

An aerial photograph of a desert landscape. In the foreground, there are rugged, brown hills with sparse green and yellow vegetation. A dirt road or path winds through the hills. In the middle ground, a small town with houses and trees is visible. In the background, there are more mountains under a clear blue sky. The text 'WASHINGTON DOME' is written in a serif font, and 'Feasibility Study' is in a bold sans-serif font, both in white.

WASHINGTON DOME Feasibility Study

**Steering
Committee Meeting
#2**

August 12, 2025



AGENDA

Kick-Off Meeting

01 Welcome

02 Schedule

03 Survey Results

04 Trails/Access Points

05 Stakeholder Outreach

06 Next Steps

A wide-angle photograph of a desert landscape. In the foreground, a rocky, light-brown path leads up a hill. The hill is covered in sparse, dry vegetation, including small green shrubs and dry, greyish bushes. The sky is a clear, bright blue with a few wispy clouds. The word "WELCOME" is overlaid in large, white, sans-serif capital letters in the center of the image.

WELCOME

An aerial photograph of a vast, arid landscape featuring a series of rolling, rugged mountains. The terrain is covered in sparse, dry vegetation, and the mountains are characterized by deep, shadowed ridges and gullies. In the distance, a small town or city is visible on the right side, nestled in a valley. The sky is a clear, pale blue. Overlaid on the center of the image is the text "STAKEHOLDER OUTREACH" in a large, bold, white, sans-serif font.

STAKEHOLDER OUTREACH

HOA - Silver Falls and Desert Meadows

- Support for shared use (hiking, mountain biking, OHV use, shooting)
- Desire for official trailheads, restrooms, picnic area
- Parking facilities should have space for trailers
- The east side has good trails up to the crest
- They enjoy having the wide-open area
- Desire for a designated shooting area
- Potential for a park near Birken Street

Concerns:

- Erosion
- Increased traffic through neighborhood
- OHV use on the west side (slope is steep, ATVs get stuck)



OHV - Tri-State ATV Club

- Too small for side-by-sides and jeeps, but suitable for motorcycles and dirt bikes
- Dispersed Camping may be popular here
- Desire for a training area where youth can learn to drive OHVs
- Trailheads with restrooms and parking for trailers
- Separate trails for different user groups and clear signage
- Designated shooting range
- Clubs are willing to help with road/trail cleanup

Concerns:

- Off-trail riding
- Illegal dumping of trash (couches, appliances)

EQUESTRIAN - Back Country Horsemen of Utah

- Needs to have accessible parking (Grapevine Trailhead example)
- Clear signage near parking areas and along trails
- Maps or signage to inform riders if a trail is equestrian friendly (canyons, slopes)
- This could be a great place to recommend for travelers staying in the area with their horses
- Loop trails
- BCHU can help with trail cleanup, parking design, signage, etc.

Concerns:

- Conflict and safety issues arise between horseback riders and motorcycles
- Shooting
- Garbage dumping, litter
- Access points outside of developed neighborhoods

MOUNTAIN BIKING -

Red Rock Bicycle

- Designated trails for different user groups
- Beginner and family friendly trail loops (Blue and Green trails)
- Clear and consistent signage
- Trailheads with parking, restrooms, changing areas
- NICA training loop
- Can help with trail maintenance/service projects

Concerns:

- Cattle, horses, or OHV use causing trail damage, especially after rain

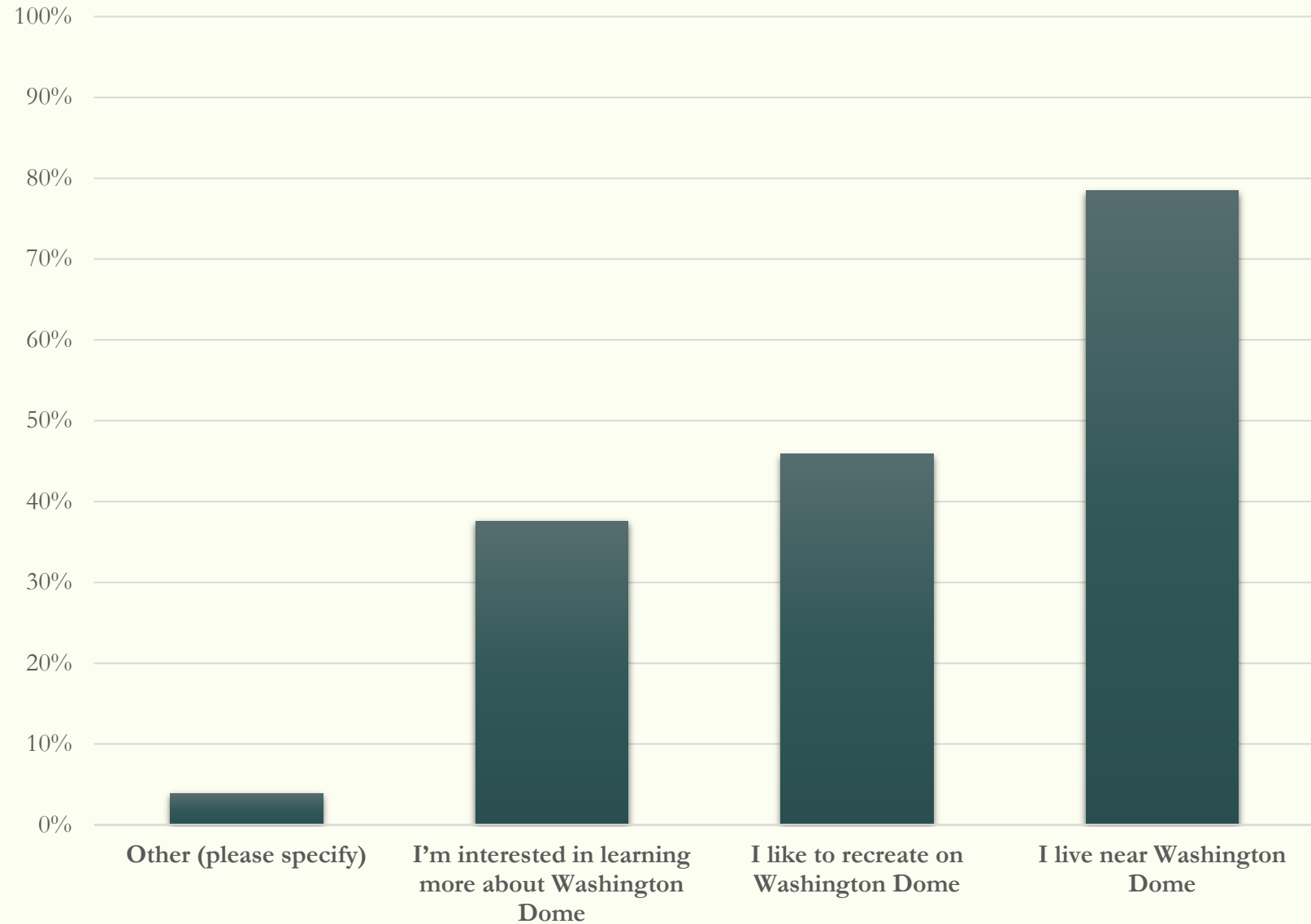


SURVEY RESULTS

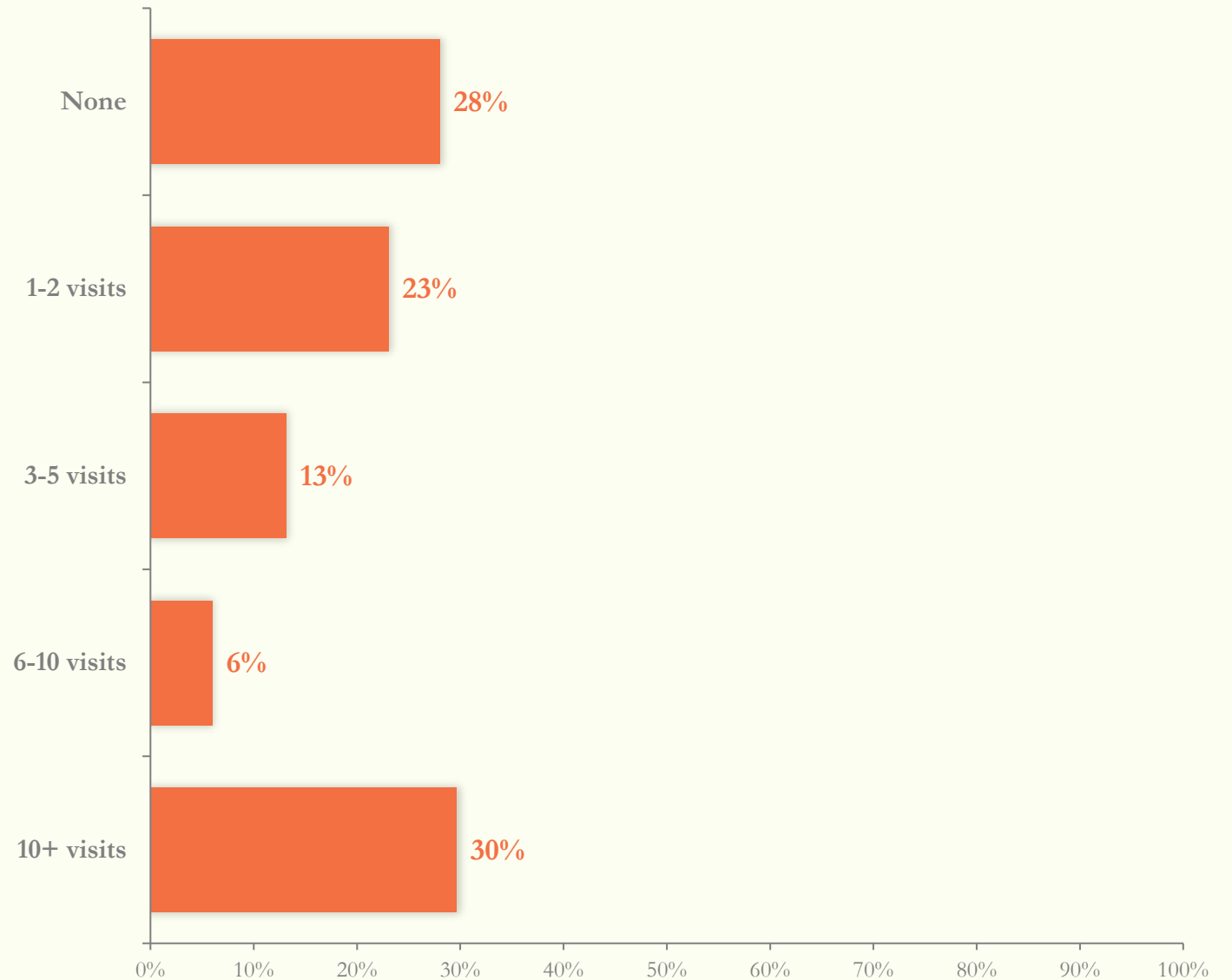
An aerial photograph of a suburban neighborhood. In the foreground, there are rolling hills with sparse, dry vegetation. A winding road curves through the middle ground, leading towards a cluster of houses with dark roofs. The background features more distant hills and mountains under a clear, light blue sky. The overall scene is bright and clear.

