

A black and white photograph of a mountainous landscape. In the foreground, there are several large, mature evergreen trees. In the background, there are snow-capped mountain peaks under a clear sky. The entire image is framed by a thin black border.

**Updated Parks & Trails Master Plan**  
**Updated 2025**

**Prepared By**  
**Davis Engineering Service, Inc.**



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## Executive Summary

The purpose of this project is to update the 2013 Parks and Trails Master Plan, to summarize the projects that have been completed to date and outline proposed trail and park projects to be constructed over the next several year period by the Pagosa Lakes Property Owners Association (PLPOA). It is anticipated that these projects will take several years, provided grant funds or partnering opportunities are available. Finances, funding opportunities, bid results, design issues, and other factors may shorten or lengthen this period.

PLPOA was created in 1970, and includes 27 subdivisions in Archuleta County, Colorado, just a few miles west of Pagosa Springs. These subdivisions cover nearly 16 square miles, have five lakes, and include 6,427 properties. These properties are primarily single family residential, but also include commercial buildings, apartments, townhomes, condominiums, and 329 timeshare units run

by Wyndham. The full time PLPOA population is around 8,000 people, with a seasonal population much higher due to the timeshares and second homes. PLPOA data from the year 2024 indicates that approximately 70% of the subdivision lots have been built upon.

PLPOA has been steadily working on improving their trails and parks, with significant efforts over the past 30 years. Within that timeframe numerous projects have been funded, including boat ramps, floating piers, parking lots, additional parks, recreation center improvements, community gardens, permanent lake

restroom buildings and most of the trail projects. In late 2011, the PLPOA Board of Directors formed the Parks, Trails, and Outdoor Recreation Committee (PTORC, or simply Committee). This group, made up of volunteer members of the PLPOA, has the responsibility to review past park and trail master plans, review existing parks and trails, and to formulate a long-term implementation plan for new parks and trails, along with cost estimates and funding recommendations. This report is the culmination of the Committee efforts on a plan covering the next several years.

As mentioned, it should be noted that there are now several amenities on the PLPOA lakes that might be considered parks, but these are overseen by the Lakes and Fisheries Committee and are not addressed in this plan. The same goes for the



*Figure I*  
*Lake Pagosa Fishing*  
*Park*





PLPOA Recreation Center, which is overseen by the Recreation Committee, as well as the Community Garden and its associated committee.

In 2013 the board of directors adopted the Parks and Trails 7-Year Master Plan that was developed by the committee, staff and with the technical assistance of Davis Engineering Service, Inc. Over a year was spent developing this plan including extensive research, reviewing past community surveys and conducting two community meetings to solicit owner ideas and input. Over the course of the following 10 years most of the projects identified in that 2013 plan were constructed. During that span two Colorado State Trails grants were awarded to the county and its partner, PLPOA, to complete some of these critical segments.

Due to the successful completion and on-going use of these projects the perceived need for additional trails and parks has been recognized not only by PLPOA, but by the Town of Pagosa Springs and Archuleta County as well, as evidenced by survey results and several trail and park projects currently in the works.

During the creation of the 2013 Master Plan the Committee performed an analysis on potential trails and parks, following their field and document reviews, using the following review criteria: visibility, cost, usage potential, safety, connectivity, and natural beauty. Each project was rated on a scale of 1 to 5, and the priority list was established starting with the highest scorers and then working consecutively downward. This list was the basis for the beginning of a more detailed engineering and cost analysis, and the addition of four more review criteria, being: potential obstacles or project difficulties, project status, public input, and long-term plans.

Beginning in 2022 the committee reevaluated the 2013 Master Plan utilizing the same criteria and analysis format. The committee determined an updated project recommendation priority for parks and trails project list that was finalized in early 2025. These prioritized projects include several from the 2013 Master Plan that were not completed due to funding constraints as well as several new projects that the committee identified as a high priority for the community.

With slight modification and some additions, the Committee developed a list of 14 trail segments and 5 park/trailhead development projects that were recommended for construction over the next several years. Each trail and park projects' cost were individually estimated based on recent construction data for



*Figure II  
Trails included in the  
original Seven-Year  
Plan within greenbelt  
tracts containing the  
“gas line easement”  
will continue to be  
pursued on a trail-by-  
trail basis with  
additional community  
involvement.*



similar projects. Out of the 14 trails, six are natural surface trails, typically planned for greenbelt tracts, and six are considered the “primary” hard surface trails along the roadways.

The five park projects identified in the updated plan include three that were part of the 2013 plan and not completed, as well as one new project identified in the Chris Mountain Village II area of the community, and one small trailhead parking project in Martinez Mountain II.



*Figure III  
Highland Park Playground*

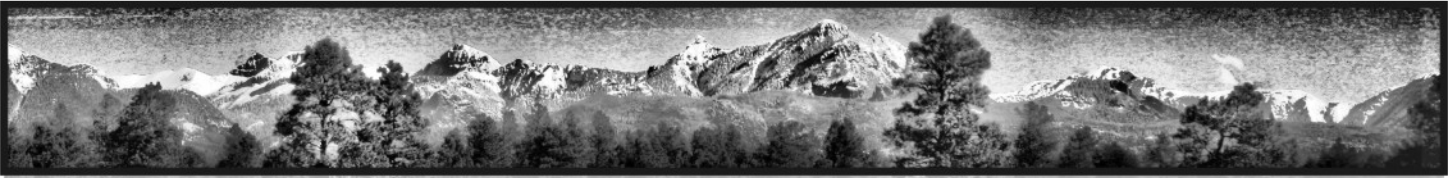
PLPOA presently has approximately \$780,000 set aside in a 5-year long range capital improvement budget schedule for the construction of two larger trail construction projects in 2027 and 2028. The remaining portions of the plan will need to be funded over time and ideally with a combination of Association funds as well as outside funding, such as grants or partnerships. There are grant

opportunities with Colorado State Trails and Great Outdoors Colorado for which PLPOA is qualified, and with which they have had success in the past. Partnership opportunities include the Town of Pagosa Springs, Archuleta County, specific subdivisions, or others (such as developers) that may have similar interests or related work in the area.

Additionally, the Association has created a reserve budget specifically for existing trails maintenance where approximately \$58,900 annually is set aside for trail resurfacing, drainage improvements and reshaping. Significant hard surface trail resurfacing took place in 2019 and 2024 on several segments of asphalt trails on North Pagosa Boulevard, Park Avenue and Lake Forest Circle.







## 1.0 Project Background

### 1.1 Purpose

The purpose of this project is to outline the proposed trail and park projects to be constructed over the next several year period by the Pagosa Lakes Property Owners Association (PLPOA) for the use and enjoyment of their members and

area visitors. It is anticipated that cost assistance grant opportunities may be available to assist in the construction of several of the larger trail projects identified.

### 1.2 PLPOA Information

PLPOA is located in Archuleta County, Colorado, just a few miles to the west of Pagosa Springs, and is nearly bisected with U.S. Highway 160. The PLPOA was created in 1970 by Navajo Trail Corporation, one of the original land developers in the Pagosa Lakes area. The community covered by the PLPOA includes 27 subdivisions containing 6,427 properties extending across nearly 16 square miles. This property is situated in the rolling terrain at the base of the San Juan Mountains and has significant common borders and direct access to the San Juan National Forest. A vicinity map of the PLPOA and surroundings is included as Figure 1.

