

TRAFFIC SAFETY COMMITTEE
JULY 1, 2026, 1:30 p.m.
10 SOUTH STATE STREET, GREENFIELD, IN 46140
RICHARD J. PASCO COUNCIL CHAMBERS

1. ROLL CALL

2. APPROVAL OF MINUTES:

- a. Approval of June 3, 2026, Meeting Minutes*

3. UNFINISHED ITEMS:

- a. INDOT Corridor Study
- b. Traffic Issues at 4th / Date
- c. James Blvd. & E. New Road
- d. 20 mph City Wide Consideration
- e. Greenfield Intermediate School speed limit signage (Oak Boulevard)*

4. NEW ITEMS:

- a. Whitcomb Village Neighborhood Traffic Safety and Speed Reduction Request*
- b. E. 5th Street and Berry 4-way stop request
- c. Intersection Crash Statistics
- d. Osage Speed Study*

5. MISCELLANEOUS ITEMS:

6. ADJOURNMENT: Next Scheduled Meeting August 5, 2026, at 1:30 p.m.

**Attachments provided*

Members

Name	Appointed By	Term Start Date	Term End Date
Amy Kirkpatrick	City Council	01/28/2026	01/28/2027
Tyler Rankins	Street Department	01/01/2025	12/31/2027
CW Murnan	Police Department	01/01/2025	12/31/2027
Glen Morrow	Mayor	01/01/2025	12/31/2027
Gary Pence	Mayor	01/01/2025	12/31/2027

City of Greenfield Traffic Safety Committee

Regular Meeting Minutes **DRAFT**

Wednesday, June 3, 2026 1:30pm
Richard J. Pasco Council Chambers, City Hall
10 S. State St, Greenfield, IN 46140

Chairman Glen Morrow called the meeting to order at 1:30pm.

Secretary Marie Persinger took roll call.

Members Present:

Police Lieutenant Charles Murnan
Street Commissioner Tyler Rankins
Councilwoman Amy Kirkpatrick
Chairman City Engineer Glen Morrow

Members Absent: Gary Pence

Approval of Minutes: A motion was made by C. Murnan, seconded by A. Kirkpatrick, to approve the May 2026 minutes as presented. Motion carried.

INDOT Corridor Study: G. Morrow stated that the kickoff meeting happened with INDOT and Hancock County. It will take about a year and a half to complete the project. This item will be discussed at future meetings.

Traffic Issues at E. 4th Street and N. Date Street: Michael Marvin shared his concerns on traffic safety issues in the area. There are several young kids driving up to 80 mph in the area. He stated that all of the neighbors have reported this to the PD and Police advised him to come to the traffic safety committee. Mr. Marvin has a disabled daughter who plays outside. He's concerned for her safety. A few weeks ago, there was a lady in a wheelchair trying to cross 4th St on Date St and a young kid was doing a burnout, fishtailing and he almost hit her. Mr. Marvin suggested that an additional stop sign and/or speed humps would be helpful.

G. Morrow and T. Rankins discussed a speed study that was conducted from 5/20/26 to 5/26/26 in response to this item. The study found 4407 cars drove through during the week. 261 cars drove above 35 during the week with 1 car going 57 mph. Discussion was that an extra stop sign is not appropriate for speed control and a speed hump/table would only divert the dangerous traffic to adjacent streets.

C. Murnan offered to increase enforcement patrol, especially during the peak times. This item will be discussed at future meetings.

James Boulevard & E New Road: G. Morrow asked if anyone had a chance to go out a look at the area after previous discussions. T. Rankins suggested possibly painting the edge of New Rd so that people on James Blvd know where the edge of New Rd is for cars to not inch out too far. Some discussion was made about moving the stop sign and adding stop bars.

C. Murnan shared some crash statistics from the intersection. So far in 2026, there have been 5 collisions (3 following too close and 2 improper turn). In 2025, there were 9 crashes (7 failed to yield). In 2024, there were 9 crashes (7 failed to yield, 2 ran off the road).

