



PLEASANT VALLEY PROPERTY OWNERS ASSOCIATION

February 29, 2016

RE: Rodney Parham Road
Proposed Improvements

The Pleasant Valley Property Owners Association (PVPOA) Board of Directors would like to thank the residents who attended and participated in the meeting regarding the possible improvements to Rodney Parham Road hosted by First Baptist Church on February 22, 2016. The meeting had an excellent turnout. Over half the residents living on Rodney Parham Road attended and contributed valuable information to the conversation.

The PVPOA Board very much appreciates Pastor Jerry Wilson and First Baptist Church for providing and setting up the room for our meeting. They are an integral part of our neighborhood and we are grateful they hosted the meeting for Pleasant Valley.

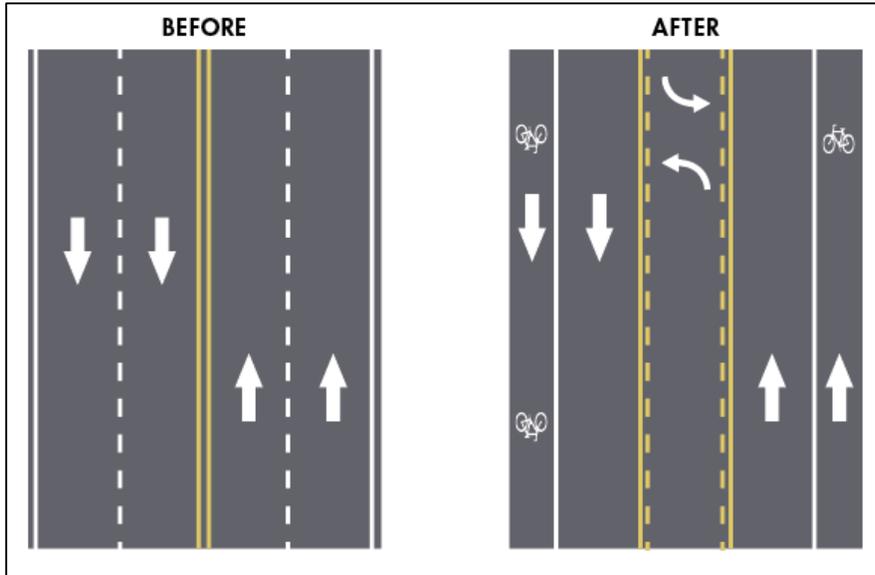
The following three options were discussed during the meeting:

Option 1: Anticipated Proposed Plan from the City of Little Rock

Multiple conversations with Public Works staff and with city Director Brad Cazort have revealed that the City's proposed plan for the improvements will include a curb and gutter four-lane cross section of asphalt that will be striped for one driving lane each way, a center turn lane down the center, and bicycle lanes on the sides. (See figure below.) The proposed plan will likely include sidewalks on one or both sides of the street. Drainage will be included on both sides of the street. The final width of the improvements has not been determined, but the construction will utilize most of the existing 80-foot right-of-way.

Concerns of option 1 include: the driving lanes could easily be re-striped in the future to a four-lane section, the City could easily widen the road to a five-lane street in the future,

bicycle lanes adjacent to traffic flow is not appropriate, and this option does not slow down traffic.