While the PLPOA is a mixed used planned community with commercial, apartment, and townhome or condominium properties, it is primarily made up of single-family residential parcels. 2025 Data from PLPOA indicated a permanent residential population of around 8000 people, and information from 2024 shows that about 70% subdivision lots have been built upon. The majority of the population (and the commercial properties) within the area is situated north of U.S. Highway 160, as the subdivisions to the south are primarily large acre parcels. A high number of second and vacation homes along with 329 time share

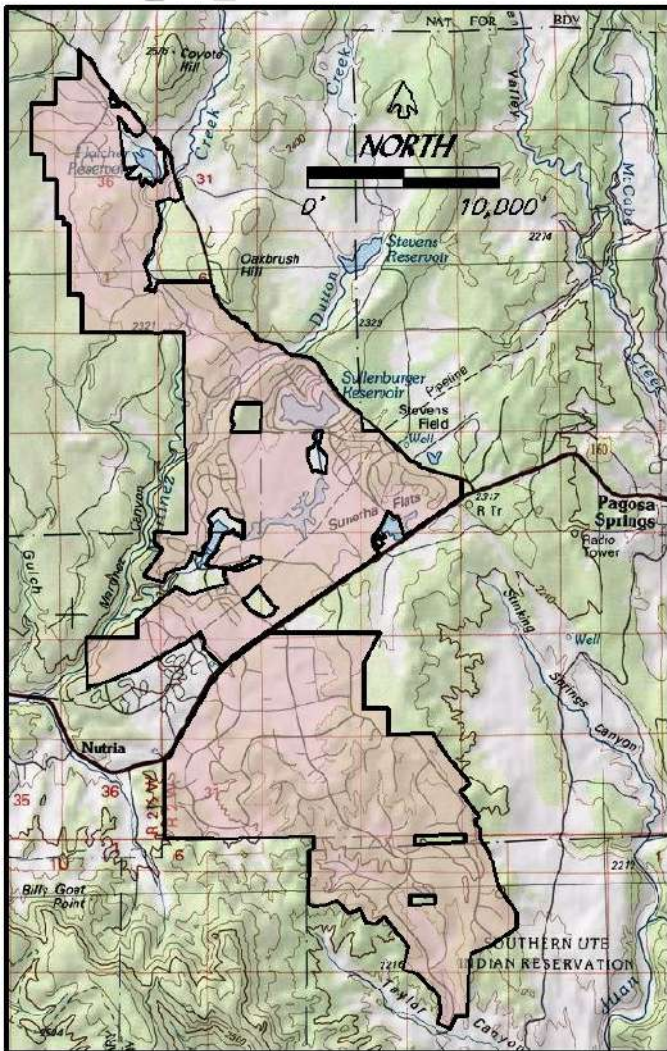


Figure 1  
PLPOA highlighted on  
USGS topographic map.





units managed by Wyndham significantly increase the area population during various times of the year, particularly around holidays and in the summer months.

### 1.3 PLPOA and Immediate Vicinity Amenities

Within and near the PLPOA community are numerous recreational amenities which are enjoyed by locals and visitors alike. Five lakes are located within and controlled by the PLPOA, with four of these stocked regularly with fish for recreational purposes. A 27-hole championship golf course is encompassed

within a few of the subdivisions on the east side of the PLPOA region, north of and adjacent to U.S. Highway 160. PLPOA maintains a recently updated clubhouse near their administration office, and a recreation center in the “core area” which houses a swimming pool, exercise rooms and equipment, racquetball courts, and outdoor volleyball and



basketball courts. As previously mentioned, the San Juan National Forest is in the backyard of many residents, and a trail network in the Turkey Springs area has become a popular destination for various motorized and non-motorized uses under both summer and winter conditions, see Appendix A for the USFS Turkey Springs trail map.

### 1.4 Trails and Parks History

PLPOA has been steadily working on improving their trails and parks, with significant efforts over the last 30 years. Within that time frame numerous projects have been developed, funded, and constructed in the various subdivisions on existing and new amenities. A few of these include lakeside improvements such as boat ramps, floating docks, permanent restroom facilities, parking lots, and lakefront parks. Others are comprised of recreation center improvements and the addition of a dog park, walking trail (woodchip surface), as well as the outdoor volleyball and basketball courts. Most of the trail projects within the overall community have been accomplished during this time period, including

*Figure 2  
N. Pagosa Blvd Trail  
Pedestrian Bridge  
shortly after  
construction.*



both hard surface and natural surface, and both multiuse and pedestrian use facilities.

In late 2011, the PLPOA Board of Directors, with the desire to see parks and trails planning efforts more focused and defined, formed the Parks, Trails, and Outdoor Recreation Committee (Committee). This Committee, made up of volunteer members of PLPOA, has the responsibility to review past park and trail master plans, review existing parks and trails, and to formulate a long-term implementation plan for new parks and trails, along with cost estimates and funding recommendations, to the PLPOA Board of Directors. Beginning in 2022, the Committee began to reevaluate the 2013 Master Plan, and this updated report is the culmination of the Committee efforts on an implementation plan covering the next several years and beyond.

## 1.5 Existing PLPOA Trails

To demonstrate the commitment of PLPOA to trails, it was believed to be important to present the existing trail inventory (approximately) as this is not readily apparent or quantifiable by the casual user or passerby. Also, it is thought that this information is valuable for reference and scale of the proposed improvements, and in demonstrating the connectivity aspect of the Committee evaluation criteria. The existing trail inventory is summarized in Tables 1 and 2.

Street/Location	Trail Segment	Trail Type	Length (ft.)	Length (mi.)
Village Drive	N. Pagosa Blvd. to Pinon Causeway	8' Wide Hard Surface Multiuse	3,100	0.59
Park Avenue	N. Pagosa Blvd. to Eagles Loft Cir.	8' Wide Hard Surface Multiuse	4,100	0.78
N. Pagosa Boulevard	Village Drive to Lake Forest Cir. (North)	8' Wide Hard Surface Multiuse	9,000	1.70
Lake Forest Circle	N. Pagosa Blvd. to Lake Forest Dam	8' Wide Hard Surface Multiuse	3,400	0.64
Lake Forest Circle	Across Lake Forest Dam	5' Wide Hard Surface Pedestrian	1,300	0.25
Lake Forest Circle	Lake Forest Dam to N. Pagosa Blvd.	8' Wide Hard Surface Multiuse	6,300	1.19
Vista Boulevard	Park Avenue to Lake Forest Circle	8' Wide Hard Surface Multiuse	3,600	0.68
N. Pagosa Blvd. - Hatcher	Saturn Drive to Highland Park	4' Wide Gravel Surface Pedestrian	3,400	0.64
Northlake Avenue	N. Pagosa Blvd. to Antelope Avenue	4' Wide Gravel Surface Pedestrian	4,425	0.84
Dutton Creek	Equestrian Center to Forest Boundary	2' Wide Natural Surface	9,300	1.76
Vista Lake	Lake Loop & Trail to Forest Boundary	2' Wide Natural Surface	10,000	1.89
Eaton Drive	Village Drive to Park Avenue	5' Wide Hard Surface Pedestrian	1,600	0.30
Talisman Drive	Cornerstone to Park Avenue	5' Wide Hard Surface Pedestrian	1,500	0.28
Glade Drive	Glade Drive to Cloud Cap Avenue	2' Wide Natural Surface	200	0.04
Existing Trail Totals			61,225	11.60

Tables 1 & 2  
Existing trail inventory  
by individual segment  
and by trail type.

