

2016

Annual Traffic Safety Report



Submitted
By

Lieutenant C.W. Murnan
Traffic Safety Officer
Greenfield Police Department

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Traffic Safety Committee

The Traffic Safety Committee consists of the Mayor (no vote), the Street Commissioner (street dept rep), the Traffic Safety Officer (police rep), mayor appointed person, a council appointed member and the city engineer. Three of the Five have to be present to have a meeting (quorum).

The Traffic Safety Committee met seven (7) times during the year of 2016. The committee meetings were down in 2016 due to my health issues causing me to miss work. We met 9 times in 2015.

The Traffic Safety Officer investigated 37 minor complaints through the office mostly consisting of speeding vehicles, some stop sign issues, and lots of parking. Some were in reference to campers and large truck parking in neighborhoods. The highest number of complaints/requests was in year 2005 with over one hundred (100) complaints. We have not come close since then.

We always receive complaints about speeding vehicles in subdivisions and only received a few requests for stop signs at problem intersections to reduce the number of speeding cars or “almost collisions” that occur. This usually happens in the spring time when the weather warms up and the roadways are clear. For 2016 there has been an overwhelming amount of HOA’s wanting housing addition speed changes. Speed studies show that most cars were doing less than 30mph and there has been no pedestrians struck in any of these neighborhoods.

The Traffic Safety Committee requested six (6) new ordinances to be put in place for year 2016. These consisted of new stop signs, creating handicap parking, overnight parking, and the living alley one way. The highest year to date was 2004 with 39 new ordinances.

This committee continues to brainstorm different ideas to make the City of Greenfield’s streets a safer place to drive.

FACT Team-Fatal Accident Crash Team

The team is a combination of the Greenfield Police Department detectives, evidence techs and crash re-constructionists along with members of the Hancock County Sheriff’s department. This team is called out to any serious personal injury crash or fatal accident in the Hancock County area. This team is a huge asset for investigating serious crashes to their fullest.

