



Lander Pedestrian and Cyclist Safety Workshop Report

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**Wyoming
Pathways**

***Thanks to our
partners, some of
which include:***

The City of Lander, the
Lander Police
Department, the Lander
Climate Action
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and Wind River
Transportation
Authority.

This workshop was
hosted by Wyoming
Pathways and funded
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WYDOT.



Event Description



Community members were invited to participate in an event focused on pedestrian and cyclist safety in the city of Lander. This event aimed to provide information on how to share roadways effectively with other users, incorporating community feedback through interactive exercises, engagement with Lander city officials, and informal interactions between attendees and event organizers. This event also featured organizations that tabled, sharing key projects and their organization's involvement with Lander transportation safety.

An online survey was provided after the event to community members who didn't have the time to participate in the in-person interactive exercises.

This report details the input collected by Wyoming Pathways from attendees during the event and online, as well as the topics discussed by partners at the event, and provides a conclusion.

Date of meeting: September 29th, 2025

Number of attendees at in-person event: 26

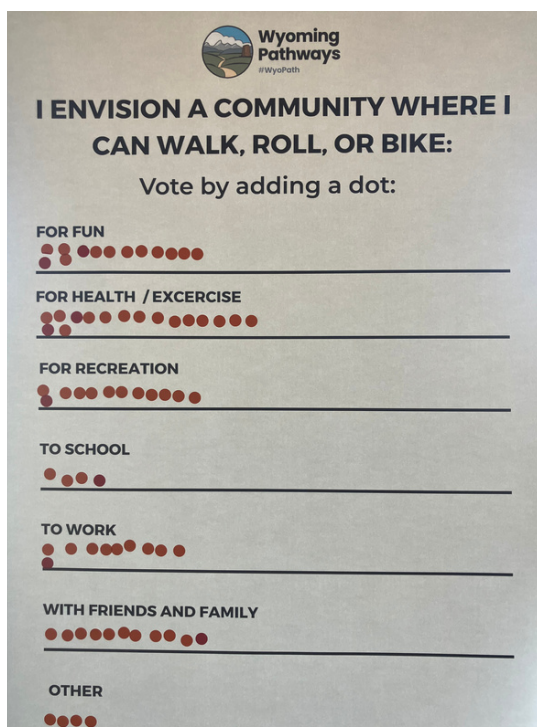
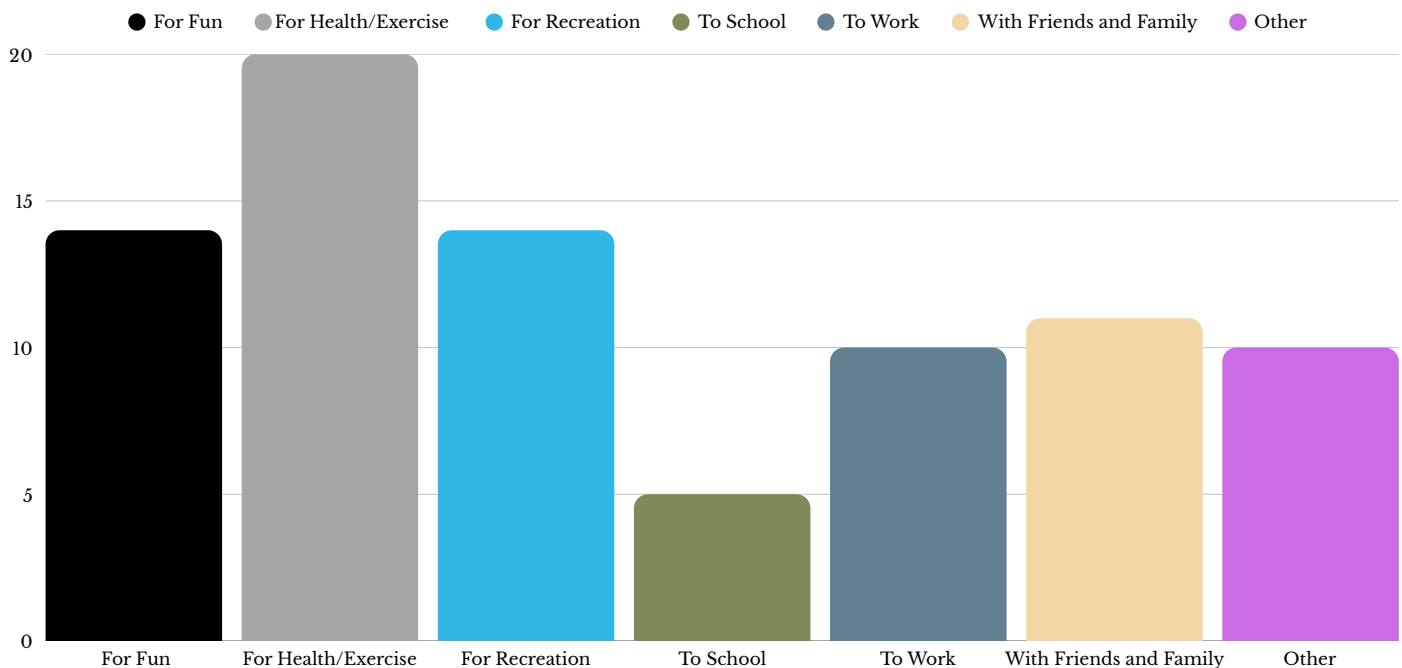
Number of responses from online form after event: 14

