Wellington Transportation & Mobility Plan

Current & Future Conditions Report

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Introduction

The Current & Future Conditions Report documents existing transportation, mobility, and community conditions in the town of Wellington, as well as in the Wellington Growth Management Area (GMA), to establish a shared baseline for the Wellington Transportation & Mobility Plan (TMP). This report summarizes the key trends, opportunities, and constraints that will shape future recommendations and investments, with a focus on how Wellington is growing, how people travel today, where barriers exist, and how the transportation system is performing.

The organization of this report supports the plan development process by compiling and interpreting available data across multiple topic areas. Topic areas include community context and demographics; population, household, and employment growth; access-related mobility barriers; and travel patterns (commute inflow/outflow, travel distances and times, and mode share). Additional topic areas include roadway system characteristics and functional classification, pavement/bridge condition, intersections and traffic control, freight and rail constraints, traffic volumes and future projections, and safety trends. The report also evaluates Wellington's bicycle, pedestrian, and transit conditions to identify gaps in multimodal connectivity and options.

Data sources for this report include the U.S. Census Bureau (American Community Survey) and the North Front Range Metropolitan Planning Organization (NFRMPO) regional travel demand model. The project team used these data sources to identify demographic and growth trends, while recent traffic volume collections (2024–2025), model-based 2050 forecasts for operational assessment, and multi-year crash trends (2020–2024) were used to understand safety performance across the GMA. Population projections are an important input to this work but can differ from projections presented in other Town documents such as the Housing Needs Assessment or water planning efforts. Those differences are due to various plans developed at different times, for different purposes, and using different assumptions, methods, and planning horizons. For the TMP, the project team relied primarily on U.S. Census Bureau data and the NFRMPO model because they provide the most consistent and comprehensive basis for evaluating long-term transportation needs, travel demand, and system performance across Wellington and the broader regional context. Together, these elements establish the context for the Wellington TMP and provide the foundation for identifying needs and setting priorities in subsequent phases of the TMP.

Who is Wellington?

A growing community in northern Larimer County, Wellington serves as a local hub and an important regional gateway along the Interstate 25 (I-25) corridor. The Town is located at the intersection of I-25 and Colorado State Highway 1 (CO 1), positioning it to support both local travel and regional movement in Northern Colorado. Wellington is compact in area, covering about 4.4 square miles. 54 percent of land use is residential, 14 percent is planned unit development, with commercial, industrial, and public land uses representing 10 percent each, and agricultural lands making up the remaining 2 percent of land.

Assessing demographics is essential to understanding a community's composition and how its transportation system is used to plan for future needs or enhanced transportation facilities and services. This section provides an overview of Wellington's current and projected population and employment growth, populations that may experience mobility barriers, and travel patterns throughout the town and surrounding region.

Population and Employment Growth

Understanding projected population, household, and employment growth is essential for aligning transportation investments with future demand. As Wellington grows, the number of daily trips, length of trips, and diversity of travel needs will increase. Growth will not only add users to the transportation system but also influence where and how people travel, thereby affecting congestion, safety, infrastructure maintenance needs, and demand for multimodal options.

One of the primary goals of the Wellington TMP is to create a transportation system that accommodates long-term growth while maintaining safety, connectivity, and quality of life. The following projections provide a foundation for evaluating whether the existing system and proposed improvements can support anticipated development through 2050.

- **Population:** The Wellington GMA had an estimated population of 11,920 in 2019, according to the NFRMPO model. More recent Census estimates indicate the population had grown to approximately 14,430 by 2023. By 2050, the GMA population is projected to reach 25,790, representing a 116 percent increase from 2019 levels. These numbers reflect more than a doubling of residents over a 30-year period. The State Demographer Office has 2050 estimates for the town at 33,000, an even higher growth rate. This increase in population will put additional pressure on the transportation system and is an essential consideration for future planning.
- **Households:** The Wellington GMA had an estimated 4,260 households in 2019 according to the NFRMPO model. By 2050, this total is projected to increase to approximately 9,860 households, representing an increase of 130 percent over 2019 levels. Household growth is projected to outpace population growth, indicating continued demand for residential development and associated local trip making. This significant increase will directly influence travel demand, neighborhood circulation patterns, and infrastructure needs. **Figure 1** identifies the locations where the increase in households is expected to be the greatest. The most concentrated areas of projected growth are north of County Road (CR) 64 along CO 1 and south of GW Bush Avenue between CO 1 and I-25.
- **Employment:** The NFRMPO model indicated approximately 1,730 jobs within the Wellington GMA in 2019. Regional forecasts project employment to increase to about 4,340 jobs by 2050, representing a 150 percent increase over 2019 levels. Employment growth is projected to outpace both population and household growth, which may shift commuting patterns and increase demand for internal and regional connections. This substantial increase will influence commuting flows, freight and service activity, and demand for multimodal connections between residential areas and job centers. **Figure 2** identifies the locations where the increase in employment is expected to be the most concentrated. The highest concentration of employment growth is projected within the town boundary between CR 64 and Jefferson Avenue, generally bounded by the BNSF railroad to the west and I-25 to the east. Additional employment growth is anticipated in the northwest portion of the town between CR 64 and CR 62E. Similar to projected household growth patterns, employment growth is also expected in the southern portion of the GMA between CR 60 and CR 58, west of I-25.

Collectively, these trends indicate that Wellington is transitioning from a smaller community to a more fully built-out regional contributor. Planning for this scale of growth requires a transportation system that is resilient, adaptable, and capable of supporting both local trips and regional connectivity.

Figure 1: Household Growth (2019-2050)

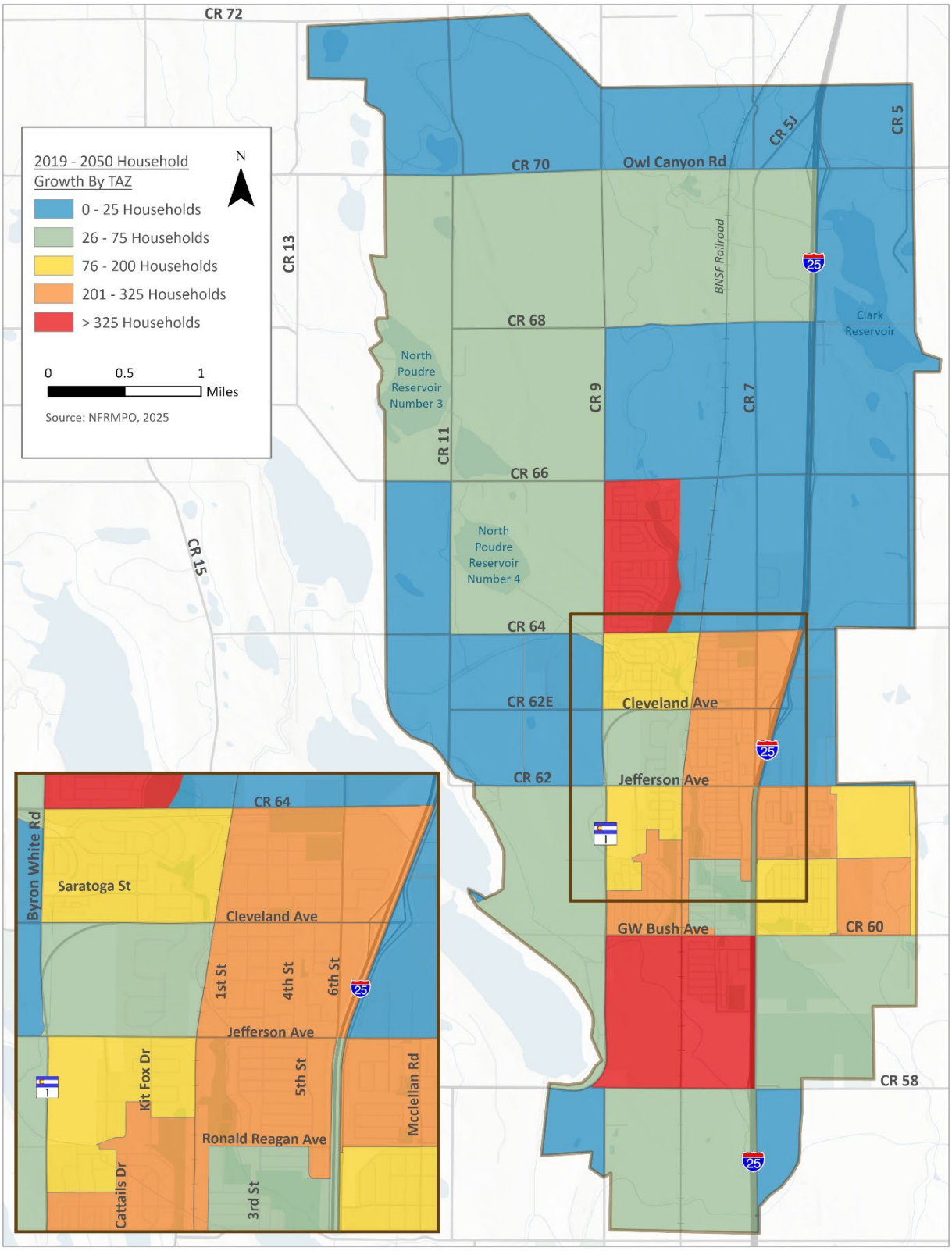
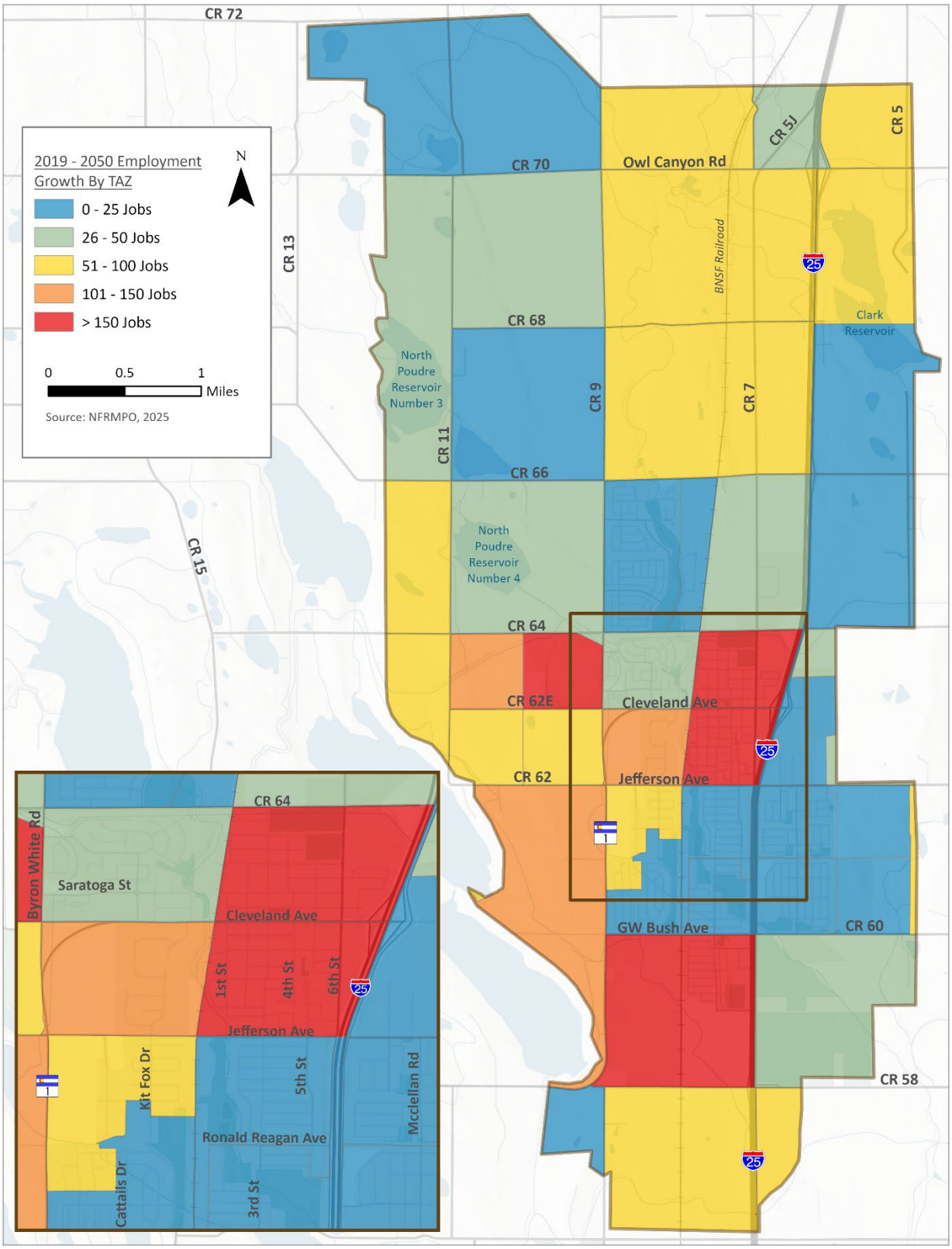


Figure 2: Employment Growth (2019-2050)



Mobility Barriers

Transportation systems shape access to jobs, schools, services, and community life. However, not all residents experience the transportation system in the same way. Certain populations may face structural, financial, physical, or language-related barriers that limit their mobility choices or increase their reliance on safe, accessible, and affordable travel options. Identifying where these populations are concentrated will help Wellington prioritize investments that expand opportunity and reduce mobility constraints.

To understand where potential mobility barriers may currently exist, the project team used the U.S. Census Bureau's American Community Survey (ACS) to compile demographic indicators. These indicators are widely used in transportation planning to assess transportation dependence, access limitations, and potential inequities in mobility. ACS data are reported by census block groups and census blocks, which do not perfectly align with Wellington's GMA. For this analysis, the study area consists of the portions of block groups and census blocks that overlap Wellington's GMA. The northernmost census block groups were excluded because they overlap only minimally with the GMA and extend substantially beyond it; retaining them would introduce populations and land area outside Wellington's planning boundary and could skew results. Because block group boundaries cannot be precisely clipped to the GMA, some populations immediately outside the GMA may still be included where geographies straddle the boundary.

People with Disabilities

Disabilities may include vision or hearing impairments, cognitive or learning disabilities, mobility or physical impairments, or other disability types. In the study area, 11 percent of residents report having a disability. A safe and equitable transportation system must ensure that all travel modes, including walking (often with mobility devices), bicycling, and transit, are accessible, comfortable, and usable for people of all abilities.

Zero Vehicle Households

Vehicle availability helps identify where residents may rely more heavily on non-driving travel options. Zero-vehicle households account for 4 percent of households in the study area. This group may include households that cannot afford a vehicle, households that choose not to own one, or individuals for whom driving is not feasible.

Single Vehicle Households

Understanding households with limited vehicle access is also important for identifying areas with greater need for reliable and accessible transportation options. Single-vehicle households represent 18 percent of households in the study area. Having only one vehicle for commuting, errands, and other daily needs can constrain household mobility, particularly when schedules overlap or when one household member depends on another for access. Identifying these areas helps highlight where improved walking, bicycling, transit, and other shared mobility options may reduce transportation burdens and mobility barriers.

Youth (Under the Age of 18)

Children and young adults require safe and comfortable transportation options to reach schools, parks, community facilities, and social or recreational destinations. Youth under the age of 18 constitute 30 percent of the study area's population. Understanding where youth are concentrated and how they travel supports the development of safer routes and environments that improve mobility for the broader community.

Older Adults (Age 65 and Over)

Older adults represent 10 percent of the study area's population. Supporting aging in place and active, healthy lifestyles requires safe, accessible, and convenient transportation options. In addition to high-quality sidewalks, crossings, and proximity to essential services, older adults may also rely on alternative transportation services, such as demand-response transit, paratransit, or community-based ride programs, particularly when driving is no longer feasible. Ensuring a range of mobility options helps maintain independence and access to healthcare, shopping, and social connections.

Populations with Limited English Proficiency

Residents with limited English proficiency (LEP) represent 0.5 percent of the study area's population. While this is a relatively small share of the community, LEP populations are important to consider because language barriers can affect awareness of transportation options, understanding of safety information, and participation in public engagement efforts. Ensuring accessible and multilingual communication helps improve safety, system navigation, and meaningful participation in transportation planning.

Mobility Barriers Summary

A composite analysis of people with disabilities, zero- and single-vehicle households, youth, older adults, and populations with LEP provides a more complete understanding of where mobility barriers may be concentrated (**Figure 3**). Overall, areas on the south side of Wellington show a higher propensity for mobility barrier indicators, likely reflecting the presence of newer neighborhoods with a greater share of families and youth. Much of the remaining community falls within the medium-to-high range, suggesting that mobility considerations are broadly relevant across Wellington rather than isolated to a single area.

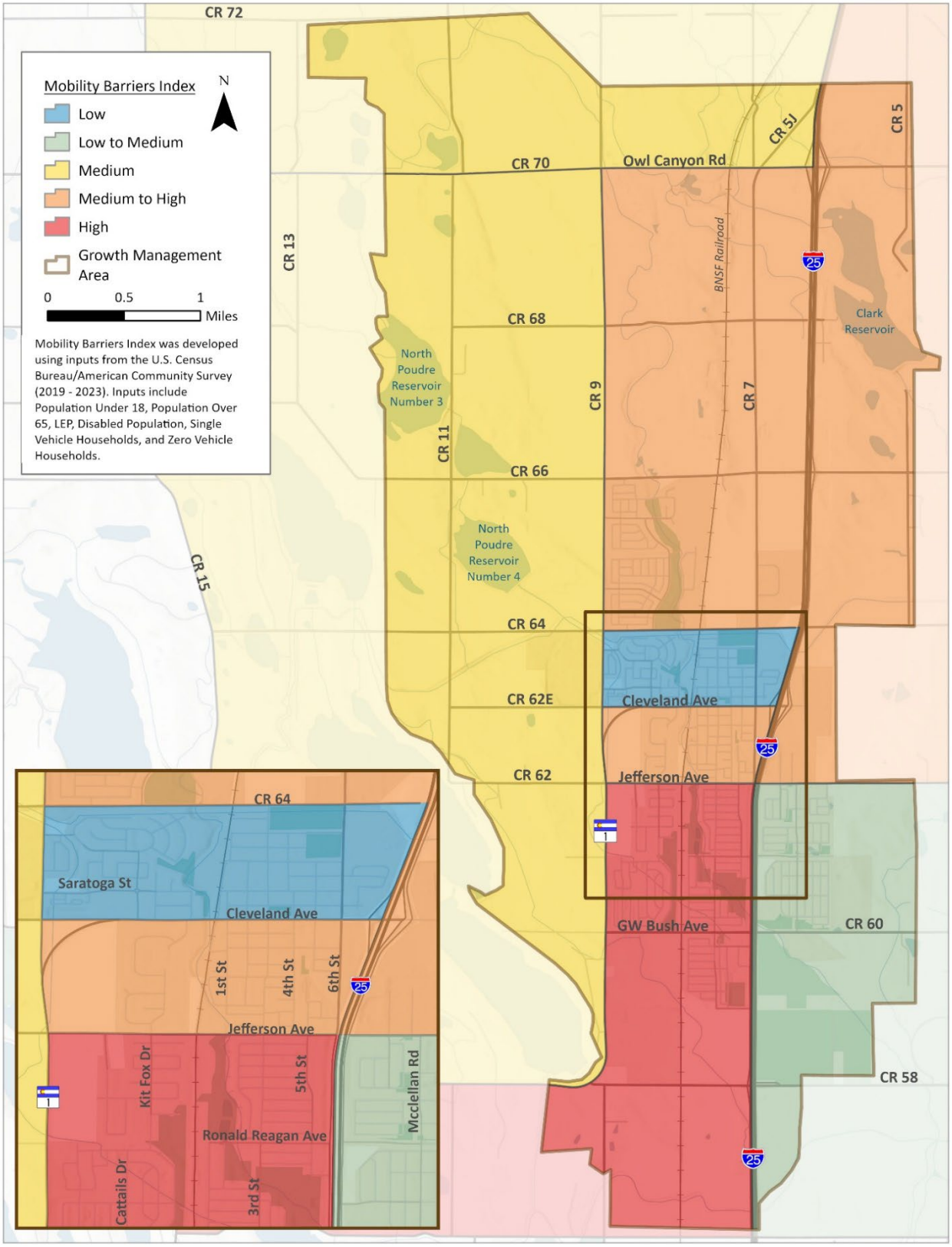
Table 1 presents an overview of populations who may be currently experiencing mobility barriers. As the Town grows and changes, these populations have potential to change. However, even with potential to change, it is important for Wellington to prioritize investments and policies that expand safe, convenient, and affordable mobility options, particularly in areas where residents may be more likely to depend on walking, bicycling, transit, or shared rides.

Table 1: Existing Mobility Barriers in Wellington

Mobility Barrier	Percent of Population
People with Disabilities	11%
Zero Vehicle Households	4%
Single Vehicle Households	18%
Youth (Under 18)	30%
Older Adults (Over 65)	10%
Populations with Limited English Proficiency (LEP)	0.5%

Source: U.S. Census American Community Survey, 2023

Figure 3: Existing Mobility Barriers Composite Analysis



Household and Transportation Cost Burden

While housing costs are often used as the primary measure of affordability, transportation costs often represent the second-largest recurring household expense and are directly influenced by land use patterns and transportation system design. In auto-oriented communities, where most trips require driving, transportation costs can substantially affect overall household affordability and financial resilience. To better understand this relationship, the Center for Neighborhood Technology's Housing and Transportation (H+T) Affordability Index evaluates combined housing and transportation costs. The Index defines a community as "affordable" when housing and transportation together consume no more than 45 percent of household income. The H+T Index uses modeled data that estimates typical household spending patterns based on income, household characteristics, and neighborhood context. While this approach provides a useful planning -level benchmark, it does not replace a detailed local housing market analysis or a comprehensive housing cost study tailored specifically to Wellington, such as the Town's Housing Needs Assessment.

