

HILLSBOROUGH COUNTY
Greenways and Trails
COMMITTEE

December 10, 2025
5:30 PM

Room 1827W, County Center
and [Virtual via MS Teams](#)



I. Welcome (5:30-5:35)

Sally Thompson, Chair, Hillsborough Greenways Committee
Attendance

II. Public Comments (5:35-5:45) (3 minutes maximum each)

III. Action Items (5:45 - 6:45) (assuming a quorum)

Approval of minutes of September 10, 2025
Officer Elections
2026 Meeting Schedule
Community Investment Tax Trail Funding Prioritization
Annual Committee Prioritization

IV. Information Items (6:45-7:15)

South Coast Greenway Ph 7 Palm River Alignment Study
Active County projects updates
Gulf Coast Trail update
Agency updates

V. Old Business (7:15-7:25)

VI. Open Discussion / Other Announcements (7:25-7:30)

Next meeting date reminder
Future meeting topics request

VII. Meeting Adjourned (7:30)

Backup Material

- A. Draft Minutes from Hillsborough Greenways and Trails Committee Meeting, 09/10/2025
- B. Committee Roster
- C. Hillsborough County CIT Trail Evaluation Memorandum
- D. Hillsborough County Greenways and Trails Committee 2025 priority memo

HILLSBOROUGH COUNTY GREENWAYS AND TRAILS COMMITTEE

SUMMARY MEETING MINUTES

MEETING PRESENTATION MATERIALS, AUTOMATIC TRANSCRIPTS, AND RECORDINGS REVIEWABLE ON REQUEST

Meeting Date: September 10, 2025

Meeting Type: Quarterly Full Committee

Meeting Time: 5:33 p.m. -7:29 p.m.

Attendance

Category	In-Person Attendance	Remote Attendance
Chair	1	
Vice Chair	1	
Other Voting Members	4	1
Quorum (Chair+4)	Yes	
Non-Voting Members	1	3
Other Staff	3	2
Consultants		1
Public	1	5
Subtotals	11	12
Total Participants	23	

Public Comment

- Adeline Habgood talked about Girl Scout hikes guide.
- Bob McElroy- Hiking Spree Kickoff will take place November 1st at Lettuce Lake Park at 9AM, many vendors will be there with guided and self-led hikes.

Action Items

- Approval of minutes of July 16, 2025
Motion by Mary Margaret Hull and seconded by Larry Weatherby to approve meeting minutes with noted edit. Motion carries.

Information Items

- **Plant City SUN Trail Connection Study (5:56 - 6:16)**
Ben Gordon with Hillsborough TPO Staff
Explained study process and feasibility analysis.
West Option 1 matches Greenways Master Plan (Northwest Plant City Greenway Trail ID P78)- Sam Allen Road Trail
Update committee annual prioritization, adding to Q4 prioritization may be an option for this committee.

Include link to final report – FDOT has plans to widen US 92 which may include a trail; SUN Trail funding requests will be put off until it gets on a state map.

- **Attendance analysis/membership (6:16- 6:47)**

An attendance analysis was conducted and presented at the quarterly meeting.

According to the Hillsborough County Greenways and Trails Committee Administrative Procedure: **3.1.2 General Qualifications** To be considered for appointment to a citizen member position on the Committee, an individual must meet at least one of the following qualifications:

- Resident of Hillsborough County,
- Property owner or owner representative in Hillsborough County, or
- Business owner/representative in Hillsborough County.

4.8 Attendance

- **4.8.1** The Greenways Committee may replace any citizen member who misses three (3) consecutive meetings.
- **4.8.2** Government and utility members who miss three consecutive meetings may be requested to seek a replacement.
- Attorney weighted in – if committee has an in-person quorum, online members can vote.
- Dave Sumpter (Hiking) and Ryan Bose (Natural Resources) have resigned effective July 16, 2025.
- Motion by Mary Margaret Hull, second and Eric Hothem to: Remove Equestrian Voting Member, Janise Man-Son-Hing for not meeting the 4.8.1 attendance requirements of committee bylaws. Motion carried.
- Motion by Mary Margaret Hull, second and Eric Hothem to: Remove At Large Voting Member, Faye Miller for not complying with the 4.8.1 attendance requirements of committee bylaws and missing more than three consecutive meetings. Motion carried.
- Motion by Mary Margaret Hull, second and Eric Hothem to: Remove Hiking Alternate Member, Adam Chamberlain for not complying with the 4.8.1 attendance requirements of committee bylaws and missing more than three consecutive meetings. Motion carried.
- Motion by Mary Margaret Hull, second and Eric Hothem to: Appoint Paul Cappola as the Equestrian Primary Voting Member. Motion carried.
- Motion by Mary Margaret Hull, second and Eric Hothem to: Appoint Paul Maddox as At Large Voting Member. Motion carried.
- Motion by Mary Margaret Hull, second and Eric Hothem to: Appoint Katie Habgood as the primary Hiking Voting Member. Motion carried.
- Motion by Mary Margaret Hull, second and Eric Hothem to: Appoint Francys Luis Ravelo Lopez as Natural resource Voting Member. Motion carried.
- Vacant Mountain Bike Primary Seat.
- Angela Taylor, primary multi-use seat will be kept.

- **Power Line Trails (6:47- 6:55)**

Power line trails info

Northdale Lake Park trail is an example of a trail under powerline; difference is County owns land underneath.

Bob recommended we talk to CELM & Parks and rec departments about other examples.

Hillsborough County Greenways and Trails Committee
Quarterly Meeting September 10, 2025

Chris will keep running list and update info

- **Pipeline update (6:55-7:00)**

Status of South County Water Pipeline Trail

Ross Dickerson said land along the route is managed by CELM but owned by state and that alignment for a paved trail may be difficult to get approved.

