

SELMON GREENWAY

MASTER PLAN

June 2023



INTRODUCTION

The Selmon Greenway Master Plan (the Plan) gives overarching definition to the Greenway corridor based on goals and themes defined by its context and the Tampa Hillsborough Expressway Authority (THEA). It provides guidance for development and implementation.

The Selmon Greenway (the Greenway) is an important community and civic public amenity that currently connects destinations in downtown Tampa from the Hillsborough River to 19th Street. The Plan was developed taking into account existing neighborhoods and activity centers. It also offers flexibility to be responsive and collaborative with the new dynamic development occurring around it.

The Greenway's 1.9 mile alignment is broken into five zones. These zones are defined by the context around the Greenway in those locations.

Projects are defined within each zone. The timeline for development is flexible and based on funding opportunities, partnerships, and surrounding construction.

As the areas connected to and around the Greenway evolve, projects will vary in their purpose and need. Community Engagement is critical for discovering needs, desires, and concerns of the communities that will rely upon and enjoy it now and in future generations. When a project is selected for development, a community outreach plan that engages partners, stakeholders, and the community will help guide design options and reflect the needs of the community and Tampa.

Standards and recommendations for future Greenway expansion and development of spaces and places connected are detailed in the **Branding and Components Appendix**.

ZONE 1

Zone 1 is the western anchor on the Hillsborough River. It includes the intersection with the Riverwalk, and pedestrian connection to civic and entertainment hubs.

ZONE 2

Zone 2 is the central connection between the existing downtown office and civic spaces, and redevelopment areas.

ZONE 3

Zone 3 includes complex transportation infrastructure including expressway ramps, parking garages and parking lots.

ZONE 4

Zone 4 is the connection space between southern redevelopment districts (Channelside and Water Street) and a new northern development district (Gas Worx) adjacent to historic Ybor.

ZONE 5

Zone 5 is the eastern anchor and connection to historic Ybor, the proposed Gas Worx development, and potential expansion to the County Bypass Canal.

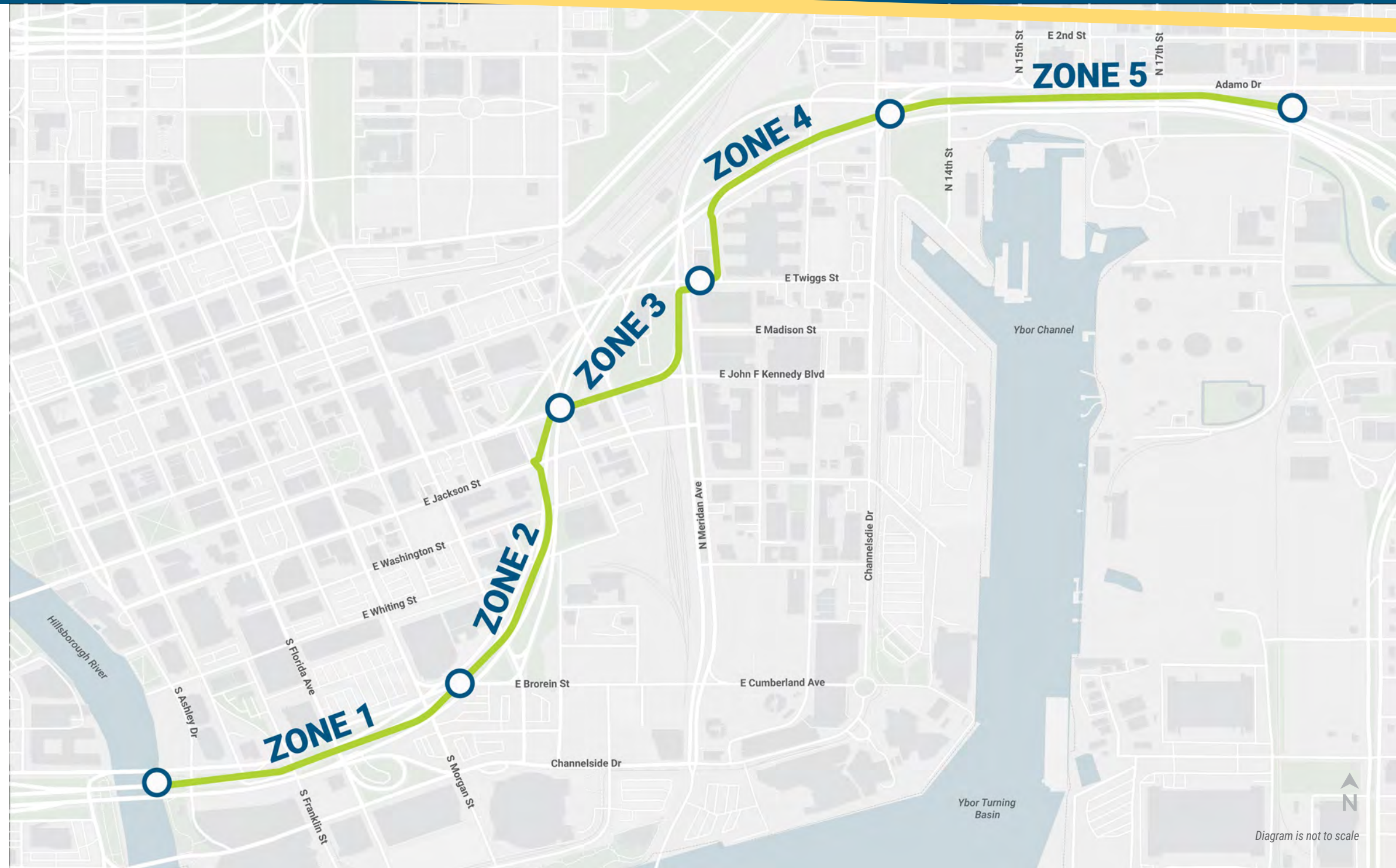


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TAMPA & LOCAL CONTEXT

.. 16k ..

POPULATION
Downtown Tampa

... **COMMUTE** ...

CAR 7000/day <i>(steady per year)</i>	WALK 471/day <i>(up 5.6% per year)</i>	BICYCLE 97/day <i>(up 17% per year)</i>
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.. 37 ..

YEARS OLD
Median Age
in downtown Tampa

..... **INVESTMENTS**

300+ <i>affordable housing units</i>	50 Acres <i>of development</i>	640k <i>square feet of development</i>	\$500 Million <i>for Phase 1 development</i>	\$3.5 Billion <i>eat-work-play-stay development</i>	50 Acres <i>of development</i>	9 Million <i>square feet of development*</i>
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*2021 Census: axios.com and constructionjournal.com



Tampa sits on the west coast of Florida, on the largest open water estuary in the state.

It is part of the Bahamian Antillean mangrove eco-region, defined by the mangrove, a unique plant that grows half in the water, and half in open air along the shorelines.



2.3 million people live around Tampa Bay. The city of Tampa is the third largest in the state, with a population of approximately 400,000.

The city is known for its diverse economy, connection to the ocean, beaches, Gulf weather, and water-based economies and recreation like sailing and fishing.

Tampa residents identify with its diverse population, its Cuban history, its sports teams, the University of Tampa, and more recently, its development as a cosmopolitan city.



The region was first inhabited by the native Tocobaga and Calusa people.

Fort Brooke, a military fort, was established on the bay in the mid 19th century where downtown Tampa now sits.

The railroad and a thriving cigar factory brought people and economy to the region at the turn of the century. Ybor City, a thriving district north of the Greenway, still shows this history in its streets, architecture, culture and community that started with Cuban and Spanish immigrants to the area.



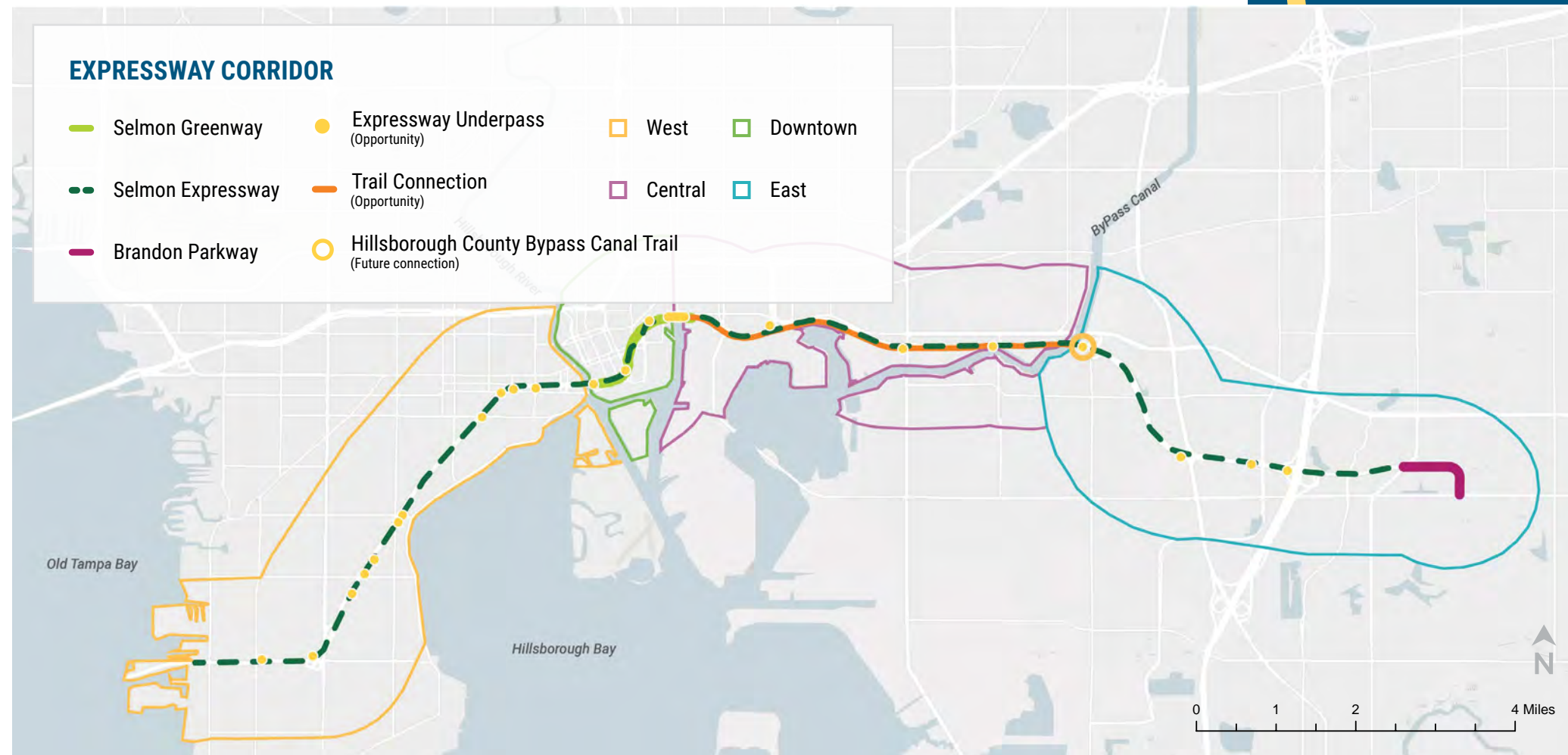
In the 1930s, a flour mill was built in downtown. The mill, Port Tampa Bay, and associated neighborhoods were the epicenter of commerce and life in downtown at the time.