Option 1 - City of Little Rock Proposed Plan

Option 2: Three-lanes

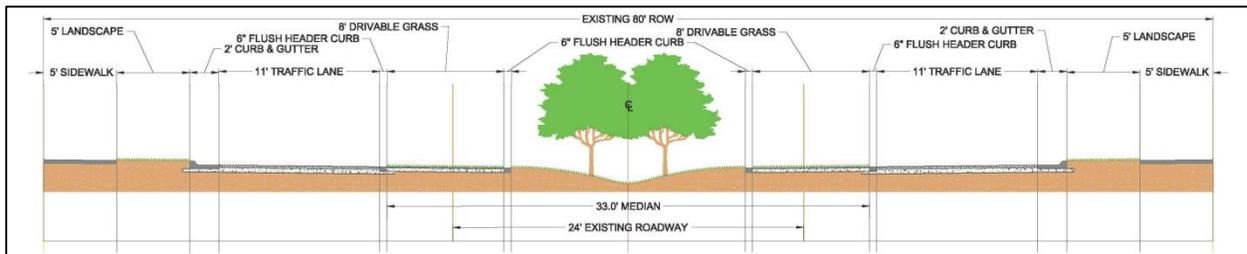
An alternate plan that was discussed was a three-lane section that includes one driving lane each way with a center turn lane. This option would include storm drains on each side of the street and sidewalks on one or both sides of the street. This option is similar to option 1 without the bicycle lanes on the outside of the driving lanes. Not including re-graded for the construction, the width of improvements (including the roadway, drainage and sidewalks) would be approximately 65-70 feet of the 80-foot right-of-way.

Concerns of option 2 include: The street could be widened by the City in the future, the center turn lane could possibly provide for commercial development in the future, and this option does not slow down traffic.

Option 3: Divided Parkway with Center Median

Over a year ago the PVPOA assembled a study group to evaluate the anticipated upcoming improvements to Rodney Parham Road. The group included PVPOA Board members, a resident from Rodney Parham Road, other Pleasant Valley residents and volunteers from Development Consultants, Inc. (DCI), a local transportation engineering firm. The study group developed a plan that was considered as option 3.

The study group plan includes a center median with landscaping, one lane of traffic in each direction on each side of the median, and sidewalks on each side of the street. See figure below. The cross-section also includes a lane of drivable grass on the inside of the driving lane to accommodate emergency vehicles. The drainage would collect in the median and provide for detention during high volume rain events for slow release to the storm drain system. The committee recommended this option because it addressed more neighborhood concerns than the options above.



Option 3 - Divided Parkway with Center Median

This design would allow for the elevation of the traffic lanes on the east side of the median to be lowered to closer match the lower elevations and minimize the effect on the residents, their front lawns, and their driveway slopes. The study group concluded that the single lane of traffic with landscaped median would minimize traffic and deter increased traffic as a cut-through street.

The median design would deter the future widening of Rodney Parham Road as well as deter future commercial development along this section of Rodney Parham Road.

Concerns of option 3 include: The median design inherently does not provide for left-hand turns from resident driveways.

The three options that were discussed at the meeting are summarized as follows:

	<u>Option 1</u>	<u>Option 2</u>	<u>Option 3</u>
Improve drainage	✓	✓	✓
Allowance for emergency vehicles	✓	✓	✓
Shoulder improvement	✓	✓	✓
Maintain or increase property values			✓
Road elevation adjusted to adjacent yard elevation			✓
Naturally lowers speed of cars			✓
Deter traffic as cut-through street			✓
Neighborhood look to match Pleasant Valley Drive			✓
A pedestrian friendly, green street			✓
Deters future widening of Rodney Parham Road			✓
Deters future commercial development			✓
Defines entrance to Pleasant Valley			✓

We have included a copy of the presentation slides that were presented at the meeting for your reference.

The purpose of the meeting was to gain input from the residents of Rodney Parham Road to help determine how we will move forward with discussions with the City. The meeting provided the opportunity to discuss the features and benefits of all options. After much consideration and a spirited discussion about all three of the options referenced herein, there was a strong consensus from the attendees at the meeting that option 3 is the preferred option for the neighborhood.

The PVPOA Board of Directors is prepared to move forward with this option in our discussions with the City. We request that all residents of Rodney Parham Road support your neighbors and the PVPOA as we discuss this matter with the City.

The appearance of a divided neighborhood will not serve us well as we work with the City for any improvements.

If you have any questions or comments please contact the Association office at 225-0481 or by email at pleasantvalleypoa@yahoo.com.

Sincerely,

Pleasant Valley Property Owners Association Board of Directors