

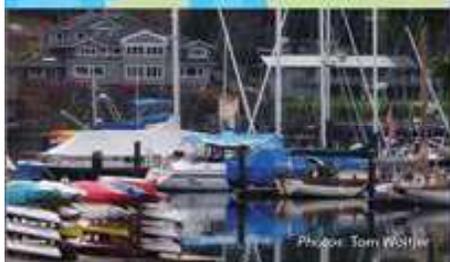


The Kitsap Peninsula Water Trails Map

2013



370 Miles of Year-Round Recreation



Photos: Tom WSH/...

To Port Townsend
Keystone-Coupeville
Ferry

Port Ludlow

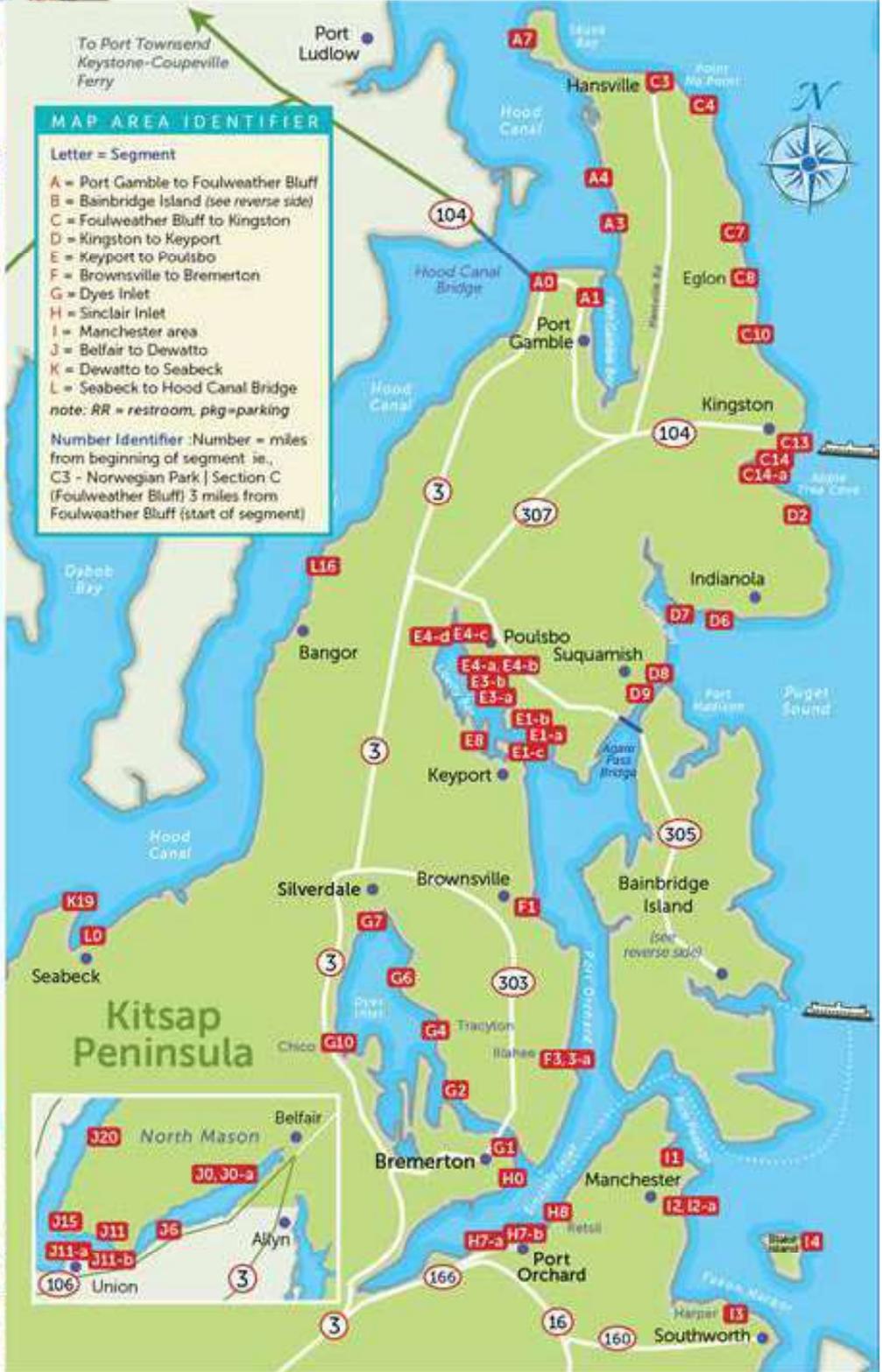
MAP AREA IDENTIFIER

Letter = Segment

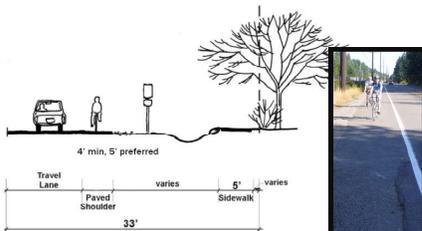
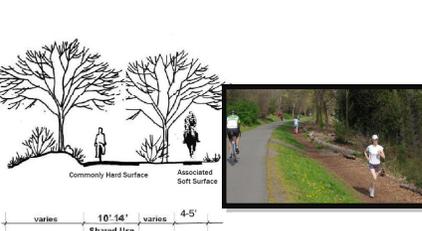
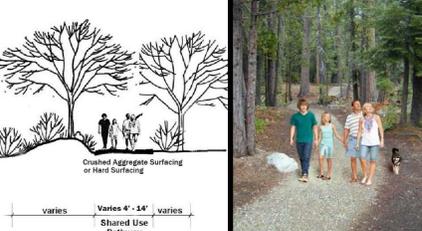
- A = Port Gamble to Foulweather Bluff
- B = Bainbridge Island (see reverse side)
- C = Foulweather Bluff to Kingston
- D = Kingston to Keyport
- E = Keyport to Poulsbo
- F = Brownsville to Bremerton
- G = Dyes Inlet
- H = Sinclair Inlet
- I = Manchester area
- J = Belfair to Dewatto
- K = Dewatto to Seabeck
- L = Seabeck to Hood Canal Bridge

note: RR = restroom, pkg=parking

Number Identifier: Number = miles from beginning of segment, ie., G3 - Norwegian Park | Section C (Foulweather Bluff) 3 miles from Foulweather Bluff (start of segment)



