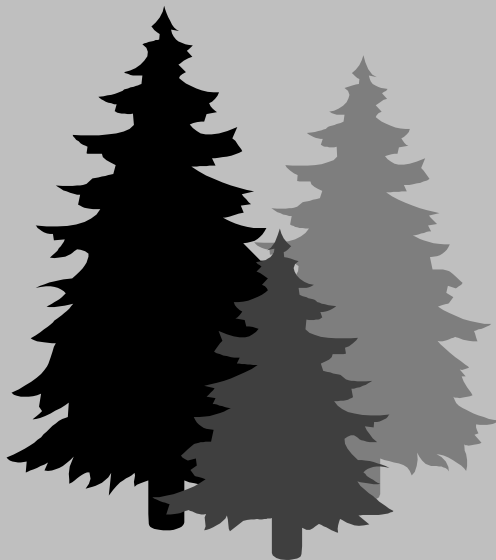


# *Meridian Hills Improvements*

Public Information Meeting



*Meridian Hills Town Planning*

# *Background*

- The Town Planning Committee - ad hoc committee established December 2005
- Volunteer members
- Create a long-range plan of improvements that will increase public safety, improve property values and resident livability, and create a stronger sense of identity and community for the town of Meridian Hills.



# *Background*

- The members of the committee include:
  - Sue Welch
  - Laura Hays
  - Mathieu Nunery
  - Bill Nunery
  - John Taylor
  - Rose Scovel (Committee Vice Chairperson)
  - Terry O'Brien (Committee Chairperson)



# *Background*

- Town planning committee is charged with discussing long-range planning issues including
  - activity paths/sidewalks
  - burying utility lines on the main thoroughfares
  - decorative streetlights
  - decorative stop sign poles at high visibility intersections
  - decorative street name signs
  - landscaped gateways with town entry signs
  - cul-de-sacs
  - roundabouts
  - drainage as affected by these possible projects



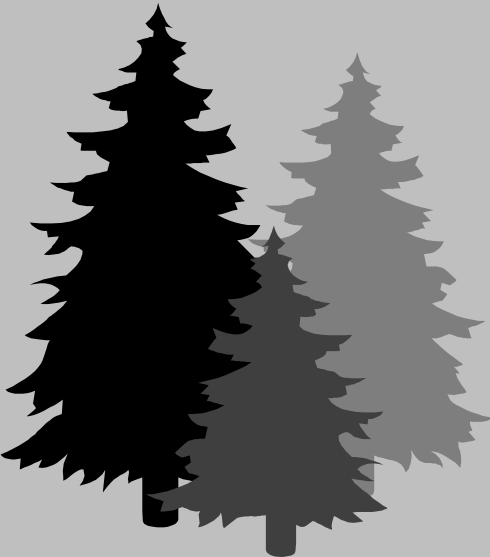
# *Survey*

- Survey was sent to most residents in the Town – approximately 750 sent
- Received approximately 300 responses to date; results will be statistically significant
- Results and comments will be presented to the Town Council



# *Maps of Improvements*

- Shows where improvements would have the greatest impact
- Tool for discussing locations



# *Preference Survey*

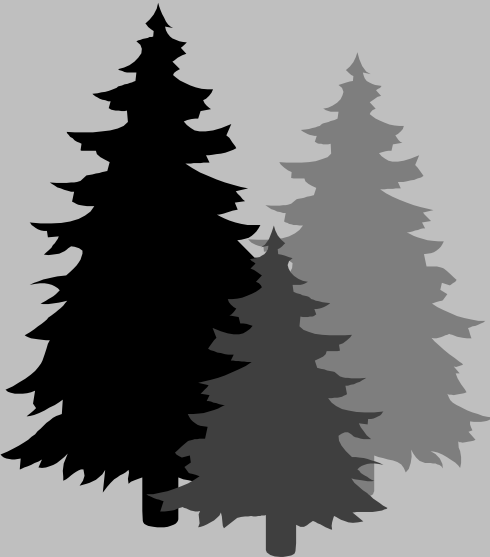
- Presents a variety of images in each topical area
- Allows participants to choose their preferred level of treatment
- Asks participants to select the priority of a particular topic

Highlighted image is the committee's preferred option



# *Research*


- Town Planning Committee members were assigned topics to research
- Findings reported
- Recommendation



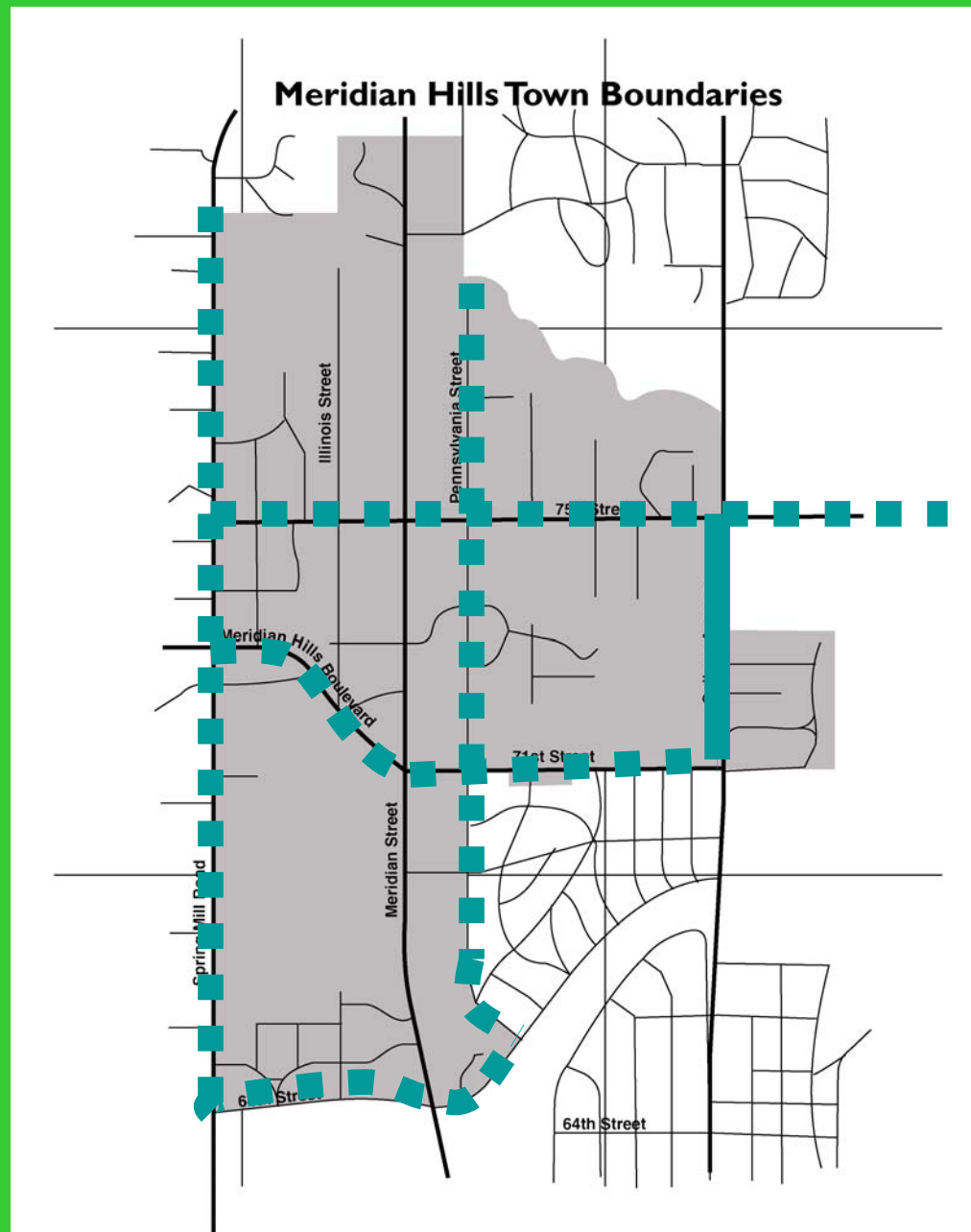
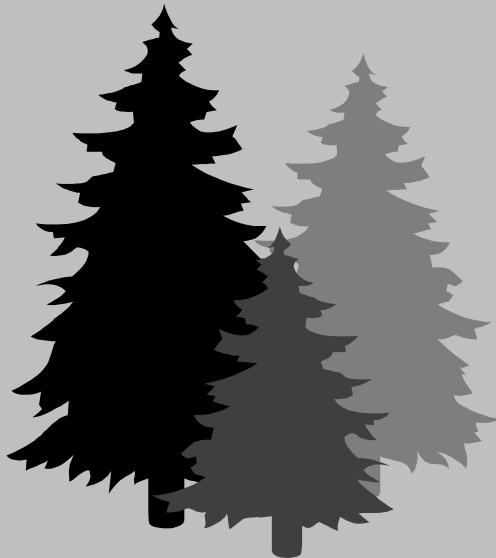


