



Wellington Transportation & Mobility Plan

Phase 2 Engagement Summary

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Phase 2 Engagement Summary

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Phase 2 Engagement Summary

Overview

Phase 2 of engagement for the Wellington Transportation & Mobility Plan (TMP) focused on gathering community feedback to help refine the plan's vision, goals, and guiding principle; prioritize transportation investments; and understand community preferences for improvements along the Town's six key transportation corridors. The engagement process was designed to both inform and consult the public by sharing information about the planning process and providing meaningful opportunities for participants to influence the development of the plan.

A variety of engagement methods were used to reach community members, including pop-up events, online surveys and prioritization activities, social media outreach, and coordination with local community-based organizations.

The primary objectives of Phase 2 engagement were to:

- Build consensus around the draft vision, guiding principle, and goals for the Transportation & Mobility Plan.
- Understand which potential recommendations and transportation outcomes are most meaningful to the community.
- Evaluate and prioritize community support for different types of transportation improvements and investments.
- Gather corridor-specific feedback on the future role, needs, and desired improvements for Wellington's key transportation corridors.

The feedback collected during Phase 2 provides valuable qualitative insight into community perspectives and priorities. This input will be considered alongside the technical analysis, existing conditions data, and trends identified during the first phase of engagement. Although public feedback will not serve as the sole basis for developing recommendations or prioritizing projects, it will help the project team determine whether community perspectives reinforce, complement, or provide additional context for findings emerging from the broader planning process. This approach ensures that community input is meaningfully acknowledged while maintaining a balanced, transparent, and data-informed foundation for decision-making.

Key Takeaways

Phase 2 engagement identified several consistent community priorities that will help guide the next stages of the TMP:

- Safety and connectivity emerged as the strongest overall priorities.
- Participants supported better walking and bicycling connections, even though driving remains the predominant way people currently use Wellington's key corridors.
- Regional access and I-25 connectivity were major concerns, with strong support for a potential new interchange at CR 58.
- Participants emphasized both maintaining existing infrastructure and planning proactively for future growth.
- Corridor-specific feedback showed that different parts of Wellington will require different types of improvements based on their role, surrounding land uses, and community needs.

These themes provide a high-level summary of Phase 2 feedback and are explored in greater detail throughout this report.



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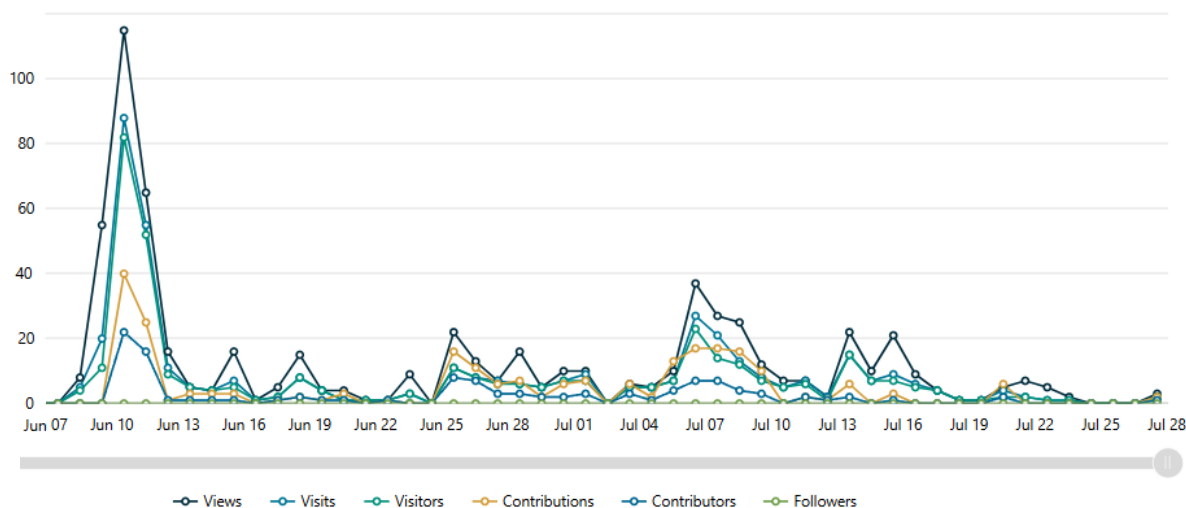
Methods of Engagement and Participation

The second phase of engagement occurred from June 9 to July 27, 2026. A variety of engagement methods were used to reach a broad cross-section of the Wellington community and provide multiple ways for people to participate.

Online Activities

Online engagement activities served as the primary method for Phase 2 participation, providing an accessible and flexible way for community members to share feedback, including those who were unable to attend an in-person event. The online engagement site received 656 views from 328 visitors and generated 239 activity responses. Participants could choose from three online activities: a draft goal-ranking exercise, which received 110 responses; a participatory budgeting activity, which received 66 responses; and a key corridor priorities exercise, which received 63 responses. As shown in Figure 1, online participation was highest following the launch of Phase 2 engagement in June, coinciding with the distribution of postcard mailers promoting the Phase 2 engagement activities. Additional participation continued throughout the engagement period.

Figure 1: Online Activity



Pop-Up Events

Three in-person pop-up events were held at popular community gathering spaces, including the Market on Main Street at Centennial Park, Movie Night in the Parks at Park Meadows Park, and the Wellington Senior Resource Center. At each event, the project team facilitated in-person versions of the online draft goal prioritization and funding priorities activities. These events provided opportunities for community members to learn about the TMP, speak directly with the project team, and participate in interactive prioritization exercises. Across the three events, approximately 34 people participated in the draft goal prioritization activity and 46 participated in the funding priorities activity. Together, the activities provided insight into the community's broader transportation priorities and preferences for future transportation investments.



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Figure 2: Pop Up Events



Community Outreach and Promotion

A variety of outreach and promotional methods were used throughout Phase 2 to raise awareness of engagement opportunities and encourage participation from across the Wellington community. Outreach efforts promoted both the online engagement activities and the in-person pop-up events, giving community members multiple ways to learn about the TMP and provide input.

Social media messaging was used to share project updates, advertise upcoming engagement opportunities, and direct community members to the project website (**Table 1**). Postcards containing project information and a link to the online engagement site were also distributed using the same mailing approach as Phase 1 Engagement. Yard signs were placed at Centennial Park, Park Meadows Park, and Wellington Community Park to increase visibility of the project and direct residents to additional information.

Additional outreach materials included business cards and flyers distributed at community events and other public-facing locations. Project leadership was also provided with talking points to help communicate consistent information about the TMP and encourage participation. Partner agencies and community organizations were contacted through email outreach to help extend the project's reach through existing local networks.

Together, these outreach methods were intended to increase awareness of the engagement process, provide repeated opportunities for community members to encounter project information, and make participation as accessible as possible through both online and in-person channels.

Table 1: Published Communications

Date	Platform	link
June 10	Facebook	https://www.facebook.com/WellingtonCo1905/posts/pfbid0mv9Y3x2cJgqA4ChkBpwkyVY CkpsCCQP01irKUqW7CFp2VWtAwXHft6k8Na5gNj2Zl
June 18	Facebook	https://www.facebook.com/WellingtonCo1905/posts/pfbid02uhjK3XKRqiYbSixPE7oGM6s kzcz0Vcj9hBBQ55UFxfrm96iMZNtiPK1LBhZoUpXl
June 10	Nextdoor	https://nextdoor.com/agency-post/co/wellington/town-of-wellington/we-heard-you-485898926/



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June 18	Nextdoor	https://nextdoor.com/agency-post/co/wellington/town-of-wellington/the-wellington-transportation-and-mobility-plan-continues-488138867/
July	July Newsletter – Email blast	https://myemail.constantcontact.com/July-Newsletter-.html?soid=1135000341181&aid=U5Ni_CH-APU
July 3	Nextdoor	https://nextdoor.com/agency-post/co/wellington/town-of-wellington/the-july-newsletter-is-out-now-492227648/

Community Input Results

Phase 2 engagement provided opportunities for community members to review the emerging direction of the TMP and identify priorities for Wellington’s transportation future. This section summarizes input received through the online activities and pop-up events. Each activity was designed to gather a specific type of input, and the results will inform different elements of the TMP (**Table 2**).

Table 2: Engagement Activity Purpose

Engagement Activity	Purpose	How We’ll Use the Feedback
Vision, Goals & Guiding Principle	Gather feedback on the draft vision, guiding principle, and goals, and ask participants to rank the goals by importance.	Refine the project direction and weight evaluation criteria based on the community’s highest priorities
Funding Priorities	Understand which types of transportation investments the community values most.	Evaluate project types and prioritize investments within the TMP.
Key Corridor Priorities	Gather feedback on the six key corridors, including desired improvements and acceptable tradeoffs.	Refine corridor recommendations and prioritize improvements that best align with community preferences.

Draft Vision, Guiding Principle, and Goals

The draft vision, guiding principle, and goals were developed using input from community engagement, coordination with Town staff, and a review of existing plans and policies. Together, they establish a framework for future transportation decisions, investments, and recommendations developed through the TMP. Participants reviewed the draft framework and were asked to select and rank the three goals they considered most important. Clear descriptions accompanied each goal to support informed selections.

Online participants completed the activity by selecting and ranking their three highest-priority goals (**Figure 3**). There was also an option to provide open feedback in response to the question “Why did you choose these goals? Feel free to share a personal story or connection.” A total of 110 people participated online. At the three pop-up events, community members completed a comparable dot-voting activity by placing three dots representing their first, second, and third choices beside their preferred goals. Approximately 34 people participated in the in-person activity.

Participants considered the following draft goals:

- **Stewardship:** Protect and extend the life of Wellington’s transportation infrastructure through proactive maintenance and strategic investments.



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- **Economic Vitality:** Support Wellington's economic health and continued growth by improving access to downtown, commercial areas, and employment destinations.
- **Responsible Growth:** Ensure Wellington's transportation system grows alongside the community in a thoughtful, coordinated, and financially sustainable manner.
- **Regional Access:** Coordinate with regional partners to improve mobility between Wellington and surrounding communities and destinations.
- **Safety:** Ensure community members of all ages and abilities can travel safely, whether walking, bicycling, driving, or using other mobility options.
- **Connectivity:** Improve connections between neighborhoods and everyday destinations, such as schools, parks, downtown, trails, local businesses, and community services.

Figure 3: Partial Screenshot of the Online Draft-Goal Ranking Activity

GOAL RANKING

Which (draft) goals do you think are most important for Wellington's transportation future? Required

Choose your top three and drag them into the box on the right. See below for more detailed descriptions of each goal.

Rank between 1 and 3 items

Connectivity: Improve connections between neighborhoods and everyday destinations such as schools, parks, downtown, trails, local businesses, and community services.

Safety: Ensure community members of all ages and abilities can travel safely whether walking, biking, driving, or using other mobility options.

Economic Vitality: Support Wellington's economic health and continued growth by improving access to downtown, commercial areas, and employment destinations.

Drag items here to rank them

The online and in-person results were combined to summarize participation across both activities. When the number and priority of votes were considered together, Connectivity and Safety ranked highest (**Figure 4**). Both goals received a large number of overall selections and the greatest number of first-priority votes (**Figure 5**).



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Figure 4: Draft Goal Weighted Ranking

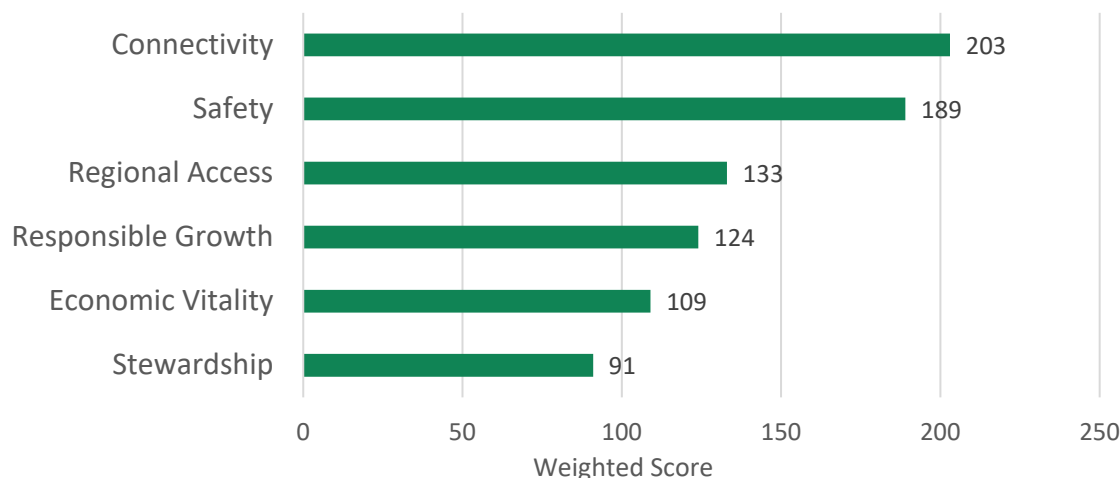
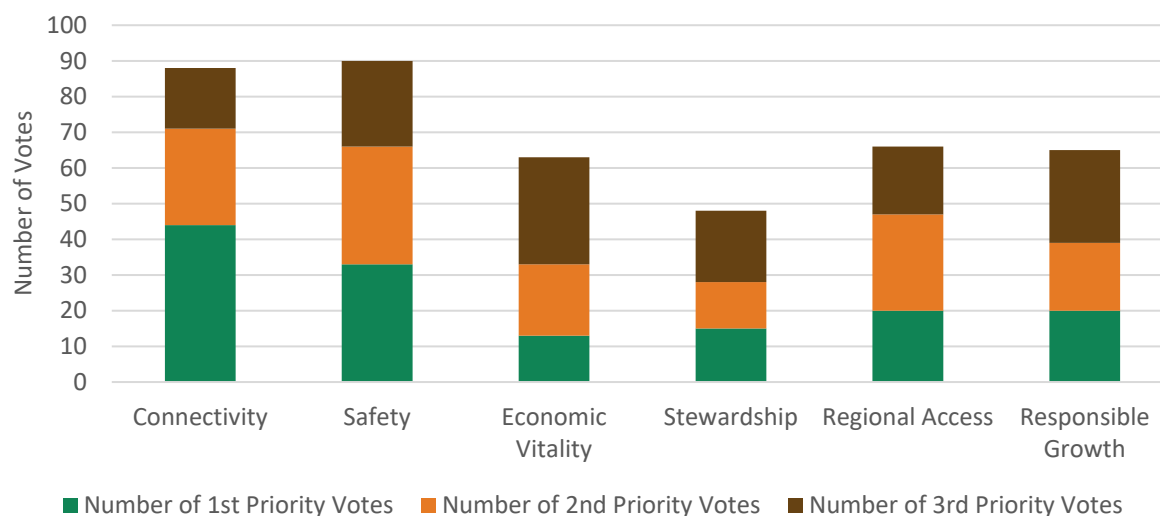


Figure 5: Draft Goal Number of Votes



These results indicate that community members place particular importance on creating a transportation system that safely connects neighborhoods with important destinations and supports people using a variety of transportation modes.