Both in-person and online responses are compiled and reported together in this document.

Community Feedback: Interactive Exercises

Vision for Community

Prompt: I envision a community where I can walk, roll, or bike...



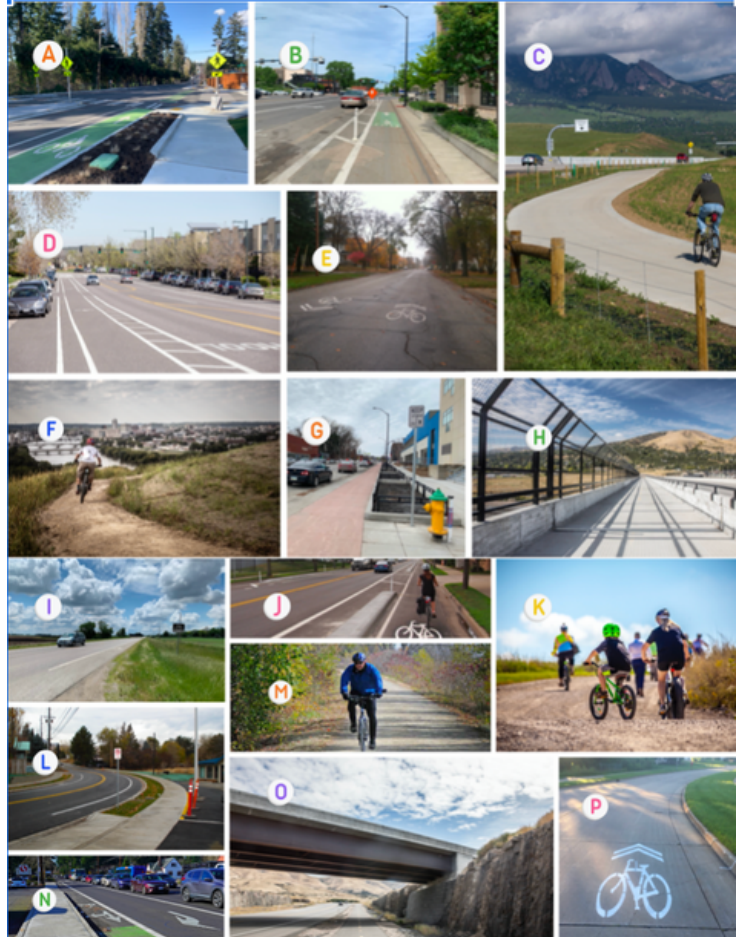
The first exercise asked event attendees to envision places where they can walk, roll, or bike for various reasons. Several categories were provided, and event attendees placed stickers on the ones they agreed with (the same approach was used for online responses with multiple-choice options). The top category was 'health/exercise', indicating that most Lander community members care about having opportunities to use pathways for the associated health benefits. The next-highest answers were 'For Recreation' and 'Fun', which suggest that people also appreciate the intrinsic benefits of active transportation, such as improvements to quality of life.