More recently, As the industrial economy has declined in the downtown, redevelopment aspirations have begun.

THE LEE ROY SELMON EXPRESSWAY

The Selmon Expressway corridor is 14.2 mile-long and runs from Old Tampa Bay at Gandy Boulevard to an eastern terminus at Brandon Parkway. The vehicular corridor is mostly above grade, either on a berm or on an elevated highway. This leaves considerable space below in some locations, and opportunities for public space, bike and pedestrian amenities. There are currently a variety of existing community-focused, multimodal projects being implemented along the expressway system. In addition to the downtown Selmon Greenway, community greenspace and trail projects along the expressway corridor include an underpass gateway at Morrison Avenue, planned underpass improvements at Bay-to-Bay Blvd, and the popular Brandon Parkway Trail.

This Plan focuses on the Selmon Greenway – however, it should be noted that the Selmon Greenway is part of the wider Tampa community, multimodal system, and identity of the Selmon Corridor overall. The western and eastern alignments of the Selmon Expressway offer opportunities for community focused, multimodal interventions on THEA owned parcels under the expressway, and to nearby trail connections. Brand and identity elements should remain consistent in all interventions, but should respond to the context and character of adjacent neighborhoods.



WEST

The western part of the corridor includes established neighborhoods on an urban grid with connected bike lanes and transit. The Selmon Expressway is elevated along Gandy Blvd with vehicle circulation below. The Expressway sits on a berm as it runs north/south from Gandy Blvd to Hyde Park Ave. The bermed sections of the Expressway create physical barriers in the community, however the underpass conditions offer opportunities for pedestrian and cyclist connection and greenspace.

OPPORTUNITY: Underpasses offer space for nodal community parks, neighborhood gateways, and connective spaces.

DOWNTOWN

Described in this Master Plan

CENTRAL

Industrial land use exists in the central east with disconnected neighborhoods interspersed. The Bypass Canal runs through the center.

OPPORTUNITY: Develop extensions over time, connect to underpass spaces that can serve as trailheads.

EAST

The far eastern context is made up of disconnected suburban neighborhoods. Large highways and roads are the main form of movement with long stretches between intersections.

OPPORTUNITY: Connection to Hillsborough County's Bypass Canal Trail (a key Greenway regional trail link).

THE GREENWAY

The Selmon Greenway is a 1.9 mile-long dedicated multimodal path owned and maintained by THEA, that travels underneath the Lee Roy Selmon Expressway.

The urban trail links the neighborhoods of Ybor City and Channelside with the riverfront area of Downtown Tampa. It sits at the intersection between the existing downtown and areas of dynamic redevelopment, connecting along the Greenway corridor, and into the districts, neighborhoods, and communities that surround it.

THE DOWNTOWN DISTRICT

The existing civic downtown and river arts districts are nestled along the Hillsborough River. The area includes established civic, office and commercial areas, public spaces and waterfront.



HISTORIC YBOR

Sitting just north of the current eastern terminus of the Greenway, Ybor City is a national historic landmark district. Ybor is a diverse and vibrant neighborhood that showcases Tampa's historic and current culture on charming streets lined with unique businesses, exciting nightlife, and restaurants.

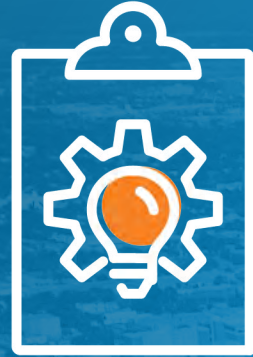
CHANNELSIDE, WATER STREET & ENTERTAINMENT DISTRICT

These areas include current and proposed mixed-use space, a convention center, arena, museums and waterfront.

The existing Greenway extends from the intersection with the Riverwalk at the Hillsborough River, to 19th St east of Channelside Drive. It is embedded in the larger Selmon Expressway corridor that extends from the Gandy Bridge over Tampa Bay on the west side of the peninsula, to a terminus at the east side of the Brandon Parkway.

Diagram is not to scale

GREENWAY TIMELINE & PROCESS



2010 Selmon Greenway Feasibility Study

Laid the groundwork for today's Greenway from Ashley Dr to Twiggs St

2014 Selmon Greenway Enhancement Master Plan

Identified and prioritized public amenities for implementation along the Greenway



Completed & Active Greenway Projects

- Bay to Bay Underpass Improvements
- Swann Ave Underpass Improvements
- Morrison Ave Gateway
- Meridian Ave Improvement
- Kofila Memorial Dog Park
- Brandon Parkway Trail
- Selmon Memorial Park (design)
- Jefferson St Improvements (design)

2012 Tampa Multi-modal Network and Safety Improvements

(TIGER Grant pursued by the City)
Constructed the boardwalk under the Kennedy Boulevard Bridge at the west connection with the Greenway

2023 Selmon Greenway Master Plan

(this document)
Building off the past Master Plan, the Plan lays out a skeleton and process for Greenway build-out

THEA Strategic Blueprint
Work Plan

2022 Site/Community Analysis

- Review Past Plans
build-off existing plans
- THEA Workshops
Agency collaboration
- Partner Outreach
Stakeholder meetings



Coming Soon Selmon Greenway Project Implementation

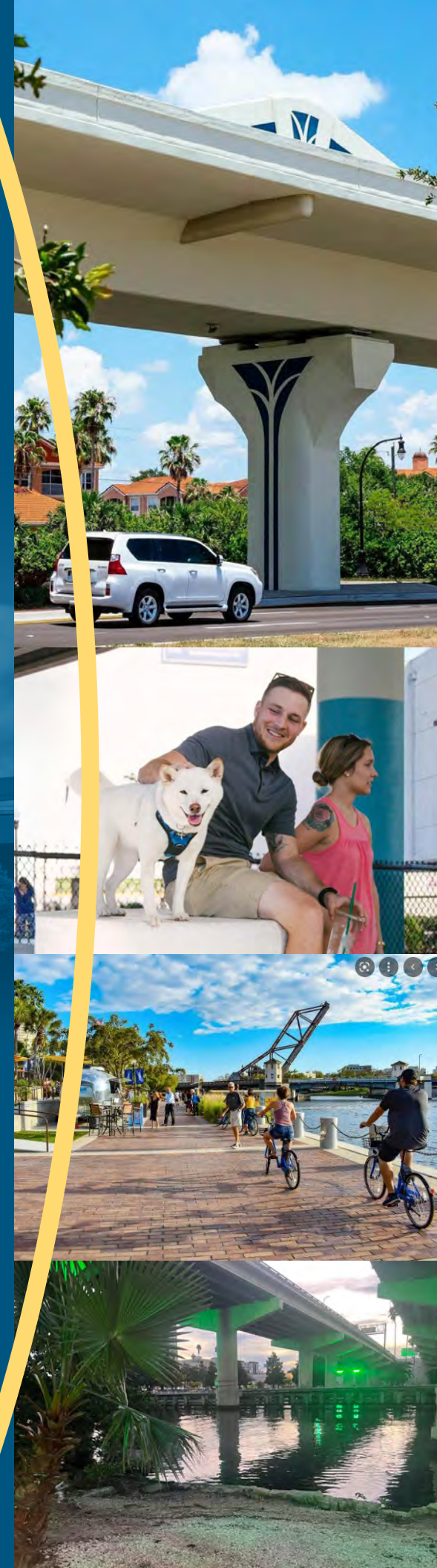
- Partner Engagement
- Community Outreach
- Project Refinement & Design Planning
- Construction



THEA STRATEGIC BLUEPRINT & VISION

THEA's 2023 Strategic Blueprint defines their mission to provide safe, reliable, and financially-sustainable transportation services to the Tampa Bay region while reinvesting customer based revenues back into the community.

Their vision to achieve this is to lead, partner, and implement safe, economically sound, and innovative multimodal transportation solutions for the Tampa Bay community. The Greenway is an integral component of fulfilling this vision, creating a multimodal network that connects the people of Tampa to their city, employment, parks, recreation, and all the amenities Tampa provides.



Downtown Tampa is undergoing dramatic development and transformation as the existing civic and entertainment districts fuse with new business, mixed-use and historic districts to the north and east.

The Selmon Greenway Master Plan is an investment that provides a necessary connection to link the people of Tampa to the communities, parks, recreation, entertainment and spaces that they love and enjoy. It is an investment in the multimodal system that supports THEA's mission and vision and will establish a seamless experience across all THEA facilities. The Plan is reflective of partner needs, while remaining flexible and adaptive to future trends, change and impacts.



