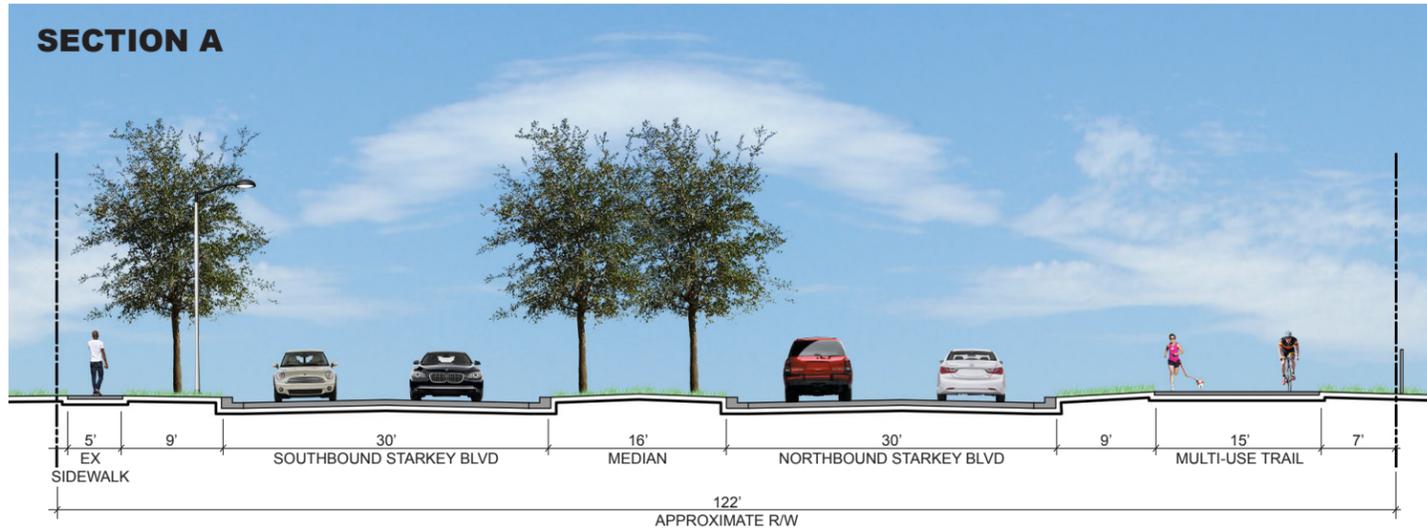


RECOMMENDED ROUTE

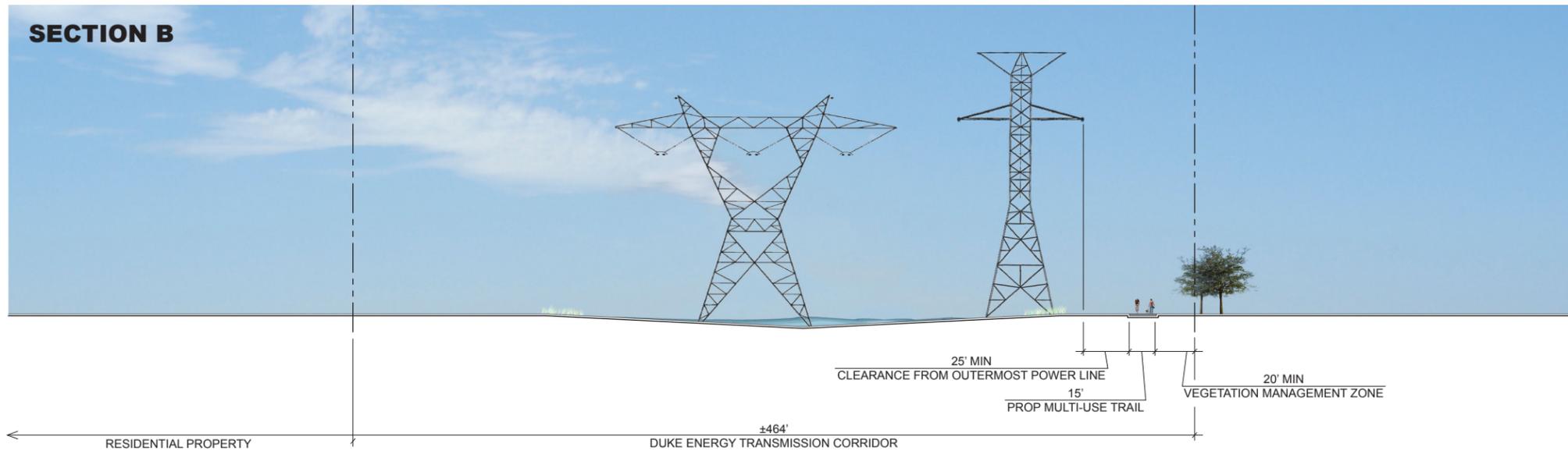
Based upon site analysis, field observations, public involvement sessions and stakeholder meetings a preferred route was determined. The route stands out as preferred for the following points:

- Offers the greatest potential for a trail away from motorized traffic (through Duke Energy corridor & Brooker Creek preserve) where the trail can be 15' wide and the safest in terms of traffic conflict avoidance.
- There are other trails through power corridors in the region (precedents for co-location) and this would seem to be a compatible use of corridor land to benefit the community.
- Has the least conflicts with other uses of managed preserve land on the preserve land north of Keystone Road. As such, it is preferred by Brooker Creek Preserve management staff and Pinellas County.
- Provides opportunity for varied trail character as it would travel through different habitats in the Brooker Creek preserve north of Keystone Road, therefore raises the quality of the trail environment and trail desirability.
- Connects to the Hillsborough ELAPP land – Lake Dan Preserve where future recreation will be developed.
- On the south side of Keystone Road at East Lake Road (for the 1,000' or so) there is space in the right-of-way for the trail. On the north side there is only a narrow sidewalk and no place for a trail.
- Avoids conflicts with equestrian trails within preserve and along Old Keystone Road.
- Avoids conflicts with active park's traffic and use of Old Keystone Road road shoulder for parking by the East Lake Youth Sports Complex users.
- Provides a highly visible easily watched extension of the Pinellas Trail.
- Limits the use of the Duke Energy corridor to only where needed.
- Connects to the Brooker Creek Preserve and Environmental Education Center.
- Allows for the location of two trailheads in desirable locations.