Half of the online participants responded to the question “Why did you choose these goals?” The comments generally aligned with the prioritization results and provided additional context about participants’ experiences and concerns.

Major themes in the comments include:

- **Improve I-25 access and east-west connectivity.** A very common concern was Wellington’s reliance on a single I-25 interchange and limited connections between the east and west sides of town. Respondents frequently cited congestion, backups onto I-25, unsafe conditions on the existing overpass, and the need for another interchange, bridge, or crossing near CR 58.



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- **Improve connections between neighborhoods and community destinations.** Beyond regional access, respondents frequently described Wellington as physically fragmented by I-25, CO 1, railroad tracks, disconnected street layouts, and incomplete pedestrian networks. Better neighborhood-to-neighborhood connections were seen as important for safety, convenience, community access, and overall quality of life.
- **Create safer, more connected walking and bicycling networks.** Residents described gaps between neighborhoods, downtown, parks, schools, trails, and destinations on opposite sides of I-25. Several personal stories highlighted unsafe bicycling or walking conditions, inaccessible routes for people with disabilities, and the desire for continuous, comfortable routes rather than isolated facilities.
- **Prioritize safety as Wellington grows.** Safety concerns included dangerous intersections, speeding, pedestrian crossings, the I-25 overpass, poor sight distance, deteriorating infrastructure, and increasing use of e-bikes. Respondents generally felt that growth should be accompanied by proactive safety improvements rather than waiting for problems to worsen.
- **Expand regional transportation options.** Many respondents noted that Wellington residents depend on Fort Collins and other nearby communities for employment, health care, shopping, recreation, and social services. Public transit was identified as an important option for commuters and for older adults, youth, people with disabilities, and residents without access to a vehicle, particularly for connections to Fort Collins.
- **Plan for growth while strengthening Wellington as a community.** Many respondents supported responsible growth that anticipates future transportation needs while avoiding reactive spending. Others connected transportation investments to economic vitality, emphasizing better access to downtown and local businesses so Wellington can become less dependent on Fort Collins for day to day commercial needs.
- **Maintain and improve existing infrastructure first.** Many respondents emphasized repairing deteriorating streets, sidewalks, bridges, trails, and bicycle facilities before investing heavily in new infrastructure. This was often tied to fiscal stewardship and a desire to make strategic, financially sustainable investments.

This feedback provides additional context for the priorities identified through the goal-ranking activity. The results will be considered with technical analysis and other project inputs as recommendations are developed and evaluated.

Funding Priorities

The funding priority activity asked participants to consider how Wellington should allocate limited funding among different categories of transportation improvements. Each participant received a hypothetical budget of 100 dollars, provided in 10-dollar increments, and could distribute the funding among the improvements they considered most important (**Figure 6**). By requiring participants to allocate a limited budget, the activity encouraged them to consider trade-offs and identify the improvements they would prioritize within a constrained budget.

Participants allocated funding among the following types of transportation improvements:

- Invest in public transit service.
- Add on-street bicycle lanes.
- Improve safety at intersections with a history of crashes.
- Complete missing sidewalks and repair or improve narrow and deteriorated sidewalks.



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- Add a bicycle and pedestrian bridge over I-25 near Jefferson Avenue.
- Construct new trails.
- Improve the existing I-25 interchange at CO 1.
- Maintain existing streets and bridges.
- Add a new I-25 interchange at County Road 58.

Figure 6: Partial Screenshot of the Online Funding Priorities Activity

Fund Transportation Improvements

If you had \$100 to fund transportation improvements in Wellington, how would you distribute it to these 9 project types?

Your remaining budget:

\$ 1 0 0

MINIMUM SPEND \$10

Sort by

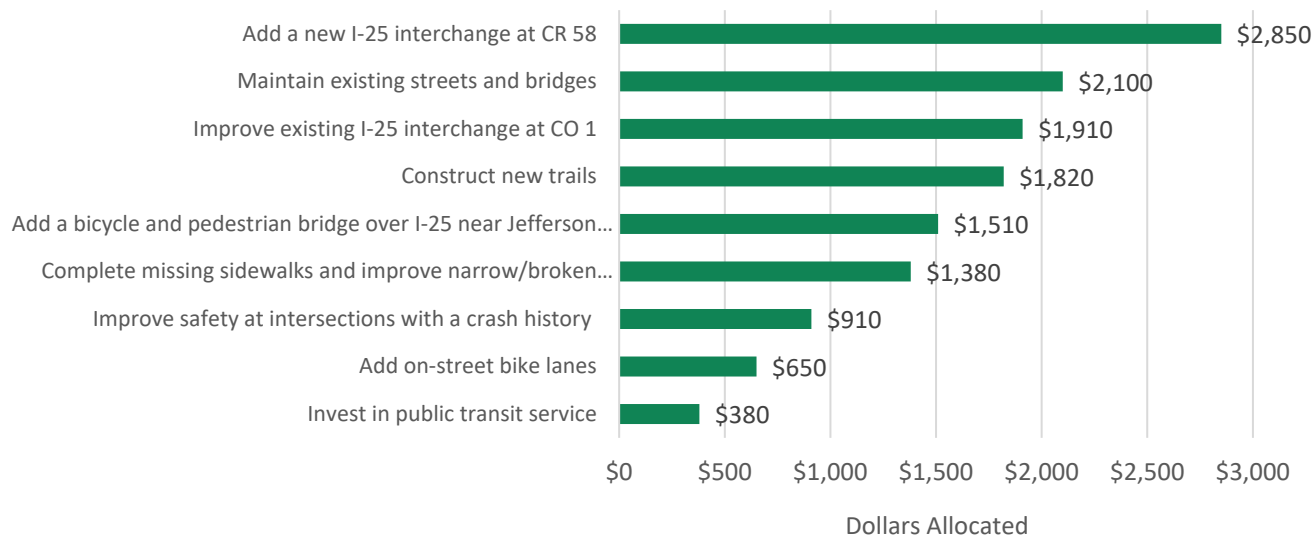
Project Type	Current Allocation	Votes	Percentage
Add a bicycle and pedestrian bridge over I-25 near Jefferson Ave	\$0	23 Votes	9%
Add a new I-25 interchange at CR 58	\$0	44 Votes	17%
Construct new trails	\$0	26 Votes	10%

After combining the online and in-person results, the proposed new I-25 interchange at CR 58 received the greatest funding allocation (**Figure 7**). Maintaining existing streets and bridges, improving the existing I-25 interchange, and constructing new trails received the next-highest allocations. Investment in public transit service received the smallest allocation. Because the activity required participants to distribute a fixed hypothetical budget, the results illustrate relative priorities within this exercise rather than support for or against any individual investment.



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Figure 7: Funding Priorities Ranking





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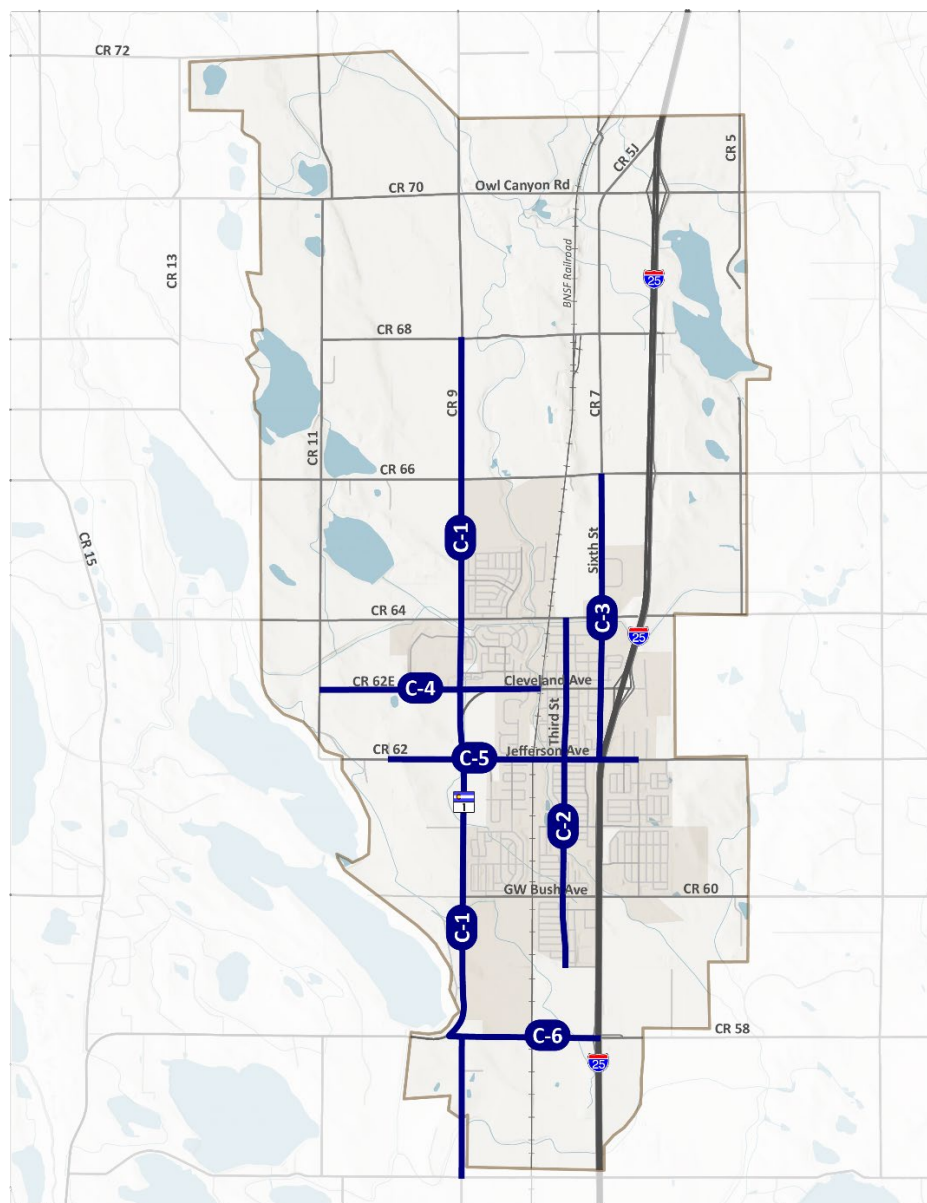
Key Corridor Priorities Survey

The Key Corridor Priorities Survey asked participants to identify transportation needs and improvement priorities for six corridors within the Wellington Growth Management Area. A total of 63 people contributed to the survey; the number of responses to individual corridor questions varied.

The survey focused on the following corridors (**Figure 8**):

1. **CO 1/County Road 9:** Between County Road 56 and County Road 68.
2. **Third Street:** Between Clinton Avenue and County Road 64.
3. **Sixth Street:** Between Jefferson Avenue and County Road 66.
4. **County Road 62E/Cleveland Avenue:** Between County Road 11 and the BNSF Railway crossing.
5. **County Road 62/Jefferson Avenue:** Between Windwood Lane and McClellan Road.
6. **County Road 58:** Between CO 1 and I-25.

Figure 8: Wellington Key Corridors





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For each corridor, participants were asked to provide information about:

- The transportation modes they currently use on the corridor.
- Their primary reasons for traveling on the corridor.
- Up to three transportation outcomes they considered most important for the corridor.
- Types of improvements or example projects that should be prioritized.
- Open-ended comments.

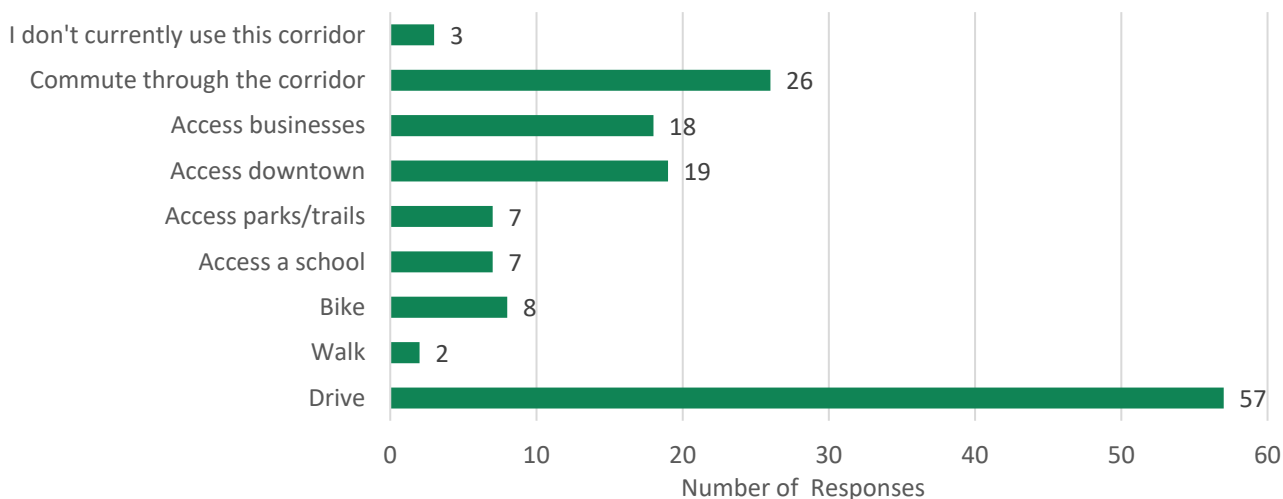
The corridor survey provides geographically specific input that can be considered alongside technical findings, existing and future conditions, and proposed recommendations for each corridor. Because participation was voluntary and response counts varied by question and corridor, the results represent the priorities of survey participants rather than a statistically representative measure of the Wellington community as a whole.

Corridor 1: CO 1/County Road 9

CO 1/County Road 9 between County Road 56 and County Road 68 was used predominantly for driving among survey participants, with commuting, accessing downtown, and accessing businesses also frequently identified as reasons for travel (**Figure 9**). When asked which outcomes should be prioritized as Wellington grows, improving safety received the most responses, followed by improving walking and bicycling options and supporting future growth (**Figure 10**). These results indicate that participants prioritized safety and multimodal improvements while continuing to identify vehicle travel as a primary use of the corridor.

Participants most frequently identified driving, bicycling, and school travel as transportation options CO 1/CR 9 should better support in the future (**Figure 11**). When asked which improvements should receive the highest priority as development occurs along the corridor, improved intersections received the most responses, followed closely by new walking and bicycling connections (**Figure 12**). Safer school crossings also received notable support, consistent with comments regarding access to Wellington Middle-High School.

