

LANDER AREA MASTER TRAILS PLAN

Lander Cycling Club
November 2012

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A. Overview:

This submission is the Lander Area Master Trails Plan R1.1 created by the Lander Cycling Club (LCC). The LCC has a membership of over 100 road and mountain bicyclists of many skill levels. This is a working document containing trail descriptions and future trail plan proposals from LCC. In January 2012, LCC submitted an earlier version of the master trails plan as comment to the Lander Field Office RMP. This version includes updates, maps, and strategy for achieving prioritized goals; we hope it will be given careful consideration.

As mountain biking opportunities in the Wind River Basin region are expanding, it is critical to maintain trail development in a planned and cohesive capacity. There is significant opportunity to implement a region-wide plan that employs a lateral planning process and incorporates a multitude of local stakeholders. In order for trail development to occur in this manner, an organized plan is essential.

This document focuses largely on trails created and maintained for bicycle use. This does not imply that all trails referenced are intended or designed with only cyclists in mind. Trails designed for mountain biking are often superior trails for many different forms of non-motorized use. The LCC recognizes the importance of sharing the gift of public land use with a multitude of responsible users.

This document outlines LCC's vision of how trails can be created and maintained with the approval and assistance of land managers (i.e., BLM, U.S. Forest Service, State of Wyoming, etc.). The LCC intends to manage trails as necessary to maintain good cycling conditions and assist in organization and providing labor as necessary to create and improve trails.

There are three overarching goals of the Lander Area Master Trails Plan:

1. Develop sustainable new trails within and around existing systems while improving sustainability of existing trails.
2. Reduce trail user conflict through effective communication strategies (signage, interpretation, and outreach).
3. Provide recreational opportunities for a variety of user groups and skill levels.

B. Introduction

Lander is located on the eastern slope of the Wind River mountain range along the Middle Fork of the Popo Agie River in central Wyoming. The city of Lander is immediately surrounded by privately owned land. The Wind River Indian Reservation is located north of Lander, lands administered by the BLM are located south and east, and lands administered by the U.S. Forest Service (USFS) are located west of Lander.

Current recreational opportunities in the Lander area:

1. **Johnny Behind the Rocks (JBR):** This area includes approximately 10 miles of existing single-track trails on BLM land. The area can be described as high desert with primarily sagebrush and juniper vegetation, many rock outcrops, and high topographic relief.
2. **The Bus Loops:** The Bus Loop area is located on BLM and Wyoming State Land Trust land and consists of primarily user-created trails among juniper and sagebrush vegetation. This area is located in the foothills just west of Lander.
3. **Twin Creek:** This area includes user-created free-ride and downhill single track trails on BLM land in a high desert setting.
4. **Warming Hut and Valley Floor:** This area includes a combination of USFS- and user-created trails in a forest setting on USFS land.
5. **Sheep Bridge and Middle Fork:** This area includes USFS created trails in a forest setting on USFS land.
6. **Fossil Hill:** This area includes user-created trails in a forest setting on USFS land.
7. **Fairfield Hill:** This area includes a combination of USFS and user-created trails and roads in a forest setting on USFS land.
8. **Blue Ridge and Shoshone Stock Driveway:** This area includes a combination of USFS trails and abandoned roads in a forest setting on USFS land.
9. **South Pass Beaver creek Area:** This area includes trails in the Beaver Creek Nordic Ski Area, which is located in a forest setting on BLM and USFS land.
10. **South Pass Willow creek:** This area includes trails in the Willow Creek winter recreation area which is located in a forest setting on USFS land.
11. **Government Draw:** This area consists of many interlacing single- and double-track trails largely created by motorized recreation. The trails are located in high desert with large amounts of sagebrush.

12. **Lander city limits:** Lander has bike lanes, skate parks, dirt jump parks, and in-town trails. These areas consist of forested mountain, foothill, and high desert landscapes. Many of these areas have current trail systems, most of which have been user-defined and are in great need of improvement. These trails have drainage issues and would be benefitted by periodic clearing and maintenance of corridors.

