

2023

Annual Traffic Safety Report



Submitted by
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Traffic Safety Officer
Greenfield Police Department

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Traffic Safety Committee

The Traffic Safety Committee consists of the Street Commissioner (Tyler Rankins), a Traffic Safety Officer (Lt C.W. Murnan), a citizen appointed by the Mayor (Gary Pence), a current city council member (Jeff Lowder) and the City Engineer (Jason Koch). Three (3) of the five (5) members have to be present to hold a meeting (quorum).

The Traffic Safety Committee met six (6) times in 2023, down from seven (7) times in 2022. Meetings are usually set for the first Wednesday of each month at 130pm.

The Traffic Safety Officer investigated around 20 complaints via email, phone calls and walk-in complaints for 2023. Most of these consisted of speeding vehicles and stop sign violations in housing additions. The Greenfield Police Department secretary yields a lot of calls regarding traffic complaints and forwards them on to the traffic division.

The Traffic Safety Committee requested three (3) new ordinances to be put in place for year 2023. One ordinance was the addition of new roadways and intersections in the Brunson's Landing housing addition. It is located at northwest corner of McKenzie Road and Franklin Street. The second ordinance was one by far needed. The intersection of McKenzie Road and Jaycie Phelps Road became a frequent location of crashes that resulted in injuries. From January 2023 to July 2023, there were six significant crashes as this location where injuries occurred and both cars were totaled. Since the intersection change to a 4-way stop in July, there have been zero (0) crashes for the rest of 2023. The third ordinance was the change to school zone speed limits. School zone lighted signals were installed to alert drivers of key times that speeds are reduced.

The Traffic Safety Committee continues to discuss crash data and monitor key areas of town that have significant growth that affect traffic. Some changes over the years may not be supported by the public at times, but the safety aspect is the main concern of the committee. The long term affects are key and reduction of persons injured is a huge plus.

FACT Team-Fatal Accident Crash Team

The team is a combination of trained Greenfield Police Department detectives, evidence techs and crash re-constructionists. Members are also from the Hancock County Sheriff's Department, New Palestine Police Department and Fortville Police 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 degree. For 2023 there were zero (0) fatal crashes within the city limits of Greenfield. Detective Ryan Chappell is Greenfield Police Departments only Certified

Crash Reconstructionist and Detective Pfaff is on the team and has received some training for crash investigations.

Crash Statistics and Trends

The Traffic Safety Officer, Lt C.W. Murnan, continues to keep detailed records of crash statistics year to year. He reports these findings to the committee and takes recommendations on changes that may need to occur.

Crash data in this report will be narrowed down to the last ten (10) years for ease of understanding the changes and charting. 2021 and 2022 had some major changes to State Road 9 starting at McKenzie Road all the way to north of Interstate 70 ending at Opportunity Parkway. INDOT's safety plan to place a median down this section of roadway was to help reduce crashes. It was completed in 2021 and the landscaping completed in 2022. 2023 was a time period for adjustment for the citizens as the median forced drivers to use main traffic signals and side streets.

For 2023, 558 state crash reports were investigated within city limits. This is an increase of 47 crashes from 2022. Of these 558 crashes, 82 were reported as personal injury (PI) crashes. A total of 109 injuries were reported. Thankfully this year there were no fatal accidents within the city limits for 2023.

