

TRAFFIC SAFETY COMMITTEE
AUGUST 5, 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 July 1, 2026, Meeting Minutes*

3. UNFINISHED ITEMS:

- a. INDOT Corridor Study
- b. James Blvd. & E. New Road Status
- c. 20 mph City Wide Consideration*
- d. Whitcomb Village Neighborhood Traffic Safety and Speed Reduction Request*
- e. E. 5th Street and Berry 4-way stop request

4. NEW ITEMS:

- a. Pedestrian Crossing on Davis Road *

5. MISCELLANEOUS ITEMS:

6. ADJOURNMENT: Next Scheduled Meeting September 2, 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, July 1, 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 T. Rankins, seconded by A. Kirkpatrick, to approve the June 2026 minutes as presented. Motion carried.

INDOT Corridor Study: G. Morrow stated that Burgess & Niple has started the travel demand model and INDOT has provided the SR 9 and US 40 signal timings. The consultant is waiting for the turning movement counts and creating a hotspot map. This item will be kept on the agenda.

Traffic Issues at E. 4th Street and N. Date Street: C. Murnan noted that the police department will continue to monitor the area, especially during peak times. No changes will be made to the area. This item will be taken off the agenda.

James Boulevard & E New Road: 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). He was unsure if the failed to yield accidents were caused by unclear lanes, but the following too close accidents might be helped by clearer lanes. He stated most of the crashes were east bound where there is only the one lane and it may be better if the right turn only lane was removed.

G. Morrow added that it might be helpful to add stop bars at the stop sign as was previously mentioned.

A motion was made to remove the turn lane, clean up the signs, and add stop bars by C. Murnan and seconded by A. Kirkpatrick. Motion carried.

20 mph City Wide Consideration: The man who had the concerns could not be here today.

A motion to continue this to the next meeting was made by T. Rankins and seconded by C. Murnan

Greenfield Intermediate School Speed Limit Signage: This item has been discussed previously. G. Morrow noted the specific speed limit signs posted and their locations. He noted the inconsistency in the signage and the confusion it was causing. He included a map and descriptions and pictures of each sign as posted. G. Morrow proposed removing the 20 mph speed limit signs to make it consistent with the rest of the neighborhood. Additionally, he suggested adding the plaque "7:00AM to 4:00PM Monday thru

Friday” to the remaining School Speed Limit Signs to add consistency. T. Rankins also noted that he looked back at the ordinances to see why Oak Blvd has the 20 mph signs posted and could not find an ordinance and a reason for those signs to be there. No motion was made.

Whitcomb Village Neighborhood Traffic Safety & Speed Reduction Request: An email was received by the board president of the Whitcomb Village HOA. G. Morrow and T. Rankins discussed doing a speed study, possibly at Orphan Annie Drive. A message board speed study was done within the past month. T. Rankins noted Deputy Chief Chuck McMichael advised someone from the police department might attend the next HOA meeting for this neighborhood. T. Rankins advised it might be a good idea to collaborate with him in advance of that meeting.

G. Morrow noted that this neighborhood is not a cut-through neighborhood so majority of the people driving here live in the neighborhood live there. He would like a speed study to be done and would like to see the results of the message board speed study as well even though it is biased. C. Murnan will ask C. McMichael about the message board speedy study.

A motion was made to table the discussion to the next meeting was made by T. Rankins and seconded by A. Kirkpatrick. Motion carried.

East 5th Street and Berry 4-way Stop Request: T. Rankins received an email about this area that people are speeding since the new apartment complex has been put in. A new stop sign was requested. T. Rankins noted that a speed study could be done. C. Murnan noted that he’s not sure there’s a lot of speeding through there, but it may appear that way due to the volume of on-street parking.

C. Murnan advised he could look at the stats for that area but he doesn’t remember seeing a crash report for the area. T. Rankins advised that it is possible the traffic patterns have changed in the area since the apartment complex was added.

