

TRAFFIC SAFETY COMMITTEE
JUNE 3, 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 May 6, 2026, Meeting Minutes*

3. UNFINISHED ITEMS:

- a. INDOT Corridor Study
- b. James Blvd. & E. New Road

4. NEW ITEMS:

- a. Traffic Issues at 4th / Date
- b. 20 mph City Wide Consideration*
- c. Parking at Jasmine & Lavendar*

5. MISCELLANEOUS ITEMS:

6. ADJOURNMENT: Next Scheduled Meeting July 1, 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, May 6, 2026 1:30pm
Richard J. Pasco Council Chambers, City Hall
10 S. State St, Greenfield, IN 46140

Street Commissioner Tyler Rankins called the meeting to order at 1:30pm.

Secretary Monica Evans took roll call.

Members Present:

Police Lieutenant Charles Murnan
Street Commissioner Tyler Rankins
Councilwoman Amy Kirkpatrick
Gary Pence

Members Absent: Chairman City Engineer Glen Morrow

Approval of Minutes: A motion was made by Charles Murnan, seconded by Gary Pence, to approve the April 2026 minutes. Motion carried.

Broadway & New Rd RAB: Tyler Rankins was reading notes from Glen Morrow who could not attend the meeting. Glen Morrow looked at qualifications from several consultants to design a roundabout but much cheaper to do a traffic signal for this intersection. The traffic study shows that it works so he will be taking the attached letter to the Board of Works meeting next week. A couple reasons why is the budget would be around \$500,000 for a traffic signal and \$3,000,000 for a roundabout so might as well save some money. Gary Pence asked why they think a signal would work better. Tyler Rankins explained that it might not work better but it would work and there's only 3 legs there and there's more traffic on New Rd than Broadway. The people that are there forever are the people trying to turn left so if we can stop the New Rd traffic for a little bit to get the left turns moving, that's the main reason. Gary Pence agreed that makes sense and save \$2.5 million.

Bule Rd and New Rd RAB: Tyler Rankins states that Glen Morrow says the 4-way stop is working well so we decided to slow down a little bit and submit this project to MPO to use federal funds, so it doesn't have to be 100% local funds. Tyler Rankins stated that 4-way stop has significantly slowed down the number of accidents there so if we can slow down that project a little bit to get some federal funds, that would be best.

INDOT Corridor Study: Tyler Rankins states that the Board of Public Works and Safety has hired Burgess & Niple to complete a corridor study. There will soon be a kickoff meeting between the County and INDOT. It was supposed to be tomorrow but will be convened probably sometime next week.

Warning Sign Policy: Tyler Rankins stated that Glen Morrow spoke to the Council about this and they asked him to put out a press release to the citizens to let them know that we will be taking down the signs because they're not MUTCD certified. They're non-standard signs so they really shouldn't be up any longer. Those include Child at Play, Blind Child, Deaf Child, Autistic Child. Tyler Rankins is not sure that any calls have been received about it. Amy Kirkpatrick asked how soon the signs would be taken down. Tyler Rankins said that the Street Department is waiting for a scan to be done to see how many signs there are and he expects that to be done within the next month. The press release has already been sent out.

No Stopping Area at Fire & Police Departments: Traffic Safety Committee has already made a motion on this. It has already been sent to Council but has not yet passed. Traffic Safety Committee can't do anything about it until City Council passes it so it's just unfinished business.

James Blvd & E New Rd: Lawrence Creemer lives in St James Manor. There is a right turn only lane on New Rd turning into St James Manor. Initially it made sense, but now there are lots on the north side of New Rd and as people turn left, the right turn only lane has turned into a passing bump. It is a serious accident waiting to happen for people coming in or out of St James Manor. Lawrence Creemer talked with the City Engineer to raise concern and talked to Gregg Morelock, the City Attorney, to talk about the City's liability for this as he has raised concern for the City a couple times and nothing has been done. He fears this leaves the City at a liability for this. He stated the city engineer pointed out that if was a normal passing bump, it wouldn't be a whole lane long but now people look up the street a quarter mile and go ahead and move into the turn lane to pass them, not going to stop.

Lawrence Creemer had one other concern while he was speaking before the Traffic Safety Committee, and they invited him to go ahead and share his concern. The City has put in some nice walking paths along E. New Rd but there is nothing that crosses SR 9 and there is no safe way to cross SR 9 as a pedestrian so no one from the East side can enjoy the nice walking paths and the park. Tyler Rankins said we could investigate it with the state especially since we have been looking to do some work in that area.

Tyler Rankins read a note from Glen Morrow suggesting thermo stop bars for James and Martindale to keep cars from inching forward and in the future would expect the right lane to continue past St James. Charles Murnan noted that it looks like it was designed for people to pass and he has seen people do it too. He doesn't know the crash stats on it but it's not super high. The highest crash rate is at Barrett and New Rd and there's a traffic light there but there's just so much traffic there.