Tampa Bay Water Board directed the staff of Tampa Bay Water to work with HC staff to co-locate a trail along the South County Pipeline Trail.

- **Gulf Coast Trail update (7:00-7:05)**

July – Gulf Coast Trail Alliance meeting was held.

The plan is to go through 7 counties through the City of Tampa and connect to Pinellas County.

Next meeting will be late October

FDEP has webinar about the corridor on Oct. 8

- **Active County projects updates (7:05-7:13)**

Chris presented on Upper Tampa Bay Trail, Tampa Bypass Canal Trail, South Coast Greenway, and FDOT Counters. Summary to be emailed out.

Agency Updates (7:13-7:15)

None

Old Business (7:15-7:16)

- CIT Prioritization
Connectivity of trails has been taken into account and Chris will report on next time.

Open Discussion/Announcements (7:16-7:29)

The Winter meeting is set for December 10, 2025.

- Can City of Tampa, John Marsh, present about the Green artery and connection with Howard Frankland. FDOT has plans- with regards with Gulf coast connections and Westshore area connections.
- Ashley Martin and Ross Dickerson
 - Committee representatives Hiking spree kickoff- November 1st
- County website is being worked on to update Greenways and Trails committee page.

Adjournment

The meeting was adjourned at 7:29 PM.

Hillsborough Greenways and Trails Committee

Membership Roster

12/5/2025

Voting Members

Public	Canoe Kayak	Al Tillson
	Alt	Vacant
Hiking		Katie Habgood
	Alt	Vacant
Equestrian		Paul Cappola
	Alt	Vacant
MTB		Vacant
	Alt	Vacant
Multi Use	REC SEC	Larry Weatherby
	Alt	Vacant
Multi Use		Angela Taylor
	Alt	Vacant
Nat Res		David L White II
	Alt	Vacant
Nat Res		Francys Luis Ravelo Lopez
	Alt	Vacant
At Large	CHAIR	Sally Thompson
	Alt	Vacant
At Large		Nancy Stevens
	Alt	Vacant
At Large		Paul Maddox
	Alt	Vacant
At Large	VICE CHAIR	Mary Margaret Hull
	Alt	Vacant
Local Gov	HC	Eric Hothem
	Alt	Paul Cook
Tampa		John Marsh
	Alt	Tim Horst
Temple Terrace		Joe Moreda
	Alt	Greg Pauley
Plant City		Chris Foster
	Alt	Vacant
Utilities	TECO	Ryan Greenawalt
	Alt	Vacant
Utility 2		Vacant
	Alt	Vacant
Utility 3		Vacant
	Alt	Vacant

Non Voting Members

Regional	HCTPO	Ben Gordon
	Alt	Wade Reynolds
HC Plan Com		Mariella Overdorff
	Alt	Katrina Corcoran
HC EPC		Vacant
	Alt	Vacant
SWFWMD		Felicia Hale
	Alt	Mike Singer
State	FDEP	John Groves
	Alt	Vacant
FDOT D7		Tina Russo
	Alt	Jensen Hackett
HC	Eng	Phillip Haas
	Alt	Sandra Gonzalez
CELM		Billy Graham
	Alt	Forest Turbiville
Parks Rec		Jason Mackenzie
	Alt	Greg Brown
ELAPP		Jarryd Dalfino
	Alt	Ross Dickerson
Budget		Vacant
	Alt	Vacant
C. Atty		Sheri Murphy
	Alt	Debora Cromarty Mincy
C/I Plan	Staff Coord	Chris Fellerhoff
		John Patrick
Other	Florida Gas	Vacant
	Alt	Vacant

MEMORANDUM

TO: John Patrick, AICP; Division Director

Christopher Fellerhoff, AICP; Executive Planner,

Hillsborough County Community & Infrastructure Planning

FROM: Govardhan Muthyalagari, PE, PTOE - HNTB

DATE: November 13, 2025

SUBJECT: Results and Analysis of the 2025 CIT Trail Segment Evaluation

Executive Summary

This memorandum outlines the results of the 2025 Community Investment Tax (CIT) Trail Segment Ranking evaluation. This data-driven process was designed to objectively prioritize proposed trail investments by assessing each segment against several key factors.

The evaluation included a high-level analysis of constructability and risk, which considered challenges such as right-of-way acquisition, utility conflicts, and environmental constraints. The principle of logical termini was applied to ensure each proposed segment provides connections to destinations, including existing trailheads, key intersections, parks, or significant landmarks, which maximizes the community value upon completion. Each segment was scored on its alignment with the strategic goals of the 2024 Hillsborough County Greenways and Trails Master Plan (GTMP).

1.0 Introduction

The Hillsborough County Greenways Master Plan, first developed in 1995, envisioned a comprehensive network of trails serving a variety of users and transportation modes through diverse facility types. The 2024 Hillsborough County Greenways and Trails Master Plan (GTMP) updated and expanded the original vision and goals to ensure continued alignment with community needs. The overarching vision is to create "a world-class, interconnected system of greenways and trails that connects people and places, promotes a healthy and active lifestyle, and protects natural and cultural resources". The Master Plan seeks to build upon the more than 250 miles of existing trails with a goal of creating a fully integrated network of over 400 miles. The development of this network is driven by the following criteria for prioritizing projects:

- Access to Opportunity (Education and Transit)
- Community Access
- Connections to Nature
- Demand Indicators
- Economic and Employment Opportunity
- Network Connectivity
- Proximity to Other Key Public Facilities
- Safety

This evaluation process plays a key role in advancing that vision by providing a data-driven framework to prioritize projects that most effectively support these community goals.

Community Investment Tax (CIT), a half-cent sales tax which was approved by Hillsborough County voters provides a total of \$67 million in funding for Trails and Boardwalk improvements.