A motion was made to table this discussion for the next meeting by T. Rankins and seconded by C. Murnan. Motion carried.

Intersection Crash Statistics: C. Murnan provided a list of the hot spots of crashes around the city for locally controlled intersections. He pulled data from January to April of 2026 and then yearly statistics back to 2022. The list includes all intersections with 5 or more crashes. SR 9 and US 40 intersections have 15-30 crashes at the hotspot intersections.

The intersections listed in bold print have since been changed to 4-way stops which reduced the problem with crashes. Muskegon/ Broadway, Green Meadows/ Broadway, New/Martindale and New/ Barrett are the city controlled hotspots. New/ Blue has improved since the 4-way stop was put in.

G. Morrow noted that the right-in/right-out at Walmart should significantly help relieve the intersection at New and Barrett.

This study has been helpful and shows that when the “Cross traffic does not stop” signs helped alleviate some crashes for example at McClarnon/ Melody and New/ Melody.

G. Morrow is trying to get a safety grant to use for the right-in/right-out at Walmart since it should greatly alleviate the crashes at New and Barrett.

Osage Speed Study: G. Morrow noted an email was received that there was frequent speeding on Osage. T. Rankins noted the speed study shows that for the most part, people are going at or under the

speed limit. It does note that there a few instances that a car is going well above the speed limit around the same time of day which could be the same car. That might be a good time of day to have an officer sit there. The data doesn't support the complaint.

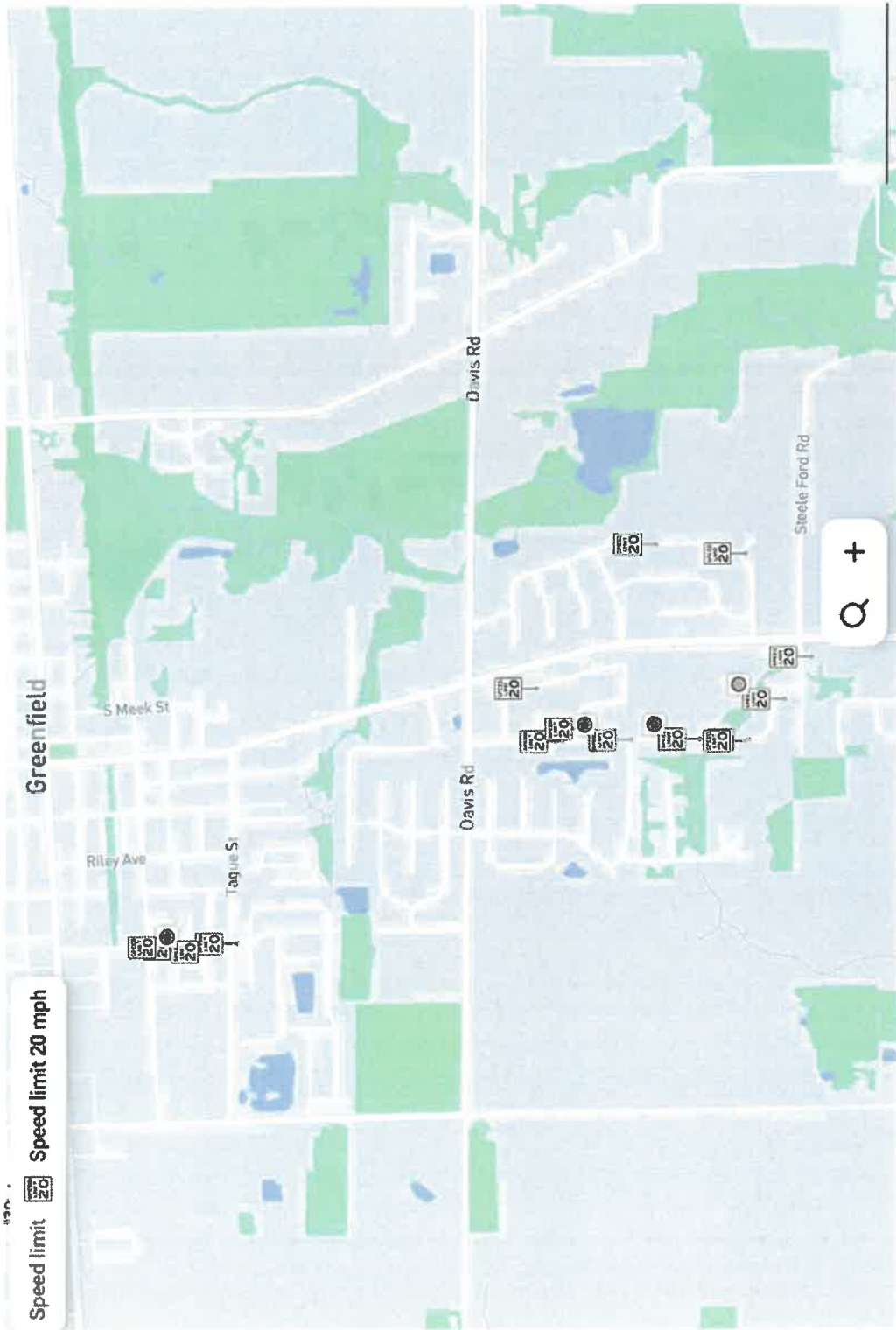
C. Murnan noted he would have the dayshift guys sit there during that hotspot time.