Perceived safe pathways for biking and walking

Vision for Community



This exercise presented a visual with two sets of the same 17 images, each representing a different type or style of pathway/infrastructure. Event attendees were asked to place green stickers on the pathways on which they felt comfortable biking, and purple stickers on the paths on which they felt comfortable walking. An online survey was given with checkboxes following each image. The graph below combines all in-person and online data.



Results:



Where Lander Residents Feel Most and Least Safe Walking

The next exercise asked event attendees to fill out and place sticky notes on a pair of prompts titled “Where do you feel **MOST** safe walking and why?” and “Where do you feel **least** safe walking and why?”. The online survey provided a space for respondents to log their input.

Where do you feel **MOST** safe walking and why?

- “Bike path/walking path segments in Lander.”
- “City Park pathways cause off the road and good trails.”
- “Most anywhere in the area. One has to be careful crossing Main Street outside of crosswalks.”
- “Anywhere but Main St.”
- “City Park + path behind Maverik gas station.”
- “Off main blvds and avenues and the parks.”
- “Mortimore between Sinks Canyon Road and Lander Llama because of the designated path.”
- “Main St.”
- 9th Fremont, Cascade, and S 2nd because of the wide road, and people are used to seeing walkers.”
- Main Street and Goodrich to Fremont to the park.”
- “City Park, off Main St., Sinks, and other local official trails.”
- Tomato Loop except Hillcrest, sidewalks, and trails in the canyon.”
- “On the sidewalks in town. Drivers are courteous.”
- “Fremont St. and sidewalk feel safer from strangers.”
- “On the sidewalk out of traffic no need for special walking areas just walk on the sidewalk as that is what they are for if you cannot walk on the sidewalk make homeowners trim trees and bushes so you can walk on them. The city ordinance states that trees are to be trimmed 12 feet above a walkway seems to me in the city of Lander. They ought to go around and have the trees trimmed as there at 5 foot. You hit your head in the tree branches that makes the sidewalk pedestrian walkway unusable.”
- “Sidewalks, paved paths, trails, and alleys. I walk on these options to avoid traffic and walk with my dog. Still baffled why Lander CANNOT create a river path or designated walking/recreation paths like other small Wyoming towns and surrounding areas.”
- “I feel safe walking in my neighborhood where there are sidewalks that people keep clear of obstructions. I also feel safe walking on multi-use trails and pathways in the area, including around Town and the trails in Sinks Canyon.”

Where do you feel **LEAST** safe walking and why?

- “Getting to the post office.”
- “Anywhere on Main Street, especially the 2nd and 5th intersections.”
- “Nowhere cause of sidewalks.”
- “Main Street outside of crosswalks when the drivers are going too fast or think they have to stop for pedestrians who choose not to obstruct traffic.”
- “Crossing Main St. on 7th or 9th.”
- “2nd Street.”
- Main Street crossing and adjacent crossings.”
- “The hill on Mortimore on the Tomato Loop. Also, Hillcrest.”
- “City streets with no sidewalks.”
- “Spots with no sidewalks.”
- “Walking near Poor Farm Rd after dark is scary.”
- “2nd Street, car speed is too high.”
- “1st + Main is very awkward for pedestrian traffic/crossing.”
- “Streets that have zero accessibility to sidewalks.”
- “Hillcrest without shoulder. Most motorists are considerate, but there is nowhere to get off the road fully.”
- “City streets without sidewalks.”
- “Main Street due to the number of vehicles. Also, due to the width of streets without bike lanes. Some of the streets need sidewalks.”
- “Hillcrest, because of fast drivers and no path for walkers.”
- “N 2nd and Baldwin / Main intersections.”
- “Intersection on Baldwin and Main.”
- “Where there are no sidewalks.”
- “Crossing Main St. on 1st.”
- “I feel least safe on the Tomato loop. Cars drive too fast and there is no shoulder, let alone a bike/walking path, for most of Mortimore lane and hillcrest. Similarly, I would never walk on Squaw/Baldwin for the same reason.”
- “Where the sidewalk ends and you are pushed onto the road with heavy traffic. Areas that lack sidewalks or pedestrian zones.”
- “N 2nd street along the hill once the sidewalk ends, anywhere near downtown. I’ve literally had cars try to run me over.”