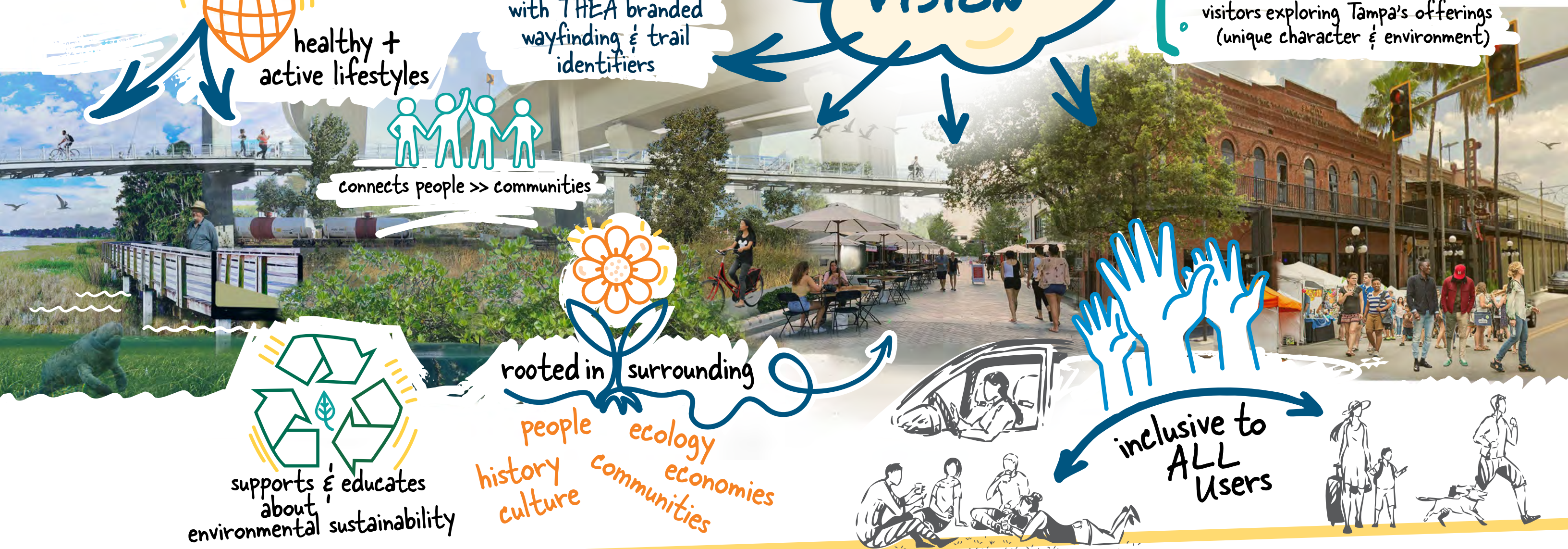
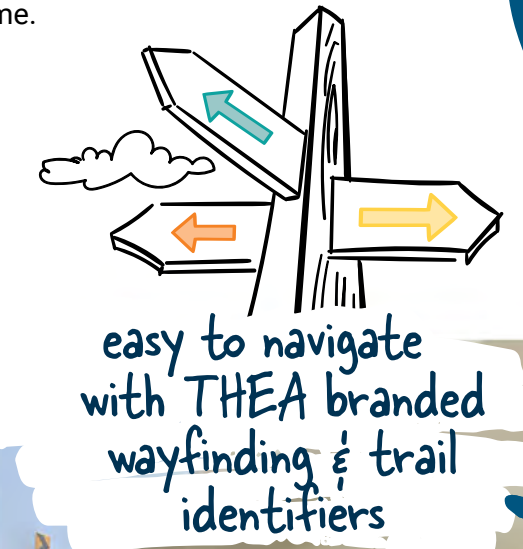
2023 Strategic Blueprint's Vision
To lead, partner, and implement safe, economically sound, and innovative multi-modal transportation solutions for our Tampa Bay community.

SELMON GREENWAY VISION

The Greenway will develop around a vision that reflects **THEA values**. This vision provides high-level inspiration and guidance that will help to unify the approach, design and implementation for all components, and create consistency within and throughout design teams, over time.

2023 Selmon Greenway Vision

To connect and support communities in Tampa healthy lifestyles, the environment, and the local downtown economy.



CONCEPT: THE MANGROVE

Mangroves are a foundational, native plant of Tampa’s estuarine environment. They are a critical, life-supporting part of the ecosystem with vibrant, verdant life above and below the surface of the water.

Leaves photosynthesize and create nutrients from the sun. Complex root systems provide a protected nursery area for marine life, protect the shore from erosion and storms, and filter and maintain water quality.



NETWORK

circulation, flow, no barriers, related, connected



LIFE BELOW

diversity of species, sub-surface activity, life in the water, ecosystems



DYNAMIC

energy, water, waves, light and shadow



PERMEABLE

things are moving through, porous



EVER-CHANGING

evolving, responsive, resilient



PROTECTION

habitat to shelter, provide, stabilize, shade

The Mangrove

Selmon Greenway

multimodal pathways, commuter facilities, scooter, and bike-share connection

daily life, people’s movement, routines in public areas
spaces for: family, play, dogs, meditation, wellness, garden, community, everyone

places for gathering, celebrations, festivals, events, food carts, and fun while being awe-inspiring and dynamic

flow of people, services and stormwater, views of river and bay

connected vehicle tech, autonomous vehicles, and climate responsive

provides micro-climates, respite from sun/heat, refuge, human-scale places

The Selmon Expressway nurtures life above and below the surface – a complex element of our urban ecosystem.

GREENWAY PLAN

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STRATEGIES & COMPONENTS

Key strategies underpin design and function of the Greenway. They are articulated by the components which are the places and corridors that are experienced. Together, the strategies and components knit together and create a cohesive Greenway.

SELMON GREENWAY

..... STRATEGIES

The four key strategies guide us in “why” we do what we do on the Greenway and orient decision-making towards important categories of effort. They reflect THEA’s values and the Greenway’s vision and help to establish an approach for implementation of that vision

DIVERSE MOBILITY & MULTIMODAL



ENVIRONMENTALLY SUSTAINABLE



FUTURE-FOCUSED & INNOVATIVE



HEALTHY COMMUNITIES



..... COMPONENTS

Building blocks of the Greenway. They are the spaces and the trails that compose the Greenway overall. The categories of components are Nodes, and Trails & Crossings

NODES

- Plazas
- Active Recreation
- Landscape & Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment At-grade
- Greenway Alignment Above-grade
- Street Crossings

Strategies and Components are described further on the following pages.

DIVERSE MOBILITY & MULTIMODAL



The Greenway develops and supports a variety of modes of transportation, including bicycle, scooter, wheelchair, pedestrian, transit options and vehicle travel. Multimodal strategies create flexibility and choices along the Greenway, and out into the city. It allows people to combine modes on a single trip.

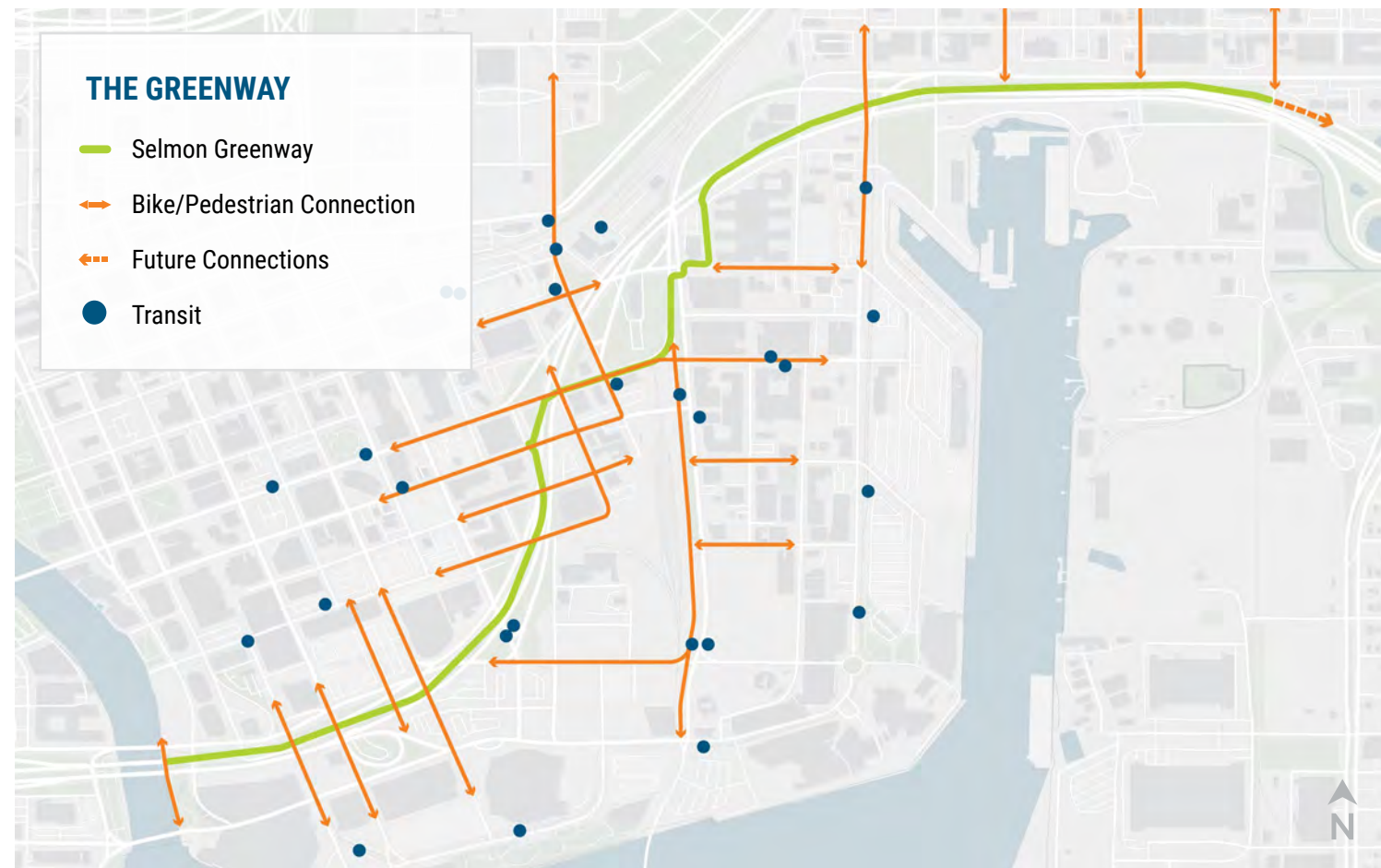


Diagram is not to scale

The Greenway connects along and into the city through active transportation paths and transit nodes.