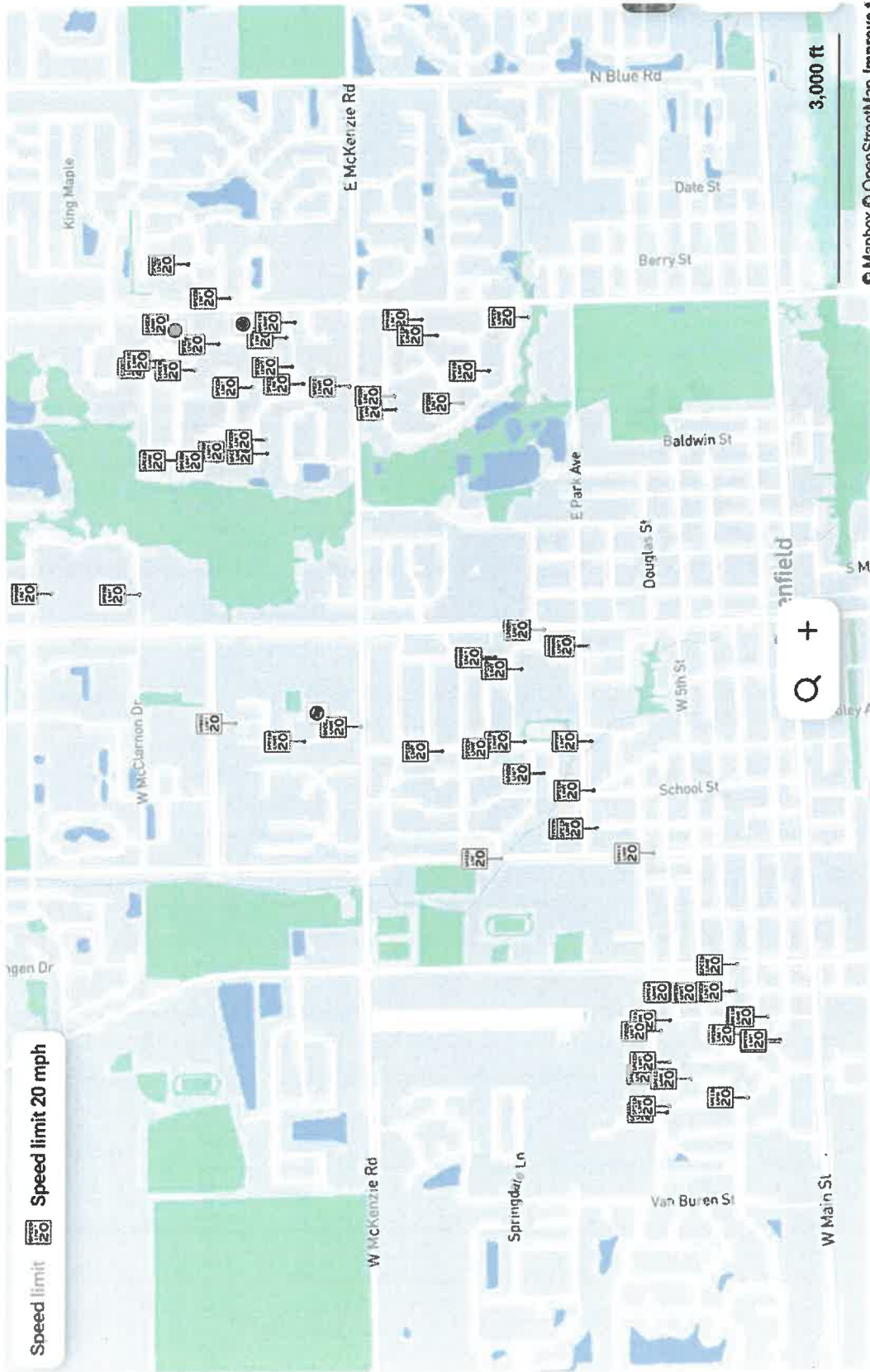
A motion to leave as-is and increase police presence was made by T. Rankins and seconded by A. Kirkpatrick. Motion carried.

