

TRAFFIC SAFETY COMMITTEE
MAY 6, 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 April 1, 2026, Meeting Minutes*

3. UNFINISHED ITEMS:

- a. Broadway & New Rd RAB*
- b. Blue New RAB Update
- c. INDOT Corridor Study
- d. Warning Sign Policy*
- e. No Stopping Area at Fire & Police Departments

4. NEW ITEMS:

- a. James Blvd. & E. New Road
- b. SR 9 and Walmart Entrance / Exit*
- c. Traffic Impact Fees

5. MISCELLANEOUS ITEMS:

6. ADJOURNMENT: Next Scheduled Meeting June 3, 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, April 1, 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
Street Commissioner Tyler Rankins
Councilwoman Amy Kirkpatrick
Chairman City Engineer Glen Morrow

Members Absent: Police Lieutenant Charles Murnan

Approval of Minutes: A motion was made by Gary Pence, seconded by Tyler Rankins, to approve the March 2026 minutes. Motion carried.

4-way stop @ Osage & American Legion: This item was taken to Council, and a four-way stop was approved. Signs will need to be installed. Tyler Rankins stated this should be an easy change to implement

Broadway & New Rd RAB: Glen Morrow stated that requests for qualifications were sent to eight companies for roundabout design services. He will review the responses with the Mayor once they are received.

INDOT Corridor Study: Glen Morrow stated that Burgess & Niple will complete the corridor study, which will be funded by the City. Burgess & Niple has worked with INDOT to develop the study scope. The item will go before the RDC at the next meeting for approval. He noted the prior corridor study was completed in the late 1990s and adopted in the early 2000s. INDOT advised that if the City funds the study, INDOT will earmark funding for future projects.

Warning Sign Policy: Glen Morrow stated that he has done more research and also reached out to LTAP. He reported that an LTAP newsletter indicated the FTSB, LTAP, and INDOT no longer recommend these types of signs. He also reviewed a Noblesville traffic study that showed speeds did not change after the signs were removed.

Gary Pence asked how many of these signs currently exist. Tyler Rankins stated that the Street Department has AI software that can count and inventory signs while driving routes, and he will try to have that completed by the next meeting.

The committee discussed creating an application process for individual signs. Tyler Rankins stated he would rather phase out existing signs and not install new ones. Glen Morrow asked that the topic be tabled until next month so he can discuss a policy with Council.

A motion to table was made by Tyler Rankins, seconded by Gary Pence. Motion carried.

No Stopping Area at Fire & Police Departments: Glen Morrow stated that an ordinance is already in place for the Fire Departments, but the Police Department still needs to be added. He has spoken with the Police Chief and Fire Chief to obtain diagrams. The Street Department would install thermoplastic markings and “Do Not Block” pavement markings at both Fire Departments and the Police Department. Glen Morrow will ask Council to amend the ordinance to include the Police Department.

A motion was made by Gary Pence, seconded by Amy Kirkpatrick. Motion carried.

Fairmount Drive No Parking: The HOA President submitted an email requesting parking restrictions on the south side of Fairmount Drive just past Van Buren Street. Glen Morrow and Tyler Rankins stated that parked vehicles help slow traffic and that removing parking could increase speeds. They did not recommend restricting parking.

A motion to deny the request was made by Tyler Rankins, seconded by Gary Pence. Motion carried.

Miscellaneous: Glen Morrow stated that he received an email from the City Attorney advising that a resident in St. James Manor had expressed concern about the right-turn lane on New Road. According to the concern, motorists are using the lane to drive around vehicles waiting to turn left from New Road into the apartment complex.

Glen Morrow asked that the matter be tabled, noting that INDOT has also raised concerns about the signal at New Road and State Street. INDOT would like to see another through lane added along with the existing right-turn lane. This would require a second lane on New Road east of State Street, and the right-turn lane into St. James would end shortly after that intersection. Glen Morrow also suggested placing stop bars on James Boulevard as a warning to show residents where to stop. The matter will be tabled until next month.