From the 2024 Hillsborough County GTMP, nine (9) trails (shown in **Table 1**) were selected for further evaluation for these investments.

Table 1: CIT Trails Evaluated

Trail	From	To	Length (mi.)	SUN Trail Eligible?
Memorial Bikeway (Sheldon Spur)	Memorial Hwy	UTBT	2.3	N
Wimauma Connector	US 301	Edina St	2.3	N
Kirby Canal Trail	Veterans Expressway	St Peter Avenue	3.9	N
George Rd	Memorial Hwy	Town n Country Green	2.0	N
South Coast Greenway/Mariella Johns Smith Trail, Ph III (Adamsville)	Big Bend Rd	Symmes Rd	5.2	Y
Tampa Bypass Canal Segment 1	N 34 th St	Maydell Dr	2.3	Y
South Coast Greenway, Ph VII (Palm River)	Madison Ave	Maydell Bridge	3.6	Y
Tampa Bypass Canal Trail Segment 6	Morris Bridge Rd	Bruce B Downs Blvd	4.6	Y
South Coast Greenway/Mariella Johns Smith Trail, Ph IVC (19th Ave)	30 th St	US 301	3.9	Y

2.0 Hillsborough County (HC) Trail Segment Ranking Approach Methodology

This section outlines the high-level approach used for evaluation and ranking each of the trail segments in Hillsborough County, focusing on the following:

- Constructability,
- Risk assessment,
- Logical Termini, and
- Alignment with funding and planning objectives.

2.1 Approach & Data Sources:

- **High-Level Analysis:** The ranking is based on a high-level analysis, rather than detailed engineering studies.
- **Key Data Sources Utilized:**
 - Hillsborough County Property Appraiser's Parcel Map
 - Hillsborough County GIS Right-of-Way (ROW) Inventory
 - Google Aerial/Street View
 - Field Visit Findings

2.2 Ranking Criteria - Constructability Advantages:

The methodology prioritizes segments that offer clear advantages in terms of constructability, which include:

- **Logical Termini:** Segments that begin and end at natural, well-defined points (e.g., existing trails, major intersections, parks).
- **"Pre-branding" of Existing Segments:** Leveraging existing, recognized trail sections that might already have public awareness or informal use.
- **Piggybacking with Roadway Projects:** Identifying opportunities to incorporate trail construction alongside planned or ongoing roadway projects to achieve efficiencies.
- **Cost Reduction by Outside Funding:** Prioritizing segments where external funding sources (e.g., grants, state and federal funding sources, partnerships) can significantly reduce the county's cost.

2.3 Risk Assessment & Classification (based on Constructability & Impacts):

Trail segments are categorized based on their perceived risk and potential impacts during construction, with a focus on minimizing disruption and cost:

- **No Risk:**
 - 10' minimum sidewalk/trail segment is **already constructed**. Only requires the addition of signage.
- **Low Risk:**

- 10' minimum trail segment **can be constructed with minimal to no impacts** to existing ROW, as per Hillsborough County Property Appraiser data.
- Minimal to no impacts to utility infrastructure or existing features.
- **Medium Risk:**
 - 10' minimum trail segment **can be constructed with moderate ROW impacts.**
 - Moderate impacts to some utility infrastructure or existing features.
- **High Risk:**
 - Signifies **significant impacts to ROW and existing features.**
 - Property acquisition is **required**, indicating complex and potentially costly development.

2.4 Sub-Category Segment Rankings:

Beyond the primary risk classification, segments are further refined using sub-category rankings, considering contextual factors that influence constructability and community integration:

- **Presence of Utility Poles:** Assessing potential conflicts or relocation needs.
- **Drainage Ditches:** Evaluating drainage challenges and potential modifications.
- **Commercial/Industrial/Residential Contexts:** Understanding the context of the area and potential implications for design and public use, including connections to existing trails.
- **Adjacent Projects/PD&E Studies:** Identifying synergies or conflicts with other ongoing or planned transportation initiatives.

2.5 Flexibility and Alignment with Funding/Planning:

- **Flexibility:** The rankings are designed to be flexible, allowing for adjustments based on Hillsborough County's specific preferences and evolving criteria.
- **Shared-Use Nonmotorized (SUN) Trail Program Requirements:** The methodology specifically incorporates FDOT SUN Trail requirements. This allows for the identification of segments eligible for SUN Trail funding, providing an alternative funding mechanism to Community Investment Tax (CIT) funding. Note that there is a 12' standard requirement for SUN Trail eligibility, with potential for deviations in cases with limited right of way.

- **Planning Document Review:** Relevant Plan Hillsborough TPO (Transportation Planning Organization) and local planning documents were reviewed. This step was crucial for:
 - Extracting planning recommendations from past projects.
 - Determining historical and currently identified highest priority trail segments.

This approach ensures that the ranking of trail segments is comprehensive, considering practical constructability, financial viability, and alignment with broader regional and state transportation goals. The methodology was presented to and approved by the Hillsborough County Greenways Committee. The Committee emphasized the importance of logical trail segmentation and connectivity to existing trails.

3.0 Results Summary

This section summarizes the final trail segment rankings, organized by implementation risk category. The evaluation was conducted using the data-driven methodology detailed in Section 2. A comprehensive, individual analysis for each trail segment is available in the **Appendix**, along with a detailed map.

No Risk Segments

These are already constructed or require minimal work.

- Rankings 1–4 include trail segments from:
 1. South Coast Greenway Phase III – Segment 1
 - Pros: Already constructed with asphalt
 - Cons: None
 2. South Coast Greenway Phase III – Segment 2
 - Pros: Already constructed
 - Cons: Concrete surface; narrows from 12' to 10'
 3. Tampa Bypass Canal Segment 6 – Segment 3
 - Pros: Already paved
 - Cons: None
 4. Tampa Bypass Canal Segment 1 – Segment 1
 - Pros: Constructed with asphalt
 - Cons: Lacks pedestrian connectivity; needs Segment 2 for full access

Low Risk Segments

Feasible with moderate coordination and infrastructure adjustments.

