**2020**

# 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 Mayor, Street Commissioner, Traffic Safety Officer, a citizen appointed by the Mayor, a current city council member and the City Engineer. Three (3) of the five (5) members have to be present to hold a meeting (quorum).

The Traffic Safety Committee met ten (9) times in 2020, down from eleven (10) times in 2019. Meetings are usually set for the first Wednesday of each month.

The Traffic Safety Officer investigated around 50 complaints via email, phone calls and walk-in complaints. Most of these consisted of speeding vehicles and stop sign violations.

Greenfield Police continued enforcement of the new trailer/RV ordinance that was created in the spring of 2019. 2020 saw few issues from this new ordinance and there were only occasional complaints to the Traffic Safety Officer. All complaints were resolved with more explanation of the ordinance parameters.

Greenfield Police officers continued enforcement for school bus stop arm violations in high traffic areas. There were far fewer complaints this year compared to 2018 and 2019.

. The Traffic Safety Committee requested thirteen (13) new ordinances to be put in place for year 2020. This is continued growth of roadways and housing additions such as Keystone and Sawmill. Newer additions such as McKenzie Terrace added a couple new roadways and intersections to the cities list. Other ordinances included reducing speed limits on west McKenzie Road, and revised on street parking on Vine Street.

The Traffic Safety Committee continues to discuss and research different ideas to make the City of Greenfield’s streets a safer place to drive.

# 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 a 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. This team was called out six (6) times countywide in 2020. All of these call-outs occurred in other jurisdictions throughout the county. None occurred within the city limits of Greenfield.

# Crash Statistics and Trends

The Traffic Safety Officer continues to keep detailed records of crash statistics year to year.

Crash data in this report will be narrowed down to the last ten (10) years for ease of understanding the changes and charting. 2020 threw in a whole new twist with the Covid 19 Pandemic hitting worldwide. County wide we saw schools shut down and change scheduling. Restaurants, grocery stores and many other businesses shut down for a short time. Hospitals limited visits, doctor’s offices saw less normal routine visits for minor health issues. A lot of businesses found ways for employees to work from home, thus eliminating travel and vehicle traffic in the city. This year definitely threw in a lot of different challenges for everyone.

Growth in the City of Greenfield, however did not stall out. 282 additional housing units and four (4) doubles were constructed in 2020. This is a total of 286 addition living units. This is a significant increase from 2019’s total of 163 units.

For 2020, 543 state crash reports were investigated within city limits. This is a decrease of 146 crashes from 2019. Of these 543 crashes, 62 were reported as personal injury (PI) crashes. A total of 76 injuries were reported. Thankfully this year there were no fatal accidents within the city limits for 2020.

The top five (5) primary reasons for crashes in 2020 were from drivers failing to yield to oncoming traffic (150 crashes), following too closely to other vehicles (96 crashes) and unsafe backing (61 crashes), other driver issue (41 crashes) and disregarding a traffic control device (20 crashes).

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.

The busiest intersections for 2020 are as follows. State Road 9 and McKenzie Road had the highest with 26 reported crashes. This is down from 44 crashes in 2019.

The second highest intersection was State Road 9 and New Road with 23 reported crashes. This is down from 41 crashes in 2019.

 The intersection of State Road 9 and Green Meadows Drive came in with 20 crashes.

The rest of the intersections that are monitored throughout the city fell below 15 crashes down to single digit numbers.

These State Road 9 intersections along the north end of town prove to be the busiest each year and produce the most reported crashes. For 2020 the State held off on construction of the median along State Road 9 due to job bidding and Covid delays. Hopefully for 2021 this project will be put back on the books and construction could start. These intersections will continue to be monitored after construction is completed to compare data.

The main US 40 intersections are monitored within the city limits are still down into the single digits for reported crashes. US 40 was remarked/repainted in 2019 from Monroe Street out west to Windswept Road adding bike lanes. The feedback from the patrol division for 2020 is that they can longer catch anyone speeding along this stretch of roadway.

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 three (3) crashes involving pedestrians and zero (0) crashes involving bicycles in 2020.

**Operating While Intoxicated Crashes**

There were 2 suspected alcohol/drug involved crashes for 2020, down from twelve (12) in 2019. One (1) of these crashes had drivers charged with OWI’s, down from ten (10) in 2019. Zero (0) injuries were reported from these crashes in 2020. There is a significant decrease in the last several years which is seen on the following chart.

There were a total of 13 total arrests made during crash investigations including the OWI arrests. This is down from 23 in 2019. Most of the other arrests are a result of the operators having suspended licenses and no license violations. 20 citations were issued to drivers during investigations. Most were on drivers operating a vehicle without proof of financial responsibility (no car insurance).

You can see that 2020’s stats are far lower in a lot of areas due to Covid’s impact on so many areas of the economy. The Greenfield Police Department will continue to enforce traffic laws and inform the public on driving safely. The Traffic Safety Committee with continue to aid the city with the latest traffic control signs or equipment to date.