Where Lander Residents Feel Most and Least Safe Walking

Continued...

Where do you feel **MOST** safe walking and why?

- “Where there are continuous sidewalks on the south side of town. It is incredibly frustrating to push a stroller around the neighborhood when the sidewalks are very inconsistent without ramps connecting at the street.”
- “Barney park river walk and city park river walk because they are dedicated wide walk ways separate from cars and wide enough to accommodate both walkers and those on bikes, skates, etc.”
- “On pathways or sidewalks. By my house (capital hill) that is the pathway from bridger street down to McManus park then by city park along the River.”
- “Anywhere there are sidewalks! Our town has complete sidewalk anarchy, we need consistent sidewalks everywhere.”
- “Main Street because of the wide sidewalks, street lights with countdowns, Fremont Street.”
- “On trails away from automobiles, likely on hiking trails with natural tread trails.”
- “The road outside my house because they are gravel and most driver's go slow.”
- “On the sadly short bike bath that we have going through town.”
- “Neighborhood sidewalks. 2 track trails in Sinks canyon.”
- “Sidewalks.”

Where do you feel **LEAST** safe walking and why?

- “In the street as streets are for cars bikes it seems rather ridiculous that you require a sidewalk along the streets for pedestrian traffic and some homeowners don't shovel the sidewalks in the winter time like they're supposed to and they allow their shrubbery to grow out and cover the sidewalks then it's not possible for pedestrian and they wind up walking down the middle of the street which puts them in danger of accidents with cars and bicyclist. When you leave a business on Main Street? You need to really watch for bicyclist because though they're not allowed on the sidewalk it seems as they are always up and down the sidewalk, especially in downtown Lander as I live in Lander I see this issue here. I don't live in Riverton or someplace else, but I would imagine they have the same issues. The popularity of E bikes growing as it is, they travel faster they weigh more and more of a hazard to pedestrians. They're different classifications of E bikes, but it seems in Lander anything electric is considered an e-bike whether it has pedals or not some of these are designed for off-road use only and I don't know why they're allowed to Operate them on the streets with no license.”
- “I feel least safe walking during the winter when sidewalks and streets are hazardous due to water, snow, and ice. I'm lucky to be able bodied and worry about my neighbors who use items like wheelchairs and baby strollers. I'm also worried for folks who are less comfortable walking, including my elderly neighbors and those dealing with injuries. Active transportation is empowering and I hope planning and maintenance considers all of our citizens. Regarding Lander areas, I feel least safe walking on Main Street.”
- “Roads, but it is often required for me to get to work or around town.”
- “Lack of consistent sidewalks force me to walk in the road often. Walking across crosswalks creates a deeper risk, I often have to walk back to a sidewalk or run across the crosswalks because people do not stop even though it is state law. Same risk presents itself crossing at lights. Wish this meeting were being held at a time that those of us that work could come. I would like to come, speak, and allow our students to also have a voice.”
- “Baldwin/Squaw Loop, North Second.”
- “Highways with no separate paths.”
- “Across Main at 1st Street.”
- “Tomato loop/Hillcrest.”
- “Parts of South 2nd to Hillcrest along the tomato loop.”
- “On Sinks Canyon road south of Mortimore Lane.”
- “North side of town due to lack of side walks.”



Where Lander Residents Feel Most and Least Safe Biking

The final prompt asked the same questions as the previous set, but for biking instead of walking.

Where do you feel **MOST** safe biking and why?

