



Wellington Transportation & Mobility Master Plan

Phase 1 Engagement Summary

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Phase 1 Engagement Summary

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Phase 1 Engagement Summary

Overview

Phase 1 of the Wellington Transportation & Mobility Plan (TMP) focused on listening to the community. Through a combination of in person and online engagement, residents, businesses, and community partners shared how they experience travel in Wellington today and what they want the transportation system to prioritize in the future.

This phase was designed to establish a shared foundation for the plan by:

- Understanding what “mobility” means in the Wellington context
- Identifying community values and priorities for the transportation system
- Documenting lived experiences and day to day challenges of getting around town

The input gathered during Phase 1 provides the basis for developing the plan’s vision, goals, and future strategies.

Key Takeaways

Across engagement activities, several consistent themes emerged:

- **Safety is the community’s top priority:** Residents consistently ranked safer streets for all ages and abilities as the most important transportation outcome. Comments frequently referenced crossings, speeds, visibility, and conflict points, particularly where children walk or bike.
- **There is strong interest in improving everyday connections:** Community members emphasized the importance of comfortable and direct routes between neighborhoods, schools, parks, and downtown. Walking and biking connections were frequently discussed as part of making short, local trips easier and safer.
- **High-speed corridors function as barriers:** CO 1, the frontage road, and interchange areas were repeatedly described as difficult to cross and uncomfortable for local travel, limiting connectivity within town.
- **Maintenance and design details influence perceived safety and comfort:** Drainage, pavement condition, striping visibility, lighting, and winter conditions were frequently framed as safety concerns that affect the overall travel experience.
- **Residents want a connected, low-stress network:** There is strong support for closing sidewalk and bikeway gaps and expanding trail and shared-use path connections to create comfortable, town-wide routes.

Engagement Approach

Phase 1 engagement occurred from October 9, 2025 through January 25, 2026. The extended timeframe provided multiple opportunities for participation and supported sustained outreach through the holiday season, helping ensure input reflected a broad range of perspectives. To reach residents where they already gather, the project team combined:

- In person pop up engagement at community events
- Direct outreach to downtown businesses

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- An online interactive, location based comment map
- A communications strategy that included social media, newsletter content, a podcast episode, and mailed postcards

Outcome

Phase 1 engagement resulted in a clear, community grounded understanding of Wellington’s mobility values, priorities, and travel experiences. These findings will directly inform development of the plan vision, goals, and strategies in Phase 2.

Methods of Engagement

Engagement activities were designed to reach residents where they already gather, including community events and downtown businesses, while also providing flexible online participation options. The approach combined interactive, in person engagement with digital tools and coordinated communications to both gather input and build awareness of the planning process.

Active Engagement

Pop-Up Event: Budget Boo-Nanza (October 21, 2025)

The project team hosted a pop-up engagement activity at Budget Boo-Nanza to gather feedback on transportation priorities. A total of 42 participants contributed input on mobility concerns, safety needs, and community priorities.

Mingle on Main (November 21, 2025)

The project team participated in Mingle on Main to engage downtown residents, visitors, and business owners and collect feedback on transportation and mobility needs. Engagement included informal conversations, directing attendees to the online interactive comment map, and soliciting feedback on transportation priorities (**Figure 1**). Team members maintained a presence at Old Colorado Brewing and walked the corridor, connecting with staff or owners at participating businesses that were open that evening.

Figure 1: Mingle on Main Pop-Up Event





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Senior Center Pop-Up (January 23, 2026)

The project team conducted targeted outreach at the Wellington Senior Center to gather input from older adults in the community. Participants contributed additional comments to the online interactive map and provided input on the transportation priorities poster.

Key themes raised during this outreach included interest in an additional freeway on ramp to improve regional access, concerns about traffic operations and signal timing at the overpass, and a desire for expanded shuttle services for seniors, including additional funding to support existing programs.

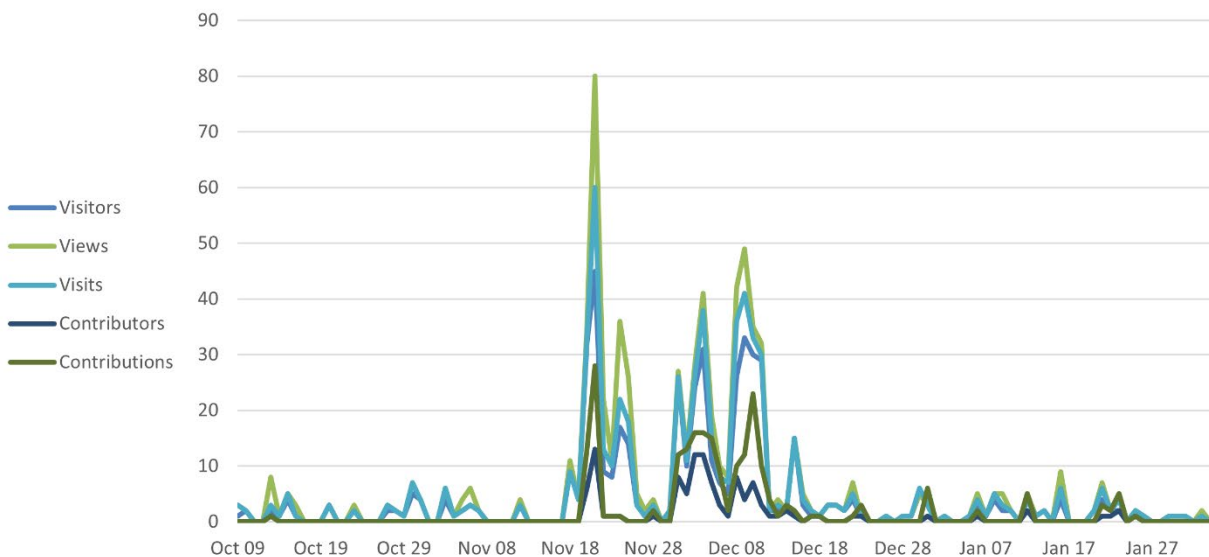
Online Interactive Comment Map

An online, location based comment tool was available throughout the full engagement period from October through January, allowing residents to identify specific transportation needs and concerns across Wellington. The comment map received:

- 729 page views (3 page views in Spanish, 1 page view in Arabic)
- 224 location-based comments from 112 contributors
- 415 upvotes and 73 downvotes, providing an additional measure of interaction and community sentiment related to specific issues and locations

Activity spikes on the online map (**Figure 2**) closely aligned with publicity efforts and in person events, demonstrating that outreach efforts effectively drove traffic and participation.