C. Murnan will compile more information about the traffic accidents for G. Morrow to evaluate and discuss at a future meeting.

20 mph City Wide Consideration: G. Morrow received a phone call from a resident requesting the speed limit to be lowered to 20 mph in all the neighborhoods. The state does allow this without an engineering study. G. Morrow discussed an attachment related to “20 is Plenty” movement as suggested by Purdue’s Local Technical Assistance Program (LTAP). LTAP thus far has no sources or studies that shows posting 20 mph speed limits has any appreciable impact on speeds. Likewise G. Morrow was unable to find any 20 is Plenty articles that referenced an effective reduction in speed. There are articles that say the chances of surviving a hit at 20 mph is much safer than surviving a hit at 30 mph.

T. Rankins estimated that there are roughly 400 speed limit signs in the neighborhoods that would need to be changed at a cost of about \$50 per sign, so the effort to change signs would cost around \$20,000. T. Rankins would like to see consistency in the speed limit through town.

C. Murnan wondered if 25 mph might be better and would like to do some more research.

A motion to table this and keep it on the agenda was made by T. Rankins and seconded by C. Murnan.

Parking at Jasmine and Lavendar: A citizen requested for ‘No Parking’ signs to be installed to increase visibility at this intersection. The request was to address cars parked in the road at this curvy intersection which makes it difficult to drive around them.

G. Morrow noted that the street parking is a natural way to prevent excessive speeds in neighborhoods which is a constant complaint across the city. Also, removing parking would be unfair to the homeowners who live at these locations.

C. Murnan noted that there are no crashes there.

C Murnan made a motion to leave it as which was seconded by A. Kirkpatrick.

2025 Annual Traffic Safety Report: C. Murnan discussed the enclosed report. There was a decrease in crashes and injuries from 2024. On sheer numbers of injuries, these are by far the lowest numbers Greenfield has experienced in many years. The worst intersections are on state roads. Barrett and New Rd intersection is the highest crash site not on a City controlled location.

G. Morrow noted there is a consultant working on the exit out of Walmart on State Road 9 to help alleviate the Barret / New issue. The City is also in the early stages of a new road extending Melody Ln from Swope St north of McKenzie.

C. Murnan will provide a list of most dangerous intersections next month.

Miscellaneous: An email was received from Michele Pilch in the morning of June 3rd which G. Morrow read into the record of the meeting. Ms. Pilch is concerned about speeding down Osage near her house. There are also people running through the stop sign and even speeding past school buses with the stop arm out.

G. Morrow suggested getting a speed study and give the police department a chance to research before the next meeting.

T. Rankins made a motion to add this to the agenda for next meeting and it was seconded by C. Murnan.

Adjournment: A motion to adjourn was made by T. Rankins, seconded by A. Kirkpatrick. Motion carried.



GREENFIELD ENGINEERING

10 South State Street
Greenfield, IN 46140
www.GreenfieldIN.gov
Phone: (317) 477-4320
Fax: (317) 477-4321

July 1, 2026

Traffic Safety Committee
10 South State Street
Greenfield, Indiana 46140

Re: Oak Boulevard Speed Limit and School Zone Signage
Greenfield Intermediate School

Members of the Traffic Safety Committee:

The Committee has previously considered whether the posted 20 mph speed limit on Oak Boulevard in the vicinity of Greenfield Intermediate School should be modified. As reflected in the Committee's discussion and action at its December 10, 2025 meeting:

"The street segments are already 30 mph. There is some confusing and conflicting signage. Some 20 mph signage should not be there, and the remaining 20 mph signage should be modified to read 'School Speed Limit 20 mph – 7:00 AM to 4:00 PM Monday through Friday.' Motion by Kirkpatrick to rescind the previous vote requesting that Common Council pass an ordinance making Oak Boulevard 20 mph, seconded by Pence. Motion carried."

The purpose of this memorandum is to document the source of the existing confusion and to recommend corrective action with respect to the current signage.

