment to the statutory speed limit. Some cities and counties will establish a blanket speed limit for roads in their jurisdictions. Those limits are generally posted at the city limits or county lines. The posted speed limit can differ from the statutory speed limit; in these cases, the posted speed limit is determined using an engineering speed study and takes priority over the established statutory speed limit.

"SPECIAL CONDITIONS" SPEED LIMITS

School zone speed limits are used in specific locations during the hours when children are going to and from school. Most States use a school zone speed limit of 15 to 25 mph in urban and suburban areas.

Work zone speed limits are set as part of the work zone's traffic control plan, which is used to help facilitate safe and efficient movement of traffic through a work zone. Factors that influence work zone speed limits can include:

- The posted speed limit when the work zone is not present,
- The location of the work zone and workers in relation to traffic,
- The type of traffic control (e.g., cones, barrels, concrete barriers), and
- The complexity of the work zone (e.g., lane shifts, narrowed lanes).

Variable speed limits are displayed on changeable message signs (CMS) at locations where roadway conditions regularly require speeds to reduce more than 10 mph below the posted speed limit. These instances typically occur due to weather conditions, congestion, traffic incidents, and/or work zones.

Advisory speeds are a non-regulatory speed posted for a small portion or isolated section of a roadway (e.g., a sharp curve, an exit ramp) to inform a driver of a safe driving speed. They are set using an engineering speed study and in accordance with guidance in the *Manual on Uniform Traffic Control Devices (MUTCD)*.

What is included in an engineering speed study?

- Speeds of motorists in normal conditions
- Traffic volume
- Roadway type (e.g., interstate, freeway, city street)
- Roadway features (e.g., curves, hills, number of lanes)
- Roadway setting (e.g., urban, rural, residential, woodland, farmland)
- Number and spacing of driveways or intersections
- Sight distances
- Presence of on-street parking
- Pedestrian or bicyclist activity
- Crash history
- Pavement condition

ESTABLISHING SPEED LIMITS

State and local transportation agencies recommend and set appropriate speed limits by completing engineering speed studies and following the guidance presented in the [MUTCD](#). Practitioners may also use a supporting web-based tool called [USLIMITS2](#), which provides an objective second opinion and helps support speed-limit-setting decisions. At times, agencies may need to implement speed management countermeasures to achieve the desired speed for a particular roadway (e.g., in areas with high pedestrian and bicyclist activity). Review FHWA's *Speed Management Countermeasures: More than Just Speed Humps* for more information on speed management countermeasures.

SPEED CONCEPTS

Besides the types of speed limits, there are concepts relating to speed that are important to understand.

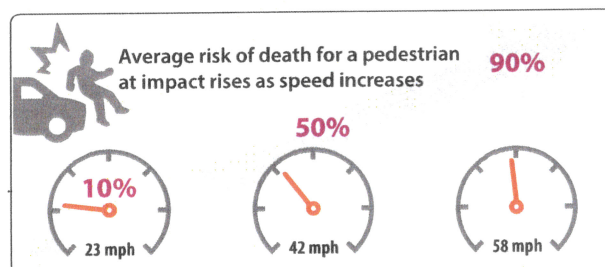
- Before a new road is built, engineers choose a **design speed** in order to guide their design decisions and prepare the plans.
- Once the road is built, engineers will evaluate the existing speeds by measuring the **operating speed**. They often do this by measuring the speed that 85 percent of drivers are travelling at or below, called **85th percentile speed**.
- Used extensively in the traffic engineering field, the **85th percentile speed** is based on the premise that the majority of drivers choose reasonable speeds for given road conditions and should be accommodated.

CORRECTING COMMON MISCONCEPTIONS

- The Federal Government does NOT set or enforce speed limits; this authority belongs to the State and local agencies that have jurisdiction over the road.
- The 85th percentile speed is not the only factor practitioners evaluate when determining an appropriate speed limit; they complete engineering speed studies and often utilize supporting tools like [USLIMITS2](#).
- Simply lowering the speed limit does not guarantee motorists will drive slower; speed management countermeasures may have to be implemented along the roadway.

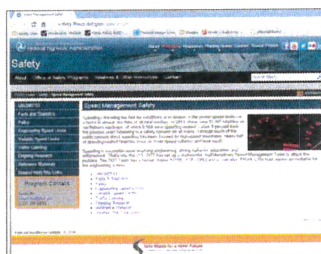
SPEED SAFETY FACTS

- Drivers who exceed the posted speed limit or drive too fast for conditions are involved in nearly one-third of all fatal crashes.
- Only 13 percent of speeding-related fatalities occur on interstate highways.
- More than 40 percent of speeding drivers in fatal crashes were considered to be alcohol-impaired.



SOURCE: AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death, September 2011.