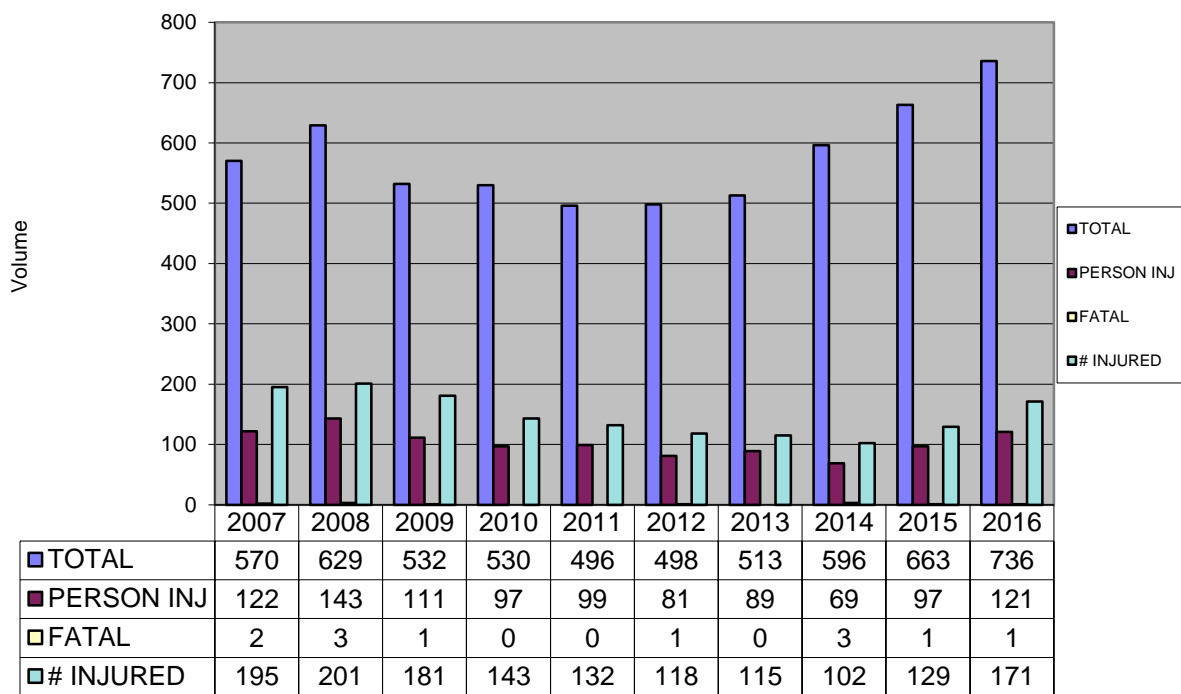
Crash Statistics and Trends

The Greenfield Police Department has kept a detailed record of crash statistics since 1976 and continues to do so to this day. Some of the older data will be in the attached spreadsheets with this report if you would like to refer back to it.

I would like to focus on the past ten years with my data; some comparisons may be older. It is clear that the number of crash reports investigated by the Greenfield Police Department has been on the rise due to the population increase and business growth along State Road 9 on the north end of town.

For 2016, 736 crashes (up 73 from 2015) were reported and investigated by the department. Of these 736 crashes, 121 were reported as PI (personal injury) crashes, which totaled to 171 people reported injured (*1 fatality at 1200 West Main Street).

Total Crashes



2016 has been the highest year for crashes at 736 since crashes have been recorded.

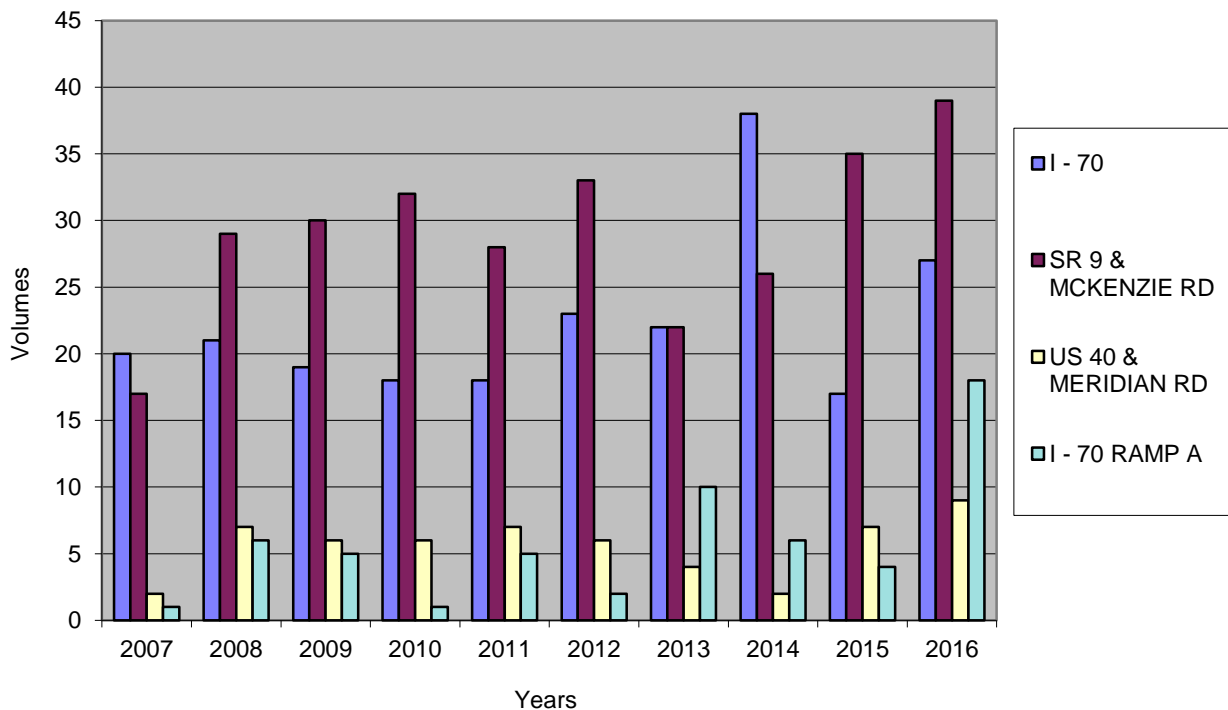
The busiest intersection for 2016 was State Road 9 and McKenzie Road. We had a total number of 39 crashes at this intersection; this has been on the rise the last 10 years almost doubling 2007 data.