183 TOTAL RESPONSES

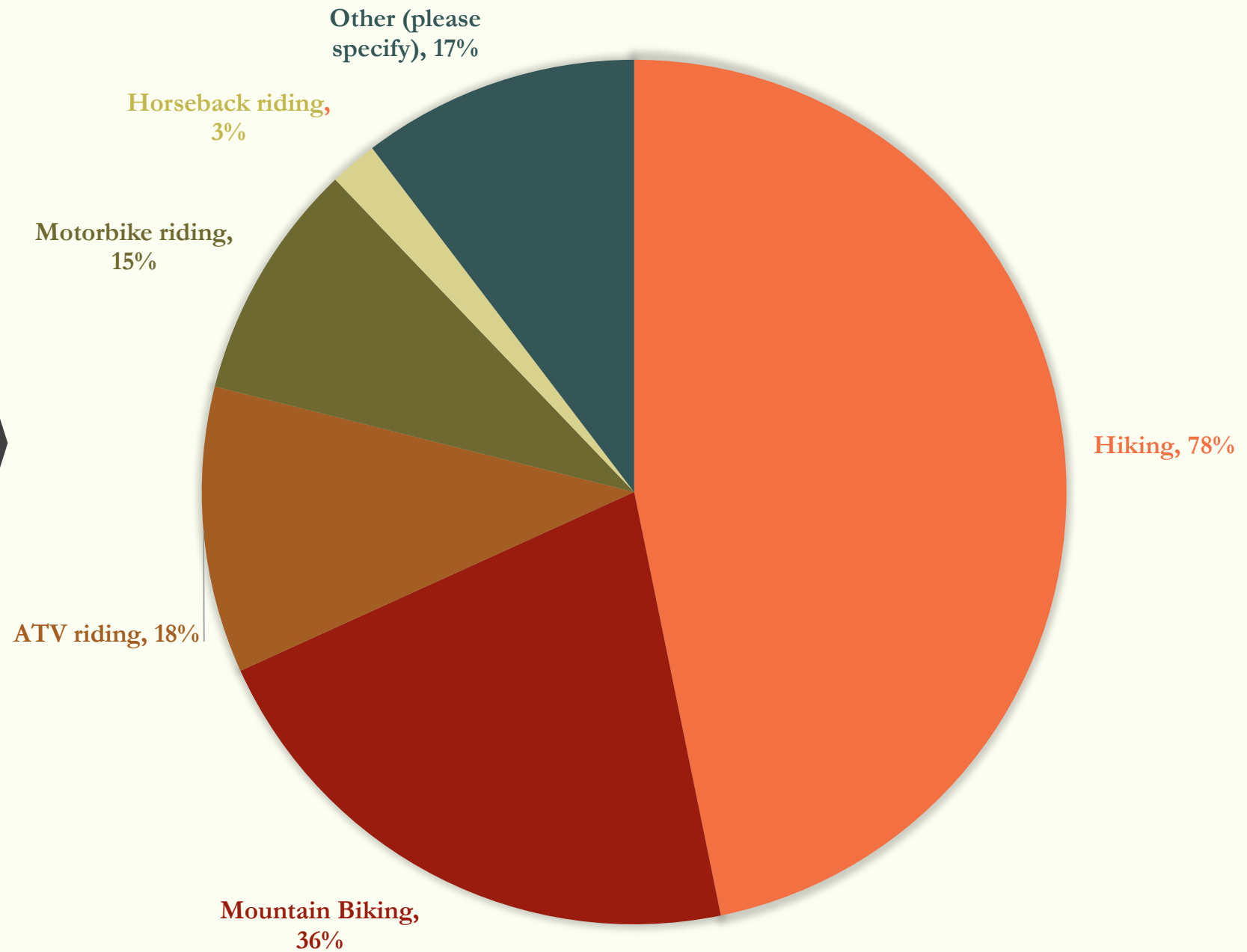
How would you
describe **your**
connection to
Washington Dome
(select all that apply)



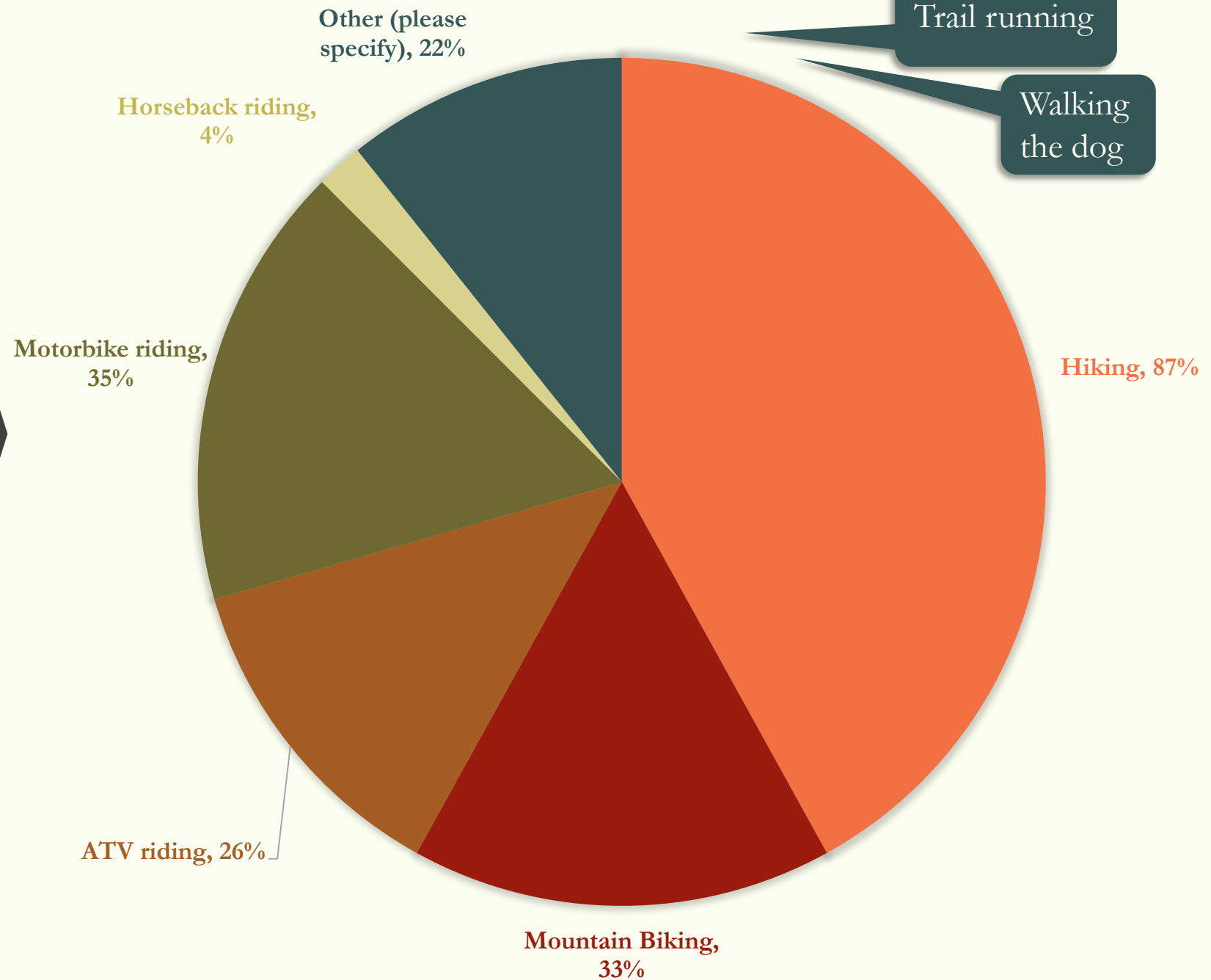
How **often** have
you visited
Washington Dome
in the last year:



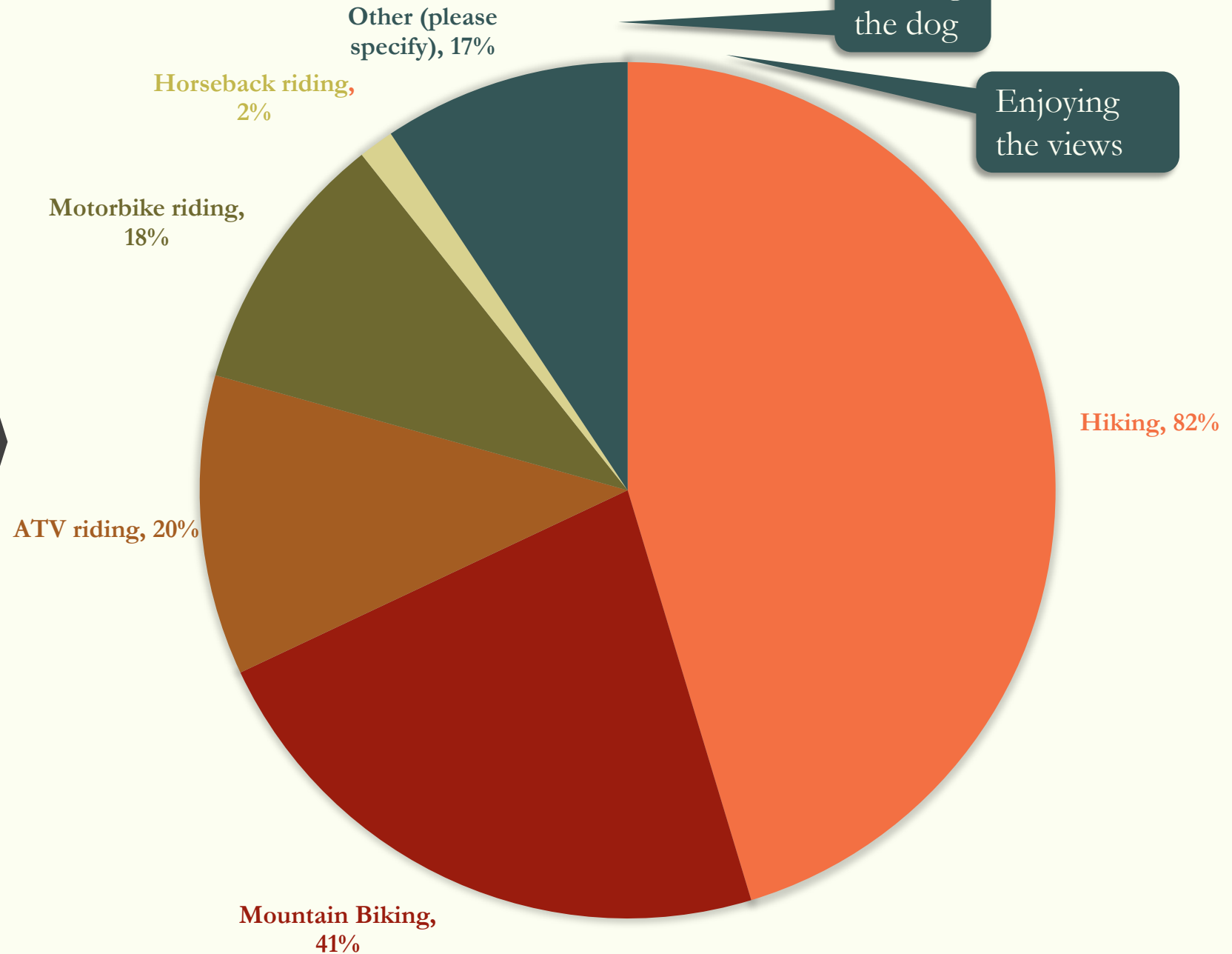
What **recreation**
activities do you
enjoy doing at
Washington
Dome? **Everyone**



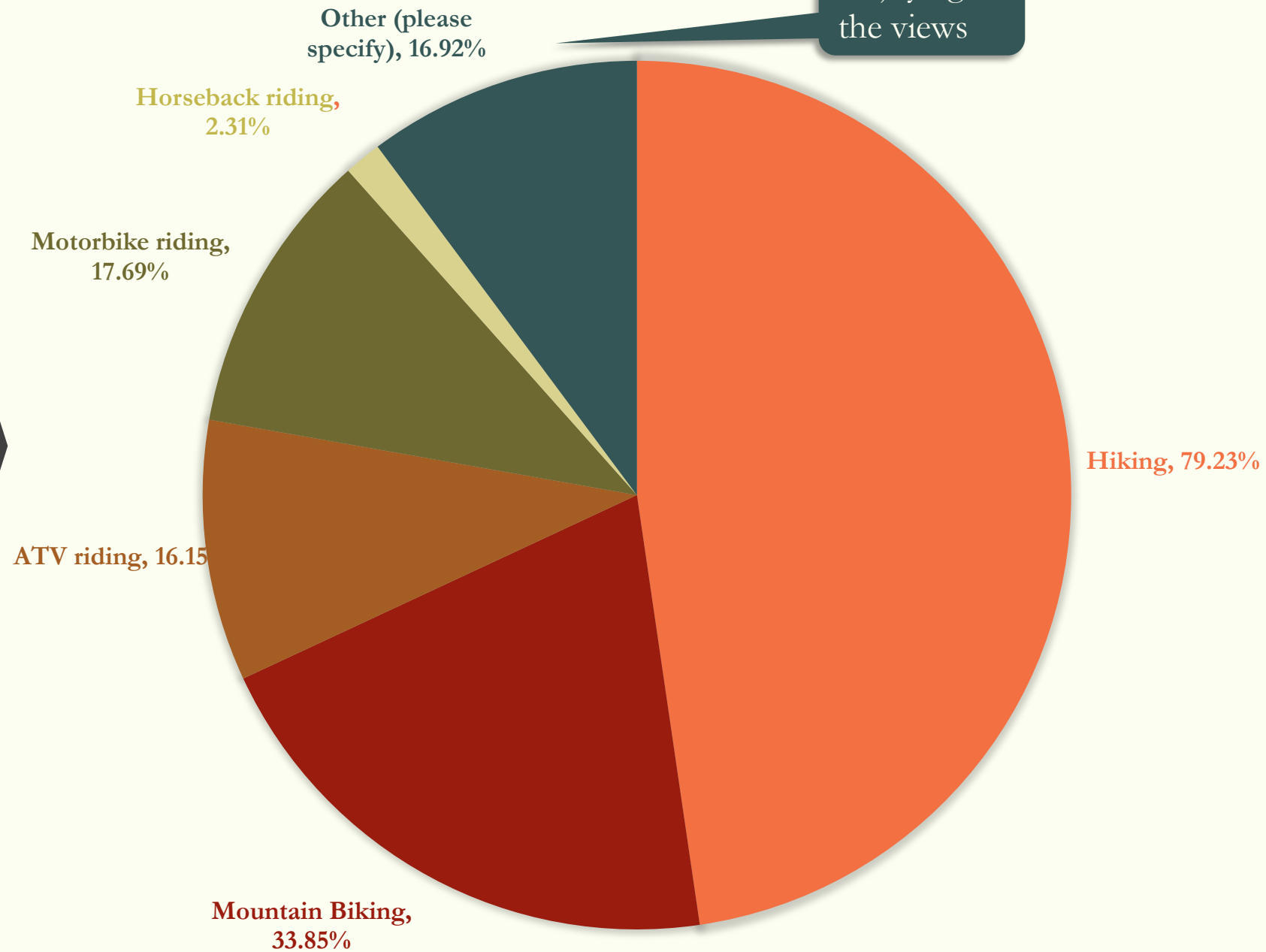
What **recreation** activities do you enjoy doing at Washington Dome? **Just the 10+ per year**