Trail Type	Length (ft.)	Length (mi.)
8' Wide Hard Surface Multiuse	29,500	5.59
5' Wide Hard Surface Pedestrian	4,400	0.83
4' Wide Gravel Surface Pedestrian	7,825	1.48
2' Wide Natural Surface	19,500	3.69
Existing Trail Totals	61,225	11.60



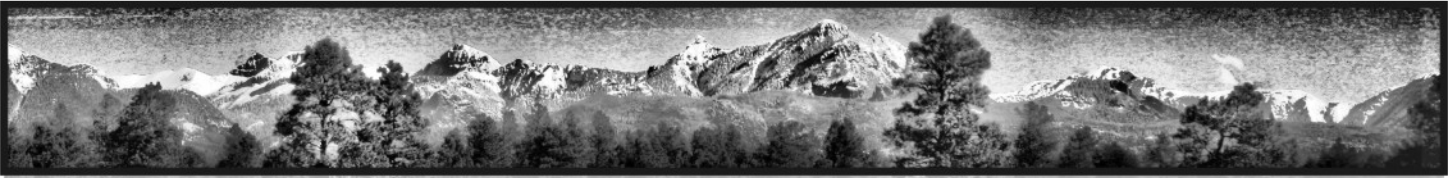
Trails eight feet wide were considered the minimum recommended width for multi modal non-motorized use (pedestrians, bicycles, skateboarders, etc.). Trails narrower than eight feet wide should be considered pedestrian trails. If PLPOA intends for narrower trails to have other than pedestrian use, the trails should be adequately and frequently signed (at intersections, etc.) to warn and provide direction (yield instructions, etc.) for all approved uses. An example might be where native surface trails are approved for both pedestrians and mountain bike use. It is not recommended to have multiuse on hard surfaced trails narrower than eight feet where significant pedestrian or bicycle use is anticipated. With the rise in popularity of E-bikes, the importance of hard surface trail width remains an ongoing discussion. It may be desirable to widen hard surface trails to as much as 12 feet for future projects. More discussion on trail type and function is contained later in this document.

## **1.6 Highlighted Projects Successfully Completed**

Expanding upon the existing PLPOA Parks & Trails list segment, it is important to highlight a few of the major projects successfully completed since the 2013 Parks and Trails Master Plan was released.

- Completion of the Lake Forest Trail Loop.
  - Completed in phases and serves as a model to completing longer trail projects.
- Completion of the Vista Boulevard Trail.
  - To date the longest hard-surfaced trail segment that was completed as part of a single project.
  - Project highlights the importance of seeking grants and pursuing partnerships with local municipalities.
- Completion of the N. Pagosa Boulevard Trail.
  - Completing the almost 3-mile loop that includes the Lake Forest Trail.
  - Includes Concrete Curb & Gutter across the Village Lake Dam.
  - Includes a pedestrian bridge across the Village Lake spillway.
- Completion of the N. Pagosa Boulevard Trail in the Hatcher Area.
  - Includes the first 4-foot-wide gravel trail connecting Saturn Dr to the newly constructed Highlands Park.
- Completion of the Northlake Ave. Trail from N. Pagosa Boulevard to Antelope Avenue.





- 4-foot-wide gravel pedestrian trail along Northlake creating a safe pedestrian route for the Village Lake community.
- Completion of the Vista Playground.
  - A kid's playground was constructed on an open space property near Prospect Boulevard and Lyn Avenue which includes swings, slides, a climbing wall, and jungle gym.
- Completion of the Highland Park Recreation Area.
  - Constructed a road and parking area.
  - A kid's playground was constructed which includes swings, slides and a jungle gym.
  - A National Forest Access gate was installed and a trail connector to Catamount Trail was built in cooperation with the USFS.

## 1.7 Need for Additional Trails and Parks

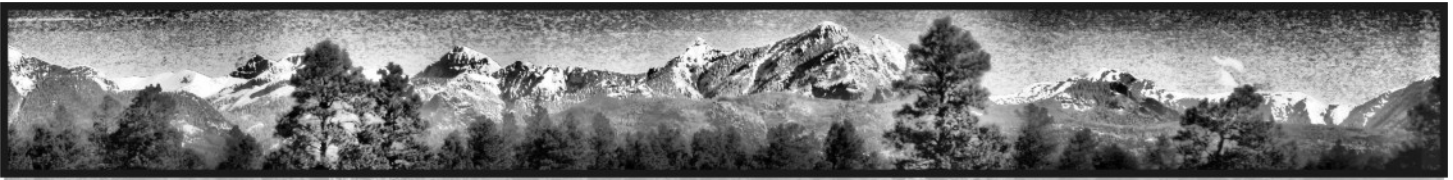


*Figure 3  
Outlet Structure &  
Drainage Improvements on  
the Northlake Avenue  
Pedestrian Trail, a 4' wide  
gravel trail.*

There is a perceived need for additional trails and parks which have been recognized not only by PLPOA, but by Archuleta County (County) and the Town of Pagosa Springs (Town) as well. The Town had a very detailed survey conducted in 2007 for their recreational amenities. The results underscored a very strong preference towards trail use and development, as well as park expansion with nearly three quarters of respondents favoring more trails, bike paths and large park expansions and about two thirds desiring more neighborhood parks. Additionally, the Association conducted a Strategic Planning

survey in 2017 in which parks, trails and open space improvements were consistently rated as the most desired amenities of those who responded. In 2023 the Association conducted another community survey in which over 800 respondents filled out the survey. The results indicated very strong support for specific trail projects such as the North Pagosa Boulevard Trail extension and the Park Avenue Trail extension projects, the top two projects ranked in the survey.

A more recent community survey at the county level includes a 2025 Pagosa Area Recreation Coalition survey where over 1200 respondents indicated that non-



motorized trails and multi-use paths were the top outdoor recreational needs in the area, followed by Nordic skiing, hunting and shooting, fishing and boating. Top outdoor activities identified in the survey included hiking/walking/running; parks and outdoor facilities; cycling; water activities; and nature and wildlife viewing.

Those familiar with the community in general are aware of the lack of sidewalks and trails, and there has been a push by all entities to improve this situation. The Town has completed its own trail projects, including the east end of the Town to Lakes Trail (TTLT) and an extension of the River Walk behind the Community Center towards south Sixth Street, as well as the Sixth Street Pedestrian Bridge over the San Juan River. The Town, County, and PLPOA are jointly involved in the west end of the TTLT. The TTLT, a 3.5-mile connection along the U.S. Highway 160 corridor of “downtown” and “uptown” (or the Pagosa Lakes area) ultimately could connect and branch to numerous neighborhood and side trails, providing many miles of networked trails. To support an active lifestyle, provide a means of safe non-motorized transportation, and generally enhance and improve the quality of life for our community members, more trail and park projects will likely be demanded by our residents and expected by our visitors. Excellent information concerning the beneficial impacts of trails can be found on the internet at [www.walkinginfo.org](http://www.walkinginfo.org) and [www.bicyclinginfo.org](http://www.bicyclinginfo.org) sponsored by the Pedestrian and Bicycle Information Center, along with many other sites, as these amenities have become greatly desired and incorporated in basic community planning across the nation. When planning for future projects, it needs to be understood that the Association continues to grow, averaging 70 new homes being built each year. The steady population growth increases the need for additional amenities and relief on existing amenities.