In Wellington, households spend an average of 43 percent of income on housing and transportation combined, slightly below the 45 percent affordability threshold. On average, approximately 23 percent of income is spent on housing and 20 percent on transportation. In dollars, annual transportation costs average $17,471 per household. Although Wellington currently falls within the H+T affordability threshold, transportation costs account for nearly half of total combined household expenses. This fact reflects the financial impact of vehicle ownership, fuel, insurance, maintenance, and commuting distances. As the community grows, development patterns that require longer trips or increased vehicle ownership could place upward pressure on household transportation costs. For this reason, transportation planning plays a critical role in long-term affordability. Land use and transportation decisions that support compact growth, connected street networks, and proximity to daily destinations can help moderate transportation expenses over time. Expanding safe walking and bicycling infrastructure, improving access to regional transit options, and providing alternatives to single-occupancy vehicle travel can reduce reliance on multiple vehicles and offer lower-cost travel options.

Comparing Wellington's H+T costs with surrounding communities provides additional context. As a smaller town, Wellington has generally maintained combined housing and transportation costs at a comparatively lower level. **Table 2** summarizes the housing and transportation costs for Wellington and nearby communities.

Table 2: Housing and Transportation Index Across Municipalities

Jurisdiction	Housing Cost %	Transportation Cost %	H+T % (Goal < 45%)
Wellington	23%	20%	43%
Berthoud	28%	20%	48%
Timnath	35%	20%	56%
Windsor	29%	20%	49%
Fort Collins	25%	16%	41%
Larimer County	26%	18%	44%

Source: Center for Neighborhood Technology Housing and Transportation (H+T®) Affordability Index (2025 Update)

Travel Patterns

A key consideration in planning for current and future growth and related transportation needs is understanding how people travel within Wellington and to and from destinations across the region. Although regional land use patterns have historically supported auto-oriented travel, recent and planned investments in multimodal infrastructure suggest that travel preferences and mobility needs are changing.

To better understand current conditions, the project team evaluated transportation trends in Wellington using data from the U.S. Census Bureau, including ACS and Longitudinal Employer-Household Dynamics datasets. This review summarizes key travel patterns, including commuter inflow and outflow, work locations and employee origins, typical commute distances and travel times, and the mode share. Together, these data establish a baseline understanding of travel demand, regional connectivity, and mode choice patterns and help identify where targeted investments may improve safety, system efficiency, and long-term mobility outcomes.

Commuter Inflow and Outflow

Commuter inflow and outflow metrics describe the relationship between where people live and where they work (**Figure 4**). This information indicates how many workers reside in Wellington but commute elsewhere, how many commute to Wellington for employment, and how many both live and work within the community. Based on 2022 estimates, approximately 94 percent of employed Wellington residents commute outside the Town for work, while about 6 percent both live and work locally. In addition, approximately three-quarters (about 75%) of jobs in Wellington are filled by workers who commute from outside the Town, while about 25% are filled by residents who both live and work locally. These patterns indicate that Wellington functions primarily as a residential community within the regional labor market, with a significant share of residents traveling outside town for employment. As a result, the transportation system must not only support strong regional connectivity but also accommodate local circulation and access needs. The scale of outbound commuting reinforces the importance of coordinated planning and strategic investment, particularly in partnership with regional agencies, to ensure that roadway and multimodal networks can accommodate current travel demand and projected growth.

Figure 4: Wellington Resident and Workforce Commute Patterns

Source: U.S. Census, Longitudinal Employer-Household Dynamics (LEHD), OnTheMap 2022

Commute Distance and Travel Time

Commute distance data indicate that Wellington residents travel a wide range of distances to reach employment. Approximately 37 percent commute fewer than 10 miles, about 30 percent travel between 10 and 24 miles, and roughly 25 percent commute more than 50 miles (**Table 3**). Key employment destinations include Fort Collins (approximately 35 percent of commuters), Loveland (approximately 7 percent), and Denver (approximately 6 percent), as well as other locations in the Denver metro area and along the Front Range. This distribution reflects Wellington's integration within the broader regional labor market and highlights the importance of maintaining both local travel options and reliable regional connections.

Table 3: Commute Distance

Commute Distance	Percent Population
Less than 10 miles	37%
10 to 24 miles	30%
25 to 50 miles	8%
50+ miles	25%

U.S. Census, Longitudinal Employer-Household Dynamics (LEHD), OnTheMap 2022

Travel time data provide additional insight into commute burden and reliability. Nearly 20 percent of commuters travel less than 20 minutes from home to work. Approximately 55 percent have commute times of 20 to 34 minutes, and 27 percent travel 35 minutes or more. **Table 4** provides a detailed breakdown of commute times. The share of residents commuting more than 50 miles underscores the community's dependence on regional corridors and the potential sensitivity of travel times to congestion, incidents, or fuel costs.

Table 4: Commute Time

Commute Time	Percent Population
Less than 10 minutes	5%
10 to 14 minutes	2%
15 to 19 minutes	12%
20 to 24 minutes	24%
25 to 29 minutes	5%
30 to 34 minutes	26%
35 to 44 minutes	11%
45 to 59 minutes	6%
60 or more minutes	10%

Source: U.S. Census American Community Survey (ACS), 2023 Estimates, Table B08134

Mode Share

Means of Transportation to Work data describe the primary mode Wellington residents use to commute such as driving alone, carpooling, walking, bicycling, or taking transit. This information provides insight into current travel behavior and helps identify where expanded transportation options may be most needed or most feasible.

According to 2023 Census estimates, about 88 percent of Wellington commuters drive alone, and about 11 percent carpool. Fewer than 1 percent walk or bicycle to work (**Table 5**). Public transportation use is estimated at 0 percent, reflecting the limited availability of fixed-route transit service within Wellington. Overall, commuting patterns are highly vehicle dependent, underscoring the community's reliance on personal automobiles for regional and local access. While this reflects current development patterns and service availability, it also highlights an opportunity to strengthen safe, connected, and convenient multimodal options, particularly for shorter local trips and for residents who cannot or prefer not to drive.

Table 5: Means of Transportation to Work

Commute Mode	Percent Population
Drove Alone	88%
Carpooled	11%
Walk/Bicycle	1%
Transit	0%

Source: U.S. Census American Community Survey (ACS) 2023, Table B08134

Roadway System

The roadway network within Wellington's GMA includes town-owned streets, as well as facilities owned and maintained by Larimer County and the Colorado Department of Transportation (CDOT), such as state highways, U.S. highways, and interstate facilities. Together, these corridors support the daily movement of people and goods within Wellington and across the surrounding region. The roadway network, including bridges and intersections, provides the foundational infrastructure for mobility to serve residents, commuters, recreational travelers, emergency services, and freight and delivery vehicles. Ongoing investments in Wellington's transportation system focus on maintaining roadway quality, improving safety, and expanding multimodal capabilities to better accommodate people walking, bicycling, and using other travel options.

Wellington maintains approximately 56 miles of roadway within the town boundary. In addition, Larimer County facilities connect to town streets and provide key regional links among neighboring communities, employment centers, and recreational destinations.

Functional Classification

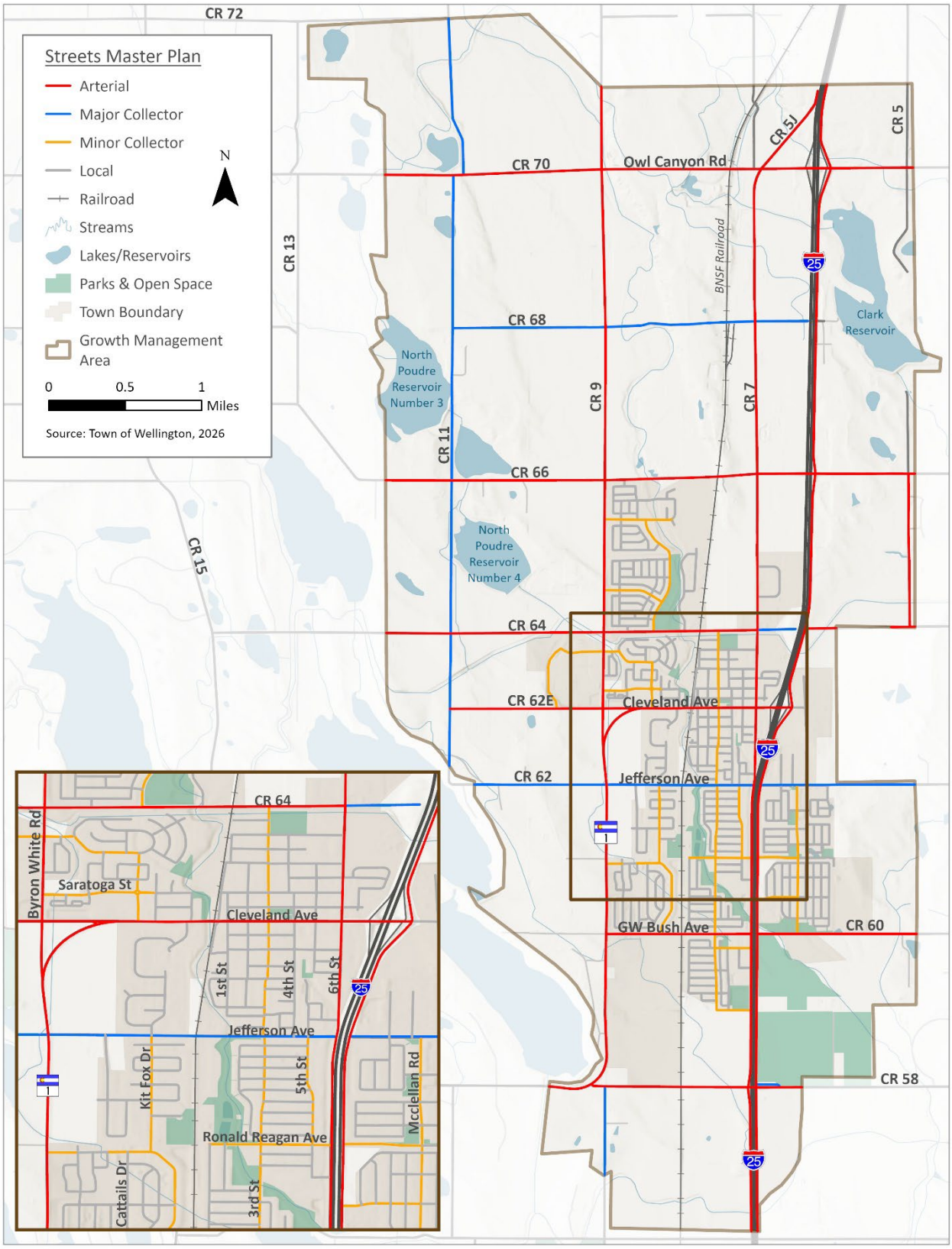
Wellington's roadway network uses a functional classification hierarchy to support safe and efficient travel. Functional classification groups roadways based on their primary purposes. This approach balances the need to provide access to adjacent land uses with the need to move traffic efficiently through the community and region.

Functional classification informs a range of planning and design activities, including access management strategies, corridor preservation, multimodal facility planning, and development of design standards and guidelines. It helps describe the intended role and operating characteristics of each roadway, and it should align with adjacent land uses and the overall connectivity of the transportation network.

- **Arterials:** Arterials carry longer-distance travel for regional, intercommunity, and major commuting purposes. They are designed to accommodate higher traffic volumes at higher speeds and generally have a limited number of at-grade intersections and controlled access. Direct driveway access is minimized and typically allowed only when alternatives are not feasible. Arterials are usually spaced at intervals of approximately one mile or more. The Town of Wellington Street Standards defines Arterials as having traffic volumes from 3,500 to 15,000 VPD. Additionally, the frontage roads parallel to I-25 are classified as Arterials, demonstrating their key role in major travel within the GMA.
- **Major Collectors:** Major collectors serve as the next-highest classification and provide a balance between mobility and access, with mobility typically taking precedence. The Town of Wellington Street Standards define Major Collectors as 3,500 to 5,000 VPD. In more rural contexts, major collectors may function as the highest classification roadway where traffic volumes do not warrant an arterial designation.
- **Minor Collectors:** Minor collectors connect neighborhoods and activity areas, distributing traffic among arterials, major collectors, and local streets. Most trips on minor collectors begin or end within the community, making these corridors important for local circulation and for connecting to key destinations. The Town of Wellington Street Standards define Major Collectors as 3,500 to 5,000 VPD.
- **Local Roads:** Local roads primarily provide access to adjacent land uses, including homes, businesses, parks, and community facilities. They typically serve individual neighborhoods or developments, and traffic on local streets generally has a nearby origin or destination. The Town of Wellington Street Standards define Local Roads as less then 2,500 VPD.
- **Alleys:** Alleys provide secondary vehicle access to the rear of properties served by a street, and do not include parking.

As Wellington continues to develop within the GMA, it will be important to periodically evaluate roadway conditions and confirm that functional classifications align with the community's long-term vision for mobility, land use, and safety. Larimer County maintains its own roadway classification system, which will need to be considered where county facilities are annexed within the GMA. **Figure 6** maps the distribution of functional classifications across the Wellington GMA roadway system.

Figure 5: Roadway Functional Classification



Pavement and Bridge Condition

Pavement and bridge condition is an essential indicator of the safety, functionality, and long-term performance of Wellington's transportation infrastructure. Evaluating conditions across paved roadways, unpaved roadways, and structures helps identify where the most pressing maintenance needs exist and supports informed decisions about how to balance ongoing preservation with other capital improvement priorities.

In addition to pavement and structural conditions, routine maintenance of drainage infrastructure is critical to extending the service life of all roadway types. Work includes routine mowing operations, clearing roadside ditches of sediment and debris and ensuring culverts remain unobstructed to support proper water flow and reduce the risk of roadway deterioration. Wellington maintains seven Colorado Department of Transportation (CDOT) designated off system bridge structures, which include bridges, concrete box culverts, and large diameter corrugated metal pipe culvert, all of which are surveyed annually by CDOT inspectors and are considered to be in good or fair condition. Additionally, the Town maintains numerous other small diameter culverts spread throughout the roadway system which must be maintained to ensure proper drainage.

The Town of Wellington conducts periodic pavement condition surveys of its paved roadway network (approximately every 3 years) to systematically evaluate surface conditions for specific projects and identify long-term rehabilitation needs. Pavement is rated on a 0 to 100 scale, with ratings ranging from serious to good condition. Overall, about 75 percent of paved roadways within the town are in good or satisfactory condition, with older neighborhoods that have not been improved have a higher share of roads in poorer condition. **Figure 7** summarizes Pavement Condition Index (PCI) ratings from the 2023/2024 assessment (updated in July 2025), and **Figure 8** maps the results spatially across the roadway network.

In addition to paved streets, the Town also maintains approximately 0.25 miles of gravel roadway on Clinton Avenue on the south side of town. Unpaved facilities require different maintenance practices than paved streets and may warrant additional evaluation as development occurs and travel demand grows.

Figure 6: Pavement Condition Index (Miles, Percent)

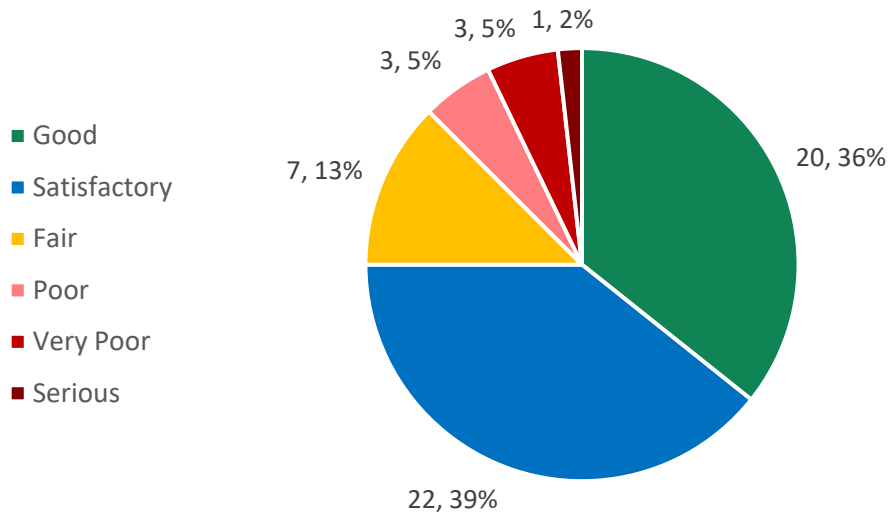
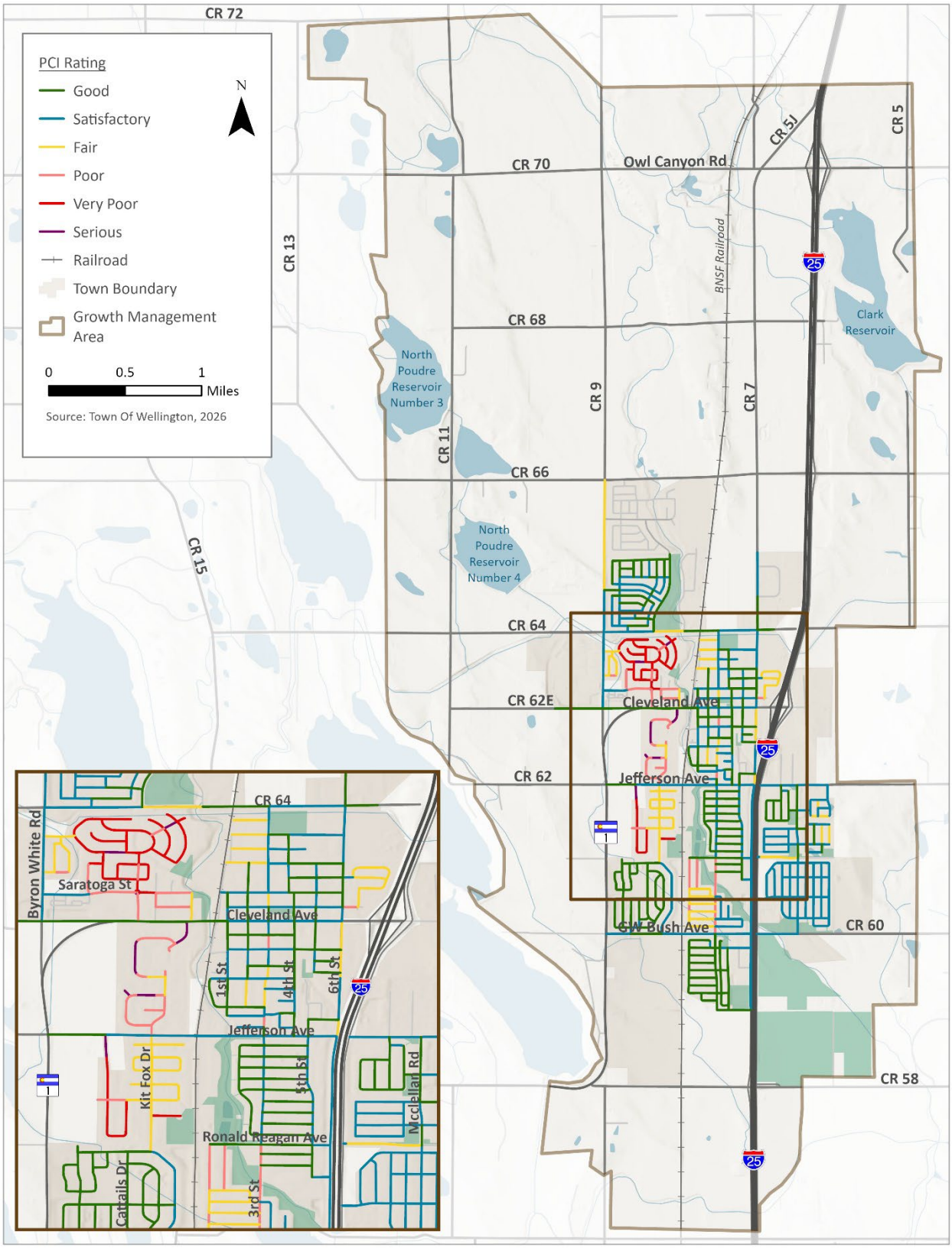


Figure 7: Pavement Condition Index



Intersections and Traffic Control

Intersections in Wellington are predominantly controlled by stop signs, reflecting the Town's current traffic volumes and roadway context. At key regional gateways, however, traffic signals are used to manage higher -volume movements, particularly those associated with access to I-25.

Wellington currently has four signalized intersections, all located on Cleveland Avenue near the I-25 interchange, including the interchange ramps and frontage road connections. These signals help regulate traffic entering and exiting the interstate, improve operational efficiency, and support safer turning movements in a high-demand corridor. As Wellington grows, stop-controlled intersections should be periodically evaluated to determine whether changes in traffic volumes, turning movements, or safety conditions warrant upgrades. Potential improvements may include enhanced signing and striping, added turn lanes, conversion from 2-way to 4-way stop control, conversion to signal control, or roundabouts where appropriate. Intersection decisions should consider capacity and delay, crash history, multimodal safety and comfort, surrounding land uses, and physical constraints such as available right-of-way. While roundabouts can provide significant safety benefits, they may not be feasible in locations with very high traffic volumes, limited space, or other site constraints.

