

Meeting Minutes

To: North Kitsap Trails Association
From: John Willett, Chairperson
NKTA Technical Assistance Committee
Date: March 21, 2008

Attendees:

John Willett, Ben Elmer, John Hawkins, Andrew MacMillan, Greg Cioc, Dan Hamilin, Arch Wirth, Duke Bourgeois, Don Willott, and Tom Curley

Meeting was called to order by John Willett, Chairperson of North Kitsap Trails Association (NKTA) Technical Assistance Committee on 3/21/08 at 3 p.m. at the Olympic Property Group (OPG) offices in Poulsbo.

Our mission, we decided, is to lead the mapping and construction of the trails for the NKTA. We also saw the need for a separate committee to handle the easement and right of way issues as it pertains to trail construction. Whether this is a subcommittee or a committee by itself is to be decided on by the board of the NKTA.

1. We thought that we needed to gather the information from the public, via the trails survey from the Pearls/Communities and by word of mouth.
2. We need to identify possible routes and amenities from the knowledge we compile. These being from land and water; foot, bike, horse, and paddle.
3. One of our main focuses should be the trunk lines from the ferries to the Hood Canal Bridge, the Sound to Coast Trail. Community/Pearl trails that will connect the Pearls together using the trunk lines or stand by themselves as Kingston/Indianola will be. The next category will be the neighborhood trails, connecting neighborhoods within the community/Pearls. These trunk lines, community and neighborhood trails need to connect not only to each other but also to the water trails.
4. Mapping of the trails can be done by either the Minnesota DNR system or the GPS BABEL system. OPG will assist the NKTA in putting the overlays together of existing trails and amenities with future ones that will be needed to complete the system.
5. Standards were discussed. They include:
 - o Paved
 - o Accessibility and universal design
 - o Horses
 - o Foot
 - o Bike
 - o Standards for water are not an issue as long as you have some, but the launch sites need to be categorized by ease and amenities
 - o Sign standards to make sure people know where they are going and where they should and shouldn't be depending on what mode of travel they are using, i.e. fast track "down-hills" for mountain bikes
 - o Two-way abilities on some trails for horses, bikes and foot traffic (where they occur and what the standards are)

- Paved 10'X10' open corridor
 - Gravel and dirt
 - Class #1 6X10 two way horse, bike, foot
 - Class #2 4X8 two way foot and bike
 - Class #3 2X8 one way travel horse, foot, bike
 - These categories are suggestions at this time and will all need more tweaking according to our needs
 - Private lands and easements will need signage to keep travelers on the trails and going in the right direction, along with possible landscaping and fencing needs for the owners.
6. We have to be totally transparent with our dealings with the County, Cities, State and private land owners. It is essential that we work together and coordinate our efforts with all other committees, too.
7. We see a need for there to be a Sound to Coast Committee to coordinate our efforts and knowledge with others involved with this effort.
8. GIS data collecting lead agency will be, at this time, OPG (NKTA).
9. GIS data gathering for the land and water trails should be done in layers for ease of planning and layperson readability. These layers we see, at this time are:
- Topography
 - Hydro
 - Plat
 - Roads and landings
 - Biological
 - GPS/new trails
 - Planning
 - GPS existing trails

We hope to have the data gathered by the end of the summer. We will try to have meetings every month or every other month. Next meeting we will revisit these topics and hopefully have a training session on GPS and GIS.

Respectfully Submitted:

John Willett, Chair
Technical Assistance Committee
North Kitsap Trails Committee