

TRAFFIC SAFETY COMMITTEE
APRIL 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 March 4, 2026, Meeting Minutes*

3. UNFINISHED ITEMS:

- a. 4-way stop @ Osage & American Legion
- b. Broadway & New Rd RAB
- c. INDOT Corridor Study
- d. Warning Sign Policy*
- e. No Stopping Area at Fire & Police Departments*

4. NEW ITEMS:

- a. No Parking on Fairmount, east of Van Buren St. *

5. MISCELLANEOUS ITEMS:

6. ADJOURNMENT: Next Scheduled Meeting May 6, 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

Wednesday, March 4, 2026 1:30pm
Richard J. Pasco Council Chambers, City Hall
10 S. State St, Greenfield, IN 46140

Glen Morrow, City Engineer called the meeting to order at 1:30pm.

Morrow took roll call.

Members Present:

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

Approval of Minutes:

A motion was made to approve February 2026 minutes by C. Murnan and seconded by A. Kirkpatrick. Motion carried.

South Street One-Way: INDOT is agreeable to keeping W. South Street two-way directions and restricting eastbound traffic from turning north (left) on SR 9. They also suggested a mountable pork chop at the intersection to discourage traffic from turning left but yet would allow the emergency equipment to make the turn. City Code does not have a provision for Council to approve no-left-hand-turns, but only that the restriction be signed. A motion to approve the installation of the signs after South Street construction was made by G. Pence and seconded by C. Murnan. Motion carried.

Legacy Lane Speed Limit: T. Rankins stated they put up 30 mph signs completed a speed study. A week later they installed 20mph signs and completed a speed study. He said it did not change the speed of the drivers. There were 2 speeders whose info was sent to the Police Department for enforcement. A motion was made to investigate signage for stop or yield to pedestrians by T. Rankins and seconded by C. Murnan. Motion carried.

4-way stop @ Osage & American Legion: The resident on one corner has passed away. T. Rankins said they will work with the family to get the corner cleaned up. There was a discussion about installing 4-way stop signs and C. Murnan stated he would monitor it for the next few months. There was a motion made to leave the signage as is for now by T. Rankins and seconded by C. Murnan. Motion carried.

North Street One Way: G. Morrow said he would like to install no left turns from North Street to State Road 9 (from both directions). He told Council of the plan and did not here any negative comments. North Street will remain a 2-way street but no left turns onto North Street from SR9. A motion was made by T. Rankins and seconded by C. Murnan. Motion carried.

Broadway & New Rd RAB: This will be the next project. Redevelopment Commission gave approval to budget for the design. G. Morrow is hoping for an MPO grant to 80% of the construction of the project.

INDOT Corridor Study: G. Morrow said he has a discussion with INDOT and the Consultant about the scope of work. There have been many changes since the last study was done in the late 1990s and

early 2000s including: the proposed I-70 / 200W interchange; anticipated I-70 toll road; and road extensions for N. Broadway and N. Franklin Streets. INDOT and Burgess & Niple are finalizing a scope for the study anticipated to be about \$500,000.

Warning Sign Policy: G. Morrow asked if this is something the Committee would like to implement. G. Pence said he would like to see it in place. T. Rankins and C. Murnan said they have been talking about this type of plan for a while. G. Morrow will return next month with more information.

No Stopping Area at Fire & Police Departments: Asst. Chief McMichael asked about having a no parking area on State Street for emergency vehicles to leave their stations without traffic being in the way as with the new development downtown they will only be leaving on State Street for emergencies. They said in the mornings with all the traffic they have a hard time getting out of the alley by the Police Department. G. Morrow presented an example from Fishers that shows the markings on the road and signage. G. Morrow asked the Chamber of Commerce if they minded losing the 2 spaces within that area and they do not mind. He also spoke to Bob Workman regarding the Veterans Memorial and they would be ok with having spaces by the park so Veterans would also have easier access to the park. G. Morrow said if they like this idea, they will work to pass an ordinance for both lanes of State Street. G. Morrow will keep this on the agenda and talk to the Police & Fire Chiefs and go from there. INDOT advised they will need a right of way permit in order to mark the no stopping lanes.