Tyler Rankins requested a motion be made to keep this on the agenda to be further discussed. Charles Murnan made a motion to keep this topic on the agenda and Gary Pence seconded the motion.

SR 9 & Walmart Entrance/Exit: Tyler Rankins stated that Board of Public Works and Safety signed an agreement with First Group to do the justification and get INDOT approval, etc. and plans to use traffic impact fees. This is to make a right out onto SR 9 from Walmart to alleviate some of the traffic stress at Barrett and New. Charles Murnan noted that he thinks there were 9 crashes at New Rd and Barrett last year for 2025 which is the highest crash rate in the city other than the State Roads. This change will be huge to help alleviate the traffic at that intersection. Tyler Rankins and Charles Murnan both agreed that it would also help alleviate traffic on Muskegon as well.

Traffic Impact Fees: Tyler Rankins stated that Glen Morrow states that we have close to \$1 million accumulated in the fund. A new state law requires us to track every dollar to show that it is spent within 5 miles of where it is collected so it behooves us to spend down the current fund and start tracking all new dollars. Glen Morrow will be tracking that.

Miscellaneous: Charles Murnan's annual report for 2025 is almost done. He's waiting on 2 pieces of information and it should be emailed out Friday.

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

CAR CULTURE

STUDY: 20 Is Plenty – But Signs Alone Don’t Always Get Drivers to Slow Down

Drivers did not slow really down after Portland lowered the speed limit in residential neighborhoods, but a new study suggests that the reason is more about road design than driver behavior.

By **Kea Wilson**

2:09 PM EST on February 2, 2022



Image: PBOT, CC

Drivers did not slow really down after Portland lowered the speed limit in residential neighborhoods, but a new study suggests that the reason is more about road design than driver behavior.

In a recent study from Portland State University, researchers examined what happened in the six months after the Portland City Council finished the process of reducing speed limits in residential areas from 25 miles per hour to 20 mph. In addition to updating the nearly 1,000 speed limit signs the city had already put up, the City of Roses also added more than 1,000 *new* signs to remind drivers to slow down in places where limits were previously unclear; they also distributed roughly 7,000 yard signs that declared to all road users that “Twenty Is Plenty,” as part of an overreaching public awareness campaign.

Getting drivers to slow down, though, isn’t always easy. The Portland study found that there was no significant change in the median speed of drivers after the speed limit change, and of the 58 individual sites where the city installed automatic traffic counters, only about half experienced a decrease in mean speeds – and on average, drivers only went 1.4 miles per hour slower at those sites than they’d gone before. Meanwhile, Portland police say they struggled to actually enforce the new limits, in part because Oregon law prohibits local leaders from installing automated speed cameras outside of the handful of ultra-dangerous roads included in the city’s High Injury Network, which means most residential areas get skipped.

David Zipper

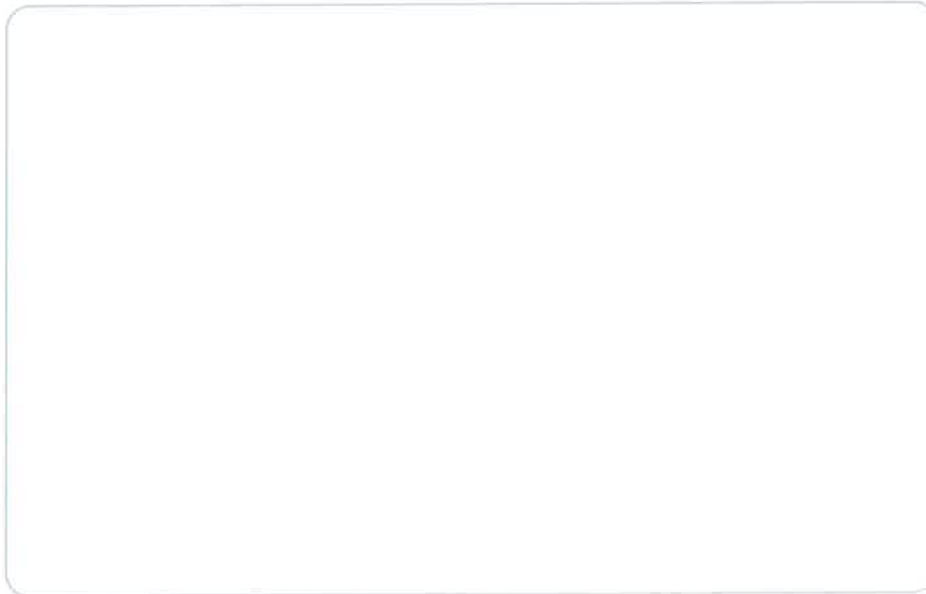
@DavidZipper · Follow



Four years ago Portland, OR reduced the speed limit on residential streets to 20 mph -- and driver behavior barely budged.

Moral of the story: Adjusting speed limits isn't enough to change driver behavior; you need to fix street design, too.

findingspress.org/article/31956-...