Figure 9: How do you currently use this corridor?





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Figure 10: Which transportation outcomes are most important for this corridor as Wellington grows?

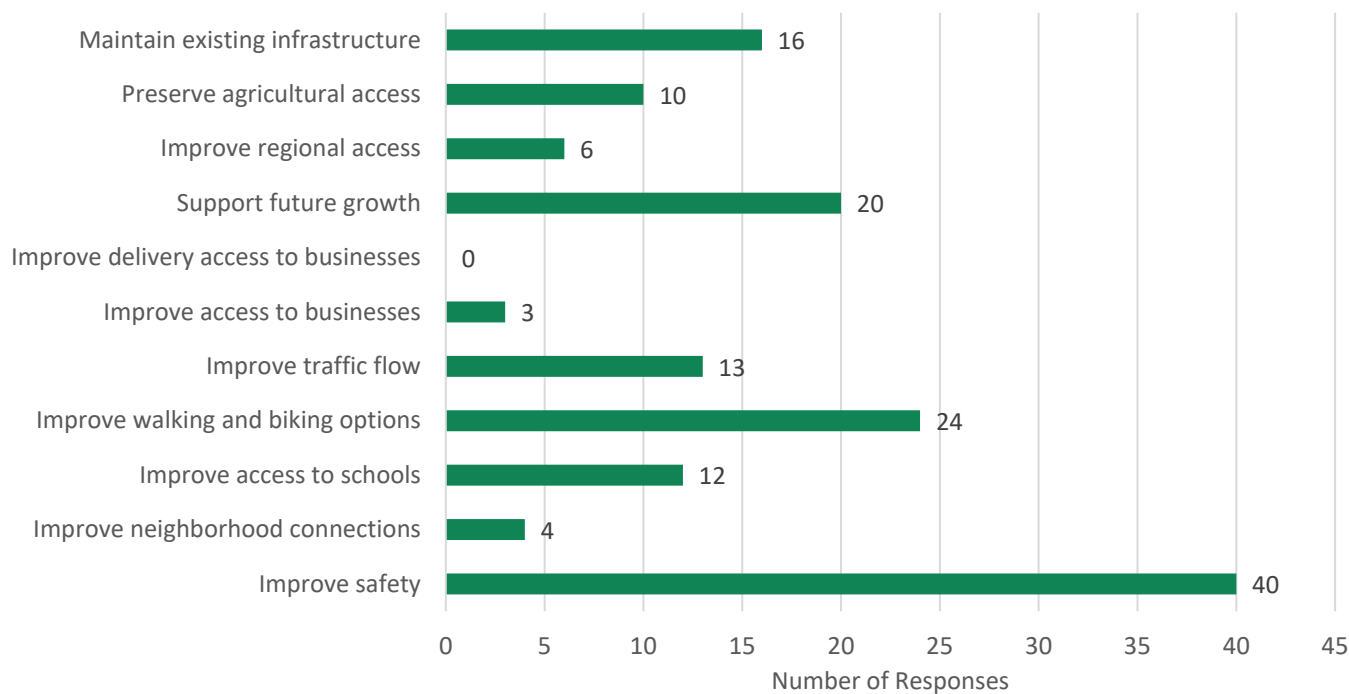
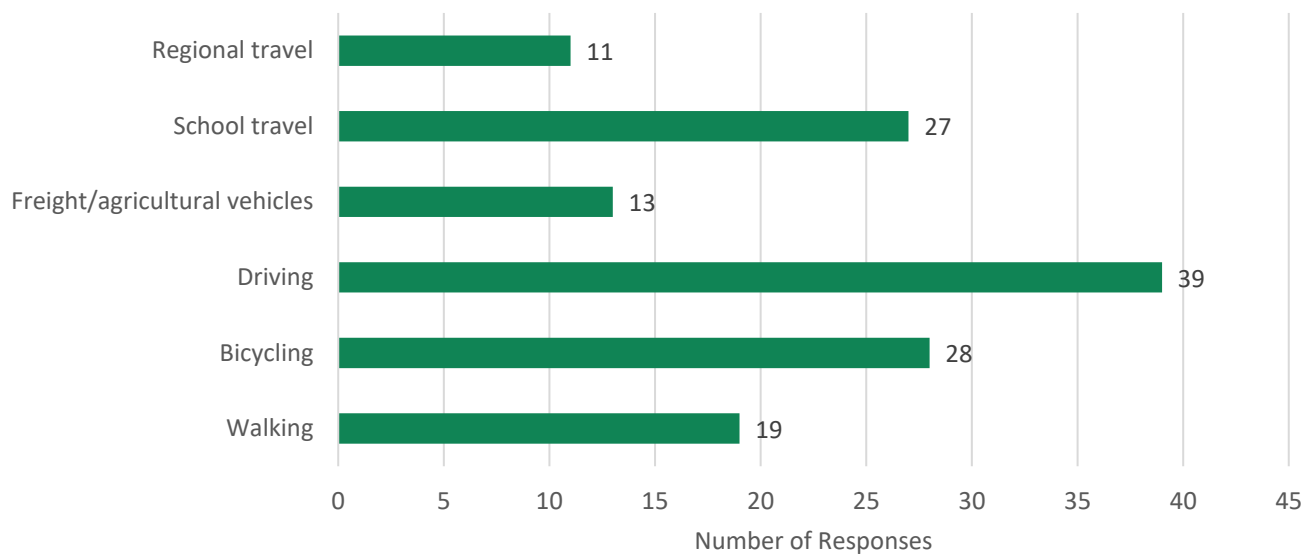


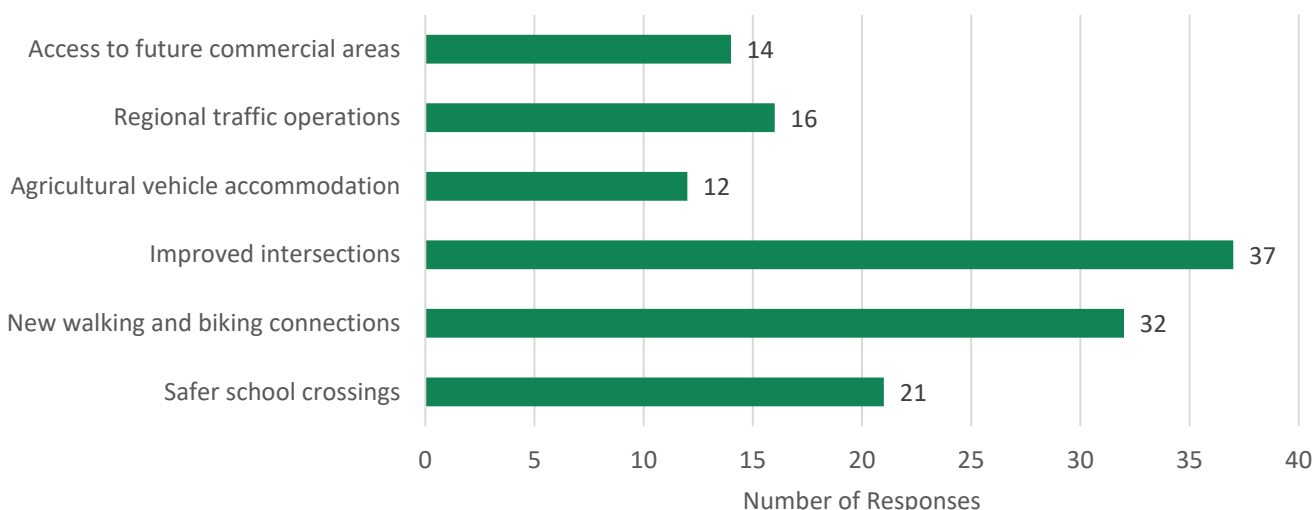
Figure 11: Which transportation options should this corridor better support in the future?





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Figure 12: As development occurs along CO 1 / CR 9, which improvements should receive the highest priority?



The open-ended comments provided additional context for the priorities identified in the survey results. In particular, participants expanded on why safety, intersection improvements, and walking and bicycling connections are important along CO 1/CR 9. Comments frequently focused on traffic and school access issues, while also highlighting how future growth could affect the corridor and the types of improvements participants would like to see as development occurs. Key themes from the comments included:

- **Traffic safety and congestion:** Comments highlighted increasing traffic, school-related backups, speeding, and difficult turning movements with support for turn lanes and intersection improvements.
- **School access and safety:** Participants emphasized safer access to Wellington Middle-High School, including improved crossings, lower speeds, and better traffic operations near school entrances.
- **Bicycle and pedestrian connections:** Many comments supported sidewalks, bike lanes, and safer nonmotorized connections, particularly between southern Wellington, the school, and Fort Collins.
- **Growth and corridor character:** Commenters wanted improvements to accommodate new development while reducing noise, supporting local businesses, protecting agricultural access, and ensuring developers contribute to needed infrastructure.

Overall, participant feedback for CO 1/CR 9 emphasized safety, school access, intersection improvements, and walking and bicycling connections while recognizing the corridor's continued role in vehicle travel. These priorities should be considered alongside traffic operations, growth forecasts, feasibility, and other technical findings as corridor recommendations are developed.

Corridor 2: Third Street

Third Street between Clinton Avenue and County Road 64 serves a range of local travel purposes among survey participants. Driving was the most commonly reported mode, while walking and bicycling were selected more frequently on Third Street than on several of the other surveyed corridors (**Figure 13**). Participants also reported using Third Street to access downtown, local businesses, parks, trails, schools, and other neighborhood destinations.



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Participants most frequently prioritized improving walking and bicycling options and improving safety for Third Street, followed by maintaining existing infrastructure (**Figure 14**). Walking and bicycling also received the most responses when participants were asked which transportation options the corridor should better support in the future (**Figure 15**). Completing missing sidewalks was the most frequently selected single improvement (**Figure 16**). Collectively, the responses indicate that participants placed particular emphasis on pedestrian and bicycle connectivity and safety along Third Street.

Figure 13: How do you currently use this corridor?

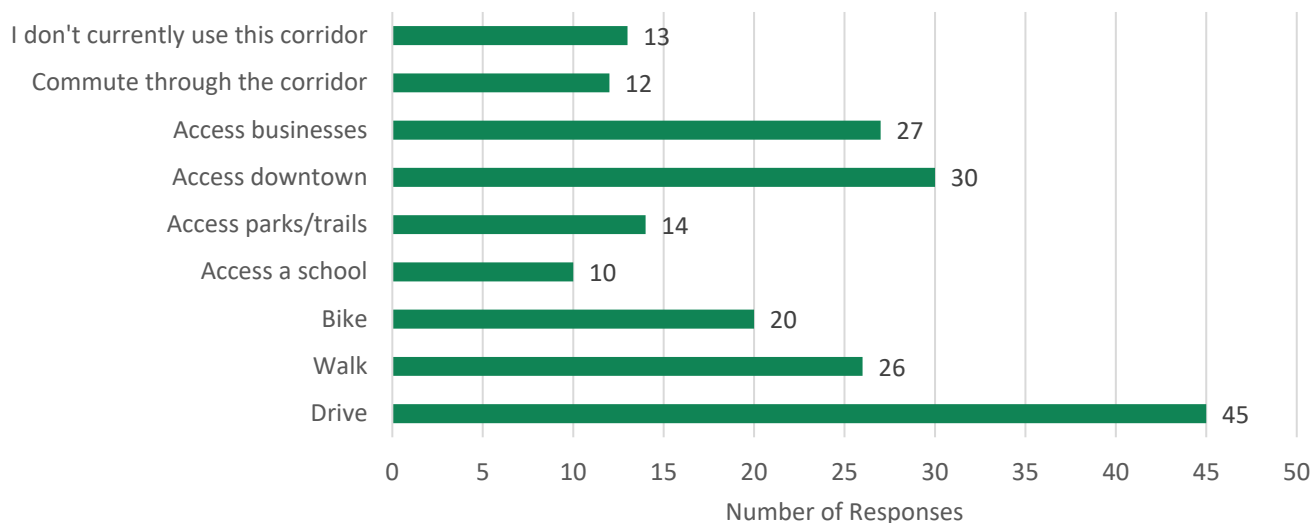
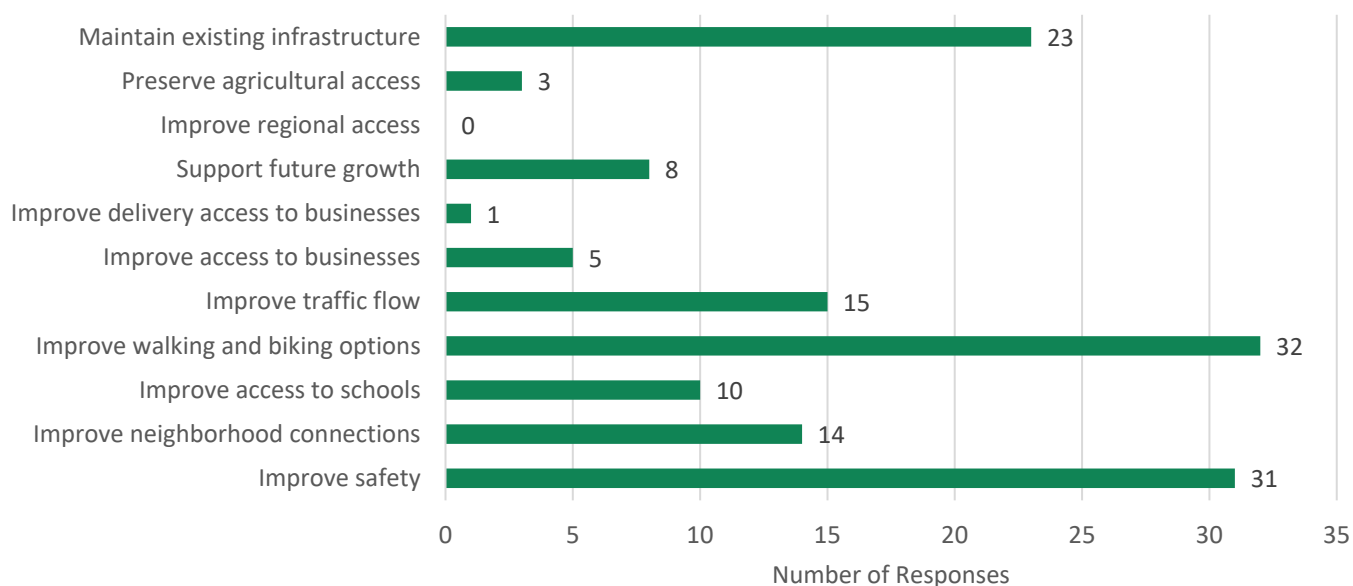


Figure 14: Which transportation outcomes are most important for this corridor as Wellington grows?