Figure 2: Online Comment Map Activity



Awareness and Outreach

To increase awareness and encourage participation, the project team implemented a communications strategy that included:

- Press release (November 22, 2025)
- Social media posts (November 20, 2025; December 1, 2025)



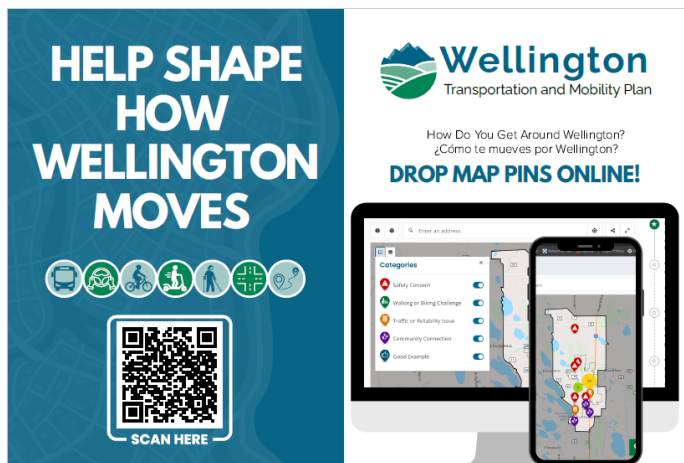
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- Newsletter feature (December 3, 2025)
- Podcast: An episode of Around the Well was developed in coordination with Town staff. Host Jerry Martin, Senior Marketing and Communications Specialist, and Cody Bird, Planning Director, were joined by Stephanie Ball, Transportation Planning Consultant, to introduce the TMP, explain its purpose, and invite public involvement (**Figure 3**). The episode was published December 11 and promoted through the Town’s Facebook and LinkedIn channels. It was available on Apple Podcasts, Spotify, Amazon Music, YouTube, and iHeartRadio, and received 25 PodBean downloads.
- Postcard mailers: Postcards were mailed in early December to approximately 50 percent of residential addresses in Wellington across seven postal routes, totaling 2,244 mailers (**Figure 4**). The mailer provided project information and directed recipients to the online interactive comment map to submit input.
- Community Partner Outreach: The project team developed and distributed a targeted partner outreach package to ensure key community organizations were directly invited to participate. Outreach included schools and Safe Routes partners, the Chamber of Commerce, Main Street Program, Senior Resource Center, Housing Authority, realtors, HOAs, and the library. Partners were encouraged to share the online comment map, social media posts, and podcast episode with their networks and, where appropriate, provide input on behalf of the populations they serve.

Together, these outreach efforts expanded awareness of the planning process and reinforced participation opportunities across multiple platforms and formats.

Figure 3: Recording Around the Well Podcast

Figure 4: Mailed Postcard



Public Input Overview

Phase 1 engagement generated both high level priorities and detailed, location specific input. Together, this feedback illustrates what residents value most in Wellington’s transportation system and where they experience challenges getting around town. This section summarizes overall transportation improvement priorities and highlights key themes from location based comments, providing a foundation for developing strategies in the next phase of the plan.



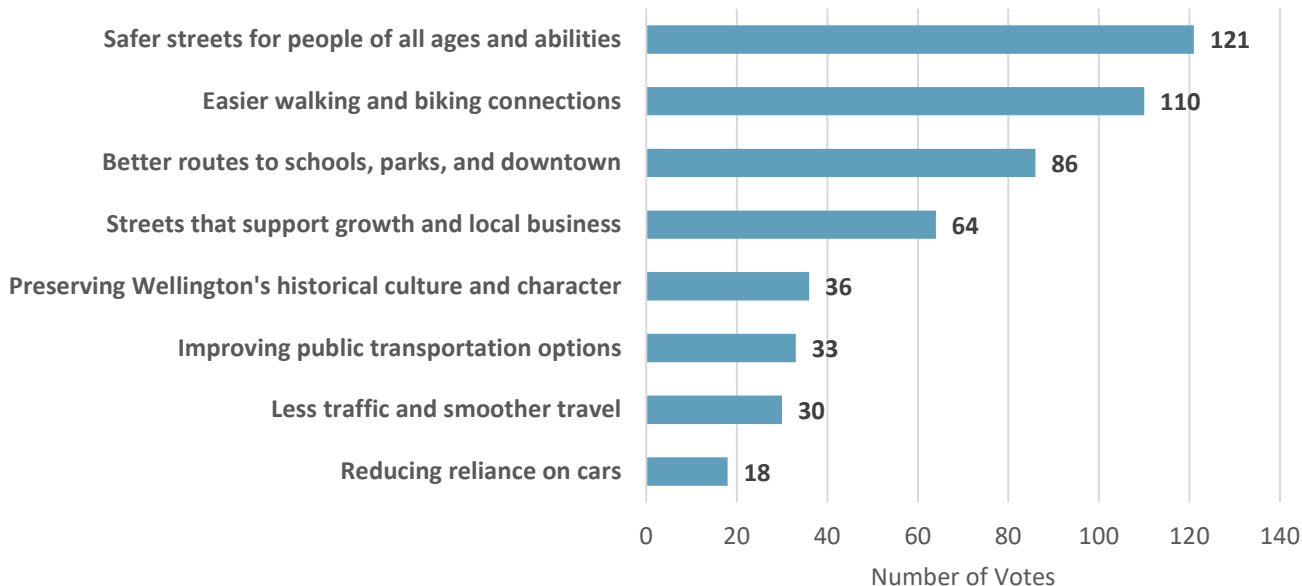
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Transportation Improvement Priorities

Participants using the online interactive comment map were asked to select their top three transportation improvements (Figure 5). The highest ranked priority was “Safer streets for all ages and abilities,” followed by “Easier walking and biking connections” and “Better routes to schools, parks, and downtown.” “Streets that support growth and local businesses” ranked fourth, reinforcing interest in a transportation system that contributes to economic vitality as well as safety and connectivity. Mid-tier priorities included “Preserving Wellington’s historical culture and character,” followed by “Improving public transportation options” and “Less traffic and smoother travel.” “Reducing reliance on cars” ranked last among the options presented.

