

Why the Vistas/Villas Road Closure Makes Sense for TVPOA

TVPOA's roads are privately owned and maintained entirely through member assessments — there is no outside funding source. A five-week radar-based traffic study conducted in June–July 2026, deployed at three locations across our southern corridors, quantified something the Road Committee had long observed: a substantial share of daily traffic on our own roads belongs to people who don't pay for them.

1. The Road Is Privately Funded — the Traffic Isn't

TVPOA members account for only an estimated 37% of daily traffic on roads TVPOA owns, maintains, and pays for out of member dues. The majority of daily traffic is Vistas/Villas community and commercial pass-through traffic that contributes nothing to upkeep.

2. This Is a Cost-Fairness Problem

Every pothole repair, drainage fix, and resurfacing cycle is funded by TVPOA members, while the roads are worn down disproportionately by non-member traffic. Closing the access point stops subsidizing use that isn't TVPOA's to subsidize.

3. Vistas/Villas Isn't Losing Access — Only a Shortcut

Vistas/Villas retains a fully independent vehicle route via Chavez Siding Road. This closure does not strand anyone; it removes a convenience route through a neighboring community's privately-funded infrastructure.

4. Vehicle-Only Closure — Not a Wall

Golf cart, bicycle, and pedestrian access through the Vista point is fully preserved. This is a targeted restriction on the traffic category actually responsible for road wear, not a barrier between communities.

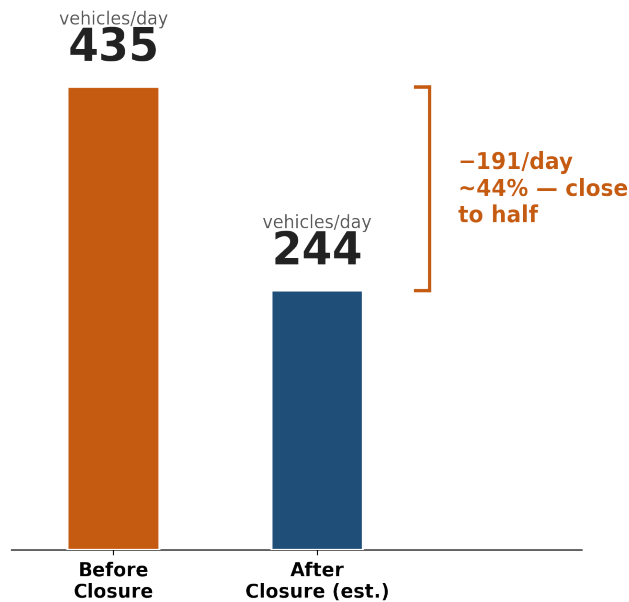
5. Entirely TVPOA Land, Entirely TVPOA's Decision

The 50-ft right-of-way, the 24-ft paved surface, and the drainage swales on either side are all TVPOA property. All construction work occurs entirely on TVPOA-owned land — there is no encroachment question, and no requirement for Vistas/Villas sign-off. This is why Vistas/Villas is being formally notified, not consulted.

6. The Data Behind the Decision

Combining the three traffic-counter locations produces the following daily traffic breakdown across TVPOA's monitored corridors:

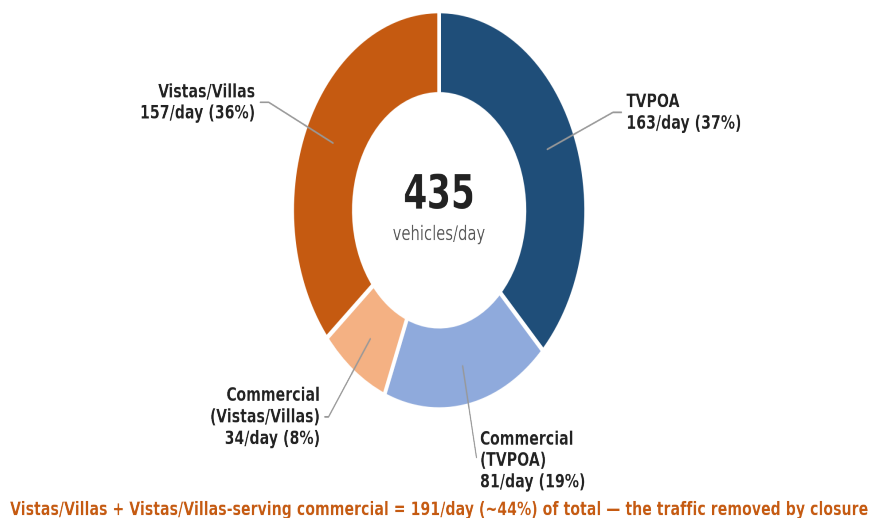
Overall Daily Traffic — Before vs. After Closure



Total measured daily traffic (combined southern corridors) versus the traffic remaining once Vistas/Villas-origin and Vistas/Villas-serving commercial traffic is removed. Source: TVPOA Road Committee traffic study, June–July 2026; the reduction is the Committee's best current estimate, to be validated by a post-closure follow-up count.

The chart below shows where that reduction comes from — the same 435 vehicles/day, broken out by source:

Where the Reduction Comes From — Daily Traffic by Source



Daily traffic by source, combined southern corridors. Vistas/Villas-origin and Vistas/Villas-serving commercial traffic together account for the ~44% reduction shown above.

Of the 435 vehicles/day measured across TVPOA's combined southern corridors:

- TVPOA members account for approximately 163/day (37%).
- Vistas/Villas resident and guest traffic accounts for approximately 157/day (36%).
- Commercial and service traffic accounts for approximately 115/day (26%) — of which an estimated 34/day serves Vistas/Villas households specifically, with the remaining 81/day serving TVPOA.
- Removing Vistas/Villas-origin traffic together with Vistas/Villas-serving commercial traffic takes daily volume from 435/day down to an estimated 244/day — a reduction of roughly 191 vehicles per day, or close to half of all measured traffic.

One additional data point underscores the through-traffic pattern directly: at the Belderrain Lane (E/W) counter — a segment with no TVPOA-internal destinations east of the Vistas/Villas connector — an estimated 89% of measured volume, roughly 157 vehicles per day, had nowhere else to go but Vistas/Villas.

The commercial estimate (26% of total, ~115/day) is the softest number in the study — it is derived from observed vehicle patterns and proportional household counts rather than direct measurement. A post-closure follow-up count at the same three locations will convert this projection into measured before/after data.

What a Near-50% Reduction Means for the Roads

Road wear is driven by cumulative traffic load, not just peak volume — every additional daily pass accelerates surface fatigue, cracking, and drainage-related deterioration. Cutting daily traffic on TVPOA's monitored corridors by close to half doesn't just make the roads feel less congested; it directly reduces the load TVPOA's pavement has to absorb every single day, going forward.

In practical terms, that translates to less frequent pothole and crack-sealing repairs, longer intervals between resurfacing cycles, and a longer usable life for the road surface before full replacement is needed. Because TVPOA's road maintenance budget is funded entirely by member assessments, extending the life of the pavement — rather than replacing or resurfacing it sooner because of traffic TVPOA members don't generate — has a direct, compounding effect on long-run member costs.

Bottom Line

TVPOA members are currently funding road infrastructure that non-members use as much as, or more than, TVPOA members do. The closure is a targeted, vehicle-only measure — using only TVPOA's own land — that ends this subsidy while preserving Vistas/Villas's independent access and TVPOA's golf cart, bicycle, and pedestrian connectivity, and meaningfully extends the useful life of the roads TVPOA members pay to maintain.

Prepared by the TVPOA Road Committee — for Board and membership discussion.