Existing Signage

Attached exhibits identify the school zone-related signage in the area of Greenfield Intermediate School, generally bounded by North State Street, West Willow Road, North School Street, and West Park Avenue. The signage presently includes the following:

- SCHOOL SPEED LIMIT 20 WHEN FLASHING (S20WF) – 7 signs
- END SCHOOL SPEED LIMIT (ESSL) – 5 signs
- SCHOOL SPEED LIMIT 20 (SSL20) – 1 sign
- SCHOOL SPEED LIMIT 20, 7:00 AM TO 4:00 PM, MONDAY THROUGH FRIDAY (SSL20:7-4) – 2 signs
- SPEED LIMIT 20 (SL20) – 2 signs

Applicable Traffic Code Provisions

In 2023, the City adopted an ordinance amending portions of the Traffic Code to provide as follows:

§ 71.123 SCHOOL ZONE SPEED LIMIT.

No vehicle shall be operated in any area designated by appropriate signage as being a school zone at a speed in excess of 10 mph less than the regularly posted speed when the school zone flashing beacons are activated and flashing.

CHAPTER 74: TRAFFIC SCHEDULES – SCHEDULE III. SPEED LIMITS

Ord. No. 2023-09 All school zones 10 mph less than the posted speed limit.

Under the current Traffic Code language, where a speed limit sign is posted within a school zone, the enforceable school zone speed limit is 10 mph less than the otherwise posted speed limit when the school zone provision is in effect. Accordingly, where 20 mph signs are posted within this school zone, the resulting enforceable speed would be 10 mph. This creates unnecessary ambiguity for the motoring public and does not appear to reflect the intended application of the Traffic Code, particularly because Oak Boulevard is not specifically listed in Chapter 74: Traffic Schedules.

Recommendation

Based upon review of the existing signage and the 2023 ordinance, it appears that certain signs were installed incorrectly or remain inconsistent with the intended regulatory framework. In order to align the field signage with the apparent intent of the Traffic Code, the following actions are recommended:

- Remove the SPEED LIMIT 20 (SL20) signs located at points D and L.
- Modify the SCHOOL SPEED LIMIT 20 (SSL20) sign located at point J by adding a supplemental plaque stating: “7:00 AM TO 4:00 PM MONDAY THRU FRIDAY.”