- Rankings 5–23 include trail segments from:
 - Tampa Bypass Canal Segment 6 & 1
 - South Coast Greenway Phase III (Adamsville) & IVC (19th Avenue)
 - Kirby Canal
 - Wimauma Connector
 - Palm River
 - George Road
- Common Pros:
 - Graded paths
 - Wide ROWs
 - Existing sidewalks or bike lanes
 - Opportunities for coordination with agencies
- Common Cons:
 - Midblock crossings
 - Utility poles
 - Ditch/wetland impacts
 - ROW constraints near schools and residences

Medium Risk Segments

Require significant coordination, design adjustments, or infrastructure upgrades.

- Rankings 24–31 include trail segments from:
 - South Coast Greenway Phase VII (Palm River)
 - George Road
 - Memorial Bikeway (Sheldon Spur)
- Common Pros:
 - Potential for direct connections to existing trails
 - County-owned land or adjacent park space
 - Existing bike lanes usable for widening
- Common Cons:
 - ROW constraints
 - Bridge construction or modification needed
 - Utility and fence relocation

- Coordination with multiple agencies

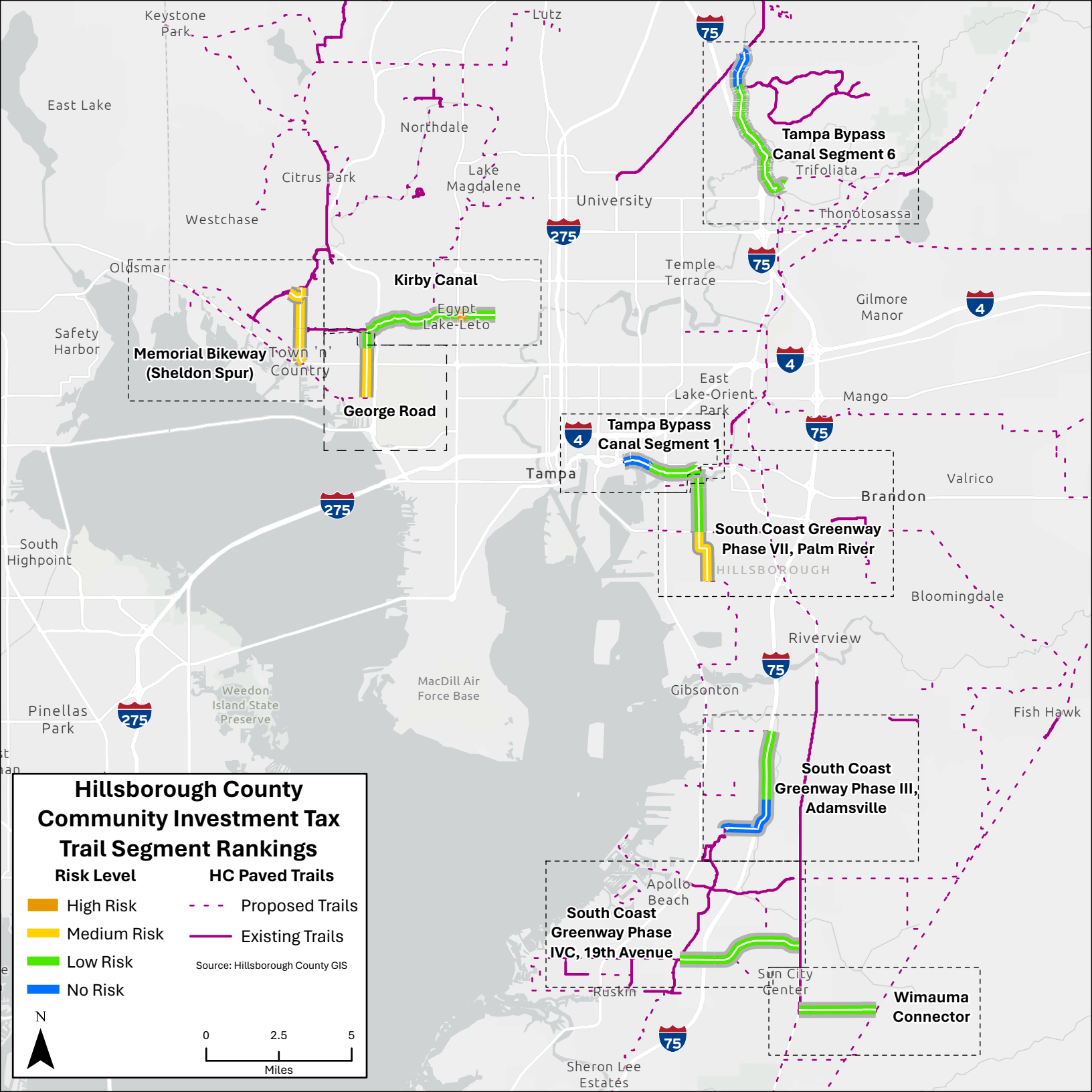
High Risk Segment

- Rank 32 include trail segment from:
 - Kirby Canal – Segment 3B (Dale Mabry Highway to Himes Avenue)
- Cons: No existing ROW; property acquisition needed; wetland and retention pond impacts

4.0 Conclusion

To guide the investment of the Community Investment Tax and the additional \$67 million in funding for trails, this report presents the evaluation results by the segments for the nine key trails identified. Each segment was assessed using a strategic ranking methodology to evaluate project readiness, risk, and community value. These results are intended to be used as a guide for decision-making, helping ensure that the allocated funds are directed toward projects that deliver the highest possible value to the community.