Non-Motorized Facilities

CATEGORY	CHARACTERIZATION	REQUIREMENTS & REGULATIONS	POTENTIAL FUNDING SOURCES
<p>ON-ROAD FACILITIES</p> <p>Design standards and guidelines are well developed for on-street facilities and are routinely used by Kitsap County Public Works staff in the design, construction, and maintenance of county roads. In addition to standard guides and manuals for road development, two important and well illustrated technical sources are available for the design of bicycle and pedestrian facilities from the Washington Department of Transportation. The Design Guide to Bicycling Facilities and the Design Guide to Pedestrian Facilities are both available online at the agency's website (www.wdot.wa.gov/bike). A basic cross section for typical on-street improvements are included in this chart. There are many configurations of possible bicycle facilities in Urban Growth Areas. These configurations are illustrated in the referenced documents.</p>		<p>Must meet all 2012 WSDOT Design Criteria for Shoulder Additions.</p> <p>NACTO Urban Bikeway Design Guide; 2012 National Association of City Transportation Officials state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists. http://nacto.org/cities-for-cycling/design-guide/</p> <p>2. Guide for the Development of Bicycle Facilities, 2012 (AASHTO Bike Guide)</p> <p>3. Designing Sidewalks and Trails for Access: A two-part report on pedestrian accessibility, produced for FHWA LAG Manuel, Chapter 42—City and County Design Standards</p> <p>Manual on Uniform Traffic Control Devices (MUTCD) Context Sensitive Design Executive Order WSDOT Design Manual, 2011 Chapter 1520 Roadway Bicycle Facilities</p>	<p>Active Transportation (Non-Motorized) Funding Sources</p> <p>Federal Funding Sources</p> <p>The 2012 funding Package recently approved consolidates previous programs into a program called MAP-21 (Moving Ahead for Progress in the 21st Century). MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. MAP-21 is the first long term highway authorization enacted since 2005. The funding for non-motorized facilities is left up to individual states.</p> <p>State Funding Sources</p> <p>Statewide Transportation Improvement Program (STIP)</p> <p>Urban Sidewalk Program Washington Transportation Improvement Board</p> <p>Washington Wildlife and Recreation Program Recreation and Conservation Board</p> <p>Traffic Safety Grants WA Traffic Safety Commission</p> <p>Hazard Elimination Safety Grants - Intersection and Corridor Safety Program WSDOT</p> <p>Regional Funding Sources</p> <p>STP Regional Funds are state and federal funds distributed through Metropolitan Planning Organizations: PSRC and KRCC</p> <p>Local Funding Sources</p> <p>Local jurisdictional funding</p> <p>Local Bond Measures/Levies</p> <p>System Development Charges/Developer Impact Fees</p> <p>Local Improvement Districts (LID)</p> <p>Real Estate Excise Tax (REET)</p> <p>Motor Vehicle Excise Tax (MVT)</p> <p>Lodging Tax (hotel/motel tax)</p> <p>Private Funding Sources</p> <p>Private Developers could fund improvements themselves as part of a development</p> <p>Public agencies could develop codes that encourage and provide incentives for trails and non-motorized facilities.</p> <p>Note: Federal & WSDOT Funds may not be used for facilities on private land.</p>
<p>SHARED USE PATHS/REGIONAL CONNECTIONS</p> <p>Trail Class 5 - Fully Developed</p> <p>This order of trails commonly highly modified to allow development of wide, stable, uniform, smooth-surfaced and continuous pathways. The trail surfaces are hardened with asphalt or similar material. They may include bridges, boardwalks, curbs, handrails, trailside amenities, and similar features. Obstacles are cleared from the route and its borders to safeguard natural resources and for user convenience. Geography is generally modified to achieve a gradient of less than eight percent. Lane widths are often double to accommodate traffic volumes. Commonly associated with commuter routes, urban and growth centers or high-use recreation sites, structures are usual. Signposts for route recognition, accessibility, regulatory resource protection and destination indication are widespread, particularly at trailheads and junctions.</p>		<p>Must meet all 2012 WSDOT Design Criteria for Shared use Paths.</p> <p>Federal Highway Administration, FHWA-PD-94-031 Conflicts on Multiple Use Trails Guide for the Development of Bicycle Facilities, 2012 (AASHTO Bike Guide)</p> <p>WSDOT Design Manual, 2011 Chapter 1515 Shared Use Paths</p> <p>Manual on Uniform Traffic Control Devices (MUTCD) WSDOT Field Guide for Accessible Public Rights of Way</p>	<p>Regional Funding Sources</p> <p>STP Regional Funds are state and federal funds distributed through Metropolitan Planning Organizations: PSRC and KRCC</p> <p>Local Funding Sources</p> <p>Local jurisdictional funding</p> <p>Local Bond Measures/Levies</p> <p>System Development Charges/Developer Impact Fees</p> <p>Local Improvement Districts (LID)</p> <p>Real Estate Excise Tax (REET)</p> <p>Motor Vehicle Excise Tax (MVT)</p> <p>Lodging Tax (hotel/motel tax)</p> <p>Private Funding Sources</p> <p>Private Developers could fund improvements themselves as part of a development</p> <p>Public agencies could develop codes that encourage and provide incentives for trails and non-motorized facilities.</p> <p>Note: Federal & WSDOT Funds may not be used for facilities on private land.</p>
<p>COMMUNITY CONNECTORS</p> <p>Trail Class 4 - Highly Developed</p> <p>Trails in this category show evidence of development that supports wide, smooth surfaced and continuous pathways. The trail surfaces are often hardened and obstacles are cleared from the route and its borders to safeguard natural resources and for user convenience. Topography may be graded. Lane widths vary between single and double to accommodate traffic volumes. Structures of native or imported materials are substantial and common. Signposts for route recognition, accessibility, regulatory resource protection and destination indication are common, particularly at trailheads and junctions.</p>		<p>Grant agency requirements may be specific. General guidance may be found in the following references:</p> <ol style="list-style-type: none"> Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004 (AASHTO Pedestrian Guide) Designing Sidewalks and Trails for Access: A two-part report on pedestrian accessibility, produced for FHWA Trail Fundamentals and Management Objectives, May 2011 USFS 	<p>Recreation Trails Funding Sources</p> <p>RCO (Washington Recreation and Conservation Office)</p> <p>State Recreation and Conservation Funding:</p> <ul style="list-style-type: none"> NRTIP National Recreational Trails Program (backcountry trails) WWRP Washington Wildlife and Recreation Program ALFA Aquatic Lands Enhancement Act (Navigable aquatic areas only) LWCF Land and Water Conservation Fund BFP Boating Facilities Program NOVA Non-Highway and Off-Road Vehicle Activities Program (hiking, mountain biking and equestrian trails) Salmon Recovery Funding Board (salmon habitat) WWRP Washington Wildlife Recreation Program <p>Other Agency Funding:</p> <ul style="list-style-type: none"> NRCS Natural Resources and Conservation Service administer Resource Conservation and Development Program by Secretary of Agriculture. www.nrcs.usda.gov Federal or State earmarks <p>Local Sources of Grants, Revenue, and Implementation Mechanisms</p> <ul style="list-style-type: none"> Conservation Futures Levy. A small fraction of property taxes used for land acquisition, including parks, trail corridors and recreation or open space areas is available to Counties. Real Estate Excise Tax or REET, locally enacted on property sales, up to .5% can be used to pay for projects in the Capital Facilities Plan or 1% excise tax can be used for land conservation purposes. (In San Juan County a REET supports the San Juan County Land Bank which funds land acquisitions and conservation easements, including trail corridors.) Private Sector funding sources: donations of land, easements or R.O.W., contributions of expertise, labor and materials by business, organizations, and individuals have helped develop entire projects or met matching requirements. Land Trusts are often instrumental in securing sites and corridors, both through purchases and conservation easements. Developer requirements: Some counties require or provide incentives to provide amenities such as trails and open space, or may require impact fees. Regional Park and Recreation districts (such as Bainbridge Metropolitan Park District and North Kitsap Park District) <p>Foundation Grants</p> <ul style="list-style-type: none"> The Conservation Fund through the American Greenways Program helps build a national network of linked open spaces and natural areas, connecting communities to the outdoors. Fish and Wildlife Foundation grants. Kodak American Greenways Awards provides small grants for planning and design of greenways. greenways@conservationfund.org; 703 525-6300 The Bikes Belong Coalition, grants up to \$10,000. 303 449-4893
<p>NEIGHBORHOOD CONNECTORS</p> <p>Trail Class 3 - Developed</p> <p>This classification of trails is differentiated by development that supports obvious and continuous pathways. Generally lanes are single user width, but with "passing lanes" constructed to accommodate traffic volumes. Structures of native or imported materials, such as bridges protect resources. Signage for route identification, objective/goal markers, interpretive information, regulatory and resource protection are common, particularly at trailheads and junctions.</p>		<p>Grant agency requirements may be specific. General guidance may be found in the following references:</p> <ol style="list-style-type: none"> USDA Trails Management Handbook (Forest Service Handbook 2309.18) USDA Trail Construction and Maintenance Notebook, 2007 Edition USDA Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) USDA Forest Service Trail Accessibility Guidelines (FSTAG) Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapters 12 through 18, TRAIL DEVELOPMENT Trail Fundamentals and Management Objectives, May 2011 USFS 	<p>Other Agency Funding:</p> <ul style="list-style-type: none"> NRCS Natural Resources and Conservation Service administer Resource Conservation and Development Program by Secretary of Agriculture. www.nrcs.usda.gov Federal or State earmarks <p>Local Sources of Grants, Revenue, and Implementation Mechanisms</p> <ul style="list-style-type: none"> Conservation Futures Levy. A small fraction of property taxes used for land acquisition, including parks, trail corridors and recreation or open space areas is available to Counties. Real Estate Excise Tax or REET, locally enacted on property sales, up to .5% can be used to pay for projects in the Capital Facilities Plan or 1% excise tax can be used for land conservation purposes. (In San Juan County a REET supports the San Juan County Land Bank which funds land acquisitions and conservation easements, including trail corridors.) Private Sector funding sources: donations of land, easements or R.O.W., contributions of expertise, labor and materials by business, organizations, and individuals have helped develop entire projects or met matching requirements. Land Trusts are often instrumental in securing sites and corridors, both through purchases and conservation easements. Developer requirements: Some counties require or provide incentives to provide amenities such as trails and open space, or may require impact fees. Regional Park and Recreation districts (such as Bainbridge Metropolitan Park District and North Kitsap Park District) <p>Foundation Grants</p> <ul style="list-style-type: none"> The Conservation Fund through the American Greenways Program helps build a national network of linked open spaces and natural areas, connecting communities to the outdoors. Fish and Wildlife Foundation grants. Kodak American Greenways Awards provides small grants for planning and design of greenways. greenways@conservationfund.org; 703 525-6300 The Bikes Belong Coalition, grants up to \$10,000. 303 449-4893
<p>LOCAL ACCESS</p> <p>Trail Class 2 - Moderately Developed</p> <p>Trails in this class are essentially unmodified yet distinguished by minor development. Modifications are sufficient to provide discernible and continuous pathways for moderate volumes of varied users. Structures, when present, are typically built with native materials to protect trail resources and infrastructure. Natural features such as brush, rocks and logs border these rough, mostly single lane routes. Vegetation may encroach upon the trail and passing lanes are rare. Grades and drainages are largely unchanged from their natural state, although bridges may be installed to preserve native assets. Signage for route identification is present. Destination markers, interpretive information, regulatory and resource protection signs are infrequent.</p>		<p>Grant agency requirements may be specific. General guidance may be found in the following references:</p> <ol style="list-style-type: none"> USDA Trails Management Handbook (Forest Service Handbook 2309.18) USDA Trail Construction and Maintenance Notebook, 2007 Edition USDA Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) USDA Forest Service Trail Accessibility Guidelines (FSTAG) Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapters 12 through 18, TRAIL DEVELOPMENT Trail Fundamentals and Management Objectives, May 2011 USFS 	<p>Other Agency Funding:</p> <ul style="list-style-type: none"> NRCS Natural Resources and Conservation Service administer Resource Conservation and Development Program by Secretary of Agriculture. www.nrcs.usda.gov Federal or State earmarks <p>Local Sources of Grants, Revenue, and Implementation Mechanisms</p> <ul style="list-style-type: none"> Conservation Futures Levy. A small fraction of property taxes used for land acquisition, including parks, trail corridors and recreation or open space areas is available to Counties. Real Estate Excise Tax or REET, locally enacted on property sales, up to .5% can be used to pay for projects in the Capital Facilities Plan or 1% excise tax can be used for land conservation purposes. (In San Juan County a REET supports the San Juan County Land Bank which funds land acquisitions and conservation easements, including trail corridors.) Private Sector funding sources: donations of land, easements or R.O.W., contributions of expertise, labor and materials by business, organizations, and individuals have helped develop entire projects or met matching requirements. Land Trusts are often instrumental in securing sites and corridors, both through purchases and conservation easements. Developer requirements: Some counties require or provide incentives to provide amenities such as trails and open space, or may require impact fees. Regional Park and Recreation districts (such as Bainbridge Metropolitan Park District and North Kitsap Park District) <p>Foundation Grants</p> <ul style="list-style-type: none"> The Conservation Fund through the American Greenways Program helps build a national network of linked open spaces and natural areas, connecting communities to the outdoors. Fish and Wildlife Foundation grants. Kodak American Greenways Awards provides small grants for planning and design of greenways. greenways@conservationfund.org; 703 525-6300 The Bikes Belong Coalition, grants up to \$10,000. 303 449-4893
<p>GENERAL SHORTCUTS, FREELANCE DEVELOPMENT</p> <p>Trail Class 1 - Minimally Developed</p> <p>This class of trails is identifiable by minimal enhancement of these relatively low volume, foot traffic routes. Natural features such as brush, rocks or logs frame and may obscure or block these often narrow, primitive and single lane paths. Grades and drainages are largely unchanged from their natural state. Minimal signage for route identification, interpretive information, regulatory and resource protection are infrequent to nonexistent.</p>		<p>Classification Criteria and Management can be found in the following document.</p> <ol style="list-style-type: none"> Trail Fundamentals and Management Objectives, May 2011 USFS 	<p>Volunteers</p> <ul style="list-style-type: none"> Local community groups and individuals. Adopt-A-Trail programs (training available via Washington Trails Association) The International Mountain Biking Association (IMBA) Trail Care Crew training. Washington Trails Association training for hiking trail construction. Backcountry Horsemen of Washington volunteer on equestrian trails. Local kayaking groups have adopted Cascadian Marine Trail campsites.
<p>WATER TRAILS</p> <p>The vision for Kitsap a Kitsap County Water Trail is a network of launch and landing sites, or "trail heads," that allow people in paddle or small sail boats to enjoy the historic, scenic and environmental richness of Puget Sound through multiple-day and single-day trips. The water trails will promote safe and responsible use, while protecting and increasing appreciation of environmental and cultural resources through education and coordination.</p>		<p>There is no official guide to standards or design requirements. An important ingredient in the concept of nearly all modern water trails, and probably the most significant in its long-term effect, is an ethic of low impact use and stewardship of the lands and waters being used. In short, users assume a personal responsibility for the care of the resource.</p>	