Another consideration of this plan is the fact that the Association recently acquired close to 800 acres of greenbelt properties from Wyndham. And while the properties have always been accessible to the owners the committee has taken some time to evaluate these properties for potential future parks and trails development. The committee conducted field trips in 2023 and

Subdivision	Greenbelt Tract
Martinez Mountain	A
	F
Lake Forest Estates	E
Twincreek Village	B
	D
Pagosa Vista	H
	I
Pagosa Trails	A
	B
	E
	F
	G
Chris Mountain II	2
	3
	4

*Table 3 Tabulation of  
Greenbelt Tracts*



2024 to tour several of the greenbelt properties. Greenbelts that were identified for possible future park or trail amenities during these filed trips include generally larger tracts at Martinez Mt Tract A and F; Lake Forest Estates Tract E; Twincreek Village Tract B and D; Pagosa Vista Tracts H and I; Pagosa Trails Tracts A,B,E,F and G; and Chris Mountain II Tracts 2,3 and 4. Table 3 shows a tabulation of these tracts. These properties are not generally indicated specifically in this plan other than a few exceptions such as the gas line trail project which runs through several greenbelt properties, and the Chris Mt II park and trail project. This list of potential future greenbelt properties for parks and trails would be further explored with community input at some later date.

## **2.0 Recommended Trail and Park Projects**

### **2.1 Committee Review and Initial Recommendations**

As previously mentioned, the Committee was tasked with reviewing existing and making recommendations on future trails and parks projects. Along with the review of existing infrastructure was an examination of past trails and parks master plans and other related data. Committee recommendations for future improvements were based on the following criteria:

- Visibility
- Cost
- Usage Potential
- Safety
- Connectivity
- Natural Beauty



*Figure 4  
Lake Forest Trail –  
Concrete sidewalk across  
the Lake Forest Dam.*

After performing the necessary field and document review, the Committee performed an analysis on potential trails and parks projects by assigning a score from one to five for each of the above criteria. From this evaluation they generated a list of priority endeavors based on those with the best scores. This list was used as the basis for the beginning of more detailed engineering and cost analysis, and with slight modification, the prioritized lists contained herein.





## 2.2 Additional Review Criteria

To assist with the refinement of the initial Committee project lists, additional review criteria were established as follows:

- Potential Obstacles or Project Difficulties
- Project Status
- Public Input
- Long Term Plans

Potential obstacles or difficulties were used to help prioritize projects so that those requiring extra time to sort out were placed in later years. Project status was also used in setting priority, as some projects are “shovel ready” and can be pursued in much shorter order. Public input is an important component of finalizing the plan. Strong public opinion for or against plan inclusions or omissions should be factored, as the improvements are ultimately for them. Public input will be solicited via public meetings and on the PLPOA website. Long term plans were factored into current construction plans. For example, trails which are presently planned as a gravel surface multiuse but are eventually planned to be hard surface multiuse were modified appropriately so they could be constructed to facilitate the most economical phased construction approach.



*Figure 5  
The evening sky after a  
summer storm, a  
popular time to be out  
in Pagosa Lakes.*

## 2.3 Proposed Trails Prioritized List

Beginning with the Committee trails list, applying the additional review criteria, considering comments received at the public meetings, and meeting with PLPOA staff a few times resulted in the trail projects in order of priority as contained in the following Table 4. Modifications made to the Committee’s initial list are discussed later in this document where the trails are individually addressed. The existing and proposed trail segments are visually depicted on the map sketches contained in Appendix B. It should be noted that trails proposed for the greenbelts or “gas line easement” will be pursued individually with appropriate local community meetings, site visits, and adjacent landowner input.



Street/Location	Trail Segment	Trail Number	Trail Type	Length (feet)	Length (miles)
N. Pagosa Blvd.	Village Drive to Hospital	1	8' Wide Asphalt	1,100	0.21
N. Pagosa Blvd.	Lake Forest Circle to Aspenglow Blvd.	2	8' Wide Asphalt	4,300	0.81
Piedra Road	Aspenglow Blvd. to Cloud Cap Ave.	3	2' Wide Natural Surface	1,800	0.34
Park Avenue	Eagles Loft to Holiday Avenue	4	8' Wide Asphalt	2,800	0.53
N. Pagosa Blvd.	Hatcher Trail Extension	5	4' Wide Gravel	775	0.15
Park Avenue	Holiday Avenue to Cloud Cap Ave.	6	8' Wide Asphalt	2,400	0.45
Pinon Causeway	Village Drive to Valley View Drive	7	8' Wide Asphalt	975	0.18
Northlake Ave.	Antelope Ave. to Park Ave.	8	4' Wide Gravel	2,600	0.49
Gas Line Easement	Bonanza Ave. to Vista Blvd.	9	2' Wide Natural Surface	3,000	0.57
Gas Line Easement	Vista Blvd. to N. Pagosa Blvd.	10	2' Wide Natural Surface	2,800	0.53
N. Pagosa Blvd.	Hatcher Trail Hard Surface Reconst.	11	8' Wide Asphalt	3,400	0.64
Piedra Road	Cloud Cap Ave. to Cloman Blvd.	12	2' Wide Natural Surface	1,200	0.23
Visa Connector	Vista Green Belt & Vista Lake Trail	13	2' Wide Natural Surface	1,400	0.27
Gas Line Easement	Park Avenue to Piedra Road	14	2' Wide Natural Surface	3,100	0.59
<b>Trail Project Totals</b>				<b>31,650</b>	<b>5.99</b>

*Table 4 Prioritized Trail List.*

## 2.4 Proposed Parks Prioritized List

Similar to the trails, the parks list was reviewed and revised accordingly, resulting in the prioritized list reflected in Table 5. Again, each park is individually discussed later in this document, and the proposed parks are indicated on the map sketches contained in Appendix B.

Location	Park Name or Type	Park No.
Twincreek Village	Dutton Creek Trailhead	1
Trails Blvd.	Chris Mtn. Village/Trails Area Park	2
North Village Lake	Village Lake Park	3
Vista Lake	Vista Lake Park Improvements	4
Coronado Circle	Gate 4 Trailhead	5

*Table 5 Prioritized Park List.*



### 3.0 Trail Types

A few different trail types are included in the proposed projects, ranging from two-foot-wide natural surface hiking trails to eight-foot-wide hard surface multiuse trails. Trails less than eight feet wide are generally suitable only for pedestrian use, particularly where significant pedestrian or bicycle use is anticipated.

Where multiuse is to be considered on narrower trails, appropriate and frequent signage should be placed to inform allowed users.