What **recreation**
activities do you
enjoy doing at
Washington
Dome? **Ages 35-54**



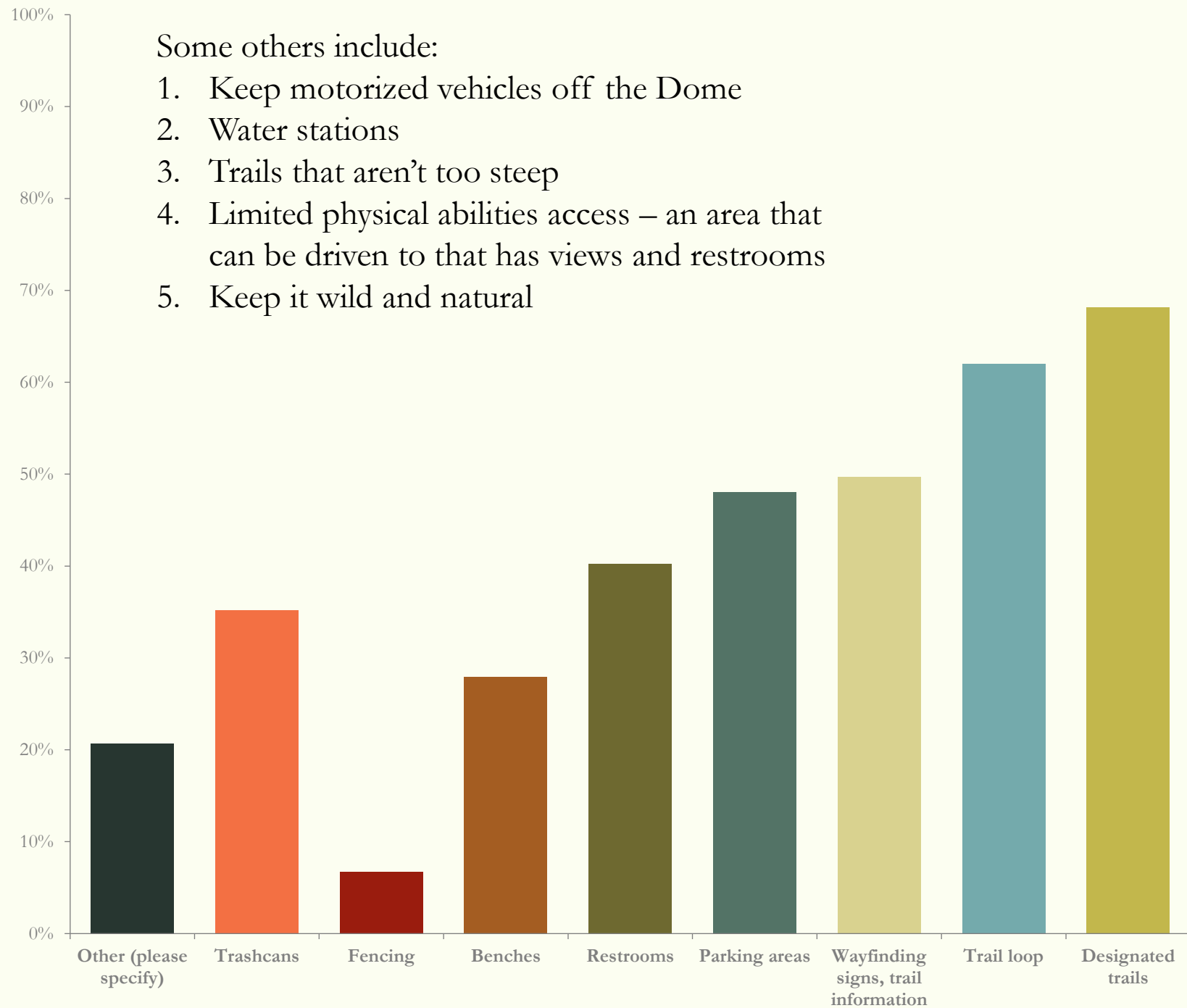
What **recreation**
activities do you
enjoy doing at
Washington
Dome? **Ages 55+**



Other recreation
enjoyed on
Washington Dome.

- Trail Running
- E-Biking
- Dog off-leash walking and running
- Enjoying the views
- Taking photos
- Leave it to nature!

What would make
your visits to
Washington Dome
more enjoyable?
(select all that apply)



What would make
your visits to
Washington Dome
more enjoyable?
(select all that apply)

An area that can be driven to that is nice and you can see some of the views, with trailheads, trees and restrooms off the parking lot. Some limited physical abilities access with a park and views would be nice (if possible).

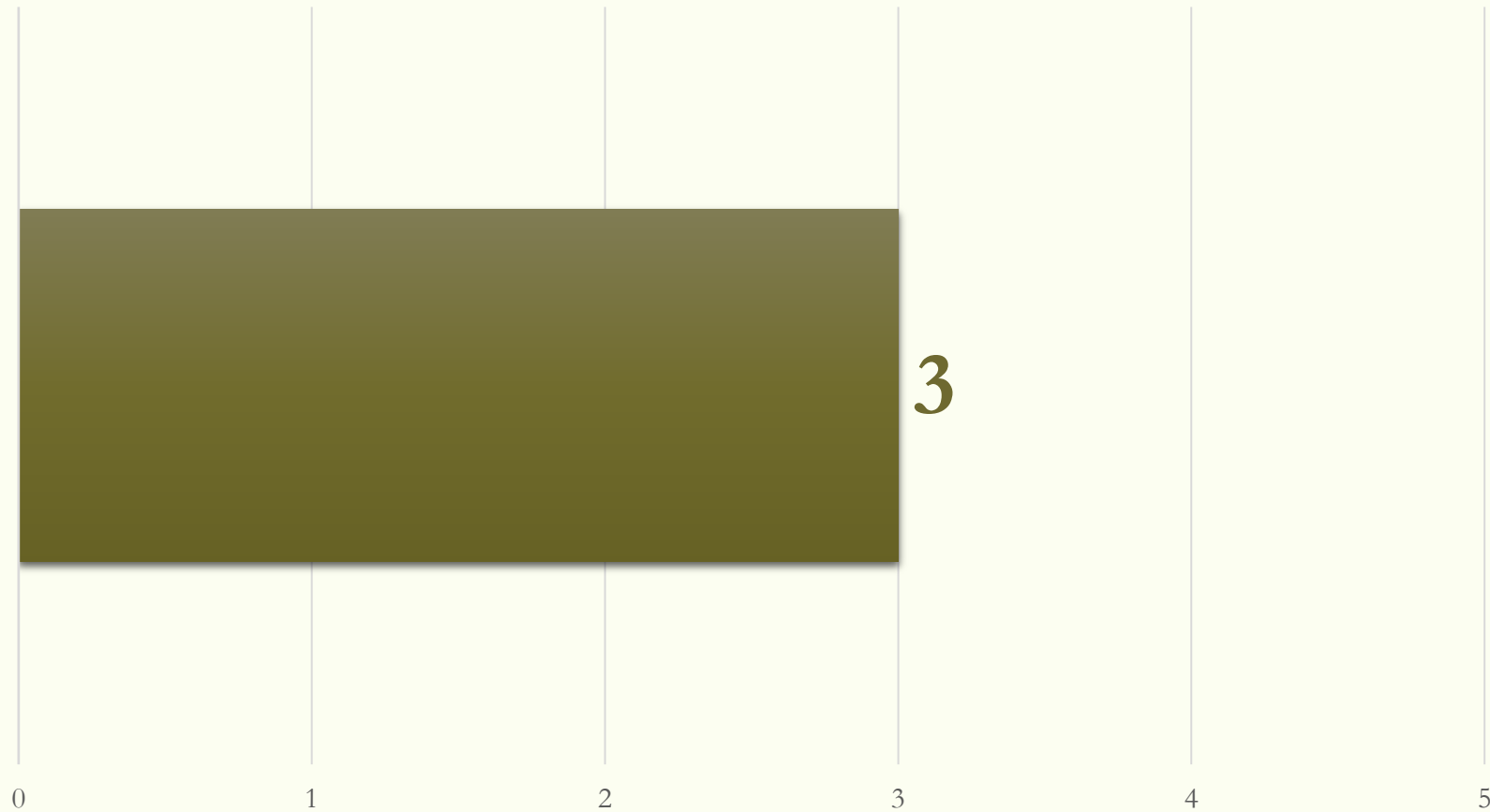
Motorized vehicle restriction. There are plenty of places for riding motorized vehicles besides the Dome.

Stabilizing steeper trails, which can be very slippery when extremely dry.

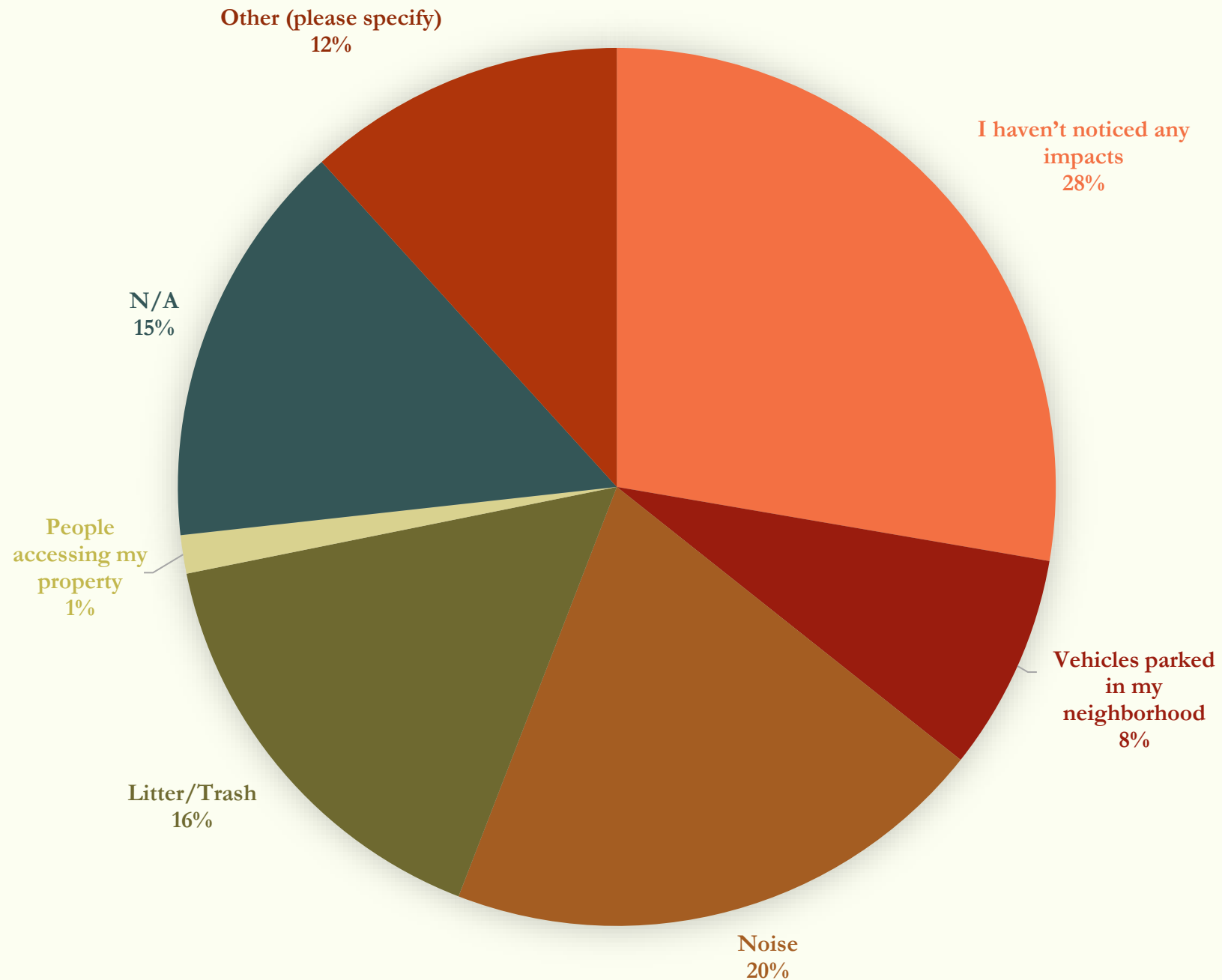
Cleaning up all the trash and don't over develop it.