# Sidewalks and Activity

## Paths

 Existing

 Proposed



*Meridian Hills Town Planning*

# *Sidewalks and Activity Paths*

1



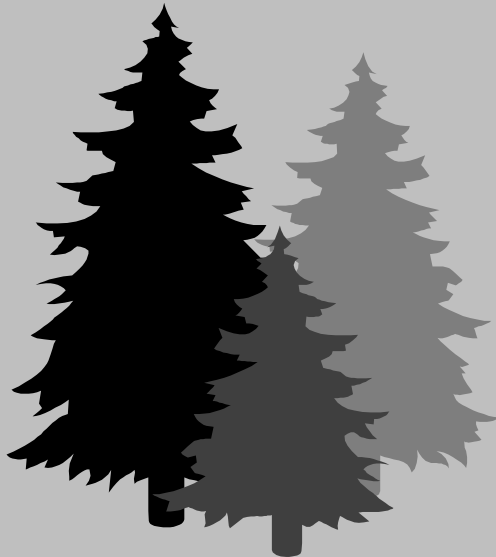
2



3



*Meridian Hills Town Planning*



# *Sidewalks*

- **Findings**

- Would improve public safety and provide better connectivity
- Safer access to the Monon, Marrott Park, and Holliday Park
- Preferred over traditional sidewalks as they serve pedestrians, joggers, skaters, and bicyclists

Qualify for some of the available government grants geared specifically toward improving multipurpose connectivity to parks, churches and schools

*Meridian Hills Town Planning*



# *Sidewalks*

- **Findings**

- Could wind along the road rather than be exactly parallel
- Allow for the preservation of established trees when possible
- Working with the varying topography.

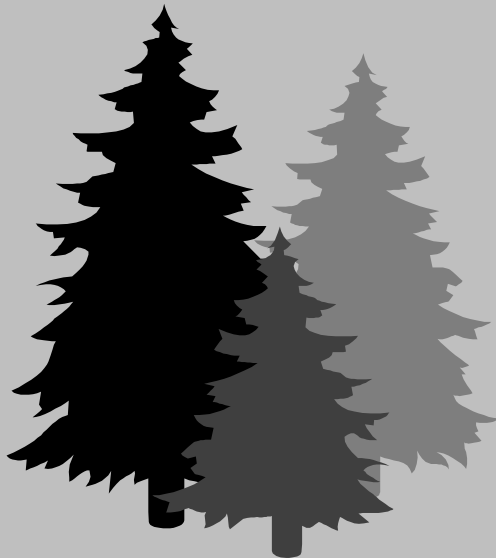
– Traditional Indianapolis sidewalks are 5 feet wide (meet ADA standards)



# *Sidewalks*

- **Findings**

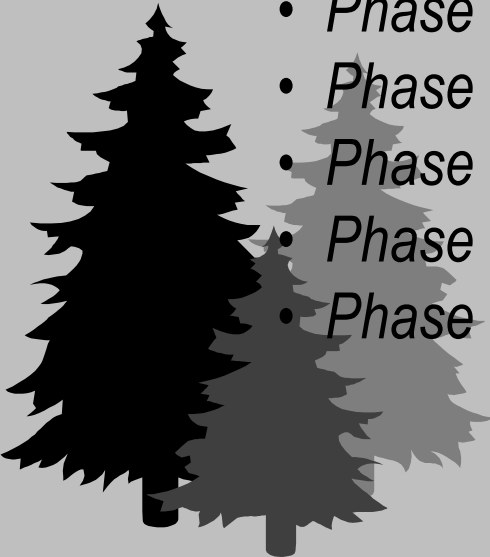
- The Monon is 10 feet wide. Ideal width would be 6-8 feet wide
- Consistent with Indianapolis pedestrian and circulation plans



# *Sidewalks*

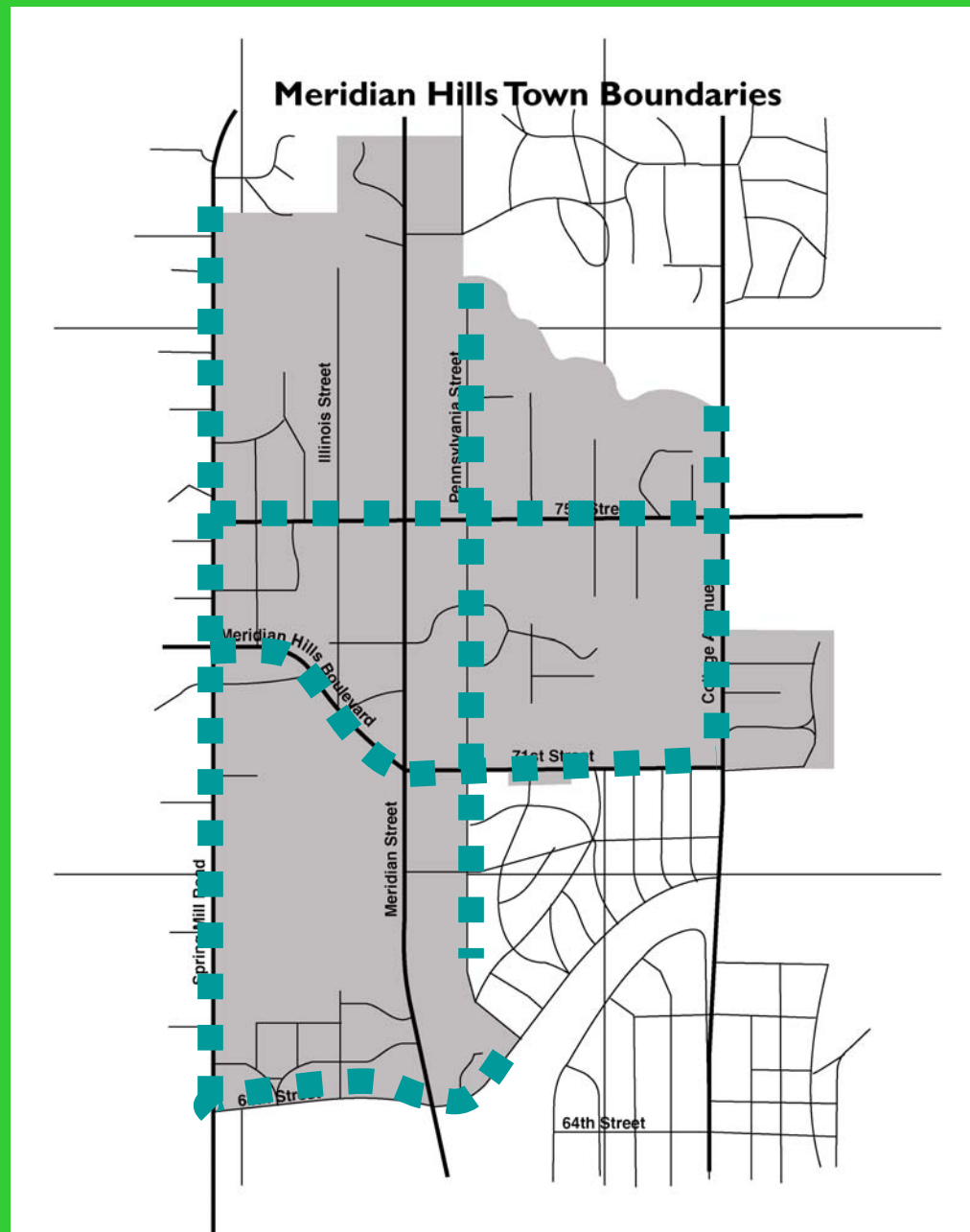
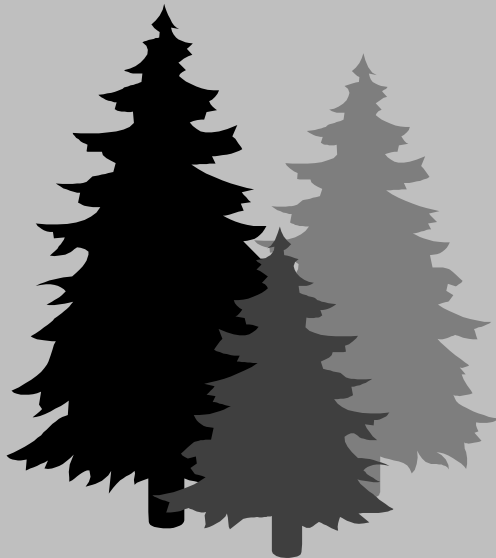
- **Findings**

- A street 22 feet wide can serve school buses, dump trucks, and emergency vehicles
- Multi-phase installation can coincide with other improvements & funding:
  - *Phase 1 – 75th Street*
  - *Phase 2 – Spring Mill*
  - *Phase 3 – Pennsylvania*
  - *Phase 4 – 64th Street*
  - *Phase 5 – 71st Street*
  - *Phase 6 - College*



# Utility Lines

■ ■ | Proposed



*Meridian Hills Town Planning*

# Utility Lines

1



2



3





# *Utility Lines*

- **Findings**

- The utility lines along these locations are main lines, and more costly than burying lower rated lines.
- Burying feeder lines that run behind homes and connect to homes would improve the safety and landscape of the town and reduce necessary utility trimming, however the Town would not participate financially but act as a catalyst for residents that inquire.