C. Visitor Profile

The Lander area, although relatively small, is home to many athletes and outdoors-men and women. Trails in the Lander area currently host many users such as hikers, mountain bikers, horseback riders, trail runners, hunters, and cross-country skiers.

There are many types of riding styles and all require a different set of skills and terrain; many riders consider themselves members of multiple categories. There is a need in the Lander area to accommodate all riding styles in order to reduce trail conflict and keep trail users happy.

D. Benefits to the Community

Improving cycling trails in the Lander area will provide many potential benefits for the community as well as the individual bike enthusiast. With improvements, users will enjoy a safe, convenient, and fun experience while increasing physical fitness and interest in the outdoors. This would in turn help create a happier, healthier community.

There is also considerable potential for economic benefit for the community. Popular mountain bike destinations draw riders from neighboring states, many of whom will seek restaurants, hotels, bike shops, and general services. An increase in visitors will help out local business as well as increase tax revenue for Lander and Fremont County.

Trail improvement and construction relies on cooperation from the community, land managers and individuals. Prior to any action, approval is required from land managers as well as archaeologists, biologists, hydrologists and other parties. Also important to take into consideration are terrain, soil types, seasons, and weather conditions.

The LCC has hosted a number of volunteer-based trail days and has received direction and assistance from International Mountain Bike Association (IMBA). This organization has vast knowledge in trail development and has and will continue to assist LCC in future trail days. These volunteer work days are just one way in which we aim to achieve these goals. Through fundraising and applying for grants the club hopes to contract private trail crews, enlist the help of the Wyoming Conservation Corps, and work with the Wyoming State Trails Board to create areas of new trail. This plan should be achievable using these methods and with assistance from land managers.

E. Area-wide Goals and Objectives

This plan aims to improve recreational opportunities for bike trail users of all skill levels and activities in the Lander area, while establishing sustainable trail systems to meet the needs of Lander's growing recreational groups.

Though goals may vary for specific areas, some goals are as follows:

Goal 1: Create longer and interconnected trail loops

Goal 2: Reduce trail conflict

Goal 3: Improve sustainability of existing trails

Goal 4: Develop sustainable new trails within and around existing systems

Goal 5: Provide opportunities for all user groups and skill levels

1. **Johnny Behind the Rocks (JBR) - Area Overview:** The JBR trail system consists of about 7 different XC trails which are configured into a loop system. The riding at JBR can be characterized as high desert riding and features trails from moderate to difficult. Varied single track and double track trails supply riding for intermediate to advanced XC riders. Improvements on this trail system were recently approved by the BLM and numerous workdays performing re-routes and trail

maintenance have occurred since summer 2010. This trail system is about 14 miles SW of Lander on Highway 287 and provides up to 4 hours of riding including an out-and-back to a desert waterfall. Many more improvement opportunities exist within or along the perimeter of this system.

- A. *Visitor Profile* - The JBR trails are heavily used by hikers, horseback riders, mountain bikers, dog walkers, and snowshoers.
- B. *Desired Future Condition* - As a club, LCC would like to see JBR developed to accommodate recreational, cross-country and pedal-accessed free-ride cycling, in addition to hiking and horseback riding. All trails will be well-marked with names, difficulties, and appropriate user groups. LCC would also like to incorporate balance of trail difficulties with 5-10% Easy, 50% More Difficult, 30% Very Difficult, and 10-15% Extremely Difficult, as defined by the IMBA Trail Difficulty Rating System (Felton, 72). The majority of trails will be multi-directional. Beginner cyclists can enjoy shorter loops in close proximity to the parking area, while the majority of the trails will be long, flowy XC trails of More Difficult and Very Difficult ratings. The Extremely Difficult trails will be located as loops or alternate lines off of Very Difficult trails as bike specific, one way loops to provide jumps, drops, and other technical free-ride options, without creating safety risks or user conflict. A total of 40 to 50 miles of single track trail seems to be a reasonable long term objective for the area. Improved trails may lead to community economic development and potential to host races to benefit future trail improvements.