Appendix



Hillsborough County Community Investment Tax Trail Segment Rankings

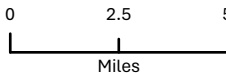
Risk Level

- High Risk
- Medium Risk
- Low Risk
- No Risk

HC Paved Trails

- Proposed Trails
- Existing Trails

Source: Hillsborough County GIS



HILLSBOROUGH COUNTY COMMUNITY INVESTMENT TAX TRAIL SEGMENT RANKINGS								
Trail	Sub-Segment	Limits	Length	Width	Pros	Cons	Adjacent CIP Projects	Ranking
South Coast Greenway Phase III, Adamsville	Segment 1	North side of Big Bend Road from Kings Lake Drive to Bullfrog Creek Road	5,603 feet (1.10 miles)	12'	Segment already constructed of asphalt SUN Trail Eligible	N/A	Pedestrian Overpass over Big Bend Rd west of Waterset Blvd/Kings Lake Dr (CIP #: 69679009) – DESIGN	1
South Coast Greenway Phase III, Adamsville	Segment 2	East side of Bullfrog Creek Road from Old Big Bend Road to Hound Chase Drive	5,014 feet (0.95 miles)	10'-12'	Segment already constructed SUN Trail Eligible	Segment is constructed of Concrete rather than Asphalt Path narrows from 12' to 10' going north	N/A	2
Tampa Bypass Canal Segment 6	Segment 3	Flatwoods Park Trail from 134th Avenue to Bruce B Downs Boulevard	5,505 feet (1.04 miles)	12'	Portion of Flatwoods Park Trail already paved as asphalt SUN Trail Eligible	N/A	N/A	3
Tampa Bypass Canal Segment 1	Segment 1	From 34th Street to Manheim Tampa	4,327 feet (0.82 miles)	12'	Already constructed as asphalt SUN Trail Eligible	East end doesn't connect back to pedestrian access Would need to construct Segment 2 before opening to public in order to connect trail to US 41	N/A	4
Tampa Bypass Canal Segment 6	Segment 2	North side of Morris Bridge road from Bridge over Bypass Canal Flatwoods Park Trail from Morris Bridge Road to 134th Avenue	18,597 feet (3.52 miles)	12'	Path is already graded out as Flatwoods Park Trail, would just have to add asphalt SUN Trail Eligible	Trail may also be used as electrical maintenance access, coordination may be required	N/A	5
Tampa Bypass Canal Segment 6	Segment 1	North side of Morris Bridge Road from Trout Creek Park Entrance to Flatwoods Park Trail	2,000 feet (0.38 miles)	12'	Wide ROW for 12' path Provides safe trail connection to park entrance away from interchange SUN Trail Eligible	Would have to implement midblock crossing at park entrance in order to connect trail to parking area Would have to construct separate bridge to cross over Bypass Canal	N/A	6
South Coast Greenway Phase III, Adamsville	Segment 3	East side of Bullfrog Creek Road from Hound Chase Drive to Symmes Road	11,014 feet (2.09 miles)	10'-12'	Spacious ROW to accommodate 12' path (10' in constrained areas near subdivisions) No utility poles present SUN Trail Eligible	May need to consider additional safety features at intersection of Symmes & Bullfrog Creek	Roundabout Symmes Rd and East Bay Rd (CIP #: 70000005) - DESIGN	7
Tampa Bypass Canal Segment 1	Segment 2	From Manheim Tampa to Tamiami Trail	3,006 feet (0.57 miles)	12'	Can coordinate and utilize THEA ROW for trail without impacting Manheim Tampa property SUN Trail Eligible	Would have to coordinate with THEA to utilize their ROW without impacting offramp to Tamiami Trail	N/A	8
Tampa Bypass Canal Segment 1	Segment 3	North side of Washington Street from Tamiami Trail to 56th Street, Public Land/ROW from 56th Street to Maydell Drive	5,274 feet (1.00 miles)	12'	Can coordinate with City of Tampa to potentially reconstruct Washington Street to include 12' path Majority of property is owned either by THEA or SW Florida WMD; allows for easier ROW coordination Grading for maintenance access present along north bank of canal SUN Trail Eligible	Would have to coordinate with THEA and SW Florida WMD to utilize their ROW Would have to coordinate with CSX for railroad crossing Existing ROW is constrained along Washington Street, ROW acquisition very likely as result	N/A	9
Kirby Canal	Segment 1	South bank of Canal from Town N' Country Greenway to Benjamin Road	3,269 feet (0.62 miles)	12'	Canal is located within public lands and parcels owned by County and FDOT Grading already present along canal, presumably for maintenance access Location along south bank allows for easy connection to Town N' Country Greenway & George Road May be able to go underneath Veterans Expressway Bridge either along existing ground or bridge over Canal itself	Property currently blocked by chain link fence and gate, would have to coordinate with adjacent property owners for access If unable to go underneath Veterans Expressway Bridge, would have to drill tunnel through MSE Wall of Veterans Expressway Coordination with FDOT/FTE required	N/A	10
Kirby Canal	Segment 2A	South Bank of Canal from Benjamin Road to Anderson Road	2,840 feet (0.54 miles)	12'	Canal is located within County owned land Grading already present along south bank	Likely need to implement PHB signals for each midblock road crossing	N/A	11
Kirby Canal	Segment 2B	South Bank of Canal from Anderson Road to Manhattan Avenue	5,612 feet (1.06 miles)	12'	Canal is located within County owned land Grading already present along south bank	Coordination with CSX likely required for railroad crossing despite HCAA owning railroad ROW Likely need to implement PHB signals for each midblock road crossing	N/A	12
Kirby Canal	Segment 2C	South Bank of Canal from Manhattan Avenue to Clark Avenue, Kirby Street ROW from Clark Avenue to Grady Avenue	2,923 feet (0.55 miles)	12'	Canal is located within County owned land Grading already present along south bank Kirby Street ROW east of canal is not vacated despite adjacent properties encroaching with fences; would be able to easily claim emminent domain for trail	Likely need to implement PHB signals for each midblock road crossing Need to coordinate with adjacent property owners encroaching into Kirby Street ROW	N/A	13