Please leave it natural...as a native this is one of the few places left that doesn't draw hoards of people.

If you live near
Washington Dome,
how impactful are
recreation activities
on you? *(rate 1-5)*



If you live near
Washington Dome, in
what ways are you
impacted by
recreational
activities?
(select all that apply)



Other impacts
from recreational
activities.

Illegal use of motorized vehicles, destruction of non-trail areas and vandalism of neighborhoods by youth on motorized vehicles.

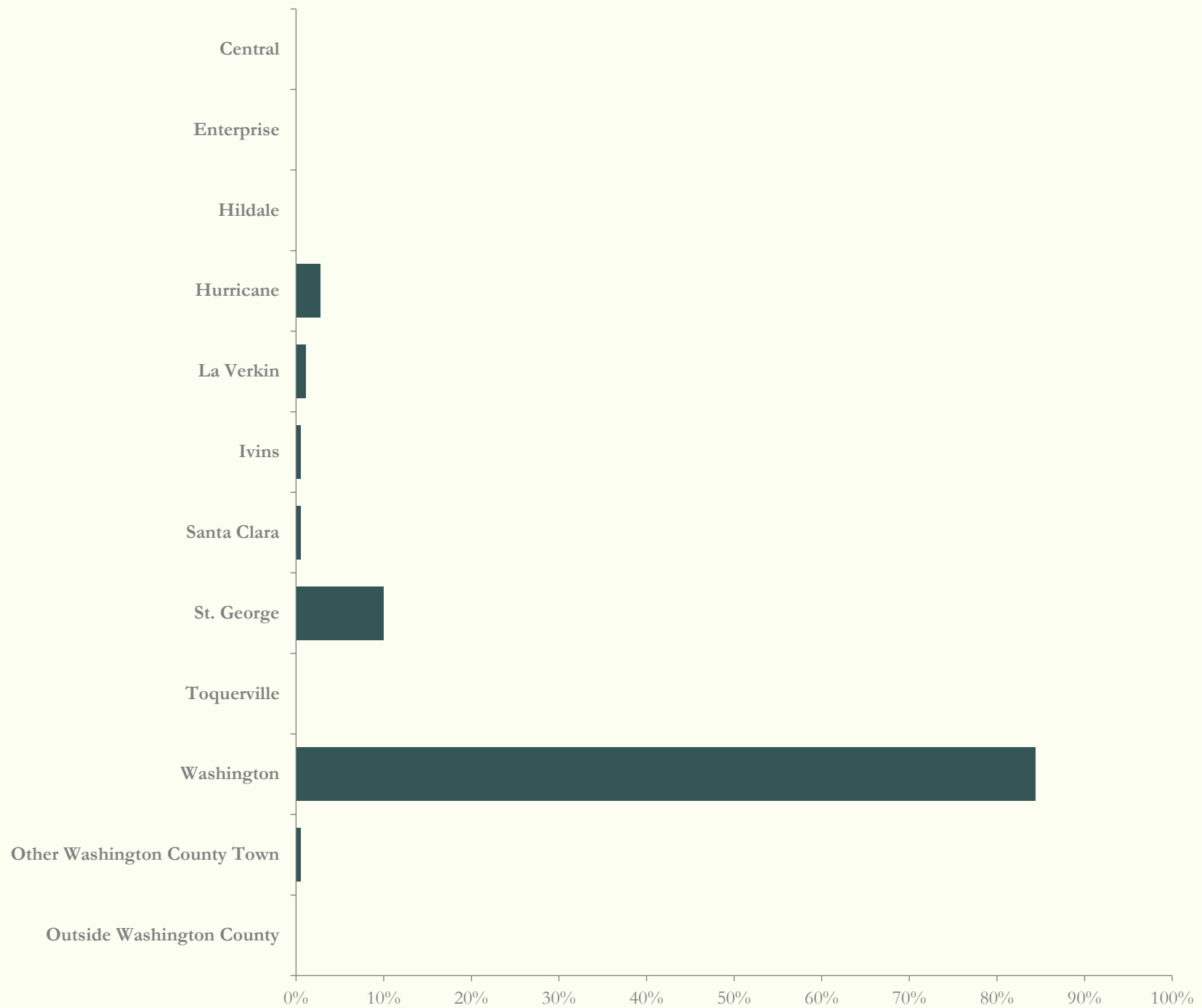
We benefit from a little buffer between our house and the dome, but we do occasionally hear ATVs. Increased use and awareness of this amenity will likely increase impacts.

Erosion from motorized vehicles on hillside along Birken Street.

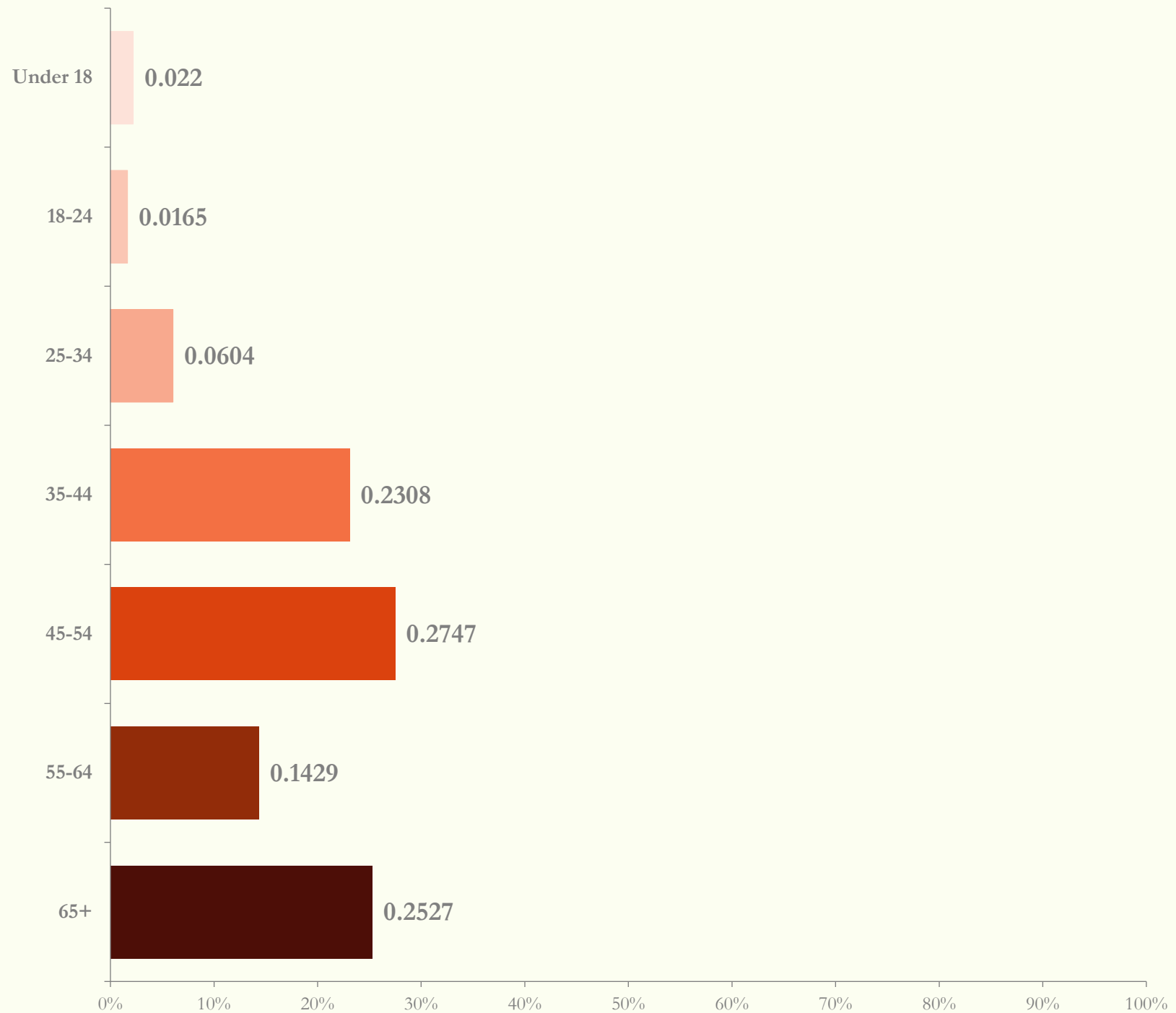
Noise and dumping trash like concrete and palm tree clippings

Increased traffic and noise on the streets from ATVs, motorcycles, etc. Increased congestion at intersection Wash Fields Rd and 2000 S

What **city** do you
live in?