Infrastructure that LCC views with immediate priority are as follows:

- i. Additional Trail Mileage
 - a. Connection of JOT to Parking area. This would provide for a loop trail without utilizing the highway and provide an addition of trail with the Very Difficult rating to help achieve the goal of balanced trail difficulties. See map 1.0 (a) for potential location.
 - b. Continuation of Red Ridge to Falls Trail. By eliminating the two track section of RR will improve flow of the existing trail. An additional benefit would be additional trail mileage toward the long term goal of the area. See map 1.0 (b) for potential location.
 - c. Development of Easy loop from parking area to amphitheatre. This would provide additional trail to the goals of balanced trail difficulty and additional trail mileage. Preferably machine built trail including the standards of 36" wide, smooth texture, average grade of 5% or less, unavoidable obstacles of 2" or less. LCC would like to include on this trail interpretive signage to explain the techniques of riding over technical trail features and small scale examples on which to practice. See map 1.0 (c) for potential location and connections to existing trails.
- ii. Trailhead Development including the following:
 - a. On-highway signage - Preferably a standard BLM sign stating "Johnny Behind the Rocks Recreation Area" and marking the turnoff for parking. This is necessary to assist new and out-of-town users in finding the area.

- b. Parking Area - Currently, users must open a gate and close it behind them to use the parking area at JBR. This creates problems for cattle ranchers when the gate is accidentally left open.
- c. A trailhead kiosk to display information which would include trail regulations, user right-of-way, a map of the area, and any archaeological or biological concerns pertaining to the area. As well as LCC/BLM events such as trail building days or races

Infrastructure that LCC views as near future priorities are as follows

- i. Additional Trail Mileage
 - a. Extension of Johnny’s Draw to the northwest. By adding trail mileage with a More Difficult to Very Difficult rating. This would provide additional trail to the goals of balanced trail difficulty and additional trail mileage. See map 1.1 (a) for potential location.
 - b. Extension of Johnny on Top to the southeast. By adding trail mileage with a Very Difficult rating. This would provide additional trails to achieve the goals of balanced trail difficulty and additional trail mileage. See map 1.1 (b) for potential location.
 - c. Additional Extremely Difficult trails. From this Very Difficult rated extension of JOT, The terrain exists for several one way, user specific spurs, as well as an additional return climb to the saddle, to be built to help achieve the balance of rating and trail mileage goals. See map 1.1 (c) for potential location.
- ii. Trailhead Development including the following
 - A. Extension camping area. It is the hope of LCC that a primitive camping area would minimize the impact of user defined camping sites. There is potential that self paid camping fees, or donations could help with the associated costs of the bathroom facility and other trailhead maintenance. Site could potentially extend from the parking area to the amphitheatre and be accessed from the Easy trail see map appendix map # 1.2 for potential location
 - B. Bathroom Facility. To mitigate human waste issues associated with increased user numbers most likely a vault toilet would be required.

Infrastructure that LCC views with long term priority are as follows

- i. Additional Trail Mileage
 - a. Trails will most likely be developed to the Northwest of the existing loops, as well as additional connectors and mini loops to positive control points. See map 1.1 for potential location
- C. *Maps and Diagrams* – Maps for Immediate goals and existing trails see map 1.0
 Maps for near future goals see map appendix maps 1.1 and 1.2
 Maps for long term goals see map appendix map 1.1

- D. *Implementation* - The work will be performed under a MOU by LCC, the BLM and other collaborators. Various techniques will be used to build trails that feature the Five Essential Elements of Sustainable Trails, the half rule, 10% average grade, maximum sustainable grade, grade reversals, and proper outslope (Felton, 63-69).
- E. *Funding* - Funding for infrastructure improvements will be obtained by LCC by various fundraising activities, grants and in-kind donations. It is the hope of LCC that the BLM and other collaborators will also help to provide materials and funding.