Electric Vehicle Charging Stations

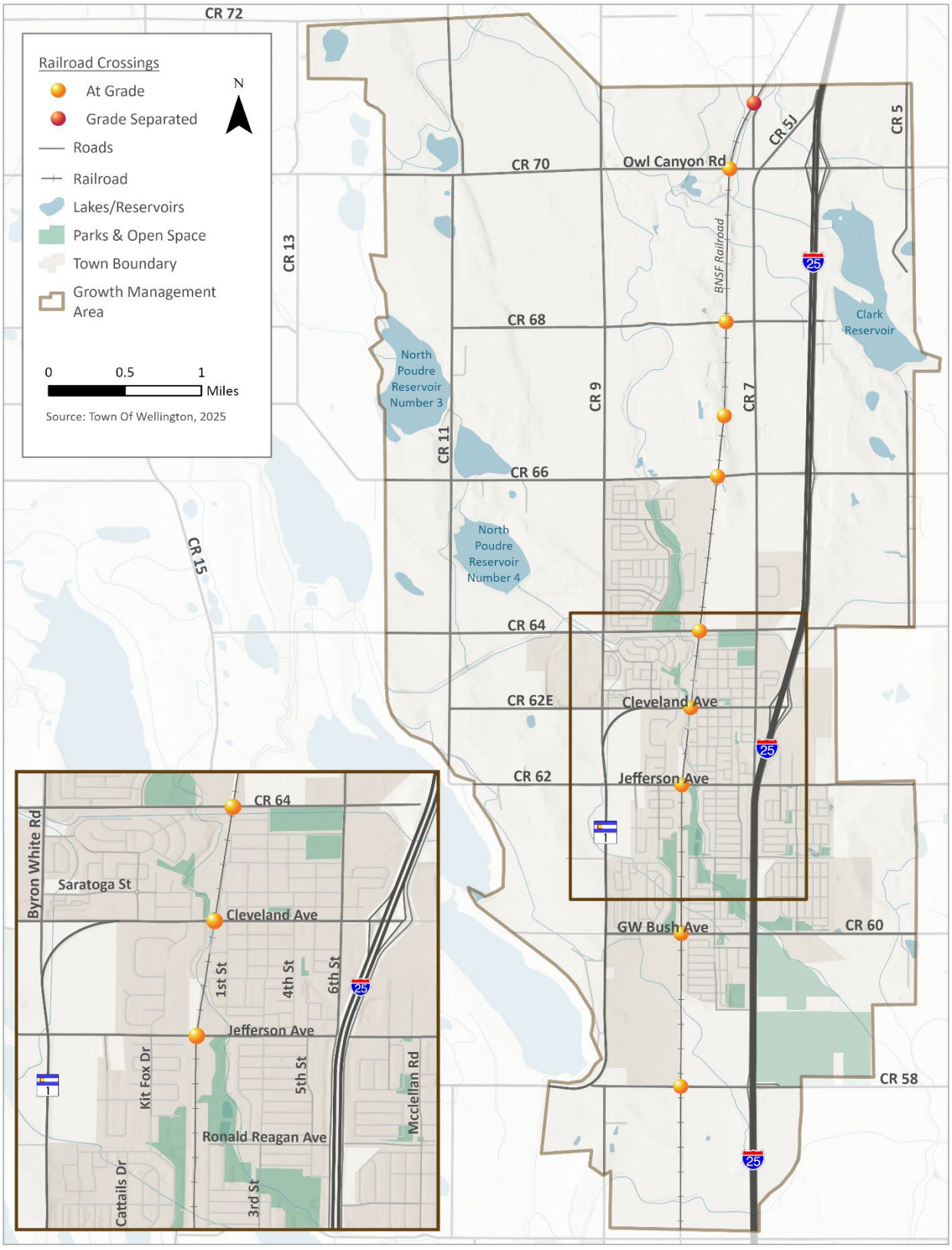
Alternative fuel vehicles, particularly electric vehicles (EVs), are becoming more common as federal and state policies encourage reduced petroleum use and lower transportation emissions. To support this trend locally, Larimer County has identified a need for approximately 1,447 public Level 2 chargers and 309 DC fast chargers by 2030. Currently, public EV charging within Wellington is limited to the Maverik station near Cleveland Avenue and Sixth Street. As EV adoption increases, additional coordination with utilities, regional agencies, and private site hosts may be needed to allow EV charging infrastructure deployment.

Freight

Freight movement is a critical component of the regional economy, supporting the reliable delivery of goods to local businesses, residents, and visitors. A well-functioning freight network sustains economic activity while also requiring careful coordination to minimize impacts to neighborhoods, community streets, and multimodal travel. Within the Wellington GMA, designated truck routes include CO 1 and I-25. As an interstate facility, I-25 functions as the primary freight corridor serving Wellington and Larimer County, carrying regional and long -haul truck traffic that supports local and statewide supply chains.

Rail infrastructure also plays an important role in Northern Colorado's freight system by efficiently moving bulk commodities and manufactured goods over long distances. Rail networks support industries such as agriculture, construction, energy, and manufacturing by connecting shippers to regional distribution hubs and national and international markets. The BNSF Railway line runs through Wellington and supports the movement of goods across Northern Colorado. While there are no rail stops in Wellington, rail operations can affect local circulation by creating a physical barrier through town. There are four at-grade rail crossings in Wellington, along with six at-grade crossings and one grade-separated crossing within the Wellington GMA (**Figure 9**). These crossings can contribute to delay and introduce safety considerations for people driving, walking, and bicycling. As Wellington grows, it will be important to monitor rail crossing operations and to evaluate targeted improvements, such as safety upgrades, crossing design enhancements, and connectivity strategies, to support mobility and minimize barriers across the community while maintaining efficient freight movement.

Figure 8: Railroad Crossings



Traffic Operations

Traffic operations analysis evaluates how effectively Wellington's roadway network functions today and how it is expected to perform as the community grows. Analysis provides an understanding of traffic volumes, roadway capacity, operating speeds, and safety conditions across the system. Together, these factors provide insight into congestion, reliability, user experience, and potential operational deficiencies.

Current traffic volumes collected in 2024 and 2025 were used to assess existing conditions, while projected 2050 volumes were derived from the NFRMPO fiscally constrained travel demand model to evaluate future performance. This section summarizes traffic growth trends, analyzes volume-to-capacity conditions for both urban and rural roadway segments, reviews posted speed characteristics, and evaluates crash patterns and vulnerable road user safety. These analyses establish a baseline for identifying corridors and intersections that may require monitoring, operational improvements, safety enhancements, or multimodal investments as Wellington continues to grow.

Traffic Volumes

Both current and projected future traffic volumes are critical for understanding existing conditions and planning corridor and intersection improvements. Vehicles per day (VPD) represents estimated average daily traffic volumes for each roadway segment and is used to evaluate both existing and future system performance.

Existing traffic volume estimates were informed and refined using select traffic counts collected in 2024 and 2025 to improve accuracy and reflect current conditions. Forecasted 2050 traffic volume estimates were developed using the NFRMPO fiscally constrained travel demand model, which incorporates forecasted household and employment growth, as well as regionally funded transportation improvements. Minor adjustments to household and employment forecasts within Traffic Analysis Zones were incorporated based on recommendations from the Town of Wellington Planning Department. Although the model accounts for fiscally constrained regional projects, no future capacity projects were identified within the Wellington GMA boundary.

Figure 10 shows existing traffic volumes by roadway segment, and **Figure 11** shows forecasted 2050 traffic volumes. Forecast results indicate the greatest traffic growth is expected along Owl Canyon Road (CR 70) on the north side of the GMA, along CO 1 between Cleveland Avenue and CR 58, and on the I 25 frontage roads.

Figure 9: Existing Traffic Volumes

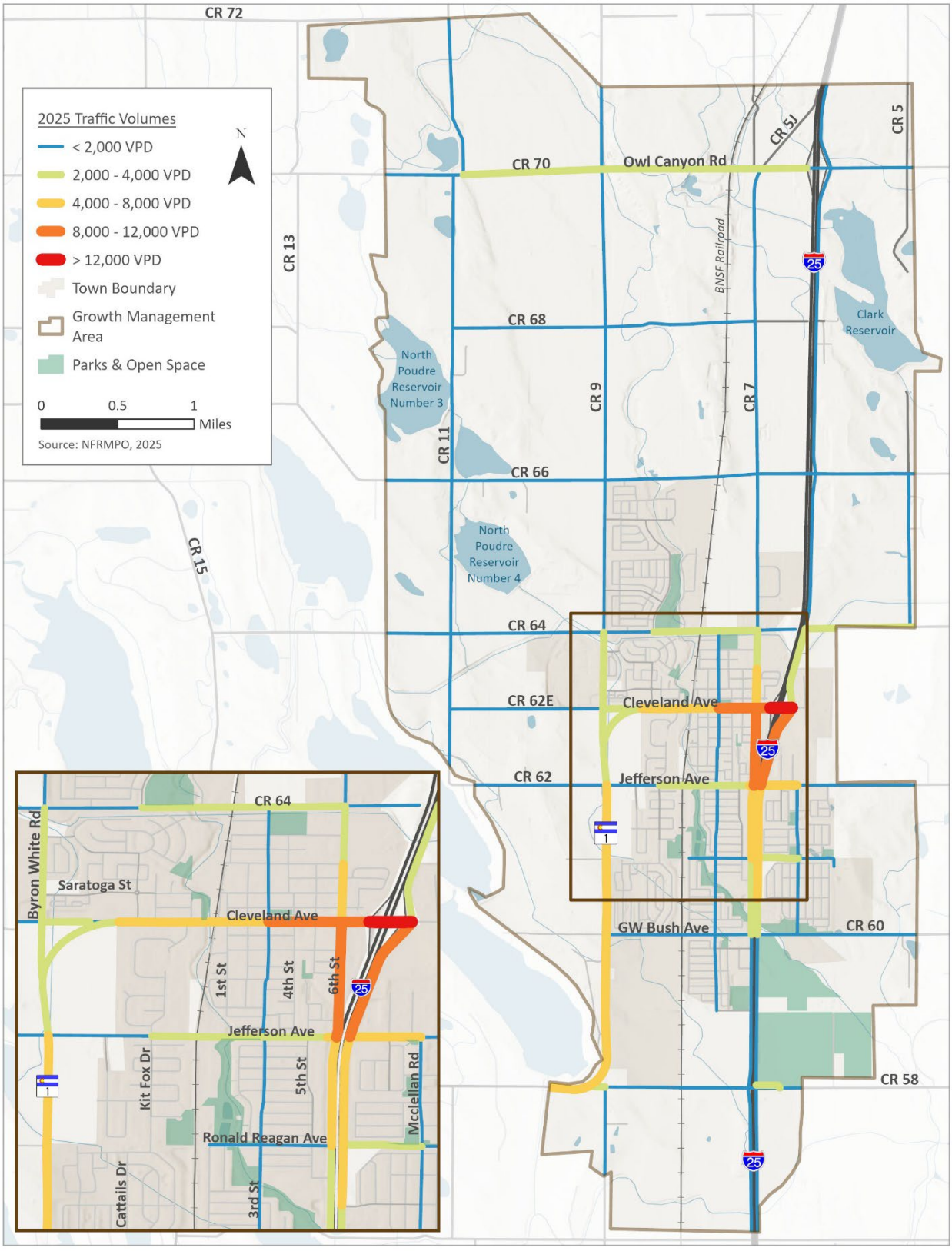
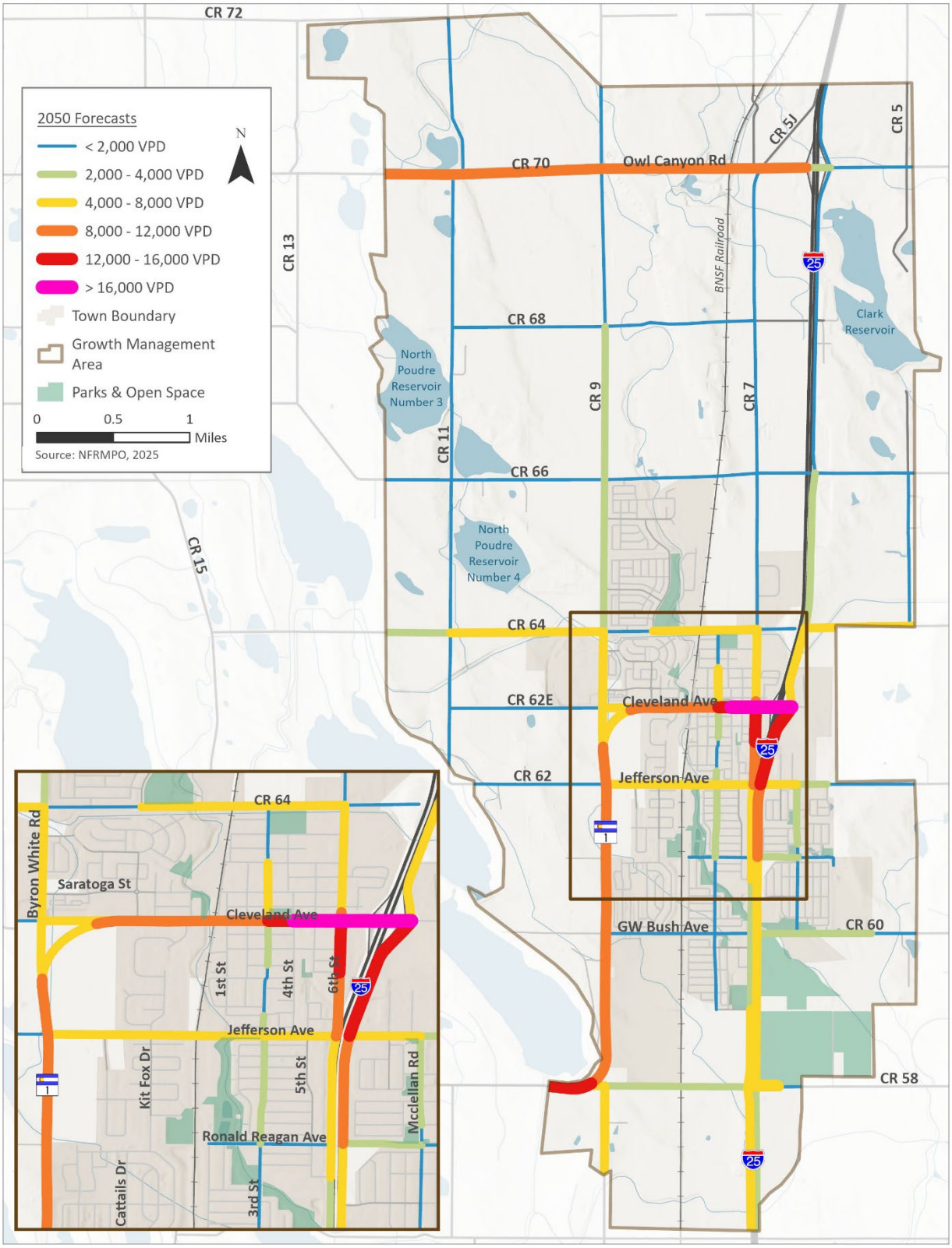


Figure 10: 2050 Traffic Forecasts



Volume to Capacity

The volume-to-capacity (V/C) ratio is used to evaluate potential congestion and operational performance on roadway segments. The V/C ratio compares estimated traffic volumes to the theoretical capacity of a roadway. As the V/C ratio approaches 1.0, the roadway is operating closer to its maximum practical capacity and users are more likely to experience congestion, queuing, and delay. Both daily and peak hour V/C ratios were evaluated. The daily V/C ratio reflects overall roadway performance across a typical day, while the peak V/C ratio reflects conditions during the busiest travel hour, when traffic stress is most pronounced. It is important to note that V/C ratios represent segment-level conditions and do not directly capture intersection-specific operations.

Roadway capacity represents the maximum number of vehicles that a roadway segment can reasonably accommodate under prevailing conditions, typically expressed as Average Daily Traffic (ADT). For this analysis, capacity values (**Table 6**) were derived from the NFRMPO travel demand model and applied across the modeled network to compare traffic volumes to available capacity. Suburban and Rural contexts were applied across the network to provide a more accurate picture of V/C. In the 2025 estimates, Town-owned roads are defined as suburban, and County-owned roads are defined as rural. In 2050 forecasts, all roads are defined as suburban to represent the Town's growth into the GMA. These context-specific capacities were applied across the modeled network to compare traffic volumes to available capacity.

Table 6: Roadway Capacity Assumptions

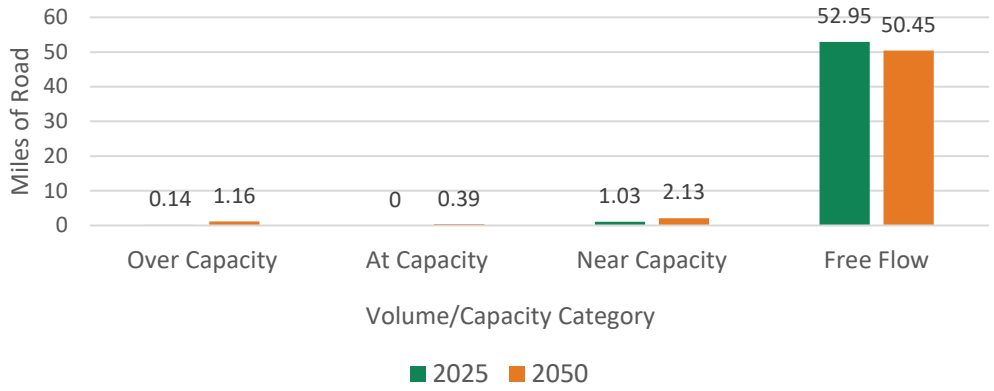
Functional Class	Suburban Capacity (ADT)	Rural Capacity (ADT)
Minor Arterial (Town classification of Arterial)	15,200	15,800
Collector	13,600	14,200
Minor Collector	10,000	10,600
Frontage Road	13,600	14,200

Source: NFRMPO Regional Travel Demand Model

Estimated Peak Hour Conditions

Figure 12 summarizes estimated peak hour V/C results to illustrate the total miles of modeled roadway operating at free flow, near capacity, at capacity, or over capacity for both existing and 2050 conditions. Under existing estimated peak hour conditions, approximately 2 percent of roadway miles are near, at, or over capacity. By 2050, the share of roadway miles near capacity is projected to increase to approximately 4 percent, with an additional 3 percent operating at or over capacity.

Figure 11: Estimated Existing and Future Peak Hour Volume to Capacity Miles



The existing peak hour V/C map (**Figure 13**) shows that most roadway segments currently operate under free-flow conditions, with localized areas of higher V/C concentrated near the I-25 and CO 1 interchange, frontage roads, Cleveland Avenue, and Sixth Street.

The forecasted 2050 estimated peak hour V/C map (**Figure 14**) indicates that overall system performance remains relatively stable, with most segments continuing to operate under capacity. However, the locations experiencing higher V/C ratios in the future generally mirror existing areas of operational pressure, particularly near the I-25 and CO 1 interchange and along key east–west and north–south corridors serving new development areas. In 2050, these areas would become more pronounced, with congestion expanding slightly beyond current hotspots and certain segments approaching or exceeding capacity during peak periods. This pattern suggests that while widespread congestion is not anticipated, focused operational improvements and continued monitoring will be important in areas where growth intensifies demand on existing corridors.

Daily Conditions

An evaluation of daily V/C conditions provides insight into how the roadway network performs outside peak travel periods and if congestion persists throughout the day. The existing daily V/C map (**Figure 15**) and forecasted 2050 daily V/C map (**Figure 16**) indicate that even fewer roadways experience operational strain during non-peak periods. Most corridors operate well below capacity throughout an average day, reinforcing that congestion is primarily concentrated during peak travel hours rather than sustained across the full day. The concentration of higher daily V/C ratios near the I-25 interchange reflects the area's role as both a regional access point and a focal point for local growth, making it a key area for continued operational monitoring.

Posted Speed Limits

Speed characteristics influence both mobility and safety and can inform roadway design, traffic calming, and enforcement strategies. In Wellington, posted speed limits reflect the community's roadway network and surrounding land use context. Most roadways are posted at 25 miles per hour (mph) (**Figure 17**), consistent with the predominance of local residential streets and community-serving destinations. The next most commonly posted speed is 35 mph, typically associated with collector roadways and corridors designed to accommodate higher traffic volumes while maintaining local access. Overall, the distribution of posted speeds reflects Wellington's primarily neighborhood-oriented street network, with higher speeds concentrated on corridors intended to support through travel.