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Figure 15: Which transportation options should this corridor better support in the future?

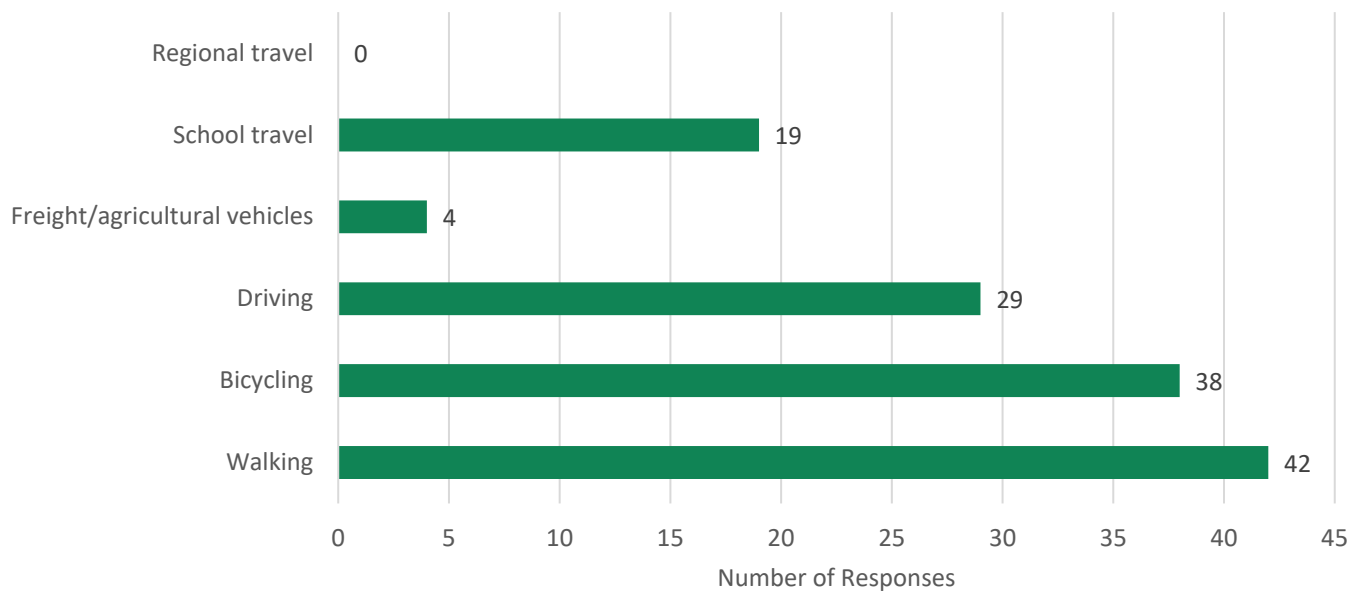
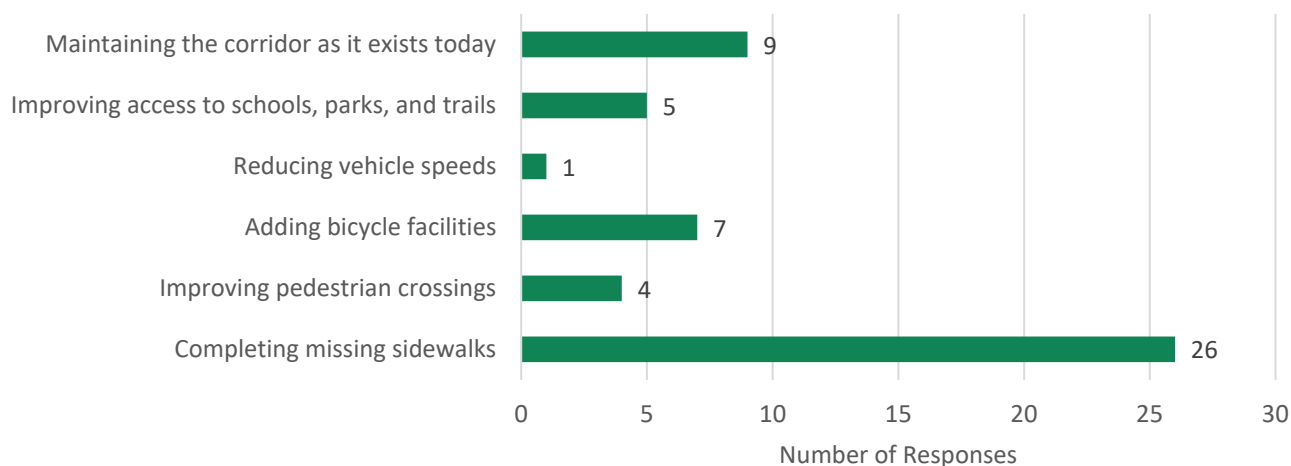


Figure 16: What transportation improvement would have the greatest benefit along Third Street?



The open-ended comments provide additional context for these priorities, particularly the strong support for pedestrian and bicycle improvements and concerns about safety along a largely residential corridor. Participants described Third Street as an important connection between neighborhoods and everyday destinations, but emphasized that improvements should preserve its neighborhood character and avoid encouraging higher vehicle speeds. Comments also identified specific intersections, school routes, sidewalk gaps, and operational issues that should be considered as recommendations are developed.

Key themes from the comments included:

- **Balance connectivity with neighborhood character:** Third Street is viewed as an important north-south route connecting neighborhoods, schools, parks, the library, and businesses, but commenters do not want the largely residential corridor to become a high-speed thoroughfare.



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- **Intersection and crossing improvements:** Participants identified Cleveland Avenue, Jefferson Avenue, and George W. Bush Avenue as locations needing safer pedestrian crossings and improved traffic control as volumes increase.
- **School and family safety:** Comments emphasized speed reduction, safer crossings, and better walking and bicycling conditions near Rice Elementary and along routes commonly used by children.
- **Bicycle and pedestrian infrastructure:** Commenters supported extending bike-lane striping, creating continuous and wider sidewalks, adding buffers between sidewalks and traffic, and addressing gaps that force pedestrians into the street.
- **Operations, maintenance, and connections:** Recent striping and roadway improvements were viewed positively, while comments identified potholes near Rice Elementary, bumpy roadway conditions at the Cleveland Avenue intersection, and parking conflicts.
- **Growth-related funding:** Some participants emphasized that new development should contribute to the transportation improvements needed to address increased traffic and infrastructure demands.

Overall, participant feedback for Third Street emphasized its local connection to downtown, schools, parks, businesses, and neighborhoods, with particular attention to walking and bicycling conditions. Completing sidewalk gaps, improving crossings, managing vehicle speeds, and maintaining residential character were recurring themes that should be considered with technical findings as recommendations are developed.

Corridor 3: Sixth Street

Sixth Street between Jefferson Avenue and County Road 66 was used predominantly for driving among survey participants, with accessing businesses, commuting, and accessing downtown also frequently reported (**Figure 17**). Walking and bicycling were selected less frequently as current uses. The survey results describe how participants currently use the corridor but do not, by themselves, indicate whether lower walking and bicycling use is attributable to infrastructure conditions, trip characteristics, or other factors.

Participants most frequently prioritized improving safety and traffic flow on Sixth Street, with improving walking and bicycling options also receiving substantial support (**Figure 18**). Driving received the most responses when participants were asked which transportation options the corridor should better support, followed by walking and bicycling (**Figure 19**). Improving vehicle travel between north and south Wellington was the most frequently selected future role for Sixth Street, while providing safe walking and bicycling access to downtown and businesses ranked second (**Figure 20**). Together, these results indicate that participants value Sixth Street's vehicle-mobility function while also prioritizing safer and more accessible walking and bicycling connections.



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Figure 17: How do you currently use this corridor?

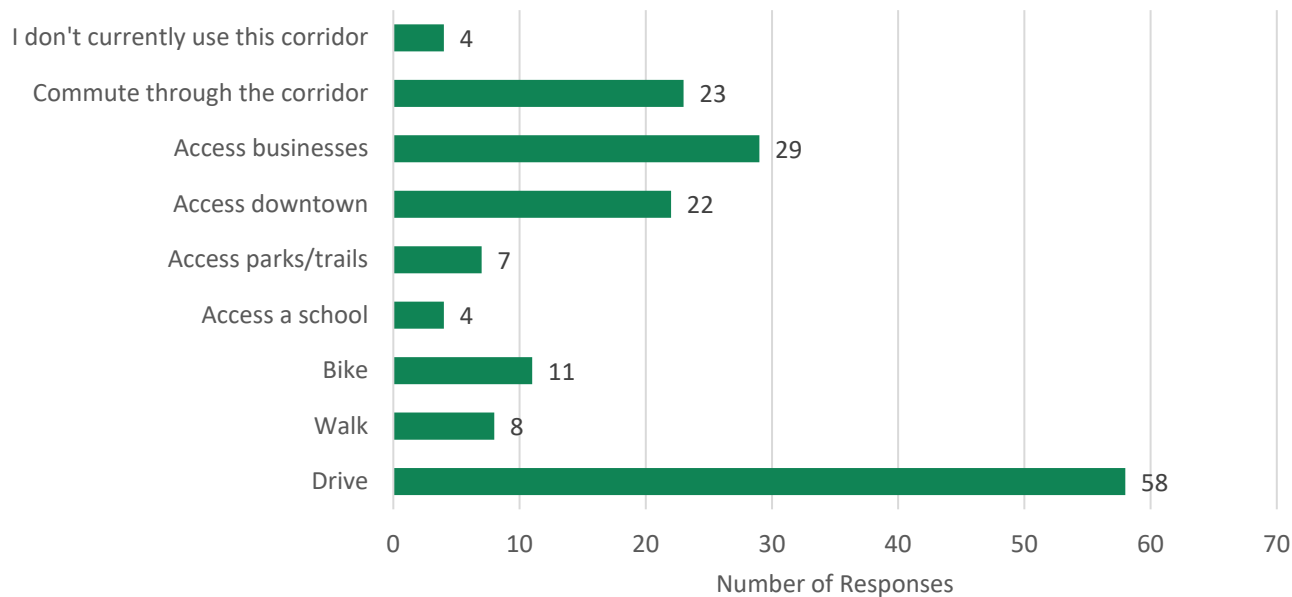
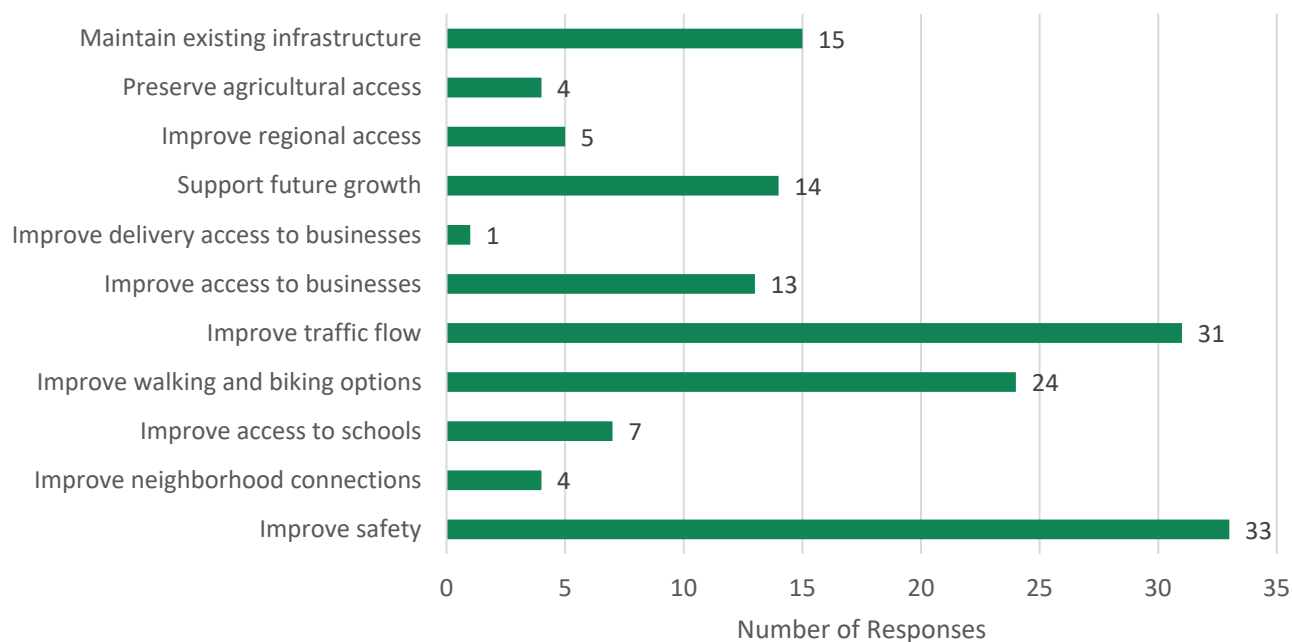


Figure 18: Which transportation outcomes are most important for this corridor as Wellington grows?





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Figure 19: Which transportation options should this corridor better support in the future?