2. **The Bus Loops - Area Overview:** The public land at the western end of the Baldwin/Squaw loop between Baldwin Creek Road and Squaw Creek Road is commonly called “the Bus” because there is an old bus that became stuck in the sand and abandoned many years ago. The Bus area covers roughly two square miles managed primarily by the State of Wyoming with minor portions managed by the BLM. The BLM is currently pursuing a land exchange for the Bus Loops area with the State of Wyoming. Cattle are released in May and linger during the early summer months. Motorized vehicles are no longer allowed in the area. The topography of the Bus is characterized by two main ridges which run from northwest to southeast. As of this revision, there are no trail signs marking any of the trails or roads at the Bus. Along with signage, extensive trail work is required to create a more sustainable network and to mitigate for a proliferation of braided and spiderweb-like trails. Also, new trails are necessary in order to connect trails of more consistent difficulties into loops.

- A. *Visitor Profile* - The Bus Loops are heavily used by hikers, runners, equestrians, mountain bikers, dog walkers, snowshoers, and cross country skiers. This concentration and diversity of usage is due to the proximity to town; many cyclists ride from town to recreate in this area. Location of a trailhead that is situated closer to town should be considered for this area. In addition to in-town users, the Bus has potential to draw users from outside the area. The Bus is home to a network of about 7 miles of hilly single track, user-created trails ranging from easy to difficult. Currently there is no official organization as to where different trail difficulties are located or how they interconnect. The unmarked trails, however, lead to numerous dead ends and parallel trails.
- B. *Designed Future Condition* - The infrastructure LCC anticipates at the Bus is as follows.

Infrastructure that LCC views with immediate priority are as follows:

- i. Analyze trail maintenance needs including potential re-routes, map these areas on order of priority, and develop a plan for addressing any issues.
- ii. Signage needs to be established to keep traffic to individual trails and allow individuals to accurately navigate the trail system.
- iii. A Kiosk should be erected at the trail head in order to display a map, trail regulations, and other important information.

Infrastructure that LCC views with near future priority are as follows

- i. A larger better designated parking area that is easily accessible independent of weather should be established.
 - C. *Maps and Diagrams*: For documentation of existing trails see map appendix map 2.0
 - D. *Implementation* - The work will be performed under a MOU by LCC, the appropriate land agency and other collaborators. Various techniques will be used to build trails that feature the Five Essential Elements of Sustainable Trails, the half rule, 10% average grade, maximum sustainable grade, grade reversals, and proper outslope (Felton, 63-69).
 - E. *Funding* - Funding for infrastructure improvements will be obtained by LCC by various fundraising activities, grants and in-kind donations. It is the hope of LCC that the appropriate land agency and other collaborators will also help to provide materials and funding.
3. **Twin Creek – Area Overview**: The Twin Creek area currently hosts the areas only free-ride / downhill trail. The trail is not an approved BLM trail; therefore, the trail is not known generally by people who don't live in the area and seek freeriding opportunities. As demonstrated by many other areas throughout the world, free-ride / downhill riding is a relatively new yet very fast growing type of cycling. Located just up the road from JBR, the Twin Creek trail is a shuttle trail. To access the trail riders leave highway 287 after crossing Twin Creek onto an existing two track road and cross through a gated fence located on private land. A small turn around area is located at the bottom of the trail after crossing onto public lands. The two track road used to shuttle riders to the top of the trail is in moderately poor condition, but effectively creates the only shuttle friendly free-ride/downhill trail in the Lander area. The trail is Extremely Difficult and requires the use of free-ride or downhill bikes and extra protective equipment. The trail is located in a small wash which doesn't receive use by horses, hikers or XC riders. The area offers additional terrain accessible by shuttle; therefore, it's an ideal site for future development of additional free-ride trails. The current objective of LCC is only to see Twin Creek accepted as an appropriate area to build free-ride and downhill trails. Any above infrastructure would be created as needed in the long term future.