Overall, the rankings suggest residents are most focused on practical improvements that enhance safety, strengthen local connections, and improve everyday travel conditions, while broader system shifts or congestion reduction were less frequently prioritized in comparison.

Figure 5: Transportation Improvement Priorities Ranking



Location-Based Input

In addition to ranking overall priorities, community members provided detailed, location specific input about where travel feels uncomfortable, unsafe, or unreliable. Using the online comment map, participants placed pins and selected a category to describe the issue or opportunity (Figure 7). Comment categories included:

- Safety concern: 123 comments with 219 upvotes and 40 downvotes
- Walking or biking challenge: 48 comments with 94 upvotes and 6 downvotes
- Traffic or reliability issue: 38 comments with 69 upvotes and 22 downvotes
- Community connection: 11 comments with 29 upvotes and 4 downvotes
- Good example: 4 comments with 4 upvotes and 1 downvotes

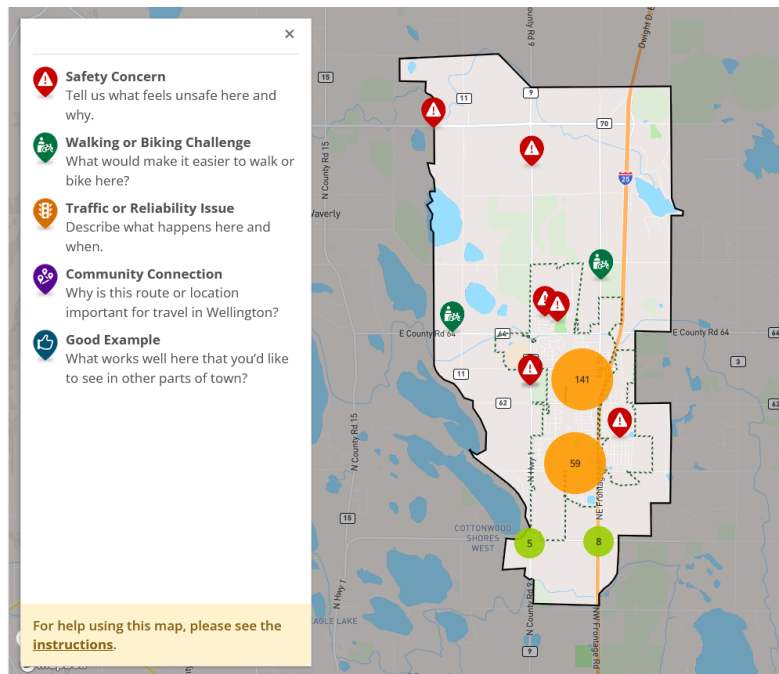
Safety concerns were the most frequently selected category, followed by walking or biking challenges. The distribution of comments closely mirrors the broader priority rankings, reinforcing that safety and everyday



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connectivity are central community concerns. Many comments referenced students and families, highlighting a strong focus on safe routes to schools and daily destinations.

Figure 6: Online Input Map



General Comment Themes

Across all categories, several consistent themes emerged:

- **Crossing safety and intersection comfort are top concerns.** Community members frequently described crossings of major streets as stressful or unpredictable. Requested improvements included higher visibility crosswalks, clearer right of way, flashing beacons, signalization where appropriate, and intersection designs that reduce turning conflicts.
- **High speed corridors function as barriers within town.** CO 1, the frontage road, and areas near I-25 access points were repeatedly identified as challenging environments where regional traffic mixes with local trips. Community members described uncomfortable walking and biking conditions, as well as difficult turning movements for drivers.
- **Sidewalk gaps and inconsistent pedestrian infrastructure limit everyday walking.** Missing sidewalk segments, abrupt endings, and narrow pedestrian space were common concerns. Many community members tied sidewalk completion to accessibility, safety, and improved access to schools, parks, and downtown.
- **There is strong demand for a complete and comfortable bikeway network.** Comments frequently referenced gap segments and corridors without buffered or protected facilities. Community members expressed interest in connected routes that serve a wide range of riders, not only experienced cyclists.
- **Trail and shared use path connections are seen as major opportunities.** Community members supported expanding off street connections between neighborhoods and destinations, along with safer crossings where trails intersect busy streets.



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- **Lighting and visibility influence comfort and safety.** Dark corridors and intersections were repeatedly mentioned as barriers to walking, biking, and safe turning movements. Suggested improvements included enhanced streetlighting, improved intersection lighting, and more visible pavement markings.
- **Maintenance and design details affect perceived safety.** Drainage and ponding, icy conditions, deteriorated pavement, faded striping, and roadway surface irregularities were described as hazards that reduce comfort and create safety concerns.