Active Transportation

Active transportation (human-powered transportation) has health, community, and environmental benefits. The Greenway promotes walking and cycling for daily transportation, recreation, and in connection to transit.



Connection to Transit

The Greenway is part of an ecosystem of transportation in Tampa, of which transit is a key player. Transit options currently are Hillsborough Area Regional Transit Authority (HART) bus lines, Amtrak trains, and the TECO Streetcar.

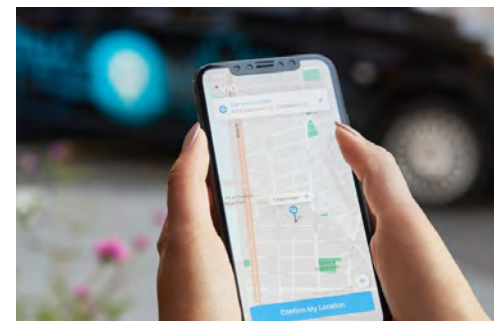
Transit equitably increases access to the Greenway including people with disabilities, seniors and low-income communities. It helps to create a more comprehensive and interconnected transportation system.



Mobility Hub

A mobility hub is a multimodal place of connection. It provides services, technology, information and connection that supports active transportation, transit, and shared mobility options. Mobility hubs are responsive to technology and trends that are changing how people move around cities, including an expanding set of mobility choices. Mobility hubs integrate options and amenities to make travel more convenient, sustainable and enjoyable.

A mobility hub located near the Greenway could integrate the Greenway fully into the micromobility network in downtown, as well as regionally.



Parking & Curb Management

Parking and curb space is transforming in urban areas. The Greenway provides parking access for vehicles, while reducing parking overall and transitioning parking space to parklands. Off-street Parking is targeted around gateway and trailhead opportunities. Curb space becomes dynamic space that serves ride-hailing services near popular pick-up and drop-off locations, while allowing for on-street parking where needed.

ENVIRONMENTALLY SUSTAINABLE



The Greenway is part of both urban and natural systems in the Tampa region.

Although the core of the city is highly urbanized, we see and experience natural places in the river and bay framing downtown, pockets of nature throughout, and through experiencing the city's climate.

Tampa faces a series of environmental challenges including the broad effects of climate change (flooding, sea level rise, increasing intensity of storms), water quality issues from rapid urbanization and run-off, loss and fragmentation of native habitat and biodiversity, and air quality pollution, particularly from vehicle emissions.

The Greenway can partner to lessen impacts, and mitigate negative effects. Sustainability is part of all aspects of development along the Greenway. More significant features showcase and highlight sustainability efforts. Each project will have a unique and specific approach to sustainability based on its location, issues, needs and context.



Diagram is not to scale

Stormwater & Low Impact Development



The Greenway uses low-impact development (LID) solutions to mitigate and infiltrate stormwater. LID solutions work with the natural hydrological cycle, reducing and treating stormwater at its source with soils and native plants. These spaces serve multiple functions, becoming areas for education and recreation, and can participate in city and local stormwater mitigation efforts.

Native Ecosystems



Urbanization has deteriorated native ecosystems that make up the natural climate, soil, habitat and hydrology in Tampa. Currently, the Greenway is mostly hardened (concrete and asphalt) or covered in turf or neglected vegetated spaces.

The Greenway can re-green spaces through strategic de-paving and re-vegetation with native plants, and connect with other local partner efforts. Pockets of native habitat will help preserve, augment and connect biodiversity in the downtown.

Local, Sustainable & Renewable Materials



The use of sustainable building materials and practices conserve natural resources, reduces the carbon footprint of the Greenway, and minimizes waste and pollution. They also can be cost effective, and aesthetically create a sense of place tied to the natural and cultural character of Tampa and central Florida. Where energy is required in the operation of the Greenway, integration of renewable sources such as solar and wind energy can be used.

Climate Change Resiliency



Climate change impacts the Greenway in a variety of ways. Because of its proximity to rivers, canals, the bay, and the ocean, major concerns exist around flooding due to sea level rise and intensifying storms and storm damage. Increasing temperatures and the urban heat island effect are of concern. The Greenway must be constructed to mitigate impacts of climate change specific to Tampa, and can be a model for more sustainable construction.

Setting up a monitoring plan can help gauge how projects function after installed, and how to adapt for future projects. This information can also be used to promote the Greenway.

FUTURE-FOCUSED & INNOVATIVE



The world that we will live in ten years, and certainly fifty years down the road will look very different than the one that we live in today. This strategy helps meet needs that we have today, while looking forward and being responsive to needs and technologies that address issues and solve problems that we anticipate in the future. Technological integration is user-focused and flexible to innovation.

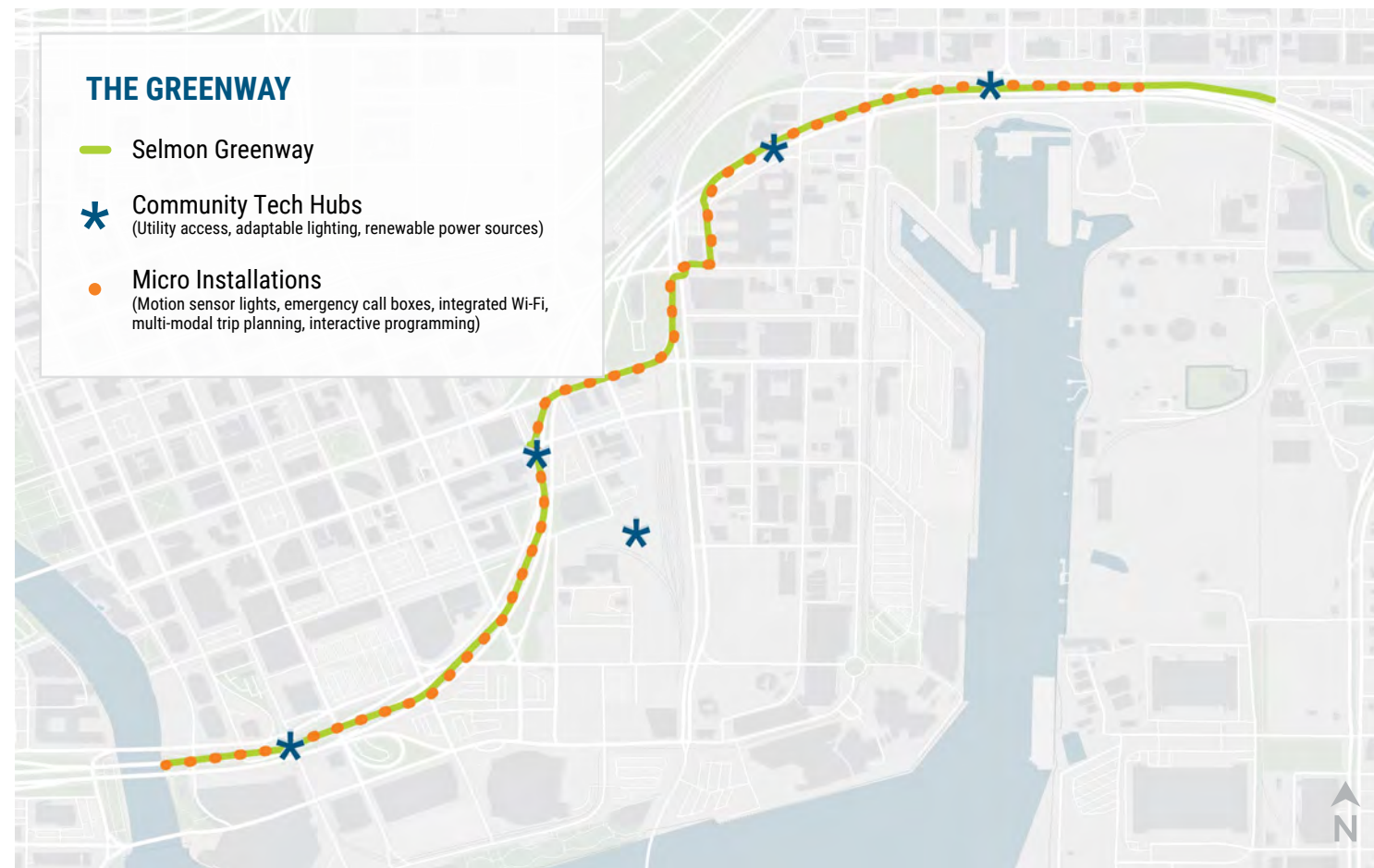
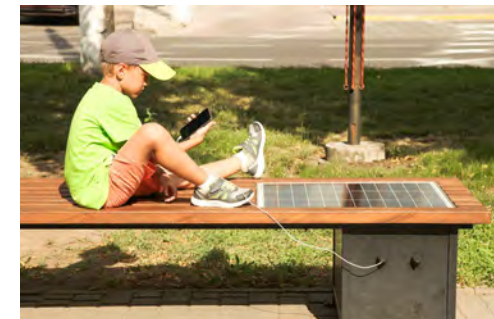


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Smart Environment

This is innovation that supports environmental and ecological function, as well as mitigating human impact, while making it a valuable part of the human experience. Technology can gather data, and integrate information from other Greenway or partner sensors to solve problems such as real time weather forecasting to create stormwater storage when needed in the central city. Biomimicry is technology that seeks to replicate natural processes to solve problems. One example are “liquid trees”, or tanks of micro-algae that remove carbon from the air in a similar way that trees cleanse the air. They can be employed in urban locations where it is difficult to plant trees. Technology also can be integrated artfully to educate and connect people to the natural environment.