The trail is approximately 2.5 miles in length and will occupy a rider for about 1/2 hour per trip. There are portions of this trail which serve dirt jumpers by providing jumps which can be "sessioned," or jumped repeatedly, by stopping just after the jump and pushing the bike back uphill. This type of activity only requires a bike and minimal protective equipment.

The need to accommodate this riding style is important due to its increase in popularity amongst the younger generation, and a lack of similar trails in the Lander area. Also, users of this trail type are more likely to develop "rogue" trails because of the constant need to increase trail difficulty and provide more and more challenging features in order to provide challenges and develop skills.

- A. *Visitor Profile* – Free-ride and downhill riders are a rapidly growing user group which includes many of cycling's new and younger riders. These riders travel long distances looking for new trails. Jackson Hole (located 2.5 hours from Lander) has put them on the map providing these types of trails on Teton Pass. Riders who travel for these types of trails are looking for a selection of well built shuttle-able trails, will spend a half to a full day riding

and will ride sometimes for multiple consecutive days. Twin Creek is a relatively small area that could host many lines in a bike park style of interconnecting loops.

- B. Future Condition* - The infrastructure LCC would like to see at Twin Creek is minimal, some future features may include:
- i. Elaborate well built trails that provide a variety of downhill/free-ride characteristics
 - ii. On highway signage so visitors can find it.
 - iii. Work with land owner for LCC to install a better entrance fence.
 - iv. Maintenance and repair of the existing two track
 - v. A map of existing trails and rules posted at the trail head.
4. **Sinks Canyon Warming Hut and Valley Floor - Area Overview:** This area provides three season (spring, summer and fall) riding for all ability levels. It is a large, diverse area which includes trails for beginner to intermediate riders.
- A. *Visitor Profile* - These riding areas are popular with bikers, hikers and horses spring to summer and receive heavy cross country ski and snowshoe traffic during the winter season.
 - B. *Desired Future Condition* - LCC wishes to see more interconnected loop trails of varying difficulties including a trail located on the slope North of Sinks Canyon Road.
 - C. *Maps and Diagrams*- See map appendix map 3.0
 - D. *Implementation* - The work will be performed under a MOU by LCC, the appropriate land agency and other collaborators. Various techniques will be used to build trails that feature the Five Essential Elements of Sustainable Trails, the half rule, 10% average grade, maximum sustainable grade, grade reversals, and proper outslope (Felton, 63-69).
 - E. *Funding* - Funding for infrastructure improvements will be obtained by LCC by various fundraising activities, grants and in-kind donations. It is the hope of LCC that the appropriate land agency and other collaborators will also help to provide materials and funding.
5. **Sheep Bridge and Middle Fork - Area Overview:** This area provides three season (spring, summer and fall) riding for intermediate to expert riders. It is an existing hiking trail connecting Worthen Meadows Reservoir with Bruce's Bridge in Sinks Canyon, which can be ridden as an out and back or as a one way ride with a shuttle.
- A. *Visitor Profile* - This riding area is popular with bikers, hikers, backpackers and horses spring to summer.
 - B. *Desired Future Condition:* LCC wishes to see the trail maintained in the current condition.
 - C. *Maps and Diagrams:* See map 4.0
6. **Fossil Hill - Area Overview:** This area provides three season (spring, summer and fall) riding for intermediate to expert riders. It is an existing trail connecting the Fossil Hill parking area with the Warming Hut in Sinks Canyon, which can be ridden as a loop utilizing the loop road or as a one way

ride with a shuttle. The LCC is in the process of working with the Forest Service to connect this trail to Worthen Meadows Reservoir.