Greenfield Police Department, Emergency Management and the Emergency Operations Center (911 center) utilize social media, mostly Facebook, to quickly push out traffic conditions, road closures or upcoming forecasted weather that may affect vehicle travel. 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.

**Special Events/Parades**

The Greenfield Police Department was only able to give a couple of safety presentations and/or promotions about child bicycle safety and other traffic safety issues.

The Covid pandemic impacted special events within the city greatly. The first six months of the year eight (8) special events were cancelled. In July we were able to hold our yearly Community Night Out as a drive thru event only. We distributed some child safety information through booklets in the bags that were handed out.

The annual 4-H parade, Riley Festival Saturday parade, the Riley Festival Flower parade and Christmas parade were all cancelled. This is the first time Riley Festival has ever been canceled in 50 years.

The Greenfield Police Department was involved in planning a total of thirty-four (34) events, but again these were then cancelled quickly as the Covid virus spread. These would have included public relations, 5k runs, bicycle rides and eight downtown concerts.

Events like Chalk Fest, The Pennsy Art Fair and the Chocolate Walk did go on as planned. They were able to spread their booths/locations in a larger area to make is safe. The City was also able to finish up the year having a Trunk or Treat event at the Pat Elmore Center for Halloween. The traffic control was easily handled by parks department staff with proper equipment.

Special Events are becoming more popular year to year and the Traffic Safety Officer is always seeking ways to make these as safe as possible. All city departments have been involved in the planning of events and this has helped streamline things immensely.

# Crossing Guards

The city utilizes four (4) 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.

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 2020, there were fourteen (14) permits issued out city wide, this is well below thirty nine (39) issued for 2019.

**Golf Cart Permits**

Since 2018, the popularity of golf carts in town has slowly increased since an ordinance was created allowing them to be operated on city streets. There are restricted times, streets and driver criteria that has helped keep this in check. At this time, 48 permits have been issued to date. There have been no safety concerns or complaints with golf cart usage within the city.

# Traffic Enforcement Stats and Grants

 Greenfield Police Department participated in Operation Pullover and the DUI blitz within the city limits. Officers put in 11 hours combined for these grants. This is significantly lower due to Covid restrictions and officer’s needing to limit contact with the public. These numbers will improve once the virus numbers start declining since there are always grants available each year.

 The Greenfield Police Department patrol division made a total of 2,925 traffic stops. 2,031 drivers were issued verbal warnings, 585 written warnings and 79 payable citations. This is slightly over 5,000 less traffic stops than 2019’s numbers.

 Parking Enforcement has one patrol officer in the downtown area to monitor the public parking areas. Key areas are around the Hancock Court House, Annex building and downtown 2-hour parking zones. This officer also handles parking complaints and ordinance violations throughout the city as they come in. For 2020, sixty four (64) ordinance citations were issued. This is down significantly as well, but the court house had limited traffic due to postponement of court cases. Twenty (20) junk/abandoned vehicles were tagged throughout the city as well. Parking enforcement has continued to work well downtown and throughout the city as he can handle complaints while road patrol officers may be busy with other calls.

# Goals/ Future Recommendations

The Traffic Safety Committee created some changes for 2020 that include the following.

A roundabout ordinance was created that we did not have one in place since the first roundabout was put in around 2007. This mimics the state statute on how traffic flow works within a roundabout.

Vine Street, which is a one way street, had public parking spaces added along its west side of the roadway. This was to take some stress off parking along US 40.

The Traffic Safety Officer was able to update and verify the cities ordinances within the preferential street list. This hasn’t been done since 2006, a year that saw a lot of city growth and additional ordinances.

Two very important changes were made to the intersections of Franklin Street and Davis Road and Franklin Street and County Road 300 North. Both were converted to an all-way stop intersection. Both these locations have been monitored over the years and incapacitating crashes were increasing each year. For safety purposes both were converted over and for the past four months both intersections had zero crashes. It does increase your travel time in and out of town at these locations but having safe intersections is key.

These are the following goals for 2021 from the Traffic Safety Committee.

1. City Departments combining funds to be able to purchase Traffic Message boards for road closures, local construction or accidents.
2. Continue seeking out grants for roundabout locations and updating traffic control devices.
3. Make changes to some city streets surrounding the immediate downtown area. This would help relieve downtown traffic flow at State Road 9 and US 40.

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.

The Covid pandemic is still far from over it seems, and you can see it has affected all parts of traffic safety as far as enforcement and crash data. In 2021, we will continue to be as productive as possible until some normalcy can come back to the city.

Overall, this Traffic Safety report shows that the citizens of Greenfield are reaping the benefits of the traffic safety measures that have been implemented.

Respectively Submitted,



Lieutenant C.W. Murnan

Traffic Safety Officer

Greenfield Police Department

Attachments

 1976-2020 Crash Totals list

 1976-2020 Crash Total Graph

 2011-2020 Major Intersections Chart

 2016-2020 Vehicle Type/Hit and Run Chart

 2000-2020 Alcohol Related Crash Graph

#### GRAPHS/STATS