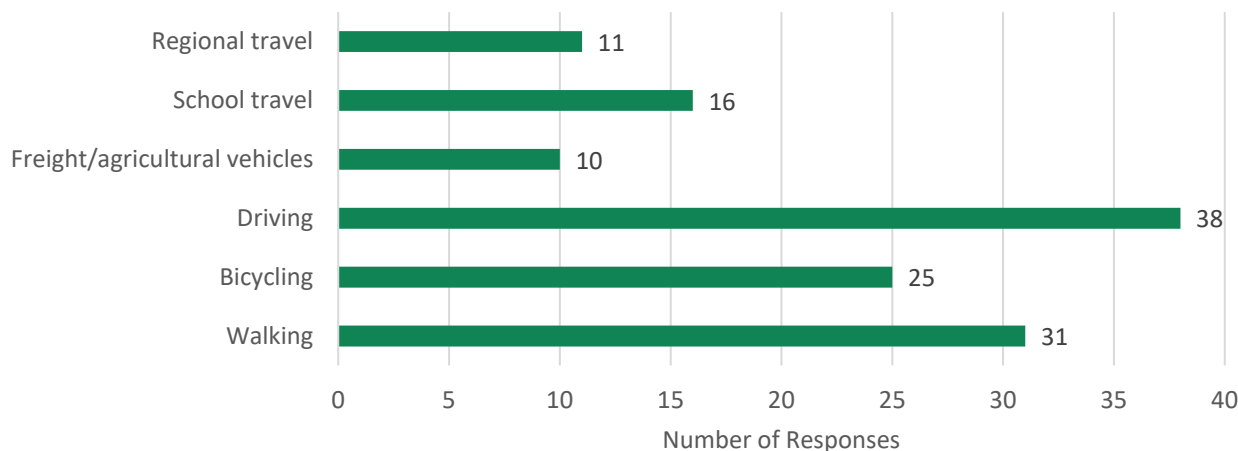
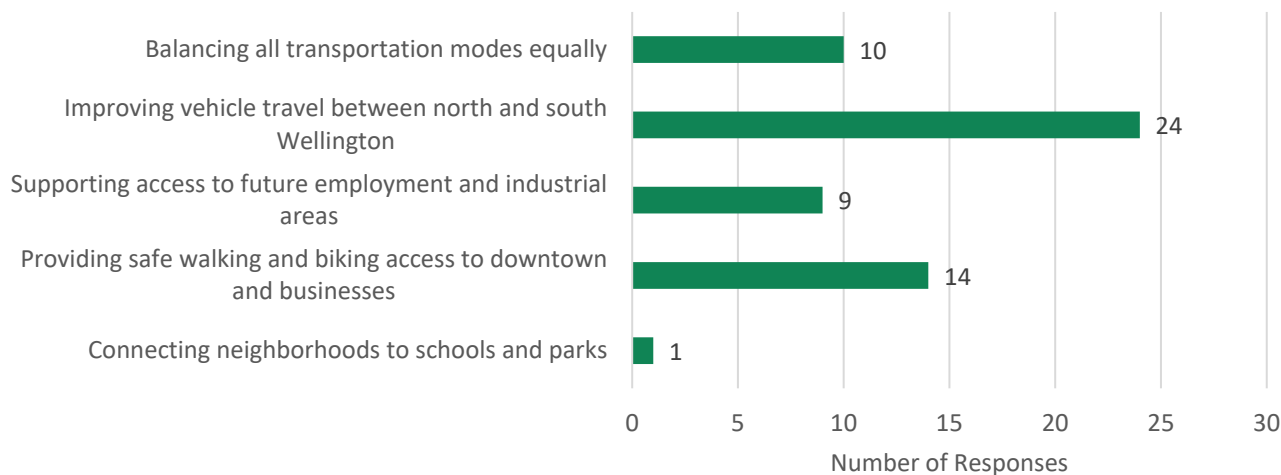


Figure 20: What role is most important for Sixth Street?



The open-ended comments reinforce Sixth Street's importance as both a transportation route and commercial corridor and provide additional context for the strong emphasis on safety, traffic operations, and multimodal access in the survey results. Participants identified specific intersections and access points where existing conditions are challenging and expressed concern that these issues could become more significant as Wellington grows and travel demand increases. Comments also highlighted opportunities to improve pedestrian and bicycle connections, roadway conditions, and alternative routes as recommendations for the corridor are developed.

Key themes from the comments included:

- **Business access and corridor function:** Sixth Street is viewed as a key route to I-25 and an important commercial corridor, with concerns about difficult driveway access, limited sightlines, and the need for dedicated turn lanes.
- **Prepare for future traffic growth:** Commenters expect traffic to increase substantially with future development and a potential CR 58 interchange, and recommended planning improvements before



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congestion worsens. Comments emphasized that developers and new growth should help pay for needed improvements.

- **Intersection safety and congestion:** The Jefferson Avenue and Cleveland Avenue intersections were identified as problem areas due to near misses, poor visibility, traffic congestion, and difficult crossings.
- **Pedestrian and bicycle connectivity:** Major sidewalk gaps, limited crosswalks, and a lack of safe bicycle facilities were highlighted, particularly for connections to Eyestone Elementary, downtown, and businesses.
- **Maintenance and drainage:** Several comments prioritized basic roadway maintenance, pavement conditions, and storm drainage improvements, especially south of Jefferson Avenue.
- **Alternative routes and traffic relief:** Participants supported additional southern connections and alternative bicycle routes to reduce traffic through the corridor and improve access to I-25.

Overall, participant feedback for Sixth Street emphasized traffic operations, intersection and access safety, roadway maintenance, and walking and bicycling connectivity. The results suggest that recommendations should consider the corridor's north-south vehicle and commercial functions together with opportunities to improve access for other modes. Future traffic demand and the effects of potential development should be evaluated through the TMP's technical analysis rather than inferred from the survey results alone.

Corridor 4: County Road 62E/Cleveland Avenue

CR 62E/Cleveland Avenue between County Road 11 and the BNSF Railway crossing serves a variety of local travel purposes among survey participants, with driving reported most frequently (**Figure 21**). Access to downtown and local businesses was also commonly identified. Walking and bicycling were reported by a notable number of participants, indicating that these modes are already used on the corridor despite reported concerns about gaps and crossing conditions.

Looking to the future, participants placed the greatest emphasis on improving walking and bicycling options, followed closely by improving safety, supporting future growth, and improving traffic flow (**Figure 22**). When asked which transportation options the corridor should better support, driving, bicycling, and walking all received similarly high levels of support, reinforcing the importance of balancing vehicle travel with safer and more comfortable multimodal connections (**Figure 23**).

When asked which improvement would provide the greatest benefit as Wellington grows west of CO 1, safer crossings of CO 1 received the most responses, followed closely by better walking and bicycling facilities along the corridor (**Figure 24**). These results indicate that participants placed particular importance on crossing safety and multimodal connectivity along CR 62E/Cleveland Avenue.



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Figure 21: How do you currently use this corridor?

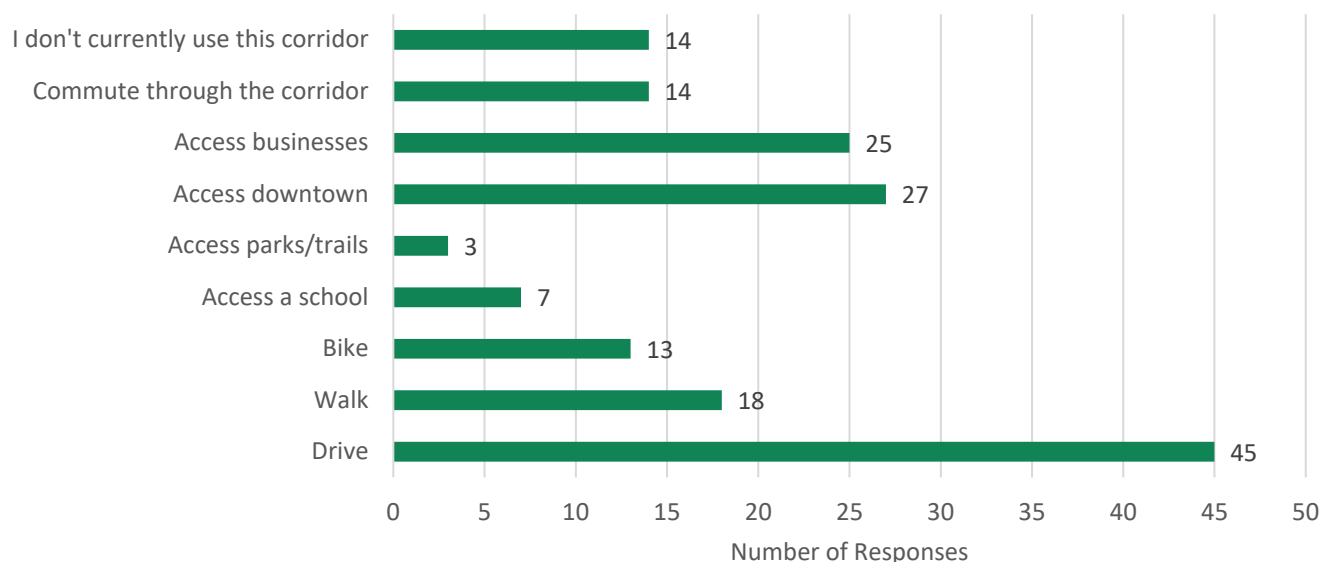
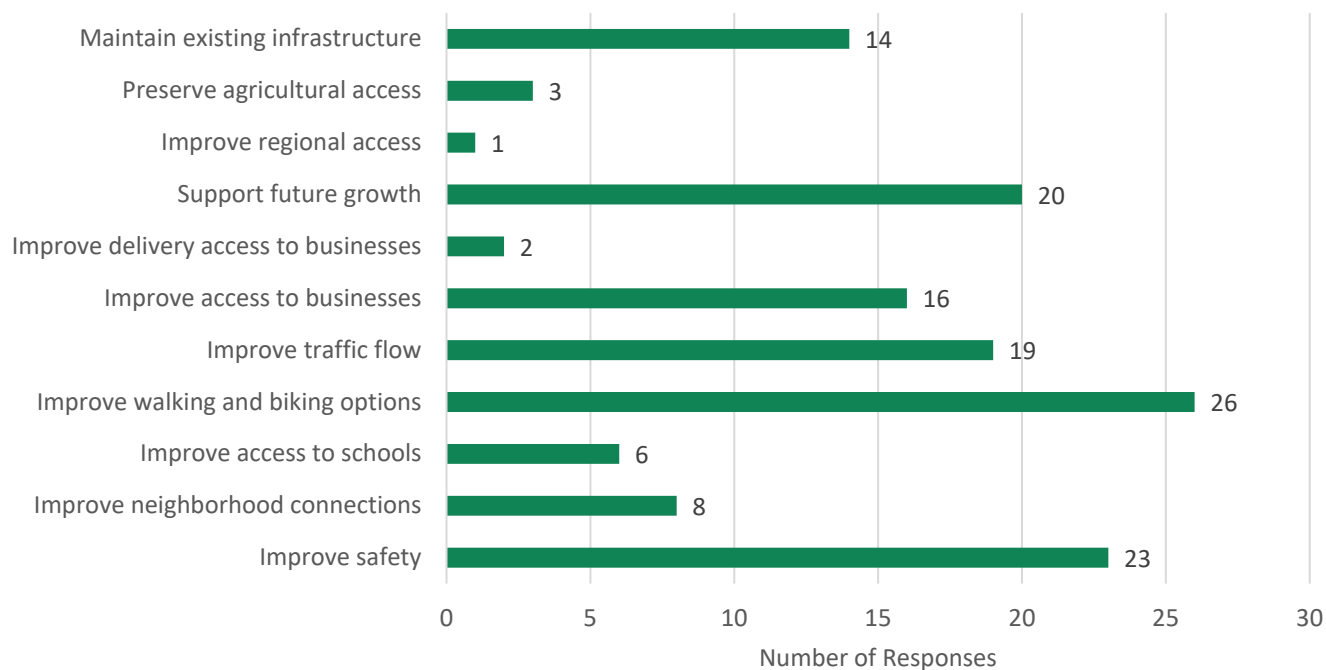


Figure 22: Which transportation outcomes are most important for this corridor as Wellington grows?





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Figure 23: Which transportation options should this corridor better support in the future?

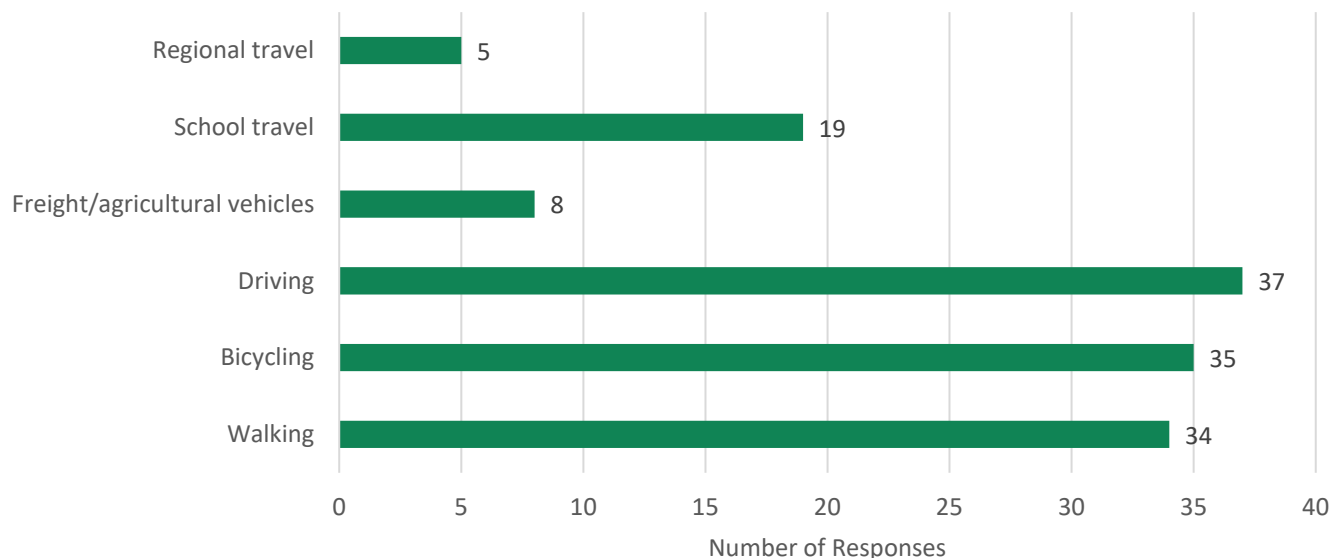
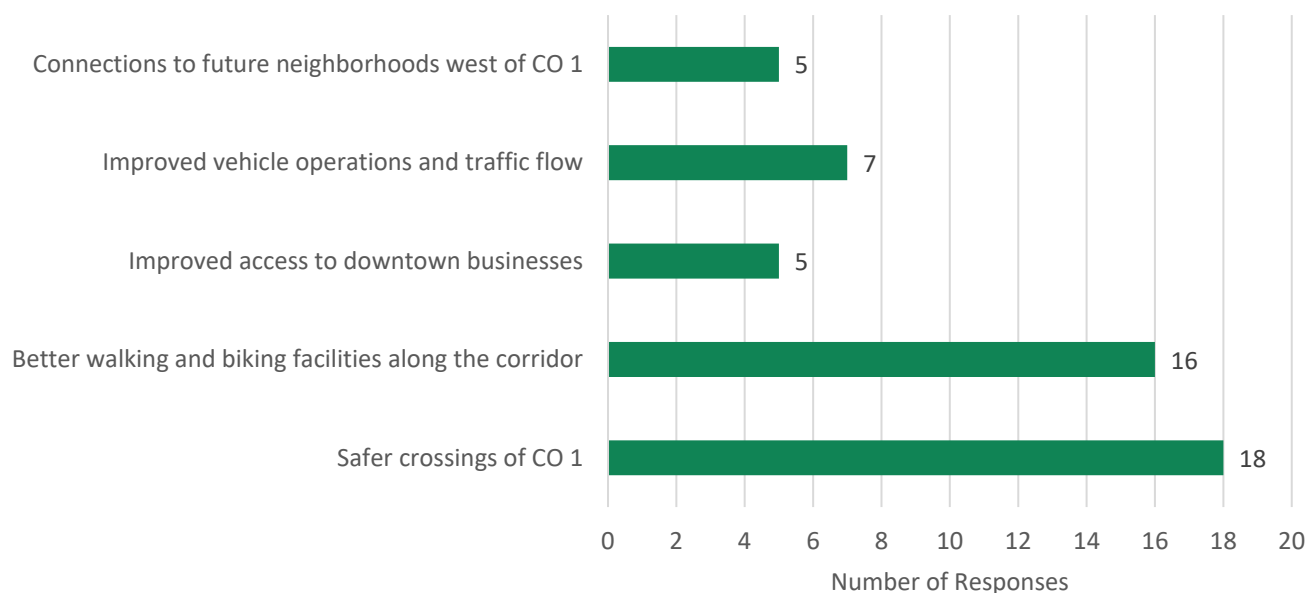


Figure 24: As Wellington grows west of CO 1, what transportation improvement would provide the greatest benefit along CR 62 E / Cleveland Avenue?