# *Utility Lines*

- **Findings**

- Burying utility lines along main roads could reduce traffic and safety hazards, reduce power outages, reduce necessary utility trimming and improve the appearance of the town.
- Locations with the greatest public impact include:

- *75th Street*
- *Pennsylvania Street*
- *Spring Mill*
- *College*
- *71st Street*

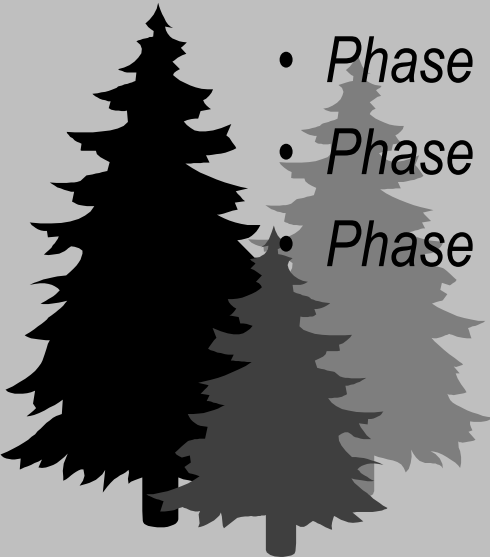


# *Utility Lines*

- **Findings**

- Multi-phase installation can coincide with other improvements & funding:

- *Phase 1 – 75th Street*
- *Phase 2 – Pennsylvania*
- *Phase 3 – Spring Mill*
- *Phase 4 – 71st Street*
- *Phase 5 - College*



# *Utility Lines*

- **Findings**

- Main Line Primaries would cost \$200 per linear foot
- Additional Switch Gear ( \$6,000-10,000 each) would need to be placed every 500 ft.

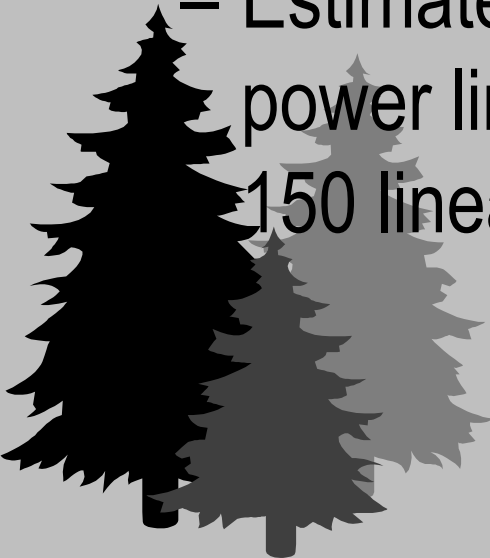
The estimated cost for the Town's 15,000 linear feet of Main Line Primary would be \$3,000,000






# *Utility Lines*

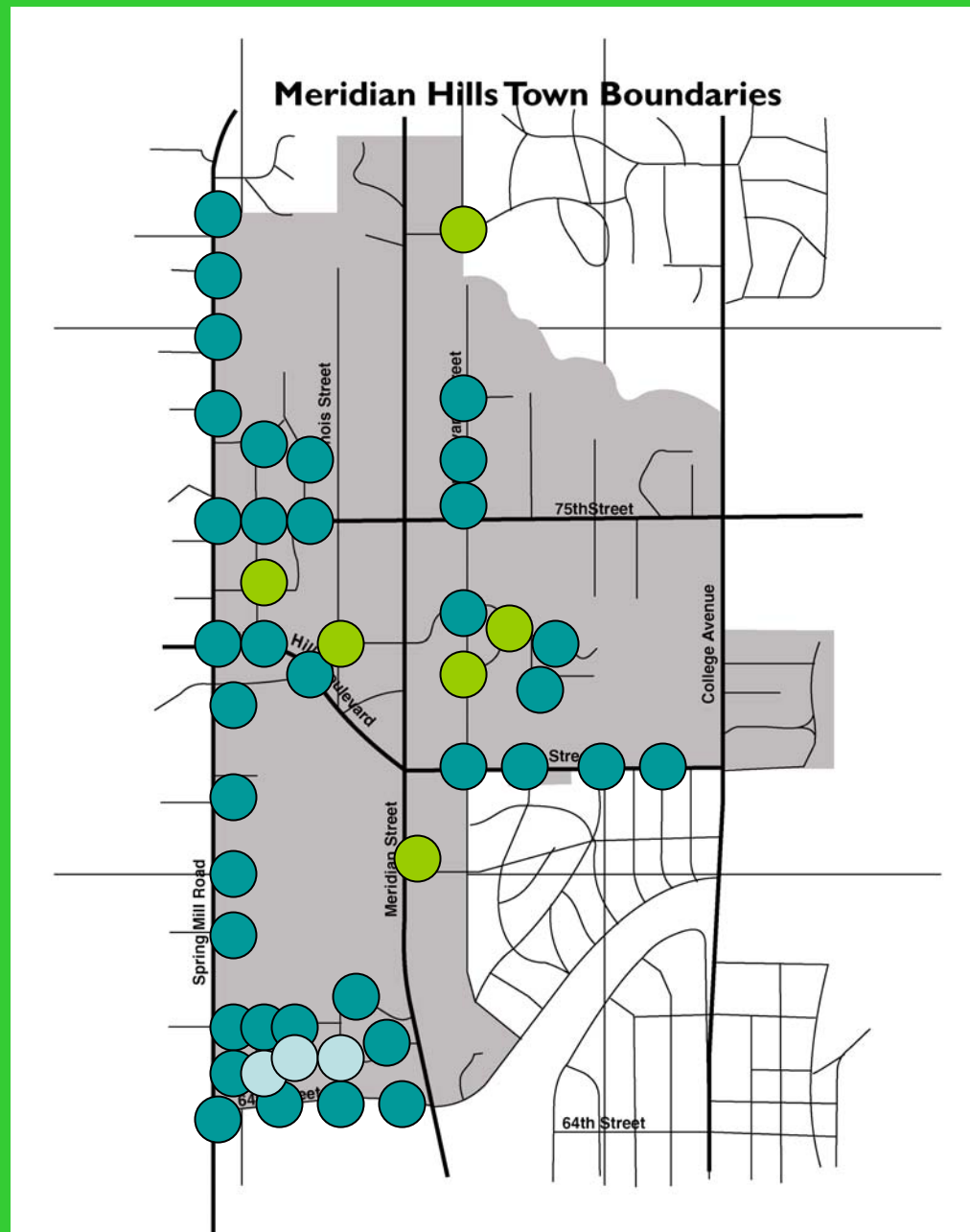
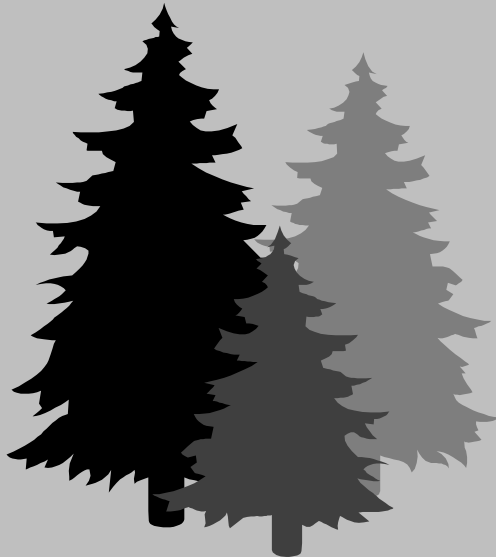
- **Findings**

- 32,500 linear feet of Distribution Primary at \$30 per linear foot; total cost of burying these lines would be \$975,000.
- Estimated cost for each homeowner to bury the power lines to the homes would be on average 150 linear feet at a cost of \$20 per foot



# Streetlights

-  Cobra
-  Decorative
-  Decorative 2



*Meridian Hills Town Planning*

# Streetlights

1



2



3



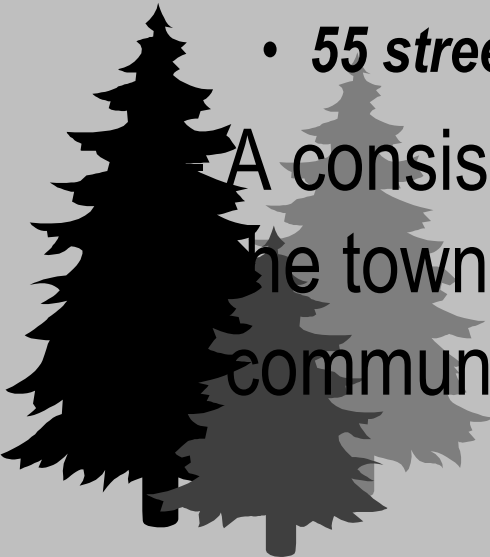
# *Streetlights*

- **Findings**

- Existing streetlights:

- 40 x 175W MV Overhead - \$ 9.69 each per month
    - 13 x 175W MV Metal Column - \$15.93 each per month
    - 2 x 175W MV Fiberglass - \$15.16 each per month
    - **55 streetlights total - \$625.01 per month**

A consistent decorative style will unify the look of the town and improve the image and sense of community





# *Streetlights*

- **Findings**

- Unlimited options from private vendors would require warehousing parts and hiring a private contractor to service and repair.
- IPL provides service and parts and offers two decorative styles as an option:

- *Traditional – Somerset neighborhood*
- *Washington – Sycamore Springs, North Meridian neighborhoods*

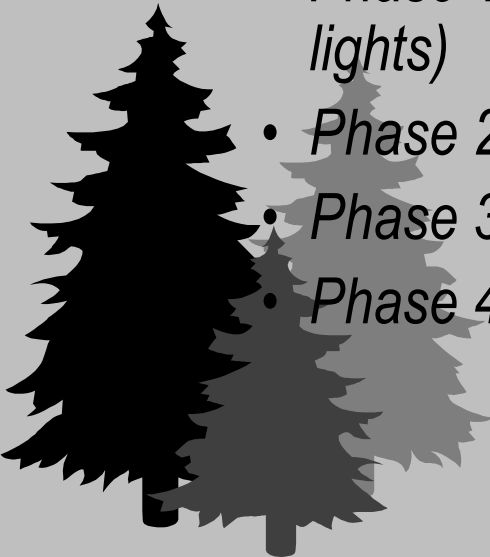


# *Streetlights*

- **Findings**

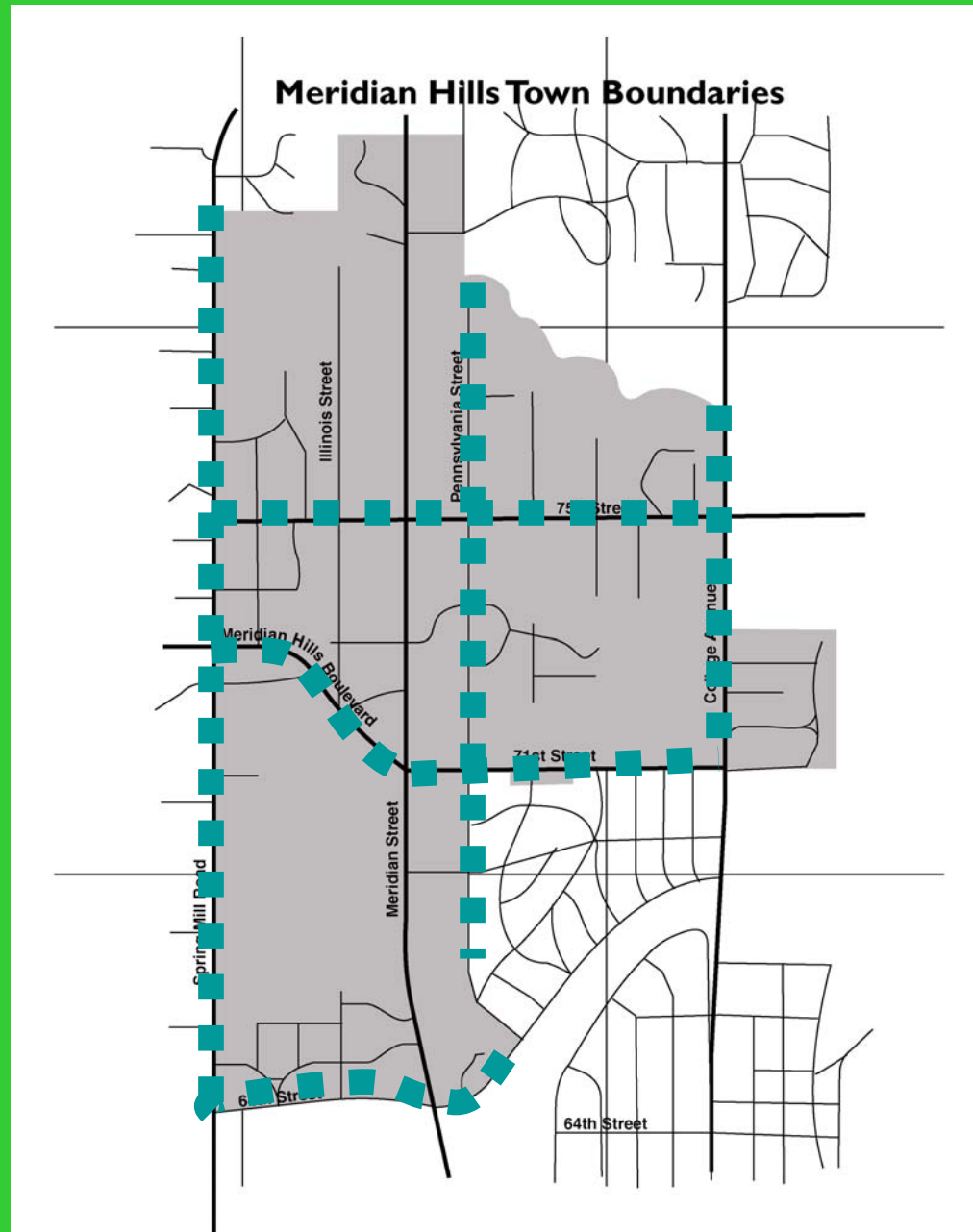
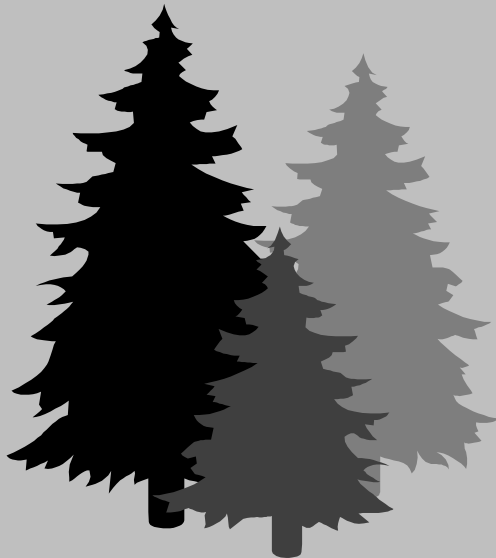
- The Washington is \$24.32 each per month or \$1,337.60 total per month.
- Multi-phase installation can coincide with other improvements & funding:

- *Phase 1 – Along 75th Street & Along Pennsylvania Street (16 lights)*
- *Phase 2 – West of Pennsylvania (15 lights)*
- *Phase 3 – East of Pennsylvania (10 lights)*
- *Phase 4 – Wellington (14 lights)*



# Stop Signs

■ ■ | Proposed



*Meridian Hills Town Planning*

# *Stop Signs*

1



2



3



# *Stop Signs*

- **Findings**

- A consistent decorative style sign pole at high traffic intersections will unify the look of the town and improve the image and sense of community.

- A decorative stop sign pole cost approx. \$349 - \$397 plus shipping and installation.

- Possible roundabouts would replace decorative stop sign poles with decorative yield poles



# *Stop Signs*

- **Findings**

- There are primarily three grades of traffic signs:
  - *Engineer Grade*
  - *High-Intensity Grade – approx 3x more reflective than EG*
  - *Diamond Grade – approx 10x more reflective than HI and a longer life*
- Town's newly approved sign standard exceeds MUTCD compliance and uses Diamond Grade for:
  - *Stop – approx. \$98.96*
  - *Stop Ahead/ Signal Ahead – yellow/green fluorescent - \$122.74*
  - *School Crossing – yellow/green fluorescent - \$122.74*
  - *Children Playing – yellow/green fluorescent - \$122.74 and*

## **High-Intensity for:**

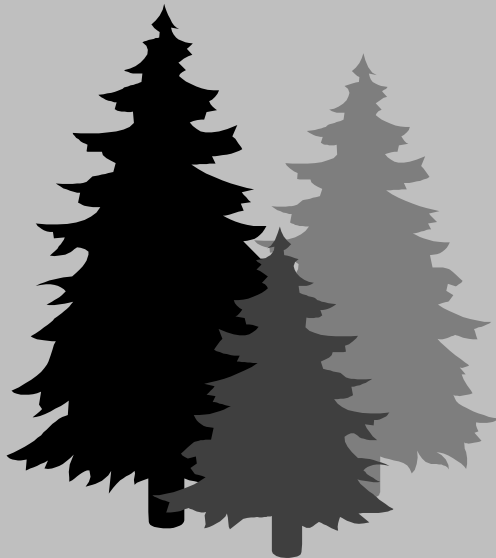
- *Yield – \$73.72*
- *Speed Limit – \$62.04*



# *Stop Signs*

- **Findings**

- Town's newly approved sign standard includes black powder-coated breakaway pole with black painted sign and finial – approx \$68.62 plus cost of sign and installation



# *Stop Signs*

- **Findings**

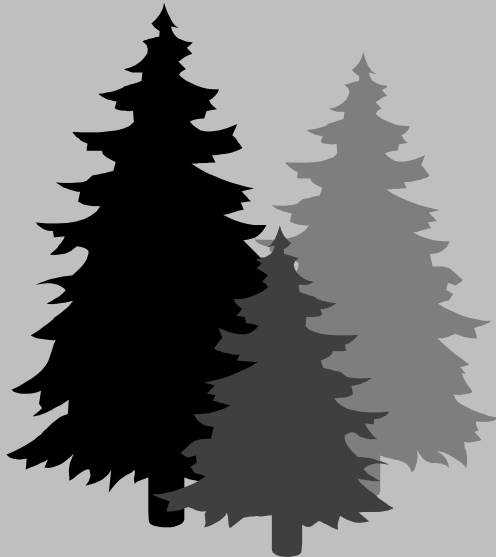
- Multi-phase installation can coincide with other improvements & funding:

- *Phase 1 – Along 75th Street & Along Pennsylvania Street (26 poles)*
- *Phase 2 – Arden and 64th Street (3 poles)/Balance of 3 & 4 way signs (19 poles)*
- *Phase 3 (if desired) – Balance of signs (39 poles)*





# *Street Name Signs*



*Meridian Hills Town Planning*

# Street Name Signs

1



2



3



4

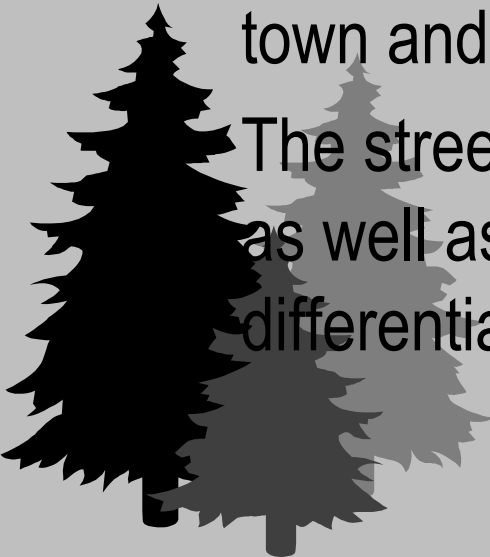


# *Street Name Signs*

- Findings

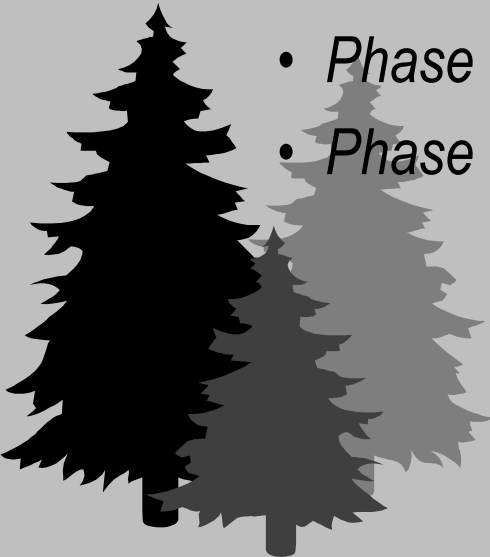
- Existing street name signs are a combination of old white signs with black letters and newer Indianapolis bright green with white letters.
- A consistent decorative style will unify the look of the town and improve the image and sense of community.

The street name signs can incorporate “Meridian Hills” as well as the “tree line silhouette” and a unique color to differentiate the Town from the surrounding city.



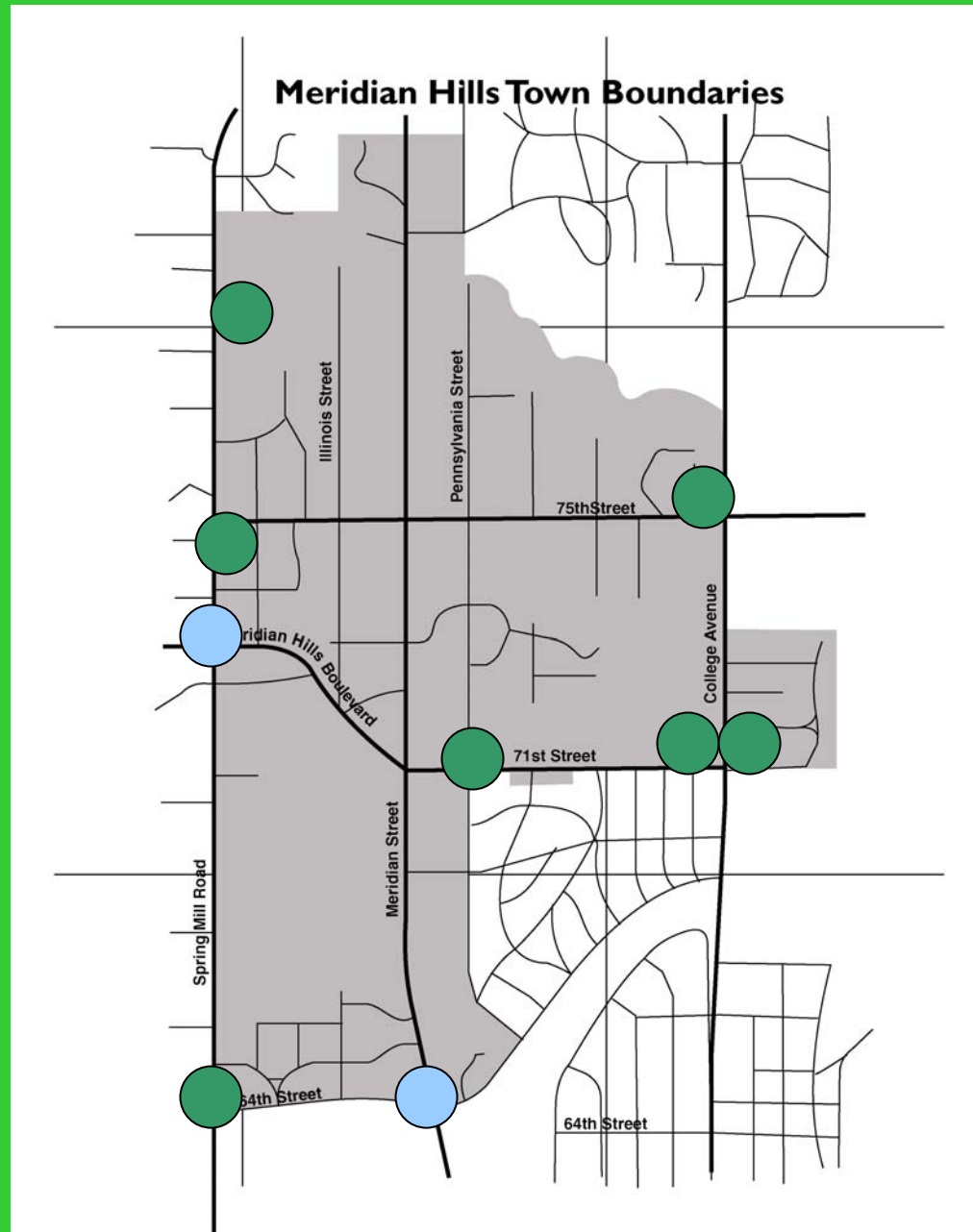
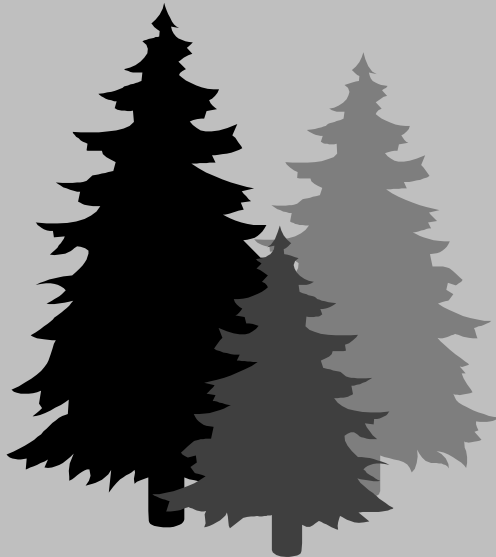
# *Street Name Signs*

- Findings
  - Multi-phase installation can coincide with other improvements & funding:
    - *Phase 1 – Along 75th Street & Along Pennsylvania Street*
    - *Phase 2 – West of Pennsylvania*
    - *Phase 3 – East of Pennsylvania*
    - *Phase 4 – Wellington*



# Gateways

- Existing
- Proposed



*Meridian Hills Town Planning*

# Gateways

1



2



3



4

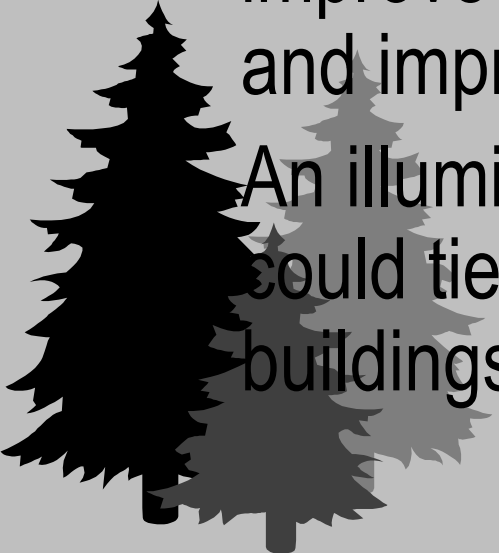


# *Gateways*

- **Findings**

- Many existing town entry signs are damaged, missing or extremely weathered.
- New town entry signs with professional landscaping at gateway locations would create improve the appearance and image of the town and improve the sense of community.