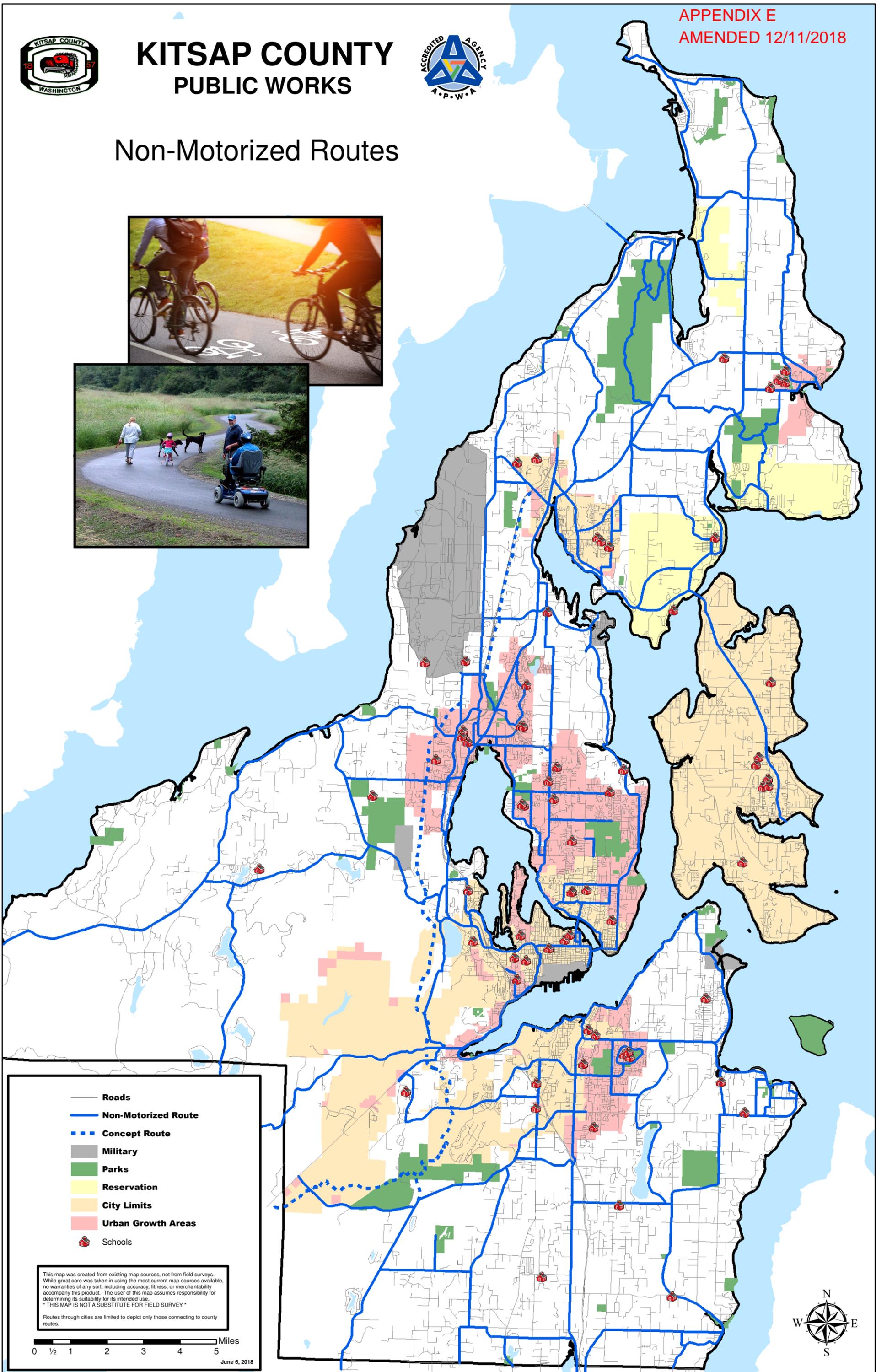


KITSAP COUNTY PUBLIC WORKS



APPENDIX E
AMENDED 12/11/2018

Non-Motorized Routes



— Roads
 — Non-Motorized Route
 - - - Concept Route
 ■ Military
 ■ Parks
 ■ Reservation
 ■ City Limits
 ■ Urban Growth Areas
 🏠 Schools

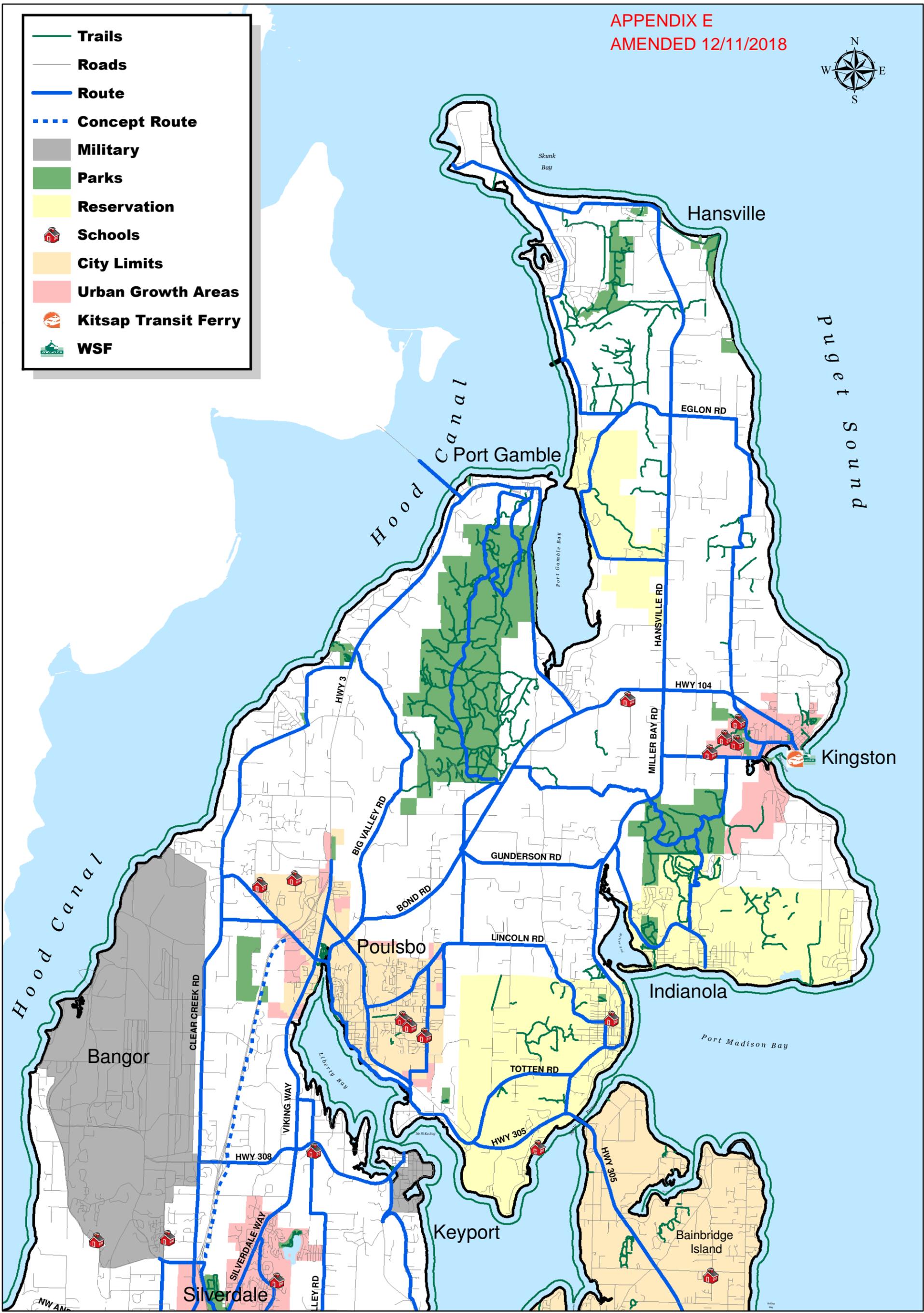
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 * THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY *
 Routes through cities are limited to depict only those connecting to county routes.

0 1/2 1 2 3 4 5 Miles
 June 6, 2018





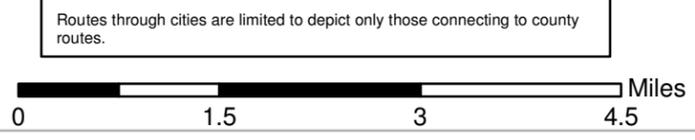
-  Trails
-  Roads
-  Route
-  Concept Route
-  Military
-  Parks
-  Reservation
-  Schools
-  City Limits
-  Urban Growth Areas
-  Kitsap Transit Ferry
-  WSF



Non-Motorized Routes

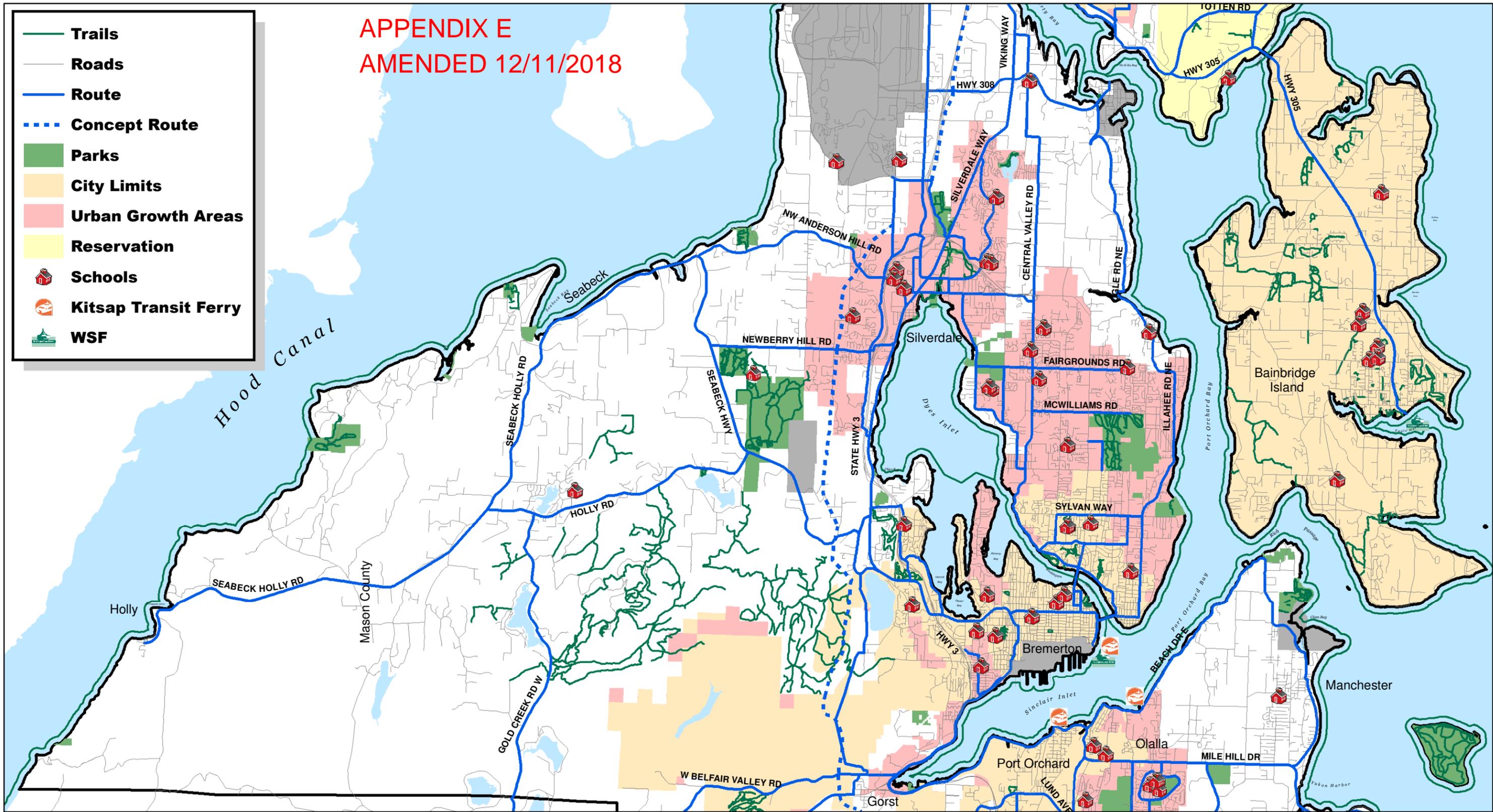
North Kitsap

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APPENDIX E
AMENDED 12/11/2018

-  Trails
-  Roads
-  Route
-  Concept Route
-  Parks
-  City Limits
-  Urban Growth Areas
-  Reservation
-  Schools
-  Kitsap Transit Ferry
-  WSF