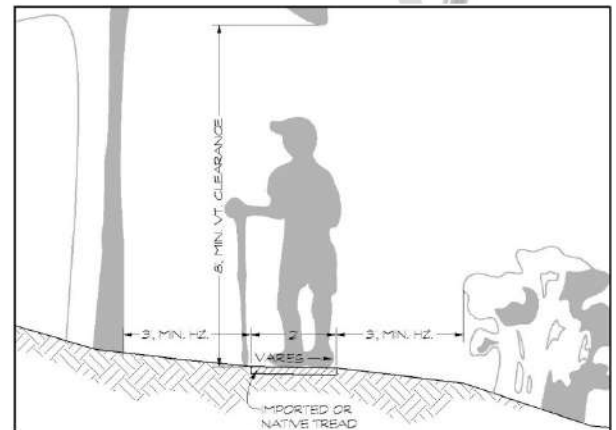
Cost estimates for the various trail types were prepared based on typical work items and unit costs experienced on recent projects, with the applicable values listed in Table 6.

Trail Type	Cost/Foot
2' Wide Natural Surface	\$ 10.00
4' Wide Crusher Fines	\$ 34.00
4' Wide Gravel	\$ 40.00
10' Wide Gravel	\$ 53.00
8' Wide Asphalt	\$ 118.00
10' Wide Asphalt	\$ 135.00

*Table 6 Project cost per foot for typical trail construction*

### 3.1 Natural Surface Trails

These trails are included in the plan for the general desired scope and schedule, however, these trails will be pursued separately from the primary trails and parks, as it is anticipated that the majority of these trails, if approved, will be constructed by volunteer labor, Southwest Conservation Corps, and PLPOA staff. We believe that assigning cost or value to these trails at \$10 per linear foot, however, is important, as this may provide an opportunity to bid out portions of the work, or for PLPOA to potentially purchase trail building equipment which could also be useful in trail maintenance activities. The majority of these trails are planned for greenbelt or open space tracts, and construction will only be performed following specific community meetings and approval. These trails are proposed to be 18 to 24 inches in width and be constructed primarily of natural or soil materials found at the trail location. Some cost for imported tread material has been allowed, but it is anticipated that this will be the exception not the rule. These trails are generally suited for pedestrian or hiking use; however, mountain biking use could be acceptable in some cases.



*Figure 6  
Natural surface trail  
with clearance  
suitable for mountain  
biking.*





### 3.2 Crusher Fines Surface Trails

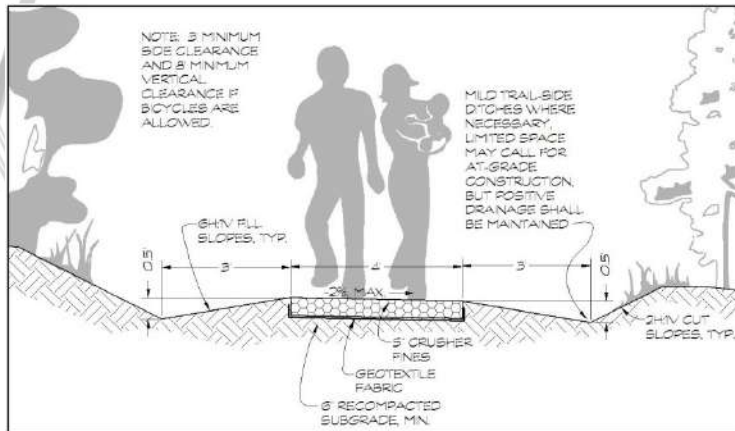


Figure 7  
Crusher fines pedestrian trail.

Trails constructed of this material, the 3/8-inch minus “fines” from gravel crushing operations, are a good solution for those desired to be between a natural surface and a hard surface. Crusher fines can provide a fairly smooth compact surface suitable for pedestrian and bicycle use.

The plan includes some facilities planned for a four-foot width and generally should be considered pedestrian paths. The cost for four-foot-wide crusher fines trails has been estimated at \$34 per linear foot.

### 3.3 Gravel Surface Trails

The gravel surface trails included in the plan are either four feet wide and suitable for pedestrian use or ten feet wide and suitable for multiuse, typically pedestrians and mountain bikers. Four-foot-wide gravel surface trails have been estimated at \$40 per linear foot while ten-foot-wide gravel surface trails have been estimated at \$53 per linear foot. The wider trail width can be used where current plans are for a gravel trail, but ultimately plans are for a hard surfaced trail, allowing the hard surface to be placed at the minimum eight-foot width in the future without trail widening. Gravel surface trails would be constructed to the same general details as the hard surfaced trails (Figure 8), only without the hard surface.

### 3.4 Hard Surface Trails

These trails proposed are typically eight foot wide and are suitable for multiuse, including pedestrians, bicycles, skateboards, rollerblades, etc. There are a few instances where less than eight-foot hard surfaced trails can be incorporated into the plan where there is not adequate space. These narrower hard surface trails are typically suitable for pedestrian use only. Due to the emergence of E-bikes and the increasing popularity of trails, multi-use hard surfaced trails would preferably be a total width of ten feet. However, due to the estimated project cost of \$135 per linear foot, budget constraints typically favor a narrower trail. While there may be some sections of concrete trail, the majority of the eight-foot-wide hard surface



trails are proposed to be asphalt, which has been estimated to have a project cost \$118 per linear foot. Snow removal on hard surface multiuse trails is typically performed by PLPOA when conditions permit, where snow removal on gravel and natural surface trails will not be considered due to potential damage to the trail structure.

### 3.5 Other Trail Types or Combinations

Where proposed trail projects are not expected to be predominantly one type, or significant effort, details, or additional work items are expected beyond the typical trail construction, specific estimates have been prepared or additional allowances made above the standard linear foot pricing to provide more representative costs.

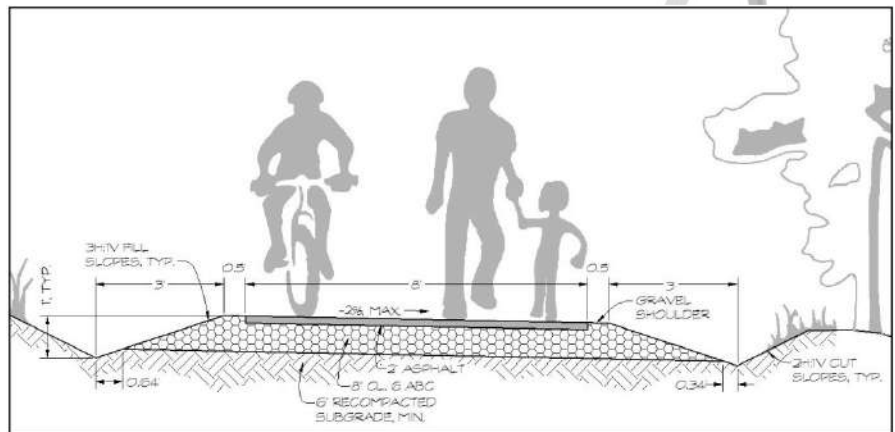


Figure 8  
Hard surface multi-use trail.

### 4.0 Individual Trail Segments

As outlined in Table 3, there are 11 individual trail segments which have been recommended for future construction. The paragraphs which follow briefly discuss each segment, including the proposed trail type, length, cost, and any special concerns or considerations listed in order by priority. A table summarizing the trail segments and associated costs is contained in Appendix B. Additionally, the committee has recommended that the planning map shows a future trail connection along North Pagosa Boulevard all the way up to the Hatcher area. It is the long-term goal to eventually see an important non-motorized connection between the core/commercial area uptown, the Hatcher area, and all communities in between. No time frame nor cost estimates have been formulated for this future trail, it is simply meant to represent a future goal.