Another busy intersection was State Road 9 and New Road which held the highest number last year. We had a total of 33 crashes at this intersection, making it highest to date. The past seven years shows that the crash average ranges in the 20's-30's. Compared to the volume of cars that were reported through this intersection, 19,000 a day, the amount of crashes isn't that bad for it being that busy of an intersection.

Another busy area of our city is State Road 9 and Green Meadows Drive. There have been 33 crashes reported in this area in 2016.

These State Road 9 intersections will be closely watched due to the rise in crashes and daily traffic volume. Some changes to the turn arrows by the State Highway have seemed to with some of the crashes, but there is still a high volume of traffic on State Road 9. US 40 crashes have stayed consistently low over the last few years.

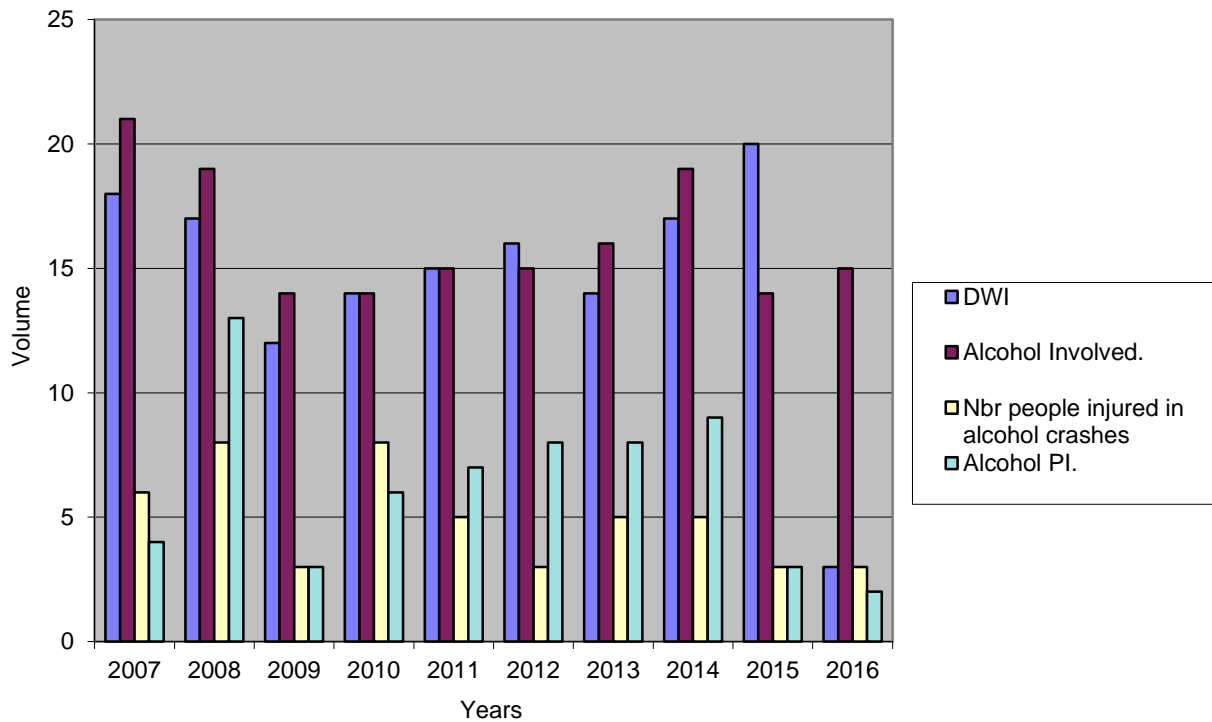
Major Intersection Crashes



Operating While Intoxicated Crashes

There were 15 suspected alcohol/drug involved crashes for 2016, this being around average in the last 10 years. Any OWI involved accident raises the chances of injuries but this past year we had only a total of 3 injuries reported. 3 OWI arrests were made of these 15 crashes that had alcohol involved with them.