Conclusion

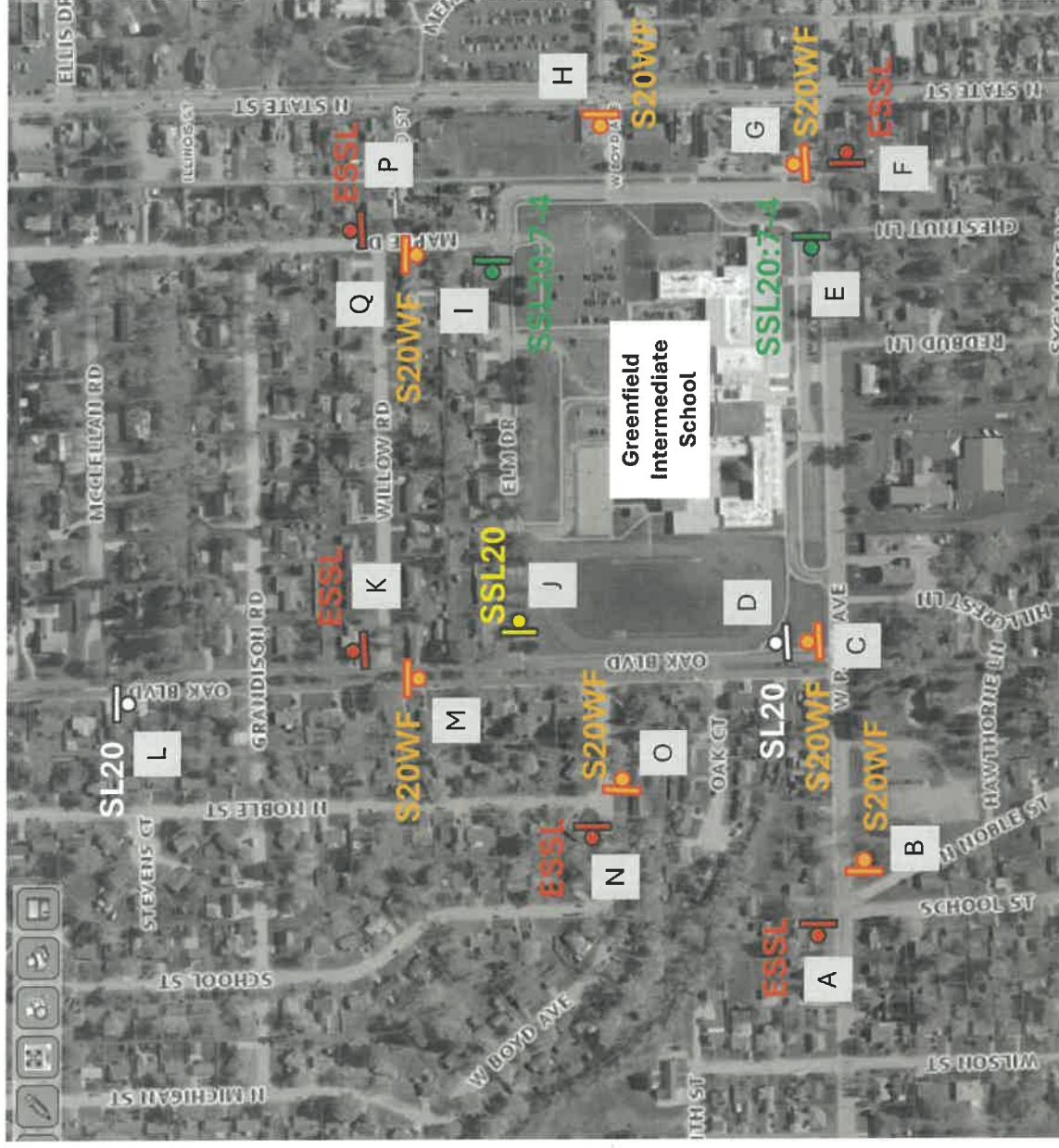
At this time, no further amendment to the Traffic Code is recommended. The issue appears capable of being resolved through the signage modifications identified above.

Respectfully submitted,



Glen E. Morrow, P.E.
City Engineer

- Existing Signage around
Greenfield Intermediate School**
- **SCHOOL SPEED LIMIT 20 WHEN FLASHING (S20WF)**- 7 signs
 - **END SCHOOL SPEED LIMIT (ESSL)**- 5 signs
 - **SCHOOL SPEED LIMIT 20 (SSL20)**- 1 sign
 - **SCHOOL SPEED LIMIT 20 7:00 AM TO 4:00 PM MONDAY THRU FRIDAY (SSL20:7-4)**- 2 signs
 - **SPEED LIMIT 20 (SL20)**- 2 signs



School Speed
Limit 20 when
Flashing
(S20WF)



B



C



G



H



M



O



Q

End School
Speed Limit
(ESSL)



A



F



K



N



P

School Speed
Limit 20
(SSL20)



J

School Speed
Limit 20
7:00 AM to
4:00 PM
Monday thru
Friday
(SSL20:7-4)



E



I

Speed
Limit 20
(SL20)



D



L

Received via email June 11, 2026:

Dear Commissioner Rankins,

I am writing to you to request assistance from the Street Department regarding an ongoing traffic safety concern in our neighborhood. We have noticed an increase in issues with vehicles traveling at unsafe speeds through our neighborhood streets, which could pose a direct hazard to our residents, pedestrians, and pets.

As the Board President of the Whitcomb Village Homeowners Association, I would appreciate the opportunity to discuss potential solutions for a reduction of the speed limit in our community. We are eager to learn what options might be available, such as speed studies, traffic calming measures, or updated signage, to help ensure the safety of our neighborhood.

Thank you for your time, leadership, and dedication to the safety of Greenfield's streets. I look forward to hearing from you soon regarding how we might move forward.