HILLSBOROUGH COUNTY COMMUNITY INVESTMENT TAX TRAIL SEGMENT RANKINGS								
Trail	Sub-Segment	Limits	Length	Width	Pros	Cons	Adjacent CIP Projects	Ranking
South Coast Greenway Phase IVC, 19th Avenue	Segment 2	North side of 19th Avenue from Miller Creek Drive to US 301	14,956 feet (2.83 miles)	10'-12'	Spacious ROW can potentially allow for 12' path Ease of access to schools and subdivisions Less dense vegetation within ROW as compared to south side Can utilize existing sidewalk for wider path Can possibly avoid/remove bridges carrying existing sidewalk Can coordinate w/ CIP to include 12' path during planning phase SUN Trail Eligible	Ditches present through limits Distribution poles present Would have to coordinate with subdivision developments to either utilize or remove existing sidewalk outside of ROW Possible wetland impacts where existing sidewalk bridges are located (near Cypress Creek Elementary and Wicker Strong Street) Standing water/wetland impact between Orchid Wall Street and US 301; would be necessary in order to connect path to US301	19 th Ave NE Widening – US 41 to US 301 (CIP #: 69640000) – PLANNING	14
South Coast Greenway Phase IVC, 19th Avenue	Segment 1	North side of 19th Avenue from 30th Street to Miller Creek Drive	5,458 feet (1.03 miles)	12'	Spacious ROW for potential 12' path despite transmission poles Can potentially coordinate with subdivision developer before subdivision fence is built Can coordinate w/ CIP to include 12' path during planning phase SUN Trail Eligible	Would likely have to remove existing sidewalk behind transmission poles in order to have enough width for path Existing ditch would be impacted Most likely would need to construct new bridge for trail unless existing bridge can be reconstructed to accommodate path	19 th Ave NE Widening – US 41 to US 301 (CIP #: 69640000) – PLANNING	15
Wimauma Connector	Segment 1	North side of SR 674 from US 301 to Sereno Bridge Boulevard	2,497 feet (0.47 miles)	12'	Lots of room in ROW to shift path as needed FDOT owned pond near US 301 (easier coordination) Existing sidewalk sits higher than roadway, allowing potential to shift path to inside towards ditch Active PD&E study being conducted by FDOT to widen SR 674 allows opportunity for coordination to include SUP	Transmission poles present on both sides of SR 674 Ditch present on both sides of SR 674, would be impacted by widened path Wetland present east of Walmart entrance, would be impacted by widened path	SR 674 Improvements PD&E - FDOT Work Program Segment #4227621	16
Wimauma Connector	Segment 2	North side of SR 674 from Sereno Bridge Boulevard to 7th Street	7,799 feet (1.48 miles)	12'	Active PD&E study being conducted by FDOT to widen SR 674 allows opportunity for coordination to include SUP	Distribution poles present on both sides of SR 674 Ditch present on both sides of SR 674, would be impacted by widened path ROW has less room on north side of SR 674 to accommodate path Transmission poles present on north side of SR 674	SR 674 Improvements PD&E - FDOT Work Program Segment #4227621 Intersection Improvement Projects: West Lake @ SR 674 & 7th Street @ SR 674	17
Wimauma Connector	Segment 3	North side of SR 674 from 7th Street to Edina Street	2,166 feet (0.41 miles)	10'	Fewer property access points on north side (fewer pedestrian/vehicle conflicts) Distribution poles present on outside of existing sidewalk, allowing for inside widening Active PD&E study being conducted by FDOT to widen SR 674 allows opportunity for coordination to include SUP	Light poles also present on north side of SR 674 and will likely be impacted	SR 674 Improvements PD&E - FDOT Work Program Segment #4227621 Intersection Improvement Projects: 7th Street @ SR 674 & 4th Street @ SR 674	18
South Coast Greenway Phase VII, Palm River	Segment 1	West side of Maydell Drive from Bridge over Canal to Palm River Road	2,181 feet (0.41 miles)	10'	Can utilize existing sidewalk to meet 10' minimum Fewer utility poles present as compared to east side of Maydell Drive No ditch present SUN Trail Eligible	ROW is somewhat constrained, may have to consider 8' USP if unable to fit within ROW	Palm River Road from US 41 to US 301 Bike Corridor Retrofit (CIP #: 69640000) - TBD	19
South Coast Greenway Phase VII, Palm River	Segment 2	West side of Maydell Drive from Palm River Road to Causeway Boulevard	7,154 feet (1.39 miles)	10'	ROW appears to have enough room to accommodate 10' path; less constrained than east side Transmission poles are not present Can utilize existing sidewalk to meet 10' minimum Can coordinate with Hillsborough County School Board to accommodate 10' path SUN Trail Eligible	ROW needs to be verified as GIS presents conflicting/varying information especially near 12th Ave; would have to proposed midblock crossing if ROW isn't as wide as it seems Ditch is present and would be impacted from wider path Distribution poles present through limits ROW near school would have to be impacted or parking spots relocated in order to safely accommodate 10' path	N/A	20
Kirby Canal	Segment 3A	North side of Kirby Street from Grady Avenue to Dale Mabry Highway	1,242 feet (0.24 miles)	10'	No poles present through limits May likely fit 10' path from Grady Avenue to Church Avenue due to low-speed corridor Can utilize existing concrete median at Dale Mabry to implement midblock crossing Can implement street calming features assuming local road functional classification	ROW is constrained near Tampa Family Health Center, would likely have ROW impact even if 8' USP is constructed	N/A	21