- “The Tomato Loop.”
- “Pathways / Off-road.”
- “Back streets, less traffic.”
- Some stretches of Mortimore (Bridge area) / Sinks Highway - town to Mortimore.”
- “Mortimore between Sinks Rd and Lander Llama because of the dedicated path.”
- “Sinks Canyon Road with a wide shoulder.”
- “Sinks Canyon wide shoulder and almost anywhere in town.”
- “The Mountains, no cars.”
- “Side streets with sharrows.”
- “North Fork Rd (on the West side of the highway) and Loop Road due to few cars and gravel.”
- “On designated paths, River Walk, path behind Baldwin Creek, and loops in Indian Lookout.”
- “3rd and 5th st.”
- “Garfield and Lincoln (except for potholes).”
- Roads and highways with broad shoulders allow riding on the far right. Street sweeping is helpful for safe surfaces.)
- “City streets other than intersections.”
- “Streets with least traffic people need to remember that a 200 pound person on a bicycle is no competition to a 6000 pound vehicle. The vehicle always wins people on bicycles. Need to follow the traffic laws stop signs stop lights. I don’t know why it became necessary for bicyclist to run ramshackle around town without stopping for stop signs or anything else. Those things are there to protect everybody bicyclist and automobile drivers. Just make them follow the rules. I like most vehicle operators can tell you stories of driving down the street and having a bicyclist pull out in front of you not stopping at the stop sign or anything like they’re the only people on the road my specific time there was a police officer sitting in his car at the other side of the intersection texting on his phone and did nothing. Fortunately, the bicyclist made a quick U-turn and didn’t get hit, but it could’ve been a whole bunch worse.”
- “Biking on paved roads in most areas around Lander isn’t safe. The safest route is the Sinks Canyon Road, but it still isn’t safe. The wider part of Sinks Canyon road near town is the best. A bike lane separate from the road needs to be constructed from Lander to Sinks Canyon State Park.”

Where do you feel **LEAST** safe biking and why?

- “Main Street.”
- “Getting to the post office.”
- “Biking anywhere in town because people are distracted.”
- “Main St. because it is busy.” Have to use the sidewalk even though it is illegal.”
- “Crossing Main Street because too many people run the red lights.”
- “Main St., because of cars pulling out, turning right or left, crossing traffic, and driving too fast. Cars/trucks that find bikes an obstruction.”
- “2nd (large vehicles).”
- Mortimore, because there is no separation from cars. Blind corners and hills.”
- “Baldwin Creek Road, crossing Main St., and Mortimore between Sinks and Hillcrest.”
- “7th + Garfield, 9th + Garfield, and 2nd + Main.”
- “Baldwin Creek loop.”
- “When cars wave me through their right of way.”
- “Main St. because it is too flat, straight, fast, and wide.”
- “Baldwin loop, Main St., and N 2nd because cars go too fast and there is a small shoulder.”
- “I would like to see a bike lane on Main St.”
- “9th / Sweetwater, across Main at any spot. McDonald’s to CWC Lander.”
- “Biking on North 2nd Street can be challenging with car and truck traffic/narrow shoulders.”
- “Squaw Blvd and North 2nd. Blind corners and car speed.”
- “9th Street crossing is so tricky for kids going to the swimming pool from BCE. Slow cars down after 9th St. hill.”
- “Breaks in sidewalks are tough with kids, ramps at streets equally hard if they are abrupt.”
- “Main St., when cars open their doors, I am afraid. No room for me between parked cars and moving cars.”
- “Hillcrest due to fast drivers and no dedicated path.”
- “Down 2nd St. due to heavy traffic and sidewalk needs maintenance.”
- “I feel least safe biking in the winter when streets are un-plowed. Generally, I feel least safe on Main Street and around Post Office. I try to run errands by bike for work and these areas discourage me.”

Where Lander Residents Feel Most and Least Safe Biking

Continued...

Where do you feel **MOST** safe biking and why?