Figure 12: Existing Estimated Peak Hour Volume to Capacity

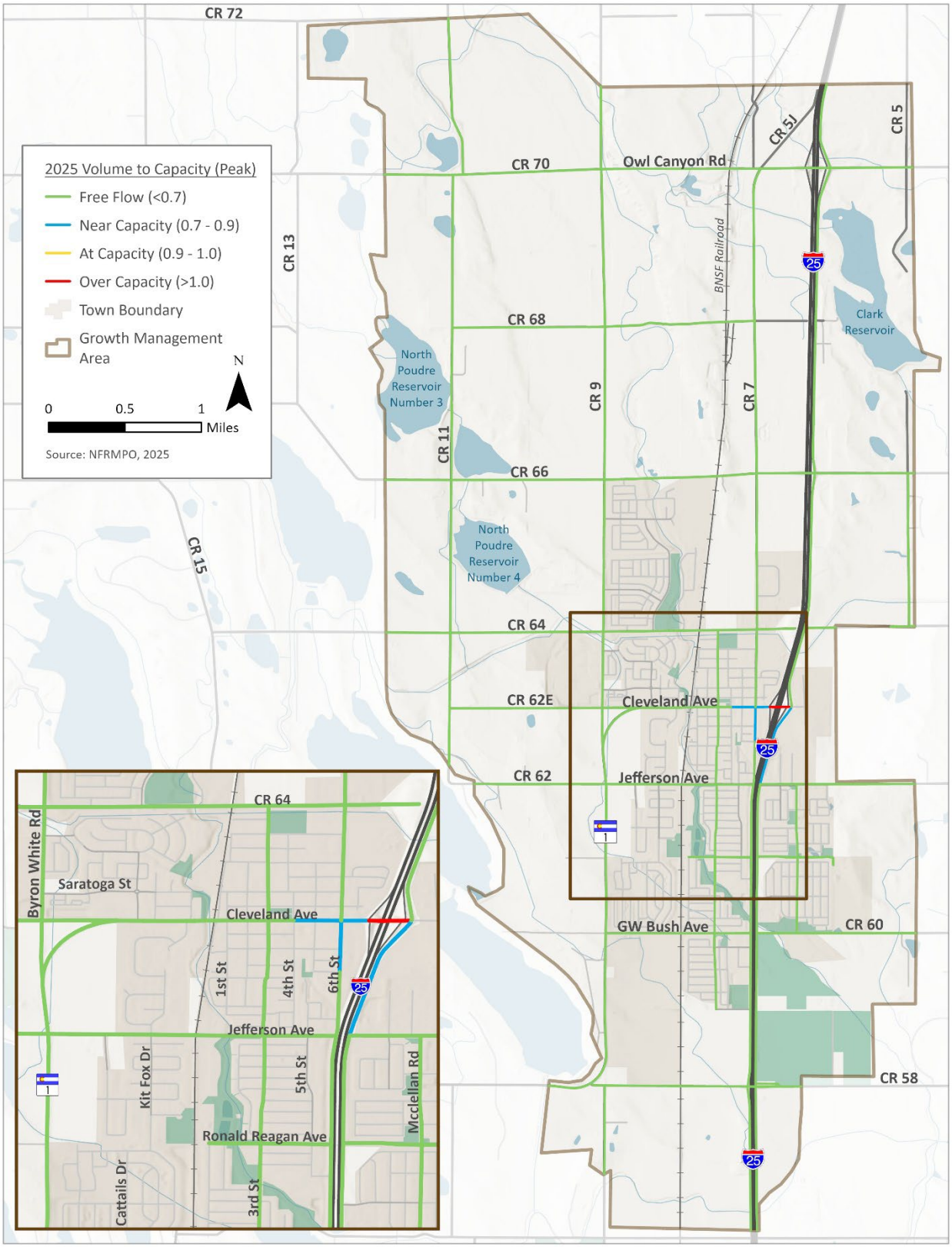

2025 Volume to Capacity (Peak)
Free Flow (<0.7)
Near Capacity (0.7 - 0.9)
At Capacity (0.9 - 1.0)
Over Capacity (>1.0)
Town Boundary
Growth Management Area
N
0
0.5
1
Miles
Source: NFRMPO, 2025
CR 72
CR 70
Owl Canyon Rd
CR 5J
CR 5
CR 13
BNSF Railroad
CR 68
Clark Reservoir
North Poudre Reservoir Number 3
CR 9
CR 7
CR 11
CR 66
North Poudre Reservoir Number 4
CR 15
CR 64
CR 62E
Cleveland Ave
CR 62
Jefferson Ave
GW Bush Ave
CR 60
CR 58
Byron White Rd
Saratoga St
1st St
4th St
6th St
Kit Fox Dr
5th St
Mcclellan Rd
Ronald Reagan Ave
Cattails Dr
3rd St

Figure 13: Forecasted (2050) Peak Hour Volume to Capacity

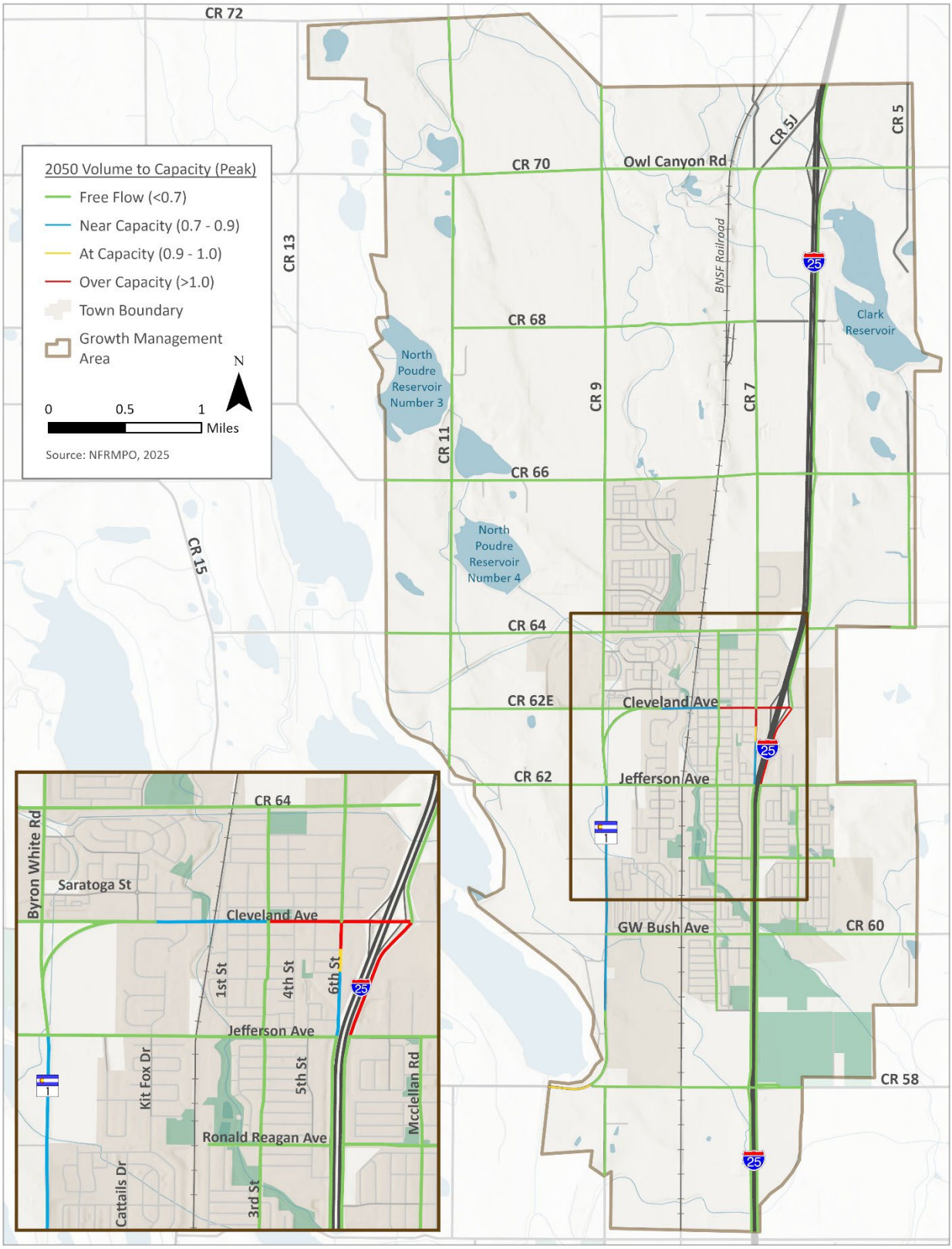

2050 Volume to Capacity (Peak)
Free Flow (<0.7)
Near Capacity (0.7 - 0.9)
At Capacity (0.9 - 1.0)
Over Capacity (>1.0)
Town Boundary
Growth Management Area
N
0
0.5
1
Miles
Source: NFRMPO, 2025
CR 72
CR 70
Owl Canyon Rd
CR 5J
CR 5
CR 13
BNSF Railroad
CR 68
Clark Reservoir
North Poudre Reservoir Number 3
CR 9
CR 7
CR 11
CR 66
North Poudre Reservoir Number 4
CR 15
CR 64
CR 62E
Cleveland Ave
CR 62
Jefferson Ave
GW Bush Ave
CR 60
CR 58
Byron White Rd
Saratoga St
1st St
4th St
6th St
5th St
Kit Fox Dr
Mcclellan Rd
Ronald Reagan Ave
Cattails Dr
3rd St

Figure 14: Existing Daily Volume to Capacity

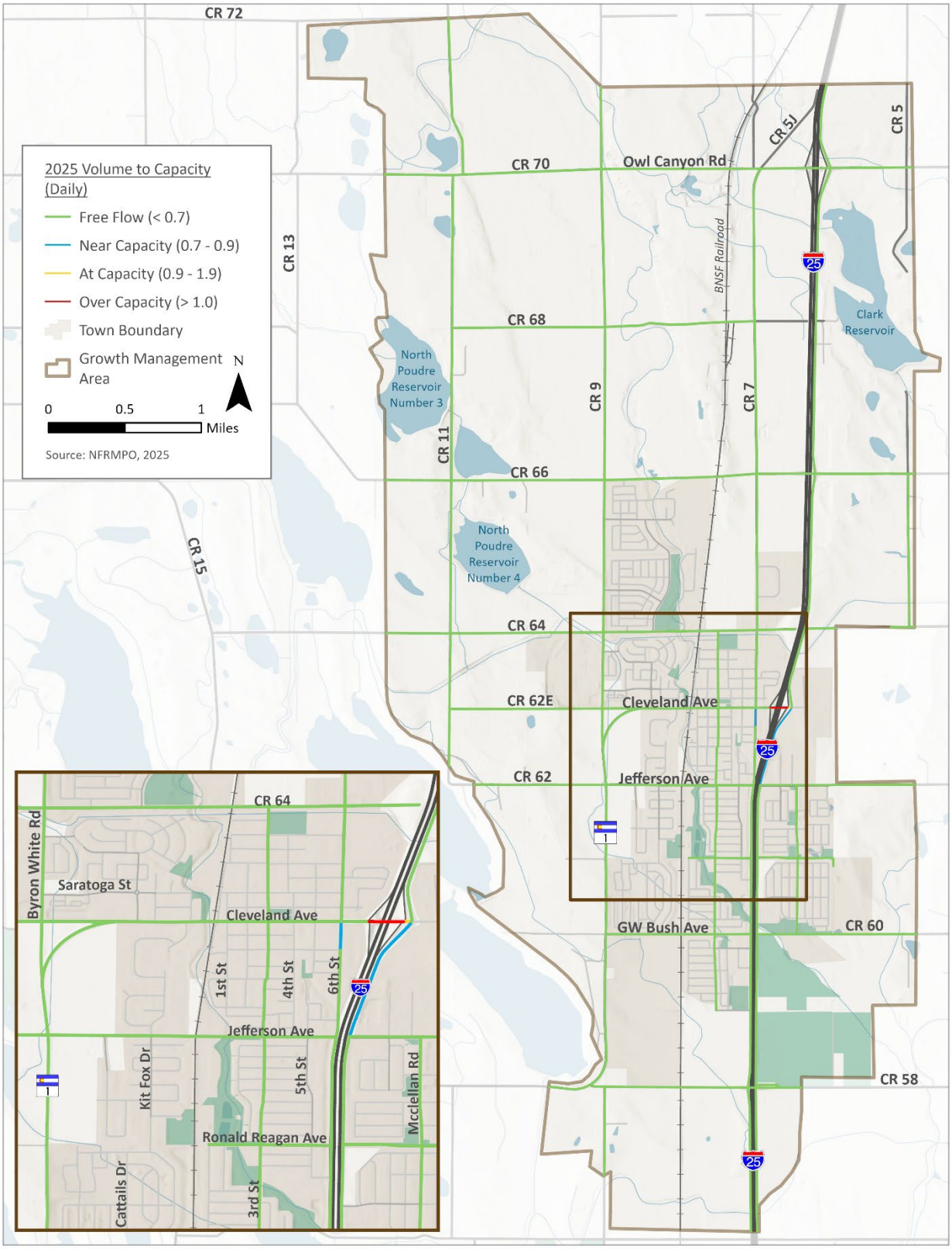
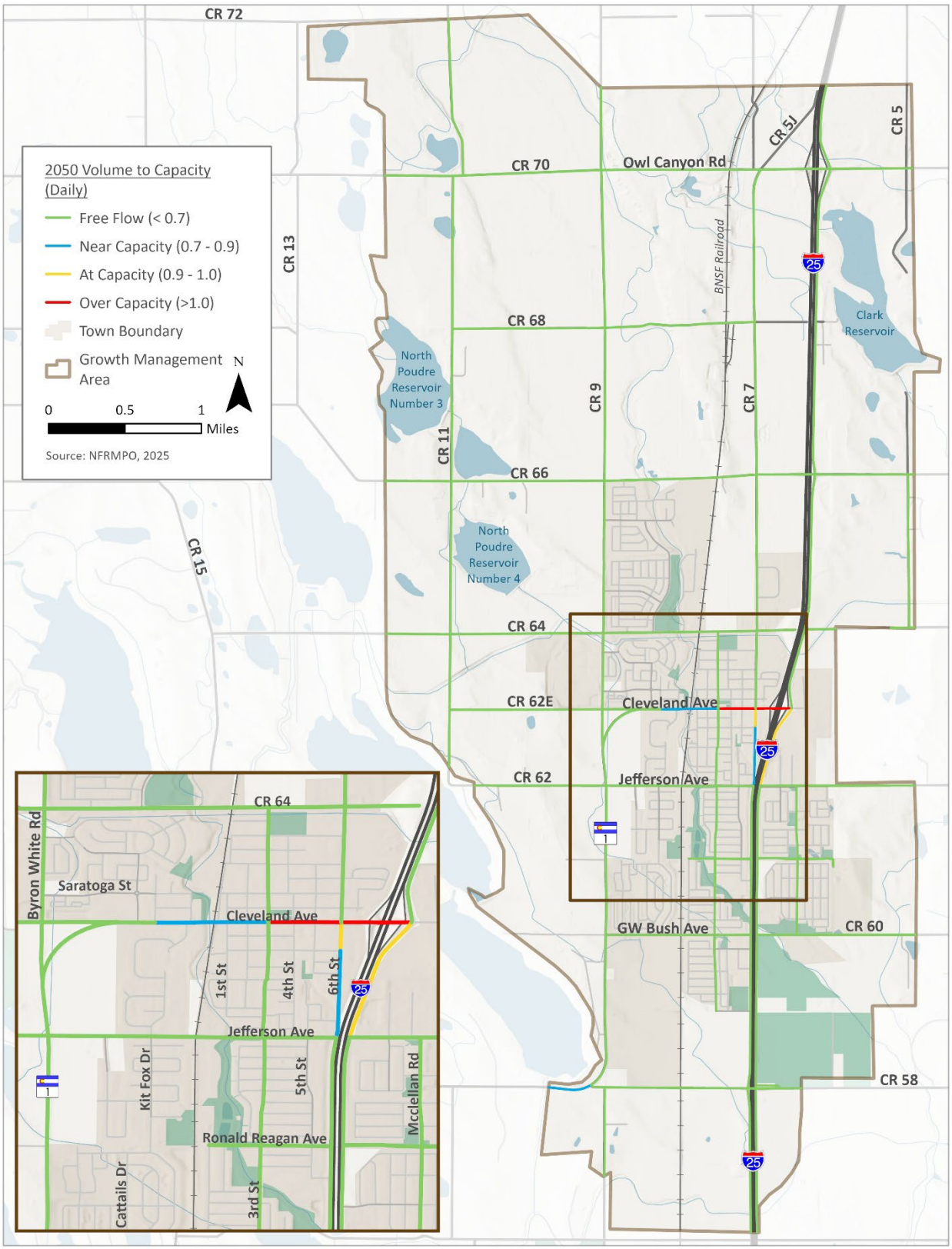

2025 Volume to Capacity (Daily)
Free Flow (< 0.7)
Near Capacity (0.7 - 0.9)
At Capacity (0.9 - 1.9)
Over Capacity (> 1.0)
Town Boundary
Growth Management Area
N
0
0.5
1
Miles
Source: NFRMPO, 2025
CR 72
CR 70
Owl Canyon Rd
CR 68
CR 66
CR 64
CR 62E
CR 62
GW Bush Ave
CR 60
CR 58
CR 13
CR 11
CR 9
CR 7
CR 5J
CR 5
CR 15
BNSF Railroad
North Poudre Reservoir Number 3
North Poudre Reservoir Number 4
Clark Reservoir
Cleveland Ave
Jefferson Ave
Byron White Rd
Saratoga St
1st St
4th St
6th St
Kit Fox Dr
5th St
Mcclellan Rd
Ronald Reagan Ave
Cattails Dr
3rd St

Figure 15: Forecasted (2050) Daily Volume to Capacity


2050 Volume to Capacity (Daily)
Free Flow (< 0.7)
Near Capacity (0.7 - 0.9)
At Capacity (0.9 - 1.0)
Over Capacity (>1.0)
Town Boundary
Growth Management Area
N
0
0.5
1
Miles
Source: NFRMPO, 2025
CR 72
CR 70
Owl Canyon Rd
CR 5J
CR 5
CR 13
BNSF Railroad
CR 68
Clark Reservoir
North Poudre Reservoir Number 3
CR 9
CR 7
CR 11
CR 66
North Poudre Reservoir Number 4
CR 15
CR 64
CR 62E
Cleveland Ave
CR 62
Jefferson Ave
GW Bush Ave
CR 60
CR 58
Byron White Rd
Saratoga St
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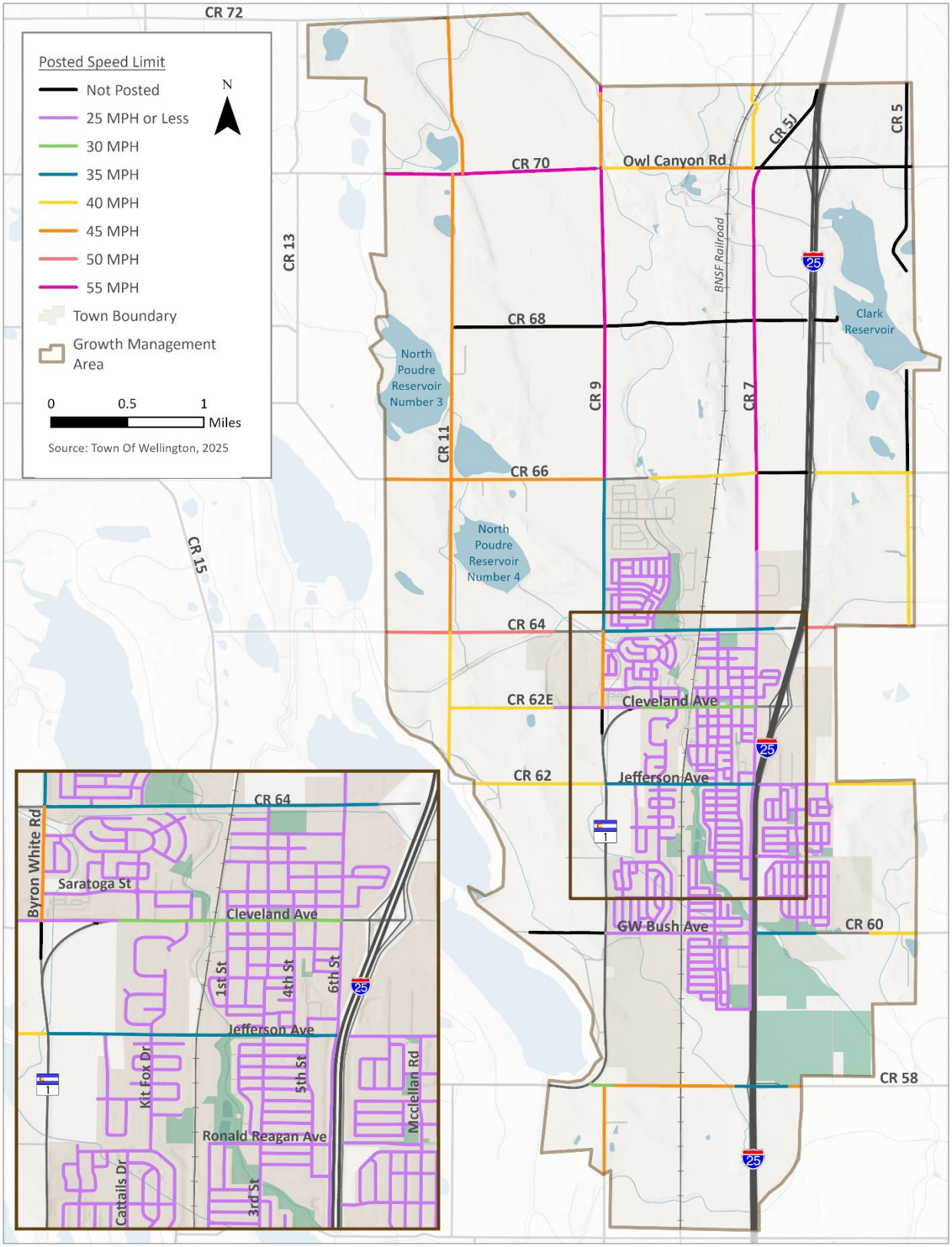
Ronald Reagan Ave
Cattails Dr
3rd St

Figure 16: Existing Posted Speed Limits



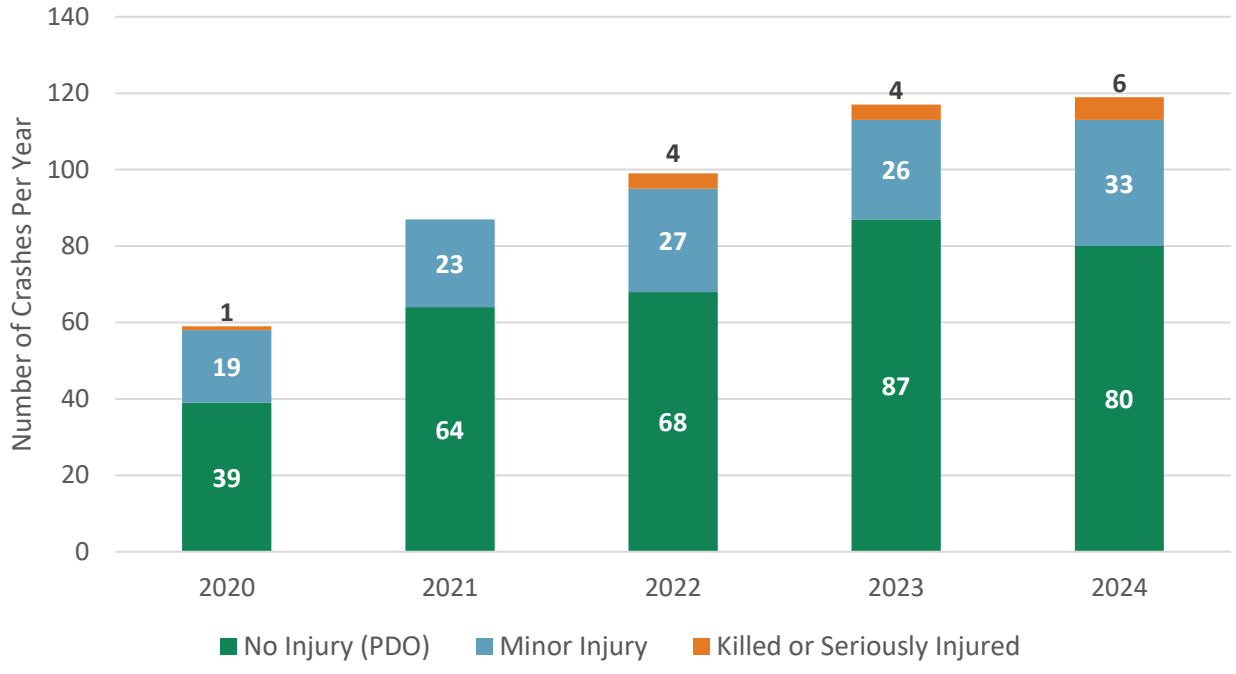
Safety

Safety is a foundational measure of transportation system performance and reflects the ability of all users to travel without risk of serious injury or death. As Wellington grows, maintaining and improving roadway safety will be essential to supporting mobility, quality of life, and long-term community goals. Safety conditions are evaluated using crash data across all travel modes to identify patterns such as high-crash locations, common crash types, and factors contributing to crash severity. Understanding where and how crashes occur helps inform targeted investments, operational improvements, and design strategies that reduce risk for people driving, walking, bicycling, and using other modes.