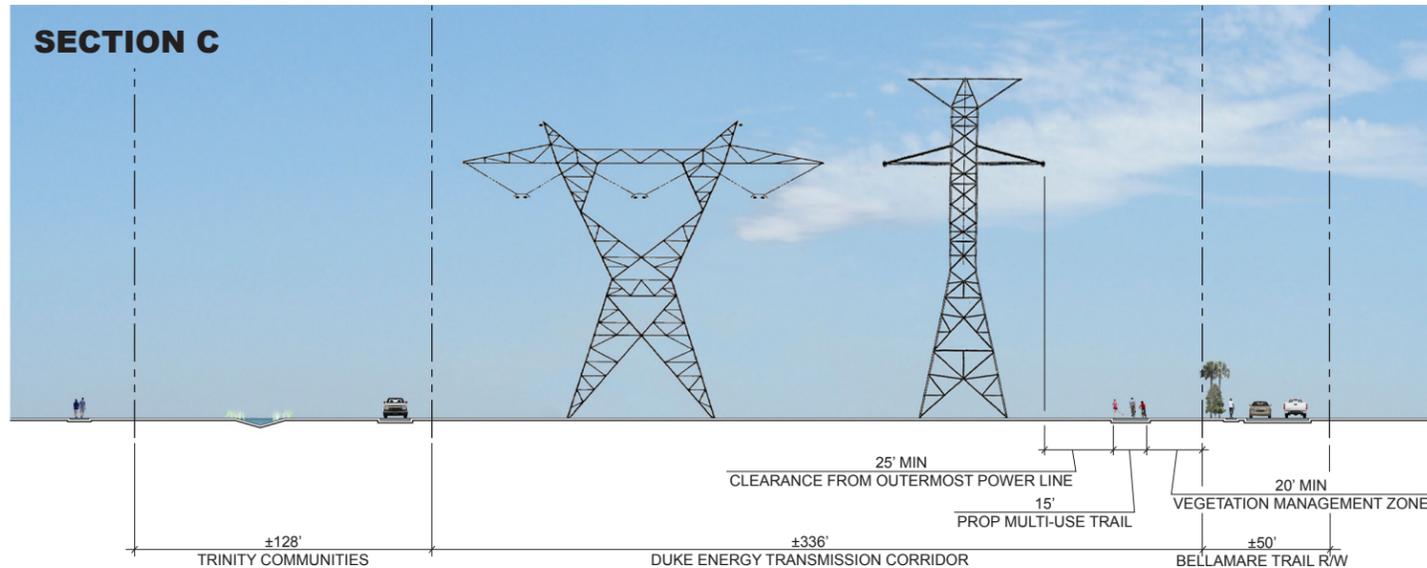
SECTION A



SECTION B



SECTION C



PASCO COUNTY

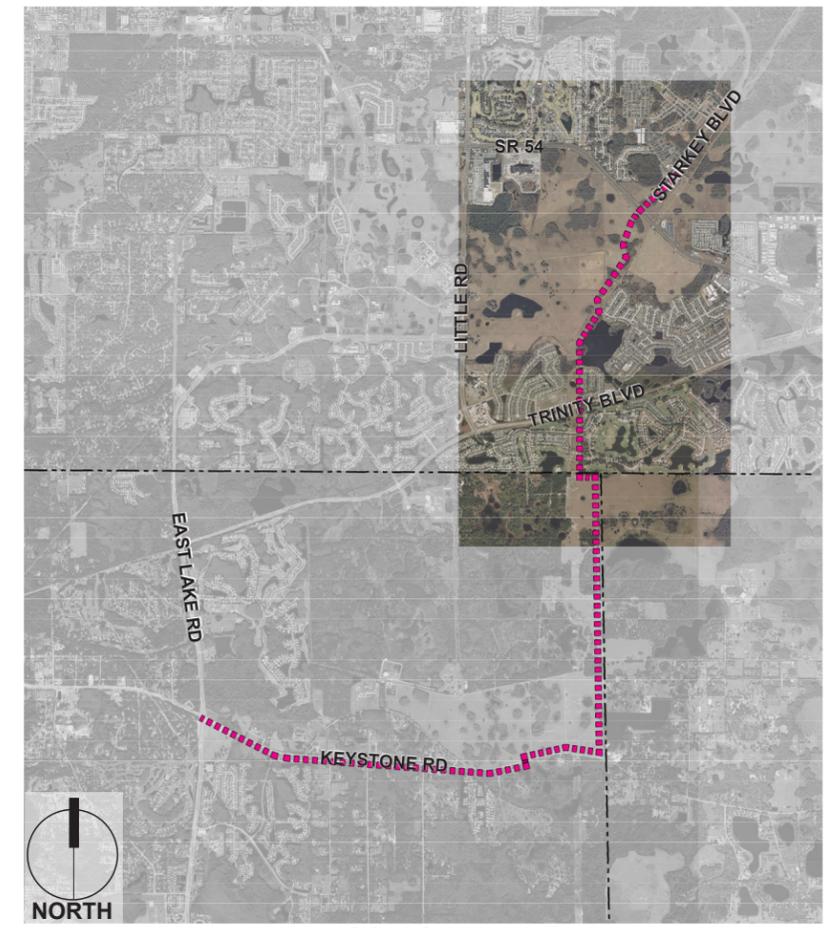
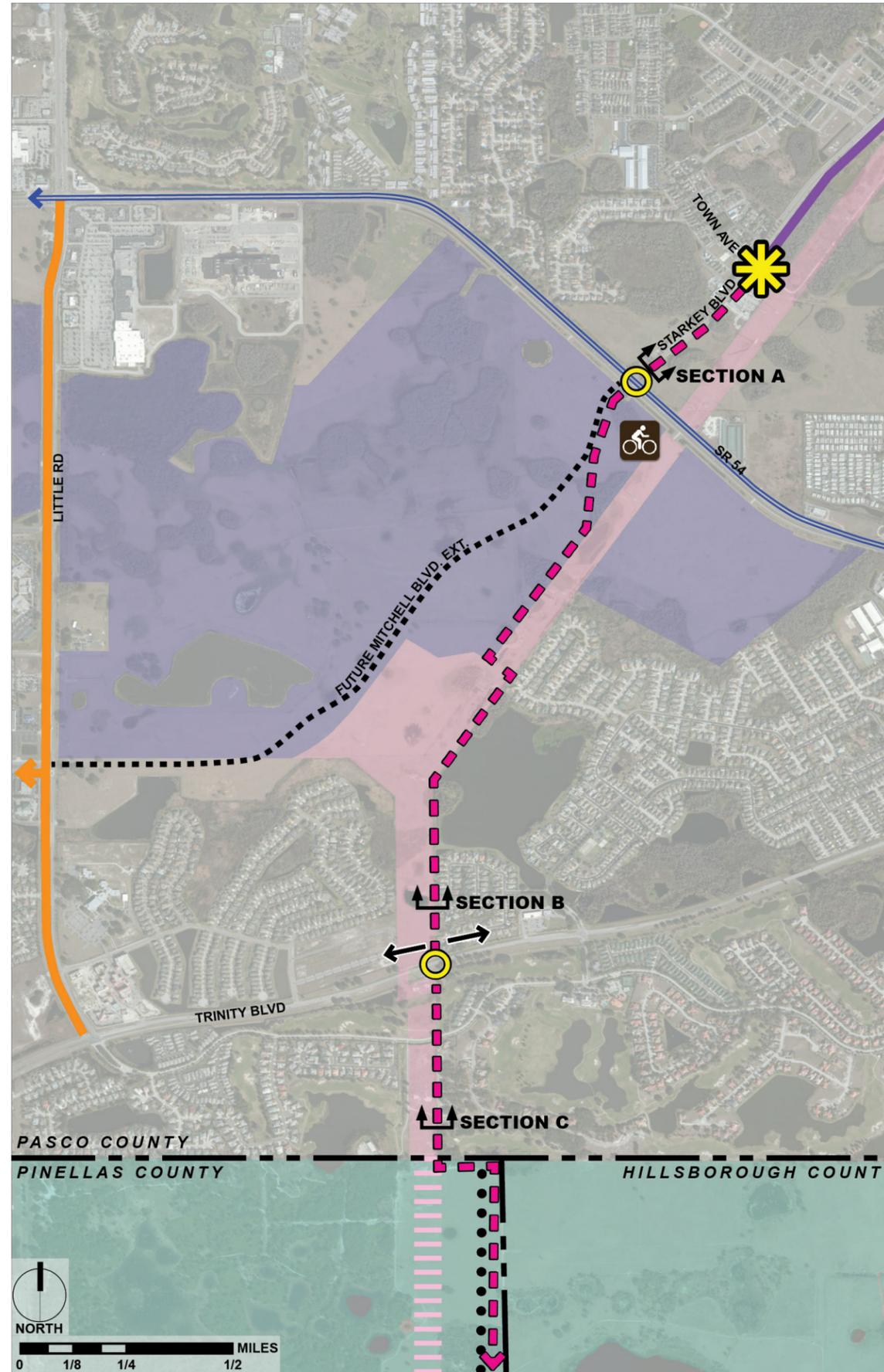
The trail would begin where the Starkey Boulevard/ Wilderness Park Trail ends on the east side of Starkey Boulevard at Town Avenue as shown by the yellow connection point symbol on the adjacent graphic. The existing 6' wide concrete sidewalk along the east side of Starkey Boulevard would be removed and replaced with a minimum 10' wide trail that would extend south to the intersection with SR 54. Due to the fact that there is already an existing traffic light at SR 54 and Starkey Boulevard a trail crossing at this intersection would provide the best location for a crossing of SR 54. Additional pedestrian signals and high emphasis crosswalks should be added to facilitate the trail crossing at this intersection. According to Pasco County, it is anticipated that turn lanes will be added to this intersection, but crossing SR 54 in this location seemed to be the safest alternative.