Miscellaneous: G. Morrow shared he now has access to a new software called Ashtoware that can help to see the hotspot intersections to see how many accidents and what year they happened. It seems it might be helpful for C. Murnan as well and make it easier for him to track the hotspots as well.

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

3e.



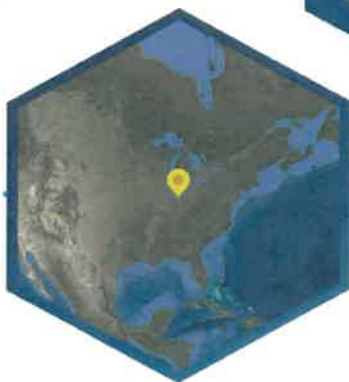


City of Greenfield Public Works Speed Compliance

Survey Location 1118 Orphant Annie Dr
Greenfield, IN 46140

Survey Start 2026/07/09

Survey End 2026/07/15



Powered by:

STALKER
STREET DYNAMICS
TRAFFIC DATA INTELLIGENCE

SURVEY DESCRIPTION

SURVEY DETAILS

LOCATION	1118 Orphant Annie Dr	
GPS COORDINATES	39.7709,-85.77226	
REPORT DATES	START Thursday 2026/07/09 00:00:00	END Wednesday 2026/07/15 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