- “On pathways. By my house (capital hill) that is the pathway from bridger street down to McManus park then by city park along the River. I also feel fairly safe on not so busy streets.”
- “On mountain bike trails and off the side streets in town. I wish there was an actual paved bike path from town to Brewers, around Squaw/Baldwin loop, and around the Tomato Loop.”
- “I feel safe on most residential streets where the speed limit is 25 or less and there are regular stop signs (so this means most streets except main, fremont, 5th, 9th.)”
- “Roads away from traffic, trails, and dirt roads. Same reason as above, to stay away from reckless, too fast drivers who seem to be okay with hitting a human.”
- “I feel safe biking in my neighborhood where there are wide streets, sidewalks for pedestrians, sharrows, and not too much traffic.”
- “Sinks Canyon, there is plenty of shoulder space on the road to get over and stay away from vehicles.”
- “For road bikes, the highway up to sinks canyon State Park because it has a wide shoulder.”
- “Shoulder going up Sinks Canyon. Wide shoulder along highways.”
- “Wide shoulders up towards Sinks Canyon, Fremont street.”
- “Sidewalks or back roads (not on the highway).”
- “On single track trails.”

Where do you feel **LEAST** safe biking and why?

- “North 2nd Street, 1st Street is not bike friendly, lots of parking, Hard to get from Dillon Street to Main Street (even though there is a street lights at intersection), Squaw / Baldwin creek.”
- “Main street west of 9th street and east of 1st street. Cars drive fast and expect you to ride on the shoulder, where you could suddenly encounter gravel or a parked car.”
- “Anywhere near downtown. I’ve literally had cars try to run me over, throw things at me, curse at me, flip me off. All when I was following proper protocol.”
- “On the any major roadways in Lander that has undefined space for bikes and automobiles.”
- “On highways with no edge.”

Where do you feel **LEAST** safe biking and why?

- “Squaw-Baldwin due to no shoulder and blind corners. N 2nd - most motorists are considerate, but without a shoulder, it is exposed.”
- “I feel safest in intersections.”
- “Improve sidewalks from Indian Lookout to Smith St.. Baldwin loop needs a shoulder expansion.”
- “Main/Baldwin intersection is a busy and confusing intersection. Also, N 2nd because of high traffic, trucks, and narrow shoulders.”
- “On Main Street or the highway personally I don’t ride my bicycle on Main Street or on the highways. I’m no competition for a 6 to 7000 pound vehicle with a driver who is more than likely talking or texting on their cell phone. The other night at 9:30 at night I’m driving on fifth Street and there’s a family of four a mother a father and two kids on bicycles with no reflectors no reflective clothing no lights and it’s dark out. It seems a shame that you climb on a bicycle and you’re no longer responsible for your own safety. Maybe the PD should concentrate on bike safety clinics rather than special pathways for bicyclists.”
- “Anywhere there are cars parked and have to backup into the traffic lane or open car doors - cycling and walking paths need to be created with a buffer if they are to be on the inside of the vehicles parked or best on the outside, yet bikes cannot be on sidewalks! At stoplight intersections need improvements for bike symbols and a highlighted lane.”
- “Intersections, most main roads in town, every highway, Lyons Valley, often Baldwin Creek Road. Again, it is risky because drivers DO NOT acknowledge safety for bikers. I have students that also ride to school each day at a risk because drivers do not pay attention, look around, or acknowledge the damage a vehicle will do to a human.”
- “Squaw and Baldwin Creek roads are great places to ride, but unsafe. Some of the residents of that area don’t want bicyclists on “their” road and attempt to intimidate you when you there. There is no shoulder and no place for bikes other than on the roadway. Legal but risky!”
- “Baldwin/Squaw Loop, North Second, all throughout town. Especially Baldwin/Squaw, there is no room to get over and people drive too fast on that road. It’s the best biking loop that we have in town but also the scariest/most dangerous, along with north second st.”
- “Main Street crossing Popo Agie bridge, Getting from Main and 2nd or 1st street to Dillon Dr is a challenge.”
- “For road bikes, North 2nd St to Milford because the there are some blind areas.”