Figure 18 summarizes crash frequency within the Wellington GMA from 2020 to 2024, while **Figure 20** illustrates the spatial distribution of crashes. This analysis includes I-25 and Larimer County roadways within the Wellington GMA, both inside and outside town boundaries. While these facilities are not all under Wellington's jurisdiction, they directly influence how residents, commuters, and visitors travel to and through the community and, therefore, play an important role in overall safety conditions.

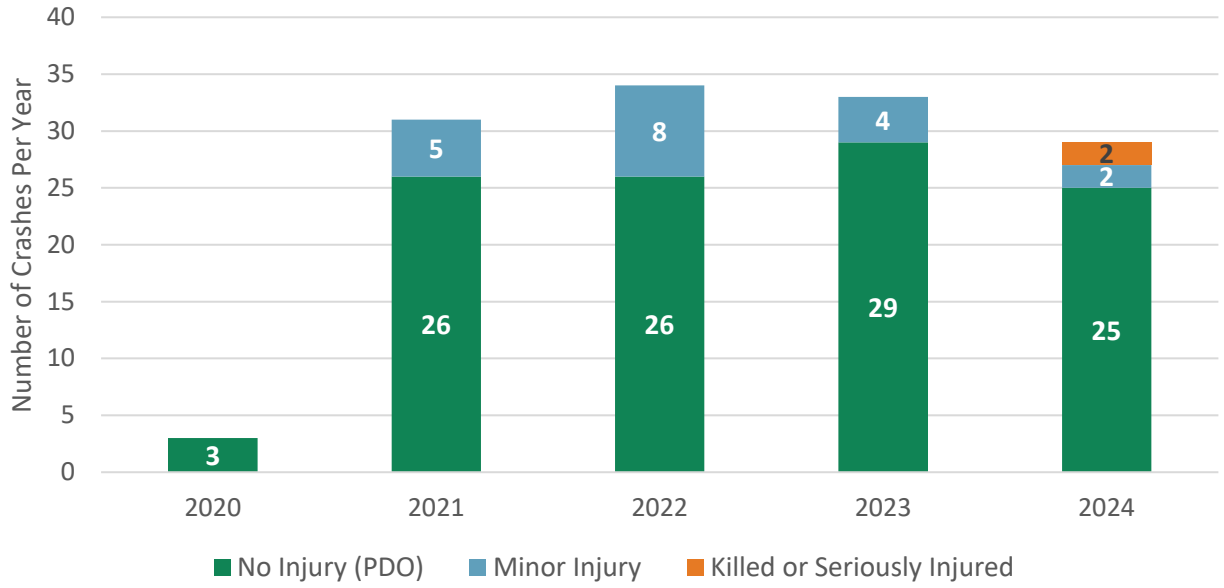
Crash frequency has steadily increased each year since 2020, consistent with the increase in travel demand and overall traffic volumes after the 2020 COVID-19 pandemic. Between 2020 and 2024, there were 190 interstate crashes and 291 non-interstate crashes within the Wellington GMA. Approximately 40 percent of crashes occurred on I-25, reinforcing the interstate's influence on overall safety conditions in the area. Across all crashes, about 70 percent were property-damage-only (PDO) crashes, while approximately 30 percent involved an injury or a fatality. **Figure 21** shows crashes resulting in fatal or serious injuries. During this period, there were two fatalities, both occurring on I-25. Among injury crashes, one involved a pedestrian and one involved a bicyclist, underscoring the importance of continued attention to vulnerable road user safety.

Figure 17: Wellington GMA Crashes by Severity by Year (2020-2024)



Within the Wellington town boundary, 130 crashes were reported between 2020 and 2024 (**Figure 19**)and there were no fatalities during this period. Injury severity within town limits included 2 crashes with incapacitating injuries, 13 with non-incapacitating injuries, and six crashes involving possible injuries. Monitoring these trends over time and focusing on locations with recurring crashes will support targeted safety investments and help Wellington continue improving safety for all roadway users.

Figure 18: Town of Wellington Crashes by Severity by Year (2020-2024)



Vulnerable road users such as pedestrians, cyclists, motorcyclists, and individuals with disabilities face a higher risk of serious injury and fatality compared to occupants of motor vehicles due to their greater exposure and limited physical protection. Evaluating crash patterns involving these users is critical to understanding safety risks across the transportation network. Between 2020 and 2024, the Wellington GMA experienced the following vulnerable user crashes (shown on **Figure 20**):

- One pedestrian crash resulting in an injury
- Two bicycle crashes, including one resulting in an injury
- One motorized bicycle crash resulting in an injury
- Eight motorcycle crashes, including five that resulted in an injury (one occurring on the interstate)

Reducing risk for vulnerable road users will require continued attention to safe street design, including comfortable and connected pedestrian and bicycle facilities, safe crossings, appropriate operating speeds, and intersection treatments that improve visibility and predictability for all users.

Figure 19: Crashes by Severity (2020-2024)

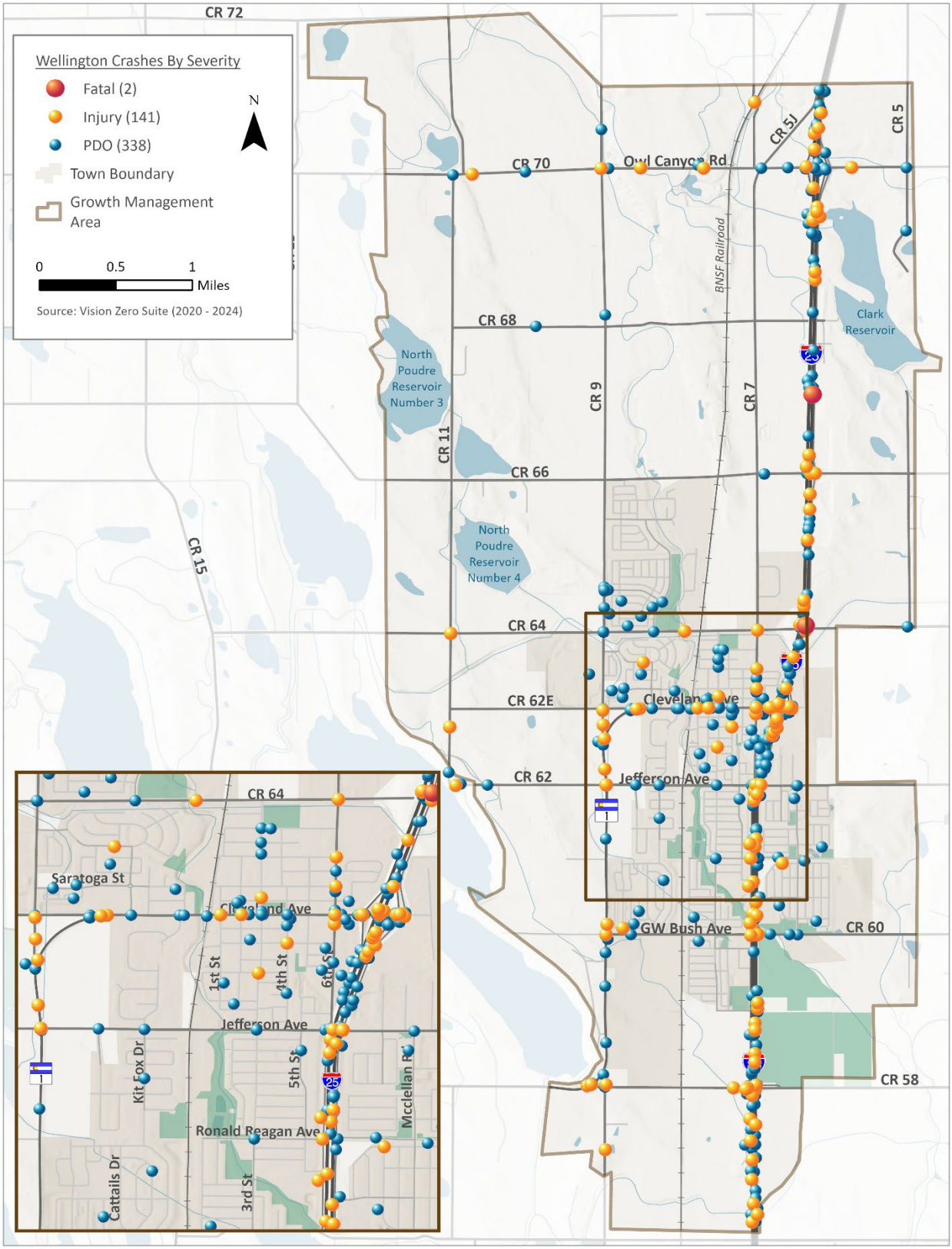


Figure 20: Killed or Seriously Injured (KSI) Crashes (2020-2024)

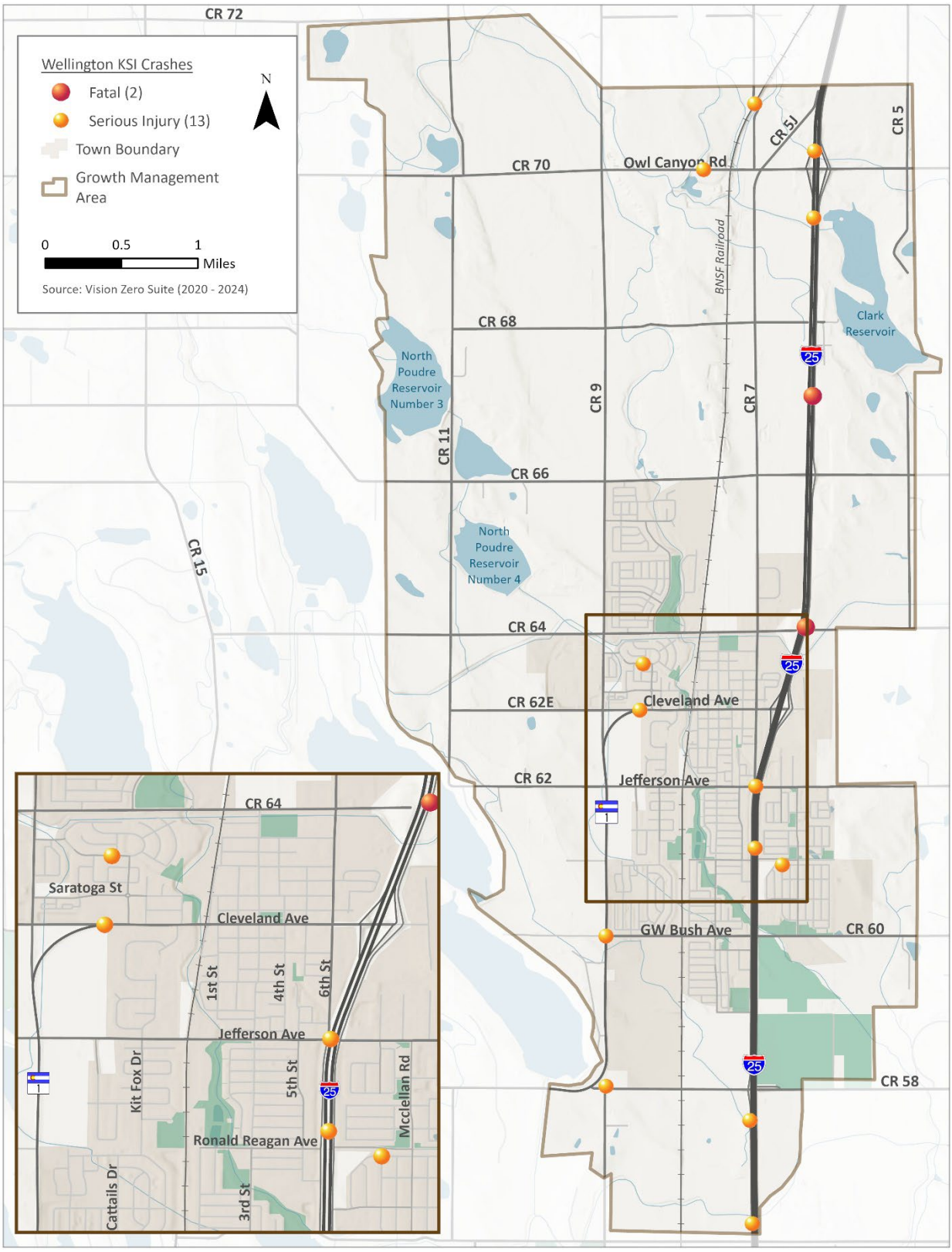
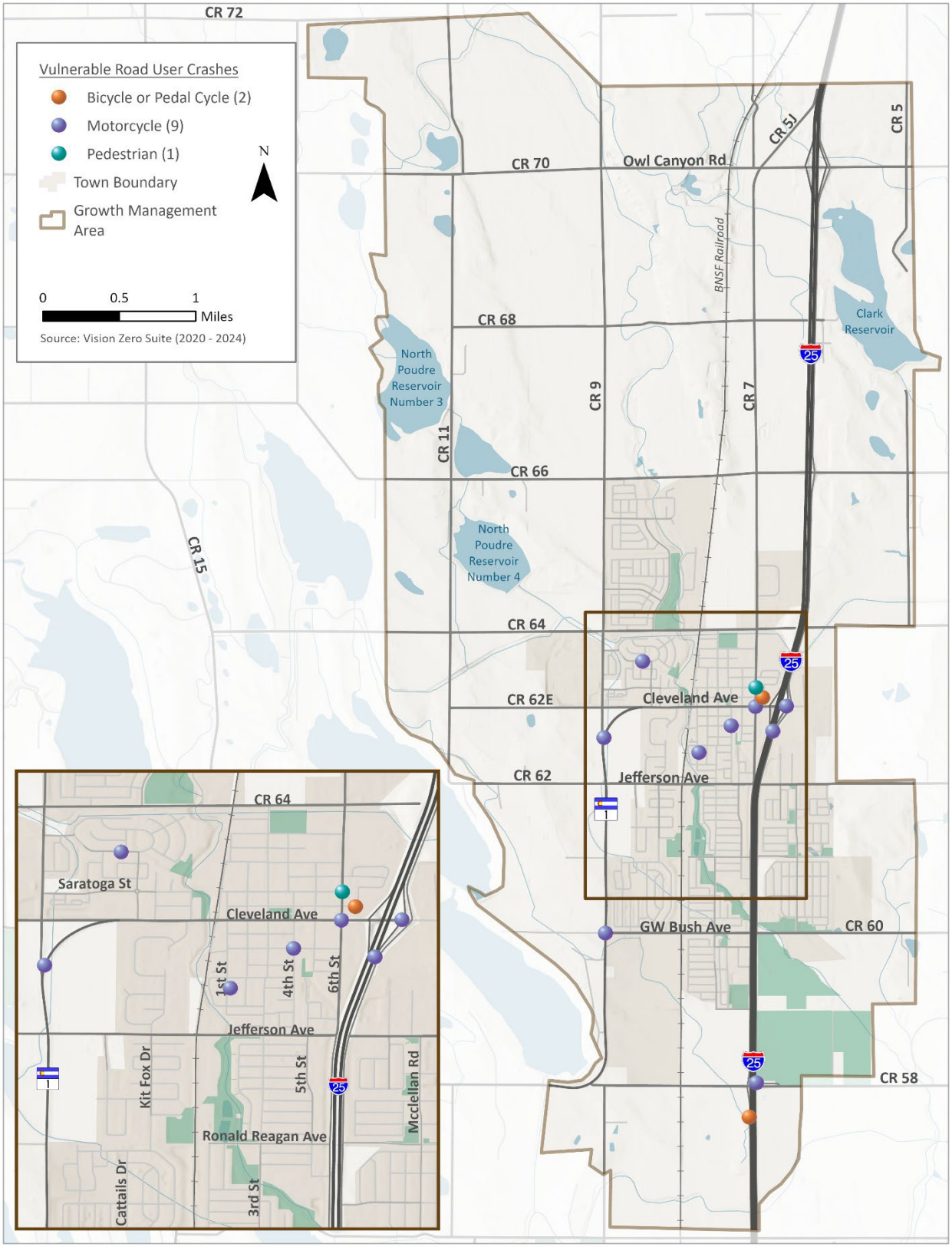


Figure 21: Vulnerable Road User Crashes (2020-2024)



Bicycle and Pedestrian Conditions

Wellington's bicycle and pedestrian network plays a critical role in supporting mobility, access, and quality of life as the community grows. A connected system of sidewalks, on-street bicycle facilities, shared-use trails, and lower speed roadway connections expands travel options, supports active lifestyles, and improves access to neighborhoods, parks, schools, and local services. Strengthening these connections also helps reduce short vehicle trips and support long-term sustainability and safety goals.

This section summarizes existing walking and bicycling conditions within the Wellington GMA, with a focus on facility continuity, network connectivity, and user comfort. It reviews the extent and type of bicycle accommodations, coverage and characteristics of the sidewalk network, and bicycling comfort levels using a Bicycle Level of Traffic Stress framework. It also considers pedestrian access in relation to activity centers and community destinations. Together, these elements establish a baseline for identifying gaps and opportunities to enhance safety, connectivity, and overall accessibility for people walking and bicycling in Wellington.

While this report uses the terms "bicycle" and "pedestrian," these networks also serve a broader range of micromobility users. Under the Colorado State Model Traffic Code, devices such as electric scooters and electric bicycles are recognized within the transportation system and are subject to specific operating rules, rather than being treated solely as recreational devices. The Model Traffic Code also includes provisions for low-speed electric vehicles, which may be permitted on certain roadways under defined conditions, generally based on roadway characteristics, posted speeds, and local or state regulation.

As these devices become more common, Wellington's bicycle, pedestrian, and roadway networks will need to accommodate a wider variety of users traveling at different speeds and with different space needs. Some micromobility users may operate within bicycle facilities or on shared-use paths, while others may travel on lower-speed roadways where allowed by state and local regulations. Because the Colorado State Model Traffic Code establishes a framework for how these devices may use public rights-of-way, it is increasingly important for Wellington to plan for micromobility as part of a connected and safe multimodal transportation system.

Existing Bicycle Facilities, Trails, and Sidewalks

Identifying and evaluating Wellington's existing bicycle and pedestrian facilities—particularly bike lanes, sidewalks, and trails—are essential to understanding how safely and comfortably people can travel without a car. These facilities create dedicated or separated space for walking and bicycling, reduce conflicts with vehicle traffic, and support everyday access to key destinations. Assessing current conditions also establishes a clear baseline for identifying gaps and opportunities to improve comfort, safety, and connectivity, especially along routes linking neighborhoods with parks, schools, local services and businesses, and other community destinations.

Bicycle and pedestrian facilities within Wellington are currently limited and discontinuous. Existing bicycling accommodations consist primarily of shared-use trails and segments of on-street bicycle lanes of varying width, with limited wayfinding or clear facility designation in some locations (**Figure 23**).

Bike Lanes

Bike lanes are designated on-street facilities that allocate dedicated space for bicyclists through pavement markings and striping. In Wellington, bike lanes are present on limited segments of CR 64, CR 62 (Jefferson Avenue), Cleveland Avenue, G. W. Bush Avenue, Wine Cup Street, CR 9, Buffalo Creek Parkway, and Third Street.

Among these corridors, the bike lane on Third Street south of Jefferson Ave. is the most clearly defined, with continuous striping and signage along much of the corridor. On other segments, bike lanes are less consistently delineated. In some locations, the marked space functions more like a wide shoulder, and the intended bicycle accommodation may not be clearly distinguishable to all users. Existing bike lanes are also largely disconnected from one another and from other active transportation facilities, thereby limiting their effectiveness for longer trips and reducing overall network continuity.

Paved Shoulders

Paved shoulders can provide space for bicyclists where roadway geometry and shoulder width offer adequate operating conditions. In rural or lower-density settings, paved shoulders are often more common than striped bike lanes and may serve as the primary form of bicycle accommodation. A shoulder width of 4 feet or more is generally recommended to support safer and more comfortable bicycling. Within the Wellington GMA, CR 64 includes paved shoulders exceeding 4 feet in width, including approximately 0.5 miles within town boundaries. While these shoulders offer potential space for bicycle travel, they include limited bicycle-specific markings or signage. Without consistent striping, signage, or connections to other bicycle facilities, paved shoulders may provide space but not necessarily clarity or comfort for riders. The absence of network continuity further limits their effectiveness as part of a connected bicycle system.

Trails

Wellington currently has approximately 4.5 miles of existing trails, including north–south corridors that provide important local recreational and active transportation opportunities. The 2021 Wellington Comprehensive Plan identifies several future trail investments intended to strengthen local connectivity and expand regional access. A planned in-town trail segment would serve as a critical connection between the two existing north-south trails, helping create a more continuous corridor through the community. Over time, future trail connections are intended to extend further north and south of town, supporting the development of a regional trail system. As these future trails advance, integrating trails with the sidewalk network and strengthening on-street bicycle connections will be important to create a cohesive system that supports both recreational use and everyday travel.

Sidewalks

Wellington's sidewalk network provides strong coverage within the town boundary. Approximately 77 percent of streets include sidewalks on both sides, and an additional 8 percent include sidewalks on one side, reflecting a generally well-established pedestrian network in newer existing neighborhoods (**Figure 24**). However, approximately 8 miles of roadway currently lack sidewalks on either side, representing key gaps in the pedestrian network.