#### 4.1 Trail Segment 1 – North Pagosa Boulevard Extension #1

This is a small extension of the existing North Pagosa Boulevard eight-foot-wide asphalt trail to the south from Village Drive. The purpose of this project will provide better connectivity to the commercial shopping center, however, commitments for improvements along Country Center Drive across private



property (by others) have yet to be made. Ultimately, it is desired to extend this trail to and across U.S. Highway 160 and along South Pagosa Boulevard to the Hospital. The full segment is approximately 1,100 feet long and is planned to be constructed within the North Pagosa Boulevard right-of-way (ROW). There has been a lot of planning to reconfigure the roads and intersections in this area. A current Town to Lakes Trail grant application project includes this trail section. Any planning for this trail segment should be done in conjunction with the County, Town and CDOT. The PLPOA has agreed to commit \$50,000 to this project, while the remainder of the project cost will be made up by the Town, as well as any awarded grants.

#### **4.2 Trail Segment 2 – North Pagosa Boulevard Extension #2**

This project would entail extending the North Pagosa Boulevard Trail North from Lake Forest Circle to Aspenglow Boulevard. It is planned to construct this trail in the North Pagosa Boulevard ROW, likely on the east side along the Ranch Community. This segment is approximately 4,300 feet long and is ultimately planned to be a hard surface eight-foot-wide multiuse facility. A segment cost of \$507,400 is calculated using the \$118 per linear foot cost for an eight-foot-wide asphalt trail.

#### **4.3 Trail Segment 3 – Piedra Road Trail Connector**

This trail would entail constructing a natural surface trail to allow for Lake Pagosa Park area residents and walkers to safely complete a loop walk around Lake Pagosa. The natural surface trail would connect Aspenglow Boulevard and Cloud Cap Avenue in the Piedra Road right-of-way. This would also connect a lakeside park in this area that includes a gazebo and floating fishing dock. The proposed trail is approximately 1,800 feet in length and utilizing the \$10 per lineal foot model the total estimated cost is \$18,000. Further research and survey work would be required to determine feasibility and width of the right-of-way.

#### **4.4 Trail Segment 4 – Park Avenue Trail Extension #1**

This project is an extension of the Park Avenue multi-use eight-foot-wide asphalt trail from the present termination at Eagles Loft Circle to the Holiday Avenue intersection to the north. This area has already been surveyed (following the Park Avenue reconstruction) and a few obstacles exist which are beyond standard trail construction. The first of these is the crossing of the natural drainage (coming through the golf course) which may have environmental impacts and/or require





special construction to avoid such impacts. The next is near the first intersection with Midiron Avenue where there is limited ROW space on the west side of the road, where the trail is planned. This could require ROW or easement purchase, or special construction such as retaining walls and guardrail to maintain improvements within the existing ROW. The last is modification of the drainage system near the Holiday Avenue intersection, where several culverts and ditches converge, directing surface runoff down towards the west and Village Lake. In light of these obstacles, an extra \$26 per linear foot was allowed, for a total unit price of \$144 per linear foot for this particular segment. Applying this to the 2,800 linear feet of trail accounts for a \$403,200 segment cost. In light of the significant additional cost for special construction near the Midiron Avenue intersection, it is quite possibly more economical to purchase easements, ROW, or entire lots.

#### **4.5 Trail Segment 5 – Pagosa Boulevard Trail – Hatcher Area Extension**

A proposed trail project to extend the existing 4-foot-wide gravel trail along North Pagosa Boulevard from Saturn Drive to Pebble Circle. Again, taking advantage of the extra wide ROW along N. Pagosa Boulevard, this gravel surface trail would begin at the mailbox location near Saturn Drive and may encounter some drainage challenges along the proposed route to Pebble Circle. At a length of approximately 775 feet, an overall cost of \$31,000 at \$40 per linear foot makes this an excellent candidate to squeeze in between larger projects

#### **4.6 Trail Segment 6 – Park Avenue Trail Extension #2**

This project is an extension of the Park Avenue multi-use eight-foot-wide asphalt trail from the above-mentioned termination at Holiday Avenue to the Cloud Cap Avenue intersection to the north. While it does not present the same challenges as the first Park Avenue Trail Extension, this segment does include limited ROW space along Park Avenue, as well as steep grades up the hill all the way to Cloud Cap Avenue. A possible alternative would be to install the trail behind the homes along the golf course going up and behind the hill to Cloudcap Ave. This segment is approximately 2,400 feet long and is ultimately planned to be a hard surface multiuse trail. A segment cost of \$283,200 is calculated using the \$118 per linear foot cost for an eight-foot-wide asphalt trail.



#### **4.7 Trail Segment 7 – Pinon Causeway Trail**

This proposed project includes a multi-use eight-foot-wide hard surface trail along Pinon Causeway beginning at the existing asphalt trail at Village Drive and ending at the Valley View Drive Intersection. The length of this hard surface trail is approximately 975 feet, with an overall cost of \$115,050 at the \$118 per linear foot price for an eight-foot-wide asphalt trail.

#### **4.8 Trail Segment 8 – Northlake Avenue Trail Extension**



*Figure 9  
Obstacles to sort out along Northlake Avenue  
(trail segment 8) where golf cart path and  
pond spillway are adjacent to the roadway.*

Picking up where the previously completed Northlake Avenue Trail ends at Antelope Avenue this trail will continue along Northlake Avenue and Holiday Avenue all the way to Park Avenue. This is planned to be a four-foot wide gravel surfaced configuration. Northlake Avenue ROW is only 60 feet wide and is likely to be very tight in some areas, without adequate space for additional drainage swales and ditches, or significant cuts and fills to maintain a “smooth” profile. Pricing for

this segment has been calculated using the four-foot-wide gravel trail section at \$40 per linear foot, which equates to \$104,000 overall for a project length of 2,600 linear feet.

#### **4.9 Trail Segment 9 – Gas Line Easement #1**

A high-pressure gas line cuts across several of the PLPOA subdivisions north of U.S. Highway 160. Greenbelt tracts were created around this feature in many of the subdivisions. It has been suggested that natural surface trails can be constructed within the existing tracts. These greenbelt tracts vary in size and width, with the narrowest section being around 67 feet wide for the subject segment. This natural surface trail section is planned to start near Bonanza Avenue and travel approximately 3,000 linear feet easterly to Vista Boulevard, crossing the Pagosa Vista Tracts H, E, C, D, and A, respectively) Using the \$10 per foot cost yields \$30,000 for the segment cost.

#### **4.10 Trail Segment 10 – Gas Line Easement #2**

Another section of greenbelt tracts along the gas line easement may be considered in the Lakewood Village subdivision easterly from Vista Boulevard to North Pagosa Boulevard, approximately 2,800 linear feet crossing Lakewood Tracts B and D with a segment cost of \$28,000. Prior to constructing these greenbelt trails,



local community meetings will be held along with coordination and approval of the gas company.