The open-ended comments provide additional context for the strong emphasis on walking and bicycling connectivity, safety, and access across CO 1 reflected in the survey results. Participants identified specific barriers affecting school travel, pedestrian crossings, downtown and business access, and connections between existing and future neighborhoods. The comments also illustrate the corridor's varied role in serving local, regional, and agricultural travel and the need to consider how those functions may evolve as Wellington grows.



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Key themes from the comments included:

- **Pedestrian and school safety:** Comments emphasized safer walking and bicycling routes for students, including lower speeds, improved crossings, guardrails near the railroad bridge, and a dedicated pedestrian path west of the tracks.
- **Continuous bicycle and sidewalk connections:** Participants identified major gaps between neighborhoods, downtown, schools, parks, and businesses, with strong support for a connected bicycle and pedestrian network.
- **Business and downtown access:** The corridor is viewed as an important connection to local businesses, with suggestions to improve alley access for deliveries, preserve storefront parking, improve visibility, and make the area more attractive and welcoming.
- **Intersection and crossing concerns:** Commenters raised safety concerns near County Road 9, Wellington Middle-High School, and existing pedestrian crossings where drivers do not consistently yield.
- **Mixed priorities for investment:** Some participants saw the corridor as a critical area needing immediate connectivity improvements, while others felt the planned downtown project should already address these issues and that funding should instead focus on other parts of town.
- **Future growth and regional travel:** The corridor serves local, regional, and agricultural traffic and may become more important as Wellington expands, requiring long-term planning for multimodal access and neighborhood connections.

Overall, participant feedback for CR 62E/Cleveland Avenue emphasized safer crossings of CO 1, more continuous walking and bicycling connections, and access to downtown and local businesses. Participants also identified vehicle, regional, and agricultural travel as considerations. These priorities should be evaluated with planned improvements, future growth, traffic conditions, and feasibility as corridor recommendations are developed.

Corridor 5: County Road 62/Jefferson Avenue

County Road 62/Jefferson Avenue between Windwood Lane and McClellan Road was used predominantly for driving among survey participants, with accessing businesses, walking, and commuting also frequently reported (**Figure 25**). Bicycling was selected by a notable number of participants, while access to downtown, parks and trails, and schools was reported less frequently.

Looking to the future, participants placed the greatest emphasis on improving walking and bicycling options and improving safety, with maintaining existing infrastructure and supporting future growth also receiving notable support (**Figure 26**). When asked which transportation options the corridor should better support, bicycling received the most responses, followed closely by walking and driving, reinforcing a desire for the corridor to better accommodate multiple modes of travel (**Figure 27**).

Filling gaps in the sidewalk network received the most responses when participants were asked which specific improvement would provide the greatest community benefit along CR 62/Jefferson Avenue, followed by improved pedestrian crossings at key intersections. Continuous bicycle facilities were also frequently selected (**Figure 28**). Together with the broader outcome questions, these results indicate that participants placed particular emphasis on pedestrian and bicycle connectivity while continuing to identify driving and business access as important corridor functions.



Phase 2 Engagement Summary

Figure 25: How do you currently use this corridor?

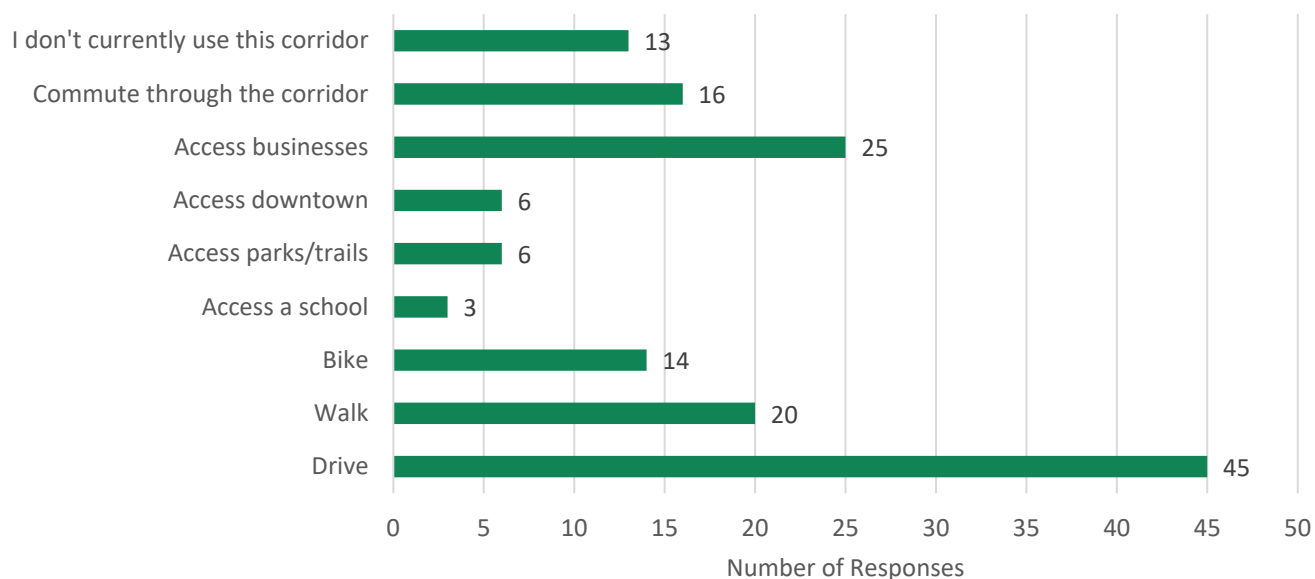
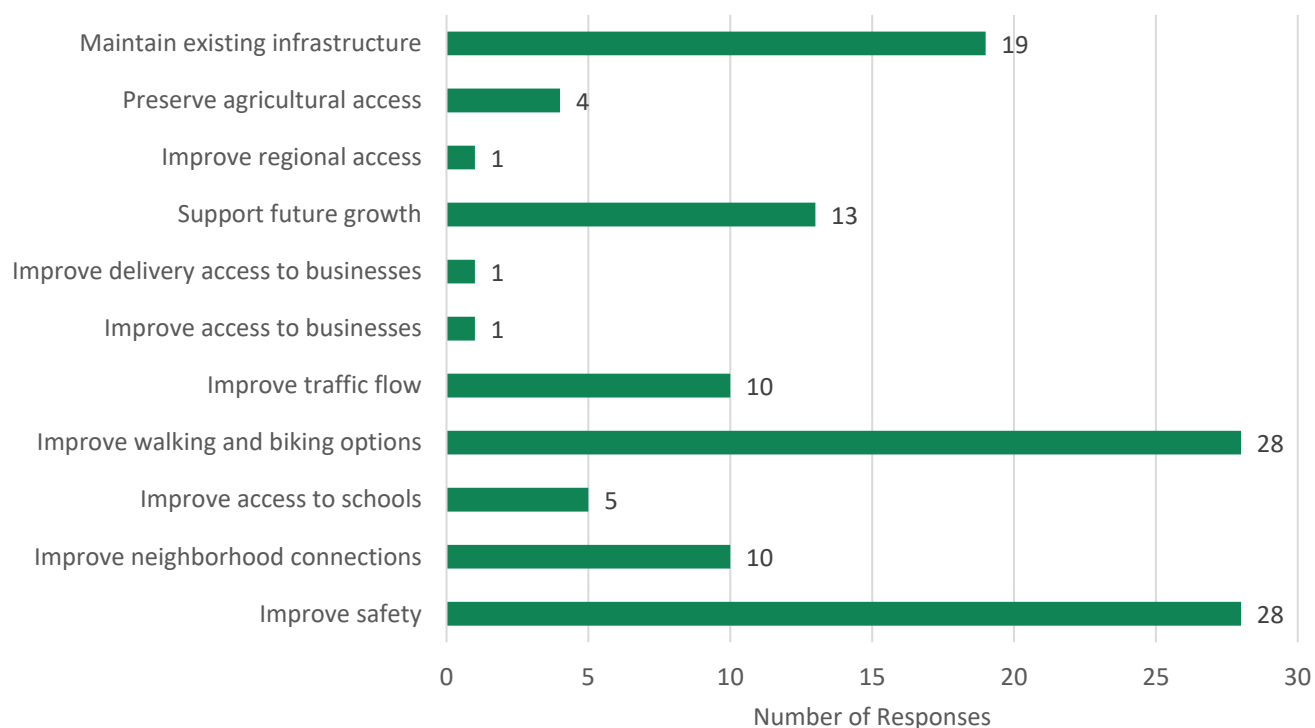


Figure 26: Which transportation outcomes are most important for this corridor as Wellington grows?





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Figure 27: Which transportation options should this corridor better support in the future?

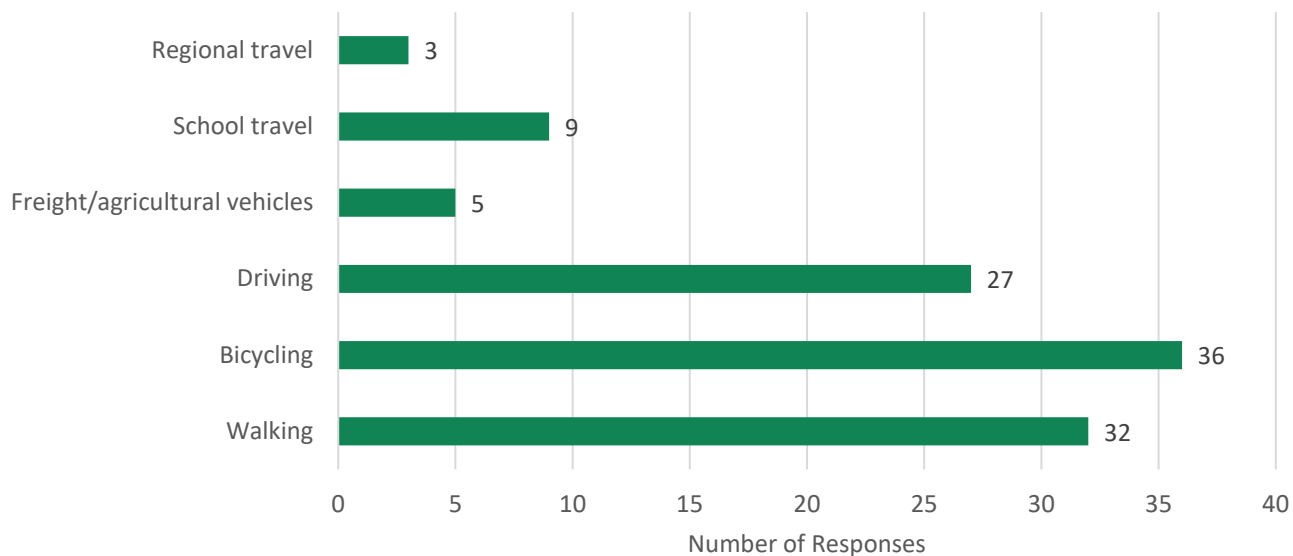
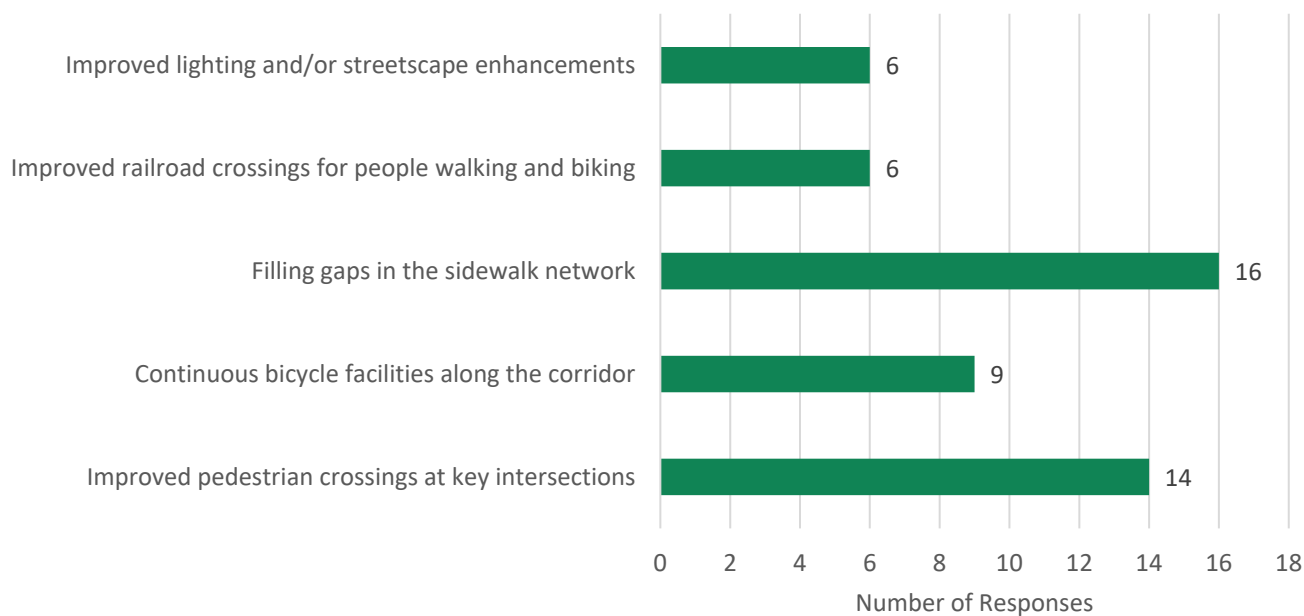


Figure 28: What transportation improvement would provide the greatest community benefit along CR 62 / Jefferson Avenue?





Phase 2 Engagement Summary

The open-ended comments provide additional context for the strong emphasis on multimodal connectivity, pedestrian safety, and intersection improvements reflected in the survey results. Participants identified specific gaps and barriers along Jefferson Avenue, including difficult intersections, incomplete walking and bicycling connections, and the challenge of connecting areas on opposite sides of I-25. Comments also highlighted opportunities to build on the corridor's existing infrastructure through targeted improvements rather than major reconstruction.