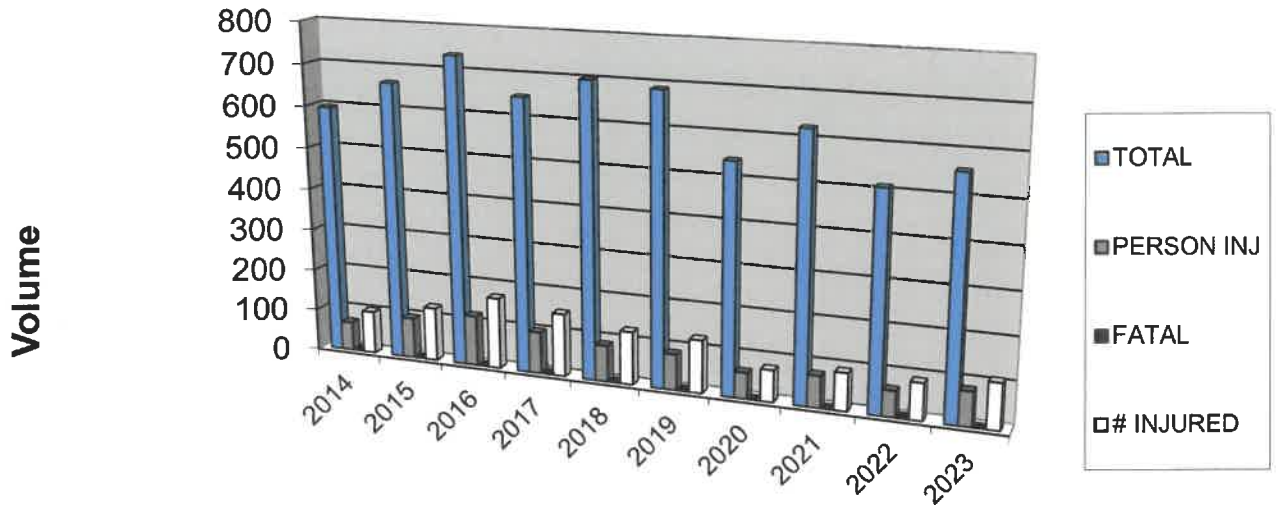
The total price when a state crash report should be completed now is now 2500 dollars total in both vehicles. It used to be 1000 dollars for both. With today's materials pricing and costs I don't feel that this has affected the crash statistics at all.

The top five (5) primary reasons for crashes in 2023 were from drivers failing to yield to oncoming traffic (164 crashes), following too closely to other vehicles (92 crashes) and unsafe backing (60 crashes), other driver issue (51 crashes) and improper turning (26 crashes). Failure to yield to oncoming traffic accidents resulted in the most injuries at 42.

The chart on the following page shows the last ten (10) years of crash data. 2016 is still our highest recorded year with 736 crashes along with 171 injured persons.

Growth in the City of Greenfield has stayed consistent each year. 246 total housing units were added in 2023. This is a significant decrease from 2022's total of 508 total units. But the 10 year average is around 150 each year so this is expected to continue for some time as the city has continued to grow quickly. More housing equates to more traffic volume.

Total Crashes



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
■ TOTAL	596	663	736	651	700	689	543	626	511	558
■ PERSON INJ	69	97	121	100	87	86	62	76	62	82
■ FATAL	3	1	1	2	1	2	0	1	2	0
□ # INJURED	102	129	171	151	127	127	76	90	88	109

The busiest intersections for 2023 are as follows. State Road 9 and Martindale Drive had the highest with 19 reported crashes.

State Road 9 and Green Meadows Drive and State Road 9 and McKenzie Road both tied for second at 18 crashes.

The intersections of State Road 9 and New Road and State Road 9 and McClarnon Drive both reported 15 crashes.

The rest of the intersections that are monitored throughout the city fell below 13 crashes down to single digit numbers. This is the first year since 2007 that these five major intersections have all been below 20 reported crashes. This is a big change for the City Of Greenfield.

These intersections will continue to be monitored in the future to compare data to previous years.