Once the trail crosses SR 54 it will follow the natural grade and be 15' in width and will be located within the right of way of the future Mitchell Boulevard Extension on the east side. The placement of a potential trail head that would have a small amount of parking could be located between the Duke Energy corridor and the future Mitchell Boulevard Extension just south of SR 54. This would be highly visible from SR 54. The trail would follow along the east side of the future Mitchell Boulevard Extension for approximately 1,000' to where it would head south along the west side of an existing wetland/cypress head to the edge of the Mitchell Property. This allows for maximum flexibility for potential future development within the Mitchell Property. The trail would stay on the Mitchell property as much as possible to reduce the impacts within the Duke Energy corridor.

When the trail enters the Duke Energy corridor it would continue to follow the natural grade and be 15' in width and immediately cross over to the eastern edge of the corridor taking care to be clear of any of the power structures. There are many considerations with co-locating the trail within the Duke Energy corridor and all of Duke Energy's trail guidelines will be followed. Duke Energy's trail guidelines are included in the appendix section of this document as a reference. Following the eastern edge of the property will minimize potential conflicts with Duke Energy operations and maintenance and would adhere to requested setbacks as shown in the adjacent sections. There may be areas where Duke Energy maintenance

vehicles will need to use the trail and those trail portions should be designed to accommodate the required loads of the Duke Energy vehicles. It is also understood that Duke Energy may close the trail without advance notice to facilitate repairs or other emergency operations. This will be spelled out in the Master Agreement to be provided by Duke Energy.