Partner Feedback and Community Conversations

Following the event, organizers invited project partners to share insights from their conversations with attendees. These discussions highlighted a range of issues and opportunities around pedestrian and cyclist safety in Lander:

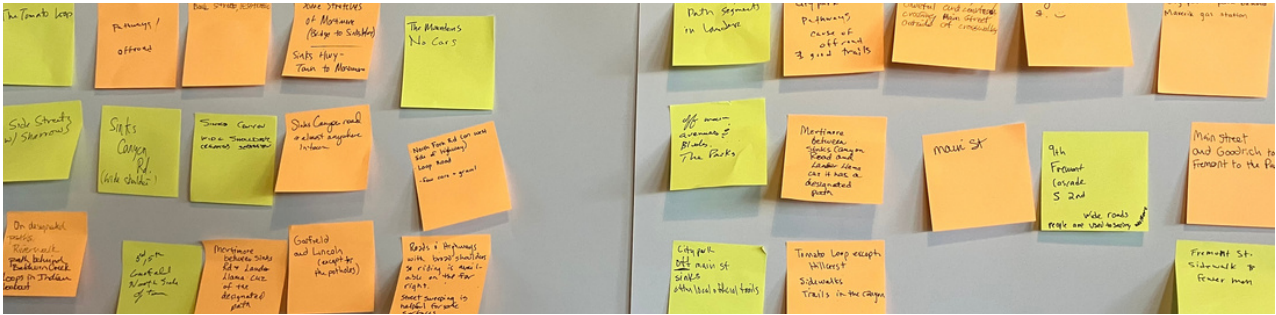
City of Lander

Feedback from community conversations and City representatives highlighted recurring themes around accessibility, safety, and infrastructure needs. Residents expressed concerns about bikes and e-bikes on Main Street, especially when operated by children and emphasized the importance of ADA-compliant corners, safer crosswalks, and clear pedestrian markings at intersections. Participants requested a continuous pathway or loop around town for recreation, a truck bypass to reduce Main Street traffic, and improved street maintenance, particularly where potholes and damaged sidewalks affect mobility device users. Obstructions like utility poles and uneven sidewalks were also cited as barriers. Community members discussed Safe Routes to School progress and expressed interest in expanding improvements beyond Gannett Peak Elementary. Cyclist behavior and safety education were noted as ongoing concerns. The Hillcrest area was frequently mentioned, with requests for updates on possible trail or shoulder improvements and coordination with the county. Additional ideas included hiring an ADA consultant, creating more accessible public restrooms, and marking sidewalk hazards with yellow paint to increase visibility.

Wind River Transportation Authority (WRTA)

Feedback for WRTA focused on improving public visibility and accessibility of transit services. Many attendees requested clearer bus stop signage or shelters and more information on demand-response options, including airport and intercity trips. Participants emphasized the need for sidewalks and pathways that safely connect to bus stops, particularly for mobility device users. Some suggested WRTA could support Safe Routes to School by providing links between neighborhoods and schools in higher-traffic areas. Residents acknowledged the challenges of rural transportation, longer distances, limited options, and reliance on regional services, and expressed appreciation for WRTA's work while noting the need for expanded communication and outreach within the community.