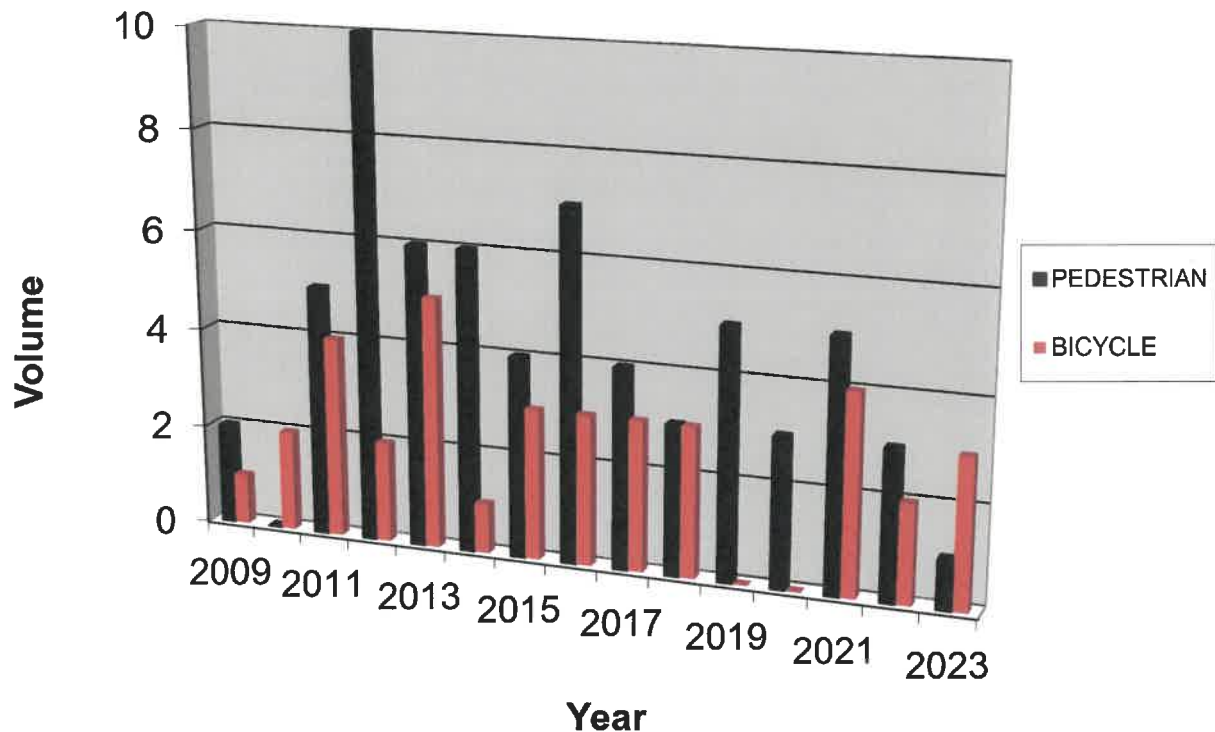
US 40 intersections such as 150 West, Windswept Road, Stonemason Road, Blue Road and Jaycie Phelps Road are monitored on the outskirts of city limits. These

intersections do not have traffic lights and some changes could be made to improve them in the future as needed.

US 40 intersections in town are still well below 5 crashes if any at all. Changes to these interior intersections have been made years prior with traffic lights. Driver errors are mainly the primary factors in these collisions. The restriped/repainted bike lanes in 2019 from Monroe Street out west to Windswept Road continued to keep crash numbers very low. Incapacitating crashes are almost zero for these areas as well.

The chart below depicts the last ten (10) year trend of pedestrian and bicycle involved crashes within the city limits. We had a total of one (1) crash involving a pedestrian and three (3) crashes involving bicycles in 2023.