Sidewalk design can influence pedestrian comfort and safety. Sidewalks may be located directly adjacent to the curb or separated from the roadway by a buffer such as landscaping or a furnishing zone. Buffered or detached sidewalks typically provide greater comfort by increasing separation from vehicle traffic and creating space for street trees, utilities, or snow storage. In contrast, attached sidewalks are more space-efficient and may be appropriate on lower-speed, lower-volume residential streets. As Wellington expands within the GMA, sidewalk planning will become increasingly important along corridors currently under county jurisdiction, many of which do not include sidewalks today. Applying context-sensitive sidewalk design based on roadway classification, operating speeds, adjacent land uses, and available right-of-way will help ensure that future pedestrian infrastructure remains safe, comfortable, and well-connected as the community grows.

Figure 22: Bicycle Network

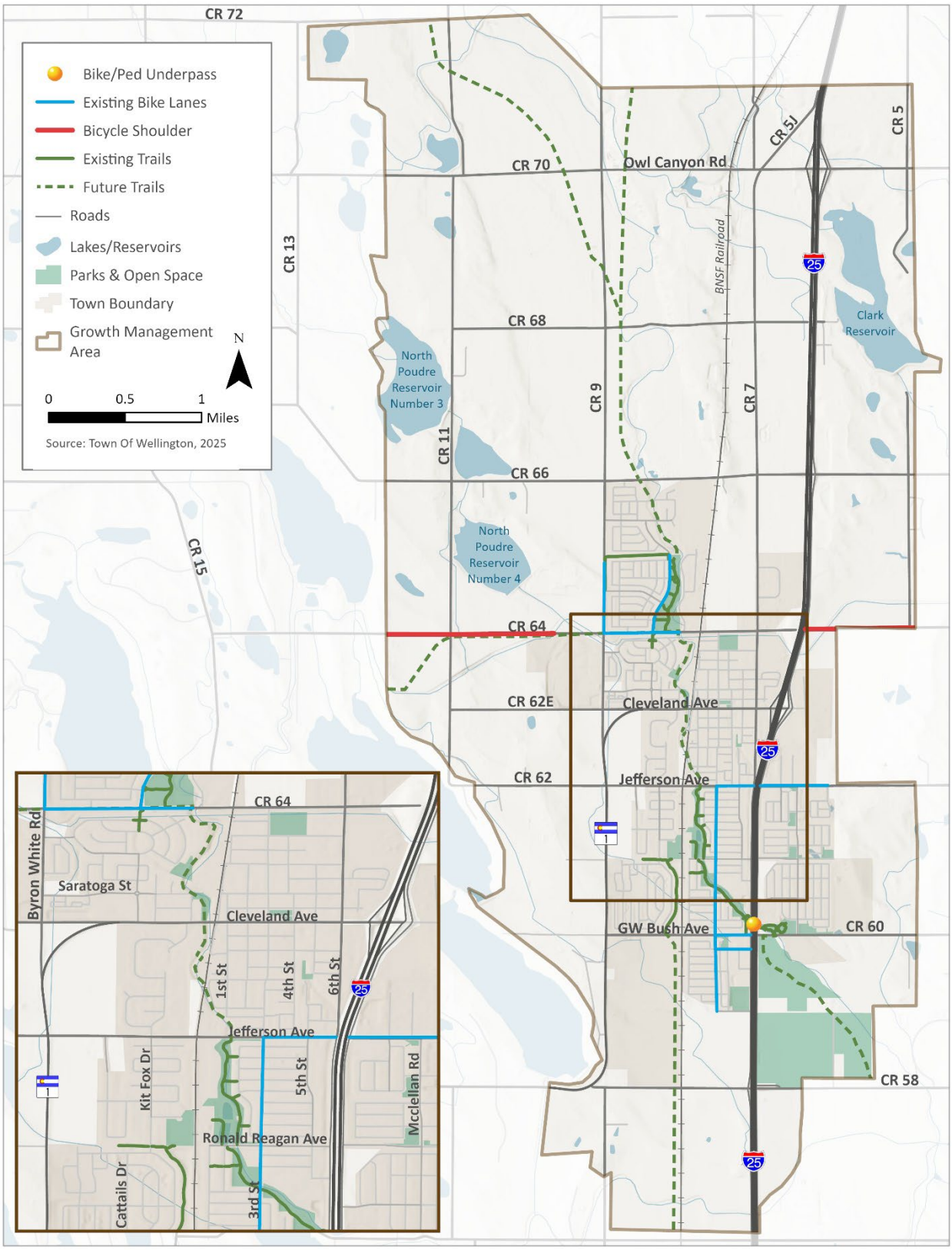
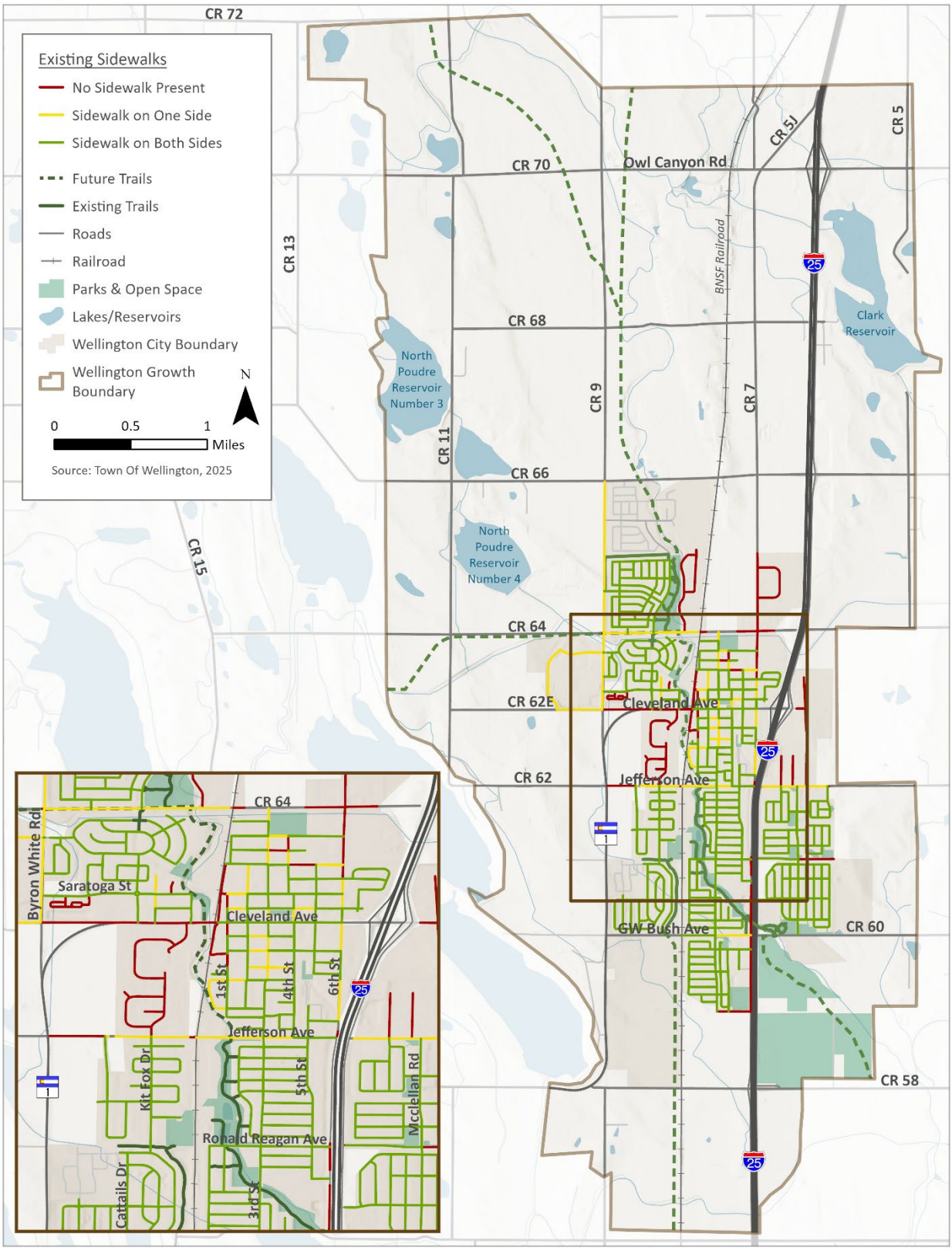


Figure 23: Pedestrian Network



Bicycle Level of Traffic Stress

A Bicycle Level of Traffic Stress (LTS) analysis was conducted on paved arterials, major collectors, minor collectors, and frontage roads within Wellington to evaluate the comfort and suitability of the on-street bicycle network. LTS is a widely used methodology that assesses how comfortable a roadway feels for the "interested but concerned" rider, defined as someone who may be willing to bicycle but is sensitive to traffic speed, volume, and perceived safety.

LTS ratings are determined based on roadway characteristics such as posted speed limits, number of travel lanes, traffic volumes, and presence and type of bicycle accommodations. Because the methodology focuses on the on-street bicycling experience, off-street facilities such as shared-use paths and sidewalks are not included in the rating, even though they may offer a higher level of comfort than riding in the street.

This assessment relied on available local data, including posted speed limits, number of travel lanes, traffic volumes, and presence of a centerline (**Table 7**). The methodology was informed by industry best practices and adapted from the Mineta Transportation Institute (MTI) Report 11-19, *Low-Stress Bicycling and Network Connectivity*, to reflect the data available for Wellington. LTS ratings are defined as follows:

- **LTS 1**: Low traffic stress and suitable for all cyclists, including children
- **LTS 2**: Little traffic stress, but requires more attention, especially for children
- **LTS 3**: Moderate traffic stress and suitable for confident cyclists
- **LTS 4**: High traffic stress and suitable for experienced and skilled cyclists

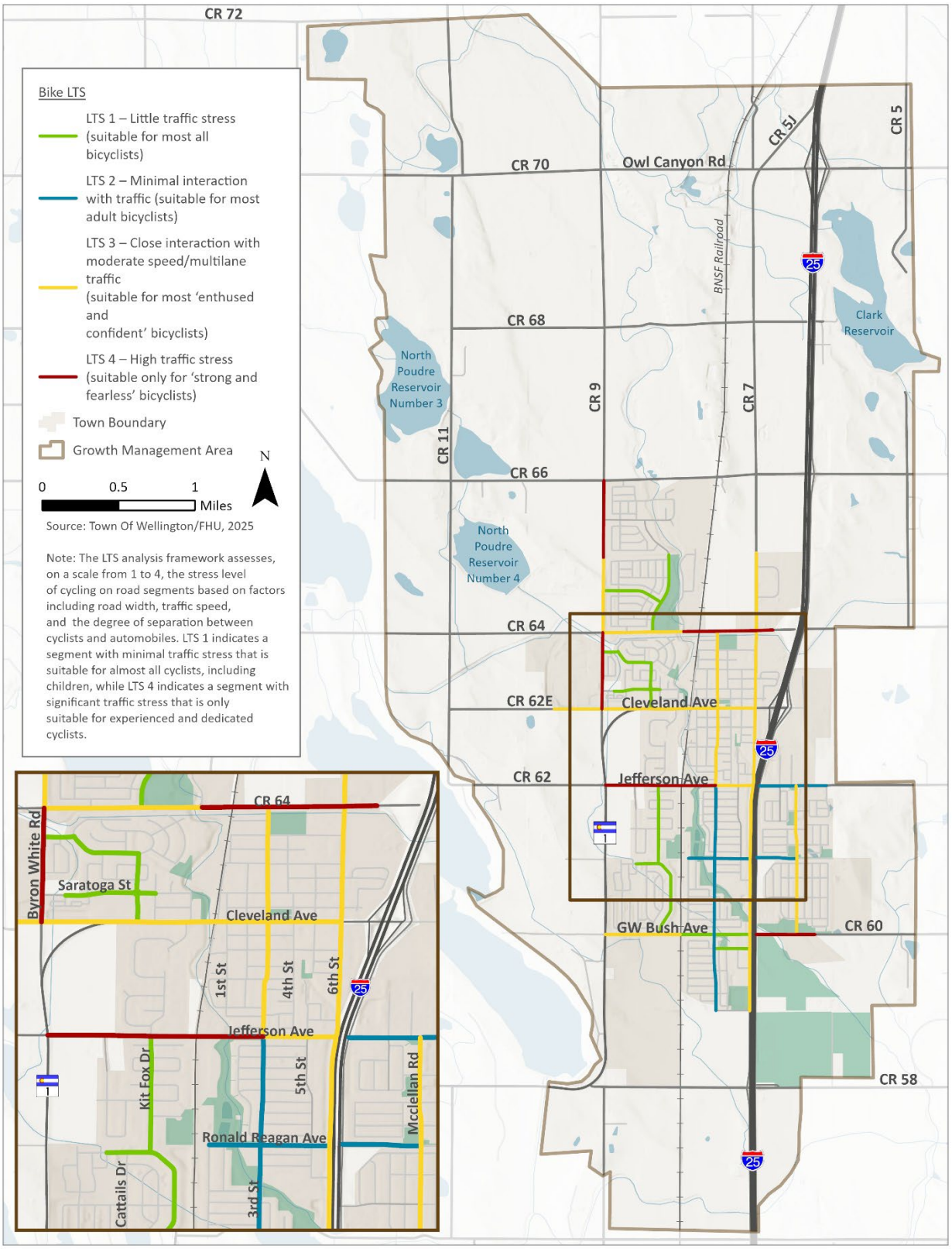
Table 7: Bicycle Level of Traffic Stress Methodology Variables

Existing Road Attributes Data Availability Scenario	Number of Lanes	Width of Bike & Parking Lanes	Speed Limit	Traffic Volume	Presence of Centerline
Bike Lane (No parking present)	Yes	Yes	Yes		
Bike Lane (Parking present)	Yes	Yes	Yes		
Two Lane Road (No centerline present)			Yes	Yes	
Two Lane Road (Centerline present)			Yes	Yes	
Bike Lane (No Traffic Volume Available)	Yes		Yes		Yes

While LTS is a useful screening tool for identifying corridors where improvements could reduce stress and expand bicycle comfort, some roadways, particularly in rural contexts, may be constrained by right-of-way limitations, design standards, or traffic conditions that make lower-stress accommodations more challenging.

Figure 25 shows the results of the analysis. Overall, most roadways evaluated in Wellington function as moderate- to high-stress bicycle environments, meaning they are primarily comfortable for more experienced riders. This outcome is largely influenced by limited dedicated bicycle infrastructure, posted speed limits above 30 mph, and higher traffic volumes along key corridors.

Figure 24: Bicycle Level of Traffic Stress



Pedestrian Demand

Understanding pedestrian demand is a helpful tool for prioritizing infrastructure improvements and supporting safe pedestrian movement throughout Wellington. A pedestrian demand heat map was developed by overlaying community features and land use characteristics commonly associated with walking activity (**Figure 26**). The map highlights focus areas where pedestrian infrastructure investments may have the greatest impact on safety, accessibility, and connectivity.

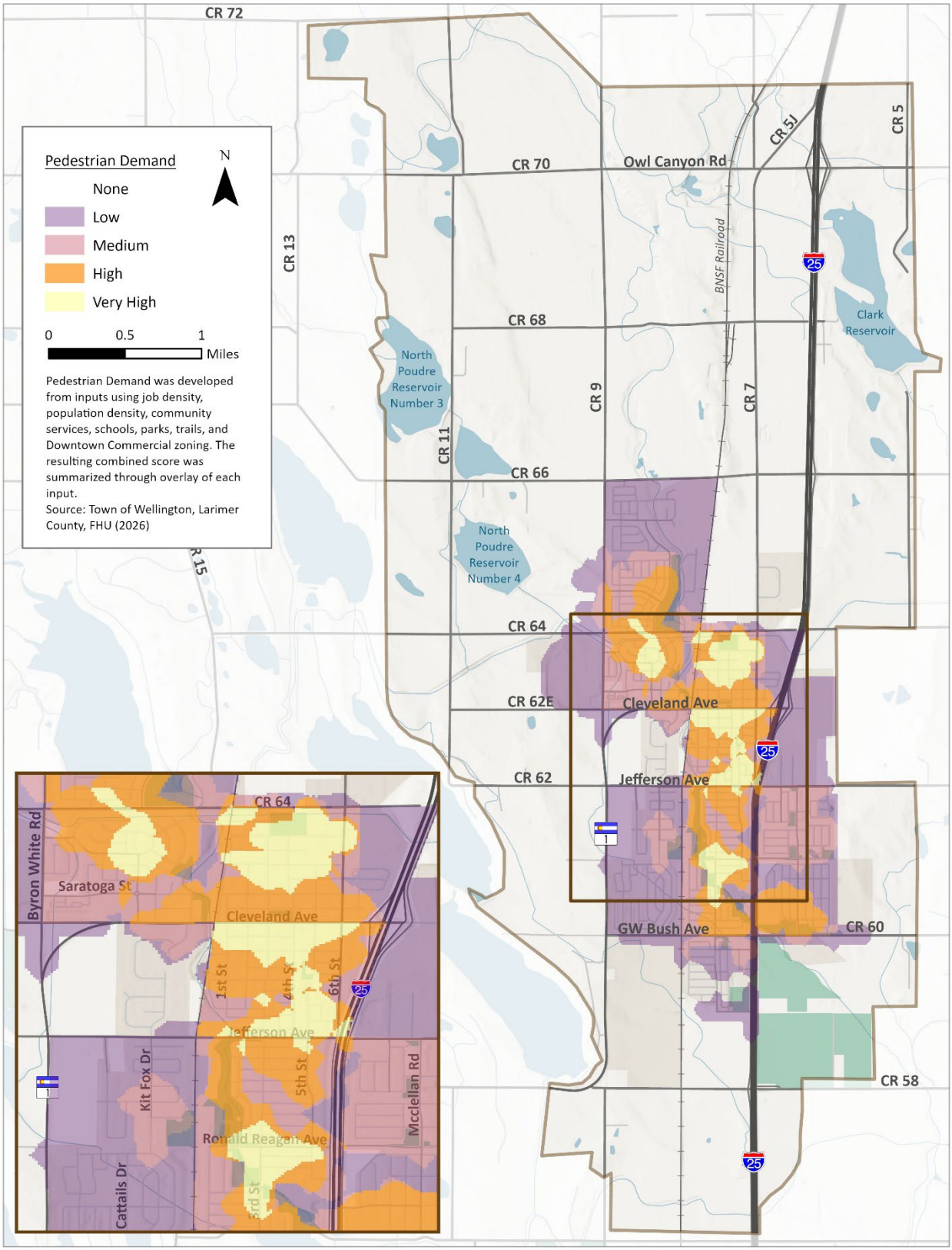
The heat map incorporates the following factors:

- Employment density
- Population density
- Community services such as grocery stores, libraries, and community centers
- Parks
- Schools
- Trail access points
- Downtown commercial zoning areas

To reflect likely walking patterns, walkable service areas were created around key destinations. A five-minute walkshed was applied to community services, parks, elementary schools, trail access points, and downtown commercial areas. A ten-minute walkshed was used for the Wellington Middle/High School to reflect its broader service area. Parks and downtown commercial areas were represented using central points to generate walksheds, while trail access points were used to represent entry locations to the trail system. Each walkshed area contributed equally to the overall pedestrian demand score.

Employment and population densities were grouped into five ranges, with higher-density areas receiving progressively higher scores. These layers were combined using GIS overlay analysis to generate a cumulative score, which was mapped using a heat scale to illustrate areas of low to very high pedestrian demand. The resulting map provides a planning-level snapshot of where pedestrian activity is most likely to occur, helping inform targeted investments in sidewalks, crossings, and other pedestrian-focused improvements.

Figure 25: Pedestrian Demand



Transit and Mobility Services

Transit and mobility services provide critical transportation options for residents who cannot or prefer not to drive and support broader goals related to equity, regional connectivity, and long-term sustainability. Evaluating existing transit availability and mobility services helps identify current gaps and opportunities to improve access to employment, education, healthcare, and regional destinations.

Wellington does not currently have a local general-public transit service, such as fixed-route bus, deviated fixed-route, or open-access demand-response service. As a result, most daily trips are made by private vehicle, with limited alternatives for non-driving travel. Transfort in Fort Collins operates the nearest fixed-route transit network; however, service does not extend into Wellington, creating a gap in regional non-driving options for trips such as work, school, medical appointments, and shopping. Wellington also does not have a CDOT -maintained Park-n-Ride facility within town limits. The nearest Park-n-Ride locations along the I-25 corridor include sites in Fort Collins (Harmony Road), Windsor, Loveland, Johnstown/Milliken, and Berthoud. These facilities support carpools and vanpools and provide opportunities to reduce single-occupant commuting for regional trips.

Human Services Transportation

In the absence of general-public transit service, Wellington residents rely on a range of human services, volunteer, and medical transportation providers to meet specific mobility needs. These services primarily support older adults, individuals with disabilities, low-income residents, and those traveling to medical appointments or essential services.

While these providers play an important role in maintaining access and independence for vulnerable populations, most services are limited in eligibility, service hours, trip purpose, or advance scheduling requirements. As a result, they function as targeted support programs rather than as comprehensive transportation options for the broader community. **Table 8** summarizes key human services mobility providers currently serving Wellington.

Table 8: Human Services Mobility Providers Serving Wellington

Provider	Information
Wellington Senior Center	The Wellington Senior Center provides limited transportation for Wellington residents age 60 and older within a 15-mile radius. Service is available on Monday, Wednesday, and Friday during daytime hours. Trips primarily include transportation to and from the Senior Center and medical appointments, with medical trips given priority. Rides are provided using a wheelchair-accessible vehicle and are offered on a first-come, first-served basis. A small voluntary donation is requested for each trip. The service is supported in part by the Larimer County Office on Aging and the Town of Wellington.