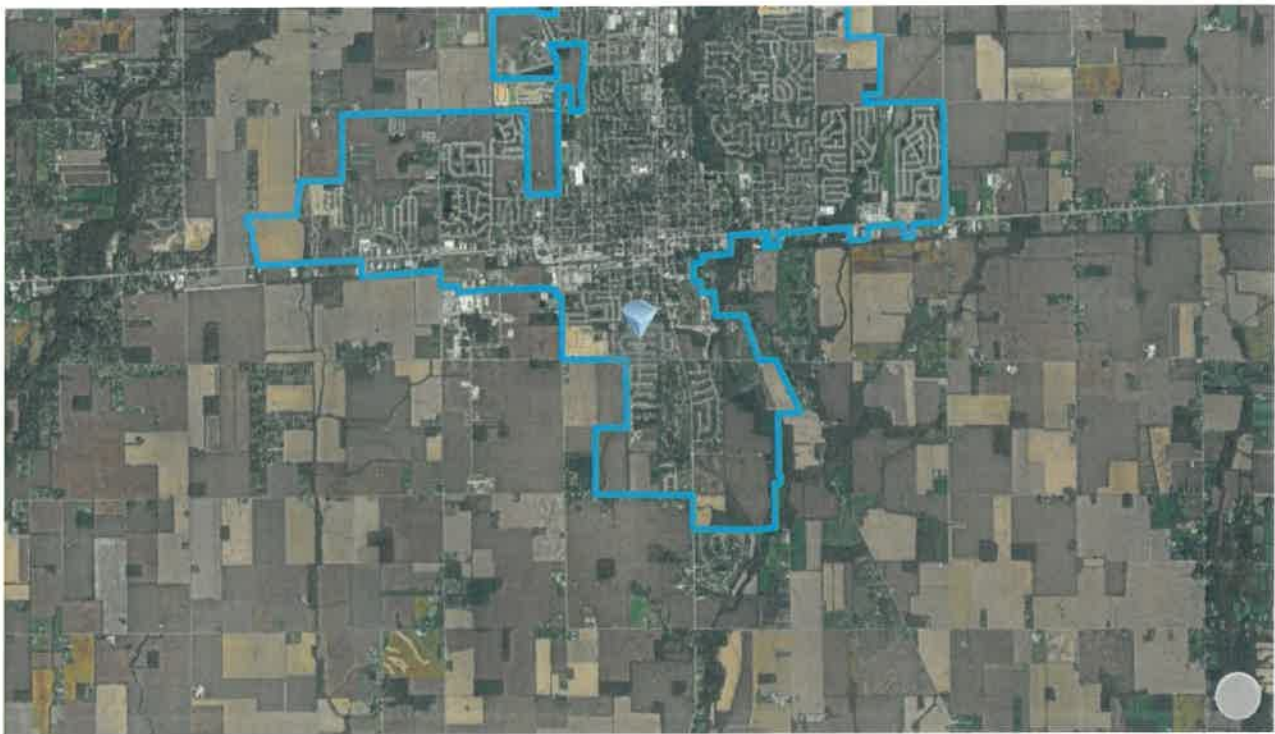
TOTAL VEHICLE COUNT	3605	
TRAFFIC DIRECTION	APPROACHING (S) 2496	RECEDING (N) 1109
DEVICE FACING DIRECTION	N	
TRAFFIC ZONE	-Not Provided-	