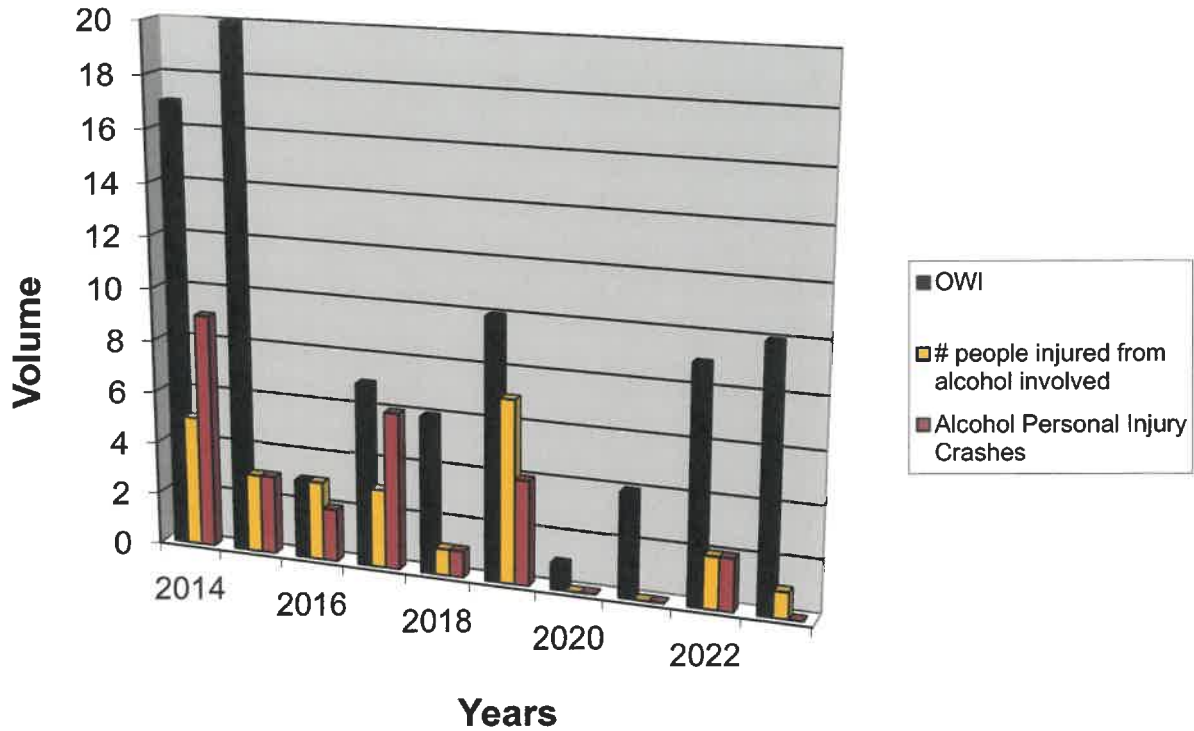
Pedestrian and Bicycle Crashes



Operating While Intoxicated Crashes

For 2023 there were ten (10) suspected alcohol/drug involved crashes, matching 2022 numbers. There was only one (1) reported injury. There is a significant decrease in OWI crashes which is a huge plus. Hopefully people are making good decisions as in utilizing UBER type services to get home instead of attempting to drive. See an OWI crash chart on the following page.

Operating While Intoxicated Crashes



You can see that 2023's stats could still use improvement but from 2015 to 2019 we had some of our highest numbers breaking past 600 crashes into the 700 range. I think overall safety has improved citywide and the road diets have played a big part in it, regardless of the popularity at times.

The Greenfield Police Department, Emergency Management and the Emergency Operations Center (911 center) utilize social media, text alerts, Twitter and Facebook to quickly push out traffic conditions, road closures or upcoming forecasted weather that may affect vehicle travel. The Emergency Operations Center posts videos of special events that do affect roadways and traffic flow. All agencies share a good amount of information continually to keep citizens informed and safe.

In summary, a vast majority of crashes are the result of human error while driving. Giving yourself time, being patient, keeping distance of other cars and not getting distracted can greatly decrease your chance of being involved in a collision.

Special Events/Parades

The Greenfield Police Department gave a few safety presentations and/or promotions about child bicycle safety and other traffic safety issues. Events such as The Riley Festival and Community Night Out reach the most people by far. Anything from bicycle safety (helmets and reflective clothing) to Halloween night safety for trick or treating are discussed with parents and children. Dairy Queen gives GPD officers free ice cream cone vouchers each year. If an officer on duty sees a child wearing a bike helmet, the officers can give them the voucher to get a free ice cream cone. This rewards the child for using proper bike safety and equipment.

Special Events are becoming more popular year to year, as The Depot Street park is bringing in more people than ever. Greenfield Police Department needs to maintain or increase contact at these community based events.

Crossing Guards

The city utilizes two (2) adult crossing guards located throughout the city. Their job duties are to assist the elementary school children and junior high kids across busy city streets. They work 30 minute shifts in the morning and afternoon at each of their locations. One crossing guard covers two different locations at different let out times.

The crossing guards are issued bright yellow class II traffic vests (summer) and heavy large reflective coats for winter. They also use large 18" handheld reflective/ LED lighted stop paddles to notify oncoming traffic. These flashing LED lights illuminating the word "STOP" can be seen from a long distance.

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

Right of Way Permits

Right of way permits are issued for various reasons including parades, dumpsters, road closures or construction in the cities right of way. Any activity in the right of way that will alter pedestrian or vehicular traffic has a permit issued for it. In 2023, there were eleven (11) permits issued out by the police department.