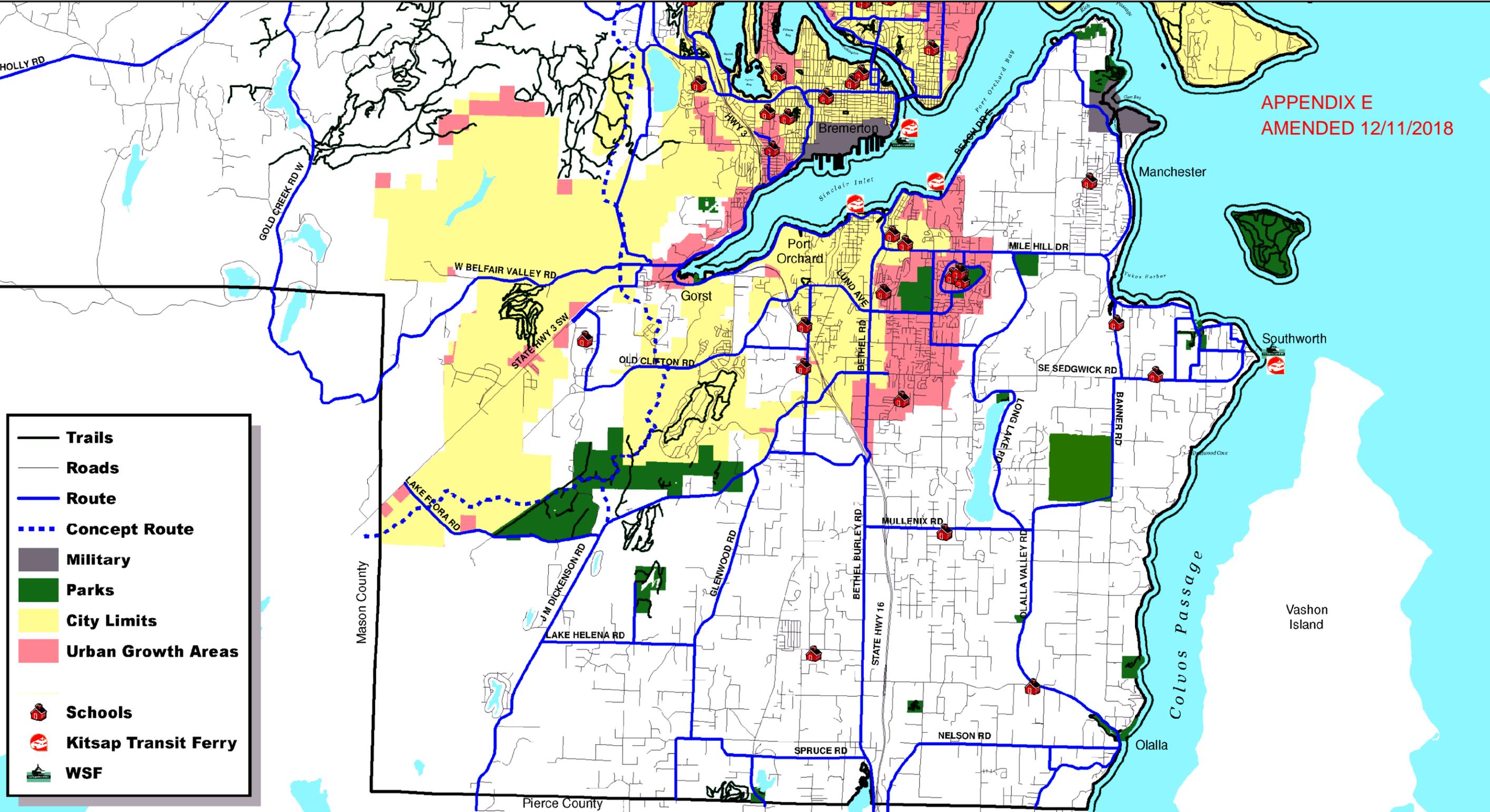


Non-Motorized Routes
Central Kitsap

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Non-Motorized Routes South Kitsap

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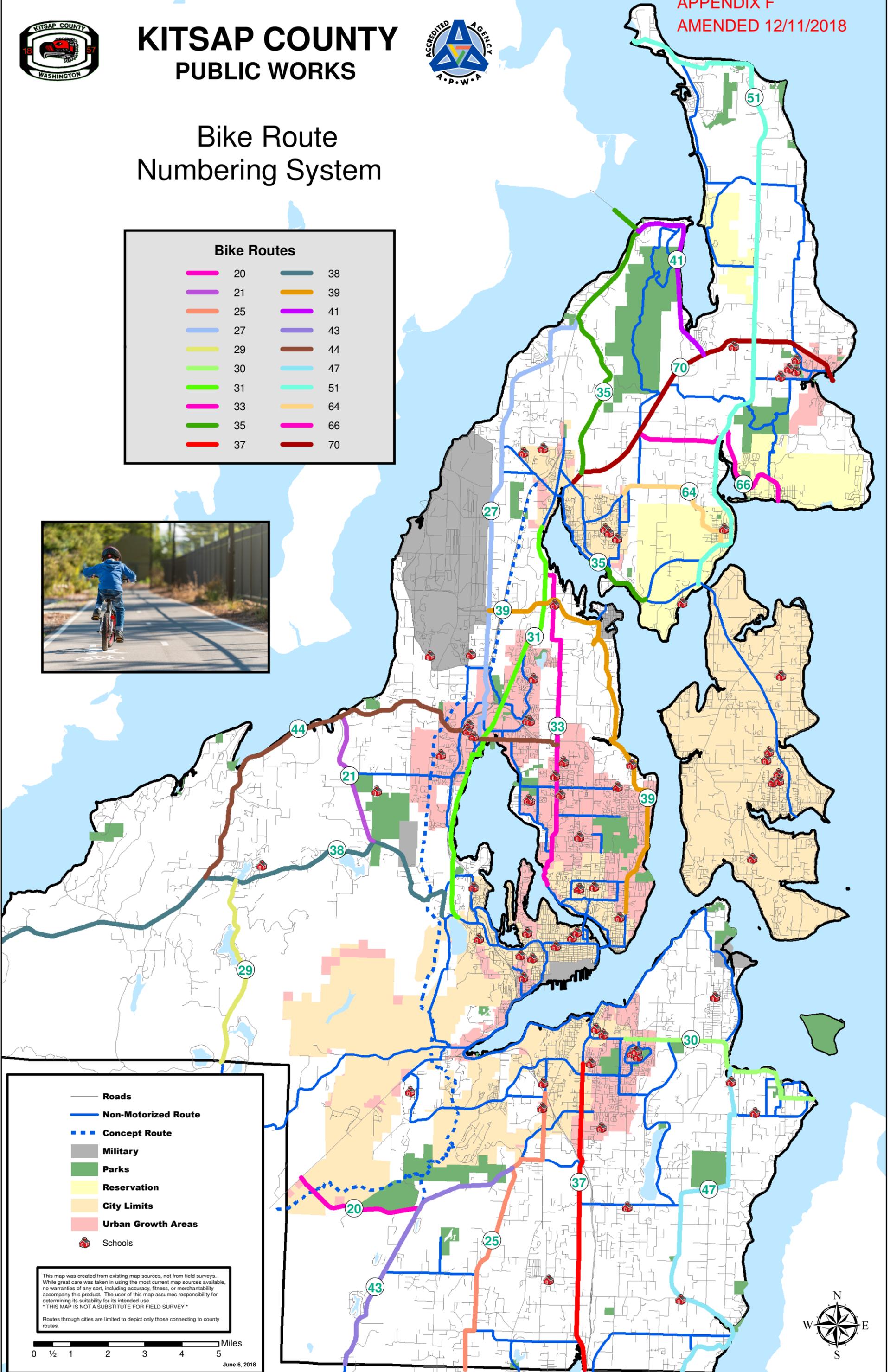
KITSAP COUNTY PUBLIC WORKS



APPENDIX F
AMENDED 12/11/2018

Bike Route Numbering System

Bike Routes	
	20
	21
	25
	27
	29
	30
	31
	33
	35
	37
	38
	39
	41
	43
	44
	47
	51
	64
	66
	70



Roads

Non-Motorized Route

Concept Route

Military

Parks

Reservation

City Limits

Urban Growth Areas

Schools

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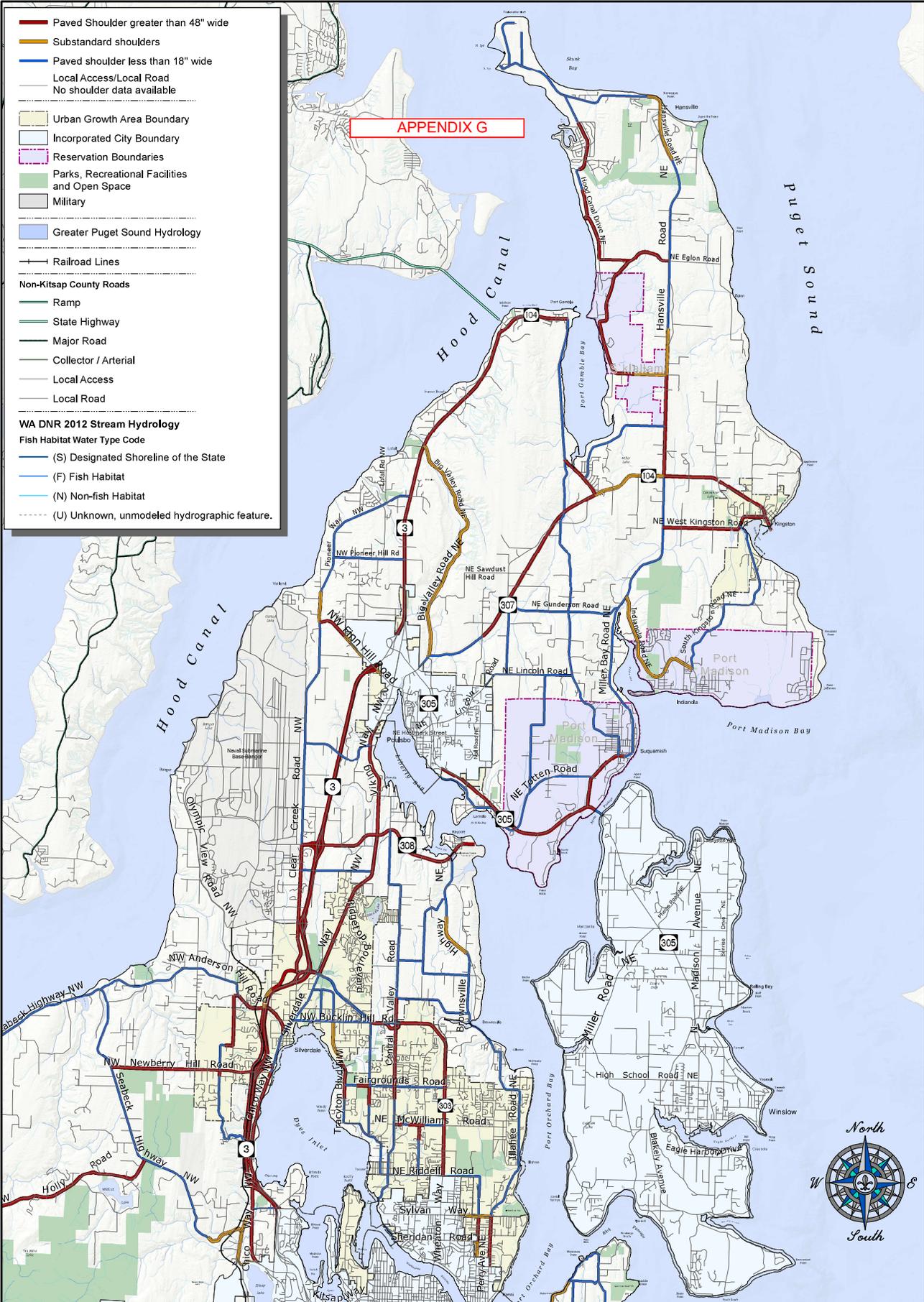
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0 1/2 1 2 3 4 5 Miles

June 6, 2018

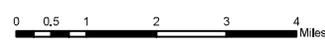


Shoulder Conditions in North Kitsap County



- Paved Shoulder greater than 48" wide
 - Substandard shoulders
 - Paved shoulder less than 18" wide
 - Local Access/Local Road
 - No shoulder data available
-
- Urban Growth Area Boundary
 - Incorporated City Boundary
 - Reservation Boundaries
 - Parks, Recreational Facilities and Open Space
 - Military
-
- Greater Puget Sound Hydrology
-
- Railroad Lines
-
- Non-Kitsap County Roads**
 - Ramp
 - State Highway
 - Major Road
 - Collector / Arterial
 - Local Access
 - Local Road
-
- WA DNR 2012 Stream Hydrology**
 - Fish Habitat Water Type Code**
 - (S) Designated Shoreline of the State
 - (F) Fish Habitat
 - (N) Non-fish Habitat
 - - - (U) Unknown, unmodeled hydrographic feature.