Sincerely,

Hans David Harris
Board President, Whitcomb Village HOA
(317) 435 – 8586
1137 Bumblebee Way
Greenfield, IN 46140

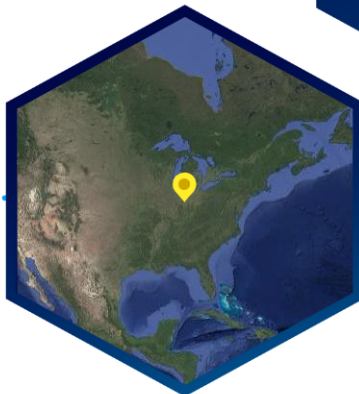
City of Greenfield Public Works

Speed Compliance

Survey Location 105 E Osage St
Greenfield, IN 46140

Survey Start 2026/06/11

Survey End 2026/06/17



Powered by:

STALKER
STREET DYNAMICS
TRAFFIC DATA INTELLIGENCE

SURVEY DESCRIPTION

SURVEY DETAILS

LOCATION	105 E Osage St	
GPS COORDINATES	39.7825,-85.76764	
REPORT DATES	START Thursday 2026/06/11 00:00:00	END Wednesday 2026/06/17 23:59:59
SURVEY NOTES	-Not Provided-	
POSTED SPEED LIMIT	30 MPH	
EXCESSIVE SPEED LIMIT	35 MPH	
DEVICE TYPE	TDC 2	
DEVICE SERIAL NUMBER	EAA001873	
VERSION NUMBER	Street Dynamics Version 2.31.2.0	

TRAFFIC INFORMATION

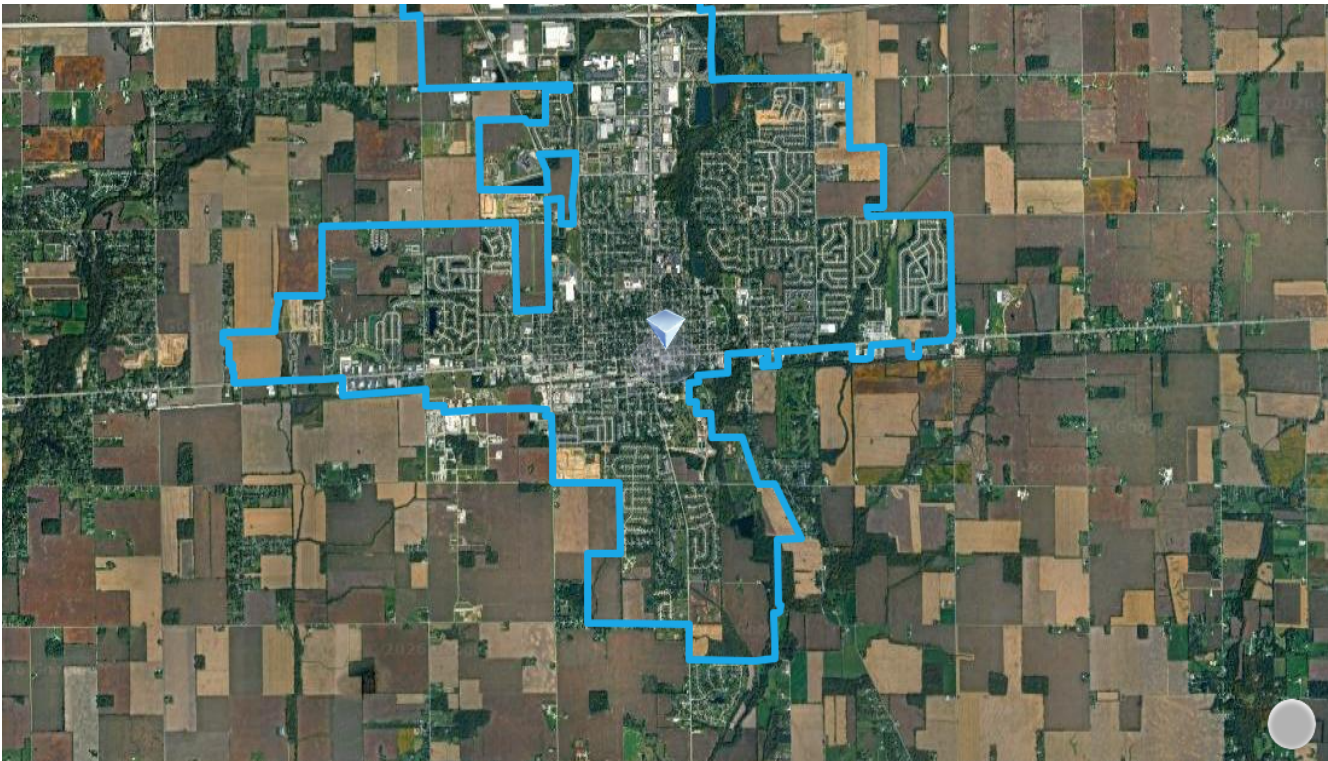
TOTAL VEHICLE COUNT	3896	
TRAFFIC DIRECTION	APPROACHING (S) 1909	RECEDING (N) 1987
DEVICE FACING DIRECTION	N	
TRAFFIC ZONE	-Not Provided-	