Accident Reports: C. Murnan provided accident reports for 2024. He went over all the reports with the Committee. The reports are accidents by month, year, type and intersection. C. Murnan said he would like to see the right in only entrance at Walmart be an exit as well so you can turn right (north) onto SR 9.

Fairmount Drive No Parking: T. Rankins said the HOA president of Meridian East at Springhurst contacted him. They would like to restrict some parking on Fairmount Drive just east of Van Buren. This will be discussed at next months meeting.

Adjournment: A motion was made to adjourn by A. Kirkpatrick and seconded by C. Murnan. Motion carried.



How to Respond to Requests for Non-Standard Signs: Children at Play

Traffic signs are installed on our roadways for many reasons. Signs help us obey the laws, find our destination, and keep us from running off the road. Warning signs alert us to unexpected conditions on the roads. Signs help us to be safe whether we are a motorist, bicyclist or pedestrian.

Many agencies receive requests for "Slow Children", "Children at Play", or "Slow Children at Play" signs. At first glance it seems logical to install these signs. After all, children play near the road and shouldn't there be some warning given to drivers? But do they really help? Are these signs ok to use?

The first place to look for advice is the Indiana Manual on Uniform Traffic Control Devices (MUTCD). This is a manual that provides standards and guidance on how to use traffic signs

and which signs are appropriate. Indiana law requires the use of this manual for all roads open to public travel. Part 2 of the MUTCD discusses the function and purpose of acceptable signs on all types of roads.

Unless under the advice of an engineer, an agency should only use standard signs found in the Indiana MUTCD. "Children at Play" signs are not included in the Indiana MUTCD and therefore are non-standard signs.

There are several reasons why "Children at Play" signs are non-standard and shouldn't be used on the roadways. Here are a few of them:

- The Traffic Control Devices Handbook from the Institute of Transportation Engineers (ITE) states, "Caution-Children at Play or Slow Children signs



should not be used since they may encourage children to play in the street and may encourage parents to be less vigilant." "Children at Play" signs give parents a false sense of security in letting their children play in the streets."

- Motorists should expect children to be at play in all residential areas, and the lack of signing on some streets may indicate otherwise.
- These signs have no legal basis for determining what a motorist should do. They are unenforceable and act as another roadside obstacle to pedestrians and errant motorists.
- Use of these non-standard signs may imply that the involved jurisdiction approves of streets as playgrounds, which may result in the jurisdiction being vulnerable to tort liability.
- These signs do not provide guidance to motorists as to a safe speed or provide information on what action to take.
- “Children at Play” signs may be designed to look like warning signs – a yellow, diamond-shaped with a black legend. However, in many instances, this sign has a non-standard shape and color. Warning signs provide information on the specific location of the hazard (pedestrian crossing, curve, etc.). “Children at Play” signs do not give a specific location; they merely tell the driver that kids may be near the road somewhere.
- Research studies have shown that “Children at Play” signs do not reduce traffic speeds or make drivers more observant.

Other Non-Standard Signs

In addition to “Children at Play” signs, local agencies may get requests for other signs pertaining to children. There are no MUTCD-designated warning signs for deaf, blind or autistic children. While some agencies do install these signs due to public pressure, they are likely

not effective and not used for the same reasons mentioned above for the “Children at Play” signs. In addition, there is a general lack of understanding by motorists of how they should react to a deaf/blind/autistic children sign.

Nearly 30 percent of tort liability cases filed against roadway agencies pertain to signs. When installing signs that do not follow the guidelines in the Indiana MUTCD, agencies are increasing their liability should a child be hit on their roads.

So what should you do?

There are alternatives that may work in some instances. The playground sign (W15-1) is an appropriate sign to use when a designated children’s playground is adjacent to the roadway. Also the pedestrian crossing sign (W11-2) should be used to warn motorists in those locations where children and others frequently cross the road. A Handicapped Crossing sign (W11-9) may be used at the location of a crossing point regularly used by handicapped pedestrians, similar to a Pedestrian Crossing sign (W11-2) placement. A fluorescent yellow-green background may be used for all three of the signs listed here.