- A. *Visitor Profile* - This riding area is popular with bikers, hikers and horses spring to summer.
- B. *Desired Future Condition* – This trail would eventually be rideable in both directions, as well as being accessible to cross country skiers. LCC feels this would be an ideal location for freeride/downhill trails.
- C. *Maps and Diagrams*- See maps 3.0 and 4.0
- D. *Implementation* - The work will be performed under a MOU by LCC, the appropriate land agency and other collaborators. Various techniques will be used to build trails that feature the Five Essential Elements of Sustainable Trails, the half rule, 10% average grade, maximum sustainable grade, grade reversals, and proper outslope (Felton, 63-69).
- E. *Funding* - Funding for infrastructure improvements will be obtained by LCC by various fundraising activities, grants and in-kind donations. It is the hope of LCC that the appropriate land agency and other collaborators will also help to provide materials and funding.

7. **Fairfield Hill - Area Overview:** This area provides three season (spring, summer and fall) riding for intermediate to expert riders. It is an existing trail connecting the Fairfield Hill parking area with Shoshone Lake, currently utilizing both singletrack and existing dirt roads.

- A. *Visitor Profile* - This riding area is popular with bikers, hikers, ATVs and horses in the spring, summer and fall.
- B. *Desired Future Condition*- LCC would like to see singletrack trail developed from Sinks Canyon Road to the top of Fairfield Hill, as well as a connection from Pete’s Lake to the Middlefork Trail.
- C. *Maps and Diagrams* –See map 3.0 and 4.0
- D. *Implementation* - The work will be performed under a MOU by LCC, the appropriate land agency and other collaborators. Various techniques will be used to build trails that feature the Five Essential Elements of Sustainable Trails, the half rule, 10% average grade, maximum sustainable grade, grade reversals, and proper outslope (Felton, 63-69).
- E. *Funding* - Funding for infrastructure improvements will be obtained by LCC by various fundraising activities, grants and in-kind donations. It is the hope of LCC that the appropriate land agency and other collaborators will also help to provide materials and funding.

8. **Blue Ridge and Shoshone Stock Driveway Area – Area Overview:** This area provides three season (spring, summer and fall) riding for intermediate to expert riders. It is an existing trail connecting the Blue Ridge Fire Lookout with the Loop Road and the Shoshone Stock Driveway.

- A. *Visitor Profile* - This riding area is popular with bikers, hikers and horses spring to summer.

- B. *Desired Future Condition* – This trail is currently ridden as an out and back trail, but has the potential to be ridden as part of a larger network of cross country trails including connectors to Worthen Reservoir, Fossil Hill, and South Pass trails
 - C. *Maps and Diagrams* -See map 4.0
 - D. *Implementation* - The work will be performed under a MOU by LCC, the appropriate land agency and other collaborators . Various techniques will be used to build trails that feature the Five Essential Elements of Sustainable Trails, the half rule, 10% average grade, maximum sustainable grade, grade reversals, and proper outslope (Felton, 63-69).
 - E. *Funding* - Funding for infrastructure improvements will be obtained by LCC by various fundraising activities, grants and in-kind donations. It is the hope of LCC that the appropriate land agency and other collaborators will also help to provide materials and funding.
9. **South Pass –Beaver Creek- Area Overview:** The South Pass area is a vast area of both USFS, BLM, and private land. For the purposes of this master plan, South Pass is defined loosely as the area along WYO 28 after Red Canyon to the Sweetwater River. There are limitless opportunities to ride existing dirt roads and two track trails in the South Pass area. The LCC has no current plans to improve upon the existing road systems in the area. The main focus for LLC in this area is to enhance singletrack opportunities in the Beaver Creek and Willow Creek. These areas are typically most populated with bikers escaping the heat during mid- summer. The ski trails can occupy a cross country rider for up to 2 hour.
- A. *Visitor Profile*- The Beaver Creek areas is currently developed as a winter recreation area. The Beaver Creek trails are primarily used during the summer months by recreational hikers and cross country bikers. Motorized recreational vehicles are not allowed on the trails. Most of the trails have been cleared to be wide enough to allow for skate skiing, so trail corridors are quite wide. For summer mountain bike use steep grades can make some of these trails tough for beginners, although they are not overly technical.
 - B. *Desired Future Condition* –The LCC would like to explore the feasibility of creating more single track in this area.
 - C. *Maps and Diagrams* - In progress
 - D. *Implementation*- The Lander Nordic Ski Association (LNSA) works during the summer to improve and increase the trails at Beaver Creek. The LCC goal involves working with the LNSA when building and improving trail to create trails friendly to both biking and skiing.