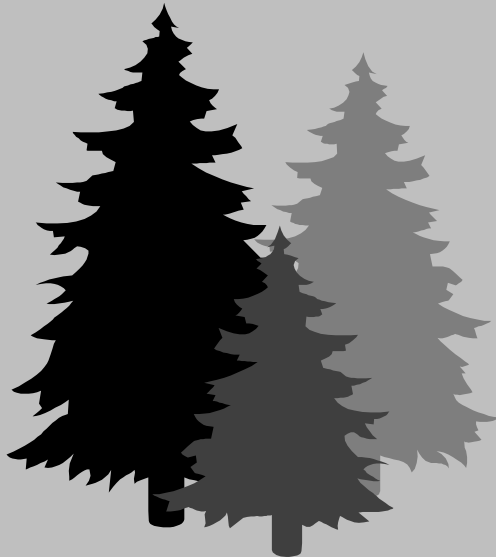
An illuminated monument sign using limestone could tie into some of the larger landmark public buildings within the town.



# *Gateways*

- **Findings**

- The carved slab could include “The Town of Meridian Hills – Est. 1937” and could incorporate the tree line silhouette





# *Gateways*

- **Findings**

- Gateway locations could include:

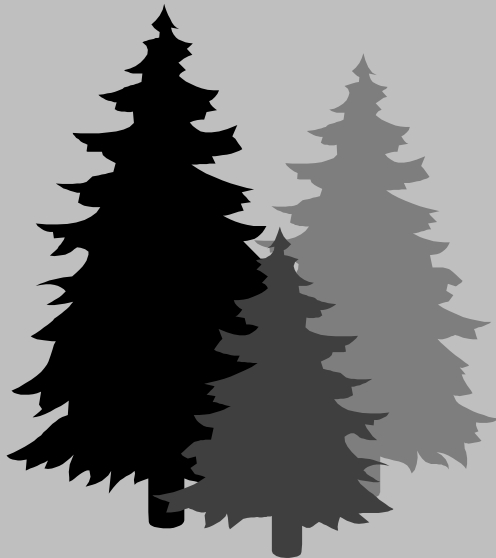
- *71st & College (2)*
- *75th & College (2)*
- *64th & Meridian (2)*
- *80th & Meridian (2)*
- *64th & Spring Mill (1)*
- *73rd & Spring Mill (2)*
- *79th & Spring Mill (1)*



# *Gateways*

- **Findings**

- Possible roundabouts would reduce the number of town entry signs if a single sign was installed within the roundabout.



# *Gateways*

- **Findings**

- The town entry signs could be installed on mounded, professionally landscaped beds using low maintenance, location appropriate, salt & traffic resistant plants – spruces, ornamental grasses, dogwoods, ground cover, etc.

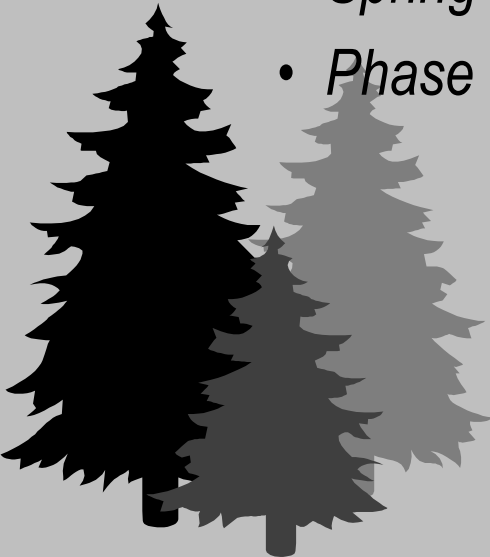


# Gateways

- **Findings**

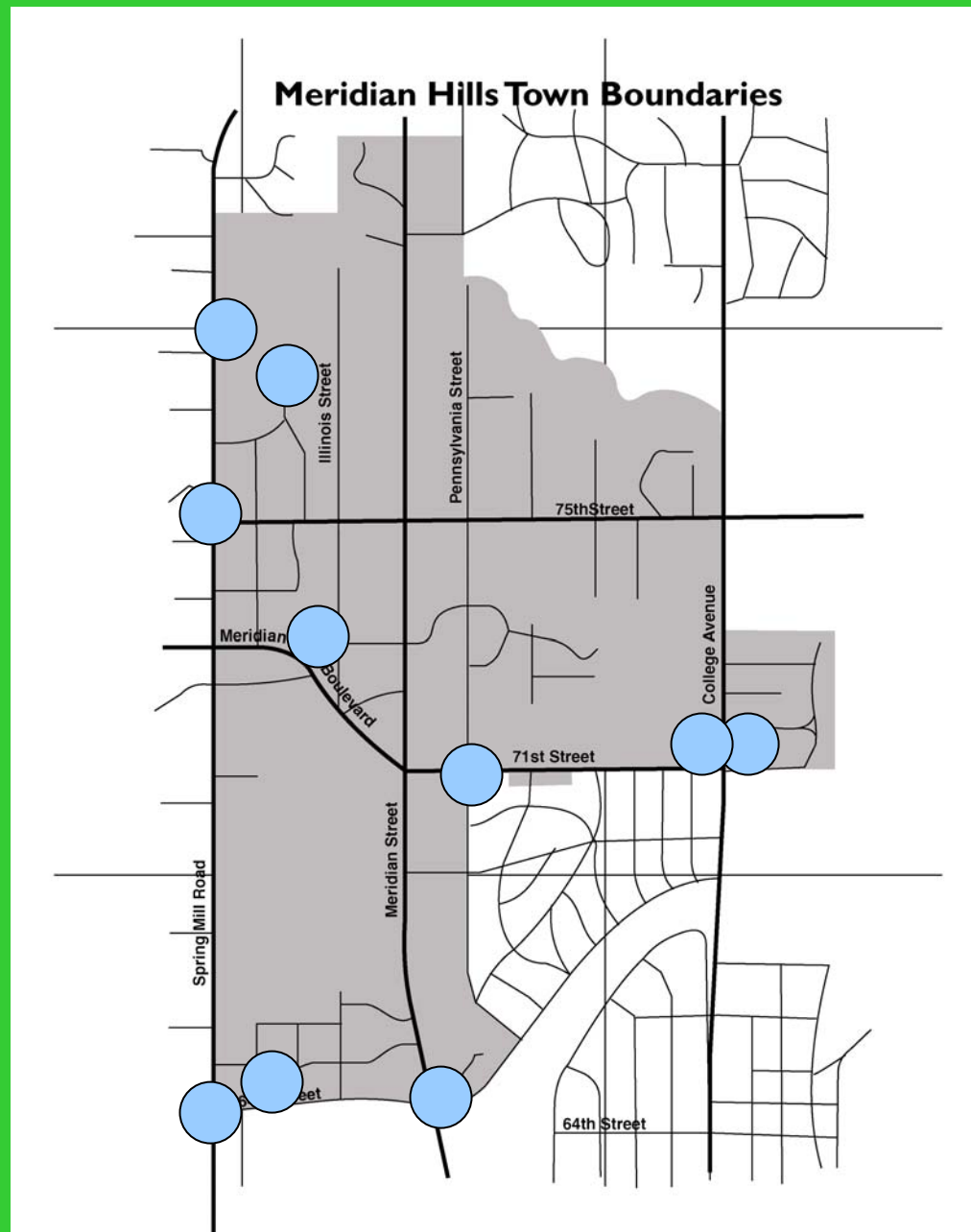
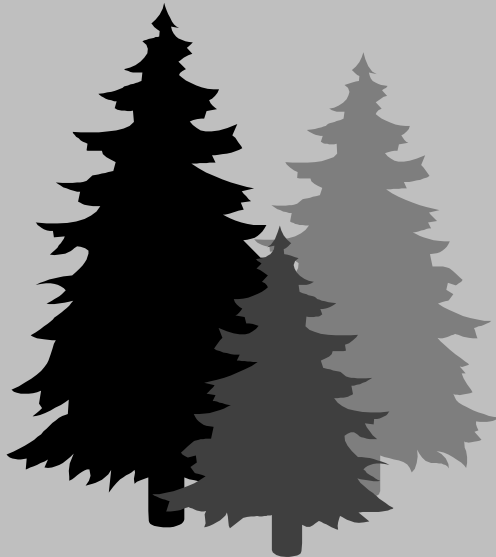
- Multi-phase installation can coincide with other improvements & funding:

- *Phase 1 – 71st & College & 75th & College (4 signs)*
- *Phase 2 – 64th & Spring Mill, 73rd & Spring Mill, 79th & Spring Mill (4 signs)*
- *Phase 3 – 64th & Meridian, 80th & Meridian (4 signs)*



# *Landscape Treatments*

● Proposed



*Meridian Hills Town Planning*

# *Landscape Treatments*

1



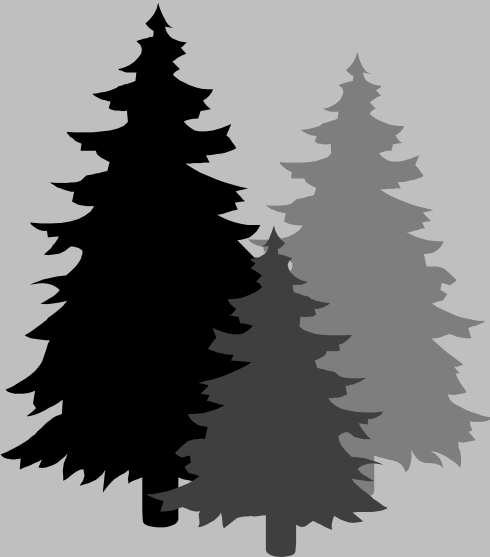
2



3



*Meridian Hills Town Planning*



# *Landscape Treatment*

- **Findings**

- Public rights-of-way in high visibility locations would benefit from improved professional landscaping.
- The landscaping could include mounded, professionally landscaped beds using low maintenance, location appropriate, salt & traffic resistant plants – spruces, ornamental grasses, dogwoods, ground cover, etc.