Smart Communities

This is innovation that supports safe, convenient, and intuitive community connection, in work, play and routine needs. These technologies support and augment how public space can facilitate our daily lives, supporting and building community.



Smart Mobility

This is innovation that supports varied, sustainable and equitable transportation options. These technologies exist in consolidated locations (ex: a mobility hub), as well as threaded into the Greenway environment, such as through bike and scooter share programs, ride share pick-up and drop-off locations), and technology that supports transit use.



Smart Play

Technology can play a significant role in promoting individual and public health. Innovation can address physical, mental, community and public health in a variety of ways. THEA can work with fitness and health applications to promote their facilities. Virtual community boards can help to organize public and group exercise or play. Systems to help organize court use for people, facilitate play, or light fields and courts in flexible and energy efficient ways.

Innovative approaches and solutions are integrated throughout, with locational hubs where technology is at the forefront.

HEALTHY COMMUNITIES



The Greenway promotes the comprehensive wellness of the community, by creating places that support physical, emotional and public health.

The Greenway offers places to practice healthy activities such as exercise, meditation, and community gathering. It also is an integral part of a network of health focused amenities in Tampa. This includes connection to the proposed Meridian Health Trail at Brorein/Cumberland, and Twiggs, and proximity and potential partnership with medical facilities such as Tampa General Hospital, USF Health/CAMLS, and the USF Health Morsani College of Medicine.



Diagram is not to scale

The Greenway integrates health and wellness nodes through circuits of trails.



Fitness & Play

The Greenway is a place that promotes healthy lifestyles through a “Wellness Trail” that leads users along a series of exercise focused areas including fitness stations, group exercise areas, meditation spaces, and playgrounds. The Greenway alignment itself, is a key element, using playful markings to indicate fitness challenges or locations. The Wellness Trail connects to other local trails including the proposed Meridian Health Trail, and is a partnership with local medical centers, health care facilities and businesses. Elements are designed for all ages and abilities, encouraging multi-generational wellness.



Universal Design

In addition to ADA compliance, the Greenway is constructed for a wider spectrum of abilities and needs. The Greenway is usable, accessible and inclusive for people of all ages and abilities. Principles of universal design include equitable use, flexibility in use, being simple and intuitive, easily understood, and minimizing of hazards and complexity. Diversity of play and fitness options, and integration into other Greenway elements (ex: playful elements in plaza spaces) encourage multi-generational wellness.



Human-Centered

Human-centered design (HCD) focuses on what people and communities need and desire when coming up with design solutions and outcomes. It addresses issues and solves problems identified by those that will use the space. HCD is an important part of community outreach in Greenway design, involving the communities around the Greenway and other users in the creation of their spaces.



Safety

The Greenway puts safety at the core of the trail experience. This includes reduction of modal conflict, safe street crossings, and crime prevention through a well designed physical environment.



Responsive

While often Tampa’s climate is amenable to being outside, it can also be hot and wet. The Greenway uses a variety of techniques to mitigate heat including shade structures, tree canopy, misting elements, water features and splash pads, materials that reflect heat and planting areas that transpire (and naturally cool spaces). Drinking opportunities are placed at regular intervals, coinciding with areas of active recreation and trailheads.

THE PLAN RECOMMENDATIONS



DIVERSE MOBILITY & MULTIMODAL

Active Transportation

- ▶ Coordinate with bike and scooter share companies to create and designate pick-up/drop-off and charging locations on the Greenway, with a focus on Gateway locations and Passages.
- ▶ Provide ample and safe bike infrastructure including bike racks, lockers, and fix-it stations, especially at gateway locations.
- ▶ Assure that universal design principles are integrated into all spaces. Universal design creates environments inclusive to all people regardless of ability, size or age.

Connection to Transit

- ▶ Collaborate with the city to develop crosswalks that connect the Greenway into city neighborhoods, transit stops, and to important nearby destinations. Apply national standards (ex: NACTO) to create safe and accessible crosswalks and sidewalks that prioritize pedestrians moving along the Greenway.
- ▶ Work with HART, Amtrak, and TECO to connect transit plazas and stops to the Greenway.
- ▶ Use signage to mark distances and direction from the Greenway to transit nodes and destinations.

Mobility Hub

- ▶ Develop a mobility hub on/near the Greenway that helps provide seamless and convenient transfer between different modes of transportation and the Greenway, as a way to promote sustainable and equitable mobility options.
- ▶ Work with the city to potentially develop mobility hubs elsewhere in the region that connect with the downtown mobility hub.

Parking & Curb Management

- ▶ Create zones for passenger pick-up and drop-off for ride-shares and micro-transit along the Passages.
- ▶ Conduct and participate in a parking survey within the downtown to determine parking needs in the dynamically changing downtown.
- ▶ Maintain on-street parking and integrate “drop-off” locations in Passage areas, near major intersections, or gateway locations.



ENVIRONMENTAL SUSTAINABILITY

Stormwater & Low Impact Development

- ▶ Consider using artificial turf in locations where grass or playing fields are desired.
- ▶ Employ low-impact development (LID) solutions for all stormwater needs.
- ▶ Use all vegetated areas (with the exception of turfed play fields) for rain infiltration.
- ▶ Buffer parking with planting areas that simultaneously serve as stormwater infiltration.

Native Ecosystems

- ▶ Plant native plant species, or regionally adapted plants if necessary.
- ▶ Aim to irrigate only for establishment, and focus any irrigation needs on highly used spaces.

Local, Sustainable & Renewable Materials

- ▶ Use local and regional materials (stone, wood, vegetation) that resonate with the ecology and natural history of Tampa.
- ▶ Source materials from local vendors and suppliers.
- ▶ Generate power via renewable sources where possible, to power Greenway needs. Interpret green-energy use for the public.
- ▶ Employ smart-energy technology to conserve electricity in lighting and other needs. This includes LED lighting and sensors to provide light only when needed, adjust level or color, and be programmed to respond to user activity.

Climate Change Resiliency

- ▶ Pilot innovative tools to solve environmental issues (ex: “Liquid Trees” to mitigate air pollution). Leverage these elements as educational opportunities.



FUTURE-FOCUSED & INNOVATIVE

Smart Environment

- ▶ Partner with local agencies, schools and scientific organizations to use the Greenway for data collection. Examples are air and stormwater quality monitoring.

Smart Communities

- ▶ Collaborate with the City of Tampa on their Smart City initiatives and partnerships.
- ▶ Integrate Greenway-wide internet connectivity (ex: Kudocom Luminaires with Smart Hub).
- ▶ Offer phone charging stations in plaza spaces.
- ▶ Work with the City to designate “emergency hub” locations where communities gather in the case of an emergency. Provide renewable electrical generation and charging, information dissemination and emergency lighting.
- ▶ Use “smart signage” such as digital displays and sensors to provide users with real-time information about trail conditions, community news, and directional information. Program them to provide information in multiple languages and formats to make them more accessible to a diverse range of user.

Smart Mobility

- ▶ Create a variety of parking and charging services, including for bicycles and scooters, bike and scooter-share companies, electric vehicles, and car-share parking and access.
- ▶ Generate power via renewable sources (wind and solar) above the expressway to power things below. This can be used in visible and visitor focused applications such as charging stations and lighting.
- ▶ Partner with local transit organizations to provide real-time transit information where transit intersects the Greenway.

Smart Play

- ▶ Partner with exercise apps such as Strava and Peleton to integrate their workouts into Greenway “health trails”, or vice-versa.
- ▶ Work with VR technology to integrate virtual fitness on the Greenway.



HEALTHY COMMUNITIES

Fitness & Play

- ▶ Develop small exercise nodes along the trail. Cluster them in groupings that can be linked to form a variety of exercise options.
- ▶ Use expressway infrastructure and topography in the creation of play and exercise elements. Examples are bouldering walls built into berms, and exercise elements connected to columns.
- ▶ Put adult exercise equipment in proximity to children's play space, where possible and safe. This allows for multi-generational play and fitness.

Universal Design

- ▶ Integrate quiet areas for mental health spaces.
- ▶ In addition to ADA standards, consider Universal Design Standards. The National Disability Authority recognizes the “7 Principles of Universal Design” developed by North Carolina State as sound recommendations.

Human-Centered

- ▶ Provide spaces for community gathering.
- ▶ Reach out to local communities to get feedback on their particular needs, desires and priorities. Integrate them into design, as well as, future maintenance and stewardship discussions.
- ▶ Partner with health advocates (ex: hospitals, medical schools, health professionals, gyms, public health professionals) in Tampa to understand the needs and desires of the community.

Safety

- ▶ Use pedestrian scale lighting and safety/emergency call-stations to create safe night-time environments.
- ▶ Work with DOT partners to implement street crossing safety measures. Use easily implementable strategies in the near term, as well as designing substantial and integrated safety solutions into new construction.
- ▶ Integrate CPTED (Crime Prevention Through Environmental Design) strategies.

Responsive

- ▶ Use materials, street trees, structures, and amenities that mitigate Tampa's climate such as misting and water features, evapo-transpiring plantings, shade, and drinking fountains.

NODES



The Master Plan defines types of nodes occurring along the Greenway. This organizes spaces according to the context, adjacent attractions and land uses, and distributes amenities along the Greenway. There is flexibility such that a community process can help define further the types of elements and functions that can take shape in these spaces.