Safety Concern Comment Themes

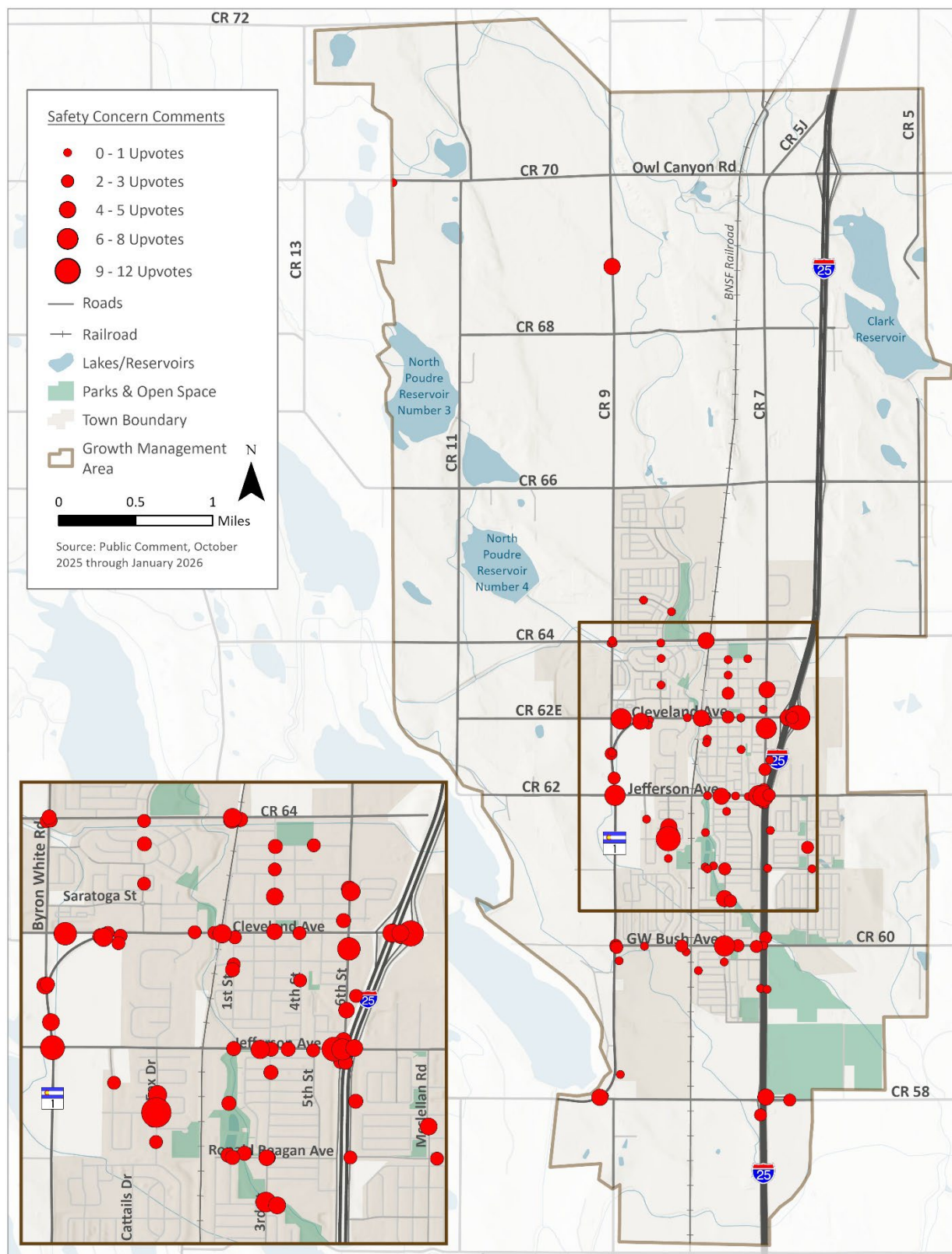
Safety related comments (**Figure 7**) most often focused on crossings, speeds, and conflict points, particularly where local travel overlaps with higher speed traffic. A total of 123 comments were categorized as safety concerns.

- **Safer crossings and clearer intersection control were the most common requests.** Community members described near misses, inconsistent yielding, and uncertainty about right of way. Suggested improvements included enhanced pavement markings, revised signal or stop control, median refuge islands, improved sight distance, and intersection designs that reduce turning conflicts.
- **Speed and driver behavior were frequently identified as contributing factors.** Comments referenced speeding, aggressive driving, and inconsistent stop sign compliance, especially in residential areas and along key connectors used by people walking and biking.
- **Safety concerns intensify where regional and local traffic intersect.** CO 1, the frontage roads, and interchange areas were frequently mentioned as locations where turning conflicts, limited visibility, and merging movements create stressful conditions for all users.
- **Nighttime visibility is a recurring issue.** Community members pointed to dark roadway segments and poorly lit crossings and intersections that reduce visibility for pedestrians, cyclists, and turning vehicles.
- **School route safety is a major focus.** Many comments referenced children walking or biking near busy streets, difficulties crossing major corridors, and conflicts during pickup and drop off periods. Community members often linked safety improvements directly to safer routes to school.
- **Road condition and drainage are perceived as safety risks.** Standing water that freezes, deteriorated pavement, faded striping, and uneven roadway surfaces were described as hazards that reduce comfort and increase crash risk, particularly near crossings and shared use areas.
- **There is strong interest in designs that reduce conflict points.** Suggested solutions included improved turn lane organization, protected crossings, clearer channelization, and intersection treatments that slow turning speeds and increase predictability.



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Figure 7: Safety Concern Comment Locations





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Walking and Biking Challenge Comment Themes