Golf Cart Permits

Since the 2018 ordinance was passed, the popularity of golf carts in town has slowly increased. A well written ordinance has kept drivers safe and with almost no complaints regarding this change. For 2023, there were twenty (20) permits issued by the Greenfield Police Department. Monitoring this data, there has only been one golf cart

crash within the city limits. This was caused by the operator of the golf cart being intoxicated. A golf cart permit has a cost of 50 dollars and is good from two (2) years of its placement and inspection by an officer.

Traffic Enforcement Stats and Grants

Greenfield Police Department is part of the county task force for Operation Pullover and the DUI blitz. However in 2023, our department did not participate in this program last year.

In 2023, the Greenfield Police Department patrol division continued to enforce traffic laws within the city limits. Below are some numbers and results from those stops.

Total Traffic Stops-6,586
Verbal warnings-2,687
Written warnings-3,260
Citations-196
Summons Arrests-37 (could range from license violations to drugs charges)
In custody arrest-117 (OWI's, drugs etc.)
Checks ok-225 (driving complaints, no OWI located)
Local warrants-3
Other jurisdiction warrants-6
Case reports-16 (could range from thefts to other drug/alcohol activity)

These numbers show that being proactive with traffic enforcement alone can trickle over to other aspects of overall public safety within the City of Greenfield.

Parking enforcement in key areas are around the Hancock Court House, Annex building and downtown 2-hour parking zones. DARE Officer Ptlm Williams, in his down time from teaching at schools, covers these areas by means of foot patrol. Other calls in the area will be dispatched to road officers if he is not available at that time.

Nineteen (19) junk/abandoned vehicles were tagged throughout the city in 2023. This type of enforcement mainly helps keep junk/broken down vehicles off of city streets to free up parking and to have a cleaner look to the neighborhoods.

Parking enforcement has continued to work well downtown and throughout the city. Ptlm Williams is able to handle smaller complaints downtown while road patrol officers may be busy with other calls.

Goals of the Traffic Safety Committee

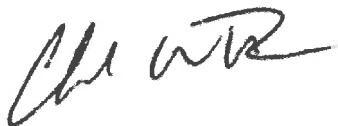
These are the following goals for 2023 from the Traffic Safety Committee.

1. Research ideas to help reduce traffic complaints within neighborhoods. There is an increase in speeding complaints and stop sign violations throughout the city.
2. Continue seeking out grants for roundabout locations and updating traffic control devices.
3. Continue to monitor major intersection statistics along with the side streets that catch the overflow of State Road 9 traffic to the booming business areas.

The City of Greenfield is one of the safest cities in Indiana, if not the entire country, to live and drive a vehicle. The Greenfield Police Department must continue to enforce traffic laws and make arrests. The Street department has maintained the city streets well and uses grants to fund repaving certain areas. 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 cohesively to make our city the safest it can be.

Overall, this Traffic Safety report shows that the citizens of Greenfield are reaping the benefits of the traffic safety measures that have been implemented both by The Traffic Safety Committee and INDOT.