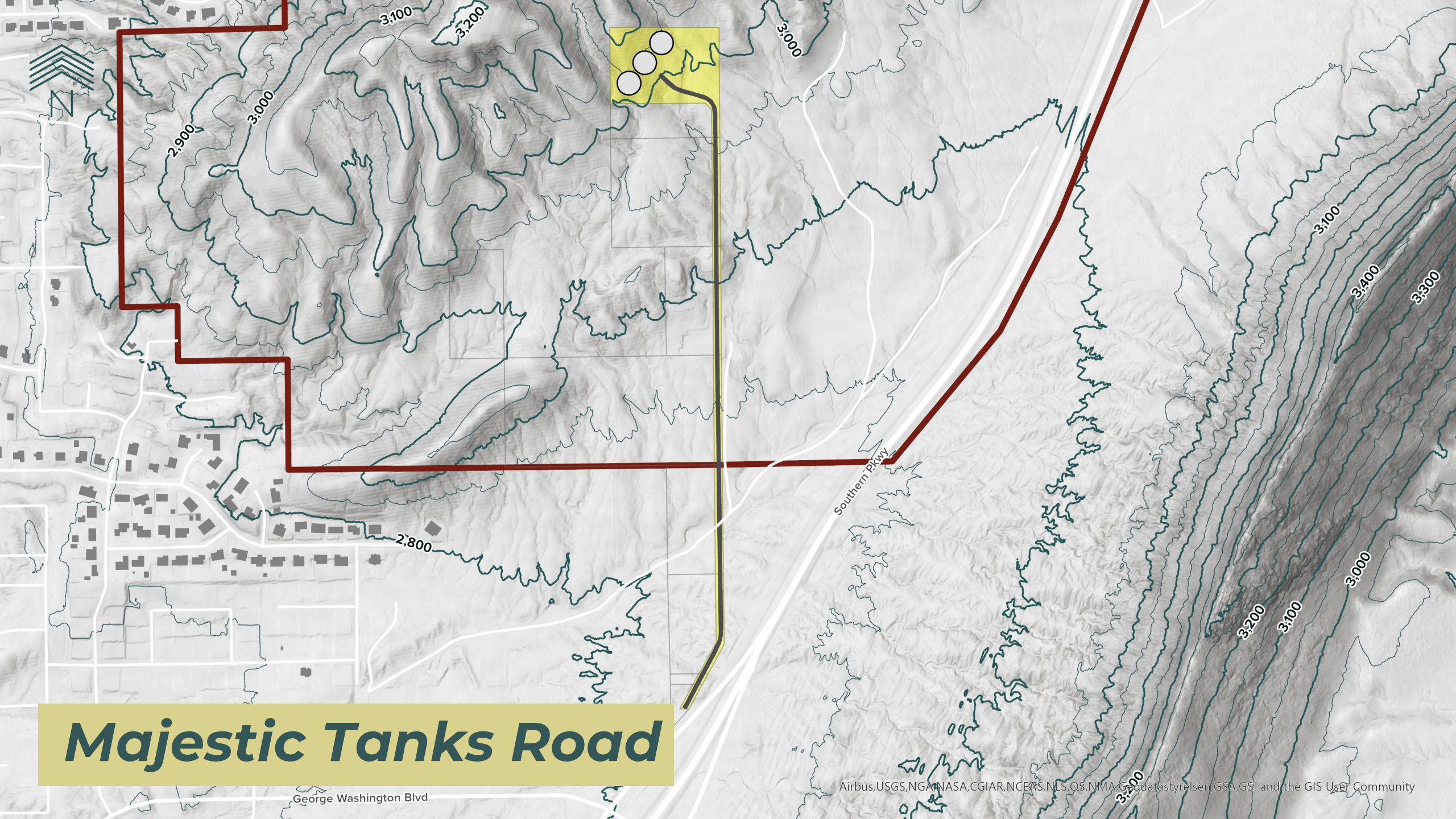


What is your **age?**





TRAIL ANALYSIS

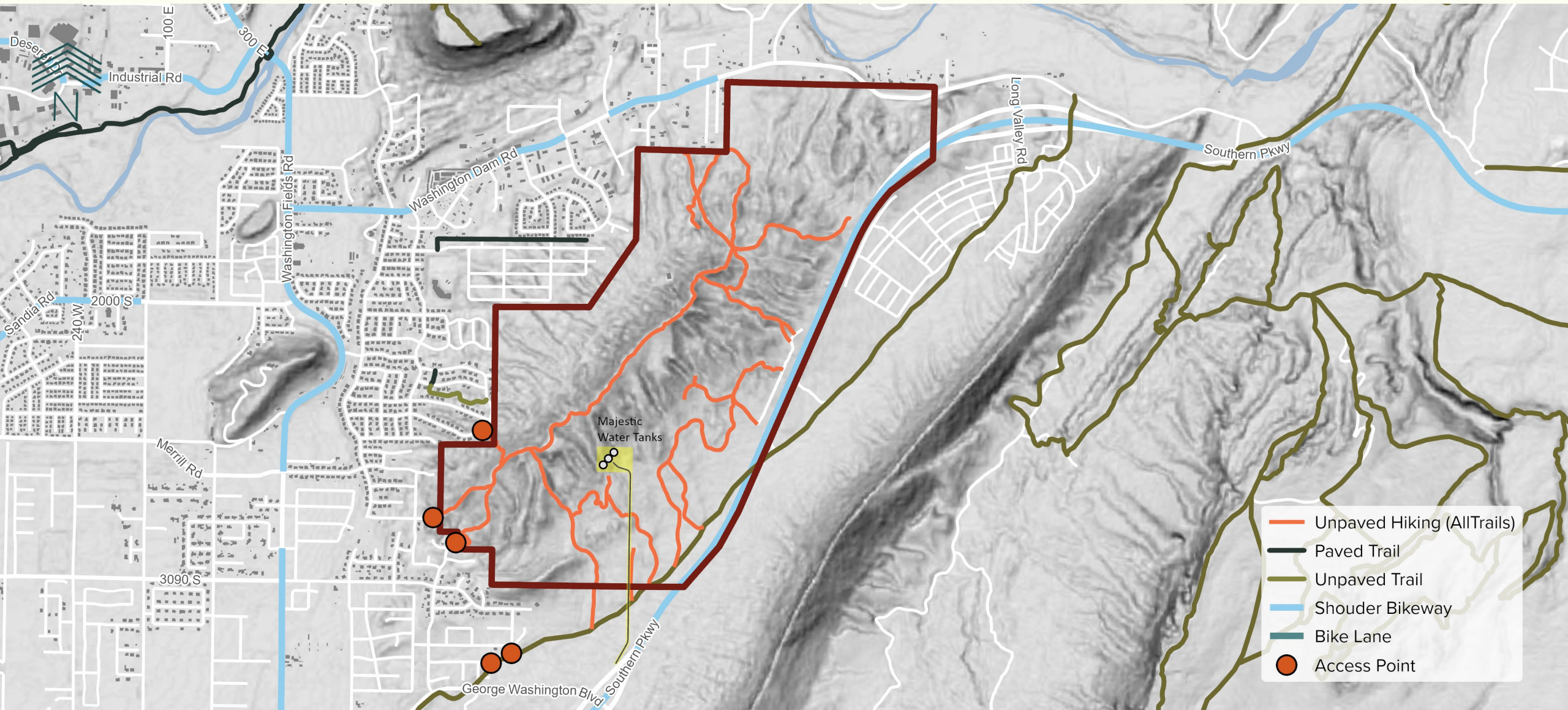


Majestic Tanks Road

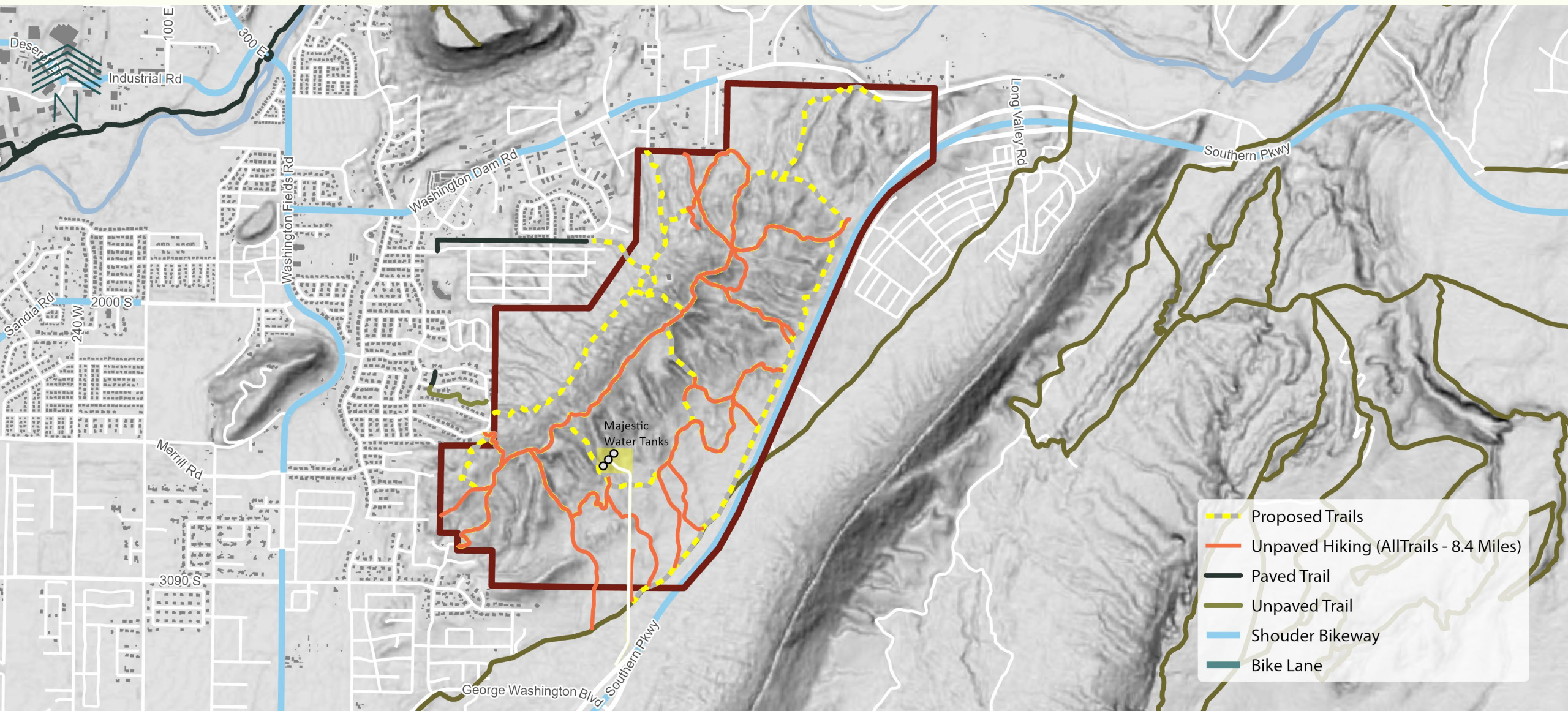
George Washington Blvd

Airbus, USGS, NASA, CGIAR, NCEAS, NLS, OS, NIMA, Geodatastyrelsen, GSA, GSI and the GIS User Community

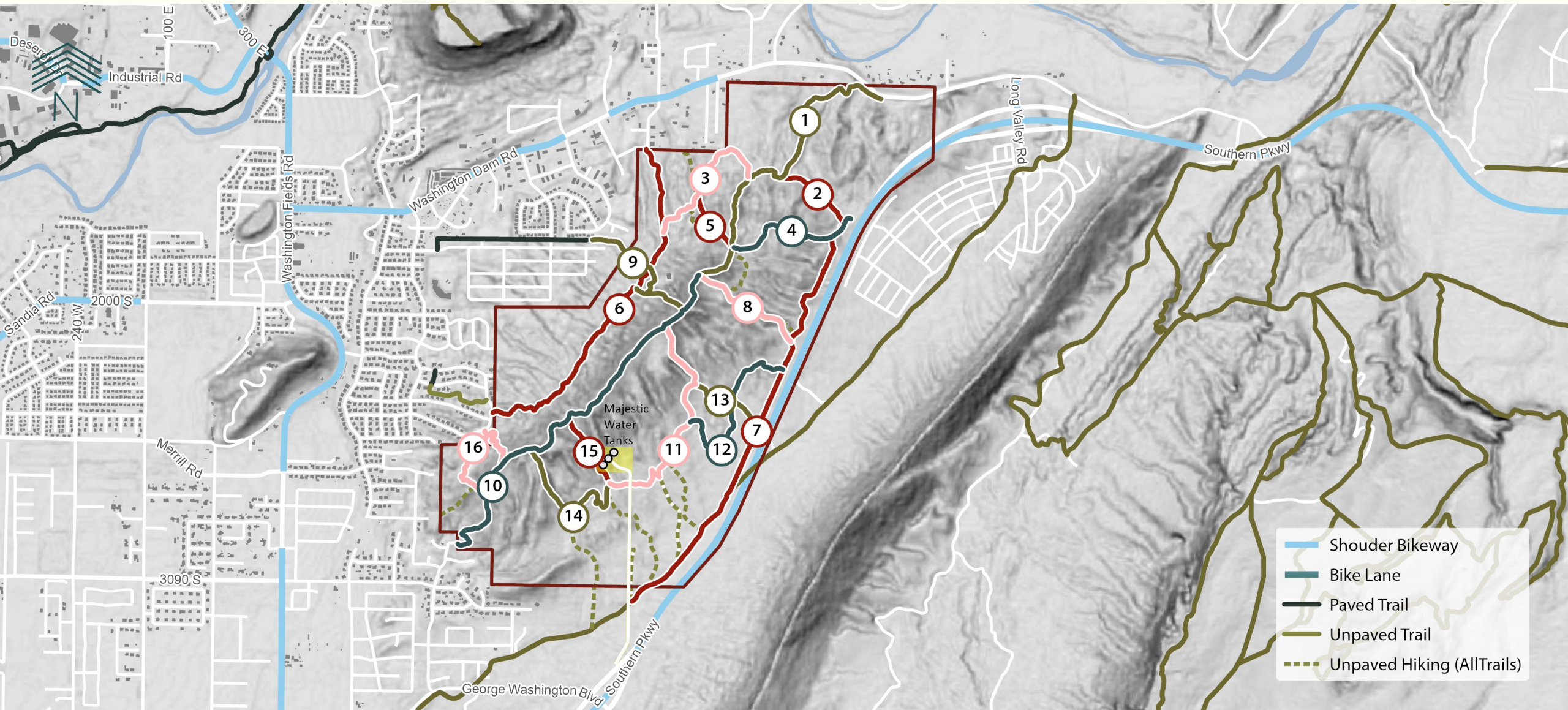
EXISTING TRAILS (all trails app)



POSSIBLE TRAIL ROUTES



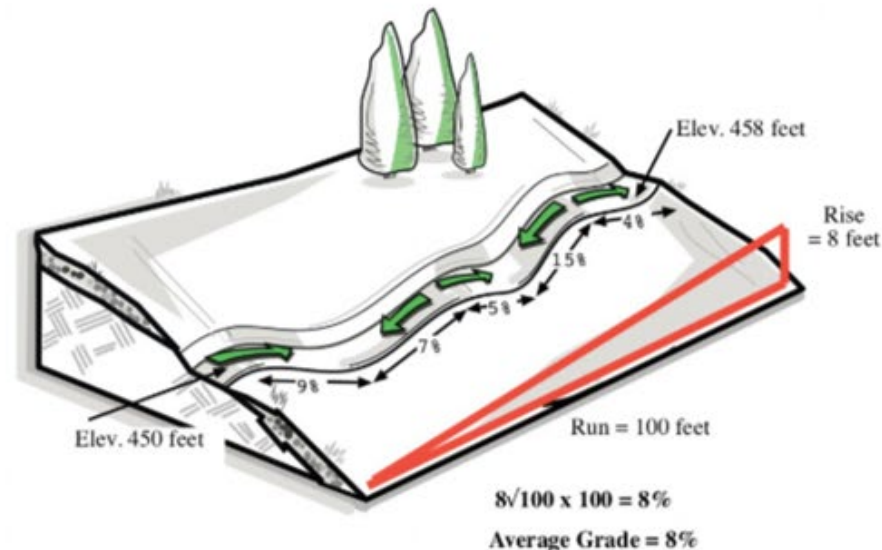
TRAIL ROUTES TO FORMALIZE (11.8 MILES)



TRAIL PLANNING PRINCIPLES

2) Average Trail Segment Grade

Historically, the thought has been that an average grade of 10% or less minimizes erosion. This guideline has evolved and while a 10% average or less may be acceptable for an expert-level trail, the industry practices have become more specific to trail difficulty level: Beginner trails range from 0-5% average grade, intermediate trails range from 5-7% average grade, and advanced trails average 7-9% (or higher) grade. Trail segment grades are directly related to the amount of exertion required when climbing, as well as the speeds that can be reached when descending. This is extremely important for planning rider experiences, as an average 7% or higher grade on a climbing trail can be excruciating for a newer, less fit rider and potentially turn them off completely from riding again. The same can be true for having a descent that is too steep for a less-skilled rider, also potentially scaring them away from mountain biking.