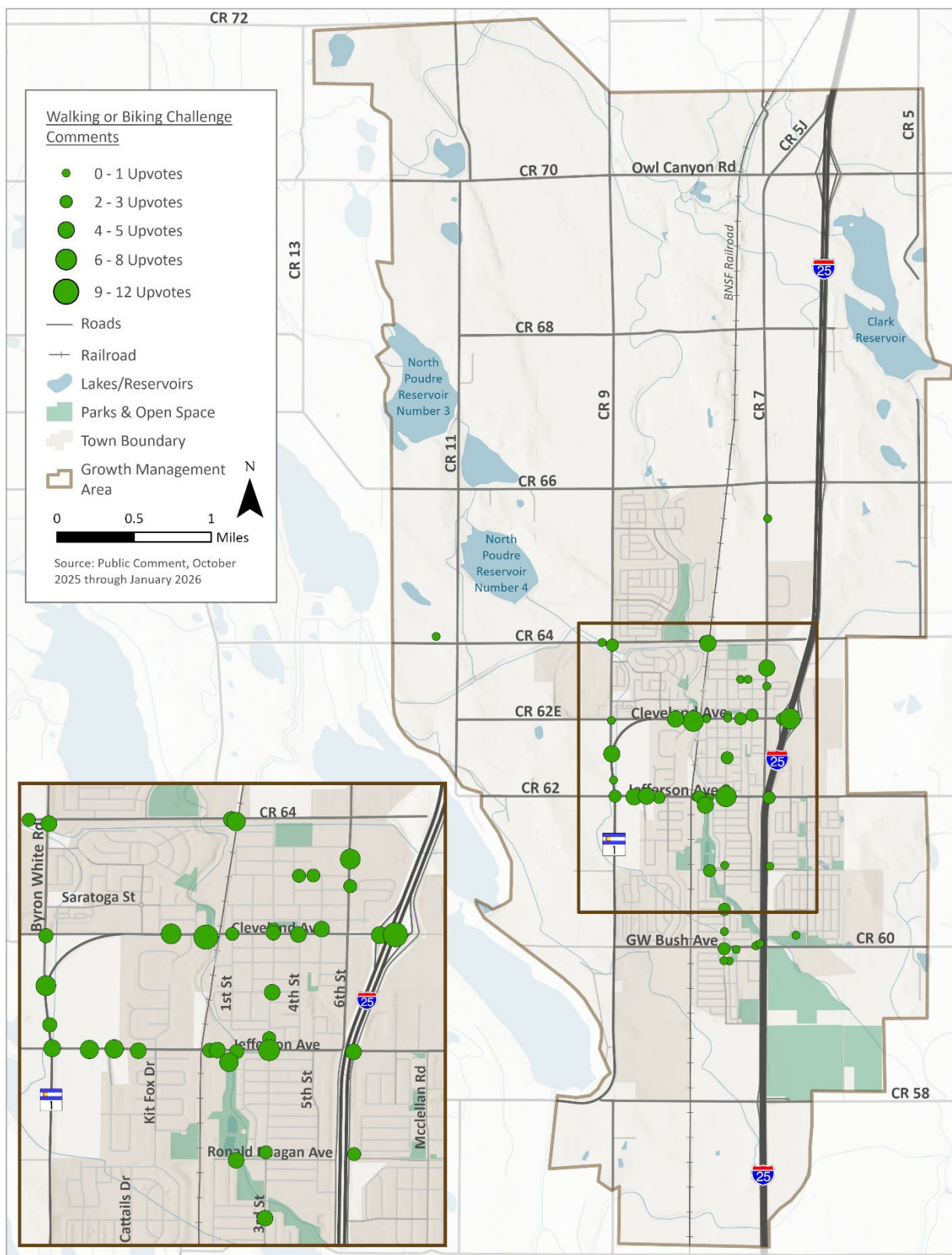
A total of 48 comments were categorized as walking or biking challenges (**Figure 8**). These comments focused on connectivity gaps, comfort, and practical barriers, particularly along higher speed corridors and at key crossings.

- **Key routes are fragmented or incomplete.** Community members identified missing sidewalk segments, discontinuous bike facilities, and abrupt transitions that force people into travel lanes or narrow shoulders. These gaps were frequently described as barriers to everyday walking and biking.
- **Comfort and perceived safety limit who feels comfortable biking.** High vehicle speeds, narrow shoulders, and unprotected intersections were commonly cited as reasons bicycling feels inaccessible to many users. Community members expressed interest in buffered or separated facilities and safer intersection treatments that would accommodate a wider range of riders.
- **Everyday connections are a priority.** Comments emphasized making walking and biking practical for daily trips between neighborhoods, downtown, schools, and parks, not only for recreation. Community members consistently tied improvements to short, local trips within Wellington.
- **Trails and shared use paths are strongly supported.** Many community members viewed off street facilities as lower stress alternatives to higher speed corridors such as CO 1 and areas near I-25. Closing trail gaps and improving crossings where trails intersect busy streets were frequently requested.
- **Crossings are a central barrier to active transportation.** Community members described difficulty crossing wide or fast roadways and called for additional crossing opportunities, flashing beacons, median refuges, and signalized crossings where appropriate.
- **Lighting and maintenance affect willingness to walk and bike.** Dark sidewalks, poor winter maintenance, debris in bike lanes, drainage issues, and uneven surfaces were described as discouraging regular walking and bicycling, particularly during early morning or evening hours.



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Figure 8: Walking or Biking Challenge Comment Locations





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Traffic or Reliability Issue Comment Themes