The planned Greenway will include: 8.75 acres of plaza space, 3.3 acres of active recreation space, 36.4 acres of vegetated space, and 7.5 acres of parking (a 57% decrease from current parking areas).

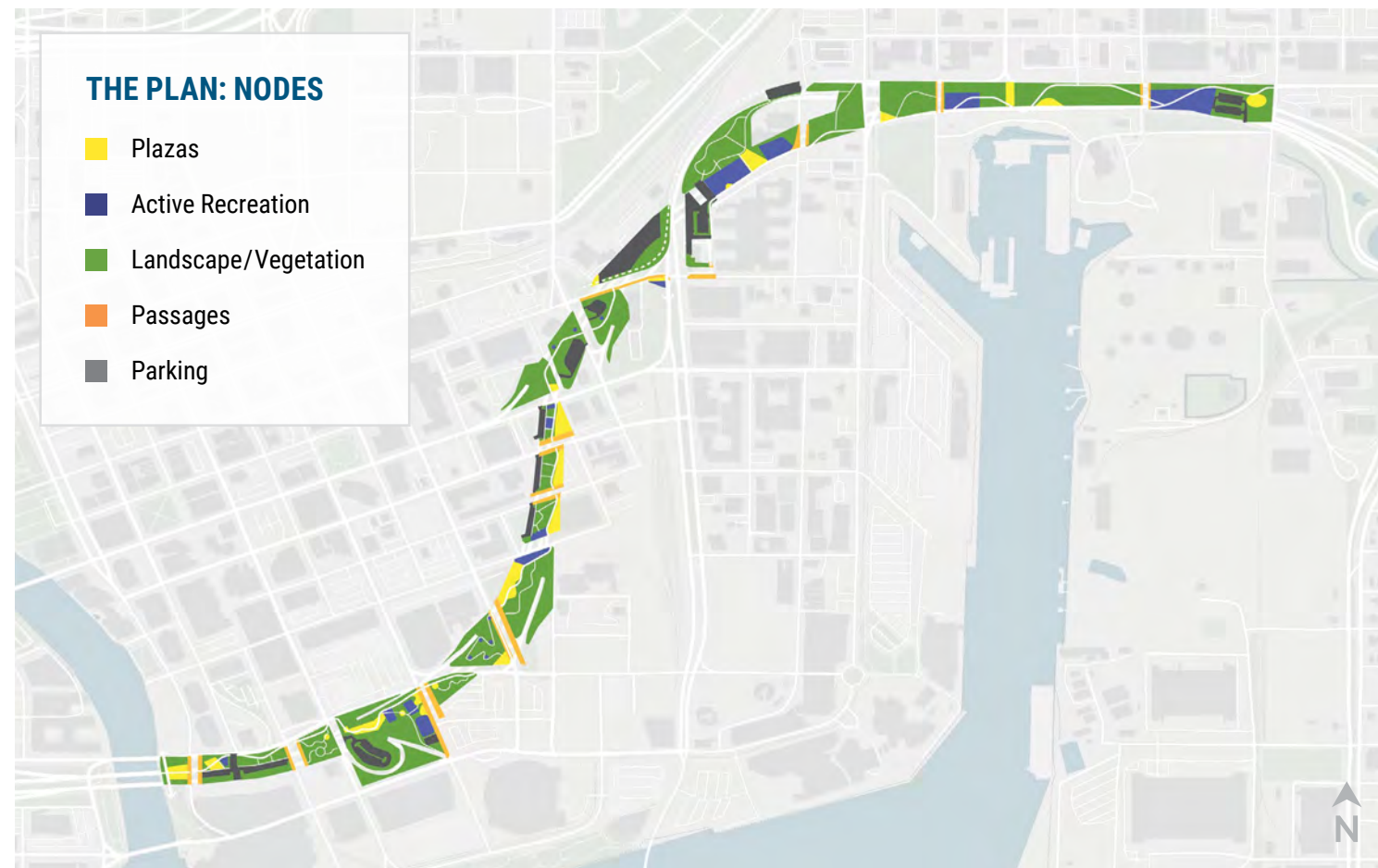
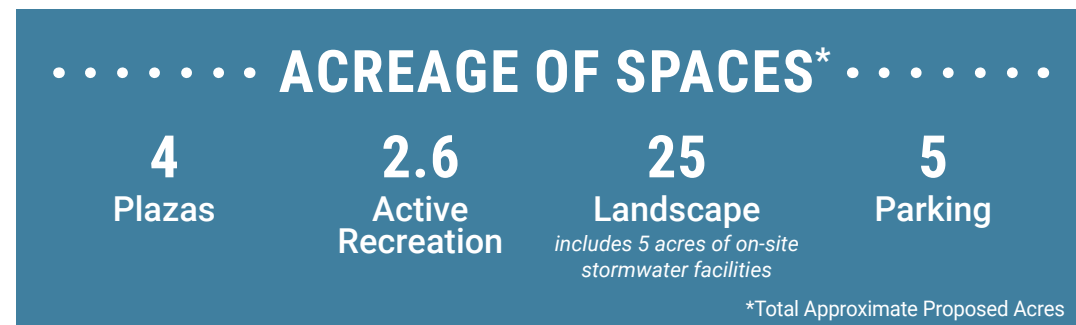


Diagram is not to scale



Plazas

Plaza space functions as a gathering and community space. It can take different forms based on its context and community need.

- ▶ Trailhead/Gateway: a place of orientation & arrival
- ▶ Art space: places for community expression and highlighted art
- ▶ Concert and presentation space: places for celebration and performance
- ▶ Market and festival space: places for commerce and events



Active Recreation

Active Recreation space is a place of leisure and physical activity. It may include spaces for organized games or pick-up games.

- ▶ Court: Pickleball/tennis courts, skating rinks
- ▶ Turf: Small field soccer, putting green
- ▶ Games: Bocce, boules, croquet, corn hole
- ▶ Exercise areas: group and individual stations
- ▶ Playscapes: playgrounds, bouldering walls, ropes courses



Landscape / Vegetation

Landscaped areas are locations of vegetation that serve many urban functions including visual buffering, eco-system services like stormwater retention and infiltration, and a place for people to interact with nature.

- ▶ Native habitat
- ▶ Stormwater basins, gardens, and swales
- ▶ Visual buffering
- ▶ Aesthetic placemaking



Passages

Passages are street frontages focused on people over vehicles. Sidewalks become places for gathering, locations of arrival and connection. Orientation signage is emphasized, and pick-up and drop-off space is prioritized at the curb.

- ▶ Ride-share locations
- ▶ Seating
- ▶ Public transit stations
- ▶ Wayfinding



Parking

While parking is reduced overall, it remains at key locations including trailheads, key destinations such as larger active recreation centers and plazas.

- ▶ Electric vehicle (EV) charging
- ▶ Varying stall sizes
- ▶ Biofiltration / permeable surfaces
- ▶ Shade trees

TRAILS & CROSSINGS



The contiguous nature of Greenway spaces is broken up by 20 street crossings. Making these crossings safe, legible and pleasant is vital to knitting together the entire Greenway and experience. Both trail and crossing improvements contribute to safety initiatives like Vision Zero, and the city's on-going effort to improve bicycle routes through out downtown.

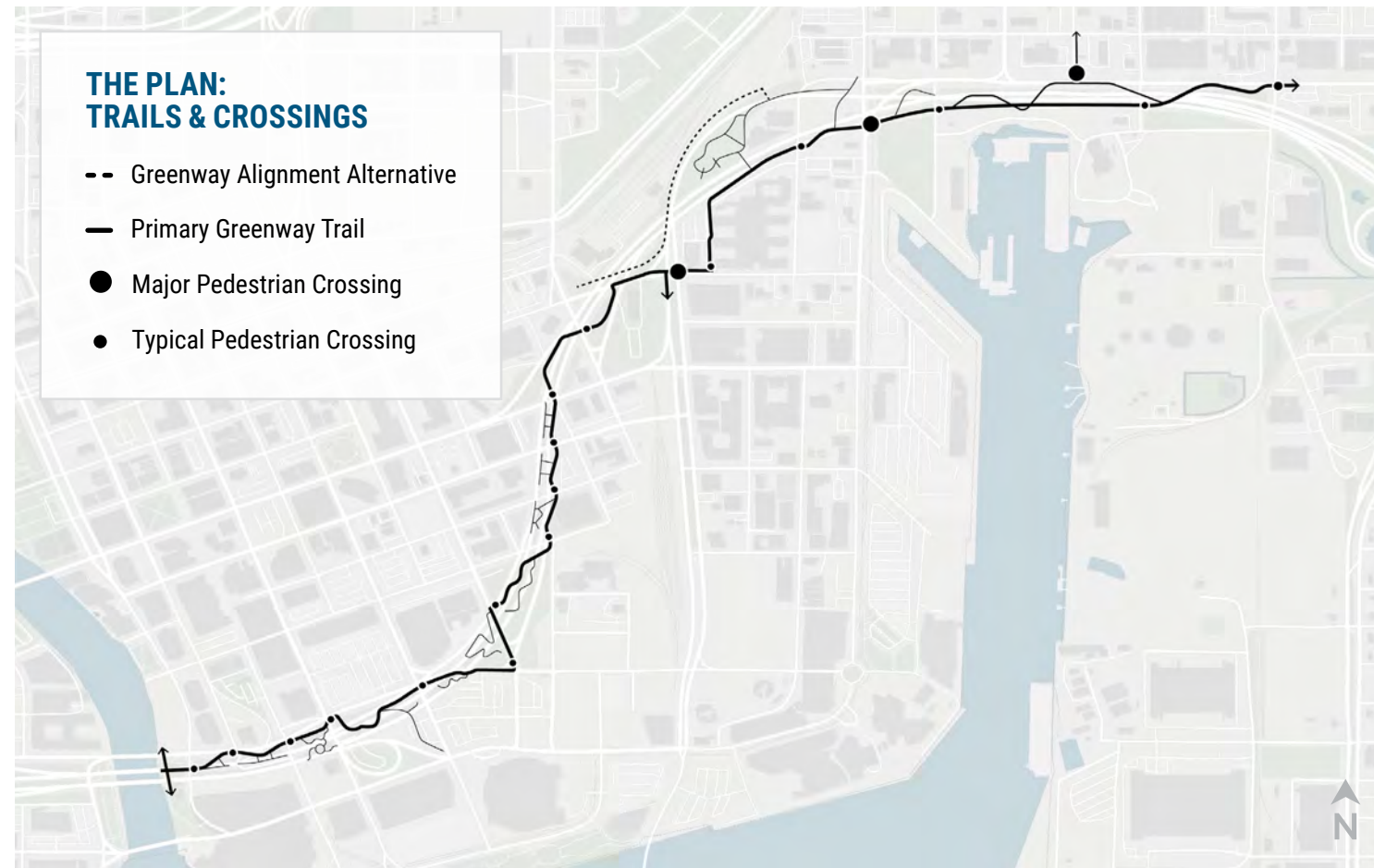


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At-Grade Trail

At-grade trails traverse park spaces. Where the trail passes over a concrete sidewalk, a contiguous alignment is maintained visually using paint.