TRAIL PLANNING PRINCIPLES



BEGINNER/EASY

0%-5%
Average Grade



INTERMEDIATE/
MORE DIFFICULT

5%-8%
Average Grade



ADVANCED/VERY
DIFFICULT

8%-12%
Average Grade

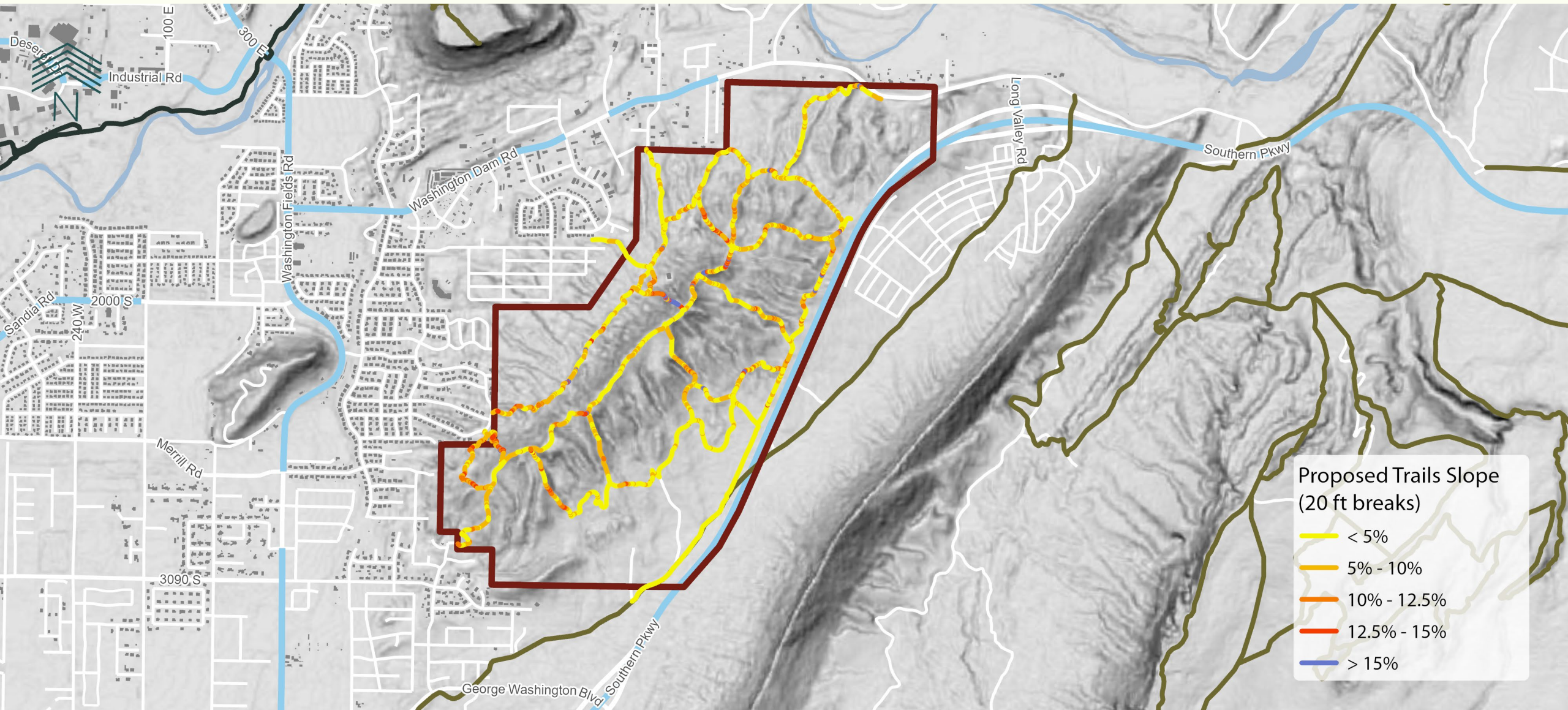


EXPERT/EXTREMELY
DIFFICULT

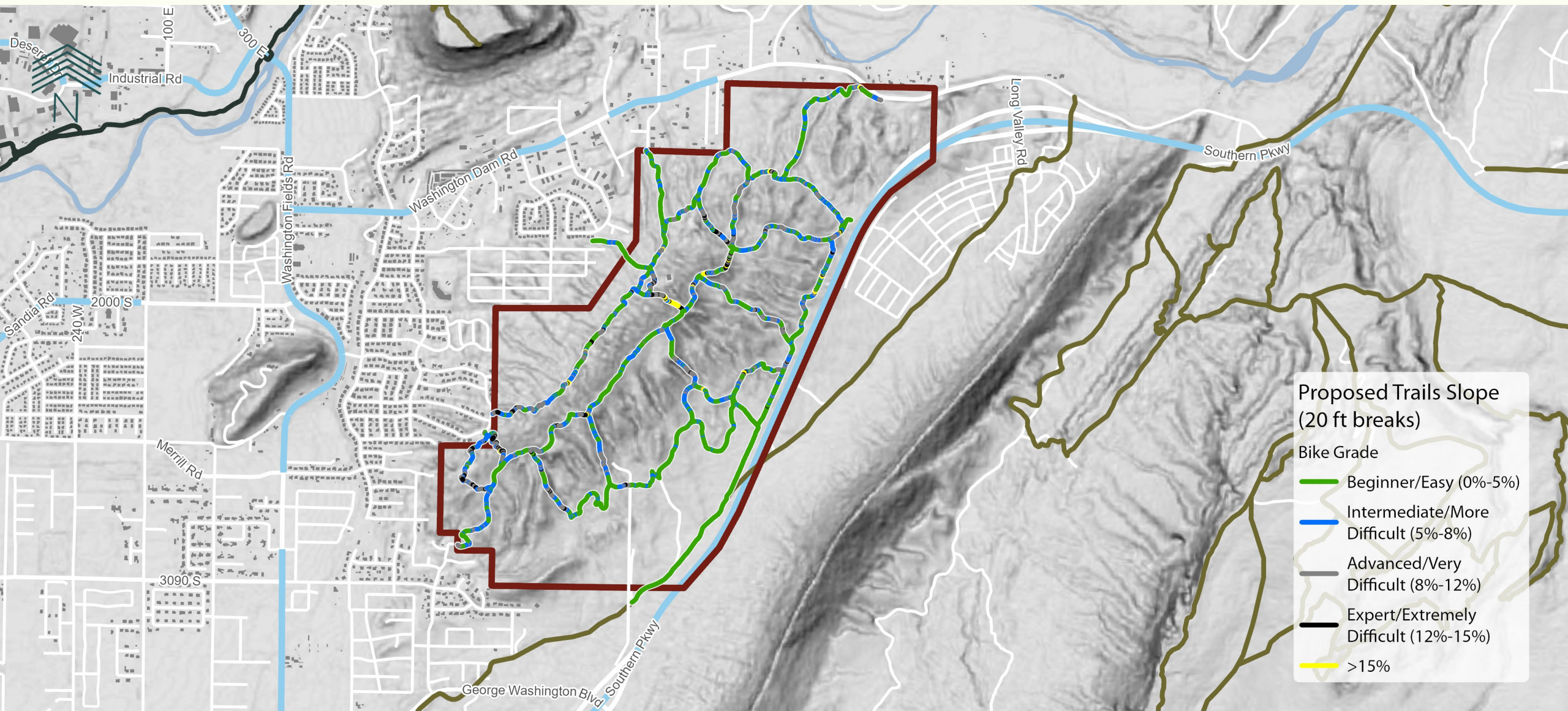
10%-15%
Average Grade



PROPOSED TRAILS SLOPES/GRADES



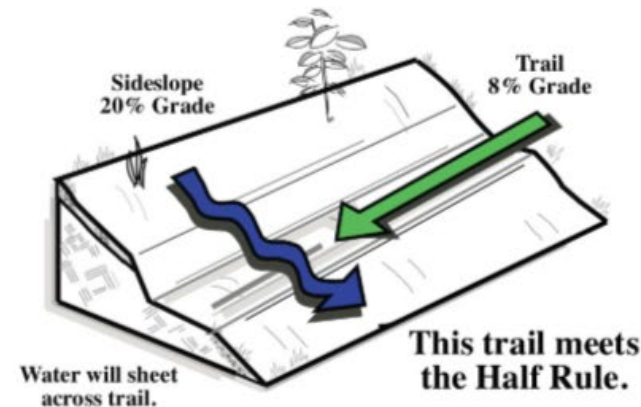
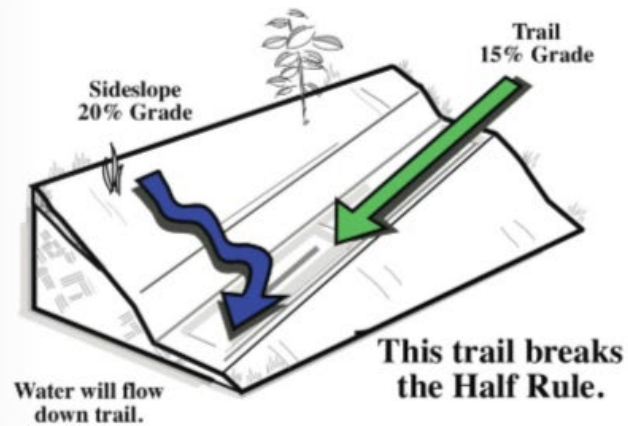
PROPOSED TRAILS SLOPES/GRADES



TRAIL PLANNING PRINCIPLES

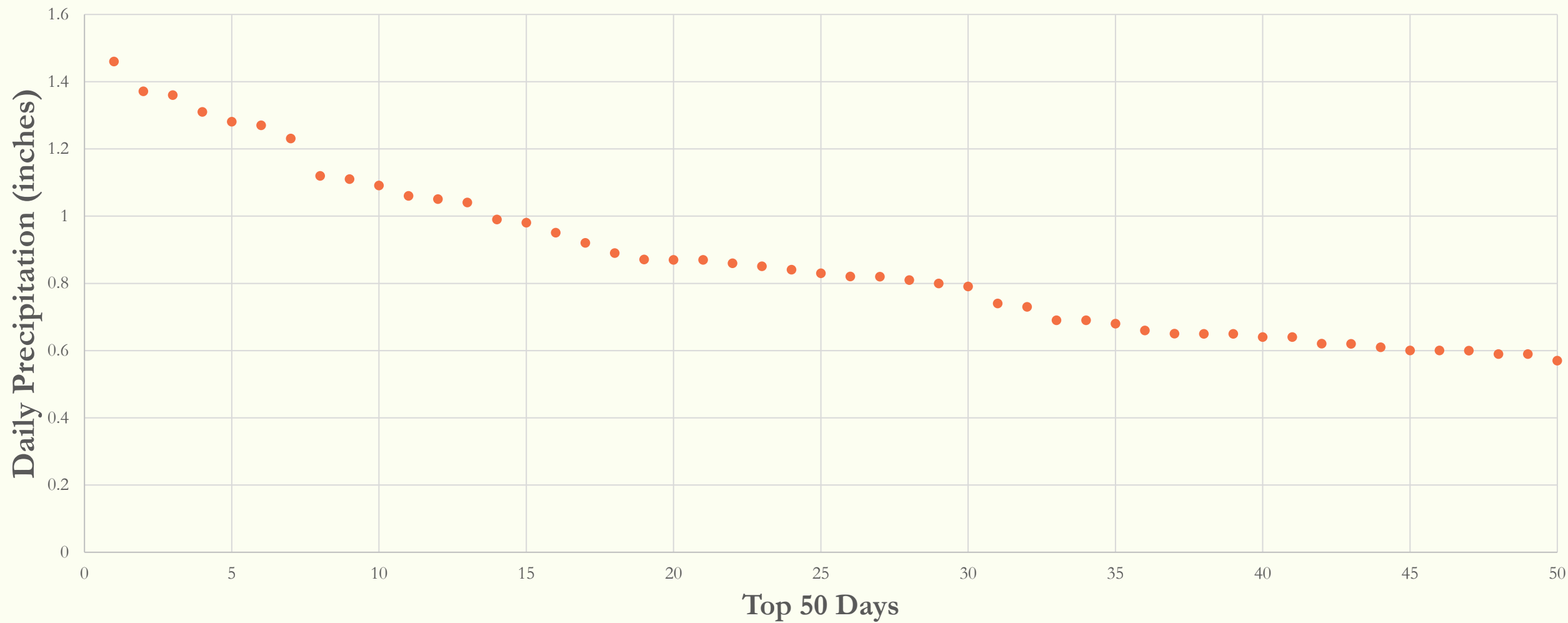
1) The Half Rule

A trail's grade should not exceed half the grade of the hillside or side slope that the trail traverses. If the trail *does* exceed half the side slope, it is considered a "fall-line trail." Water will flow down a fall-line trail rather than run across it, and therefore cause significant rutting and erosion. There are exceptions to this rule, but those types of trails require significant expertise to execute and should be left in the hands of qualified professionals.