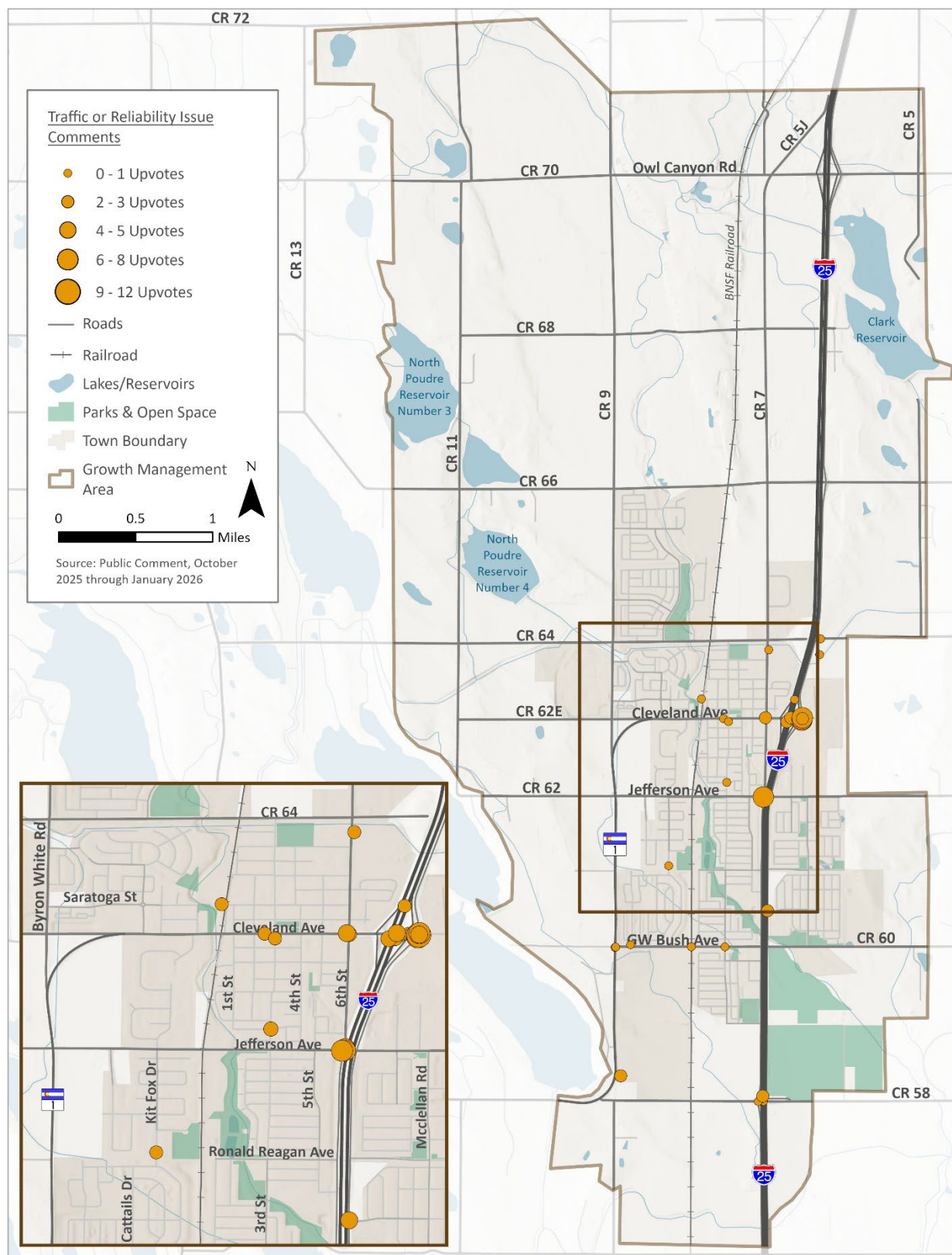
A total of 38 comments were categorized as traffic or reliability issues (**Figure 9**). These comments focused on intersection operations, turning movements, and peak period congestion, particularly near regional access points and key corridors.

- **Intersection operations are a primary source of delay and frustration.** Community members described long wait times, difficulty turning, and congestion at key intersections, especially during peak periods and near access points to I-25. Several comments suggested that updated signal timing, revised intersection control, or geometric improvements may help address operational challenges.
- **Growth and peak period traffic are affecting performance.** Some community members noted that certain corridors and intersections no longer function as well during busy periods as they have in the past. Comments suggested that changes in traffic volumes may warrant evaluation of turn lane capacity, signal timing, or intersection configuration.
- **Regional and local traffic interactions create reliability challenges.** Areas where local trips intersect with higher speed regional traffic, particularly near CO 1, the frontage road, and I-25 access points, were frequently identified as locations where merging, weaving, and turning conflicts contribute to unpredictable operations.
- **Turning movements and lane organization are recurring concerns.** Community members referenced inadequate turn lane length, limited right turn deceleration space, and unclear lane assignments as contributing to congestion and conflict. Improved channelization and clearer lane organization were common suggestions.
- **Wayfinding and pavement markings influence driver expectations.** Some comments highlighted the need for clearer signage, striping, and directional guidance to improve decision making and reduce hesitation in complex or high conflict areas.
- **Roadway condition and surface features affect reliability.** Surface irregularities such as dips, bumps, and utility covers were described as contributing to uncomfortable or inconsistent driving conditions.



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Figure 9: Traffic or Reliability Issue Comment Locations





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Community Connection Comment Themes

A total of 11 comments were categorized as community connections (**Figure 10**). While fewer in number, these comments reflected broader concerns about how well Wellington's transportation system links neighborhoods, destinations, and activity centers.

- **Major corridors are perceived as barriers.** Community members described CO 1, the frontage road, and areas near I-25 as physical and psychological dividers within town. These corridors were frequently referenced as limiting comfortable movement between neighborhoods and key destinations.
- **There is strong interest in a connected, low stress network.** Community members expressed a desire for continuous walking and biking routes that link neighborhoods to downtown, parks, schools, and community facilities. Comments emphasized the importance of routes that feel comfortable and intuitive for a wide range of users.
- **Safe and direct crossings are essential to connectivity.** Several comments noted that true town wide access depends on being able to cross major corridors without long detours or high stress conditions. Crossing improvements were framed not only as safety upgrades but as essential links in the broader network.
- **Community cohesion is tied to mobility.** Some comments highlighted opportunities to create stronger east west and north south connections, including trail links, corridor enhancements, and improved access across barriers such as rail lines or higher speed roadways. These suggestions reflect a desire for transportation investments that strengthen Wellington's overall connectivity and sense of cohesion.