It can be difficult to say no to residents when these non-standard signs are requested. Therefore, local agencies should determine and document a general policy regarding these non-standard signs before the requests are made. Residents who make these sign requests can then be sent a copy of the agency’s policy. Your local agency’s website would be another good way to disseminate the policy.

If your agency has any questions regarding proper sign use, or understanding the Indiana MUTCD, contact the LTAP HELPERS Engineer Laura Slusher at 765-494-7038 or lslusher@purdue.edu.

Sign Alternatives



W15-1



W11-2



W11-9

CITY OF NOBLESVILLE SPECIAL ADVISORY SIGN POLICY

The three primary documents and publications which govern and provide standards for the operation of motor vehicles on Indiana roadways are:

- **Title 9 of the Indiana Code**, which establishes laws for the ownership and operation of motor vehicles.¹
- **The Manual on Uniform Traffic Control Devices (MUTCD)** was created and regularly updated by the Federal Highway Administration to establish rules, standards and guidelines for the establishment of traffic control. This document has been adopted by the State of Indiana and local agencies to establish consistent traffic control that which supplements Indiana Code for the effective enforcement of traffic regulations.²
- **The Indiana Driver's Manual (IDM)** which is developed and published by the Indiana Bureau of Motor Vehicles to apply and establish rules and standards for the implementation and application of state law for the licensure and operation of motor vehicles. Signs contained in this manual are reference directly from standards in the MUTCD.³

The MUTCD and the IDM establish the protocol for operating a motor vehicle in public right-of-way and a hierarchy for traffic control and signage. At the top of the hierarchy of signs and the regulation of traffic, are regulatory signs such as railroad crossbucks, stop and yield signs, traffic signals, and speed limit signs, which are installed by either an engineering study or and or by ordinance or statute established by a governing body. Regulatory signage is enforced by law enforcement by ordinance or statute. Other signage, in order of importance includes warning and construction signage (typically diamond shaped and either yellow or orange in color); guide or directional signage (typically green in color and rectangular in shape); and landmark signage (typically blue or brown in color).



Speed Limits

Municipalities and other local public agencies are empowered to establish and enforce speed limits and speed zones by Section 9-21-5 of Indiana Code and under the guidance and rules established by the Manual on Uniform Traffic Controls Devices (MUTCD) created by the Federal Highway Administration and adopted by each State. Section 2B.13 of the MUTCD establishes criteria for the rules and guidelines to establish proper speed limits for them to be legally enforced in compliance with local ordinance and State Statute.

Speed limits are established, in general, in two different manners:

1. By incorporating geometrics and physical features into the original design of a roadway; or,

¹ <http://iga.in.gov/legislative/laws/2017/ic/titles/001>

² <https://mutcd.fhwa.dot.gov/>

³ <https://www.in.gov/bmv/2557.htm>

2. By engineering study, utilizing data collected and which is summarized below.

- The 85th Percentile Speed (The speed at which 85 percent or less of total vehicles using the roadway are travelling) determined by speed study.
- The 10 mph Pace – The 10 mph range of speed that is travelled by the largest number of vehicles in the study.
- The Mode – The number of values in a given speed category of a speed study.
- Physical conditions, such as the presence of a curve or other feature, which could limit speed unexpectedly.

Speed limit signs are not only installed to remind or notify motorist of the legal speed limit, but they are also placed in strategic locations so that the speed limit can be effectively enforced by law enforcement. Improperly established speed limits can be a danger to the community; cause congestion and pollution; be unenforceable by law enforcement; as well as be a source of frustration.

Stop Signs

Section 2B.04 of the MUTCD and all other reference guidance clearly state that *YIELD or STOP signs should not be used for speed control*. Improper placement of stop signs can cause a disregard and impatience for their purpose, resulting in rolling stops, and unsafe conditions for motorists, bicyclists, and pedestrians. Unnecessary or improperly placed stop signs have been determined to be the cause of higher mid-block speeds between stop signs. This is due the actions of drivers speeding up between stops to accommodate for lost time due to the unnecessary stop. Studies have also illustrated that improperly installed stop signs also causes driver confusion. The City of Noblesville has a policy of evaluating requests for stop controlled intersections in compliance with the MUTCD. If a concern is expressed regarding a stop sign or intersection, a traffic study and or field investigation will be completed to determine compliance with the protocol in the MUTCD and Indiana State Statute. A stop sign must be installed according to the adopted guidance and standards in order to be fully enforceable.