HILLSBOROUGH COUNTY COMMUNITY INVESTMENT TAX TRAIL SEGMENT RANKINGS								
Trail	Sub-Segment	Limits	Length	Width	Pros	Cons	Adjacent CIP Projects	Ranking
George Road	Segment 3	North side of Paris Street from George Road to Yorkshire Road, West side of Yorkshire Road from Paris Street to Johns Road, North Side of Johns Road from Yorkshire Road to George Road, West side of George Road from Johns Road to Town N' Country Greenway	3,176 feet (0.60 miles)	8'-10'	ROW appears wide enough to accommodate 10' path No utility poles present south of Johns Road Wide ROW north of Johns Road Can implement street calming festures assuming local road functional classification	May need to consider 8' Urban Side Path due to high density of residences south oh Johns road Distribution poles present north of Johns Road County does not own ROW south of Johns Road; would need to coordinate with local agencies	N/A	22
Kirby Canal	Segment 3C	North side of Kirby Street from Himes Avenue to St. Peter Avenue	4,691 feet (0.89 miles)	8'-10'	No poles present through limits on north side of Kirby Street ROW shows enough room for 10' path Can implement street calming festures assuming local road functional classification	High density of residences along corridor may warrant an 8' urban side path May have to impact existing fences if not enough room in ROW	N/A	23
South Coast Greenway Phase VII, Palm River	Segment 3	West side of Maydell Drive from Causeway Boulevard to 36th Avenue, Maydell Drive ROW from 36th Avenue to Hartford Street, South side of Hartford Street from Maydell Drive ROW to 66th Street	5,256 feet (0.99 miles)	10'	No utility poles present through limits, except for single service pole on Maydell Drive Maydell Drive ROW between 36th Avenue and Hartford Street is not vacated per GIS Existing culvert is wide enough to accommodate 10' path on west side (9.5' shoulder, 6' width between guardrail and headwall) SUN Trail Eligible	ROW is constrained on Maydell Drive and Hartford Street per GIS Ditches present and will be impacted by path construction May want to consider rerouting segment to 78th Street as part of CIP projects Would have to modify existing culvert to accommodate adjusted guardrail Potentially have to shift Maydell Drive alignment if unable to accommodate 10' path behind guardrail while maintaining minimum design standards for roadway	78 th Street Improvements from Causeway to Palm River Rd – UNDER CONSTRUCTION 78th Street Improvements from Palm River Rd to Madison Ave – DESIGN	24
George Road	Segment 1	West side of George Road from Memorial Highway to Hillsborough Avenue	5,229 feet (0.99 miles)	8'-10'	No utility poles present on west side of George Road No ditch present County owns land adjacent to bridge	ROW is constrained; would have to either evaluate 8' Urban Side path or acquire ROW for 10' path Would have to construct new bridge to carry trail over canal as existing structure doesn't have room to modify ROW becomes much more constrained north of canal; would have to consider either 8' USP or acquiring ROW	George Rd and Memorial Hwy Intersection Improvements (CIP#: 69679009) - PROCUREMENT	25
George Road	Segment 2	East side of George Road from Hillsborough Avenue to Paris Street	2,675 feet (0.51 miles)	8'-10'	No utility poles present on east side of George Road south of canal Existing sidewalk already protected by barrier Area between barrier and chain link fence able to accommodate 8' Urban Side Path ROW appears wide enough to accommodate widened deck or separate structure over canal Wider ROW on east side of George north of canal	Area between barrier and chain link fence unable to accommodate 10' path; would either have to reconstruct and widen existing retaining wall or build on west side of George Road (distribution poles present) to accommodate 10' path Would have to either modify existing deck or build separate structure for 10' path ROW is constrained on both sides of George Road Distribution poles present north of canal	N/A	26
Memorial Bikeway (Sheldon Spur)	Segment 1	East side of Sheldon Rd, from Hillsborough Avenue to Bridge over Rocky Creek	5,694 feet (1.08 miles)	8'-10'	No transmission poles present Existing bike lanes could be used to widen side path More ROW available on east side of Sheldon	ROW is constrained, will likely have impacts near Burger King and from Fountain Ave to Tn'C Greenway despite 8' Urban Side Path criteria Distribution utility poles present Would have to reconstruct retaining wall near Burger King Would have to modify existing bridge to accommodate path, or build a separate bridge to carry path over Rocky Creek	Vision Zero Corridor Safety Retrofit - Sheldon Rd From Hillsborough Ave To Waters Ave - Tier 2- Part 2 (CIP #: 69682033) - DESIGN	27
Memorial Bikeway (Sheldon Spur)	Segment 2	East side of Sheldon Road, from Town N' Country Greenway to Waters Avenue	5,228 feet (0.99 miles)	8'-10'	No transmission poles present Existing bike lanes could be used to widen existing sidewalk	ROW is constrained through limits, would have to either narrow down to 8' USP or acquire ROW for 10' path	Vision Zero Corridor Safety Retrofit - Sheldon Rd From Hillsborough Ave To Waters Ave - Tier 2- Part 2 (CIP #: 69682033) - DESIGN	28
Memorial Bikeway (Sheldon Spur)	Segment 3B	East side of Sheldon Road, from Waters Avenue to Upper Tampa Bay Trail	1,414 feet (0.27 miles)	10'	Can have direct connection to UTBT at midblock crossing Existing bike lanes could be used to widen existing sidewalk Large parcel owned by County between gas station and canal	Walls present on both sides of Waters Avenue along subdivisions ROW is constrained through limits, would have to take land from Shell gas station and Parkwood Mobile home Park Bridge would have to be built over canal to connect to UTBT	Vision Zero Corridor Safety Retrofit - Sheldon Rd From Hillsborough Ave To Waters Ave - Tier 2- Part 2 (CIP #: 69682033) - DESIGN	29

