



**Hillsborough MPO**  
Metropolitan Planning  
for Transportation

# HILLSBOROUGH COUNTY Greenways and Trails Plan Update

## Executive Summary



Date

## PURPOSE AND PROJECT OVERVIEW

The Hillsborough County Greenways Master Plan (1995) and the City of Tampa’s Greenways and Trails Master Plan (2000) have been the guiding documents for greenway and trail planning in Hillsborough County for two decades. This project unifies those planning documents and refines some of the opportunities defined in the earlier plans. It also acknowledges a regional approach to greenway planning, with alignments identified connecting to Pasco, Polk, Pinellas and Manatee Counties as potential components of the SUNTrails system. Additionally, the project focuses on connecting past and programmed trail investments within Hillsborough County and its cities to activate longer, more contiguous routes for recreational and non-recreational trip making.

Although a traditional greenway running along a dedicated right-of-way is considered the preferred trail facility type where feasible, the level of development in urban environments and corresponding lack of right-of-way means that to make the connections and develop a true network, other facility types are necessary. Because this update is about making connections, both within Hillsborough County and connecting to adjacent counties, alignments identified in this study include a combination of greenways, shared-use paths, side-paths, and on-road bikeways.

A description of the various facility types included in this plan is found on page 4 of this executive summary. In addition to these facility types, a handful of “complete streets” projects along major roadways is necessary to complete critical gaps. These employ a combination of traffic calming features and on-road bike lanes to link greenway or road-side trail facilities.

This plan update will also serve to facilitate project implementation by developing three tiers of project priorities. Project development priorities can be shifted within these tiers based on available funding and other opportunities, but generally the tiers serve to provide for orderly investment in production of the planned trail system including prioritization of additional preliminary engineering or environmental studies. The proposed priority tiers include:

- **Tier 1—State and Regional Priorities:** These include trail projects that have either been defined by prior planning studies or this study and either have the potential to contribute to the SUNTrails system or complete key regional connections.
  - ◊ Previous countywide top priorities: South County Greenway, Upper Tampa Bay Trail VI, and Bypass Canal Trail. The South County Greenway is also SUNTrails funding eligible.
  - ◊ SUNTrails Eligible Projects from this study including: I-275 Corridor Trail, Palm River/Selmon Expressway Trail, and South County Trail extension projects.
- **Tier 2—Key Intra-County Connections:** These include the remainder of projects identified in this study as well as several existing city and county priorities.
- **Tier 3—Other Project Concepts:** These consist of additional trail concepts which require further study to vet for feasibility. Though important to completing the overall trail system, these concepts generally do not leverage existing or committed projects to the same extent as the Tier 1 and Tier 2 projects.

## GOALS AND POLICIES

The following are goals and policies that have been identified to guide the implementation of the this plan.

**Goal 1      Develop a comprehensive, interconnected system of off-street shared-use trails that will serve as a vital component of our region’s transportation and recreation network.**

Policy 1.1    Provide linkages from the regional trail system to public transit, schools, parks, neighborhoods, employment centers, and open spaces.

Policy 1.2    Identify and prioritize future improvements to the regional trail system to ensure that new trail improvements will best benefit the public.

**Goal 2      Ensure adequate maintenance of the region’s trail system. .**

Policy 2.1    Jurisdictions should consider provisions for trail maintenance when planning for new trail development.

Policy 2.2    Encourage, develop, and support a volunteer program to support annual trail maintenance through coordination between user groups, non-profit organizations, local jurisdictions as well as State and Federal agencies.

Policy 2.3    Design trails and trail facilities for sustainability, and long-term low maintenance needs (e.g. landscaping with native and xeric plant species and using durable materials for structures).

Policy 2.4    Encourage sweeping of bike paths on roadways so rocks and debris do not interfere with rider safety.

Policy 2.5    Consider design elements that will encourage trail use when building or renovating sections of trail (e.g. shade availability, grade, water, restroom facilities).

**Goal 3      Ensure that road and trail standards for new construction incorporate safe, efficient, ecologically sound, and logical route provisions for development of regional trails.**

Policy 3.1    Encourage jurisdictions to adopt road and trail standards that provide for safe and efficient bicycle and pedestrian access and, when appropriate, for equestrian use.

Policy 3.2    Encourage jurisdictions to adopt road and trail standards that are consistent with each other and provide for seamless connections between jurisdictions

**Goal 4      Promote the regional trail system as an economic tool to promote tourism and for its contribution to active, healthy living. Policy 4.1 Develop and provide adequate, consistent trail signage to raise the “visibility” of trail facilities.**

Policy 4.1    Develop and provide adequate, consistent trail signage to raise the “visibility” of trail facilities.

Policy 4.2    GPS and map existing trails, access points, and other amenities to update and improve public information (maps, brochures, etc.) and decision-making.

Policy 4.3    Pursue public outreach avenues to improve local and visitor knowledge of existing and future trail opportunities in Hillsborough County.