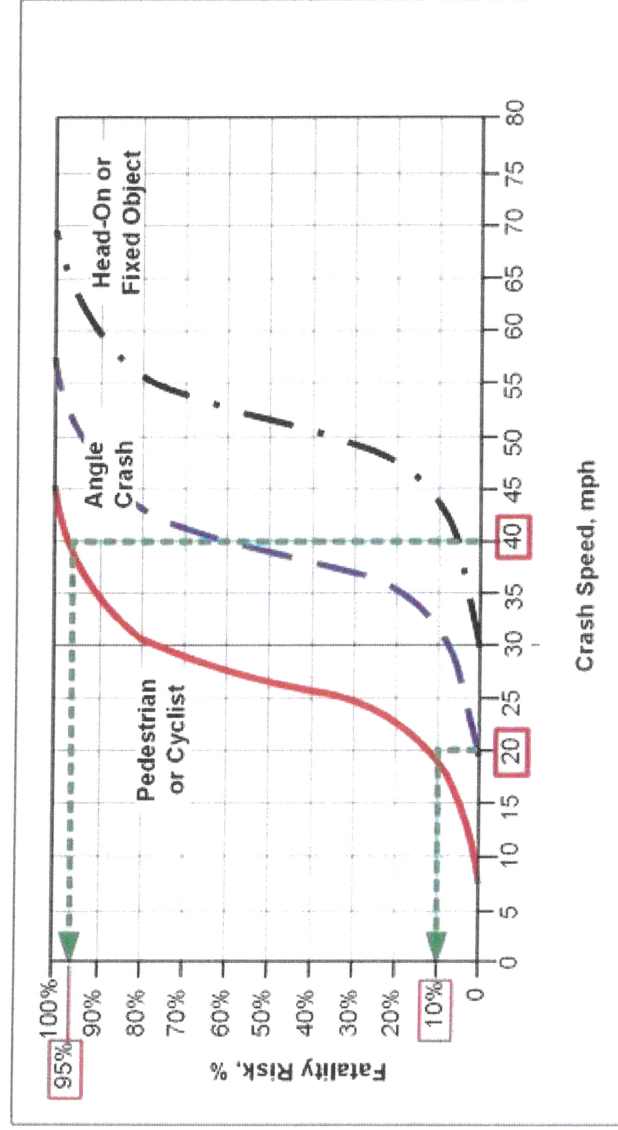
FOR MORE INFORMATION



To learn more about speed management, visit [FHWA's Speed Management Safety web page](#).



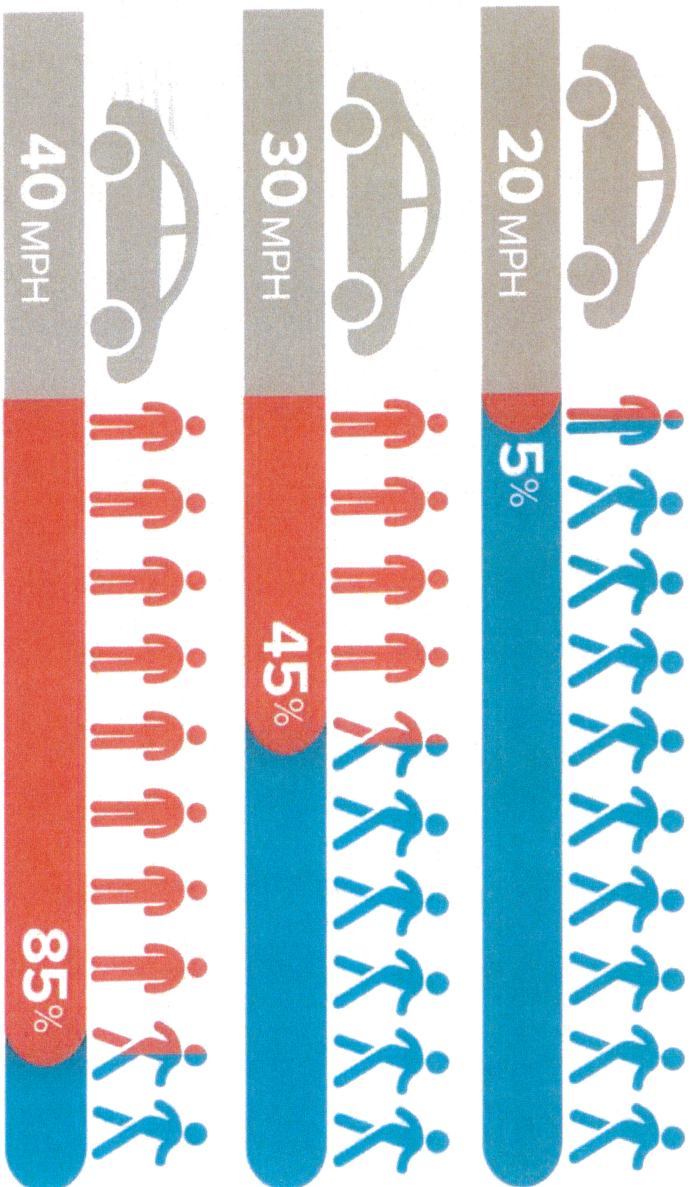
For more information on speed management, check out FHWA's *Speed Management Countermeasures: More than Just Speed Humps* fact sheet.



From Wramborg, 2005

If hit by a car
traveling:

● Fatality ● Person survives collision



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles.
Available from: <https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf>

*Avg braking		
SPEED	FEET PER SECOND	STOPPING DISTANCE ON DRY PAVEMENT/ LEVEL / 0.95 HRT
15	22.0	31.67 FT
20	29.3	47.01 FT
25	36.7	64.73 FT
30	44.0	84.85 FT