APPLIED FILTERS

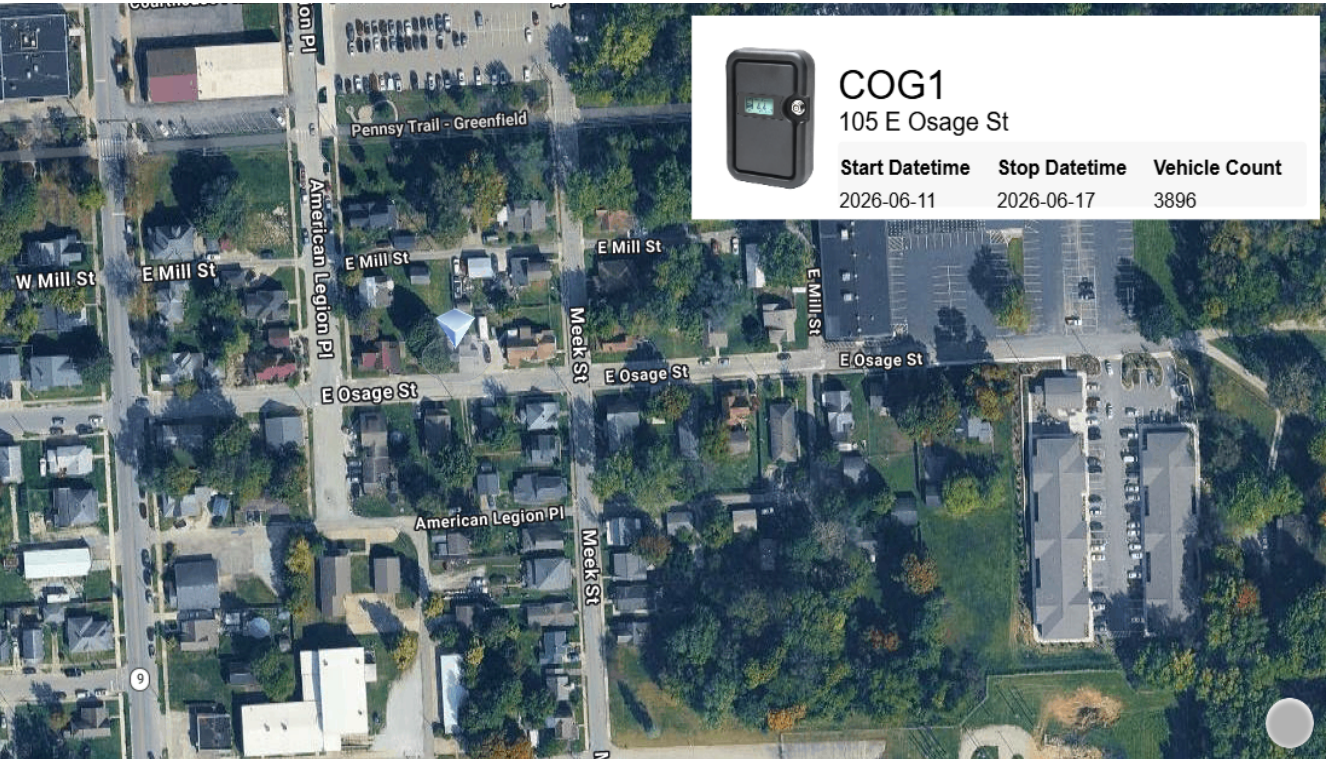
SPEED RANGE	1 MPH to 255 MPH
SPEED TYPE	Peak Speed
TRAFFIC FLOW DIRECTION	Combined
VEHICLE TYPES	ALL CLASSES
FREE FLOW TIME	2 seconds