“Children at Play” Signs

“Children at Play” signs are often mistakenly assumed to be standard effective warning signage and are not officially recognized as a standard regulatory or warning sign by the MUTCD. As it is not an officially recognized method of advisory traffic control, it not enforceable. Further ineffectiveness of these signs can be linked directly to drivers who disregard speed limits signs. If a driver is willing to disregard a posted speed limit, which is of the highest order of regulatory signage and enforced by law, it is not reasonable to assume the same driver would acknowledge a non-standard an unenforceable sign such as a “Children at Play” sign. Parents have a vital role in providing for their children’s safety – and which may, in fact, be the most effective means of addressing safety concerns. They have the ability to teach children that it is not safe to play in/near the street, and to discourage children from doing so without adult supervision.

Individual requests for this signage typically involves a complaint regarding speeding and/or a perception that the established speed limit is too high or perceived as “unsafe”. One point that is often is overlooked and should be considered is that children could be playing in any residential area near any home or common area property. Virtually all drivers’ regular trips are generated in their own neighborhood, so they should always be acutely aware of the potential for children or other unexpected

activity. As children could be playing anywhere in a given neighborhood, it is impractical to place signs on every street to remind drivers to be aware of this activity. It is also equally impractical to select random locations to place "Children At Play" in only a few random areas and expect every driver to notice them in only random or isolated individual locations.

In the summer of 2010, the City of Noblesville investigated 12 locations in 6 neighborhoods in which "Children at Play" signs had been in place for approximately 10 years. The City collected speed data in each location and removed the signs. After a period of two weeks, speed data was collected a second time with the signs removed. The data from the before and after condition conclusively indicated that the presence in of the "Children at Play" signs had no impact on speeds in any of the neighborhoods investigated. A secondary fact associated with the study resulted in not one of the neighborhoods ever noticing that the signs had been removed. As these signs have proven to not be effective and even disregarded, the City will no longer stock or install "Children at Play" signs.

"Special Needs Children" Signs



Although not as commonly requested as "Children at Play" signs – or variations on that same message: "Slow Children at Play", "[running child image] at Play", "Watch for Children", etc. signs have been asked for by parents concerned about the safety of their children with vision or hearing impairments – or, children diagnosed with autism spectrum disorders.

The Federally-adopted Manual on Uniform Traffic Control Devices (MUTCD) states the following about warning signs:

"The purpose of a warning sign is to provide advance warning to the road user of unexpected conditions on or adjacent to the roadway that might not be readily apparent." - Section 5.01 "Introduction" Manual on Uniform Traffic Control Devices for Streets and Highways, 2009, Federal Highway Administration

Chapter Five of the "Indiana Driver's Manual" begins with the statement:

"Even the most experienced drivers can be distracted while driving. A defensive driver looks out for the actions of other drivers and anticipates potential problems."

Signs that convey the message "Blind Child Area," "Deaf Child" or "Autistic Child" are not officially recognized by the State of Indiana or the Federal Highway Administration as official traffic control devices – and are no longer installed on public streets in Noblesville. These signs have been installed in the past in a few locations in the City; however, the signs that are installed in neighborhoods are being left in place until they are no longer serviceable with respect to reflectivity standards (as is permitted by the MUTCD), or we become aware that the family in question has moved from the neighborhood, at that time, the signs will be removed.

Public agencies across the United States have a variety of policies on these types of signs. Some agencies will do so upon request since a compelling point can be made that a motorist – in a residential neighborhood – may not be aware that a special needs child is living in the area – which meets the

'purpose' criteria for a warning sign, as noted above. The lack of consistency in use provides further proof of their lack of reliability and effectiveness.

Even those advocacy groups for individuals with these issues have mixed opinions on the use of these signs. Some even object to the notion of defining a child by their disability: "Blind Child" or "Deaf Child" – which is partly forced by the need to convey a readily-understood message that can fit on a standard-sized street sign

The need to convey a readily-understood message also does not account for the possibility that any particular child may have several issues: they may have impaired vision and impaired hearing, for one example. In addition, not only there is no quantifiable 'standard' of any of these impairments (a child may have very poor vision, but still be able to discern some objects, another may be able to hear some sound frequencies, but not others), but, some impairments are progressive – becoming worse, or better, with time and medical care.