Conclusion

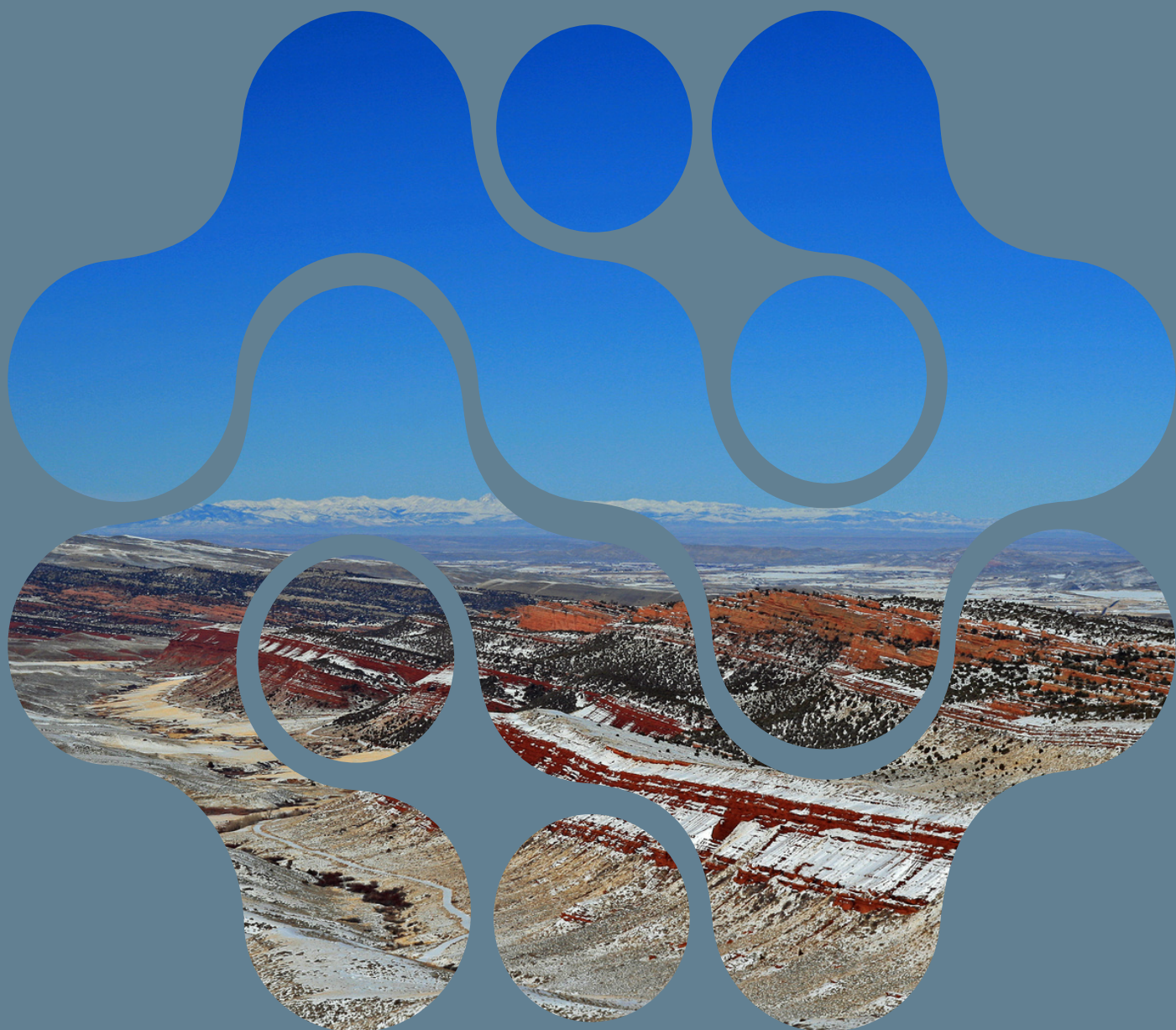


The Lander Pedestrian and Cyclist Safety Workshop successfully convened local partners, agencies, and residents to assess existing conditions for people walking and biking and to identify opportunities for improved safety and connectivity. Hosted by Wyoming Pathways and funded by the Wyoming Department of Transportation (WYDOT), this workshop was supported by numerous local partners, including the City of Lander, Lander Police Department, Public Works, the Lander Climate Action Network, and the Wind River Transportation Authority.

Workshop participants and online respondents shared valuable insights into how and where people travel actively in Lander. The top motivations identified for walking, biking, and rolling included health and exercise, followed by recreation and fun, indicating that community members highly value active transportation for both its physical and quality-of-life benefits.

Feedback revealed clear patterns regarding perceptions of safety. Participants reported feeling most comfortable in areas separated from vehicle traffic, such as City Park, the riverwalk, and designated pathways near Sinks Canyon. Conversely, areas such as Main Street, Hillcrest, and Baldwin/Squaw Loop were consistently identified as the least safe due to high traffic speeds, limited shoulders, and inconsistent or missing sidewalk infrastructure. These observations align with broader statewide themes, emphasizing the importance of continuous, connected routes and well-defined crossings to support safe and equitable mobility.

The workshop findings demonstrate a strong community interest in advancing Lander's active transportation network through infrastructure improvements, maintenance of existing pathways, and design strategies that provide separation from motorized traffic wherever feasible. By addressing these priorities, the City of Lander and its partners can enhance safety, encourage more walking and biking, and further integrate active transportation into community planning and development.



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