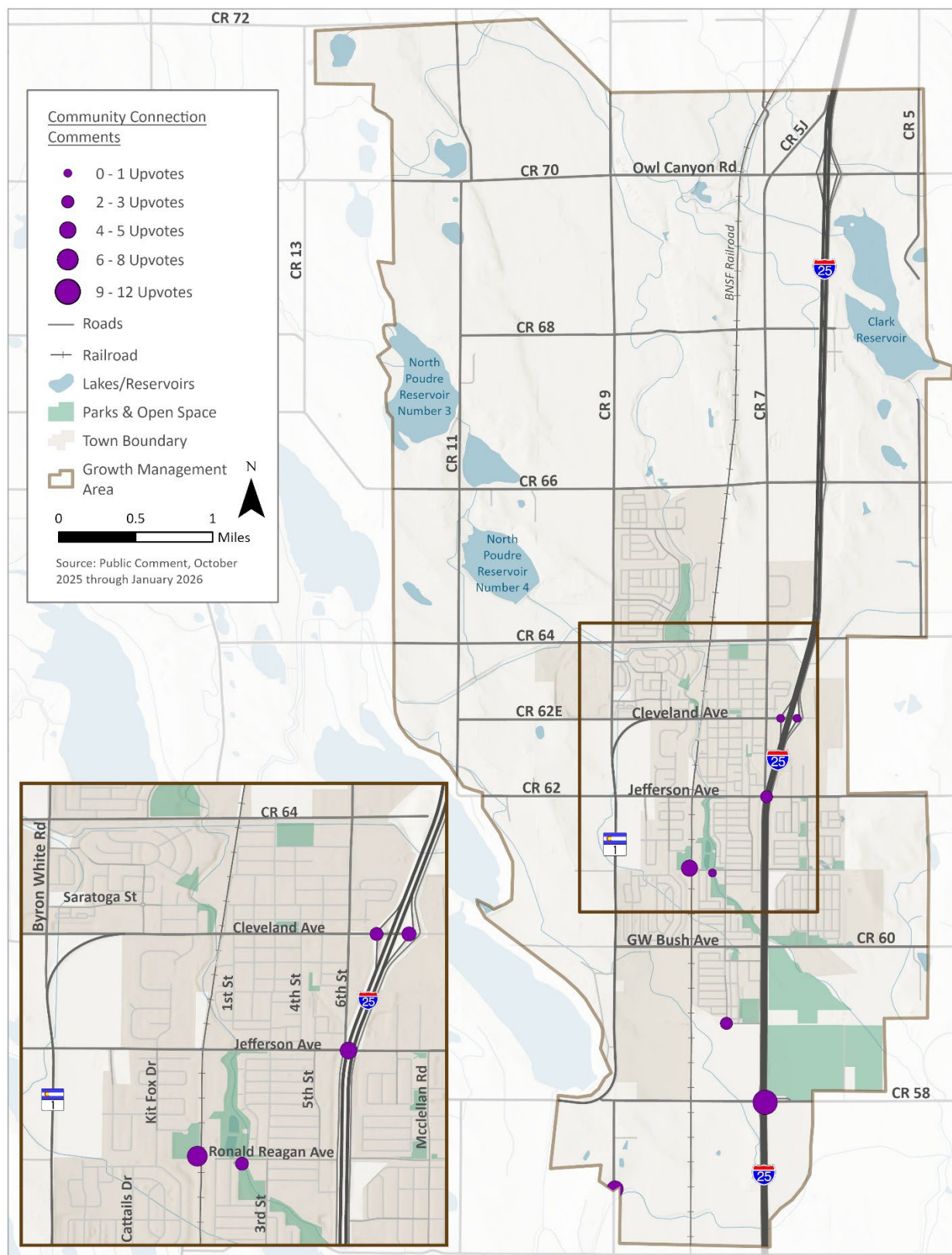
Good Example Comment Themes

A total of four comments were categorized as good examples. Although most comments focused on challenges, a small number of community members highlighted existing features that are working well. Positive feedback included appreciation for the underpass connection, wide and well maintained shared use paths separated from traffic, buffered sidewalks, and bike lanes and striping that help calm traffic. These examples illustrate elements of Wellington's transportation system that already support comfort and connectivity and may inform future improvements.



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Figure 10: Community Connection Comment Locations





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Key Corridors and Intersections Identified by Community Members

Community members provided detailed, location specific input identifying corridors and intersections where travel feels uncomfortable, unsafe, or unreliable. Comments consistently emphasized crossing safety, lighting and visibility, sidewalk and bikeway gaps, speeding and driver behavior, and challenges where regional traffic intersects with local travel. The following corridors and intersections were most frequently referenced.

Washington Avenue (CR 64)

- **Limited walking and biking space:** Requests included improved sidewalks, a shared use path, or expanded shoulder space to support safer travel along the corridor.
- **Crossing needs:** Comments referenced crossing challenges at CR 9 and at the railroad crossing.
- **Intersection turning safety:** At CR 9 and CR 64, community members called for intersection upgrades to improve turning movements and visibility, with some noting school related crossing needs.

Cleveland Avenue (CO 1)

- **Pedestrian and bicyclist comfort:** Community members described missing sidewalks, limited bike infrastructure, and inconsistent yielding at crosswalks. Seasonal maintenance was also cited as affecting comfort.
- **Intersection visibility and control:** Comments included requests for improved signalization or updated control at key intersections, along with concerns about sightlines and signal timing.
- **Peak period congestion and turning conflicts:** Some comments referenced queuing and turning challenges during busy periods.
- **Driver behavior:** Speeding and failure to yield were frequently mentioned as contributing to safety concerns.

Cleveland Avenue (CO 1) & I-25 Interchange Area

- **Signal timing and operational efficiency:** Many comments cited poor signal timing on the overpass and frontage road intersections, including short left turn phases, delays caused by detection issues, and backups extending toward I-25. Several community members expressed concern about vehicles queuing onto the interstate during busy periods.
- **Turning movements and lane configuration:** Requests included dedicated turn lanes, extended turn arrow timing, improved right turn channelization, and evaluation of lane organization to reduce conflict and improve throughput.
- **Bridge capacity and structural concerns:** The overpass was described as narrow and heavily used, with some comments noting pavement deterioration, vibration when stopped in traffic, and concerns about long term durability. Community members frequently referenced the bridge as one of only two crossings over I-25, limiting redundancy.
- **Regional growth and access limitations:** Some comments highlighted that Wellington currently relies on a single primary interchange and suggested evaluating the need for an additional I-25 access point to improve long term connectivity and system resilience.
- **Pedestrian and bicycle access across I-25:** Multiple comments emphasized the lack of safe and comfortable walking and biking accommodations on the overpass. Community members requested



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separated facilities or alternative crossings to better connect neighborhoods on either side of I-25 without requiring significant detours.