SURVEY MAP

City Outline - Greenfield



Data Location - 105 E Osage St

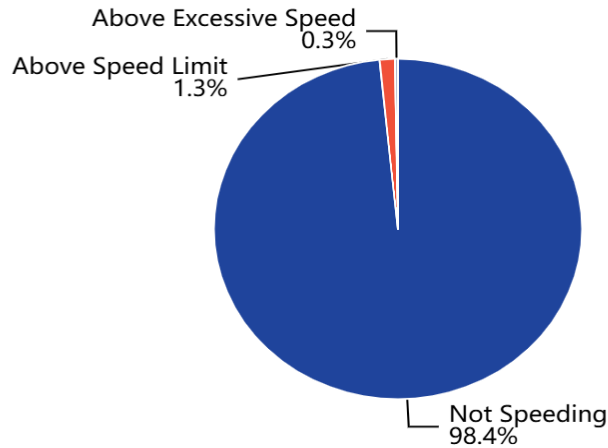


REPORT CHART

Speed Limit Compliance Pie Chart

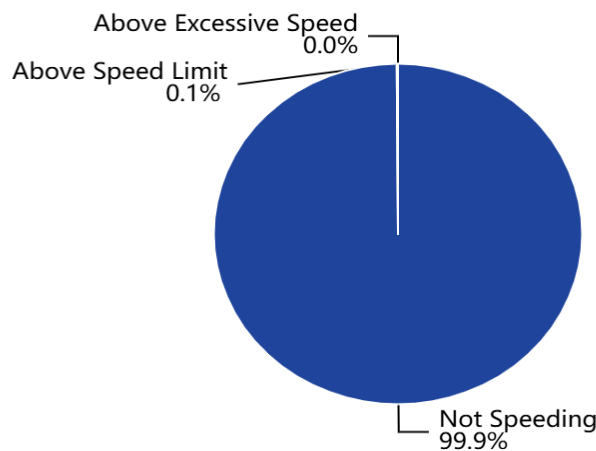
Date Range: 2026/06/11 - 2026/06/17

Direction: Combined



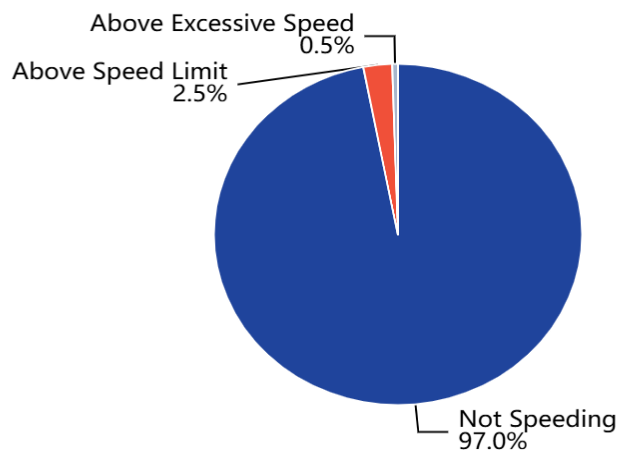
Date Range: 2026/06/11 - 2026/06/17

Direction: Approaching (S)



Date Range: 2026/06/11 - 2026/06/17

Direction: Receding (N)