## TRAIL STRATEGIES

The following strategies have been identified to encourage the implementing agencies to continue to work together to achieve the common goal of a well connected system of bikeways, trails and sidewalks to support increasing demand for non-motorized transportation and recreational facilities.

- Strategy 1:** Continue to coordinate with the City of Tampa and Hillsborough County to facilitate the review of connections of trails and priorities.
- Strategy 2:** Coordinate with FDOT in accordance with the Florida Greenways and Trails Act (FS Ch. 260).
- Strategy 3:** Coordinate with Hillsborough County to Complete the Upper Tampa Bay Trail.
- Strategy 4:** Coordinate with Hillsborough County to construct the trails and connections between trails identified as priority.
- Strategy 5:** Coordinate with the City of Tampa to construct urban connections, both on an off-road, thus increasing the opportunities for comfortable travel by bicycle and on foot.
- Strategy 6:** Develop a plan to connecting communities and parks via a system on and off-road facilities.

## TRAIL FACILITY TYPE DEFINITIONS

Trails are referred to in many ways—Shared use paths, multi-use trails, separated paths, and are often used differently by different agencies. To create a standard lexicon and understanding, the terms used in this report are defined below. These definitions come from the Florida Greenways and Trails Act and the AASHTO *Guide for the Development of Bicycle Facilities*, (2012, 4th Ed.), the following

**“Greenway”** means a linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or over land along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route; any natural or landscaped course for pedestrian or bicycle passage; an open space connector linking parks, nature reserves, cultural features, or historic sites with each other and populated areas; or a local strip or linear park designated as a parkway or greenbelt.

**“Shared Use Path”** means a bikeway physically separated from motor vehicle traffic by an open space or barrier within the highway right-of-way or within and independent right-of-way. They are indented for use by non-motorized users and are typically designed for two-way travel. Also called multi-use trails.

**“Side path”** means a shared use path located immediately adjacent and parallel to a roadway. Also called a separated trail.

**“Trails”** means linear corridors and any adjacent support parcels on land or water providing public access for recreation or authorized alternative modes of transportation.

**“Bikeway”** means any road, street or path, or which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

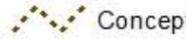
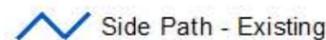
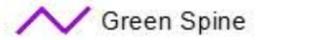
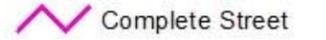
## TRAIL CONCEPTS BY PROPOSED PRIORITY TIER

Tier 1 SUNTrails System-Eligible and Top Countywide Priority Projects			
ID#	Name	Description	Cost Estimate
A	South County Greenway	Greenway facility running along utility easement and developer-contributed land generally between the Alafia River and Little Manatee River and between US 41 and I-75	\$12.6m
B	Upper Tampa Bay Trail IV	Greenway facility completing the Upper Tampa Bay Trail and connecting to the Suncoast Trail	\$ 5.0m
C	Bypass Canal Trail	Greenway along the Hillsborough River Bypass Canal from SR 60 north to Flatwoods Park	\$24.3m
1	I-275 Corridor	Mix of greenway and sidepath facilities to close the connection between the completed I-275 trail running from	\$ 8.5m
2	Selmon Greenway Connector	Mix of greenway and sidepath facilities to close the connection between the completed and funded trail sections into Downtown and the Tampa Bypass Canal Trail and South County Connector (A)	\$ 1.1m
3-A	South County Connector (A)	Mix of greenway, complete street, and sidepath facilities to link the Palm River/Selmon Connector to the South County Greenway via Maydell Drive, US 41, and other local roads	\$ 8.1m
3-B	South County Connector (B)	Connection from planned South County Greenway across the Little Manatee River into Manatee County along either the US 41, I-275, or US 301 Corridors.	TBD
Tier 2 Key Trail Connections Identified by this Study			
ID#	Name	Description	Cost Estimate
4	Kirby Canal Trail	Extension of Town and Country Greenway connecting back into the City of Tampa and tying into the GreenARTery trail plan	\$ 5.1m
5	NW Hillsborough Tri-County Connector	Shared-use path along Gunn Highway and Tarpon Springs Road connecting the Upper Tampa Bay Trail Phase VI and Suncoast Trail to the planned Tri-County Trail	\$ 2.6m
6	USF Trail	Trail connection along Fletcher Avenue connecting the recently opened Fletcher Complete Street project and USF to the planned Bypass Canal Trail	\$ 1.6m
7	Memorial Bikeway	Connection from Town and Country Greenway to Upper Tampa Bay Trail and Oldsmar Trail System using a mix of shared-use paths and on-road bikeways.	\$ 1.8m
8	US 301/Pasco Connector	Shared-use path along US 301 currently being planned as part of FDOT-led PD&E study along US 301.	\$ 1.6m
9	Plant City Connector	25-mile system of shared-use paths identified for further project development effort by the City of Plant City.	\$ 9.0m