Kitsap County
 Special Projects Division & Community Development
 614 Division Street
 Port Orchard, Washington 98366
 VOICE (360) 337-5777



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Map Date: October, 2013



Shoulder Conditions in Central Kitsap County



- Paved Shoulder greater than 48" wide
- Substandard shoulders
- Paved shoulder less than 18" wide
- Local Access/Local Road
- No shoulder data available
- Urban Growth Area Boundary
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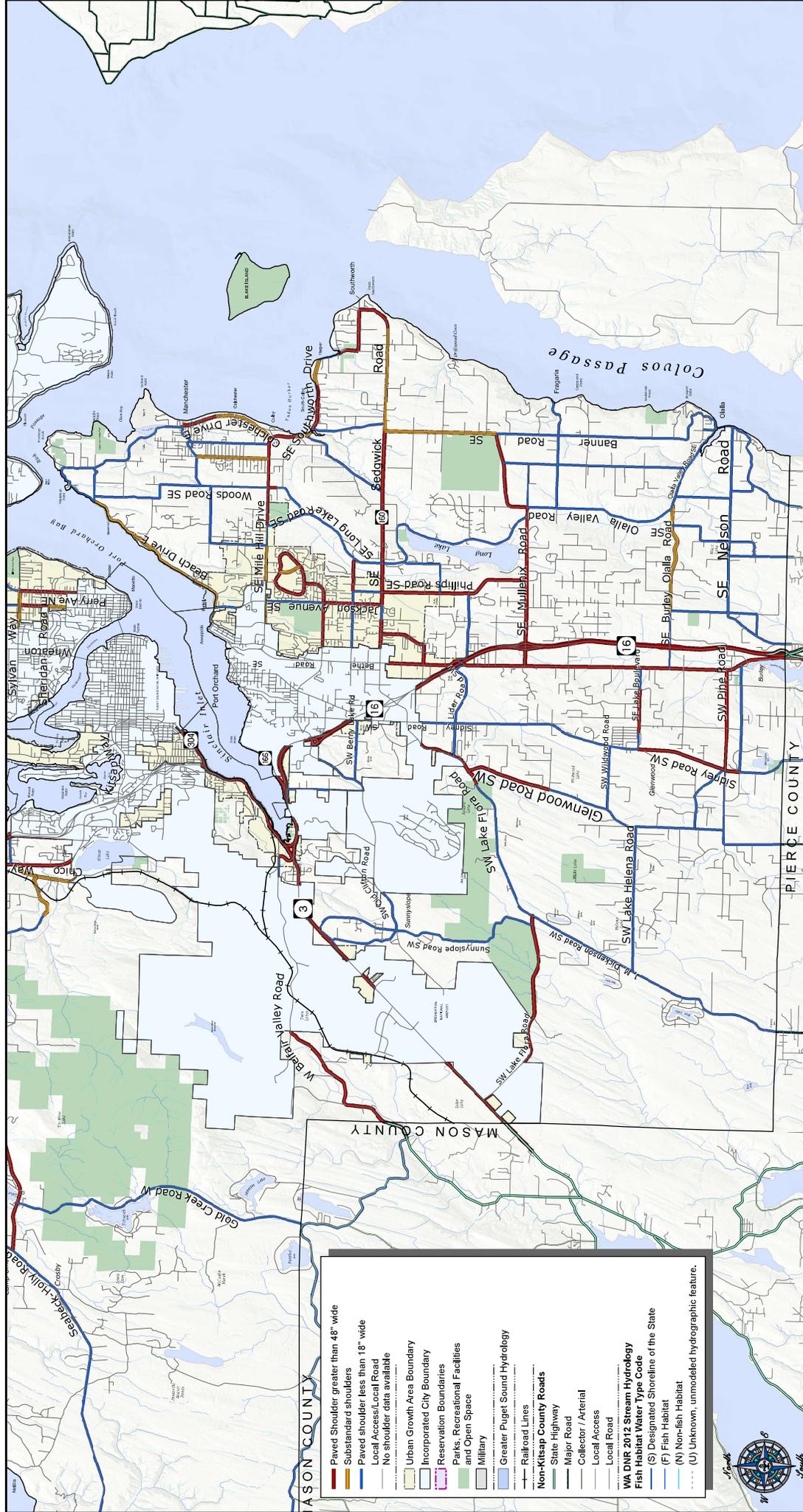


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Map Date: October, 2013

Shoulder Conditions in South Kitsap County



- █ Paved Shoulder greater than 48" wide
- █ Substandard shoulders
- █ Paved shoulder less than 18" wide
- █ Local Access/Local Road
- █ No shoulder data available
- Urban Growth Area Boundary
- Incorporated City Boundary
- Reservation Boundaries
- Parks, Recreational Facilities and Open Space
- Military
- Greater Puget Sound Hydrology
- Railroad Lines
- Non-Kitsap County Roads
- State Highway
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- Local Access
- Local Road
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 Map Date: October, 2013

Safety Focus Areas in North Kitsap County

ADT Mobility

- Average Daily Trips (ADT) 950 - 2750
- Average Daily Trips (ADT) > 2750
- Regional Bike Route
- Regional Shared Use Path
- Shared Use Path (Proposed) Variable based on Community Input
- Existing Shared Use Path
- Existing Trails

Safety Focus Areas

Standard Shoulders with High to Moderate Traffic

- Street Center Lines
- Railroad Lines

Other Features

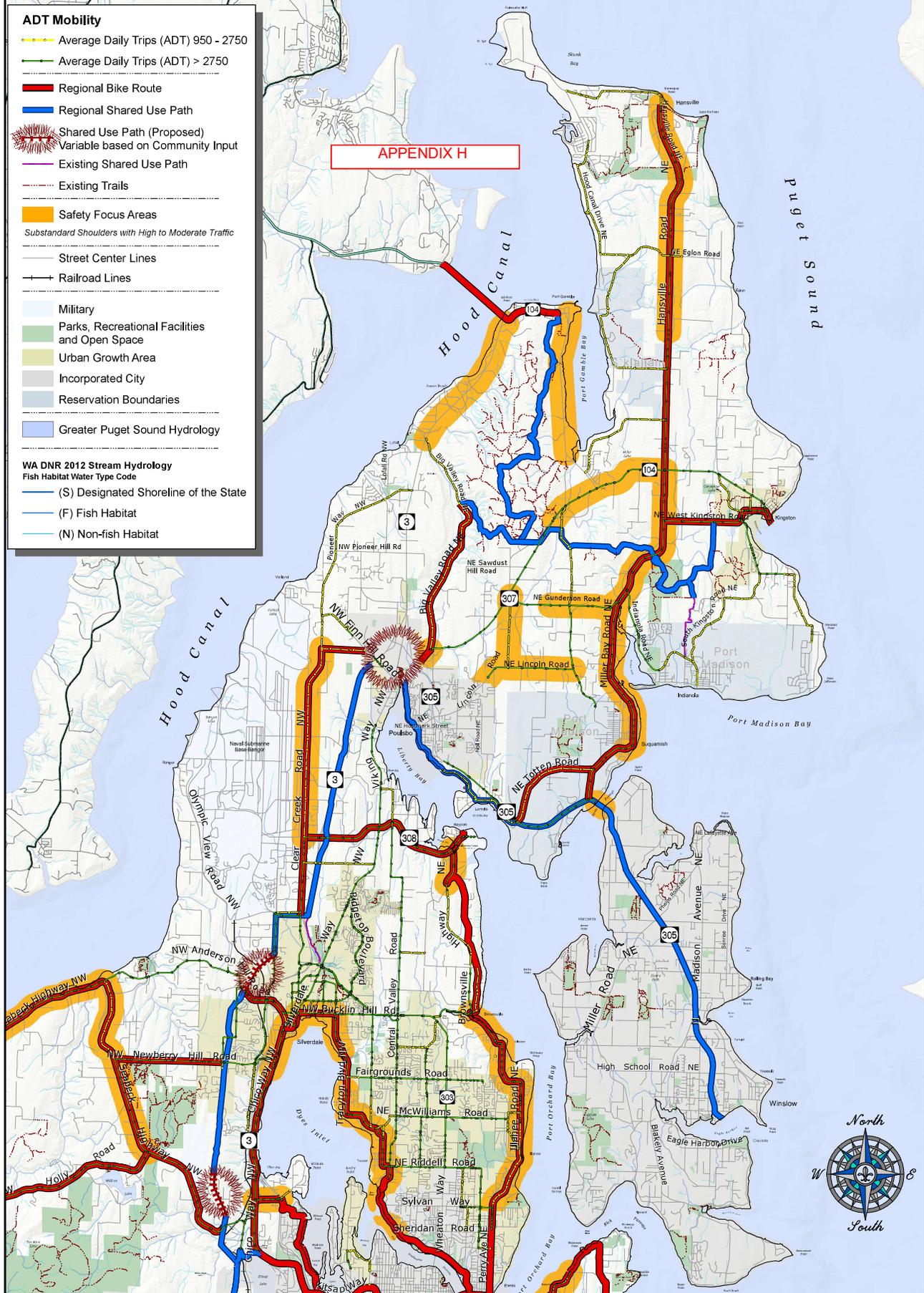
- Military
- Parks, Recreational Facilities and Open Space
- Urban Growth Area
- Incorporated City
- Reservation Boundaries
- Greater Puget Sound Hydrology

WA DNR 2012 Stream Hydrology

Fish Habitat Water Type Code

- (S) Designated Shoreline of the State
- (F) Fish Habitat
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APPENDIX H



