



## Greenfield Engineering & Planning

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Common Council  
10 S. State Street  
Greenfield, IN 46140

Re: Traffic Safety Committee's Recommendations on No Left Turns  
E. North Street / W. North Street and N. State Street  
W. South Street and S. State Street

Dear Councilmen,

The Traffic Safety Committee has evaluated safety concerns at several intersections along State Road 9. The Committee's current recommendation is to convert two intersections to **no-left-turn** locations. It had previously been reported that these recommendations would be forwarded to the Common Council as ordinances. In preparation, it was discovered that City Code does not specifically list any "no-left-turn" locations; rather, it simply prohibits turns where appropriate signage is posted:

**§ 71.001 OBEDIENCE TO NO TURN SIGNS.** *Whenever signs are erected in accordance with this title indicating that no right or left or U-turn is permitted, no driver of a vehicle shall disobey the directions of any such sign.*

The Committee felt these two intersections warranted discussion before signage and pavement markings are installed. If the Council believes either location should remain unrestricted, the Committee will revisit the topic. Otherwise, staff will proceed with signage and striping.

### **E. North Street / W. North Street at N. State Street**

This intersection has been under review for over a year. The Committee initially considered converting the first block east and west of N. State Street to one-way traffic flowing away from State Street. This option was tabled until after the trail project and



reconsidered recently. Ultimately, the one-way configuration was deemed impractical because it would complicate access back to N. State Street, particularly in conjunction with the one-way configuration on E. Grant Street near the U.S. Post Office.

The most problematic movement observed is **left-turn traffic at N. State Street** from both directions of North Street. Maintaining bi-directional traffic on North Street while prohibiting left turns at N. State Street resolves the identified conflicts while still supporting downtown circulation.

(The illustration identifies allowable movements in white arrows and restricted movements in red arrows.)

**W. South Street at S. State Street**

This one-block segment of W. South Street has also been reviewed for approximately a year. Left turns onto northbound S. State Street are extremely difficult because of queuing at W. Main Street. With new apartments in the parking garage project and a mixed-use development at W. South & S. Pennsylvania, traffic volumes are expected to increase. There is concern that queuing could occur directly in front of the Fire Station, potentially delaying emergency response.

One option considered was making W. South Street **one-way westbound**, which could add some parking. However, the traffic study required by INDOT for the mixed-use project suggested that **two-way traffic should be maintained**, with left turns restricted except for emergency vehicles.



INDOT also recommended installation of a **mountable pork-chop median** to clearly define movements, enhance pedestrian safety, and ensure unrestricted Fire Department egress in all directions.

(The illustration shows the proposed mountable pork chop with allowable movements in white arrows and restricted movements in red.)

**Next Steps**

The Street Department intends to complete signage and pavement markings within the 2026 budget. Construction of the mountable pork chop—with ADA-compliant truncated domes—may require Board of Public Works approval to use Council budget funding.

No action is required at this time. However, if the Council has concerns, please share them with Staff so the Traffic Safety Committee can consider them before City resources are committed.

Glen E. Morrow, PE  
City Engineer