#### **4.11 Trail Segment 11 – North Pagosa Boulevard Trail – Hatcher Trail Hard Surface Reconstruction**

The existing North Pagosa Boulevard Trail from Hatcher Circle to Saturn Drive is a likely candidate for surfacing in the near future. The existing 4-foot-wide gravel trail could be reshaped and paved at its current width or widened and paved with an asphalt surface. The existing trail segment is approximately 3,400 linear feet long and at a segment cost of \$401,200 is calculated using the \$118 per linear foot cost for reconstructing and paving an eight-foot-wide asphalt trail.

#### **4.12 Trail Segment 12 – Cloman Boulevard Trail Connection**

It is also planned to construct a natural surface trail along Piedra Road, extending from the Park Avenue Trail Extension from Cloudcap Avenue to Cloman Boulevard. This segment has one potentially major obstacle in that there may not be adequate ROW for Piedra Road in the Lake Pagosa Park subdivision. Long term this segment is desired as there may be an opportunity to further extend trails up Cloman Boulevard past the Humane Society and to the 120-acre County property near the airport. At an approximate length of 1,200 lineal feet using \$10 per foot yields a total estimated cost of \$12,000. This trail will be pursued separately from the primary trails and parks projects.

#### **4.13 Trail Segment 13 – Vista Trail Connector**

This project would combine the Vista Greenbelt and Vista Lake trail segments identified in the 2013 Trails Master Plan. This project, being a natural surface trail, includes a segment from the trail around Vista Lake to the newly constructed Vista Boulevard feature, as well as a segment from the PLPOA Clubhouse and Administration Office vicinity north across the greenbelt, Pagosa Vista Tract C, to the trail segment previously described. PLPOA in this case owns the affected property (and all that surrounding Vista Lake). The length of this natural surface trail is approximately 1,400 feet, with an overall cost of \$14,000 at the \$10 per linear foot price. As with the other natural surface trails, this addition will be pursued separately from the primary trails and parks projects.





#### **4.14 Trail Segment 14 – Gas Line Easement #3**

This is a natural surface trail planned in the greenbelt tracts where the high-pressure gas line is installed, in the Pagosa in the Pines Unit 2 Subdivision, crossing Tracts D, C, B, and A from west to east. This segment is approximately 3,100 linear feet, which at \$10 per linear foot amounts to a \$31,000 estimated cost and is planned between Park Avenue and Piedra Road. As previously mentioned, this greenbelt trail will be pursued individually following local community meetings along with coordination and approval by the gas company.

#### **5.0 Individual Parks**

As listed in Table 4, there are 5 individual parks which have been identified and prioritized for construction. The paragraphs which follow briefly discuss each park, including the proposed improvements, estimated cost, and any special concerns or considerations.

#### **5.1 Park 1 – Dutton Creek Trailhead**

This trailhead is planned for placement in Tract A of TwinCreek Village. Presently, people park off the side of North Pagosa Boulevard across from Aspenglow Boulevard to access the Dutton Creek trail, and the Turkey Springs trail system which presents a safety concern. It is proposed to construct a new trailhead parking lot similar to the Gate 5 San Juan National Forest access constructed a few years ago, containing approximately 10 spaces. This access would be further to the north of the existing informal parking area, still on the west side of North Pagosa Boulevard, closer to Dutton Creek and where the overhead power line crosses. It is estimated that this trailhead parking facility would cost \$25,000.



*Figure 10  
Gate 5 trailhead parking  
lot. Similar facilities are  
planned for the Dutton  
Creek Trailhead (Park 1).*

Appropriate approvals would be required from the County at a minimum. The county has expressed some concern about line of sight in this area and further data from Davis Engineering will be needed.

#### **5.2 Park 2 – Chris Mountain/Trails Area Park Creation**

This project, recently identified by the committee as a top priority, would consist of the creation of a neighborhood park with a playground feature, future bus stop and trailhead for existing connector trails in the area. A grant from CDC could



help fund this project estimated to cost \$50,000. A couple of locations have been identified as possible candidates for a park including an area near the PAWSD water fill-up station near Trails Blvd and Sam Houston Blvd; and a second possible site near the intersection of Trails Blvd and El Dorado Street, both in large greenbelt properties. Discussion has taken place to include an approximate 3-mile natural surface trail that would circle portions of the Chris Mt II and Trails subdivisions. An archery range is currently being explored near Trails Blvd and Bonanza Blvd as well.

### **5.3 Park 3 – Village Lake Park Creation**

This is another park which has the potential to grow into something beyond the initial plan, which is to construct a gazebo and parking lot similar to that constructed at Lake Pagosa (off of Piedra Road) a few years ago. This improvement may be placed on Tract C of North Village Lake, which is slated for the “enjoyment of PLPOA members”. However, there are two other tracts (A and B) adjacent to this one which potentially could be incorporated into a larger plan which are for North Village Lake and Ranch Community residents. The estimated cost of the initial improvements is \$50,000.

### **5.4 Park 4 – Vista Lake Park Improvements**

This is the first of hopefully many planned improvements at the “PLPOA Campus” at Vista Lake. This is one of the larger “parks” in the area, and potential modifications of this facility could include trail improvements, fitness stations, Nature Center, and other amenities around the lake, along with community “outdoor gathering” structures and support facilities such as parking lots and restrooms. In this initial improvement, it is thought that an amphitheater structure could be provided, positioned to the southeast of the recently renovated Administration Building. This structure would look out towards the lake and mountains behind and could be used in conjunction with the Clubhouse to host weddings, reunions, and other outdoor events. Parking and other limitations could restrict the size and type of events held until those appropriate features are also incorporated into the site. In 2023 a small community garden was constructed near the lake and gazebo. Planning and community involvement will be carried out over the next several years to refine this vision for the PLPOA Campus and the Vista Lake Park. It is estimated that this project could include around \$120,000 worth of improvements.



### 5.5 Park 5 – Gate 4 Trailhead

This would be a small project entailing the construction of a parking area or pull-off on Coronado Circle to accommodate 5 to 7 vehicles for access to Gate 4 and Turkey Springs area trails. The current parking alongside the road has created an unsafe situation where cars are sometimes crowding the roadway. This project has been roughly estimated at \$15,000.

### 6.0 Maintenance and Replacement Costs

To keep facilities in the desired condition and to prolong their life to the maximum extent practical, maintenance is required. Maintenance activities for the trail infrastructure include grading, weed control, crack sealing, seal coating, pavement marking, signage, snow removal, and drainage structure upkeep at a minimum. Parks can require similar tasks for parking lots plus equipment repair, painting, staining, and trash collection, to name a few.



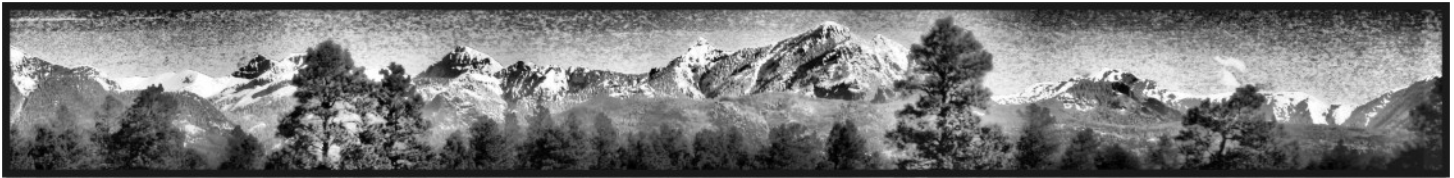
*Figure 11  
Village Drive trail  
near the Wyndham  
Activities Center. This  
trail was partially  
funded with grant  
money.*

Replacement costs can vary from surface treatments for trails to equipment and structures for parks. Maintenance and replacement costs for all PLPOA capital inventory items are incorporated in their Reserve Expenditures. A review and update of the required Reserve Expenditures is performed approximately every five years, usually by a consultant specializing in this field. The maintenance and replacement costs

associated with any of the current plan elements which are constructed will be incorporated in the future reviews, as appropriate. Of the current \$335 annual residential lot assessment, \$25 goes towards the Reserve Fund for all necessary maintenance and replacement expenditures within the PLPOA, with a portion of the \$25 going towards trails and parks.