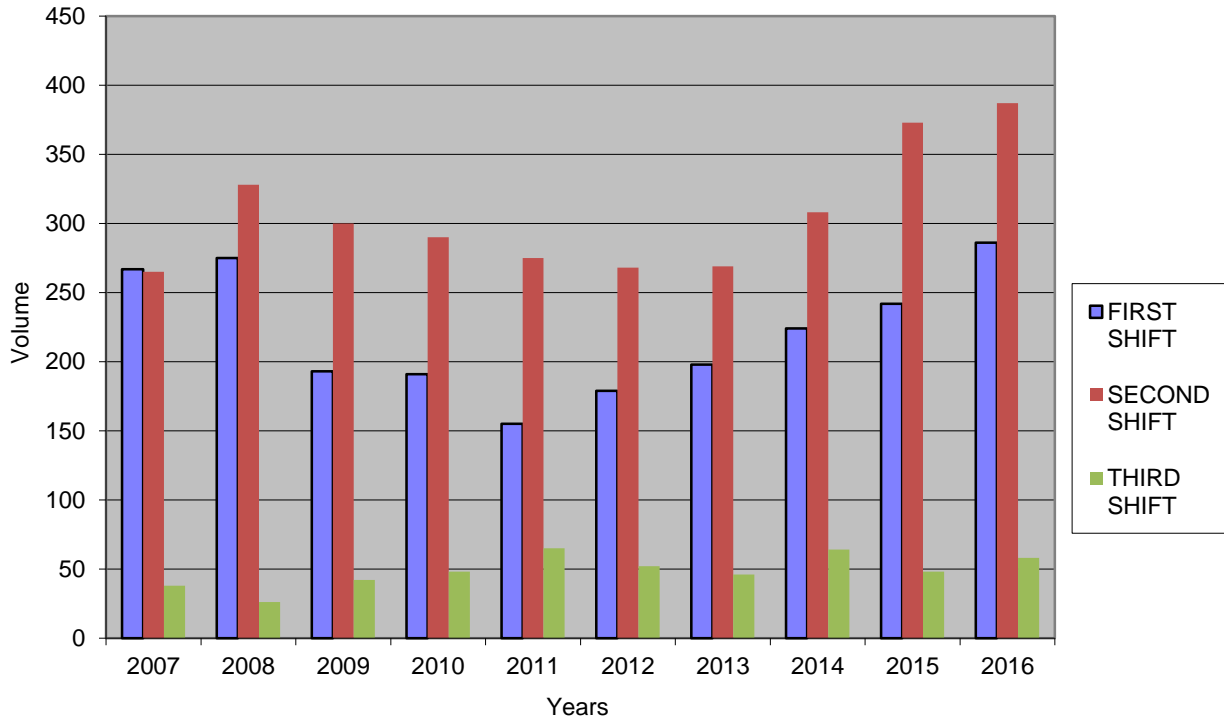
Operating While Intoxicated Crashes



There were a total of 17 arrests made during crash investigations; this is down by more than half from 2015. Those include the 3 OWI and the rest are mostly suspended licenses or no license violations.

If we break down which shift takes the most crashes by the time of day, 2nd shift (2p-10p) has the most reports, followed usually within one hundred reports is 1st shift (6a-2p). 3rd shift comes in last with numbers. They usually stay well below a hundred reports per year.

Crashes Taken per Shift



Now for the worst possible scenario to happen in a crash is having a fatality involved. For 2016, the FACT team investigated one fatal crash in the 1200 block of West Main Street, near the intersection of Jefferson Boulevard. This occurred at around dusk (6pm) in late December (no other weather factors). A pedestrian on foot was crossing the 4 lane roadway and was not seen by the driver of the vehicle. He later died at the hospital from severe head trauma.

To sum up this section on crashes, a vast majority is human error while driving. The Street Department does a good job of maintaining the roadways throughout all times of the year. The Greenfield Police Department will continue to enforce traffic laws and inform the public on driving safely. The Traffic Safety Committee will continue to aid the city with the latest traffic control signs or equipment to date.

Special Events/Parades

The Greenfield Police Department gave several safety presentations and/or promotions about bicycle safety, seatbelt usage, child safety seat usage and other traffic safety issues to many different types of groups from preschoolers up to high school students in driver's education classes. The goal is to continue to give safety talks to the community so that we can reduce or even prevent crashes and injuries. These events show the community that we, the City of Greenfield, are committed to keeping Greenfield safe.