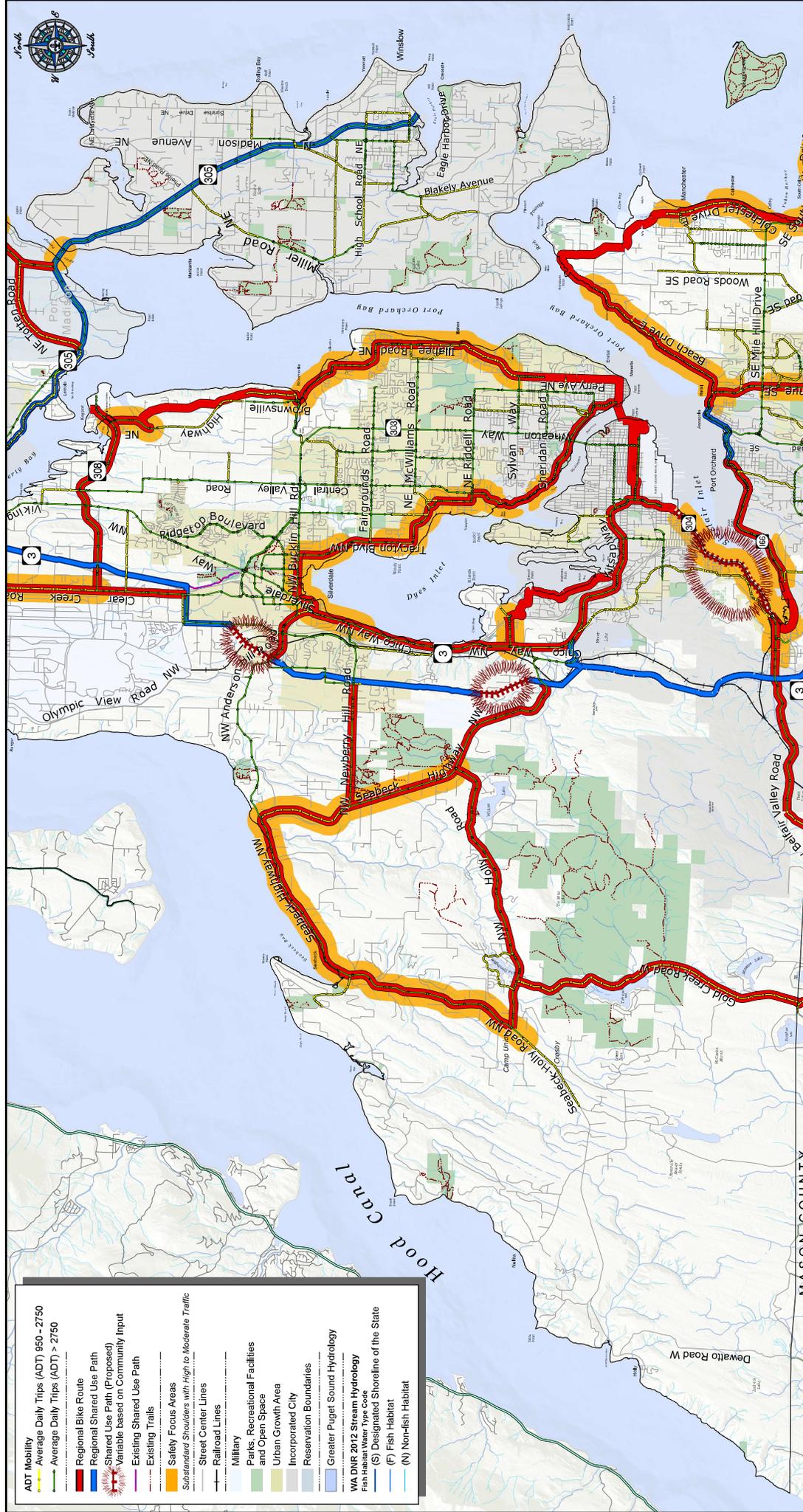
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Map Date: October, 2013

Safety Focus Areas in Central Kitsap County



ADT Mobility
 Average Daily Trips (ADT) 950 - 2750
 Average Daily Trips (ADT) > 2750

Regional Bike Route
 Shared Use Path (Proposed)
 Shared Use Path (Existing)
 Variable based on Community Input
 Existing Shared Use Path
 Existing Trails

Safety Focus Areas
 Substandard Shoulders with High to Moderate Traffic

Street Center Lines
 Railroad Lines

Military
 Parks, Recreational Facilities and Open Space
 Urban Growth Area
 Incorporated City
 Reservation Boundaries

Greater Puget Sound Hydrology
 WA DNR 2012 Stream Hydrology
 Fish Habitat Water Type Code
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 (F) Fish Habitat
 (N) Non-Fish Habitat

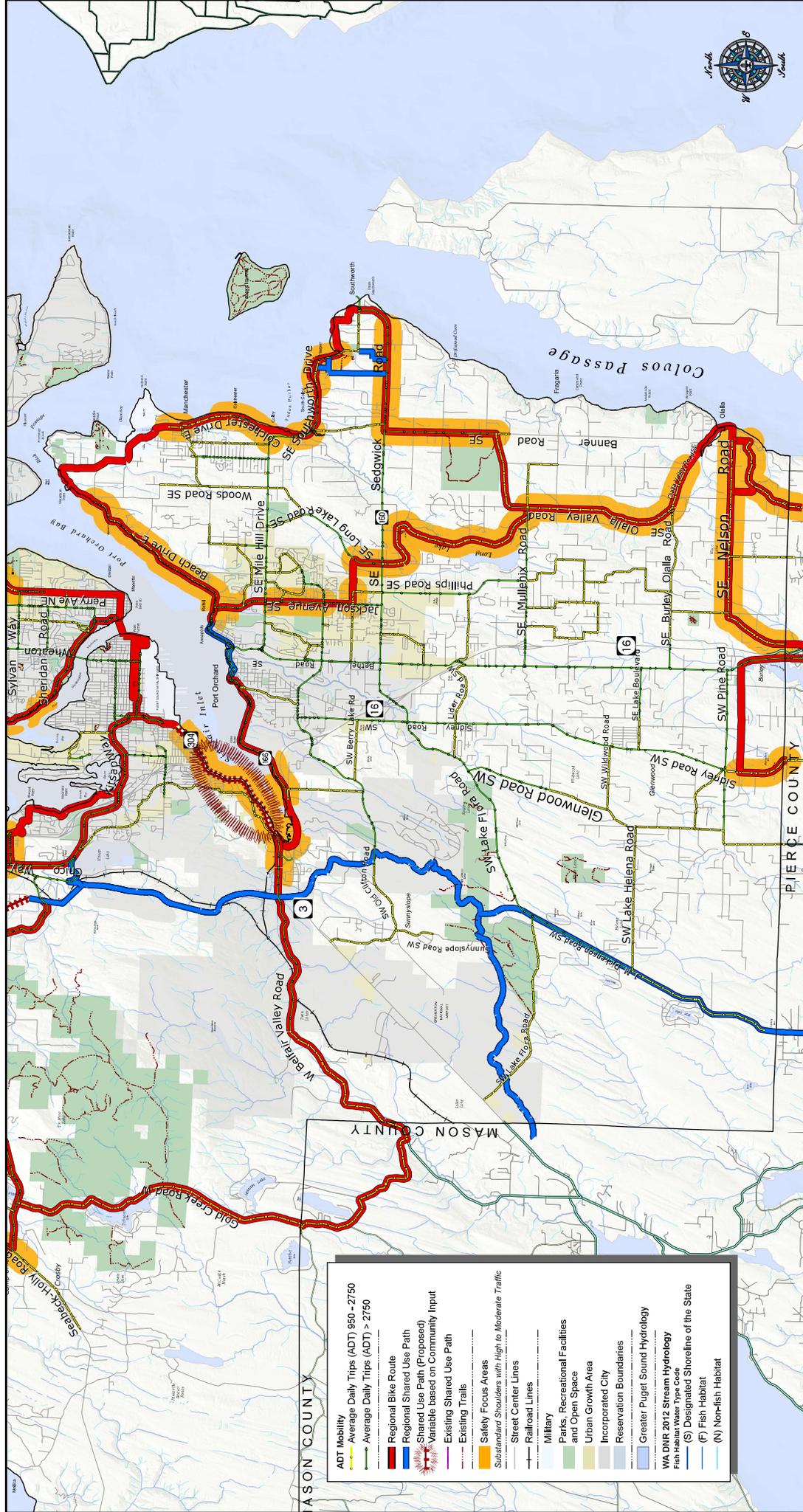


Kitsap County
 Special Projects Division & Community Development
 614 Division Street
 Port Orchard, Washington 98366
 VOICE (360) 337-5777

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Map Date: October, 2013

Safety Focus Areas in South Kitsap County



ADT Mobility	ADT 950 - 2750
Average Daily Trips (ADT) > 2750	
Regional Bike Route	
Regional Shared Use Path	
Shared Use Path (Proposed)	
Variable based on Community Input	
Existing Shared Use Path	
Existing Trails	
Safety Focus Areas	
Substandard Shoulders with High to Moderate Traffic	
Street Center Lines	
Railroad Lines	
Military	
Parks, Recreational Facilities and Open Space	
Urban Growth Area	
Incorporated City	
Reservation Boundaries	
Greater Puget Sound Hydrology	
WA DNR 2012 Stream Hydrology	
Fish Habitat Water Type Code	
(S) Designated Shoreline of the State	
(F) Fish Habitat	
(N) Non-fish Habitat	

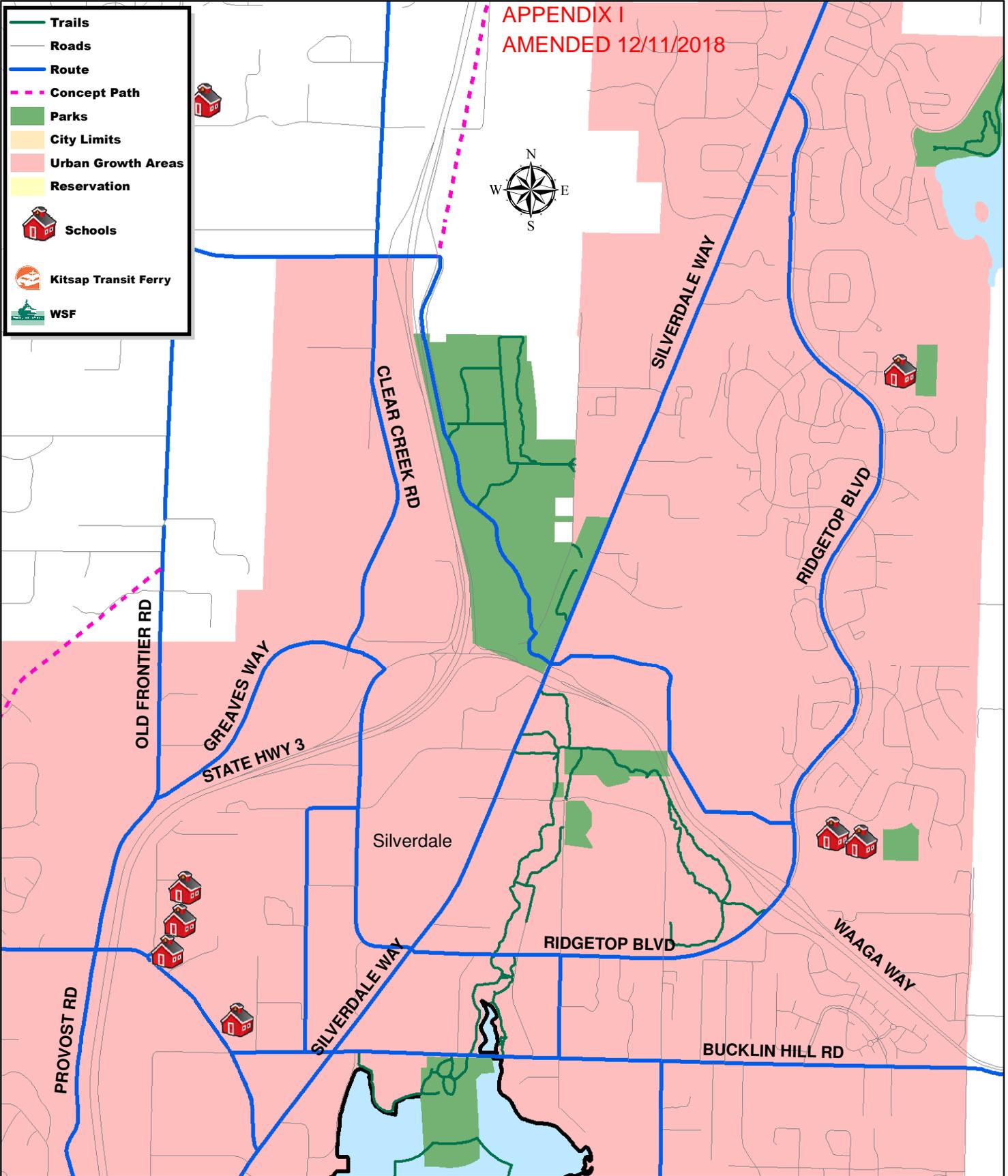


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APPENDIX I
 AMENDED 12/11/2018