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 - 1118 Orphant Annie Dr

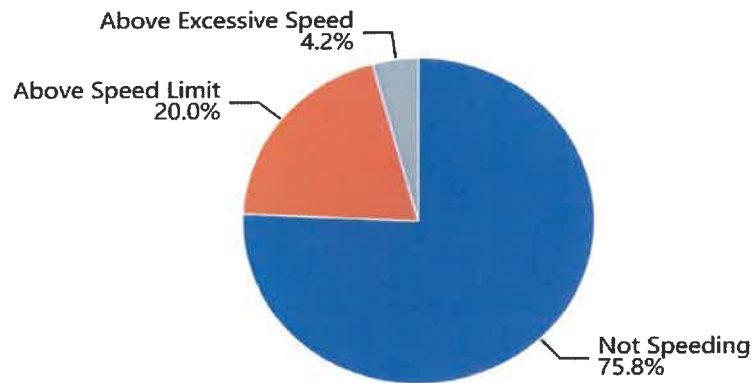


REPORT CHART

Speed Limit Compliance Pie Chart

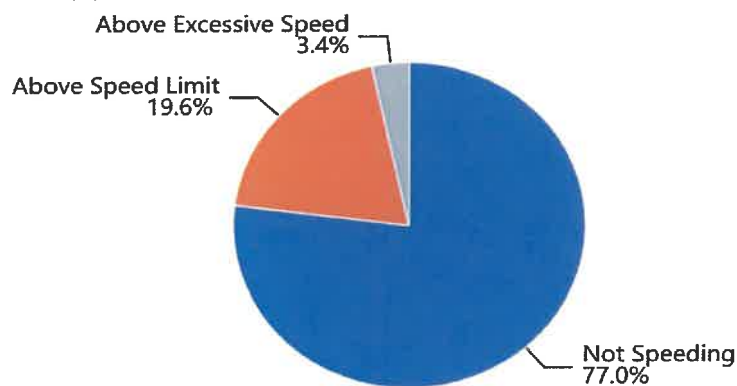
Date Range: 2026/07/09 - 2026/07/15

Direction: Combined



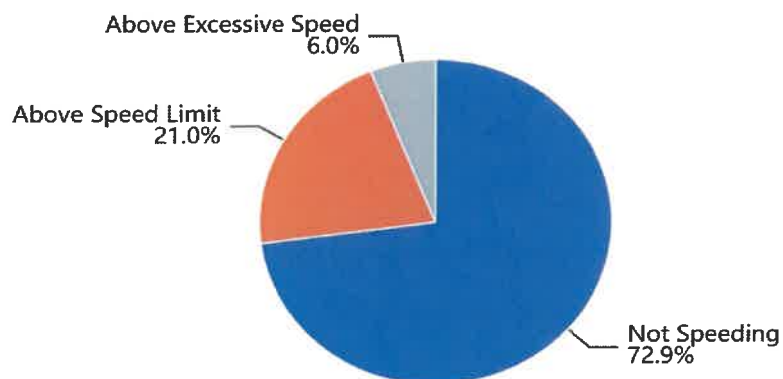
Date Range: 2026/07/09 - 2026/07/15

Direction: Approaching (S)



Date Range: 2026/07/09 - 2026/07/15

Direction: Receding (N)



ADDITIONAL CHARTS

Speed - Volume Matrix

Date Range: 2026/07/09 - 2026/07/15

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	48		2	6	6	18	15			1								
6:00 - 6:59	139	2	2	28	27	44	32	4										
7:00 - 7:59	168	2	3	22	44	58	34	5										
8:00 - 8:59	186	2	4	28	38	68	40	6										
9:00 - 9:59	236	26	14	18	45	71	56	6										
10:00 - 10:59	337	38	39	39	55	95	65	6										
11:00 - 11:59	249	1	6	21	49	106	58	7	1									
12:00 - 12:59	292	3	3	31	65	117	64	9										
13:00 - 13:59	290	1		33	85	108	55	8										
14:00 - 14:59	314	1	6	36	83	116	65	7										
15:00 - 15:59	335		9	28	72	133	86	7										
16:00 - 16:59	285	2	6	32	64	113	61	7										
17:00 - 17:59	308		4	28	73	121	80	2										
18:00 - 18:59	230	1	5	25	61	96	39	3										
19:00 - 19:59	184		1	12	46	80	43	2										
20:00 - 20:59	4				3	1												
21:00 - 21:59																		
22:00 - 22:59																		
23:00 - 23:59																		
Total																		

793 | 82

REPORT CHART

SURVEY RESULTS

Total Vehicle Count	3605		
Direction	Approaching (S)	Receding (N)	Combined
Vehicle Count	2496	1109	3605
Posted Speed Limit	30 MPH		
Direction	Approaching (S)	Receding (N)	Combined
Vehicles Under the Speed Limit Count	1922	809	2731
Vehicles Under the Speed Limit Percentage	77%	72.95%	75.76%
Vehicles Over the Speed Limit Count	574	300	874
Vehicles Over the Speed Limit Percentage	23%	27.05%	24.24%
Average Speed Over the Limit	32.73 MPH	33.06 MPH	32.85 MPH
Excessive Speed Threshold	35 MPH		
Direction	Approaching (S)	Receding (N)	Combined
Vehicles Over the Speed Excessive Speed Count	41	40	81
Vehicles Over the Excessive Speed Percentage	1.64%	3.61%	2.25%
Speed Profile			
Direction	Approaching (S)	Receding (N)	Combined
Average Vehicle Speed	26.23 MPH	26.41 MPH	26.29 MPH
Minimum Vehicle Speed	6 MPH	8 MPH	6 MPH
Maximum Vehicle Speed	43 MPH	45 MPH	45 MPH
50% Percentile Speed	27 MPH	28 MPH	27 MPH
85% Percentile Speed - Free Flow	32 MPH	32 MPH	32 MPH
Standard Deviation	5.81 MPH	5.97 MPH	5.86 MPH
10 MPH Pace - Free Flow	22-31 MPH	22-31 MPH	22-31 MPH
In Pace Count - Free Flow	1619	600	2219
Data Recording Limits			
Highest Speed Allowed	255 MPH		
Lowest Speed Allowed	1 MPH		
Minimum Following Time	2 Seconds		