# Hillsborough County Trail Facilities

## Existing, Studied and Conceptual Trails

### Trails

-  Existing
-  Planned - Funded
-  Planned - Studied
-  Conceptual
-  Conservation Land
-  Side Path - Existing
-  Side Path - Studied
-  Green Spine
-  Complete Street
-  Proposed Complete Street

### Notes and Definitions:

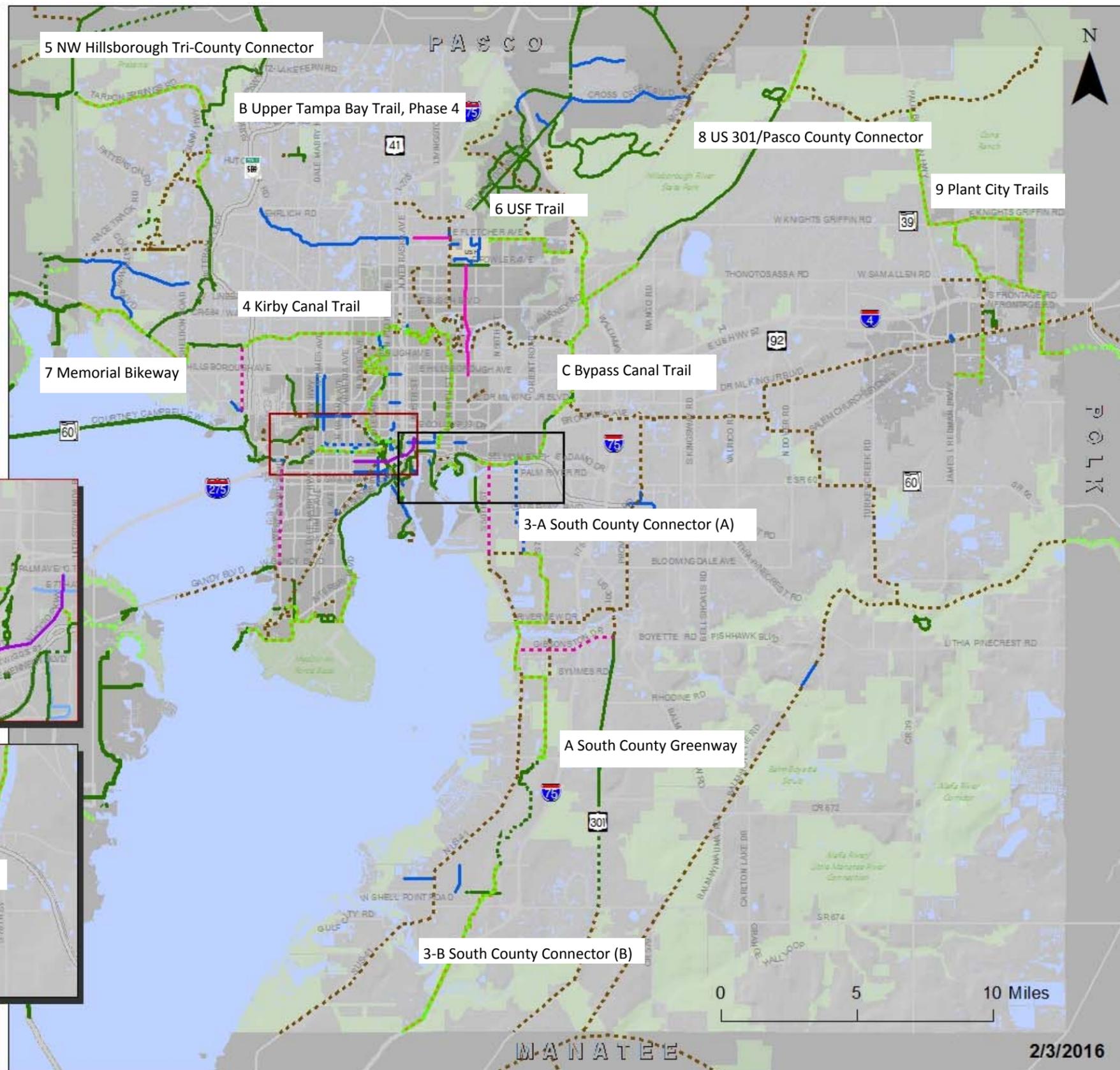
Side Path - Typically a sidewalk, 6 or more feet wide

Complete Street - 100% Sidewalk and Bike Lanes/Sharrows on both Sides of the street. Speed Limit of 45 mph or less

Trail - Separated pathway, typically 8 or more feet wide

The following have been previously studied:  
 -Tampa ByPass Canal  
 -Green ARtery  
 -George Rd

Planned (Funded) - To be built within 5 years  
 Planned (Studied) - Studied, not yet funded  
 Conceptual - Neither studied nor funded  
 Green Spine - Buffered Bike Lane



Sources : Hillsborough County GIS, Polk County GIS, Pinellas County MPO, TBARTA, Florida Department of Transportation and the Florida Geographic Data library

\*Some trail categories have been altered to fit within the current Hillsborough County category symbology.

0 5 10 Miles

2/3/2016



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