Key themes from the comments included:

- **Intersection and traffic-flow improvements:** Comments emphasized improving the Jefferson Avenue intersections at CO 1, Third Street, and Sixth Street through better visibility, turn lanes, lighting, stop control, and safer crossings.
- **Bicycle and pedestrian connectivity:** Participants supported extending sidewalks and bicycle facilities along both sides of Jefferson Avenue, improving the railroad crossing, adding lighting, and creating safer connections to CO 1, Ridley's, schools, and nearby businesses.
- **Connection across I-25:** Several commenters questioned including Jefferson Avenue east of I-25 without a direct crossing and called for pedestrian, bicycle, or vehicle access to better connect neighborhoods east of the interstate with schools, businesses, and Town investments.
- **Speed management and safety:** High vehicle speeds and the wide roadway were identified as concerns, with suggestions for additional striping, median islands, barriers, improved crosswalks, and other traffic-calming measures.
- **Maintenance and infrastructure:** Specific concerns included the deteriorating bridge or roadway bump west of Third Street, limited street and sidewalk lighting, and visibility obstructions near Sixth Street.
- **Targeted improvement opportunity:** Some participants viewed Jefferson Avenue as a relatively easy corridor to improve because much of the roadway and sidewalk infrastructure already exists, allowing focused upgrades without major reconstruction.

Overall, participant feedback for CR 62/Jefferson Avenue emphasized sidewalk continuity, pedestrian crossings, bicycle connections, and specific intersection and connectivity barriers. Participants also identified the importance of maintaining vehicle and business access. These priorities can inform targeted improvements, but should be evaluated with existing infrastructure conditions, feasibility, and other technical findings before specific recommendations are advanced.

Corridor 6: County Road 58

County Road 58 between CO 1 and I-25 was used predominantly for driving among survey participants, with commuting also frequently reported (**Figure 29**). Access to businesses, downtown, parks and trails, schools, walking, and bicycling was reported less frequently. These results describe current use among respondents and are consistent with CR 58's role as an east-west roadway connection.

Looking to the future, participants placed the greatest emphasis on supporting future growth, followed by improving traffic flow, improving safety, and maintaining existing infrastructure (**Figure 30**). Improving regional access and walking and bicycling options also received notable support. When asked which transportation options the corridor should better support, driving received the most responses, followed by bicycling, freight/agricultural vehicles, and regional travel (**Figure 31**).

When participants were asked which transportation investment would provide the greatest community benefit as development occurs near CR 58, a new I-25 interchange received substantially more responses than the other options (**Figure 32**), with CO 1 intersection improvements ranking second. Within the choices presented in this question, the results show a clear participant preference for the interchange. The result



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should be considered alongside feasibility, cost, regional coordination, traffic analysis, and potential impacts as the TMP evaluates future improvements.

Figure 29: How do you currently use this corridor?

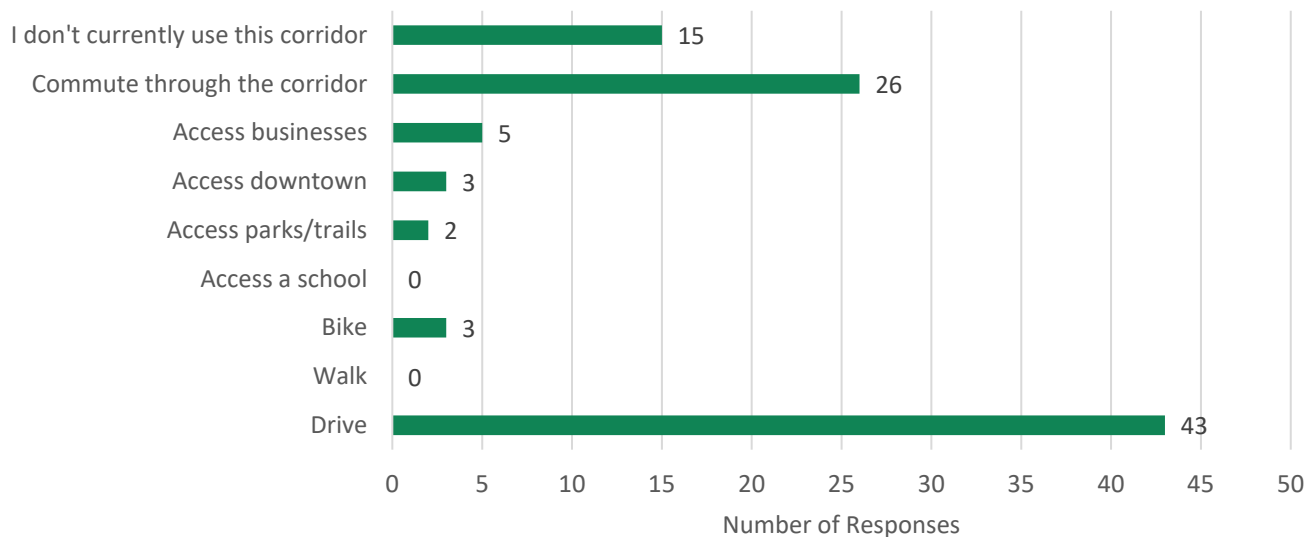
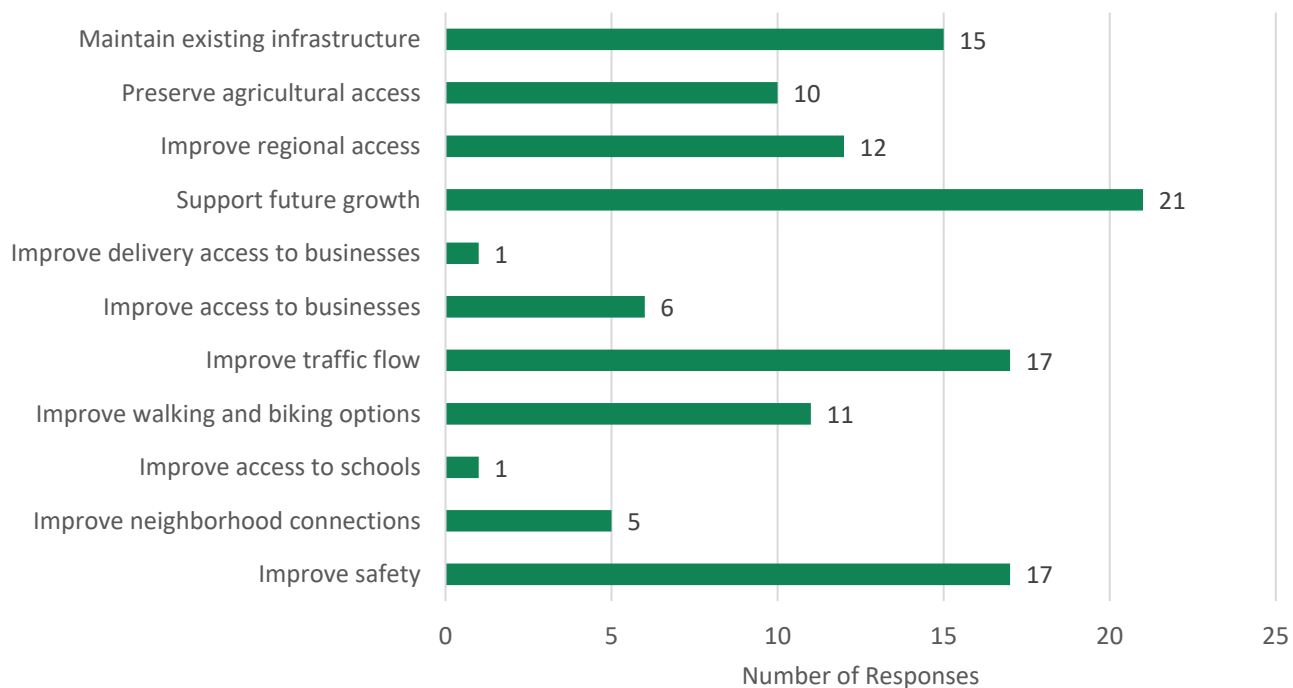


Figure 30: Which transportation outcomes are most important for this corridor as Wellington grows?





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Figure 31: Which transportation options should this corridor better support in the future?

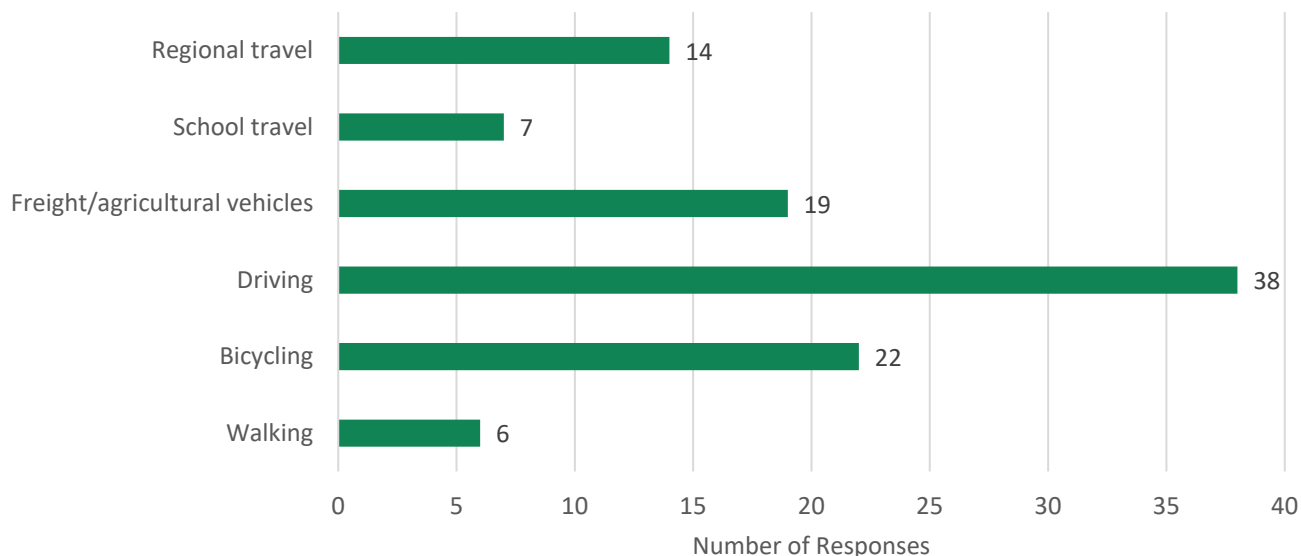
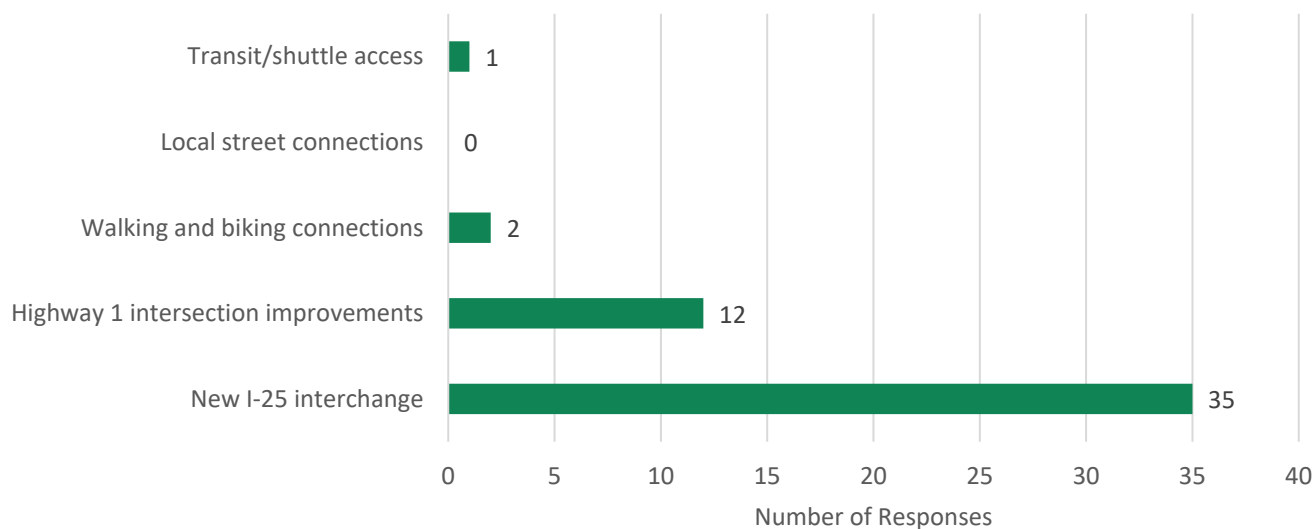


Figure 32: As development occurs near CR 58, which transportation investment would provide the greatest community benefit?



The open-ended comments generally reinforced the survey results, particularly participant interest in a new I-25 interchange and improved regional connectivity. Comments also emphasized that an interchange should be considered as part of a broader set of potential improvements to CR 58 and the surrounding roadway network. Participants raised considerations related to traffic, future development, emergency access, multimodal connections, funding, and impacts to existing rural and agricultural properties.



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Key themes from the comments included:

- **Support for a new I-25 interchange:** Many commenters supported a CR 58 interchange as a way to improve access and potentially reduce reliance on the existing Wellington interchange for residents, businesses, schools, emergency services, and future development.
- **Plan for surrounding roadway improvements:** Participants noted that an interchange could also require related improvements, such as changes to the bridge, frontage-road access, and intersections along CR 58, Giddings Road, CO 1, and George W. Bush Avenue.
- **Neighborhood and regional connectivity:** Comments supported creating additional north–south connections near the railroad tracks and improving access between neighborhoods on both sides of I-25 while reducing reliance on CO 1.
- **Economic growth and emergency access:** A new interchange was viewed as an opportunity to support commercial development, improve regional travel, and provide better emergency-response access.
- **Multimodal safety and access:** Some commenters recommended including safe bicycle and pedestrian facilities and recognizing that crossing I-25 is already an important function of the corridor.
- **Cost and funding concerns:** Participants acknowledged that the interchange would be a major investment requiring careful planning and budgeting, with some suggesting that developers and new growth should help fund the project.
- **Roundabouts and agricultural impacts:** One commenter supported roundabouts near the interchange to improve traffic flow, while others emphasized protecting agricultural operations and existing rural properties.

Overall, participant feedback for County Road 58 emphasized regional access, preparation for future growth, and a potential new I-25 interchange. The interchange was the most frequently selected investment among the options presented, while comments also identified surrounding roadway improvements, multimodal connections, local access, funding, and agricultural impacts as important considerations. These results provide one input to the evaluation of CR 58 improvements and should be considered alongside traffic analysis, feasibility, cost, environmental and property impacts, and coordination with regional partners.