- ▶ Primary Trail is 16' - 24' wide with an asphalt surface.
- ▶ Secondary Trails are thinner trails that connect to site features and can be surfaced in asphalt, or permeable materials such as crushed stone.



Above-Grade Trail

Above-grade, on structure crossings are where the 16' wide Greenway trail rises on bridges to traverse roadways (Channelside Dr), on boardwalks to cross stormwater basins, or is elevated for views and experience.

- ▶ Bridges
- ▶ Boardwalks



Street Crossings

Street Crossings are 16' wide painted crossings that span the roadway. See "Crossings" in the Branding and Components Appendix.

- ▶ Spatial Design Improvements: locations where the physical design of the crossing and roadway can be improved.
- ▶ Component Improvements: Adding components (signals, paint, signage) to the design of existing or new crossings to improve pedestrian safety.

..... **GREENWAY TRAIL**

<p>1.7 Miles Total Trail Alignment</p>	<p>20 Improved Street Crossings</p>	<p>1 Proposed Pedestrian Bridge <i>(Channelside Dr)</i></p>
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FULL EXTENT ALIGNMENT + SPACES

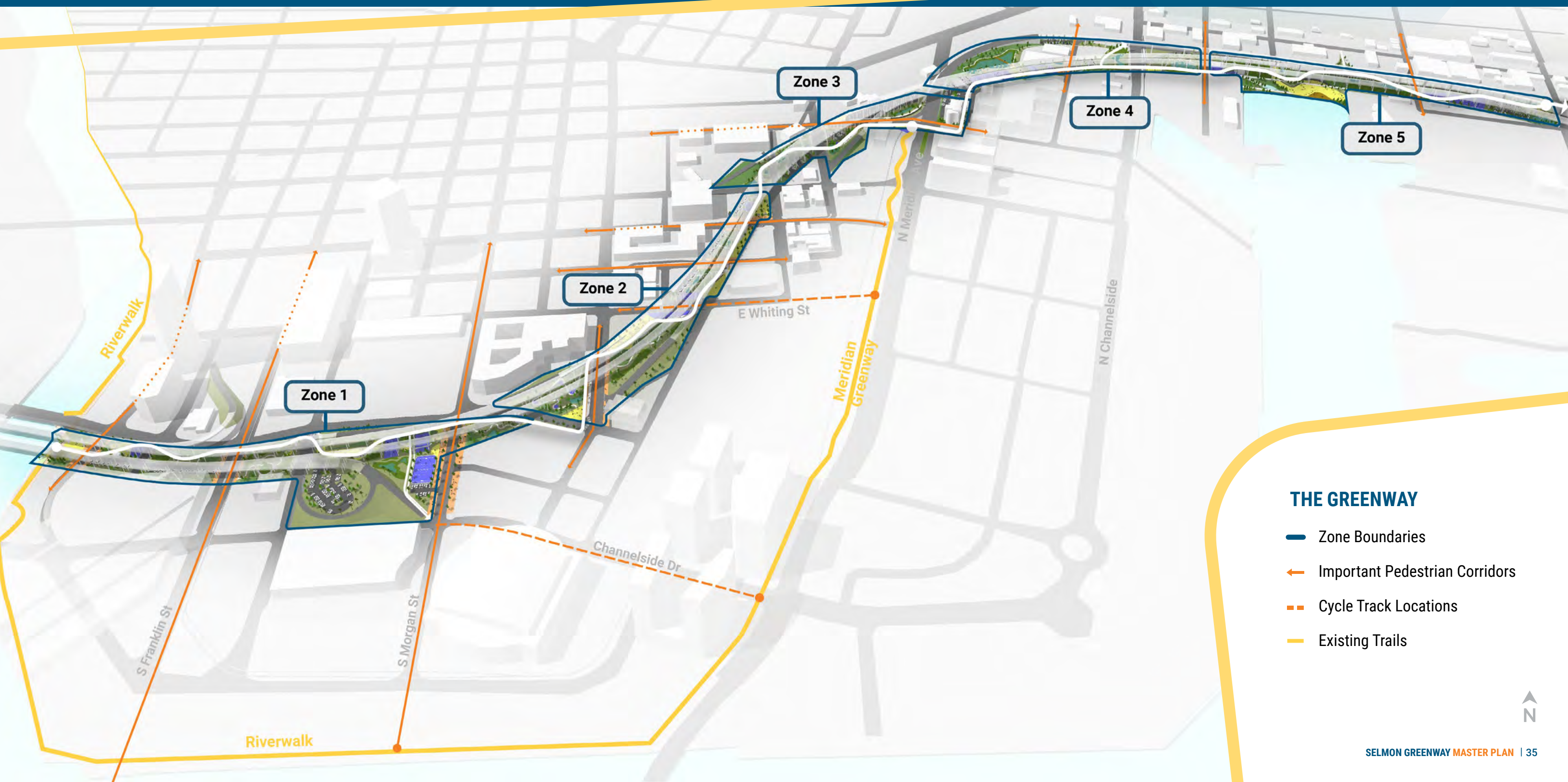
The Greenway is broken into five zones based on their distinctive character and context along the Greenway corridor.

Permeable & Connective

The proposed Selmon Greenway increases permeability under the expressway, stitching together different parts of the downtown. Key pedestrian corridors connect important Greenway facilities with the downtown business district, neighborhoods, commercial centers, and waterfront amenities.

Ebb & Flow

The Greenway blends locations of high activity where people stop and spend time; with trail sections that move people through spaces. This cadence of ebb and flow creates a dynamic Greenway experience.



THE GREENWAY

- Zone Boundaries
- - - Important Pedestrian Corridors
- ... Cycle Track Locations
- Existing Trails



ZONE 1 WEST GREENWAY ANCHOR

Zone 1 is the western anchor of the Selmon Greenway. Downtown Tampa is bounded by the Hillsborough River to the west, where the Greenway intersects with the Riverwalk. This section of the Greenway connects to major destinations in the downtown entertainment district including the Convention Center and Amalie Arena.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
 - Greenway Alignment (Above-grade)
 - Greenway Street Crossing (At-grade)
 - + Intersection Improvement
- *See Branding and Components Appendix: Crossings

- 1. FRYE PARK**
Celebratory intersection with the river and the Riverwalk
- 2. ASHLEY PASSAGE**
Improved pedestrian crossing
- 3. WESTERN TRAILHEAD PLAZA**
Trail orientation point with wayfinding signage, info, bike services, and restroom
- 4. WELLNESS HUB WEST**
Wellness trail orientation point with wayfinding signage, info, and group exercise area
- 5. TAMPA TO FRANKLIN**
Trail Corridor
- 6. FRANKLIN PASSAGE**
Connection to TECO station, and Convention Center
- 7. WELLNESS / SENSORY GARDEN**
Quiet spaces, aromatic and visually pleasing plantings in connection to USF
- 8. LEE ROY SELMON MEMORIAL PARK**
Namesake statue memorial and gathering spaces
- 9. SELMON PARK RECREATION CENTER**
Court and game spaces, spectating areas built into ramp topography, dog park
- 10. SELMON PARK ANNEX**
Small gathering spaces along trail
- 11. MORGAN PASSAGE**
Sidewalk plaza and drop-off/pick-up area connecting pedestrians to Amalie Arena
- 12. EXISTING PARKING TO REMAIN**



ZONE 2 CENTRAL CONNECTOR

Zone 2 is a key connection zone between the dynamically developing districts east of the Greenway and the existing downtown. Today, this zone is surrounded by a cluster of creative office spaces, businesses, schools, and civic offices. This zone is connected by cycle tracks on E Jackson Street and bus routes on S Jefferson Street. Once planned developments on Water Street are achieved and built out, there will be considerable residential and commercial uses added to this zone.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
 - Greenway Alignment (Above-grade)
 - Greenway Street Crossing (At-grade)
 - ⊕ Intersection Improvement
- *See Branding and Components Appendix: Crossings

13. BROREIN TRIANGLE GATEWAY AND HEALTH CIRCUIT

Gateway from dynamic development to the east, connecting to health trail integrated into site topography