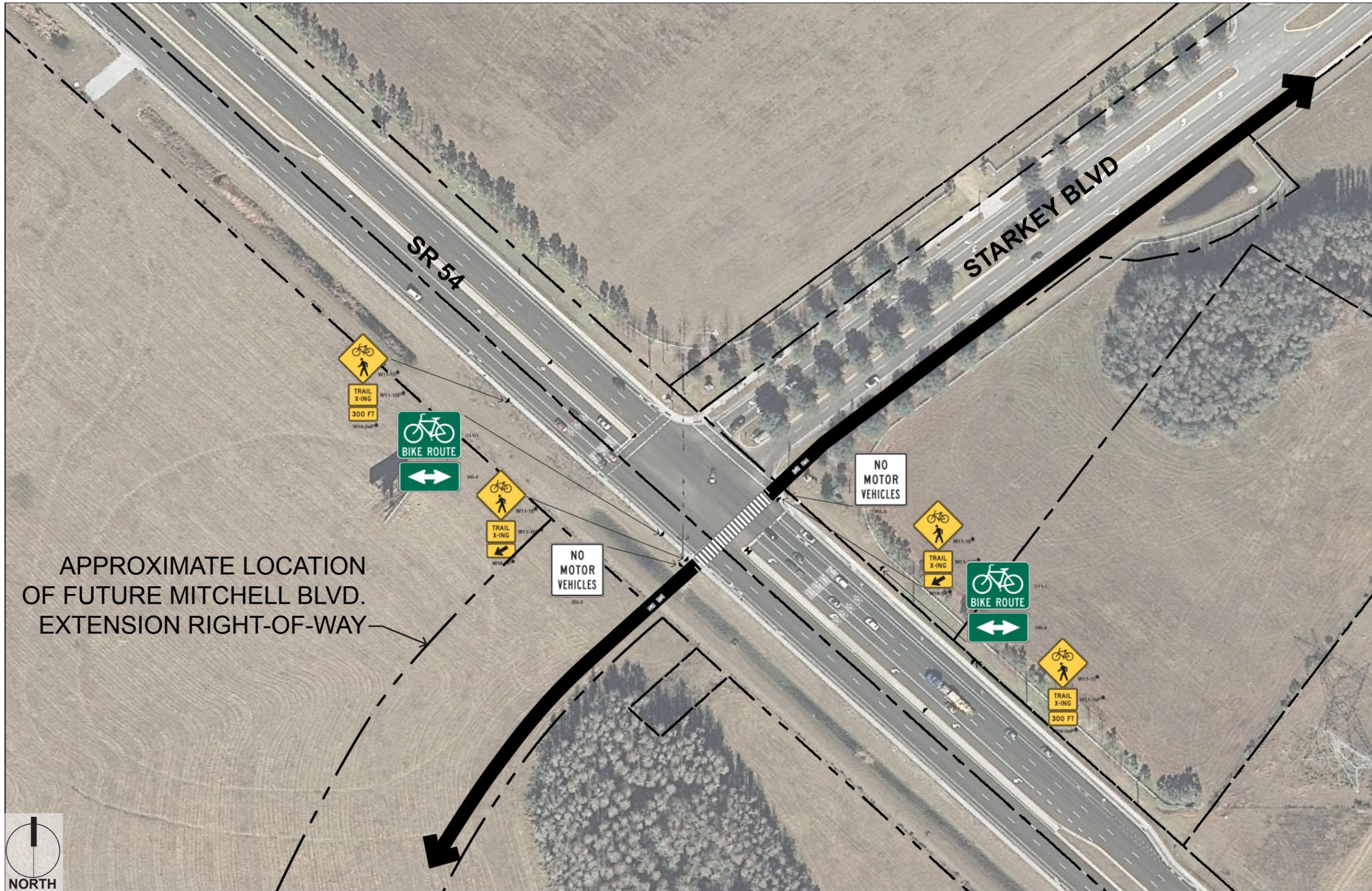
The trail will follow the eastern edge of the property until it reaches Trinity Boulevard. At that point there will need to be a mid-block crossing of the trail, as there is currently no signal or crossing at this location. Trinity Boulevard is currently a 2 lane undivided section with plans to eventually widen to a 4 lane divided section. Plans for both intersection conditions have been addressed in the following pages and both call for pedestrian signals and high emphasis crosswalks to facilitate the trail crossing at this location. Once the trail crosses Trinity Boulevard it should remain on the eastern edge of the Duke Energy corridor to the Pinellas County line. There are a few minor crossings, such as Robert Trent Jones Parkway, a sidewalk, a golf maintenance road and a golf cart path, but those can be safely negotiated with the addition of pavement markings and advance signage.