Provider	Information
Greater Larimer Boys and Girls Club (Sage Homes Wellington Club)	The Sage Homes Wellington Club offers limited after-school transportation from select Wellington-area schools to the Club. Current service includes Eyestone Elementary, where students walk with Boys & Girls Clubs of Larimer County staff, as well as Rice Elementary and Wellington Middle High School through Poudre School District busing. Families may indicate interest in transportation during registration by selecting the after-school transportation option, although doing so does not guarantee a space. Once registration is complete and the youth is approved, the Club Director contacts families with route information and next steps.
A Little Help	A Little Help coordinates volunteer-provided transportation to help members maintain independence and access essential and community-based destinations. Rides may be provided one-way or round-trip for trips such as medical appointments, grocery shopping, fitness classes, places of worship, and social or educational activities. Requests must be made at least five business days in advance, are generally limited to one ride request per week, and must be reasonable in distance. Volunteers use their own vehicles and insurance, and members are responsible for any parking fees. The program does not provide wheelchair transportation or transportation for individuals following anesthesia.
American Red Cross Northern Colorado	The American Red Cross Northern Colorado, part of the Colorado and Wyoming Region, provides community-based support through local volunteers and donor-funded services. Transportation assistance may be available for critically ill and older adults as part of the organization's broader efforts to support community health, disaster response and recovery, and military families.
Foothills Gateway	Foothills Gateway provides transportation for individuals age 18 and older between their homes and program or employment settings. Depending on the individual's needs, transportation may be arranged directly through Foothills Gateway, through approved service providers, or through public transportation options such as taxis or transit services. When possible, the program uses existing community transportation resources.
Heart and Soul Paratransit	Heart and Soul Paratransit provides non-emergency medical transportation in the Fort Collins and Larimer County area, including Wellington. Rides may be requested by phone, voicemail, or online form submission, and the provider typically responds the same day to confirm scheduling. Advance scheduling of at least 24 hours is recommended, and reminder calls are provided the day before the trip. Service is available Monday through Friday from 4:00 a.m. to 5:30 p.m. and Saturday from 4:00 a.m. to 12:30 p.m.; the service is closed on Sunday. Drivers can provide assistance once the rider reaches the door for pickup.
MedRide	MedRide is a Colorado-based non-emergency medical transportation provider serving Wellington and Larimer County on a limited basis. They provide rides to and from covered medical appointments (such as doctor visits, dialysis, physical therapy, chemotherapy, and radiation treatments). In Larimer County and Wellington, services are restricted to private-pay, ambulatory and wheelchair transportation, and service-area restrictions apply to some trip origins and destinations. Trips can be scheduled by phone, and transportation operates 24/7, with office hours for booking and customer support.
Transdev Health Solutions	Transdev Health Solutions is the state-contracted Medicaid transportation provider for Larimer County. The provider offers non-emergency medical transportation for Health First Colorado (Colorado Medicaid) members who need transportation to Medicaid-covered medical appointments. Service is available to eligible Larimer County residents, including those living in Wellington.

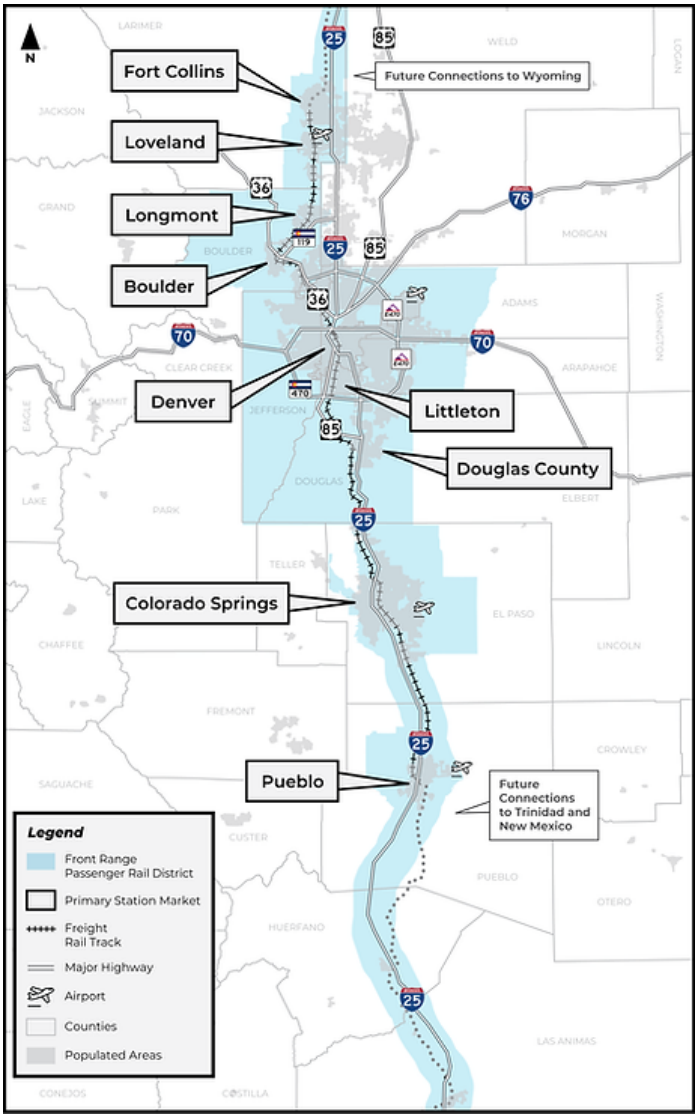
Provider	Information
Uber Health	Uber Health is a HIPAA-enabled transportation coordination platform that allows healthcare providers and care coordinators to arrange non-emergency medical transportation for patients in Wellington. Rides can be scheduled in advance or requested on demand and may include one-way, round-trip, recurring, or multi-ride arrangements. Patients do not need a smartphone or the Uber app to use the service. The platform allows coordinators to track trips in real time, send automated trip updates by text or phone call to patients or caregivers, and select the level of transportation support needed, such as ambulatory, wheelchair, or door-to-door service. Trip completion notifications are also provided to the coordinating organization.

Regional Transit Context

Regional and statewide planning efforts identify Wellington as part of a broader multimodal network with opportunities to strengthen north-south connectivity along the I-25 corridor. The Upper Front Range Coordinated Public Transit and Human Services Transportation Plan (May 2025) specifically highlights the need for improved transit connections between Wellington and Wyoming to support regional mobility and cross-border travel demand.

In addition, Colorado's Front Range Passenger Rail planning envisions future intercity rail service connecting communities from Fort Collins to Pueblo, with discussion of potential extensions north toward Wyoming (**Figure 27**). While passenger rail service is a long-term initiative, these regional efforts underscore the importance of positioning Wellington to support multimodal connectivity and maintain access to evolving transportation options along the Front Range.

Figure 26: Front Range Passenger Rail Potential Service Area



Source: Ride the Front Range

Previous Plan Review

Transportation planning in Wellington builds on a strong foundation of adopted Town, county, regional, and statewide plans. Each document establishes policies, priorities, capital investments, and partnership opportunities that directly influence how transportation decisions are made today and how the system will evolve.

This section reviews the key local and regional plans that shape Wellington's mobility context. It highlights adopted goals, identified corridors, programmed capital projects, and long-range infrastructure investments related to streets, trails, transit, freight, utilities, stormwater, and growth management. The review clarifies where policy direction is already established, where projects are underway or funded, and where additional coordination or refinement is needed. Together, these documents provide the framework within which the TMP must operate. By aligning with existing plans and regional initiatives, this effort can reinforce adopted community priorities, avoid duplication, and identify opportunities to advance implementation through coordinated funding, partnerships, and phased infrastructure investment.

Town of Wellington Plans

Wellington has adopted a comprehensive set of plans and programs to guide growth, infrastructure investment, service delivery, and community character within the town and its GMA. The documents most relevant to transportation and mobility include the 2021 Comprehensive Plan, 2025 to 2029 Strategic Plan, 2025 Capital Improvement Projects, and supporting Utility and Stormwater Master Plans.

Together, these plans establish the Town's policy framework, define priority corridors and multimodal connections, and outline near and long-term strategies to improve safety, accessibility, infrastructure resilience, and fiscal responsibility. Reviewing these documents ensures that the TMP builds on adopted direction, supports ongoing capital programming, and advances recommendations that are implementable through established policies, partnerships, and funding mechanisms.

Wellington Comprehensive Plan (2021)

The 2021 Comprehensive Plan establishes Wellington's long-term vision for growth within the town and its GMA, the area beyond current municipal boundaries that may reasonably be annexed. The Plan addresses housing diversification, infrastructure investment, economic development, and fiscal sustainability to support long-term quality of life.

The Comprehensive Plan is organized around four primary themes:

- **Community Cohesion:** We take pride in our community by providing safe and attractive neighborhoods oriented around parks, trails, amenities, and public spaces, and by offering options for our community to shop, gather, and celebrate.
- **Vibrant and Historic Downtown**: We promote Downtown's vibrancy and history by preserving its distinctive charm, supporting its local flair, and enhancing its atmosphere and amenities for residents and visitors to create memorable experiences in the heart of our town.

- **Thriving Economy:** Our thriving business environment supports existing and new enterprises that offer needed services and local employment opportunities, contributing to our community's self-sufficiency and quality of life.
- **Reliable and Resilient Public Services:** We ensure our public services are reliable and resilient by purposefully guiding growth, while improving and maintaining infrastructure and services in a proactive and fiscally responsible manner.

Transportation Context

Key physical and operational constraints shape Wellington's transportation system. I-25 divides the community, with a single CO 1 interchange serving as the only roadway crossing between west-side development and neighborhoods east of the interstate. A trail underpass at Wellville Park provides bicycle and pedestrian access beneath I-25, but the CO 1 crossing remains uncomfortable for active travel and is more than one mile from the southernmost east-side neighborhoods.

On the west side of town, the north-south BNSF rail line bisects the community and includes four at-grade crossings at Washington Avenue, CO 1, Jefferson Avenue, and G W Bush Avenue. All four crossings are equipped with gates and signals and G W Bush Avenue also has median treatments to improve safety and crossing visibility (completed in 2024).

Sidewalks are present on most streets, though conditions vary. Older residential areas between CO 1 and Washington Avenue contain gaps, narrow segments, and missing curb ramps. Jefferson Avenue, a key east-west arterial, also has extended sidewalk gaps along its north side. Although nearly all households have access to a vehicle, discontinuous walking and bicycling infrastructure, combined with the absence of public transit, limits mobility options for local and regional trips. These conditions establish a clear foundation for the TMP to improve safe crossings, close sidewalk gaps, enhance rail crossing treatments, and strengthen multimodal connectivity across physical barriers.

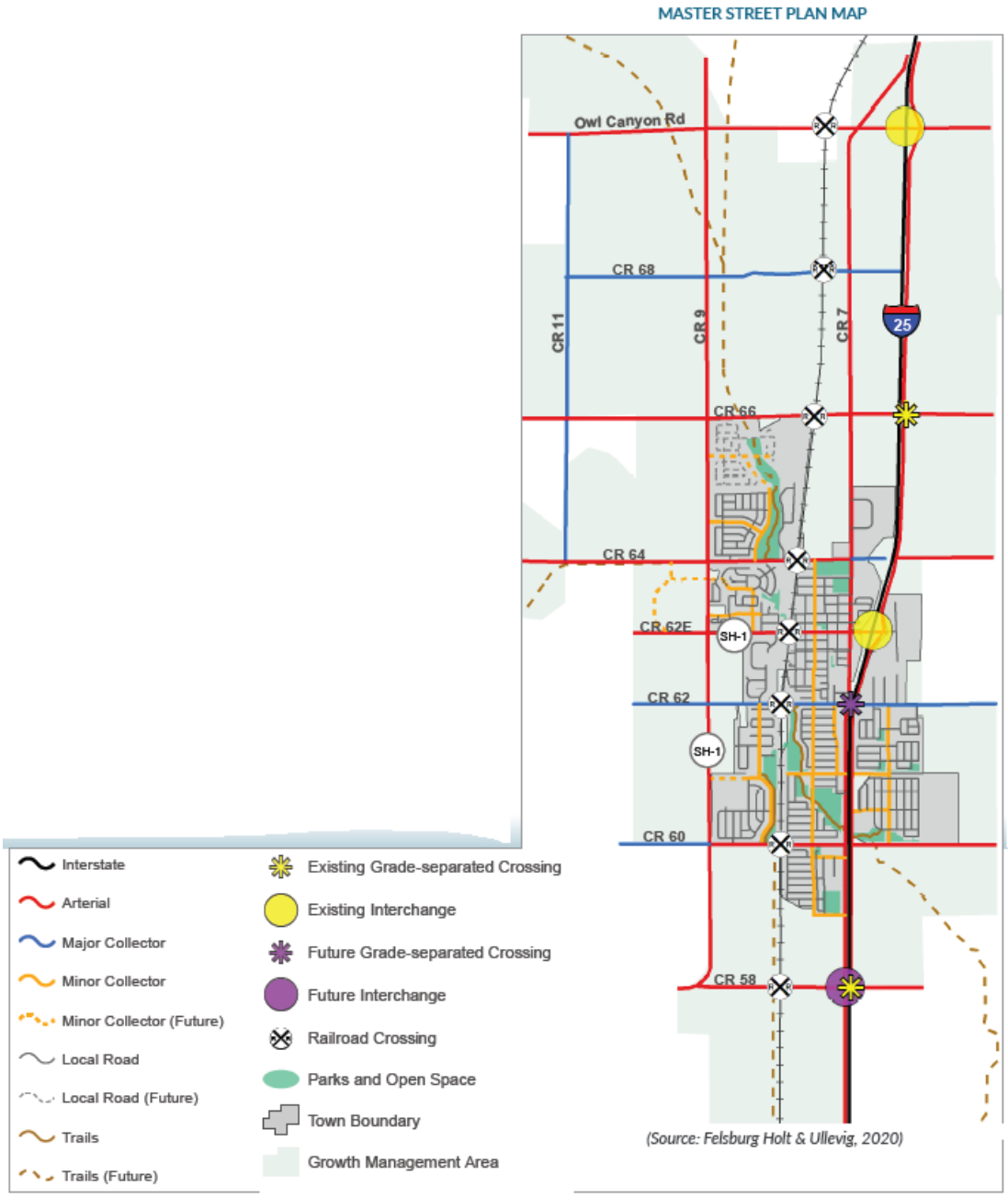
Transportation Framework Elements

The Comprehensive Plan includes several transportation components that directly inform this effort:

- **Streets Master Plan** (**Figure 28**): Establishes functional classifications for all roadways within the GMA. These classifications represent desired long-term conditions and provide the structural framework for future street design and investment decisions.
- **Bicycle and Pedestrian Recommendations** (**Figure 29**): Identify safety and crossing improvements, potential grade-separated crossings, and expansion of the bicycle and pedestrian network.
- **Key Corridors** (**Figure 30**): Define priority corridors that serve distinct roles, from regional commuter routes to commercial and neighborhood connectors, and outline potential improvements along each.

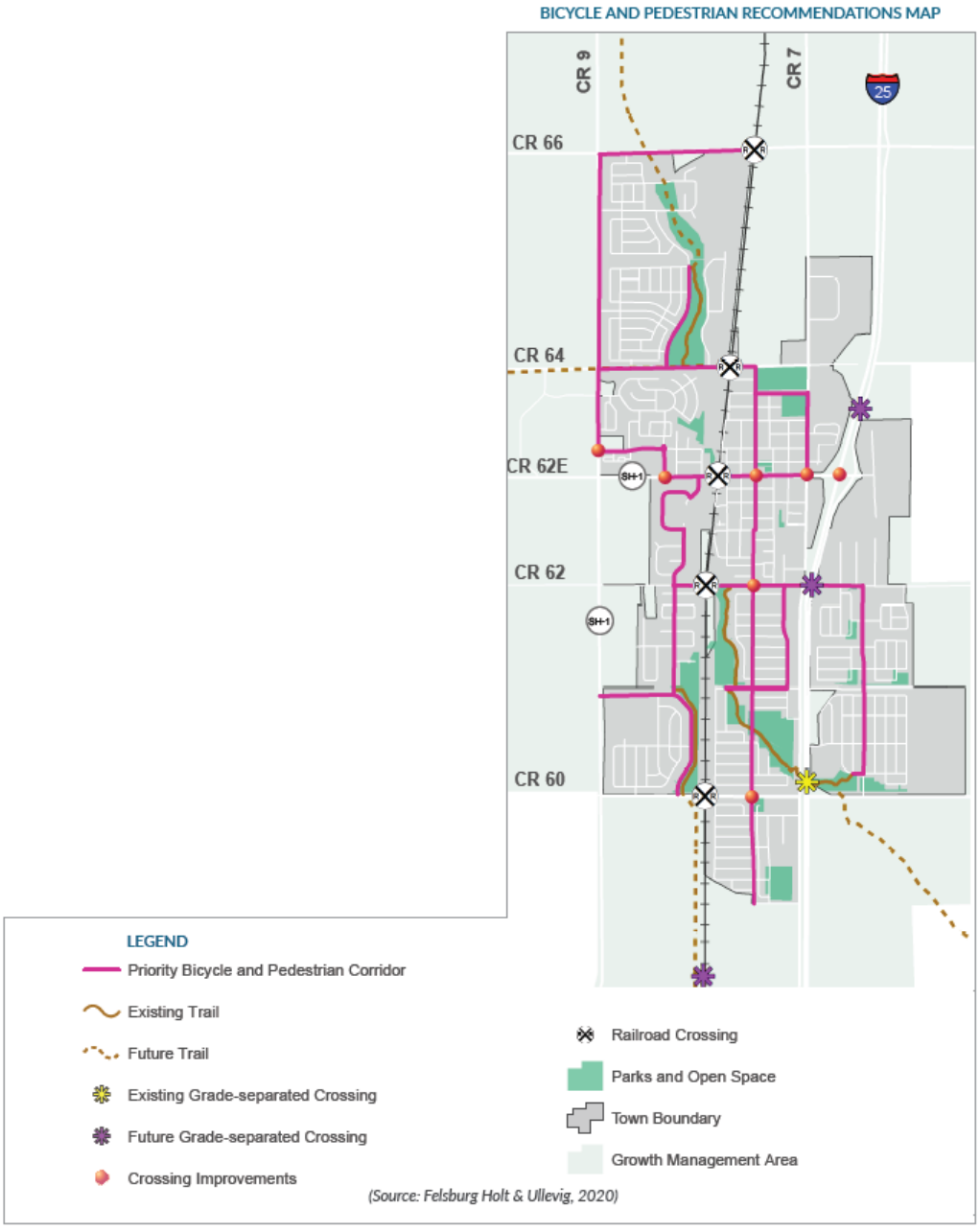
Wellington's small-town character and the proximity of parks, schools, and community destinations create strong potential for active transportation. The TMP will build on the Comprehensive Plan's identified corridors and multimodal priorities to further refine design guidance, implementation strategies, and funding pathways.

Figure 27: Comprehensive Plan Master Street Plan



Source: Wellington Comprehensive Plan

Figure 28: Comprehensive Plan Bicycle and Pedestrian Recommendations



Source: Wellington Comprehensive Plan

Figure 29: Comprehensive Plan Key Corridors Recommendations

Source: Wellington Comprehensive Plan

Policy Direction for Transportation and Mobility

The Comprehensive Plan identifies transportation as a key component of the Reliable and Resilient Public Services theme. Within this framework, the Plan establishes three transportation goals and two facilities and programs goals, each supported by specific strategies and implementation actions. These adopted goals and strategies provide important direction for the TMP. They establish the Town's policy priorities and create a foundation for refining recommendations, identifying implementation pathways, and aligning future investments. The goals and associated strategies are summarized in **Table 9, Table 10**, **Table 11, and Table 12**.

Transportation Goal 1: Create an efficient and safe transportation system for all modes of transportation within and beyond town boundaries.

Table 9: Transportation Goal 1 Strategies

Strategy	Type	Priority	Timeline	Anticipated Cost
T. 1.1. Finalize a Transportation Master Plan that appropriately classifies streets and develops standards for development that addresses all modes of transportation.	Plan or Study	Medium	Short Term	$
T. 1.2. Work with the community to develop an ADA Transition Plan which outlines how the Town will remove barriers in its transportation system that limit accessibility for people with disabilities and limited mobility.	Plan or Study	High	Ongoing	$
T. 1.3. Pursue Quiet Zone designations for the Town's railroad crossings, which would allow trains to pass through without sounding their sirens. Minimum requirements from the Federal Railroad Administration for a Quiet Zone include active grade-crossing devices (i.e., signals and gates) and appropriate warning signage.	Regulatory Reform	Low	Long Term	$
T. 1.4. Add crossing gates to railroad crossings at G.W. Bush Ave. and Washington Ave.	Capital project	Medium	Short Term	$$
T. 1.5. Assess feasibility of grade separation at rail crossings to mitigate congestion.	Plan or Study	Medium	Short Term	$
T. 1.6. Work with Larimer County to establish urban street standards for transition areas between Town and County jurisdictions.	Regulatory Reform	Medium	Mid Term	$
T. 1.7. Identify and address paving needs for roads east of I-25.	Plan or Study	Medium	Mid Term	$
T. 1.8. Adopt a Complete Streets Policy that identifies design standards that support the safety of all transportation modes on roadways.	Regulatory Reform	Medium	Mid Term	$
T. 1.9. Prioritize the construction of high priority trails and sidewalks and work to find solutions that reduce trail gaps and improve connectivity regardless of built and natural barriers, like the highway and floodplains.	Capital project	High	Long Term	$$$

Strategy	Type	Priority	Timeline	Anticipated Cost
T. 1.10. Require new developments and develop guidelines for road retrofits to provide in-road shoulders at key locations that support Emergency Services.	Regulatory Reform	Medium	Short Term	$
T. 1.11. Assess needs, locations, and incentives for privately run electric vehicle charging stations. Alongside this effort, leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure.	Plan or Study	Low	Mid Term	$
T. 1.12. Increase and improve trail connectivity and establish routes for traveling to everyday destinations.	Capital Project	High	Mid Term	$$$
T. 1.13. Identify strategies and funding mechanisms for development of a second I-25 interchange for improved access to the Town and include design considerations for motorized and non-motorized crossings.	Plan or Study	Medium	Mid Term	$
T. 1.14. Identify strategies for improved traffic flow and safety along SH 1/CR 9 from CR 64 to CR 58.	Plan or Study	Medium	Mid Term	$
T. 1.15. Pursue federal, state, and regional grant funding opportunities, as well as public-private partnerships to implement priority transportation improvements.	Plan or Study	High	Short Term	$
T. 1.16. Work with CDOT to investigate taking on additional control of SH 1 to allow the Town more autonomy	Plan or Study	Medium	Mid Term	$

Transportation Goal 2: Improve safety and connectivity of trails and sidewalks to provide active transportation to everyday destinations, like schools, parks, downtown, and places for work, worship, and shopping.