ADDITIONAL CHARTS

Enforcement Schedule

Date Range: 07-09-2026 07-11-2026

Direction: Combined

Best Speed Enforcement Time

	Approaching (S) Traffic		Receding (N) Traffic	
	Start Time	Stop Time	Start Time	Stop Time
Thursday	17:00:00	18:00:00	11:00:00	12:00:00
Friday	15:00:00	16:00:00	08:00:00	09:00:00
Saturday	14:00:00	15:00:00	12:00:00	13:00:00

Date Range: 07-12-2026 07-15-2026

Direction: Combined

Best Speed Enforcement Time

	Approaching (S) Traffic		Receding (N) Traffic	
	Start Time	Stop Time	Start Time	Stop Time
Sunday	15:00:00	16:00:00	11:00:00	12:00:00
Monday	08:00:00	09:00:00	13:00:00	14:00:00
Tuesday	19:00:00	20:00:00	12:00:00	13:00:00
Wednesday	06:00:00	07:00:00	06:00:00	07:00:00

4a.

From : Marc Deslauriers
Subject : Pedestrian crossing on Davis Rd
To : glen morrow
Sat, Jul 11, 2026 05:56 PM

Hi Glen,

My name is Marc Deslauriers. I am a resident of Greenfield and in the market for my first home.

I am requesting that the City of Greenfield introduce a pedestrian crosswalk on Davis Rd (E 100 S) so that the people in the neighborhoods south of it are not cut off from the rest of Greenfield and forced to dangerously cross Davis Rd without a proper crosswalk.

The neighborhoods of Whitcomb Village, Village at Bowman, Bowman Acres, and Chapman Estates are immediately south of Davis Rd. Census data indicate that these neighborhoods collectively house approximately 1,000 residents of Greenfield, including approximately 200 children. These households are all cut off from the rest of Greenfield except by car — there is no way for them to safely cross Davis Rd. This is especially a problem for minors, who are unable to drive but who might like to walk or bike to Brandywine Park or downtown.

Currently, many people in those neighborhoods simply cross Davis Rd anyway. However, this is dangerous, and will become more dangerous as Davis Rd gets busier in the coming years on account of the downtown bypass being planned.

Ideally, this crosswalk would also involve providing sidewalks on the south side of Davis Rd, but it could also be accomplished at the intersection of either Orphant Annie Dr, Bowman Dr, or Chapman Blvd.

A crosswalk at the intersection of Davis and Highway 9 would also be ideal, as it would permit residents on the west side of the highway to access Brandywine Park, and for residents on the east side of Highway 9 to access downtown.

I do not feel as though this request is out of proportion to other crosswalks that have been installed in recent years. For example, the New Rd crosswalk in front of the Hancock Wellness Center 300 feet west of N Broadway St — complete with flashing lights — seems to exist solely so that the Copeland Farms neighborhood can access the gym by foot. By contrast, a crosswalk on Davis Rd would enable the multiple neighborhoods south of it the freedom to access the entire city by foot.

This matter is important to me because I feel reluctant to buy a home in one of these neighborhoods south of Davis Rd without knowing that, when my children become old enough, they will have a safe way to access the rest of Greenfield.

Thank you for your attention to this matter.

- Marc Deslauriers



WEST DAVIS ROAD





EAST DAVIS ROAD