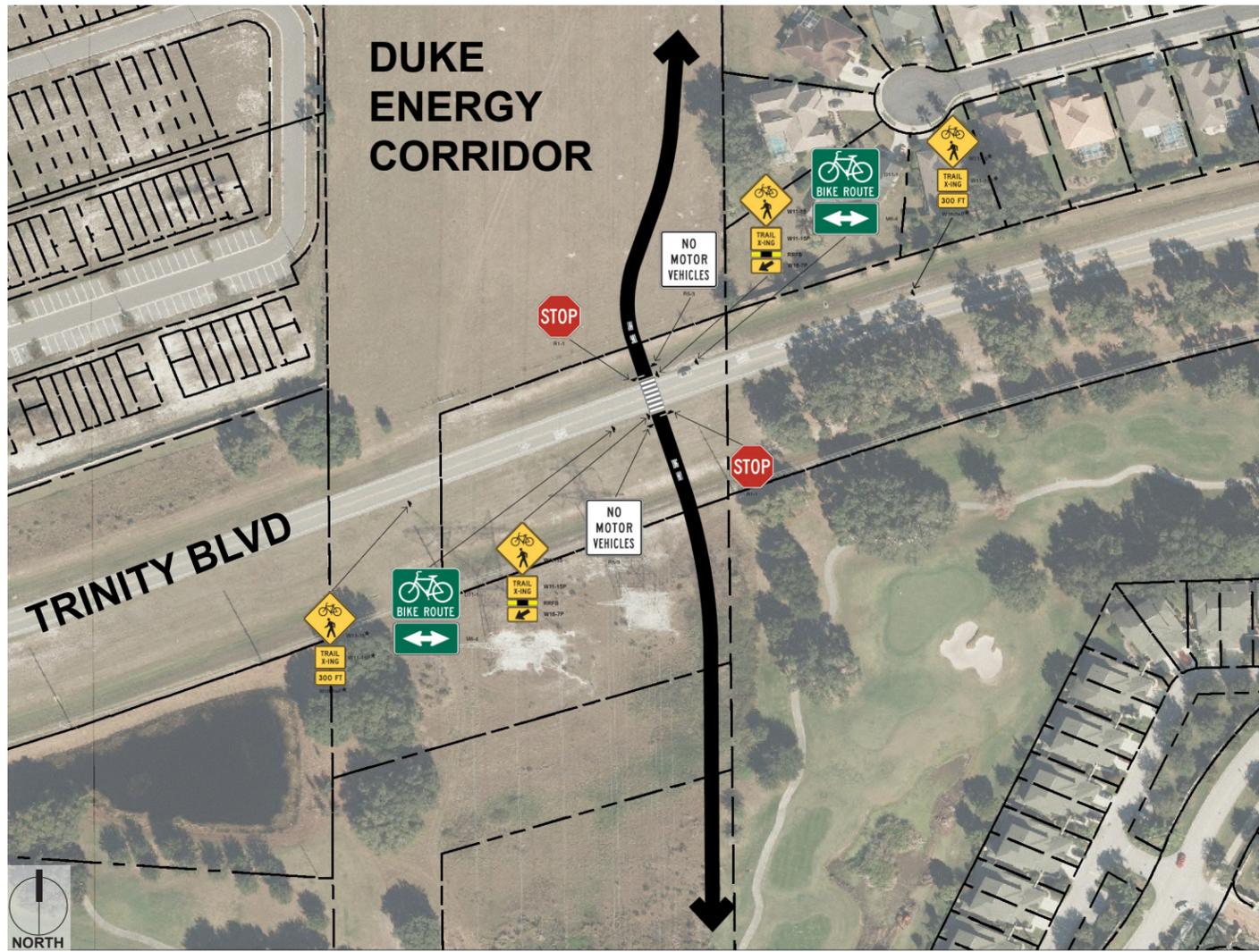
LOCATOR MAP

LEGEND

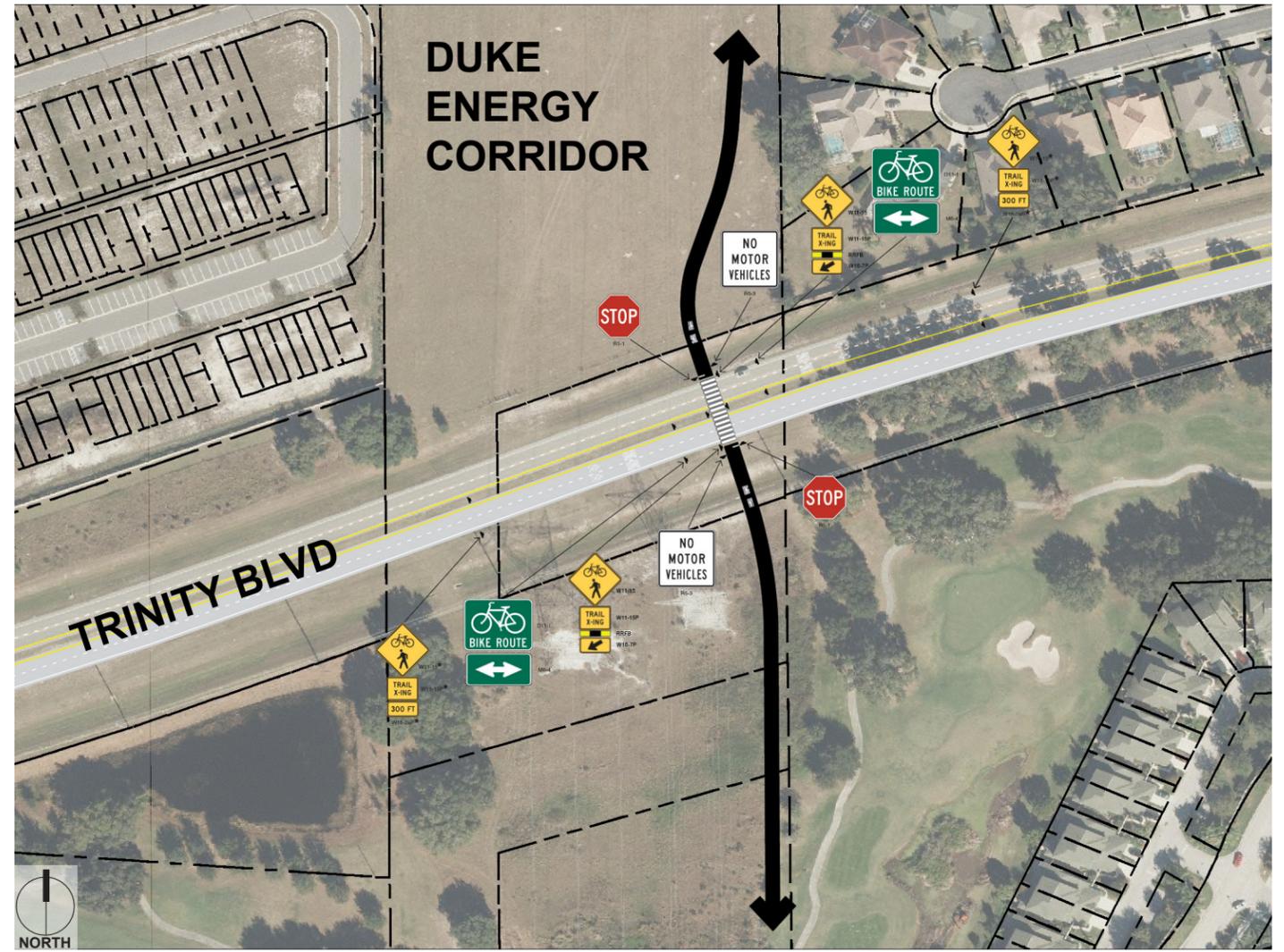
- DUKE ENERGY OWNED
- DUKE ENERGY EASEMENT
- PRESERVE LAND
- MITCHELL PROPERTY
- STARKEY BLVD TRAIL
- EXISTING SHARED PATH
- EXISTING ON-STREET BIKE LANE
- FUTURE MITCHELL BLVD EXT
- RECOMMENDED ROUTE
- ROUTE ON EXISTING PAVED ROAD IN PRESERVE
- CONNECTION POINT
- 🚲 POTENTIAL TRAIL HEAD
- MAJOR ROADWAY CROSSING
- FUTURE NEIGHBORHOOD CONNECTION