HILLSBOROUGH COUNTY COMMUNITY INVESTMENT TAX TRAIL SEGMENT RANKINGS								
Trail	Sub-Segment	Limits	Length	Width	Pros	Cons	Adjacent CIP Projects	Ranking
Memorial Bikeway (Sheldon Spur)	Segment 3A	North side of Waters Avenue, from Sheldon Road to Upper Tampa Bay Trail	2,965 feet (0.56 miles)	10'-12'	Room to widen both sides of existing sidewalk Existing bike lanes could be used to widen existing sidewalk Adjacent park land owned by HART (easier coordination) No utility poles present Land near canal owned by County Resources (easier coordination)	Walls present on both sides of Waters Avenue along subdivisions ROW is constrained through limits, would have to either narrow down to 8' USP or acquire ROW for 10' path Would have to modify existing bridge to accommodate path, or build a separate bridge to carry path over Canal Likely have to relocate existing fence and distribution poles or route path through park	Vision Zero Corridor Safety Retrofit - Sheldon Rd From Hillsborough Ave To Waters Ave - Tier 2- Part 2 (CIP #: 69682033) - DESIGN	30
South Coast Greenway Phase VII, Palm River	Segment 5	West side of 66th Street from Hartford Street to 4330 66th Street (Florida State Fence), East side of 66th Street from 4330 66th Street (Florida State Fence) to Madison Boulevard	3,946 feet (0.75 miles)	10'	Corridor appears to be low speed and low volume SUN Trail Eligible	ROW is very constrained on both sides of 66th Street Distribution poles present on west side of 66th, but heavy vegetation present on east side of 66th Street north of Florida State Fence Would likely impact several fences through limits Have to implement midblock crossing in order to avoid fence, poles, vegetation, and constrained ROW on west side south of Florida State Fence Strongly recommend rerouting segment to 78th Street as part of CIP projects in order to avoid constrained industrial corridor	78 th Street Improvements from Causeway to Palm River Rd – UNDER CONSTRUCTION 78th Street Improvements from Palm River Rd to Madison Ave – DESIGN	31
Kirby Canal	Segment 3B	Dale Mabry Highway to Himes Avenue	1,517 feet (0.29 miles)	12'	Would be able to construct full 12' path width due to acquired property by County	County would have to purchase property from owners as no ROW exists through limits Would have impacts to wetlands and retention pond through limits	N/A	32

Acronyms:
CIP: Capital Improvement Program
FDOT: Florida Department of Transportation
HART: Hillsborough Area Regional Transit
PD&E: Project Development & Environment
PHB: Pedestrian Hybrid Beacon
ROW: Right of Way
SR: State Road
SUN Trail: Shared Use Non-motorized Trail
SUP: Shared-Use Path
TBD: To Be Determined
THEA: Tampa-Hillsborough Expressway Authority
Tn'C: Town N' Country
USP: Urban Side Path
UTBT: Upper Tampa Bay Trail

MEMORANDUM

DATE: June 11, 2025

TO: Kim Byer, Assistant County Administrator, Public Works Administration

FROM: Sally Thompson, Chair, Hillsborough County Greenways and Trails Committee

SUBJECT: 2025 Hillsborough County Greenways and Trails Committee Priority Projects

One of the responsibilities of the Hillsborough County Greenways and Trails Committee, which was established following the adoption of the 1995 *Hillsborough Greenways Master Plan*, is to annually identify its priority projects for consideration in the development of the County's Capital Improvement Program.

In June of 2024, the Board of County Commissioners approved an updated *Hillsborough County Greenways and Trails Master Plan*. That plan proposed over 102 distinct paved trail projects, 21 of which are already in some stage of development, as well as 16 significant unpaved trail projects and eight blueway projects. The *Master Plan* update included a prioritization component that evaluated all projects for how well they meet the County's needs according to multiple criteria including:

- Access to opportunity
- Community access
- Connections to nature
- Demand indicators
- Economic and employment opportunity
- Network connectivity
- Proximity to other key public facilities
- Safety

The resulting scores were sorted and stratified into five tiers for each project type, with overall results presented in Appendix H of the Master Plan document. The top tier of each project type—paved proposed, paved under development, unpaved, and blueways, are featured in the Executive Summary of the Master Plan document (Tables 1-4 on pages 8 and 9).

At its March 19, 2025, meeting, the Hillsborough Greenways and Trails Committee voted to adopt the top tier of each of these project types as it's priority projects as well for consideration in the 2026 Capital Improvement Plan.

These projects represent opportunities to advance the vision of Hillsborough County Greenways and Trails Master Plan, and we ask the County to strongly consider these projects as the 2026 Capital Improvement Plan is developed. We ask that necessary County resources be committed to furthering these projects, and that outside funding assistance be pursued to continue their development, so that County residents and visitors are able to enjoy them in the near future.

The staff of the Community and Infrastructure Planning Department is available to answer any questions you may have about this process.

You may review the full document at this link:

[2024 Hillsborough County Greenways and Trails Master Plan](#)

Attachment: Tables 1-4, *Hillsborough County Greenways and Trails Master Plan*

cc:

Gregory Horwedel, Deputy County Administrator

Dexter Barge, Assistant County Administrator, Compliance, Communities & Conservation

Kevin Brickey, Director, Management & Budget

John Patrick, AICP, Division Director, Community & Infrastructure Planning

Rick Valdez, Director, Recreation, Athletics and Neighborhood Parks

Forest Turbiville, Regional Parks and Environmental Lands