Questions Common to All Corridors

Several questions were asked consistently across all six corridors, allowing responses to be viewed together in addition to the corridor-specific results. This comparison helps identify recurring participant priorities and differences among corridors. Because participants could respond to multiple corridor questions, the combined figures summarize selections across corridor responses rather than unique respondents.

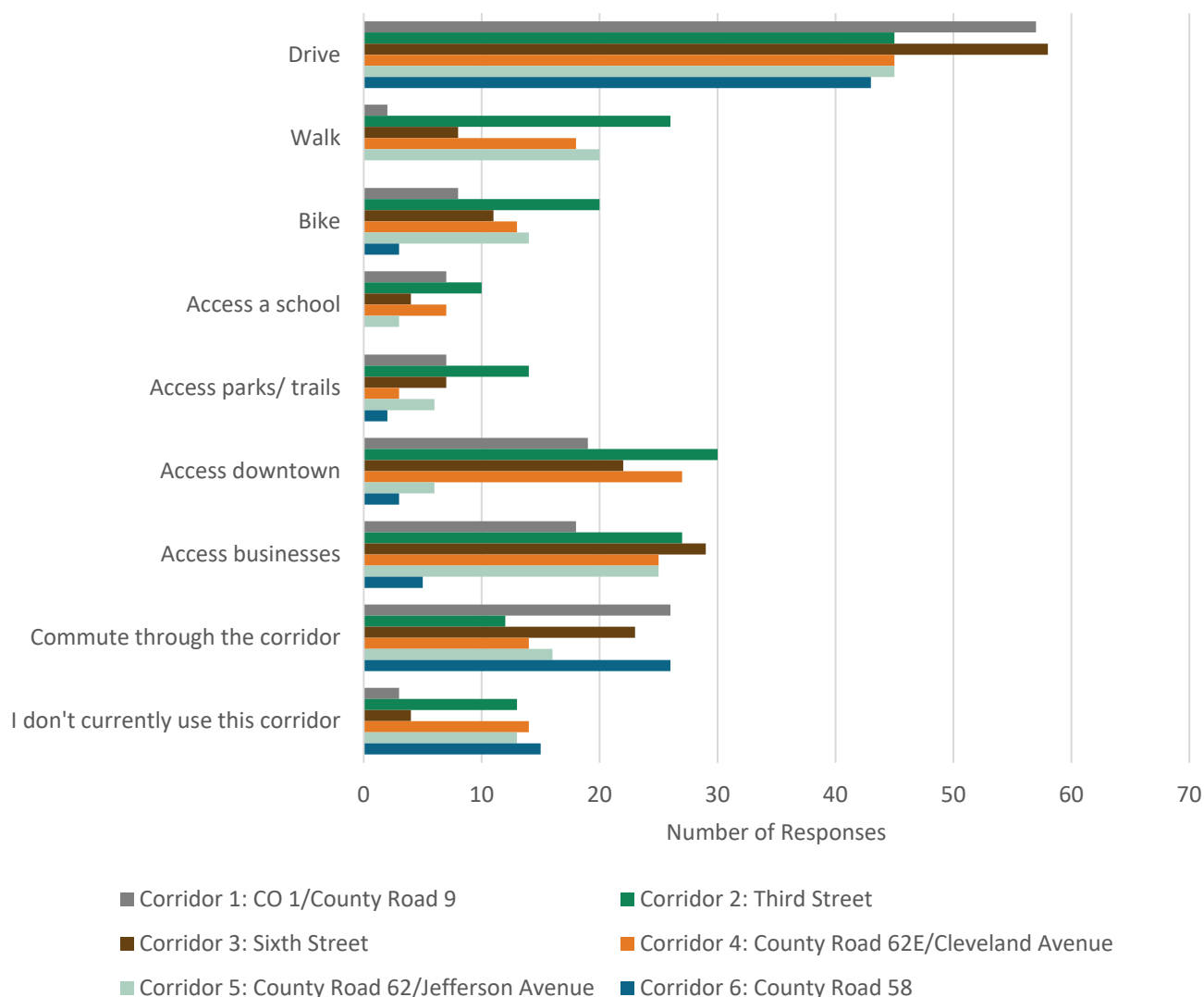
The first common question asked participants how they currently use each corridor (**Figure 33**). Driving was the most frequently selected transportation mode and was identified more than three times as often as walking or bicycling.

Participants reported using the corridors for multiple purposes, including commuting, accessing local businesses, traveling downtown, and reaching other community destinations. The results indicate that the surveyed corridors support a mix of trip purposes. This mix should be considered when recommendations are evaluated for regional travel, local access, economic activity, and neighborhood connectivity.



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Figure 33: How do you currently use this corridor? (All Corridors)



The second common question asked participants which transportation outcomes would be most important for each corridor as Wellington grows, with participants selecting up to three options (**Figure 34**). Improving safety was the most frequently selected outcome, followed closely by improving walking and bicycling options.

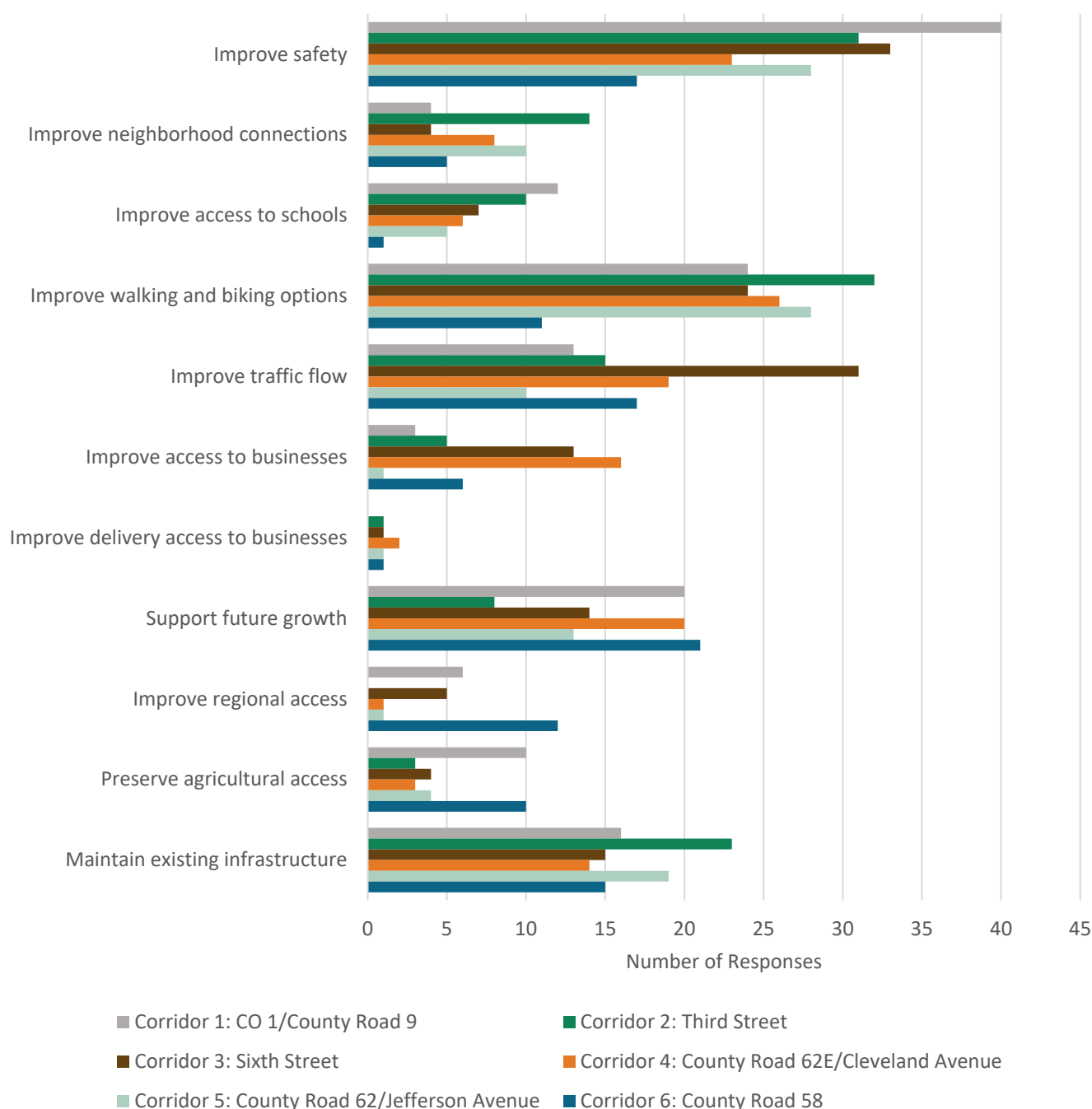
Although driving was the predominant current mode reported across the surveyed corridors, participants also frequently selected improved walking and bicycling options as a future priority. Improving traffic flow, maintaining existing infrastructure, and supporting future growth formed another group of commonly selected outcomes with relatively similar levels of support.

Together, the responses indicate that participants placed importance on safety and multimodal improvements while also identifying traffic operations, maintenance, and future growth as recurring considerations.



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Figure 34: What transportation outcomes are most important for this corridor as Wellington grows? (All Corridors)



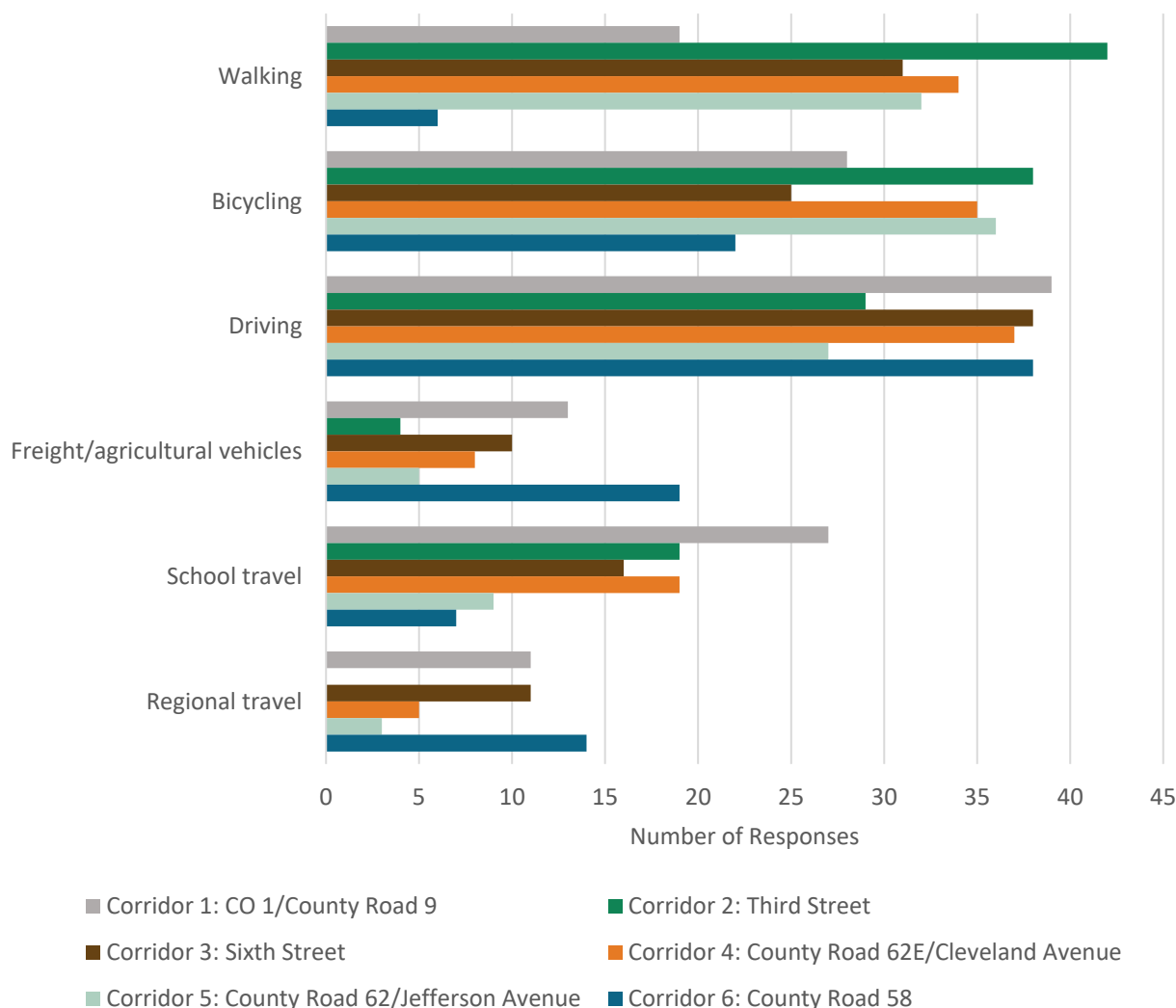
The third common question asked which transportation options each corridor should better support in the future (**Figure 35**). Driving, bicycling, and walking received similar levels of support across the corridor responses.

Across the corridor responses, participants frequently selected driving, bicycling, and walking as modes that should be better supported in the future. This result indicates interest among survey participants in accommodating multiple modes, while the relative priorities and appropriate improvements vary by corridor.



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Figure 35: Which transportation options should this corridor better support in the future? (All Corridors)



Key Takeaways and Next Steps

Phase 2 engagement provided additional information about how participants use Wellington's transportation system and what they would like the system to provide in the future. Across the engagement activities, Safety and Connectivity ranked highest among the draft goals. Participants also frequently identified walking and bicycling connections, maintenance of existing infrastructure, future growth, and local and regional access as priorities. In the funding exercise, a new I-25 interchange at CR 58 received the greatest allocation, followed by maintenance of existing streets and bridges, improvements to the existing I-25 interchange, and new trails.

The corridor survey added important context to these broader priorities. Although driving remains the primary way participants use Wellington's key corridors today, responses consistently demonstrated interest in a transportation network that better supports walking and bicycling alongside vehicle travel. At the same time, the feedback showed that each corridor serves a different role and will require a different balance of improvements. Participants emphasized neighborhood-scale walking, bicycling, and safety improvements along corridors such as Third Street and Jefferson Avenue; traffic operations and north-south mobility along Sixth Street; safer crossings and multimodal connectivity along Cleveland Avenue; school access and



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intersection improvements along CO 1/CR 9; and regional access and preparation for future growth along CR 58.

Phase 2 engagement results will be considered alongside technical analysis, existing and future transportation conditions, feasibility, cost, and coordination with Town and regional partners as recommendations are refined and projects are prioritized. Because participation was voluntary, the results should be interpreted as input from participating community members rather than as statistically representative measures of community opinion. The engagement findings do not prescribe specific solutions, but they help identify recurring priorities, corridor-specific concerns, and issues that warrant further evaluation during the next phase of the TMP.