Additionally, there is the real issue that the families of these children may move – without notice to the public agency responsible for the installation, maintenance, and – ultimately – removal of the sign. This requires a commitment of personal information that many parents are either unwilling, inconvenient or impractical to provide and administer. It also requires close tracking from the public agency to not only ensure the proper maintenance of the sign, but to ensure that it is still actually in use.

There is no evidence or published study that the signs provide any benefit to the safety of children and that the signs result in any behavioral changes by drivers. Reports from the National Cooperative Highway Research Program have indicated the "Non-uniform signs....should not be permitted at any time... and the removal of any non-standard signs should carry a high priority."

Unnecessary signs can confuse or annoy drivers and foster a disrespect for all signs, including harboring a disregard which leads to ignoring the message leading to ineffectiveness. Signs used in accordance with the Federal MUTCD can and should be posted for school zones and pedestrian crossings, as well as near established playgrounds and other recreational areas, where a need exists. It should also be noted that if a driver is willing to disregard a regulatory signs of the highest order, such as rolling through a stop sign or ignoring a posted speed limit, it is not reasonable to assume that the same driver would obey or acknowledge unenforceable advisory signs such as "Children at Play" or other specialized non-standard special warning signage.

Furthermore, virtually all concerns of safety requests for special advisory signs come from residential neighborhoods, from which all daily driving trips both begin and end. There is substantial research and data available, including the City's 2010 study of the effectiveness of "Children at Play" signs that substantiates that drivers "program out" unnecessary data when routinely driving in very familiar environments, such as their own neighborhood. It is very common for an individual driver to not recall a common drive or commute home because the activity becomes a routine programmed and familiar behavior. This activity is known as "automacity". Given that the details of a common and repeated drive are often "programmed out" of a driver's activity in a familiar environment, further credence to past studies which indicate "Children at Play" signs and other special warning signs are not effective.

Approved and Adopted by the Board of Public Works and Safety of the City of Noblesville, Indiana this

5th day of December, 2017.



John Ditslear, Mayor



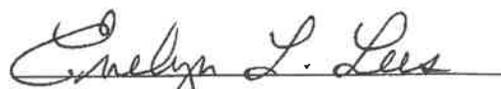
Lawrence Stork, Member



Jack Martin, Member



ATTEST:



Evelyn Lees, Clerk

[MunicipalNetwork] RE: Warning sign policy

From : Kratky McBride, Rachel (via municipalnetwork list)
<municipalnetwork@aim.simplelists.com>

Mon, Mar 16, 2026 10:04 AM

📎 2 attachments

Subject : [MunicipalNetwork] RE: Warning sign policy

To : Steve Moore <smoore@avonindiana.gov>, Gregg
Morelock <gregg.morelock@greenfieldin.gov>,
municipalnetwork
<municipalnetwork@aim.simplelists.com>

Reply To : Kratky McBride, Rachel <Rachel.Kratky@indy.gov>

Caution! This message was sent from outside the City of Greenfield.

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Following FHWA recommendations, the Department of Public Works in Indianapolis no longer installs these types of signs.

This is the language typically used by our Traffic Signs team:

“The Federal Highway Administration (FHWA) and the U.S. Department of Transportation (DOT) currently advise against installing signs of this nature as they have not been shown to increase traffic safety or reduce speeds and ultimately have been proven to be ineffective. Additionally, there are concerns that these signs create safety and privacy hazards for the children they are intended to protect.

Following the guidance of the FHWA and DOT, the Indianapolis Department of Public Works (DPW) no longer installs or allows private parties to install signs of this nature. The Department of Public Works expects drivers to use care in residential areas where children of all abilities are likely to be present.”