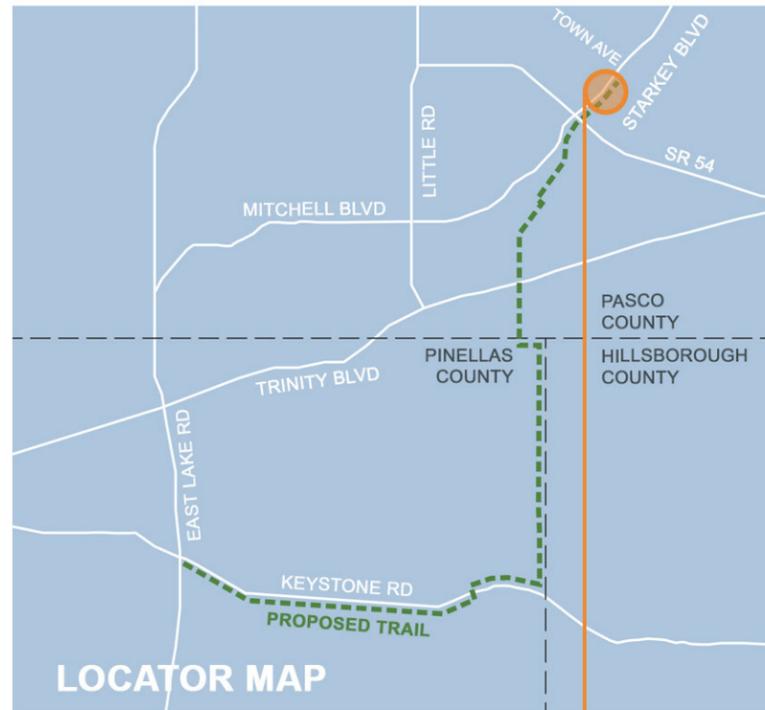
TRAIL CROSSING SAFETY IMPROVEMENTS PROPOSED AT SR 54 AND STARKEY BOULEVARD



TRINITY BLVD PROPOSED TRAIL CROSSING (FOR EXISTING 2-LANE ROAD)



TRINITY BLVD PROPOSED TRAIL CROSSING (FOR FUTURE 4-LANE ROAD)



LOCATOR MAP



EXISTING

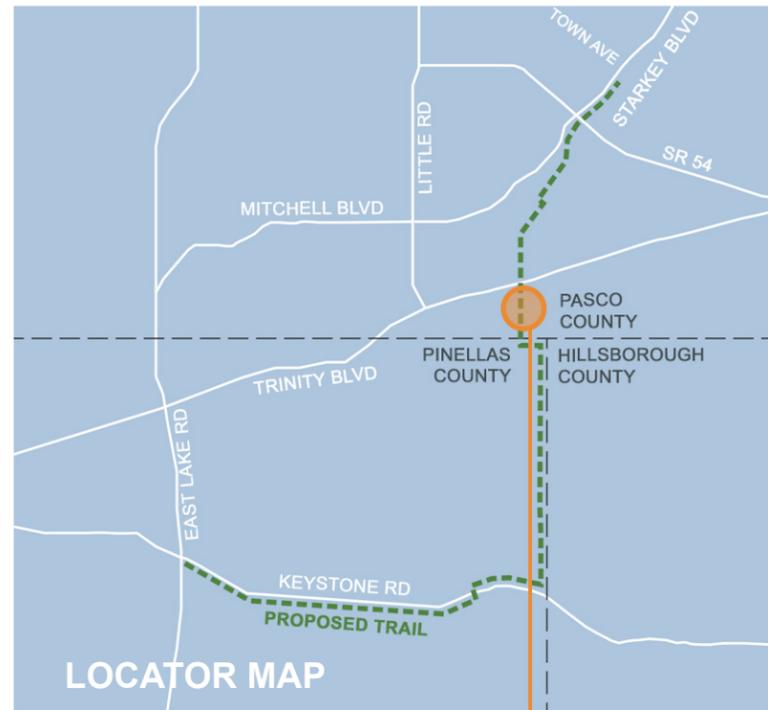


PROPOSED

MINIMUM 3' OFFSET FROM CURB

12' MULTI-USE TRAIL

STARKEY BOULEVARD - LONGLEAF COMMUNITY



MINIMUM 25' OFFSET FROM TOWERS

15' MULTI-USE TRAIL

20' OFFSET FROM PROPERTY LINE

DUKE ENERGY CORRIDOR