# *Landscape Treatment*

- **Findings**

- High visibility locations include gateway locations, islands in Wellington & Sherwood Village, landscaping necessary if any through streets are closed, and neglected pockets on public rights-of-way.

Beds could be sponsored with an “Adopt-a-Median” type program.



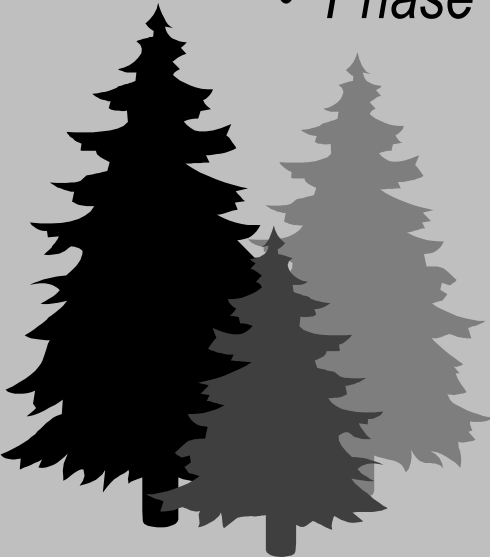


# *Landscape Treatment*

- **Findings**

- Multi-phase installation can coincide with other improvements & funding:

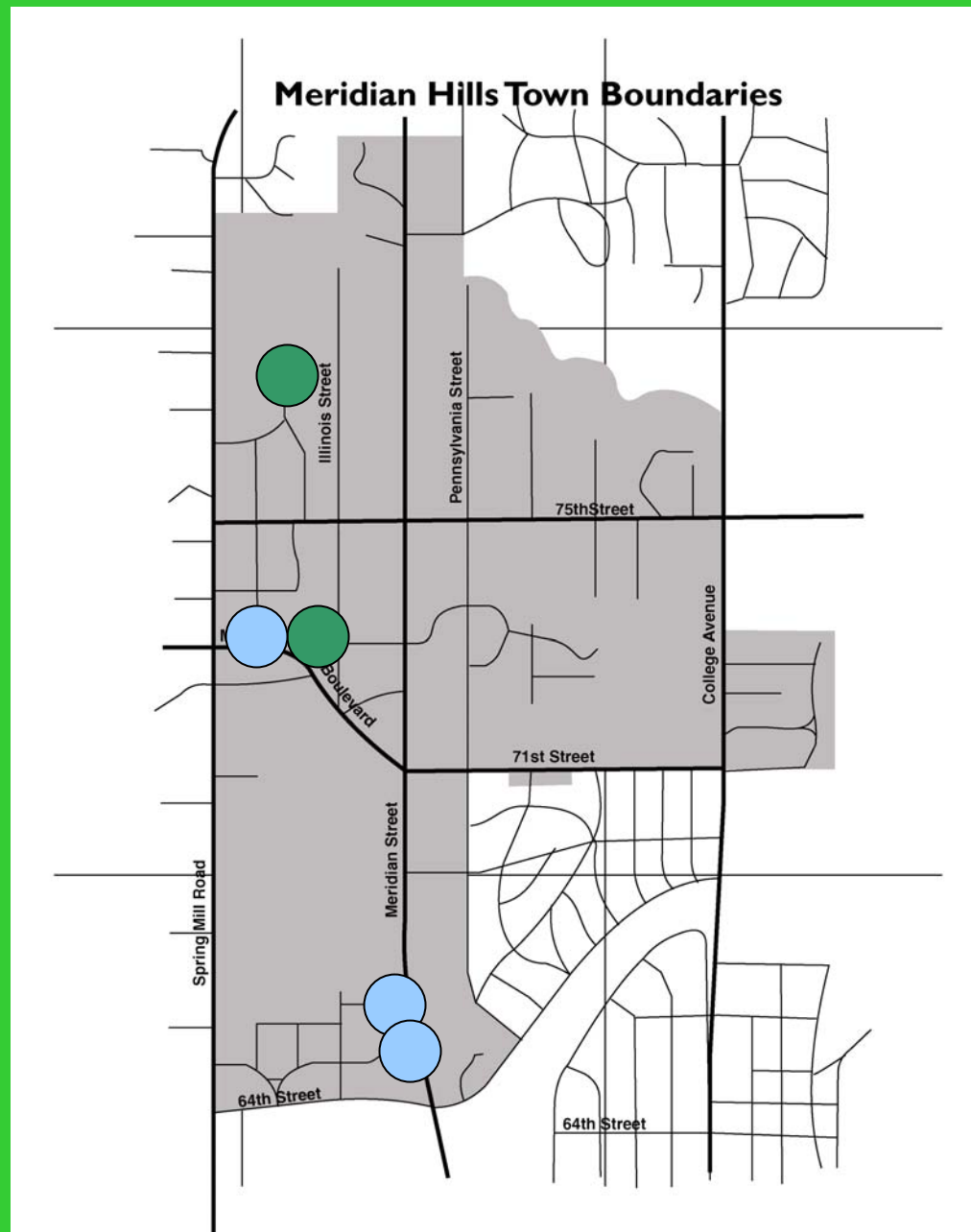
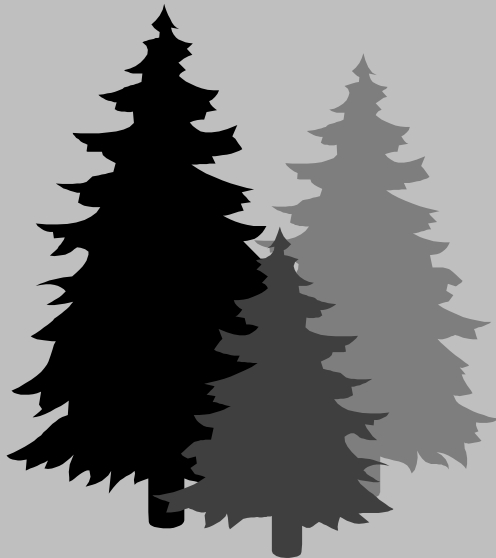
- *Phase 1 – Gateways along College & adjacent sites*
- *Phase 2 – Gateways along Spring Mill & adjacent sites*
- *Phase 3 – Gateways along Meridian & adjacent sites*



# *Cul-de-sacs*

Existing

Proposed



*Meridian Hills Town Planning*

# *Cul-de-sacs*

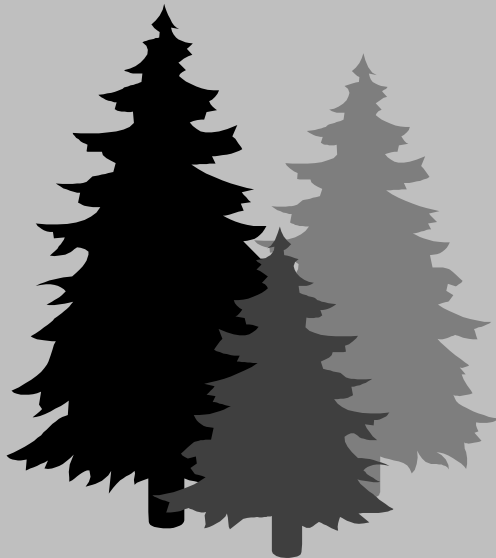
1



2



3



# *Cul-de-sacs*

- **Findings**

- Closing non-primary residential streets that feed into high speed and high traffic roads could reduce traffic accidents and cut-through traffic, while providing better traffic control, more security, and safer neighborhoods for pedestrians.

The mounding and landscaping could allow for a pedestrian access path.