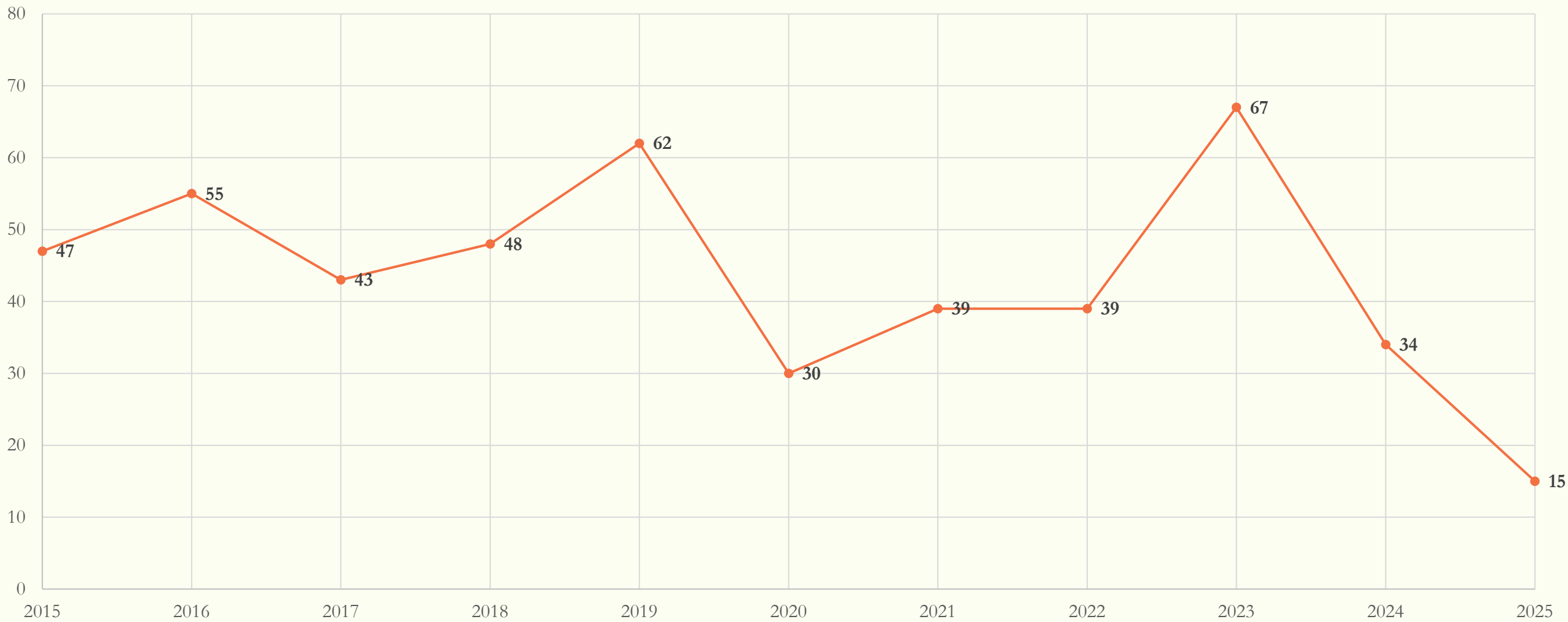
LOCAL WEATHER

Top 50 Daily Precipitation Amounts (January 2015-July 2025)

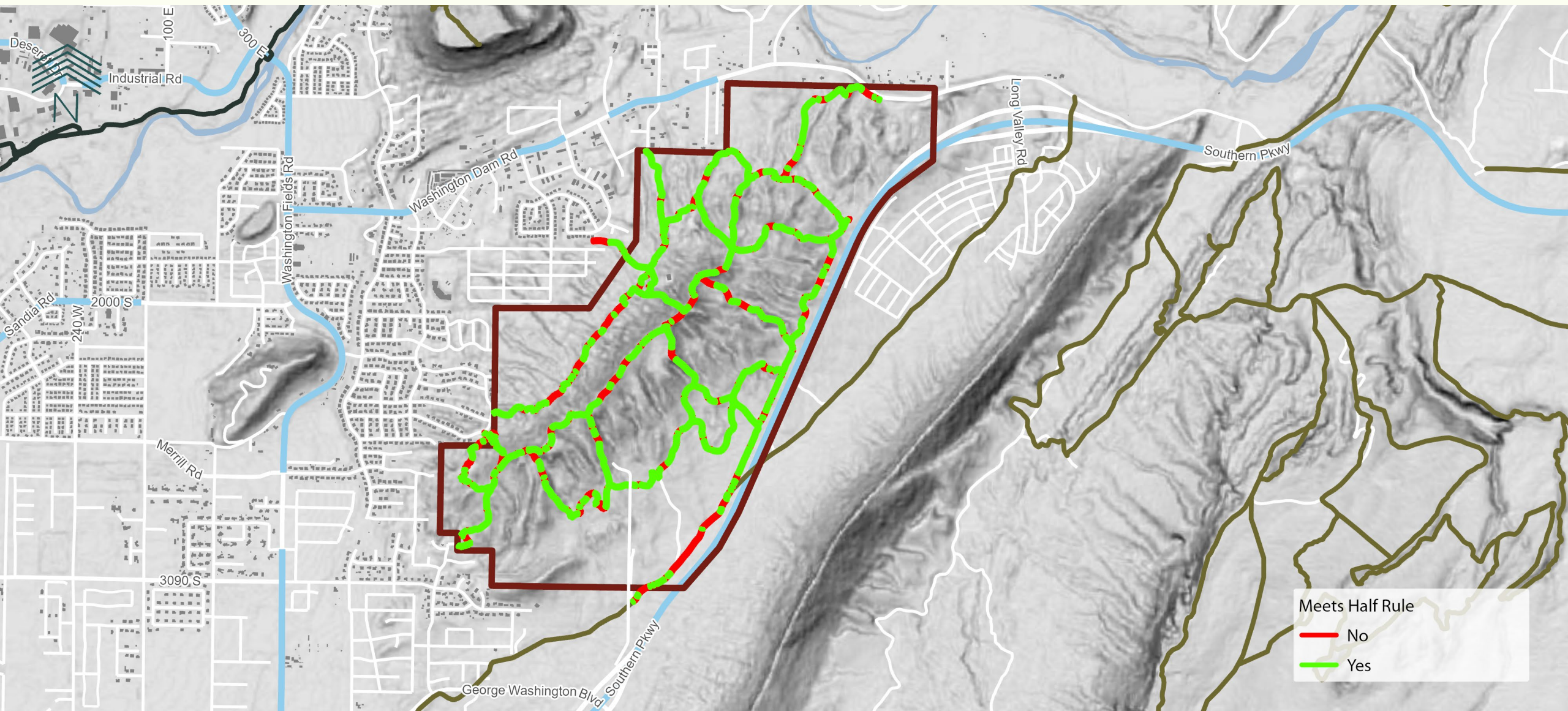


LOCAL WEATHER

Days with Measurable Precipitation (1/100th inch)



CROSS SLOPES (HALF RULE)



TRAIL COMPARISON: SOUTH MOUNTAIN, PHX, AZ

- 16,000+ acres
- 143+ miles for hiking, horseback and mountain biking
- Phoenix purchased 13,000 acres in 1924 and has since expanded and formalized trails
- The 2017 South Mountain Trails Master Plan helped identify needs related to the trail system, public safety, updated signage, trail naming, etc.

South Mountain Park/Preserve

Biking

- 143 miles of trail
- 35 easy ●
- 53 intermediate ■
- 40 advanced/expert ◆/◆◆◆

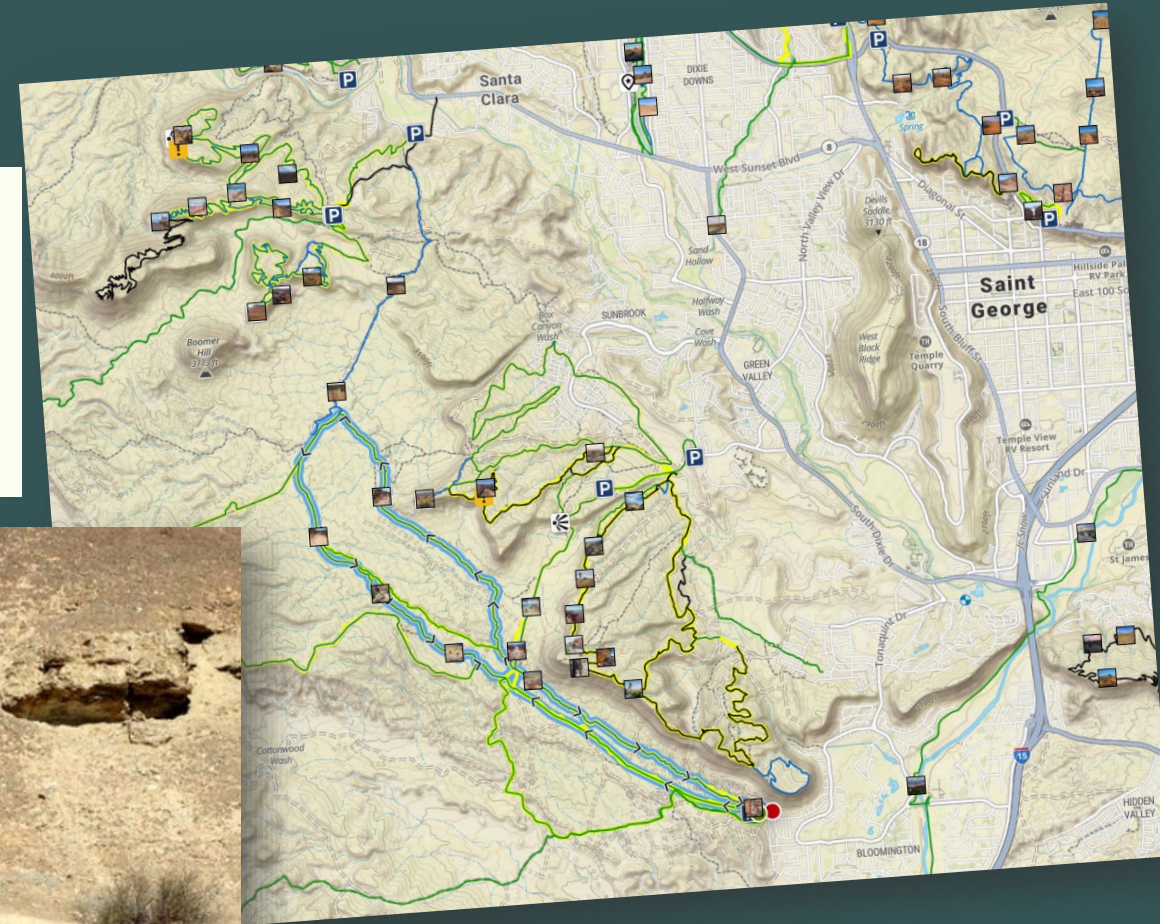


TRAIL COMPARISON: BEARCLAW POPPY & ZEN TRAILS, ST. GEORGE

- 1st established mountain bike trail in St. George
- Adopted by BLM
- Mix of single and double track trails primarily intermediate in difficulty