- **Safety concerns related to driver behavior:** Red light running, aggressive turning, and limited visibility were cited as contributing to stressful and potentially unsafe conditions, particularly during peak travel periods.

CO 1 (frequently referred to as Highway 1)

- **Turning conflicts and stressful intersections:** Community members identified intersections at Jefferson Avenue, G. W. Bush Avenue, and CR 58 as difficult to navigate due to higher speeds and complex turning movements. Suggested improvements included lighting, additional turn lanes, and intersection upgrades where warranted.
- **Limited pedestrian infrastructure:** Comments noted sidewalk gaps and limited crossing opportunities, particularly for students walking along or across CO 1.
- **Speed environment:** The corridor's posted speed and traffic volumes were described as making safe turning and crossing movements difficult.

Cleveland Avenue & CR 9 Intersection Area

- **Complex traffic patterns near schools:** Community members described difficult turning conditions compounded by school drop off activity and inexperienced drivers.
- **Interest in upgraded intersection control:** Several comments suggested signalization or other control changes to clarify movements.
- **Student crossing safety:** Improved pedestrian crossings were requested to better support school travel.

Jefferson Avenue (CR 62)

- **Lighting and nighttime visibility:** Community members described dark segments that reduce visibility for pedestrians and turning vehicles.
- **Sidewalk gaps and pedestrian comfort:** Missing sidewalk segments were frequently referenced as barriers to safe, everyday walking.
- **Bicycle comfort and maintenance:** Debris in bike lanes, seasonal maintenance, and bridge conditions were noted as affecting bicycling.
- **Intersection improvements:** Key junctions at Third Street, CO 1, and Sixth Street/frontage road were identified for improved crossings, lighting, and potential signalization.

Jefferson Avenue & Sixth Street / Frontage Road Intersection

- **Limited visibility and complex movements:** Community members described obstructed sightlines and difficult turning conditions.
- **Interest in updated intersection control:** Some expressed that existing stop control may not reflect current traffic conditions.
- **Access management concerns:** Comments noted potential conflicts between driveways, business access, and intersection movements.



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Kit Fox Drive

- **Speeding and stop sign compliance:** Frequent concerns were raised about speeding, inconsistent stop sign compliance, and tailgating.
- **Cut through traffic:** Community members described neighborhood traffic using the corridor to bypass other routes.
- **Lighting and crossing improvements:** Requests included enhanced lighting and safer crossing treatments.

Third Street

- **Extending multimodal improvements:** Community members supported extending sidewalks, striping, and lighting along the corridor.
- **School route safety:** Recognized as a key north south route, Third Street was frequently referenced for crossing improvements.
- **Speed management:** Comments highlighted residential speeding and requested additional traffic calming measures.

Third Street & Ronald Reagan Avenue

- **Trail connectivity near the railroad:** Community members requested improved trail connections and safer crossings near the rail corridor.
- **Shared use path conflicts:** Some comments noted operational concerns where vehicles cross or use trail areas.
- **Crosswalk requests:** Several comments requested a formal crossing to support school travel.

G. W. Bush Avenue (CR 60)

- **Pedestrian crossing safety:** Community members described speeding and limited visibility contributing to conflicts. Requests included additional crosswalks and upgraded treatments.
- **Intersection improvements:** Signalization, lighting, and push button crossings were commonly suggested.
- **East west connectivity across I-25:** Several comments expressed interest in improved connectivity, including potential additional crossings beyond the existing interchange.
- **Positive feedback on bicycle underpass:** Community members noted the underpass as a strong asset and suggested lighting and grading enhancements.

CR 58 & Frontage Road

- **Visibility and safety concerns:** Community members requested improved lighting and potential intersection upgrades to improve clarity and safety.
- **Future interchange discussions:** A small number of comments referenced this area as a potential location for a second I-25 interchange.



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Incorporation of PROST Master Plan Engagement

The Parks, Recreation, Open Space, and Trails (PROST) Master Plan engagement concluded shortly before Phase 1 of the TMP began. From May through September 2025, the PROST team conducted an extensive community engagement process that reached a broad cross section of Wellington residents through in person events, digital outreach, and a statistically valid survey.

Recognizing the significant time and input the community recently invested in the PROST planning process, the TMP team reviewed relevant findings to ensure consistency, avoid duplicative outreach, and build upon previously identified priorities. Because transportation and recreation systems are closely interconnected, particularly through trails, sidewalks, and safe access to parks and facilities, the PROST engagement results provide important context for this plan.

PROST engagement highlighted strong community use of parks and trails for walking, running, and biking, as well as recurring interest in improved trail connectivity, safer bicycle and pedestrian connections, sidewalk gap closures, and enhanced maintenance and safety. These themes directly align with transportation priorities identified in Phase 1 of the TMP, reinforcing the importance of connected, low stress routes that link neighborhoods to parks, schools, and community destinations.

Conclusion

Phase 1 engagement provided a clear picture of how community members experience travel in Wellington today and what they want the transportation system to prioritize moving forward. Across the online comment map, in person outreach, and partner engagement, participants consistently emphasized safer streets for all ages and abilities, stronger walking and biking connections, and improved access to schools, parks, and downtown. Feedback also highlighted that mobility challenges extend beyond congestion. Many concerns relate to everyday comfort, predictability, and perceived safety, particularly at crossings and intersections, along higher speed corridors, and in areas where regional traffic intersects with local trips.

Location specific input reinforced these priorities with concrete examples, including sidewalk and lighting gaps, uncomfortable crossings, speeding and driver behavior, maintenance related hazards, and barriers created by CO 1, the frontage road, and the I-25 interchange area. Community members also identified opportunities to build on existing assets, especially by strengthening the trail and shared use path network to create connected, low stress routes across town.

The themes documented in Phase 1 will directly inform development of the plan vision, goals, and strategies in Phase 2. This foundation will help guide evaluation of tradeoffs and refinement of recommendations to ensure the TMP reflects community values and supports a safer, more connected Wellington.