Respectively Submitted,



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

GREENFIELD POLICE DEPARTMENT CRASH TOTALS 1976-2021

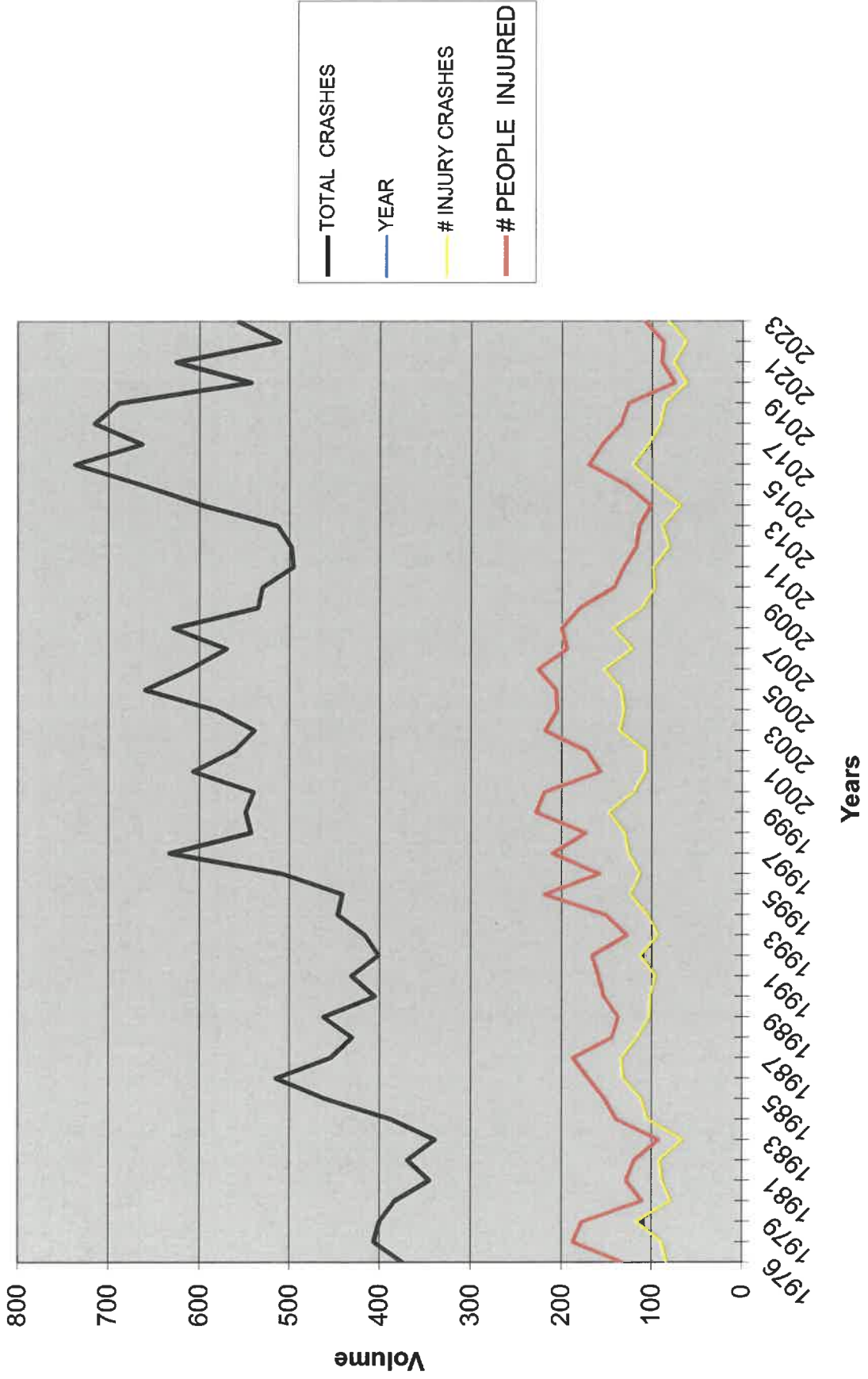
YEAR	TOTAL CRASHES	# FATAL CRASHES	# INJURY CRASHES	# PEOPLE INJURED
1976	374	1	84	133
1978	406	1	89	188
1979	400	1	117	178
1980	383	1	79	111
1981	345	0	89	129
1982	369	0	92	120
1983	339	0	66	93
1984	387	0	105	140
1985	460	1	112	153
1986	515	1	132	171
1987	454	0	134	188
1988	430	1	116	145
1989	462	3	103	138
1990	405	1	102	154
1991	431	0	96	160
1992	401	0	113	167
1993	416	0	93	128
1994	446	1	105	152
1995	441	0	124	220
1996	508	2	113	159
1997	633	2	126	211
1998	543	0	130	174
1999	549	0	148	229
2000	540	3	120	220
2001	607	1	107	158
2002	562	2	107	173
2003	539	0	136	219
2004	582	1	131	206
2005	660	3	134	207
2006	611	2	153	227
2007	570	2	122	195
2008	629	3*	143	201
2009	535	1	111	181
2010	530	1	97	143
2011	496	0	99	132
2012	498	1	81	118
2013	513	0	89	115
2014	596	3	69	102
2015	663	1	97	129
2016	736	1	121	171
2017	663	2	104	156