Bear Claw Poppy & Zen Trail System Biking

- 81 miles of trail
- 0 easy ●
- 8 intermediate ■
- 6 advanced/expert ◆/◆◆

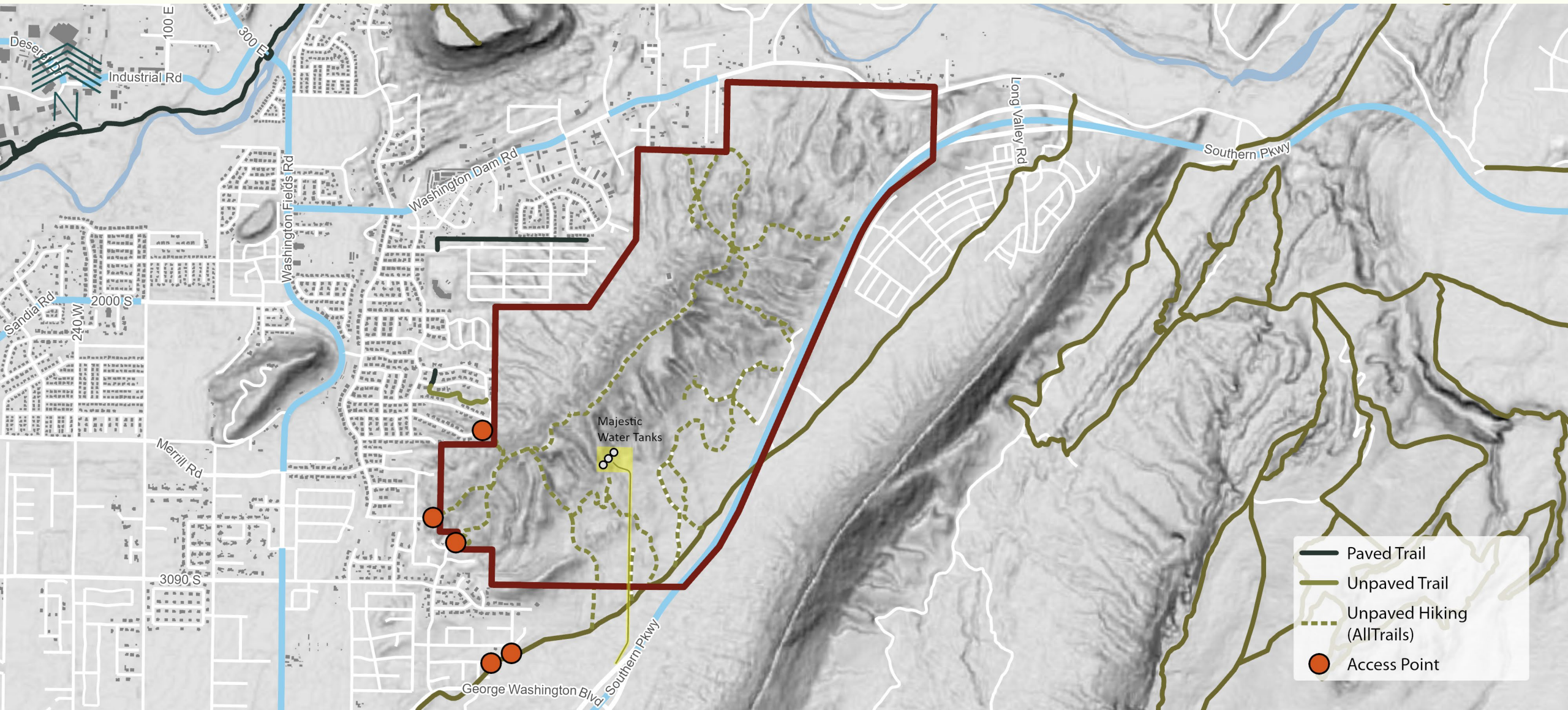


MILES OF TRAILS/ACRE

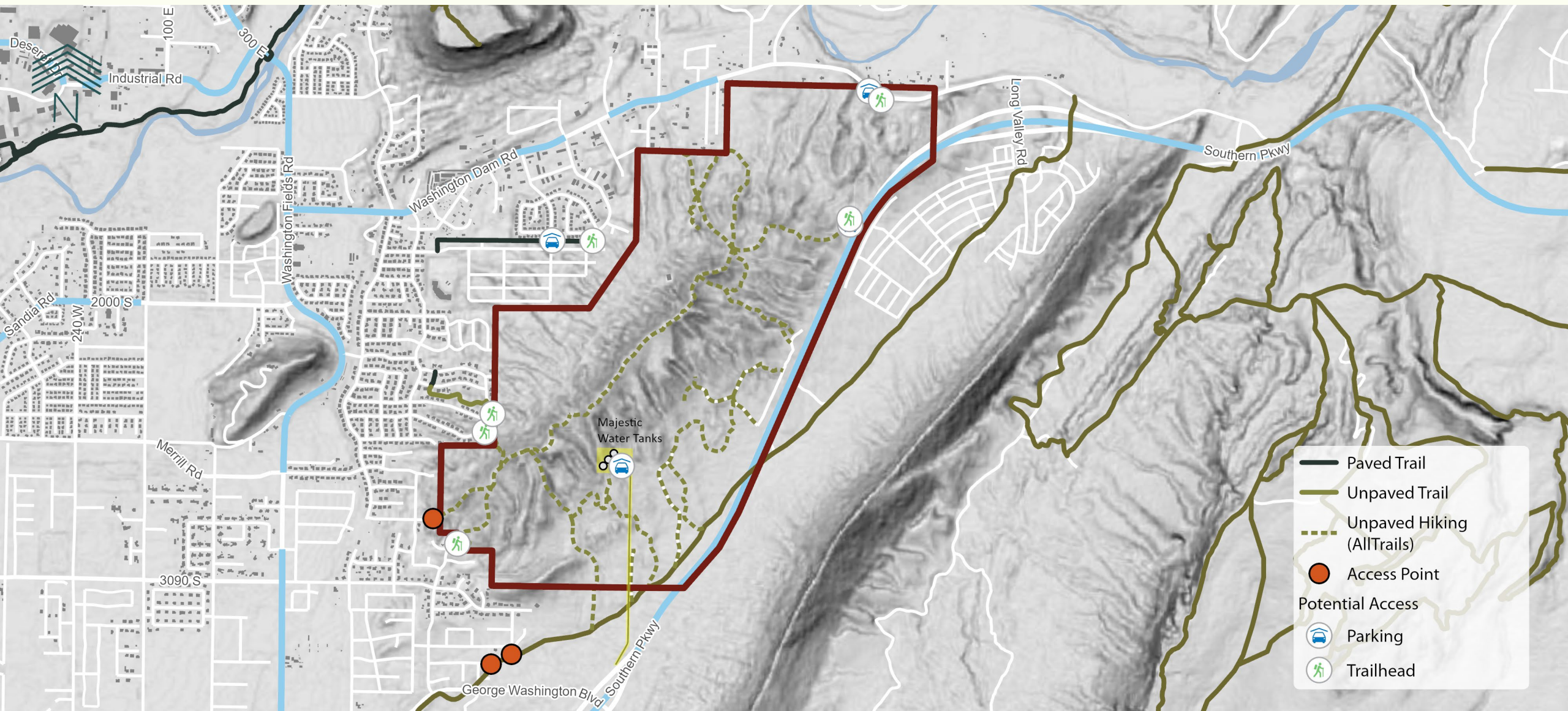
Location	Acres	Miles	Miles/Acre	Restrooms	Available Parking
South Mountain (Phoenix, AZ)	~16,000	~143	0.009	3	~6 Lots (plus local street parking near trail heads)
Bearclaw Poppy/Zen Trails (St. George)	~6,300	~82	0.013	0	~6 Lots
Washington Dome	~1,114	11.8	0.010	?	?



ACCESS POINTS

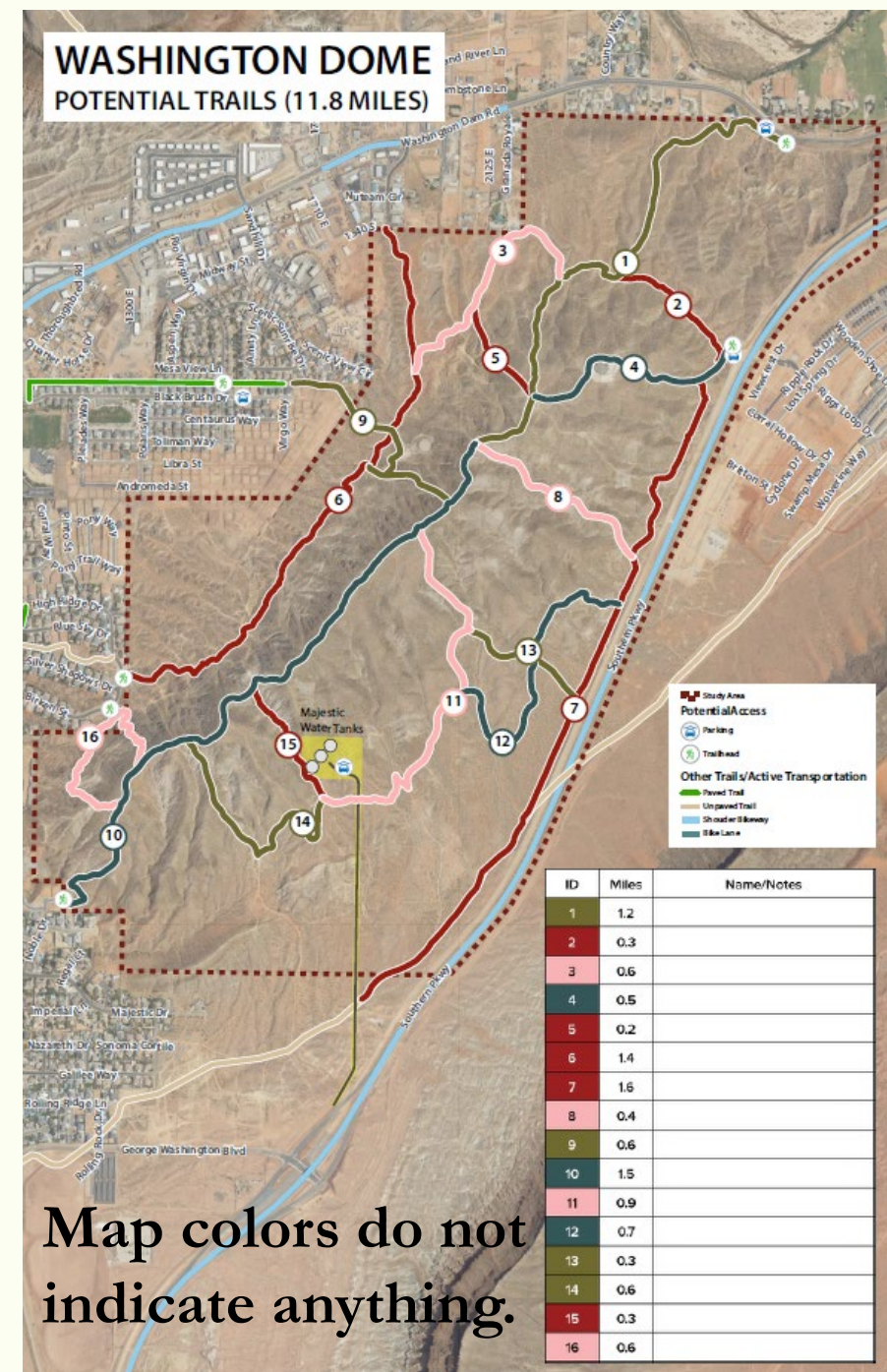


POTENTIAL ACCESS POINTS



Activity

- Mark the trail segments you want to eliminate with an X (black)
- Add potential connections that are missing and critical (new black line)
- Identify loops/complete hikes (green line)
- Indicate which, if any, of these trails be paved (write “paved” along the trail)
- Provide feedback on trailhead locations (green circle or X)
- Add any notes or potential trail names
- Sign your name



POSSIBLE AMENITIES

- Pull from survey results
- Paved lot vs gravel
- Fencing
- Benches
- Bathrooms



Next Steps

- ☐ Review trail comment maps (Thank You)
- ☐ Update trails plan
- ☐ Finalize one-on-one meetings
- ☐ Trailhead access planning
- ☐ Develop initial amenities
- ☐ Fall outreach in October (Any ideas?)
- ☐ Our next meeting end of September