10. **South pass –Willow Creek –Area Overview**

- A. *Visitor Profile*- The Willow Creek access is opposite from the turnoff to South Pass City and past the Beaver Creek area. This area has been recently re-discovered by classic cross country skiers during the winter. Trails are narrower than those at Beaver Creek

and allow for more technical, cross country riding. The summer/fall user profiles include recreational mountain bikers, hikers, hunters and horseback riding.

- B. *Desired Future Condition* – The Willow Creek area has great potential for biking. The LCC would like to see this area developed for multi-use singletrack recreation. A long-term goal for this area is to link up existing and future trails in the South Pass area with those planned for the Blue Ridge and Sinks Canyon area. This linkage would allow endurance riders many options and choices for enjoying the mountains while still logging in many miles of riding singletrack trails.
- C. *Maps and Diagrams* - In progress
- D. *Implementation*- The work will be performed under a MOU by LCC, the appropriate land agency and other collaborators . Various techniques will be used to build trails that feature the Five Essential Elements of Sustainable Trails, the half rule, 10% average grade, maximum sustainable grade, grade reversals, and proper outslope (Felton, 63-69).

11. Government Draw – Area Overview: The Government Draw area consists of an undocumented number of miles of XC trails. The riding at Government Draw can be characterized as high desert, sagebrush riding and features trails of varying difficulty. The various double- and single-track trails follow existing roads and cattle trails. This trail system is approximately 6 miles from the town of Lander, accessed from Lyons Valley and Coalmine Roads. The area contains great views of the Wind River Range and some interesting geological features, buttes, The Monuments, several small ponds, and abandoned mines and railroad bed.

- A. *Visitor Profile* - The Government Draw trails are heavily used by motorized users, recreational shooters, and livestock. It is seasonally used by mountain bikers. Currently, there is no official organization as to where different trail difficulties are located or how they interconnect. The unmarked trails often lead to numerous dead ends, usually at a dam or stock tank, and parallel trails.
- B. *Desired Future Condition* - The LCC has no immediate plans for future development of this area but would like to acknowledge that mountain bike riding is an established use of the area. Due to its location relative to JBR, the two areas could possibly have a connecting single track between them.
- C. *Maps and Diagrams* - In progress

12. City of Lander - Area Overview: A goal of the LCC is to foster a positive environment for young riders and riders new to mountain biking. A key to achieving this goal is providing locations throughout Lander that riders, new and experienced, can expand their skills and learn to enjoy mountain biking.

- A. *Visitor Profile* – The users within Lander range from those just learning how to ride to experts.

B. *Desired Future Condition* –

- i. Lander Pathways. The LCC plans to work with the City of Lander Pathways committee to ensure that the planning and construction process includes pathways friendly to both off road and on road biking. Loops around and through Lander will largely be flat, wide and well maintained. These trails will allow beginners to develop skill and endurance for the more advanced trails outside of town.
- ii. Dirt Park. The LCC will support those working to develop and maintain the dirt park.
- iii. Skate Park. The LCC will support those working to develop and maintain the new skate park at North Park.

C. *Maps and Diagrams* - In progress.

D. *Implementation* - The LCC will work toward these goals by working closely with other recreational groups in town by advocating for the biking community. The LCC will also provide man-power for projects when possible.

E. *Funding* – The LCC does not plan, at this time, to dedicate significant funding to this goal.

If you have any questions or comments, please contact the LCC President, Scott Van Orman, at PO Box 1344, Lander, WY 82520, or LanderCycling@gmail.com.

Thank You.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Van Orman".

Scott Van Orman
President, Lander Cycling Club

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Works Cited

Felton, Vernon. *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*. Boulder, Colo: IMBA, 2004. Print.

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