A rough estimate of the annual maintenance and replacement cost associated with the overall plan (including the natural surface trails) is provided here for reference only. In the current Reserve Expenditure calculations, asphalt seal coating is estimated at \$2.55/square yard to occur approximately every four years following asphalt placement. Asphalt resurfacing is estimated at \$19.00/square yard, to occur every 15 years or so. For a 30-year period, if we use two seal





coatings, a surface replacement, another two seal coatings, and another surface replacement, we have a total of four seal coatings and two surface replacements to occur. For example, 6,850 linear feet of 8-foot-wide asphalt trail are planned, this equates to \$62,106.67 in seal coating and \$231,377.78 in surface replacement, or \$293,484.45 in maintenance and replacement costs associated with the asphalt trails (the major items). This total cost, divided by the 30-year period, equates to nearly \$9,782.82 maintenance and replacement cost per year for the asphalt trails. Looking at the \$9,782.82 cost per year for the asphalt trails compared to the \$579,700 project cost yields a 1.69% annual maintenance and replacement requirement compared to the original project cost. For incorporating the minor items and conservatism, if we use 2% of the original project cost for the maintenance and replacement cost for all proposed improvements in this plan, or 2% of \$1,941,500 (again including the natural surface trails), this equates to an annual requirement of \$38,830. Dividing this value by the total number of assessments of 7,267 (counting all residential, commercial, and factored timeshares) provides an annual requirement of \$5.34 per assessment. Again, this value is for general reference only and will be more appropriately addressed as infrastructure is constructed and incorporated into the PLPOA inventory.

## **7.0 Primary Trails & Parks Cost Estimate Summary**

Trails and parks have been individually discussed and estimated. The spreadsheets in Appendix B and Table 7 have a summary listing of the costs associated with the Trails and Parks, respectively. The overall cost for the prioritized trails and parks included in the plan is estimated at \$2,084,550.00, with a summary chart presented in Table 6 so that overall total costs can be reviewed. The Vista Lake Improvements and Gate 4 Trailhead have not been included here as the full scope of these projects has not yet been determined.

Trail Segment	Trail No.	Estimated Cost
Village Drive to Hospital	1	\$ 50,000.00
Lake Forest Circle to Aspenglow Blvd.	2	\$ 507,400.00
Aspenglow Blvd. to Cloud Cap Ave.	3	\$ 18,000.00
Eagles Loft to Holiday Avenue	4	\$ 403,200.00
Hatcher Trail Extension	5	\$ 31,000.00
Holiday Avenue to Cloud Cap Ave.	6	\$ 283,200.00
Village Drive to Valley View Drive	7	\$ 115,050.00
Antelope Ave. to Park Ave.	8	\$ 104,000.00
Bonanza Ave. to Vista Blvd.	9	\$ 30,000.00
Vista Blvd. to N. Pagosa Blvd.	10	\$ 28,000.00
Hatcher Trail Hard Surface Reconst.	11	\$ 401,200.00
Cloud Cap Ave. to Cloman Blvd.	12	\$ 12,000.00
Vista Green Belt & Vista Lake Trail	13	\$ 14,000.00
Park Avenue to Piedra Road	14	\$ 31,000.00
Park Name or Type	Park No.	Estimated Cost
Dutton Creek Trailhead	1	\$ 25,000.00
Chris Mtn. Village/Trails Area Park	2	\$ 50,000.00
Village Lake Park	3	\$ 50,000.00
Vista Lake Park Improvements	4	\$ 120,000.00
Gate 4 Trailhead	5	\$ 15,000.00

**Total Estimated Project Cost \$ 2,288,050.00**

*Table 7 Cost Estimate Summary.*



## **8.0 Funding Plan**

Funding for this plan will ideally be accomplished with a combination of PLPOA and grant money at a minimum, with some chance for partnering opportunities as well.

### **8.1 PLPOA Funds**

PLPOA presently has a Capital Improvement fund to construct new capital amenities projects within the Association. Currently, the long-range Capital plan includes funding several amenities within the PLPOA including projects at the Recreation Center, around the lakes, and various parks and trails projects. The plan lists the North Pagosa Boulevard trail extension to Aspenglow Boulevard and the Park Avenue trail extension to Holiday Avenue to be constructed in the years 2027 and 2028 respectively.

### **8.2 Grant Funds**



*Figure 12  
Crossing of Village  
Lake Dam &  
Pedestrian Bridge a  
perfect example of a  
successful partnership  
& pursuit of grants.*

PLPOA has and will continue to leverage their available funds by applying for and acquiring grant money. They have narrowly missed receiving grant funds on various portions of the Lake Forest Circle Trail, and did receive significant aid (approximately \$150,000) on the Park Avenue and Village Drive trails

constructed in the early 2000's. Additionally, in 2021 a \$200,000 Colorado State Trails grant was awarded to PLPOA for the construction of a pedestrian bridge and concrete sidewalk at the Village Lake Dam area on North Pagosa Boulevard. Great Outdoors Colorado (GOCO) and Colorado State Trails have several grants which PLPOA can qualify for, some of which have a couple of grant cycles per year. The Town has recently received Colorado State Trails money for their River Walk Extension project, as has the Town, County, and PLPOA for the west end TTLT project.



### **8.3 Partnering Opportunities**

Other opportunities such as partnering with the Town, County, developers, individual subdivisions or other property owners associations may also present themselves. As mentioned above, in 2020 the PLPOA partnered with Archuleta County to complete the pedestrian bridge project on North Pagosa Boulevard. The county contributed \$60,000 to this project from Conservation Trust Funds and assisted the PLPOA in submitting a joint Colorado State Trails Grant application that was successfully awarded. The Town or County may have additional TTLT or road construction plans that coincide with PLPOA plans, particularly along North Pagosa Boulevard and Piedra Road. The Community Development Corporation is also looking into possible grant opportunities in the Trails and Chris Mountain II communities for recreational improvements such as parks and trails. And finally, it is possible that the County might re-establish a fund dedicated to trails, parks, and open space projects similar to those they have had in the past.

### **8.4 Project Schedule with PLPOA Funding Only**

There is no intent to borrow money to accomplish the above-mentioned plan. If no grant or other money was received, projects would be pursued only when PLPOA had the necessary financial backing (capital improvement funds) or partnerships. Finally, it should be noted that all calculations have been performed in current dollars, with no allowances for interest rates, inflation, or other time-value of money considerations.





*“A journey of a thousand miles  
must begin with a single step”*

*- Lao Tzu*

*Figure 13  
Natural Surface Trail  
in the San Juan  
National Forest.*