10:45 AM · Feb 1, 2022



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The researchers behind the study, though, say those findings aren't necessarily surprising — and that doesn't necessarily mean that Portland's signage campaign didn't have an impact.

Even though average speeds barely budged, some of the the speediest Portland drivers *did* slow down after the new limit signs went up; incidents of cars traveling more than 35 miles per hour were nearly halved (49.6 percent), and incidents of speeding more than 30 miles per hour were reduced by about

a third (33.6 percent.) Those impressive numbers, though, were masked by how few high-speed events there *already* were in Portland's human-centered residential neighborhoods; the percentage of drivers traveling over 35 mph only fell by an average of 0.5 percent citywide.

"I have studied speed limit and speed changes on a wide variety of roads across Oregon — including interstates and rural roadways — and I wouldn't have expected a significant change just by changing the signs," said Christopher Monsere, a professor of civil and environmental engineering and a co-author of the paper. "But these are already relatively low-speed streets to begin with. It's just gonna be really hard to see a change in the median speed for such a small speed change with signs alone...[But considering that this campaign took] relatively little investment, it would be a strategy that I would consider for residential streets."

Monsere is careful to clarify that speed limit reductions alone wouldn't have the same impact on roads designed for higher speeds. Mirroring a disturbing trend on roads across across America, a staggering 57 percent of traffic deaths in the Portland happen on just 8 percent of thoroughfares, many of which are wide, multi-lane arterials concentrated in low-income communities of color.

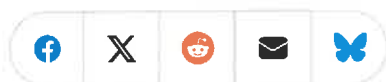
"The pedestrian safety problem is really focused on arterials and not necessarily the residential streets that this campaign impacted," added Monsere. "Just changing speed signs is not going to make an impact there. There's a different toolbox we should look to — modifying signal timing to discourage speeding, redesigning roadway cross sections, things like that. Achieving big changes in speeds on arterial roadways will definitely require other strategies."

Monsere emphasizes that while there's less design work to be done on relatively calm residential streets, there's always more than cities can try — and

setting a slow speed limit is a critical first step.

“If I was a city leader, I would obviously look at other strategies about lowering speed – road design, narrowing roadways, speed humps, traffic calming,” he added. “But I also would look at this and say, ‘Hey, this isn’t a very big investment, and it did have some impact.’”

Portland, of course, didn’t invent the idea of neighborhood slow zones with a catchy rhyming motto. Thanks in part to the “[20’s Plenty For Us](#)” program spearheaded by the United Nations, cities around the world have recognized the awesome power of the 20 mile-per-hour speed limit, which [studies](#) have linked to lower crash rates, lower death rates when crashes do happen, and larger numbers of cyclists on the road, since dangerous vehicle speeds can deter travelers from getting in the saddle at all. The average 30 year-old pedestrian struck by a driver traveling 20 miles per hour has about a [93 percent](#) chance of survival; at 25 miles per hour, those odds plummet to [75 percent](#), and they only get worse from there.



Kea Wilson

Kea Wilson is Senior Editor for Streetsblog USA. She has more than a dozen years experience as a writer telling emotional, urgent and actionable stories that motivate average Americans to get involved in making their cities better places. She is also a novelist, cyclist, and affordable housing advocate. She lives in St. Louis, MO. For tips, submissions, and general questions, reach out ther at kea@streetsblog.org, on X at [@streetsblogkea](#), or on Bluesky [@keawilson.bsky.social](#).

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Fwd: Hampton Place Greenfield IN

From : Charles Murnan <charles.murnan@greenfieldin.gov> Fri, May 22, 2026 08:18 AM
Subject : Fwd: Hampton Place Greenfield IN
To : Marie Persinger <marie.persinger@greenfieldin.gov>
Cc : Glen Morrow <glen.morrow@greenfieldin.gov>

Can you place this on the agenda for the next meeting? Thank you

From: "Brian Hartman" <brian.hartman@greenfieldin.gov>
To: "Tyler Rankins" <tyler.rankins@greenfieldin.gov>, "Charles Murnan" <charles.murnan@greenfieldin.gov>
Sent: Friday, May 22, 2026 8:16:02 AM
Subject: Fwd: Hampton Place Greenfield IN

Please see below in regard to a traffic safety concern in Hampton Place.

From: "Hampton Place" <hamptonplacehoa.gf@gmail.com>
To: police@greenfieldin.gov
Sent: Thursday, May 21, 2026 4:10:29 PM
Subject: Hampton Place Greenfield IN

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

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Hello,

In our housing addition there is a very scary corner that we are having issues with. It is Jasmine and Lavender. Coming around the corner especially in the evening right past Lavender on Jasmine. There are cars parking on both sides of the street and it's like a blind corner especially in the evenings. There have been several near misses especially if you have a car coming from both directions. There are up to 6 cars on that curve some evenings. Is there anything that can be done about this?

Thank you for your time
Sandy Ertel

--

HOA Board Member
317-374-5893