Table 10: Transportation Goal 2 Strategies

Strategy	Type	Priority	Timeline	Anticipated Cost
T. 2.1. Consider developing corridor plans that identify and design bicycle and pedestrian enhancements to create greater and more direct connectivity to everyday destinations.	Plan or Study	Medium	Short Term	$
T. 2.2. Identify partnerships and resources for developing a Safe Routes to School program.	Program or Resource	Medium	Short Term	$
T. 2.3. As part of a Downtown Master Plan, further evaluate cross-section improvement options for Cleveland Ave. through Downtown.	Plan or study	Medium	Mid Term	$

Strategy	Type	Priority	Timeline	Anticipated Cost
T. 2.4. Improve and extend the Downtown streetscape and pedestrian amenities along Cleveland, Harrison, and McKinley Avenues, ensuring provision of ample sidewalks, seating, and landscapes, safe crosswalks, lighting, bicycle parking and amenities, and off-street vehicle parking, among other important features.	Capital Project	Medium	Mid Term	$$$
T. 2.5. Identify and prioritize trail connectivity from surrounding neighborhoods to Downtown by considering off-street and on-street options for bicycle and pedestrian improvements (consider Third Street as a potential option).	Plan or Study	Medium	Short Term	$
T. 2.6. Identify and evaluate enhancing ADA compliance needs for ramps, crossings, and sidewalks across town.	Plan or Study	High	Short Term	$
T. 2.7. Identify criteria to prioritize implementing ADA compliance and enhancements for key areas like Downtown, near schools, parks and recreation, health care, and grocers.	Plan or Study	High	Short Term	$
T. 2.8. Assess feasibility of implementing a sidewalk/streets fund that would prioritize and implement transportation infrastructure improvements, especially for active transportation (e.g., sidewalks, ramps, on-street bicycle lanes, etc.).	Plan or Study	High	Short Term	$
T. 2.9. Identify criteria for on-street bicycle infrastructure based on roadway classification and, based on these criteria, implement an on-street bicycle network that provides greater access to everyday destinations.	Plan or Study	High	Short Term	$

Transportation Goal 3: Improve regional active transportation corridors.

Table 11: Transportation Goal 3 Strategies

Strategy	Type	Priority	Timeline	Anticipated Cost
T. 3.1. Improve and connect active transportation networks, including trails and on-street bikeways to nearby recreational areas and to regional destinations.	Capital Project	Medium	Short Term	$$
T. 3.2. Identify more regional active transportation connections and partner effectively to implement plans.	Program or Resource	Medium	Med Term	$
T. 3.3. Continue to support privately funded transportation services for seniors and low-income residents and help identify increased transit options and locations for pick up and drop off.	Program or Resource	Medium	Ongoing	$

Strategy	Type	Priority	Timeline	Anticipated Cost
T. 3.4. Collaborate with regional agencies and adjacent communities to assess the feasibility of Wellington joining the North Front Range Metropolitan Planning Organization and/or existing regional transportation services (e.g., Transfort).	Program or Resource	Medium	Mid Term	$
T. 3.5. Develop amenities for regional transit systems, including transfer centers, parking areas, and first/last mile options like shared micro-mobility (i.e., bikes, scooters).	Capital Project	Medium	Mid Term	$$$

Facilities & Programs Goal 1: Ensure a maintained level of service and efficient extension of services within the GMA.

Table 12: Facilities & Programs Goal 1 Strategies

Strategy	Type	Priority	Timeline	Anticipated Cost
F&P. 1.3. Develop a monitoring and reporting system across all Town departments to ensure efficient upgrades and extensions of utilities and services (water, sewer, stormwater, streets, sidewalks, parks) and private service providers (cable, Internet, phone, recycling) that meet a fair rate structure.	Program or Resource	Medium	Mid term	$
F&P. 1.4. Develop an ADA and community informed project list for the review, maintenance, and update of streets and public spaces and assess the need for priority projects to be included in the Town's Capital Improvements Plan.	Program or Resource	Medium	Mid term	$
F&P. 2.6. Review and update impact fees for all developments on a regular basis (identify time frame) so these developer paid fees contribute to parks and active transportation network enhancements, among other community benefits.	Plan or Study	Medium	Mid term	$
F&P. 1.10. Assess opportunities and partners to develop a Wellington-specific emergency preparedness plan or guidelines to address most-likely scenarios for identified threats.	Plan or Study	High	Short term	$

Facilities & Programs Goal 2: Ensure new developments contribute to essential community services and infrastructure.

Strategy	Type	Priority	Timeline	Anticipated Cost
F&P. 2.3. Require new development to demonstrate how they will connect to and improve the existing networks for active transportation, vehicular traffic, open space and parks, and essential infrastructure for water, wastewater, and stormwater.	Regulatory Reform	Medium	Mid term	$

Wellington Strategic Plan 2025-2029

The Wellington Strategic Plan serves as the Town's policy and investment roadmap, guiding priorities, resource allocation, and operational focus across departments. It translates community values into actionable direction and ensures that municipal services and capital improvements align with a shared long-term vision.

Vision Statement: Welcome to Wellington, where deep-rooted values and a rich heritage unite to forge paths that honor our past, ignite a legacy of unity, and create a welcoming community for all.

Mission Statement: Provide outstanding municipal services for our community of today and tomorrow.

Several elements of the Strategic Plan directly influence transportation planning and infrastructure investment. In particular, the following transportation-related goals are closely aligned with the TMP.

- Proactively maintain and improve utilities, streets, and the built environment.
- Reinforce and align plans for corridors and jurisdictional boundaries.

Together, these goals reinforce the importance of coordinated capital planning, interagency collaboration, and proactive infrastructure management as Wellington continues to grow.

Wellington Capital Improvement Program (2025)

The Town's five-year Capital Improvement Program (CIP) identifies and prioritizes major capital investments that support long-term community goals. The CIP allocates funding for the construction, acquisition, and rehabilitation of long-lived public assets, ensuring that infrastructure improvements align with the Strategic Plan's priorities of responsible growth, vibrant community spaces, economic vitality, and strong municipal operations.

Capital projects included in the CIP generally exceed $10,000 in cost and have an expected service life of more than one year. The program serves as the primary mechanism for implementing infrastructure-related recommendations, including transportation improvements, over the near to mid term.

Transportation-Related Projects

These projects support improvements to the overall transportation system, enhance the pedestrian experience, and increase accessibility throughout Wellington. Cleveland Avenue is a key focus area, with planned investments to enhance and revitalize the downtown corridor, improving connectivity and access within the community. **Table 13 s**ummarizes CIP projects related to this Plan.

Table 13: Capital Improvement Program Transportation-Related Projects

Project Title	Duration	Description
ADA Community Improvements	Ongoing	As needed funding source to make ADA infrastructure improvements.
ADA Self-Evaluation & Transition Plan: Facilities/Parks/Programming/ Events	2026	The self-evaluation reviews the town's public facilities, programs, services, activities and events to determine compliance with the ADA and identify any barriers to accessibility. The Transition Plan is a rolling fluid document that prioritizes the identified barriers and how they will be corrected.
ADA Self-Evaluation & Transition Plan: Right-of-way	2027	The self-evaluation reviews the town's public facilities, programs, services, activities and events to determine compliance with the ADA and identify any barriers to accessibility. The Transition Plan is a rolling fluid document that prioritizes the identified barriers and how they will be corrected.
ADA Bridge across Boxelder Creek	2026	ADA access for public use and disc golfers at Griffin Greens.
Pavement Preventive Maintenance	Ongoing	On-going preventive maintenance for town streets, including crack seal, overlays, chipseal, and other measures to lengthen lifespan of existing pavements.
Pavement Condition Assessment	2024-2025	The Pavement Condition Assessment will evaluate Wellington streets and provide conceptual long-range planning information to prioritize, schedule and budget on-going street maintenance and repair.
Street/Sidewalk Safety Improvements - Construction	2025	Construction of various sidewalk and accessibility improvements as funded with the HSIP grant.
Replace Soft Trails	2025-2029	Replaces soft trails with concrete trails, move soft trail adjacent to new concrete trails where applicable.
Street Rehabilitation	2026-2029	Multi-year rehabilitation plan for streets throughout town, as informed by the Paving Condition Assessment.
Old Town Sidewalk Pedestrian Improvements	2027-2029	Ongoing program to install missing sidewalk throughout the old town area.
Cleveland Ave Improvements - Design Phase Services	2025-2026	Design and construction phase services for street improvements including curb/gutter, storm drainage, paving, sidewalks, ADA accessibility, lighting and landscaping along Cleveland Ave.

Project Title	Duration	Description
Cleveland Ave Improvements - Construction	2025-2026	Estimated preliminary construction cost for street and drainage improvements including paving, hardscape, ADA accessibility, safety lighting, and drainage along Cleveland Ave. Total cost, from the 30% cost estimate, is $7,000,000. Additional funding of $1,300,000 is included in the $1,300,000 located in the Drainage Fund. Total grant funding for the project is $4.44 million.
Outfall for Cleveland Ave Improvements	2025-2026	Funding for certain elements of the Cleveland Ave Improvement Project, including the Cleveland Ave and Fifth St Outfall projects, as recommended by the Stormwater Management Masterplan.
Transportation Grants Matching Funds	2025	Estimated grant matching funds for a maximum grant award of $2,000,000 through the Reconnecting Communities Program for planning and preliminary design of the overpass at I-25 and Cleveland Ave.
Main Street Alley North Paving	2025	New paving for the alley between Cleveland Ave and Harrison Ave, between Second St and Third St.

Wellington Stormwater Master Plan (2023)

The 2023 Stormwater Master Plan provides a comprehensive assessment of drainage conditions throughout Wellington's GMA and outlines strategies to improve system performance, reduce flooding risk, and support resilient infrastructure. The plan includes an inventory and evaluation of existing stormwater facilities, identification of flooding hotspots, and recommendations for system upgrades to accommodate existing conditions and future growth. Because stormwater infrastructure and transportation infrastructure are closely interconnected, the plan has several direct implications for roadway planning and capital investment.

Transportation-Relevant Considerations

- **Roadway Flooding and Access**: Multiple sections identify intersections and road segments where flooding disrupts mobility and emergency response (pp. 22–24). Integrating stormwater improvements into roadway upgrades will reduce travel disruption and improve resilience.
- **Culvert and Bridge Sizing**: Undersized culverts are noted as major constraints in both drainage and transportation efficiency. Coordinated planning ensures roadway designs consider future hydrologic loads.
- **Complete Streets & Multimodal Planning**: The plan highlights opportunities to integrate stormwater solutions with pedestrian and bicycle facilities—using green infrastructure (e.g., bioswales) along corridors (pp. 35–36).
- **Growth Coordination**: Stormwater and transportation both must accommodate Wellington's rapid development. Coordinated planning ensures streets, bike lanes, and transit corridors are not later retrofitted at higher costs due to flooding risks (pp. 40–41).

Transportation-Related Implementation Themes

- Develop a flood-resilient roadway network by upgrading storm-sewer systems and drainage crossings to reduce travel disruption.
- Coordinate capital improvement planning so that roadway, trail, and multimodal projects incorporate stormwater upgrades where appropriate.

Wastewater Treatment Master Plan (2021)

The Wastewater Treatment Master Plan evaluates the capacity of Wellington's wastewater treatment facilities and outlines phased improvements to serve projected build-out within the GMA. The plan anticipates substantial population growth and recommends system expansions to ensure reliable service, regulatory compliance, and long-term infrastructure resilience. While primarily focused on utility capacity, the plan has important implications for transportation planning. Wastewater system expansion supports future development patterns that will generate additional travel demand, particularly along key corridors and in growth areas. Coordinating transportation improvements with utility upgrades helps ensure that roadway construction, site access, and infrastructure phasing are aligned.

Recommended facility upgrades, including expanded treatment capacity and supporting infrastructure, may also influence truck access, hauling routes, and site circulation near the plant. In addition, floodplain considerations and site access improvements identified in the plan reinforce the importance of coordinating roadway design, elevation, and drainage planning with major utility investments. By aligning transportation and utility planning, Wellington can accommodate growth efficiently, reduce the need for costly retrofits, and ensure that infrastructure systems function cohesively as the community expands.

Regional Plans

Wellington's transportation network does not function in isolation. Local streets, trails, and crossings connect directly to regional highways, freight routes, transit services, and intercommunity travel patterns across Larimer County and the Upper Front Range. This section summarizes the regional plans that influence mobility in and around Wellington, including long-range transportation planning, coordinated transit and human services planning, passenger rail development, and countywide transportation and safety initiatives. These plans help define regional needs and priorities, identify corridor and interchange improvements, and outline opportunities for expanded multimodal and transit connections. Reviewing them ensures Wellington's transportation planning aligns across jurisdictional boundaries and supports a cohesive, safe, and connected regional system

Larimer County Transportation Plan (2025)

The Larimer County Transportation Plan is a long-range planning document that establishes priorities for improving safety, connectivity, and system performance across County-maintained roadways through 2050. The plan evaluates long-term funding needs, identifies multimodal investment priorities, and informs the County's CIP. Developed with input from residents, stakeholders, and regional partners, the plan outlines a sustainable and resilient transportation network intended to serve drivers, bicyclists, pedestrians, freight, and transit users.

Because several key corridors within and surrounding the Wellington GMA are under County jurisdiction, the Larimer County Transportation Plan provides important context for this TMP. While the Town is not obligated to adopt the same recommendations, coordination is essential to ensure consistent design standards, complementary project phasing, and a cohesive system across jurisdictional boundaries.

County-Identified Projects in the Wellington Area

The County identified the following improvements as priorities within or near the Wellington area:

- CR 58, CR 9 to I-25 West Frontage Rd: Widen to 6-8 foot shoulders and resurface.
- CR 66, CR 7 to I-25 East Frontage Rd: Widen to 4 foot shoulders and resurface.
- CR 62 CR 11 to CO 1: Pave to County standard.
- CR 66, CR 9 to CR 3: Pave to County standard.
- CR 54 (Douglas Rd) & RATC 8 (Wellington Extension): Level 1 Multimodal crossing improvements such as pavement markings and signage.
- CR 56 & RATC 8 (Wellington Extension): Level 1 Multimodal crossing improvements such as pavement markings and signage.
- CR 58 & RATC 8 (Wellington Extension): Level 1 Multimodal crossing improvements such as pavement markings and signage.
- CR 58, CR 58 & I-25 Frontage Rd: Consider conducting an intersection control evaluation to assess the placement of the stop sign, as the current stop sign is located on a 55 mph road, and the east-west approach visibility is inadequate. Consider reassessing the posted speed limit on the frontage road, improve visibility with enhanced signage, delineation, and clear sight triangles (CDOT responsibility).
- CR 58, e.o. CR 9 (Giddings Rd) to e.o. Legacy Ln: Consider enhanced signage and paving markings, including wider edge lines.

The TMP will consider these County-identified priorities and evaluate how Town-led recommendations can complement regional investments, improve safety and connectivity, and support coordinated implementation over time.

Larimer County Safety Action Plan (2025)

The Larimer County Safety Action Plan was developed concurrently with the Larimer County Transportation Plan under the shared “Larimer on the Move” initiative. While the Safety Action Plan focuses specifically on eliminating fatal and serious injury crashes on county-owned and maintained roadways, its analysis and recommendations are closely integrated with the broader Transportation Plan framework.

The plan uses crash data analysis, high-risk network identification, community engagement, and geospatial evaluation to prioritize locations and strategies. It aligns with the Vision Zero goal of eliminating traffic-related fatalities and serious injuries by 2040 and establishes a Safe Systems approach organized around Safer People, Safer Roads, and Safer Speeds.

Because the Safety Action Plan and Transportation Plan were developed together, many safety-related recommendations appear in both documents. The following projects are specifically relevant to the Wellington area and are reflected in the County's prioritized improvement program.

- LCR 58 & I-25: Consider conducting an intersection control evaluation to assess the placement of the stop sign, as the current stop sign is located on a 55 mph road, and the east-west approach visibility is inadequate. Consider reassessing the posted speed limit on the frontage road, improve visibility with enhanced signage, delineation, and clear sight triangles (CDOT responsibility).
- LCR 58, e.o. Giddings Rd to e.o. Legacy Ln: Consider enhanced signage and paving markings, including wider edge lines.

Upper Front Range 2050 Regional Transportation Plan (2025)

The Upper Front Range 2050 Regional Transportation Plan (RTP) serves as the long-range multimodal planning document for the Upper Front Range Transportation Planning Region. The RTP establishes regional investment priorities through 2050 and addresses safety, roadway conditions, freight and rail mobility, economic development, environmental mitigation, and multimodal connectivity across jurisdictional boundaries.

The plan advances three overarching goals:

- Improve safety throughout the transportation system.
- Provide a multimodal system that supports efficient movement of people and goods.
- Integrate transportation and land use planning in system design and implementation.

Because Wellington is located along I-25 and CO 1, regional priorities directly influence local mobility conditions, particularly at interchanges, freight corridors, and transit connections. The RTP project list reflects coordinated input from counties, municipalities, and CDOT Region 4 and is phased based on funding availability and readiness.

Regional Projects Affecting the Wellington Area

The following regionally identified projects are located within or near the Wellington GMA:

- CO 1 and LCR 58 (Meyers Corner) intersection improvements.
- New interchange at LCR 58 and I-25
- Safety improvements along CO 1 near CR 9 and CR 62E, including potential highway realignment and intersection upgrades.
- I-25 and CO 1 interchange reconstruction.
- I-25 pedestrian crossing in Wellington.
- CO 1 multimodal and drainage improvements within Wellington.
- Truck parking improvements near Wellington and increased truck parking north of Wellington along I-25.
- Regional fixed-route transit service between Wellington and Fort Collins.
- North I-25 interregional transit service connecting Fort Collins, Wellington, and Cheyenne.

The TMP will consider these regional priorities and coordinate with partner agencies to ensure that local recommendations complement regional investments, strengthen multimodal connections, and support a cohesive transportation system across the Upper Front Range.

Upper Front Range Coordinated Public Transit and Human Services Transportation Plan (2025)

The Upper Front Range Coordinated Public Transit and Human Services Transportation Plan evaluates existing transit and human services mobility providers across the region and incorporates community feedback regarding unmet mobility needs. The plan helps guide updates to both the regional transit strategy and the 2050 Regional Transportation Plan by identifying service gaps, funding challenges, and opportunities for improved coordination.

The plan emphasizes the importance of maintaining and expanding transit and mobility services, particularly in communities with limited existing options. Key regional priorities include:

- Advocating for stable funding to sustain existing transit operations.
- Supporting capital, operating, and planning investments identified within the Transportation Planning Region.
- Advancing interregional transit connections north of Fort Collins, including potential service to Wyoming.
- Improving transit amenities and designing streets that safely accommodate all users and modes.

For Wellington, the plan highlights the broader regional interest in strengthening north-south transit connectivity along the I-25 corridor and improving access to transit for residents, employees, and visitors. While implementation depends on funding and regional coordination, these priorities provide important context as the Town evaluates future transit partnerships and first- and last-mile connections within the GMA.

Front Range Passenger Rail Service Development Plan (2025)

The Front Range Passenger Rail Service Development Plan evaluates potential intercity passenger rail alternatives along the Front Range corridor and identifies a preferred alternative for further development and environmental review. The plan assesses operational feasibility, environmental considerations, financial performance, and long-term implementation strategies. The overarching goals of the initiative are to expand multimodal transportation options, reduce reliance on single-occupancy vehicle travel, and improve regional connectivity, economic vitality, and environmental sustainability.

The currently identified preferred alternative includes passenger rail service between Fort Collins and Pueblo, with stops in major communities along the corridor and up to 10 daily round trips operating at speeds up to 79 mph. While Wellington is not currently identified as a stop location, the community's proximity to Fort Collins and its location along I-25 position it within the broader regional mobility network influenced by future rail investments. Although passenger rail represents a long-term initiative dependent on significant funding and interagency coordination, its advancement underscores the importance of strengthening local and regional connections within the GMA. Planning for first- and last-mile access, park-and-ride opportunities, and interregional transit connections will help ensure Wellington residents can benefit from future multimodal investments along the Front Range.

Conclusion

This Current and Future Conditions Report establishes a clear and data-driven baseline for the Wellington TMP. It documents anticipated growth through 2050 alongside existing travel behavior, system performance, infrastructure conditions, safety trends, and mobility needs within the Town and GMA.

Wellington is projected to more than double in population, with corresponding increases in households and employment. While most roadway segments currently operate below capacity and are forecast to remain generally functional through 2050, localized pressure is expected to increase at key regional gateways, particularly around the I-25 and CO 1 interchange and other primary access corridors. These locations warrant continued operational monitoring and coordination with regional partners.

The findings highlight a transportation system that remains highly auto-oriented. Most residents commute outside Wellington for work, and walking, bicycling, and transit represent a small share of daily trips today. At the same time, demographic data indicate important mobility considerations, including concentrations of youth, older adults, people with disabilities, and households with limited vehicle access. These conditions reinforce the importance of expanding safe and reliable travel options beyond single-occupant vehicles.

From a safety perspective, crash trends have increased since 2020, with a notable share of severe crashes occurring on higher-speed regional facilities. On-street bicycling conditions are often moderate to high stress, and although sidewalk coverage within the town is relatively strong, gaps remain in older areas and along key corridors. As development extends into the GMA, new subdivisions will likely incorporate sidewalks consistent with Town standards; however, ensuring connectivity between developments, across jurisdictional boundaries, and to everyday destinations will remain a key consideration.

This report also builds on and reflects previous planning efforts at the Town and regional levels. The Wellington Comprehensive Plan, Strategic Plan, Capital Improvement Program, utility master plans, and relevant county and regional transportation plans establish important policy direction, identified corridors, and previously recommended projects. These will be carefully evaluated alongside the technical findings in this report to determine where recommendations remain relevant, where updates are needed, and where new strategies should be introduced. Together, the technical assessment, previous planning guidance, and community and stakeholder input will provide a comprehensive foundation for the next phase of the TMP.