Best,

Rachel Kratky McBride (she/her)

Project Manager – Office of Disability Affairs

Department of Public Works – Policy & Planning



From: municipalnetwork@aim.simplelists.com <municipalnetwork@aim.simplelists.com> **On Behalf Of**
Steve Moore

Sent: Friday, March 13, 2026 11:19 AM

To: Gregg Morelock <gregg.morelock@greenfieldin.gov>; municipalnetwork
<municipalnetwork@aim.simplelists.com>

Subject: [MunicipalNetwork] RE: Warning sign policy

CAUTION: This email originated from outside of the organization and contains an attachment. Unless you recognize the sender and know the contents are safe, do not open the attachment.

If instituted, I would recommend requiring an updated application at regular intervals (annual) for any such sign to remain in place...people move, kids become adults, and yet the sign stays...it becomes unnecessary, it gets old, sometimes gets ugly, etc.

Good luck!

Regards,

Steve Moore

Public Works Director

Town of Avon

6570 East US Highway 36

Avon, IN 46123

317-272-0948 X 106



Please note, this email is public record.

From: Gregg Morelock (via municipalnetwork list) <municipalnetwork@aim.simplelists.com>
Sent: Friday, March 13, 2026 10:23 AM
To: municipalnetwork <municipalnetwork@aim.simplelists.com>
Subject: [MunicipalNetwork] Warning sign policy

The City of Greenfield has a traffic safety committee and they are contemplating adopting a policy for when and under what circumstances a property owner may request and, if approved, install a warning sign such as "Deaf Child Present" or something equivalent. I was wanting to see if any one out there had such a policy as to the criteria for determining whether a sign should be installed and the specifications for any such installation? Thank you

Gregg Morelock
City Attorney
10 S. State Street
Greenfield, Indiana 46140
317-325-1303

gregg.morelock@greenfieldin.gov

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§ 72.02 STOPPING, STANDING, OR PARKING PROHIBITED.

(A) No person shall stop, stand, or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or traffic-control device, in any of the following places:

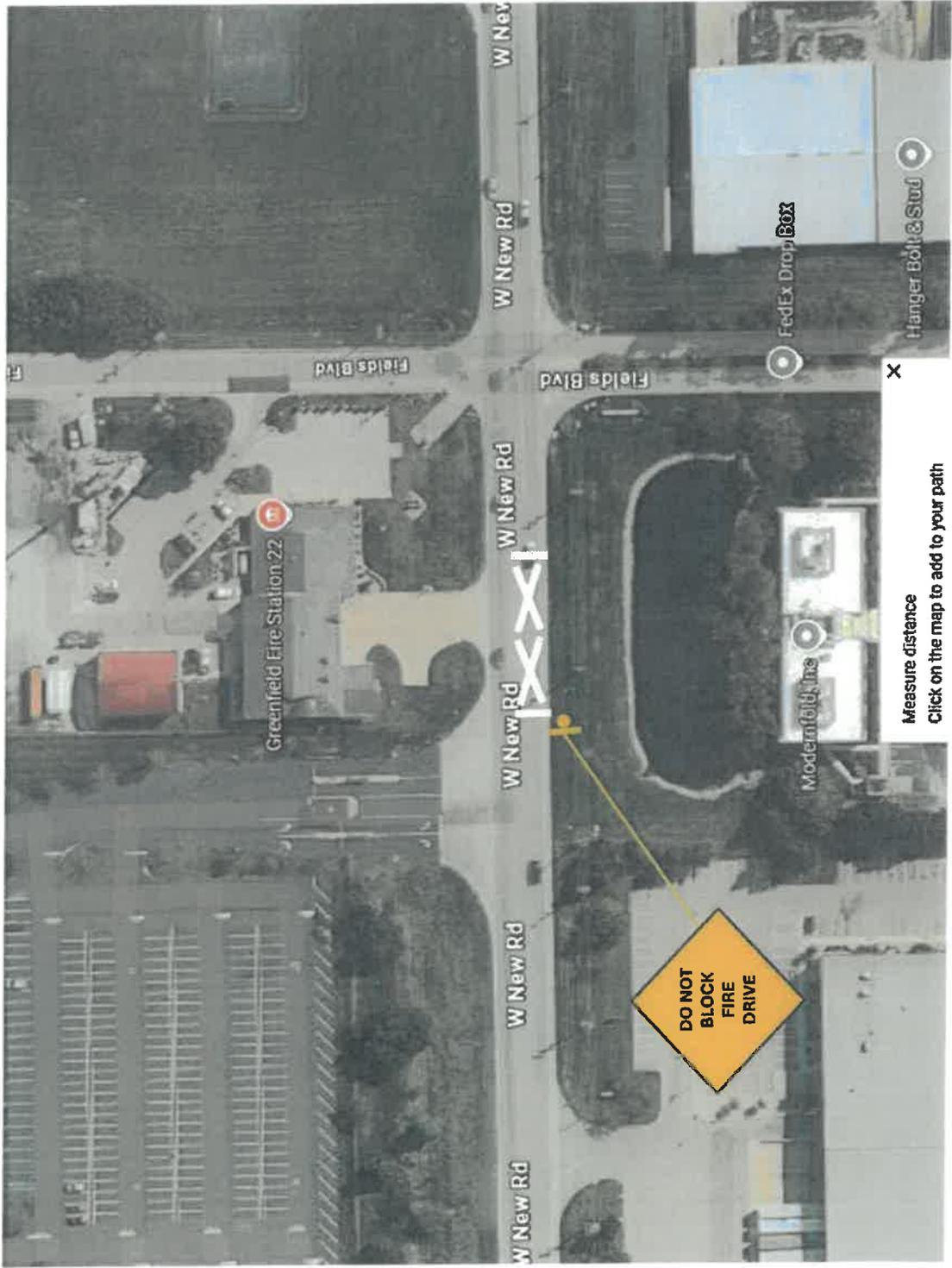
- (1) On a sidewalk or between a sidewalk and curb;
- (2) In front of a public or private driveway;
- (3) Within an intersection, or within 20 feet of any intersection as measured from the curb or, in the absence of a curb, from the edge of the roadway;
- (4) Within 15 feet of a fire hydrant;
- (5) On a crosswalk;
- (6) Within 20 feet of a crosswalk;
- (7) Within 30 feet of the approach to any flashing beacon, stop sign, or traffic-control signal located at the side of a roadway;
- (8) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless the Traffic Engineer has indicated a different length by signs or markings;
- (9) Within 50 feet of the nearest rail of a railroad crossing;
- (10) Within 20 feet of the driveway entrance to any fire station **or police station** and on the side of a street opposite the entrance to any fire station **or police station** within 75 feet of said entrance when properly signposted;
- (11) Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic;
- (12) On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
- (13) On any bridge or other elevated structure on a highway or within a highway tunnel;
- (14) At any place where official signs prohibit stopping, standing, or parking;
- (15) On the traveled portion of any roadway which does not have a curb or gutter when such stopping, standing, or parking would obstruct traffic;
- (16) On or within a fire lane that is located on property that is privately or publicly owned; and

(17) In front of any receptacle designed to receive or send mail through the U.S. Postal Service or any other parcel or package delivered by any other delivery service.

(B) No person shall move a vehicle not lawfully under his or her control into any such prohibited area or away from a curb at such distance as is unlawful.

(Prior Code, § 42.02) (Ord. 2000-6, passed 6-22-2000; Ord. 2018-12, passed 9-12-2018)
Penalty, see § 72.99