Last year all of the parades went without any injuries to parade participants or spectators. The officers that worked the 4-H parade, the Riley Festival Saturday parade, the Flower parade, Christmas parade and the Greenfield-Central High School Homecoming parade did a great job this past year keeping everything safe.

For 2016 GPD and the Greenfield Fire Department teamed up with the Department of Child Services and Hancock Regional Hospital and held a Hancock County Community Safety Day in the parking lot of Wal Mart. This was a huge hit and safety related items were handed out to people that visited booths at the event. This will happen again in 2017.

Crossing Guards

The city utilizes six adult crossing guards located throughout the city. The Traffic Safety Officer replaced one more this year to fill in for one that left due to medical reasons, which kept them from doing their job duties to the fullest.

The crossing guard's main duty is to assist the elementary school children and junior high kids cross busy roadways. The traffic safety officer checks these locations when school is in session to make sure guards remain punctual, which was not an issue this past year.

We haven't had as many complaints on visibility of the crossing guards as in the past. The crossing guards are issued bright yellow class II traffic vests (summer) and heavy large reflective winter coats. They also have large 18" handheld reflective STOP signs that help stop traffic.

All of the crossing guards continue to do an outstanding job with helping kids cross the roadways safely. These employees are a huge asset to the City of Greenfield.

Right of Way Permits

The Traffic Safety Officer receives these permits for anything from parade details, festivals to dumpsters. Festival Committee's or citizens fill these permits out asking to place dumpsters in the roadways or close roads temporarily (anything in the right of way of pedestrian or car traffic). These permits are 10.00 dollars each. For 2016 there were 26 permits issued out city wide, which is down 16 from 2015.

Grants

Greenfield Police Department Lieutenant J.D. Fortner has taken over grants ("Operation Pullover") that help within the city limits. These grants include Seat Belt Pullover, DUI blitz and some special patrols which could be any traffic infraction. These occur multiple times throughout the year and definitely get the public's attention on seat belt laws. He and I are currently working on getting an officer certified in SFST's to help with compliance of these grants.

The Greenfield Police Department should continue to look for and/or write grants for programs that will help the police department and the Traffic Safety Committee make the City of Greenfield a safer place to live and drive.

Recommendations

We need to have the most current and up to date traffic control devices which are installed and maintained on roadways and intersections within the city limits of Greenfield. The Greenfield Police Department needs to continue to be proactive in the enforcement of all traffic laws.

The following recommendations are from the Traffic Safety Committee:

1. We should always be updating and reviewing the types of traffic control devices to be sure that we are staying current with new technologies.
2. Continue to update the Traffic Schedules in the City Ordinances.
3. The City of Greenfield needs to continue to look for funding for intersection updates and configurations, or roundabout locations.
4. Possible redesign of the traffic circle at the intersection of Martindale Drive, Florence Drive and Layton Lane.

5. Review the pavement markings on New Road east/west of State Road 9 and possibly a Barrett Drive traffic light.
6. Revision of all of State Road 9 from McKenzie Road to the I-70 interstate.
7. Continue to do downtown parking enforcement for 2 hr parking spots.
8. Ordinance Sweep of neighborhoods city wide for traffic safety issues such as junk cars, and right of way violations.
9. Shorten school zones JB Stephens and JR High and change signage.
10. Post new public parking signs that are consistent throughout the city to help with navigation.

The City of Greenfield is one of the safest cities in Indiana, if not the entire country, to live and drive a vehicle. The police department must continue to enforce traffic laws and make arrests. The Street department has updated and is continually making sure the proper traffic control devices are in place. They also have done a great job of keeping the streets clear of snow and in good condition. The Engineering department is continually making sure new construction is being inspected and properly designed to make the streets safe. Together, all of the city departments are working together very well to make our city the safest it can be.

Overall, this Traffic Safety report shows that the citizens of Greenfield are reaping good benefits for the traffic safety measures that have been implemented.

Respectively Submitted,

Lieutenant C.W. Murnan
Traffic Safety Officer
Greenfield Police Department

Attachments
2016 Crash Statistics/Graphs

APPENDIX