GREENFIELD POLICE DEPARTMENT CRASH TOTALS 1976-2021

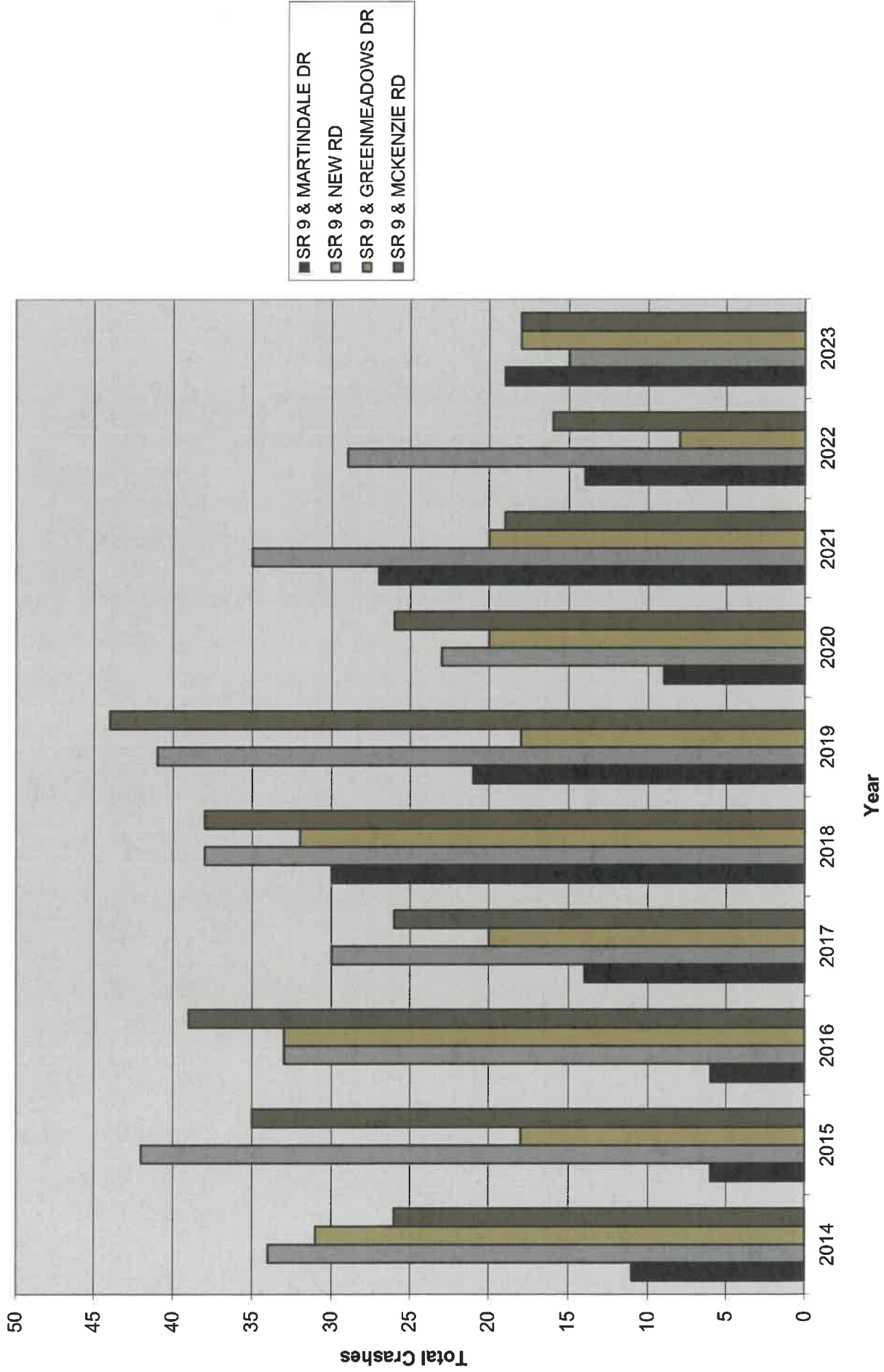
2018	715	1	91	135
2019	689	2	86	127
2020	543	0	62	76
2021	626	1	76	90
2022	511	2	62	88
2023	558	0	82	109