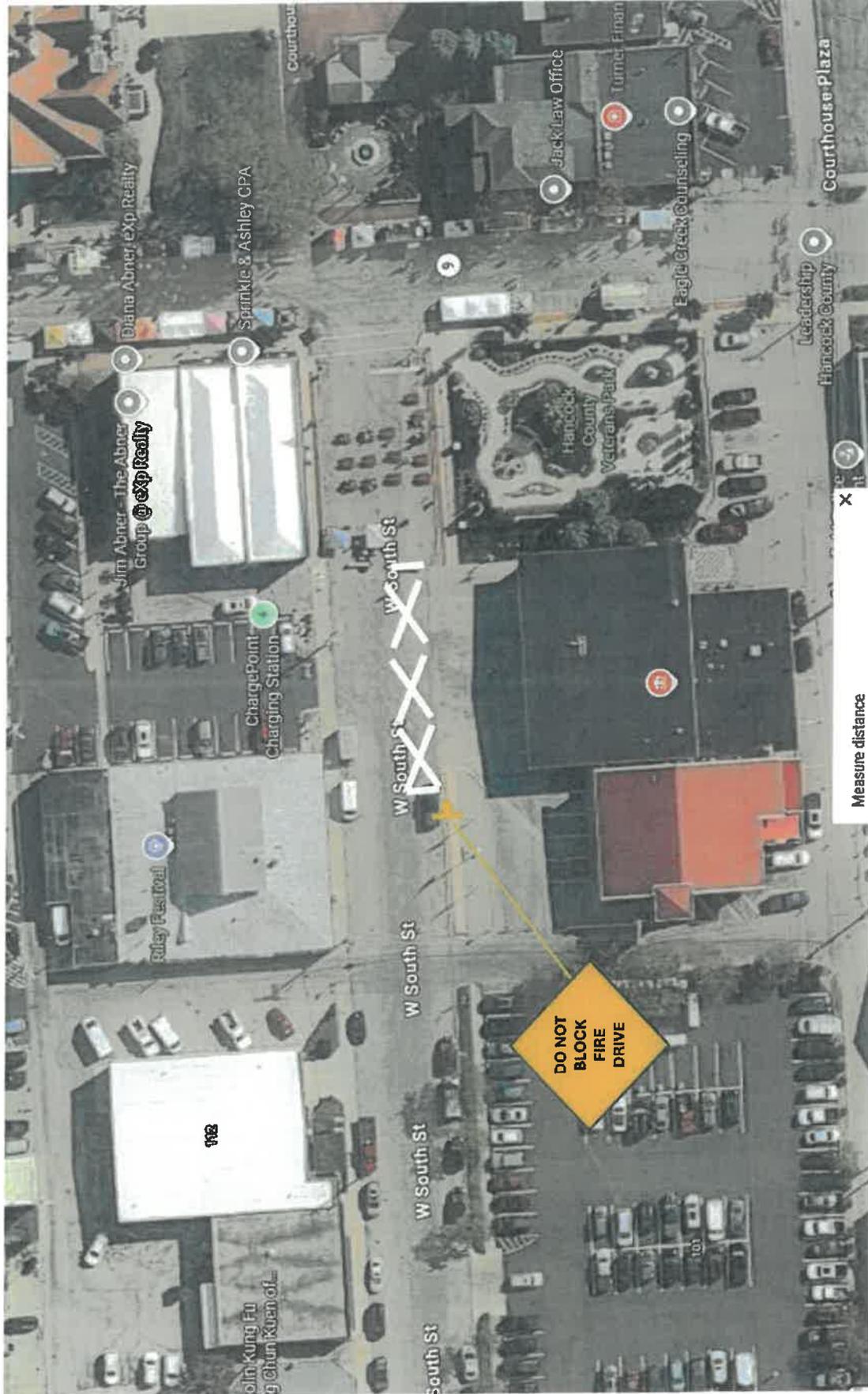
Greenfield Fire Station 22

FedEx Drop Box

Hanger Bolt & Stud

DO NOT
BLOCK
FIRE
DRIVE

Measure distance
Click on the map to add to your path



Jim Abner - The Abner Group @exp Realty

Diana Abner, eXp Realty

Sprinkle & Ashley CPA

Charging Station

Riley Festival

Chun Kuen of...

W South St

W South St

W South St

South St

DO NOT
BLOCK
FIRE
DRIVE

Jack Law Office

Turner Finan

Eagle Creek Counseling

Leadership Hancock County

Courthouse Plaza

Measure distance

4a.

Search

Glen Morrow

Mail Contacts Calendar Tasks Preferences Search Fairmount Dr

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Fairmount Dr

From: tyler rankins

To: glen morrow monica evans

I got a call from the HOA president of Meridian East at Springhurst about restricting parking on both sides of Fair sure if it was because the snow was piled but the road does not get any narrower there and I told him this but he s him I'd check it out and put it on the agenda for traffic safety.

Tyler Rankins, Street Commissioner
City Of Greenfield
900 W Tague St.
Greenfield, IN 46140
(317)477-4380 Office (317)477-4358 Fax

NOTE: My email address has changed to tyler.rankins@greenfieldin.gov