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

Greenfield Press Release for Children at Play signs

From : Glen Morrow <glen.morrow@greenfieldin.gov>

Thu, Apr 30, 2026 10:07 AM

Subject : Greenfield Press Release for Children at Play signs

To : gjoslin <gjoslin@greenfieldreporter.com>

Cc : guy titus <guy.titus@greenfieldin.gov>, stacy hartman <stacy.hartman@greenfieldin.gov>, Gregg Morelock <gregg.morelock@greenfieldin.gov>, Tim Boyk <tboyk@greenfieldin.org>, tyler rankins <tyler.rankins@greenfieldin.gov>

Reply To : Glen Morrow <glen.morrow@greenfieldin.gov>

FOR IMMEDIATE PRESS RELEASE**City of Greenfield to Remove Non-Standard Advisory Signs from Public Streets**

GREENFIELD, Ind. — The City of Greenfield will begin removing non-standard advisory signs from public streets this year, including signs such as **"Slow Children at Play," "Blind Children," and "Autistic Children."** This action is being taken to align Greenfield's traffic control practices with established engineering guidance, statewide standards, and recommendations provided through the **Indiana Local Technical Assistance Program (LTAP)** and the **Federal Highway Administration (FHWA)**. The matter was reviewed by the **Greenfield Traffic Safety Committee** and also discussed by the **Greenfield Common Council**.

Under the **Indiana Manual on Uniform Traffic Control Devices (Indiana MUTCD)**, traffic signs used on roads open to public travel are expected to follow uniform standards and engineering guidance. Indiana LTAP states that "Children at Play" signs are **not included in the Indiana MUTCD** and are therefore considered **non-standard signs**. LTAP further explains that these signs should generally not be used because research has shown they **do not reduce traffic speeds or make drivers more observant**, may create a **false sense of security**, and may increase exposure to liability for public agencies when signs are installed outside established standards.

LTAP guidance also addresses other advisory signs related to children, noting that there are **no MUTCD-designated warning signs for deaf, blind, or autistic children**. According to LTAP, those signs are likewise generally ineffective because they do not provide motorists with clear, actionable information about what to do, and they carry many of the same concerns as "Children at Play" signs.

Greenfield's decision is consistent with the practices adopted by other Indiana communities, including **Indianapolis and Noblesville**, which has formally identified these as **special advisory signs** that are not included in the Indiana MUTCD and therefore are not installed or replaced on public streets. Noblesville's policy specifically includes signs such as **"Children at Play," "Slow Children at Play," "Blind Child," "Deaf Child," and "Autistic Child."**

The City's intent is to ensure that traffic control devices in Greenfield remain **clear, consistent, enforceable, and based on recognized engineering standards.** Standardized signs are designed to communicate specific roadway conditions and required driver responses. Where conditions warrant, the City will continue to use approved signage and traffic control devices recognized in the Indiana MUTCD, including signs for **pedestrian crossings, playgrounds,** and other site-specific safety needs. LTAP identifies these as the appropriate alternatives to non-standard advisory signs.

Residents may begin noticing the removal of these non-standard signs during the course of **2026** as part of routine field operations and traffic sign management.

For questions regarding the City's traffic safety practices, residents may contact the **City of Greenfield Engineering Department.**



Greenfield Engineering & Planning

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

April 28, 2026

Board of Public Works and Safety
10 S. State Street
Greenfield, IN 46140

Re: Professional Services Agreement with First Group Engineering
Walmart Right-In/Right-Out Project

Dear Members,

The signalized intersection of E. New Road and Barrett Drive, between Home Depot and Walmart, experiences the highest number of crashes among the City’s non-INDOT-controlled intersections. Staff believes that converting Walmart’s existing right-in-only driveway connection on northbound SR 9 (N. State Street) to a right-in/right-out entrance and exit would help reduce congestion and improve traffic operations at Barrett Drive.

Staff discussed the concept with INDOT, and INDOT staff is willing to consider modifying the existing driveway access because the hard median now in place on SR 9 prevents the southbound crossing movement that previously created concern. This proposed exit would serve not only Walmart traffic, but also traffic from the frontage businesses along SR 9, which should reduce pressure on the E. New Road and Barrett Drive intersection.

The enclosed Professional Services Agreement with **First Group Engineering** provides for survey, design and plan production, bidding and INDOT permit services, and part-time construction management for the **Walmart Right-In/Right-Out Project**. The agreement identifies the project as a City of Greenfield professional design engineering services contract and sets the total compensation at an amount **not to exceed \$57,750.00**.

This work will be funded from **Traffic Impact Fees**. The agreement compensation is broken down as field survey services, design and plan production services, bidding and INDOT permit services, and part-time construction management, for a total amount not to exceed **\$57,750.00**.



Recommendation: Approve the Professional Services Agreement with First Group Engineering for the Walmart Right-In/Right-Out Project in an amount not to exceed \$57,750.00, with funding from Traffic Impact Fee fund.

Respectfully submitted,

Glen E. Morrow, PE
City Engineer