# *Cul-de-sacs*

- **Findings**

- A paved cul-de-sac with mounded professional landscaping would provide a seamless closure that's attractive and integrated into the neighborhood
- Typically 100 to 120' diameter of right of way is needed for a cul-de-sac and 80 to 100' is paved
- Cul-de-sacs should not terminate a street that is more than 600 to 800' long
- Less through traffic once drivers become aware of the change in street connectivity



# *Cul-de-sacs*

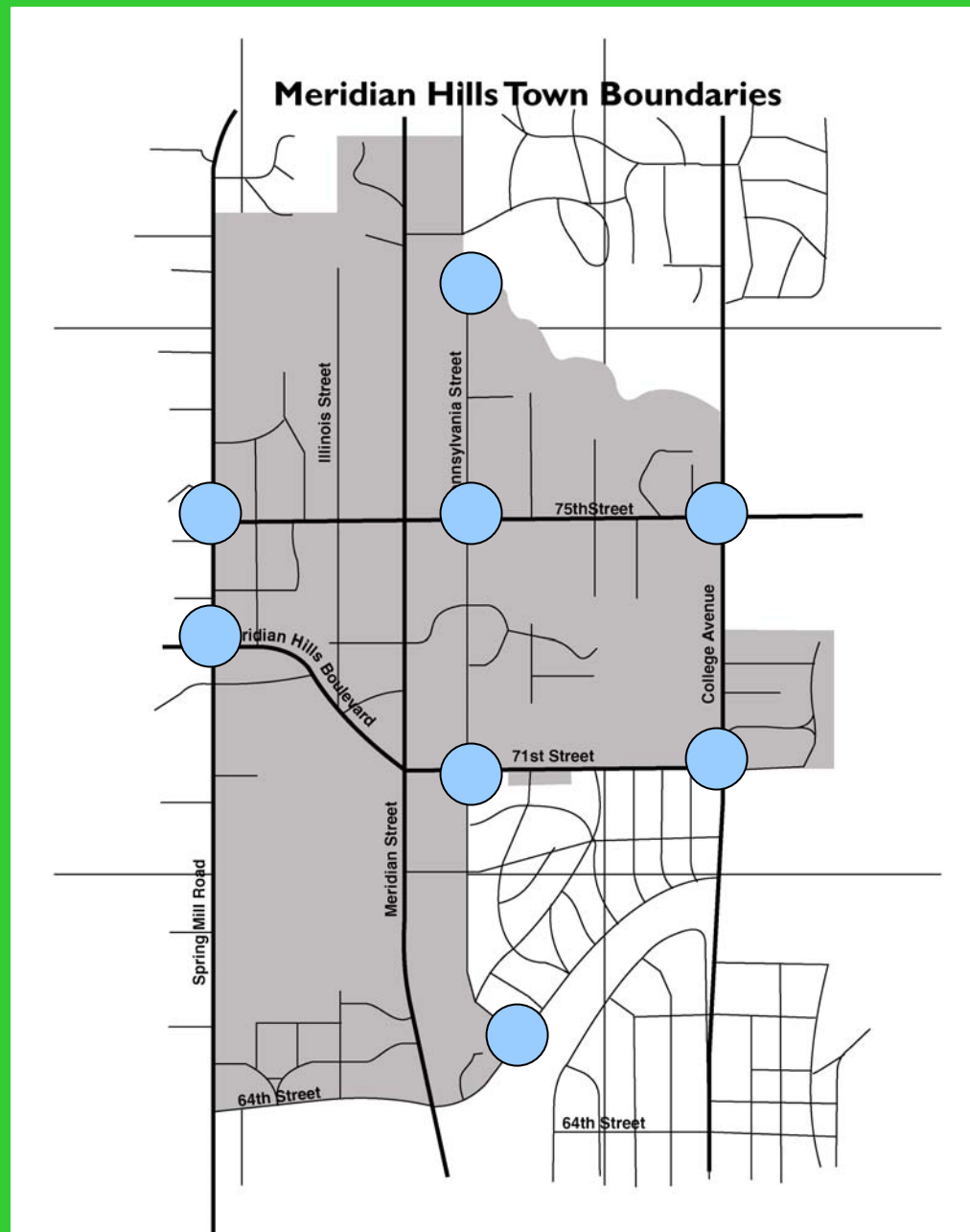
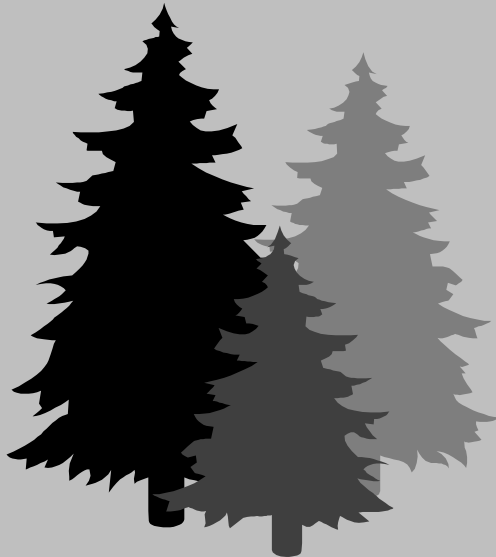
- **Findings**

- Would need to make changes on official Census map prior to 2010 Census
- Would need to submit map changes to Census for TIGER files, Mapquest, IndyGIS, and emergency service providers (Meridian Hills police, Indy/Marion County police/sheriff's department, Washington Township fire)



# Roundabouts

 Proposed



*Meridian Hills Town Planning*

# Roundabouts

1



2



3



4





# *Roundabouts*

- **Findings**

- The interior of the roundabout could include a town entry sign where appropriate, and mounded professional landscaping that is low-maintenance and resistant to traffic and salt.
- Multi-phase installation can coincide with other improvements & funding:

- *Phase 1 – 75th & Spring Mill, 75th & Pennsylvania, 75th & College*
- *Phase 2 – Spring Mill & 73rd, Pennsylvania & 71st, College & 71st*
- *Phase 3 – Williams Creek Blvd & Pennsylvania, 64th & Pennsylvania*

*Meridian Hills Town Planning*



# *Roundabouts*

- **Findings**

- Appropriately sized, landscaped roundabouts that fit within the town rights-of-way could improve speed control, calm traffic, reduce the number of accidents, and be an improvement in the town.

Approach right of way needs to be considered; sizing for fire trucks and busses

Roundabout delay emergency response between 5 and 8 seconds per circle



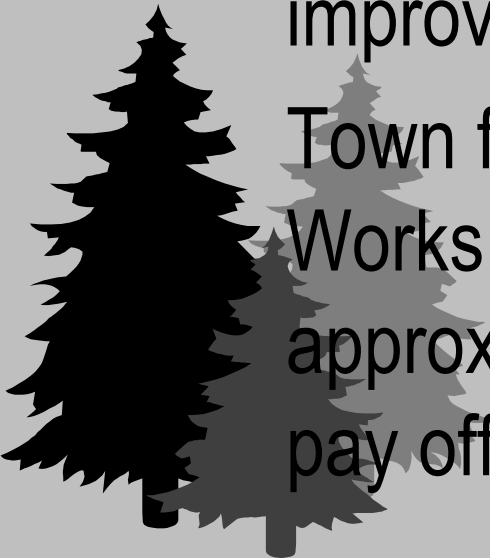
# *Funding*

- **Findings**

- Town funding, no tax increase – may allow for possible installation of smaller improvements while possibly deferring other responsibilities, but will not allow for completion of larger improvements

Town funding, small tax increase – The Public Works Project allows the town to borrow approx. \$1,200,000 for designated projects and pay off with interest within 6 years.

*Meridian Hills Town Planning*



# *Funding*

- **Findings**

- Grant funding – The Transportation Enhancement Grant is specifically targeted to improved connectivity using multiuse paths, landscaping, etc. Other grants may be possible for landscaping

Private donations – The town could explain the fiscal limitations of our budget and solicit donations from residents to accomplish specific improvements



# *Funding*

- **Findings**

- Sponsorship - Following are some sponsorship possibilities:

- *Sponsorship plaques on sides of Town Entry signs*

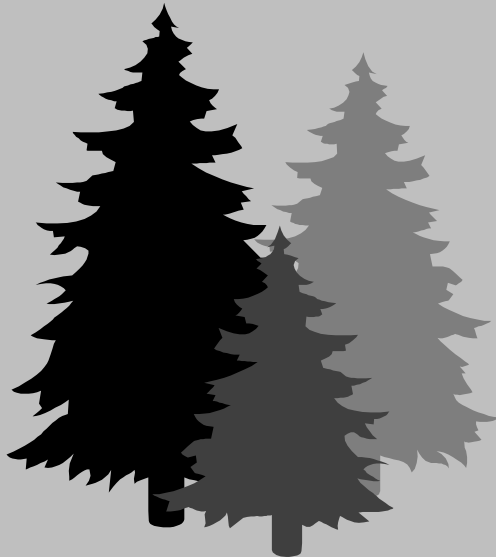
- *Adopt-a-median for roundabouts, landscape beds, etc.*

- *Buy-a-brick for activity paths*

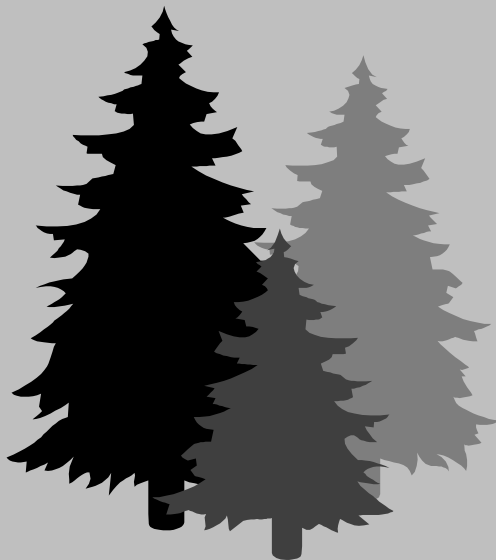


# *Survey*

- If you have not returned your survey, please do so no later than May 12<sup>th</sup>
- One survey per household
- Copies will not be tabulated
- Results will be presented to the Town Council



*Thank you*



*Meridian Hills Town Planning*