Chart Yearly Crash Totals

Crash Totals

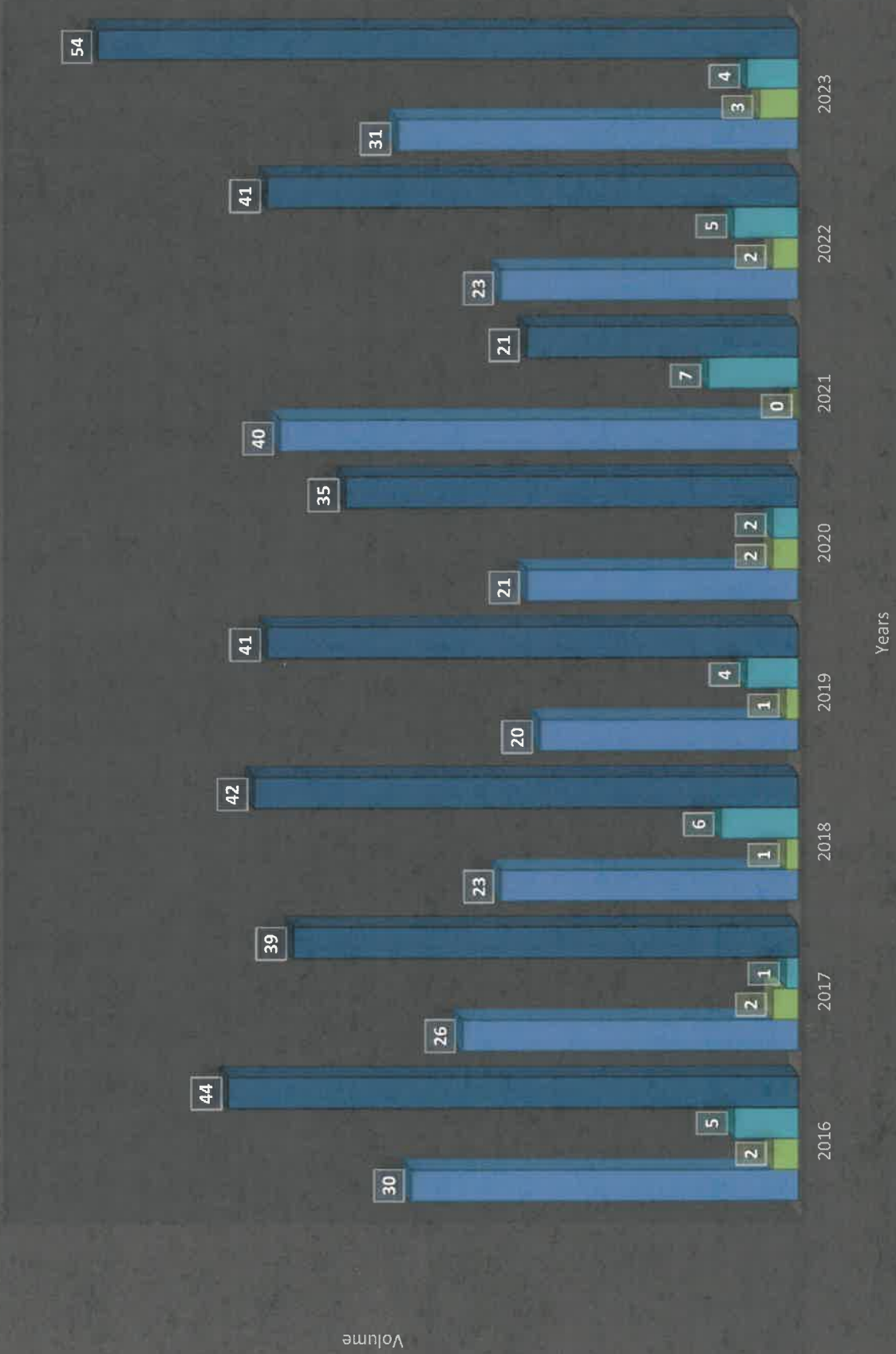


Major Intersections



VEHICLE TYPE/HIT AND RUN

■ Comm Vehicle
 ■ School Bus
 ■ Motorcycle/Moped
 ■ Hit and Run



Alcohol-Related Crashes