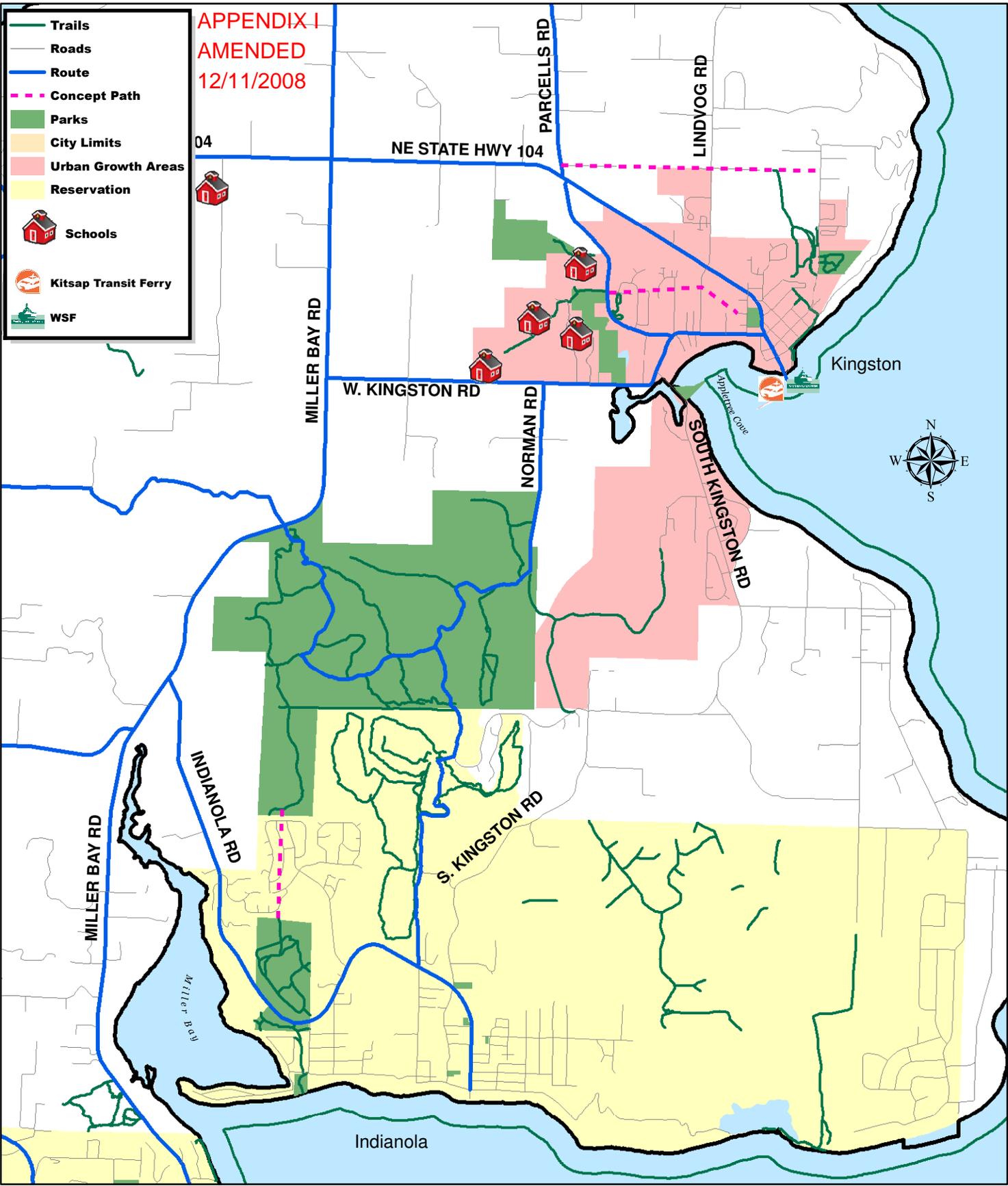


Clear Creek Trail

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 Routes through cities are limited to depict only those connecting to county routes.



**APPENDIX I
AMENDED
12/11/2008**

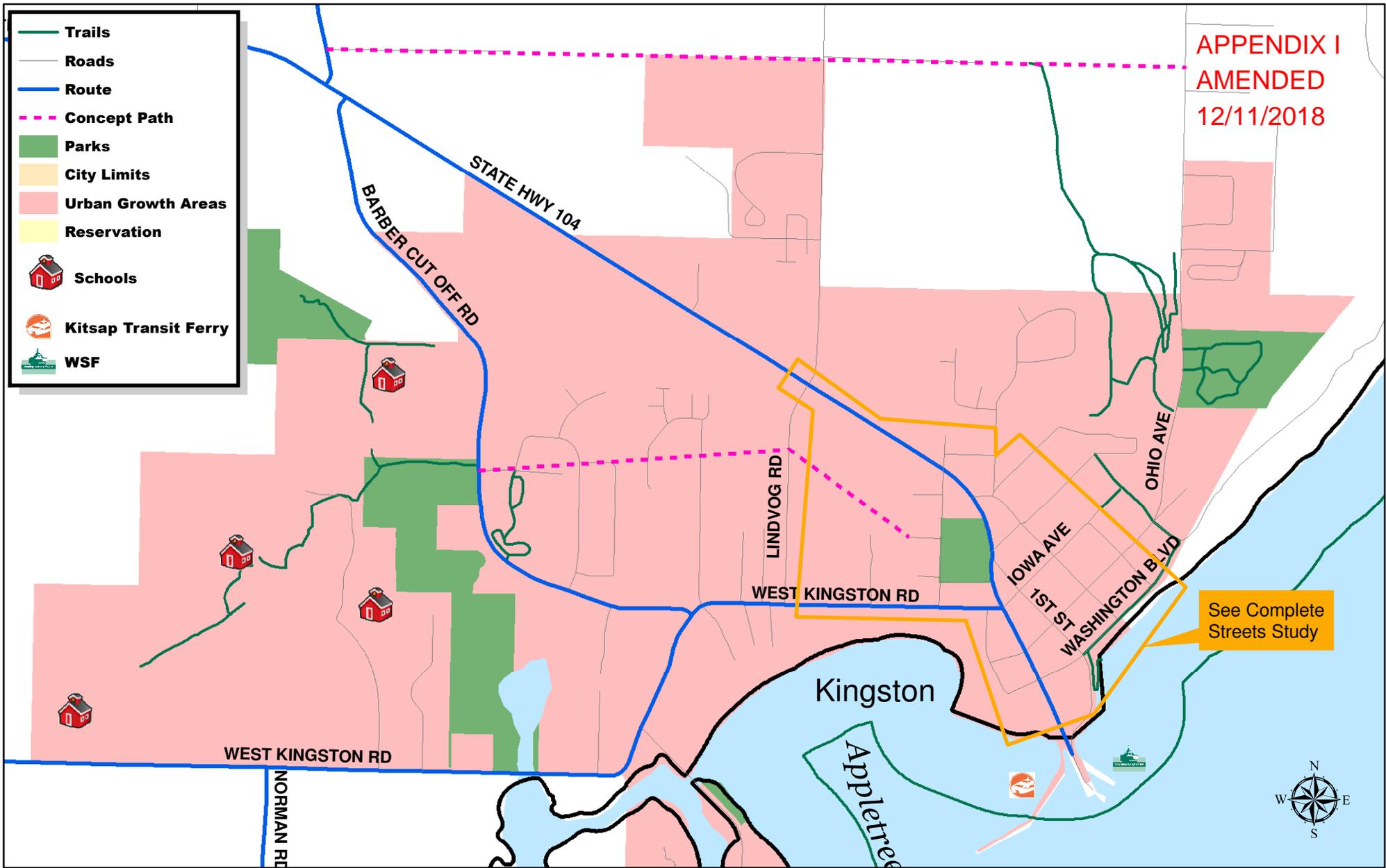


Kingston & Indianola

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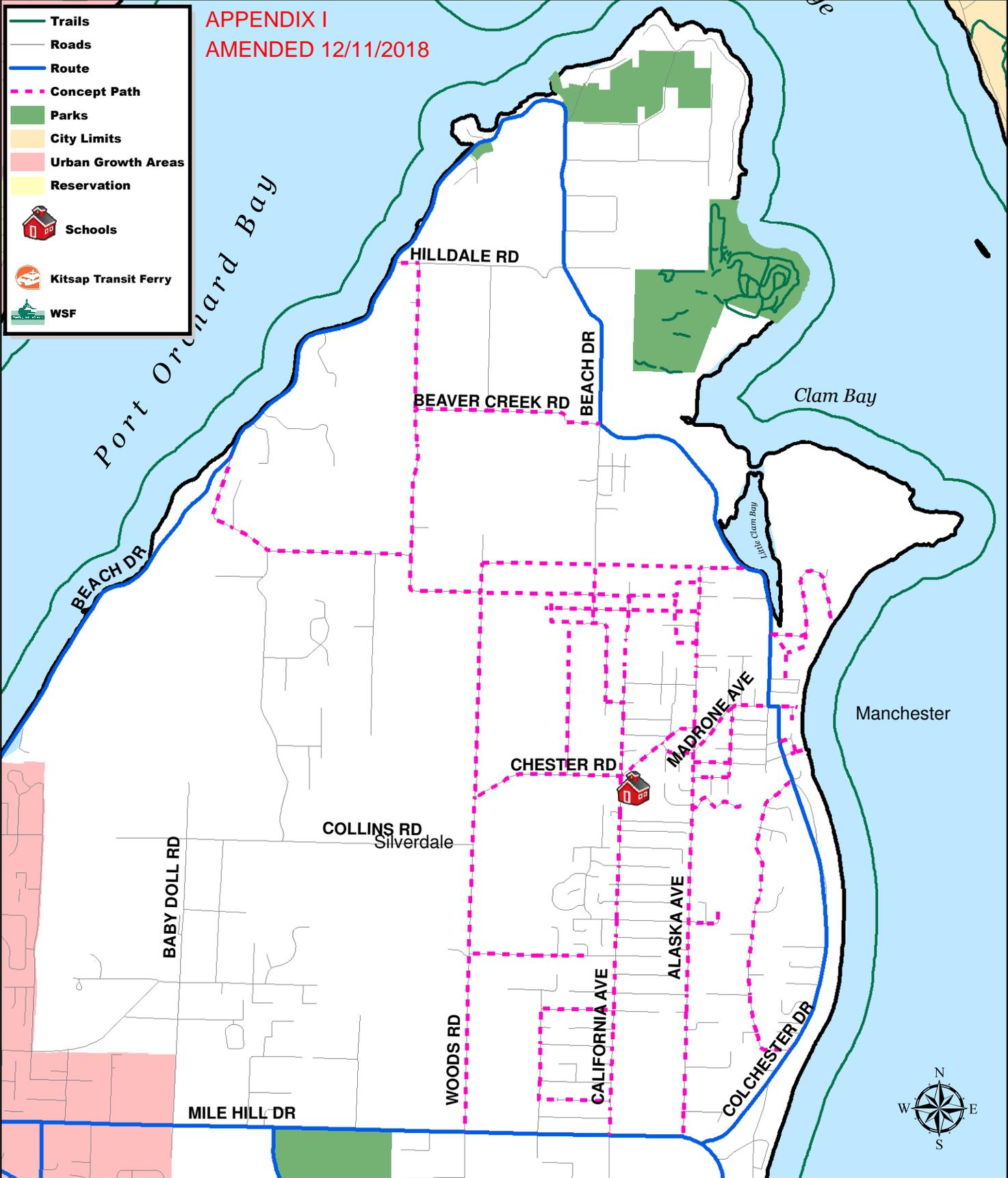
Kingston

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APPENDIX I
AMENDED 12/11/2018