ADDITIONAL CHARTS

Speed - Volume Matrix

Date Range: 2026/06/11 - 2026/06/17

Direction: Combined

Date Span	Total	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86+
0:00 - 0:59																		
1:00 - 1:59																		
2:00 - 2:59																		
3:00 - 3:59																		
4:00 - 4:59																		
5:00 - 5:59	26		4	9	9	3	1											
6:00 - 6:59	144	1	8	66	53	14	2											
7:00 - 7:59	199	2	27	80	73	14	3											
8:00 - 8:59	207	1	25	97	57	24	3											
9:00 - 9:59	177		22	78	55	17	5											
10:00 - 10:59	247	2	33	97	74	33	8											
11:00 - 11:59	368	3	45	176	106	31	7											
12:00 - 12:59	403	10	78	189	90	31	4	1										
13:00 - 13:59	381	5	43	169	127	29	6	1	1									
14:00 - 14:59	331	1	25	160	106	32	7											
15:00 - 15:59	358		43	160	126	22	7											
16:00 - 16:59	381	4	43	173	127	30	4											
17:00 - 17:59	273	2	33	149	71	16	2											
18:00 - 18:59	204	7	34	99	50	14												
19:00 - 19:59	191	27	62	65	29	8												
20:00 - 20:59	5		1	4														
21:00 - 21:59																		
22:00 - 22:59																		
23:00 - 23:59																		
Total																		

REPORT CHART

SURVEY RESULTS

Total Vehicle Count		3896		
Direction		Approaching (S)	Receding (N)	Combined
Vehicle Count		1909	1987	3896
Posted Speed Limit		30 MPH		
Direction		Approaching (S)	Receding (N)	Combined
Vehicles Under the Speed Limit Count		1907	1927	3834
Vehicles Under the Speed Limit Percentage		99.9%	96.98%	98.41%
Vehicles Over the Speed Limit Count		2	60	62
Vehicles Over the Speed Limit Percentage		0.1%	3.02%	1.59%
Average Speed Over the Limit		33 MPH	33.03 MPH	33.03 MPH
Excessive Speed Threshold		35 MPH		
Direction		Approaching (S)	Receding (N)	Combined
Vehicles Over the Speed Excessive Speed Count		0	3	3
Vehicles Over the Excessive Speed Percentage		0%	0.15%	0.08%
Speed Profile				
Direction		Approaching (S)	Receding (N)	Combined
Average Vehicle Speed		18.34 MPH	20.95 MPH	19.67 MPH
Minimum Vehicle Speed		6 MPH	3 MPH	3 MPH
Maximum Vehicle Speed		33 MPH	44 MPH	44 MPH
50% Percentile Speed		19 MPH	20 MPH	19 MPH
85% Percentile Speed - Free Flow		22 MPH	26 MPH	24 MPH
Standard Deviation		3.79 MPH	4.67 MPH	4.46 MPH
10 MPH Pace - Free Flow		14-23 MPH	16-25 MPH	15-24 MPH
In Pace Count - Free Flow		1500	1404	2831
Data Recording Limits				
Highest Speed Allowed		255 MPH		
Lowest Speed Allowed		1 MPH		
Minimum Following Time		2 Seconds		

ADDITIONAL CHARTS

Enforcement Schedule

Date Range: 06-11-2026 06-13-2026

Direction: Combined

Best Speed Enforcement Time

	Approaching (S) Traffic		Receding (N) Traffic	
	Start Time	Stop Time	Start Time	Stop Time
Thursday			12:00:00	13:00:00
Friday			11:00:00	12:00:00
Saturday	No Data	No Data	No Data	No Data

Date Range: 06-14-2026 06-17-2026

Direction: Combined

Best Speed Enforcement Time

	Approaching (S) Traffic		Receding (N) Traffic	
	Start Time	Stop Time	Start Time	Stop Time
Sunday	No Data	No Data	No Data	No Data
Monday			08:00:00	09:00:00
Tuesday			13:00:00	14:00:00
Wednesday	No Data	No Data	No Data	No Data