-  Trails
-  Roads
-  Route
-  Concept Path
-  Parks
-  City Limits
-  Urban Growth Areas
-  Reservation
-  Schools
-  Kitsap Transit Ferry
-  WSF



Manchester

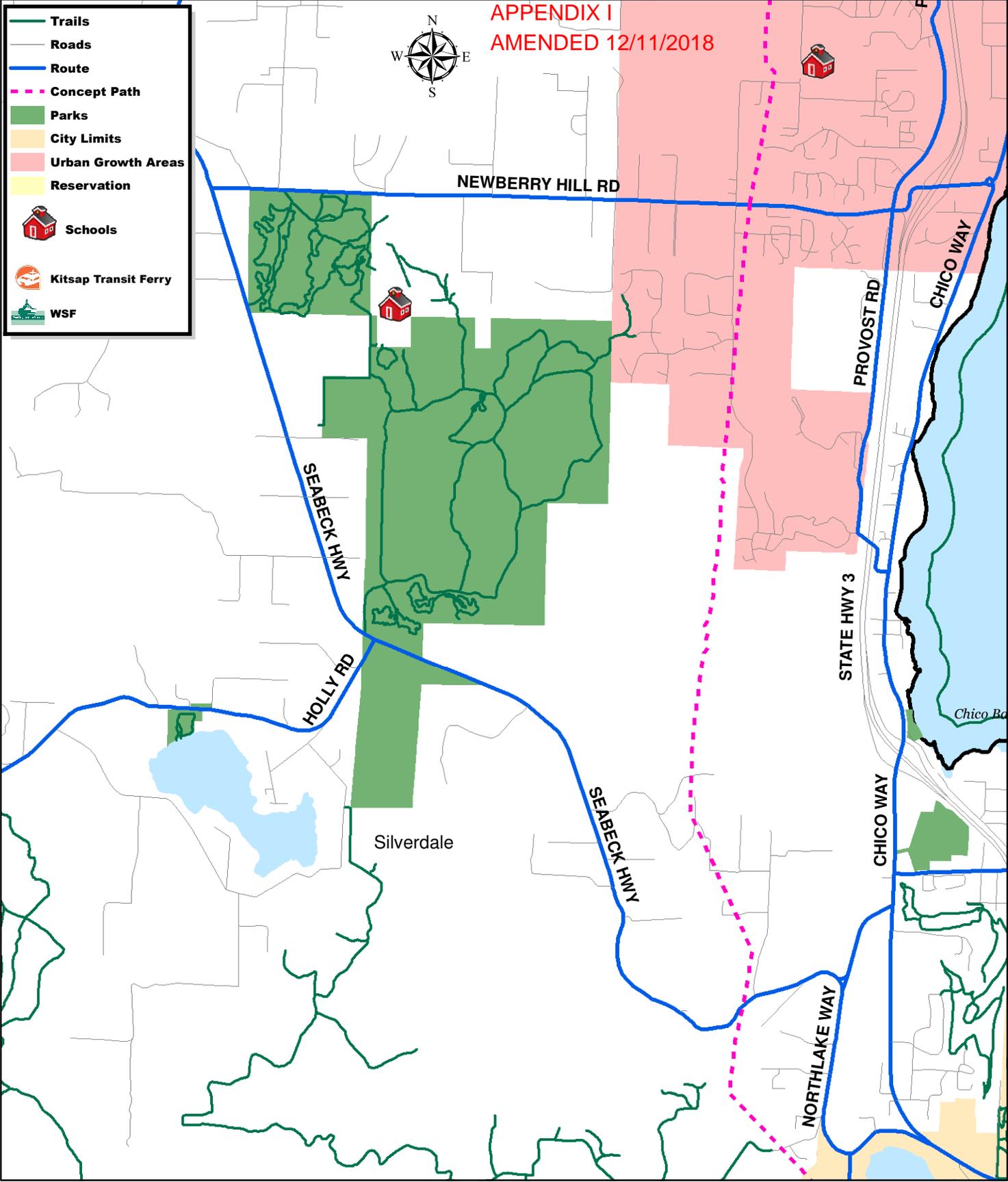
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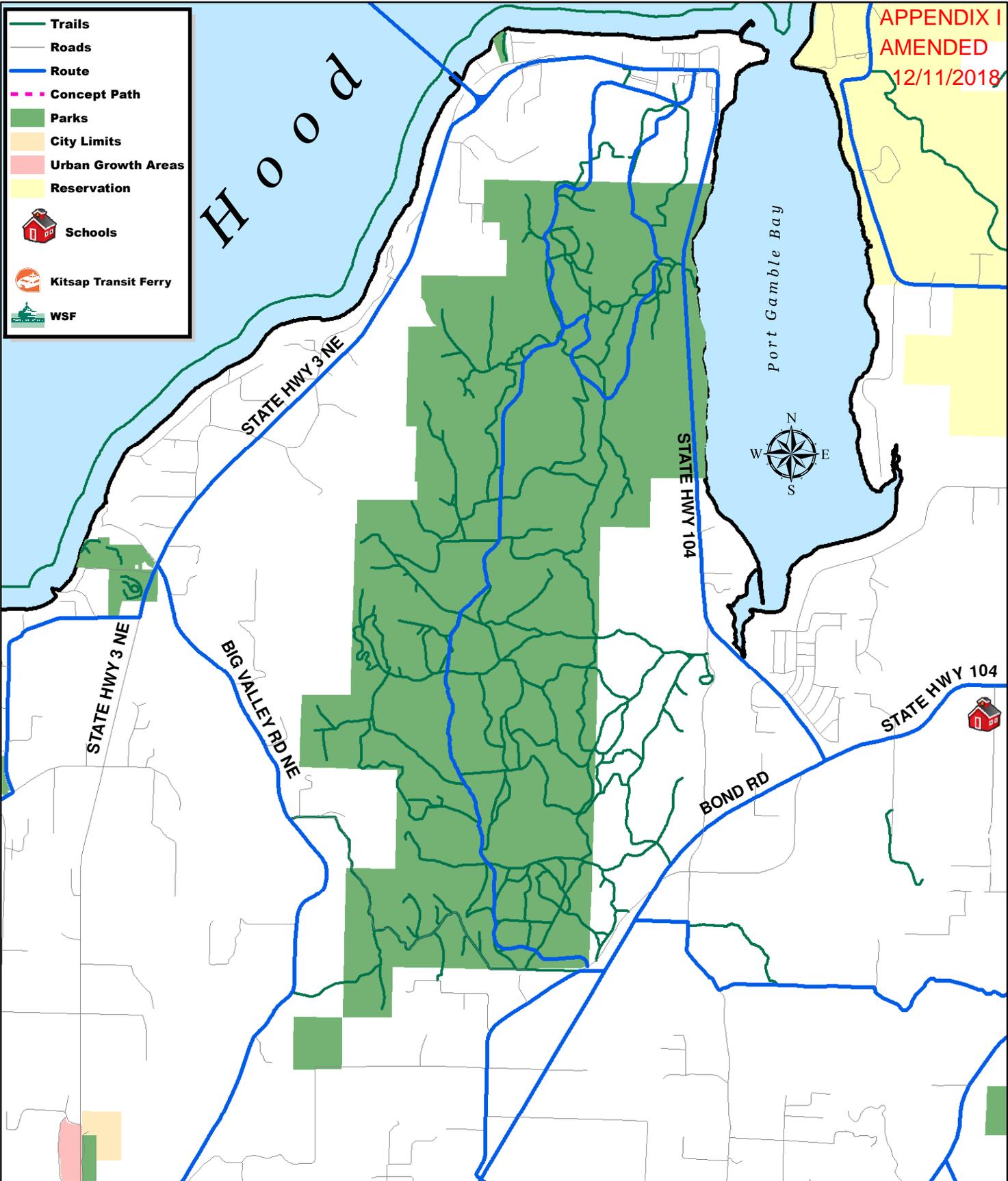
Newberry Hill

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- Trails
- Roads
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- Concept Path
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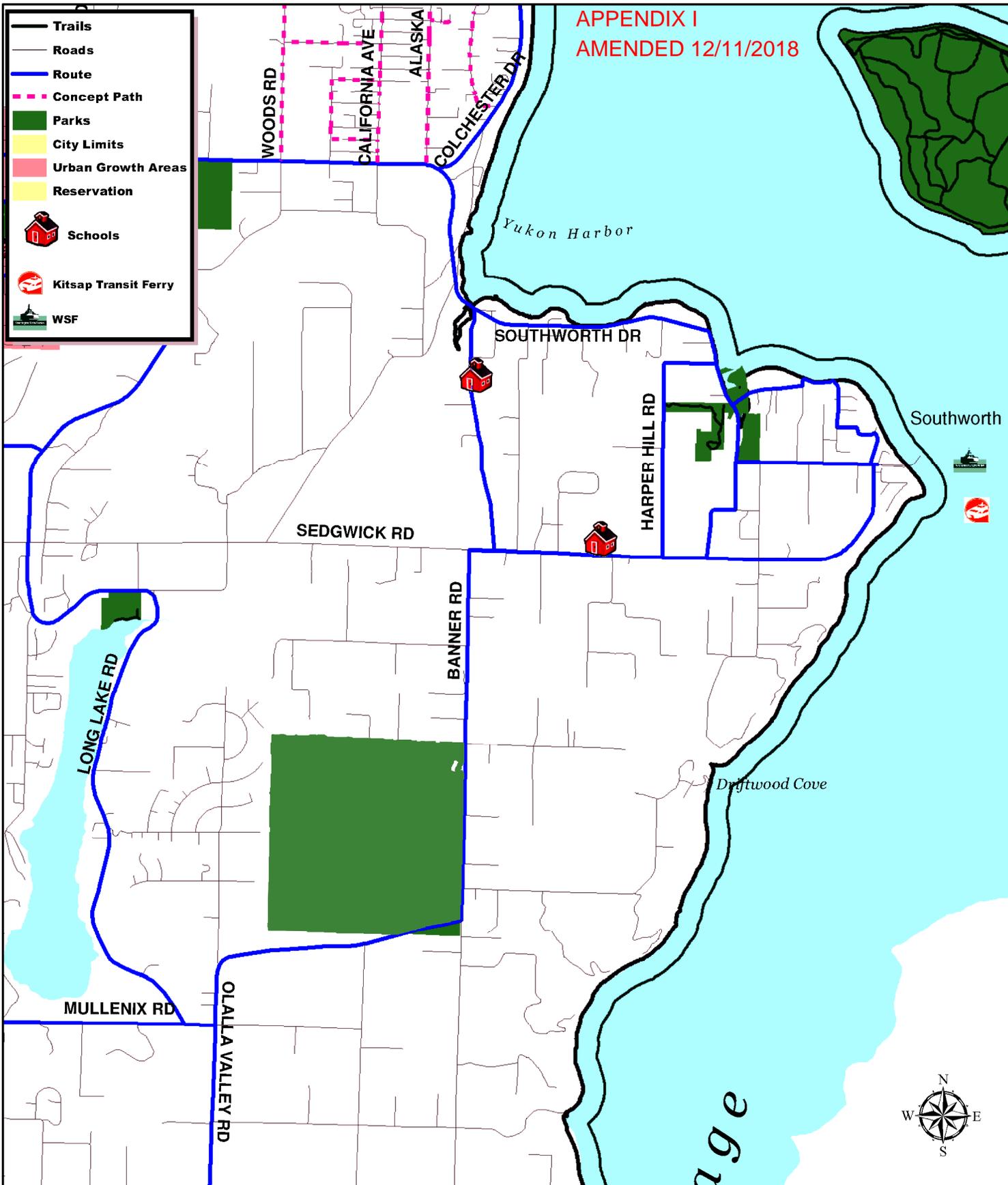


Port Gamble

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Southworth

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