14. JEFFERSON PASSAGE

Connection of Brorein Gateway to northern Greenway destinations

15. JEFFERSON PARK & HEALTH TRAIL

Gathering spaces and trail connecting fitness nodes and play spaces

16. CENTRAL PROMENADE (SOUTH BLOCK)

Outdoor "office campus" with presentation space, gathering and social spaces

17. WASHINGTON PASSAGE

Connection along the Central Promenade

18. CENTRAL PROMENADE (MIDDLE BLOCK)

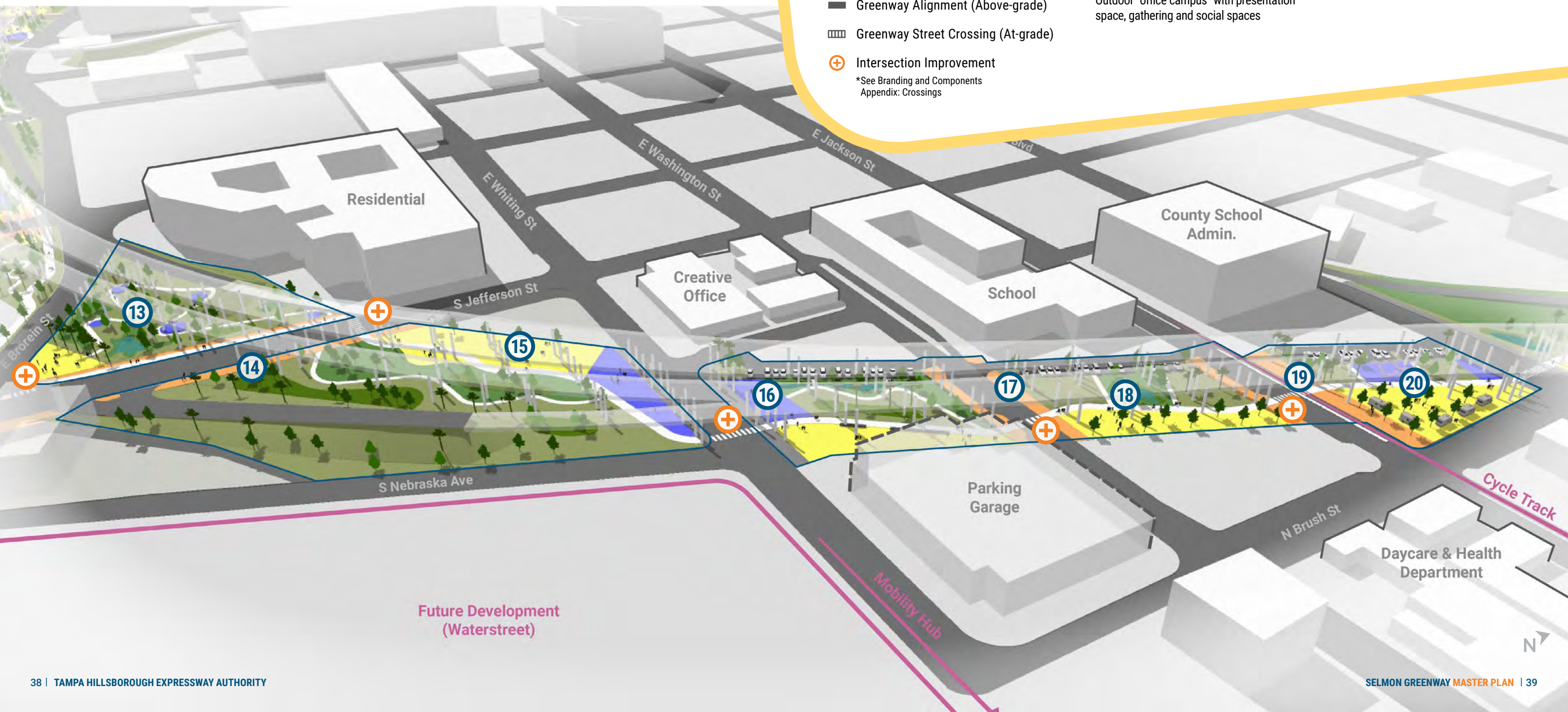
Outdoor classroom and habitat spaces with flexible space for performance and gathering

19. JACKSON PASSAGE

Connection along the Central Promenade and cycle track

20. CENTRAL PROMENADE (NORTH BLOCK)

Food cart pod connects to all-ages play zone and restrooms



ZONE 3 GREENWAY FLOW

Zone 3 is quieter than other sections on the Greenway, serving as the connector for activity centers in zones 1 and 2 to the northeastern portion of the Greenway.

In this area, the trail moves over and around stormwater facilities, parking lots, and exercise stations. In zone 3, the Greenway intersects with the Meridian Health Trail and provides a connection north to 12th Street Park.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
 - Greenway Alignment (Above-grade)
 - Greenway Street Crossing (At-grade)
 - Greenway Bike Crossing (At-grade)
 - ⊕ Intersection Improvement
- *See Branding and Components Appendix: Crossings

21. KENNEDY TO MERIDIAN CORRIDOR

Parking, trail and stormwater basins, exercise stations integrated into site features

22. UNION STATION PLAZA EXTENSION

Gathering space adjacent to Amtrak station

23. MERIDIAN HEALTH TRAILHEAD

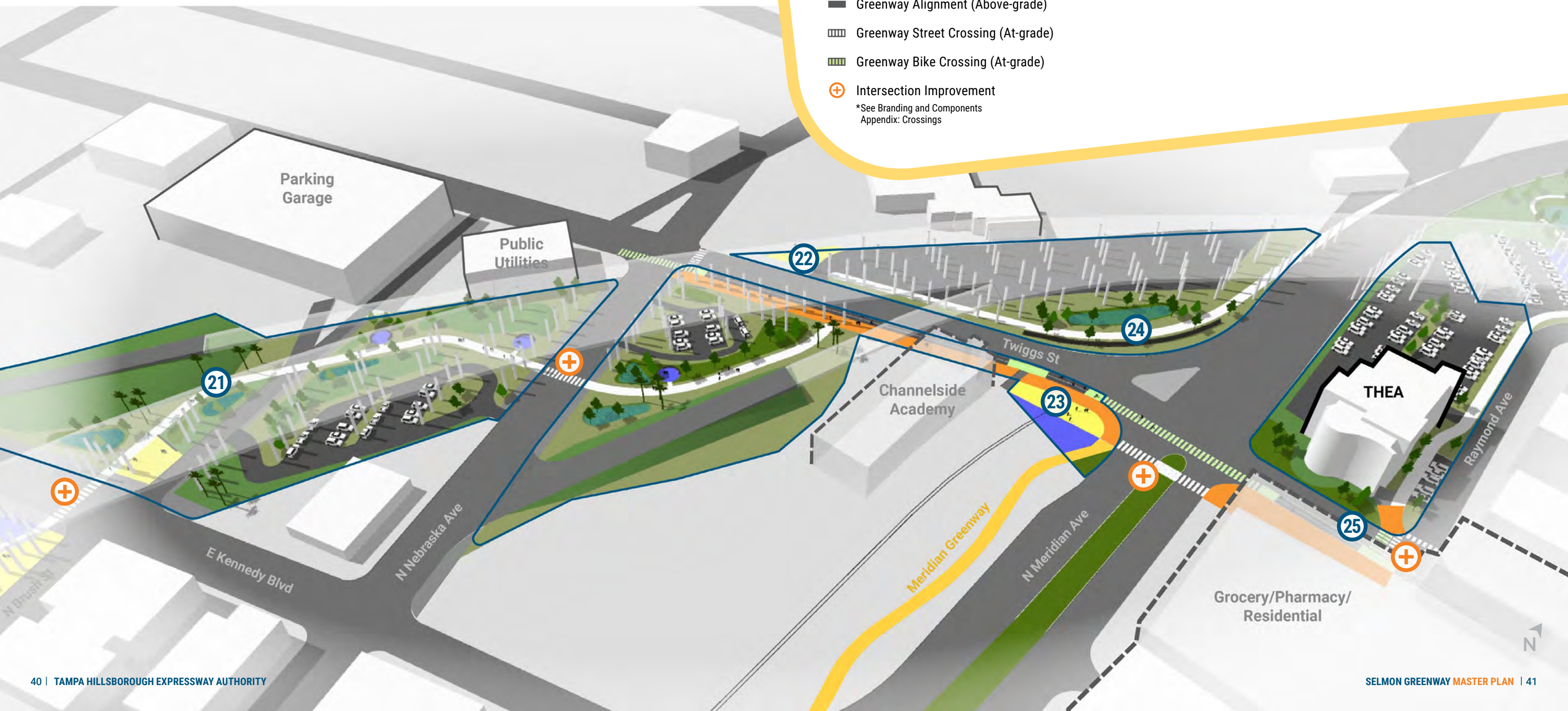
Group exercise area and gateway to health trail (Cumberland to Twiggs)

24. RAILS-TO-TRAILS ALIGNMENT OPTION

Potential trail corridor along old rail line

25. TWIGGS GREENWAY JOG

Realignment of the Greenway on city streets to mitigate expressway ramp barrier



ZONE 4 12TH STREET PARK

Zone 4 of the Greenway contains a major destination at 12th Street Park where the existing Kotfila Memorial Dog Park is a well-used amenity for Channelside communities. This section of the Greenway establishes a direct connection from Channelside communities to areas around Adamo Dr where development plans are currently underway.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
 - Greenway Alignment (Above-grade)
 - Greenway Street Crossing (At-grade)
 - ⊕ Intersection Improvement
- *See Branding and Components Appendix: Crossings

26. KOTFILA DOG PARK (EXISTING)

27. 12TH STREET PARK

- Large park at Greenway "elbow" between northern neighborhoods and downtown
- Includes a variety of elements including a market plaza, recreation center, stormwater habitat area with trails, EV parking, and existing dog park

28. 12TH STREET PASSAGE & TRAILHEAD

Pedestrian plaza and ride-share stop connects brewery to park

29. EV PARKING & CHARGING

30. CHANNELSIDE PEDESTRIAN BRIDGE

Pedestrian bridge that safely connects trail users across Channelside

31. PROPOSED TECO STOP

Connection to Historic Ybor and future Gas Worx property

32. STORMWATER FACILITY & HABITAT FEATURE



ZONE 5 EAST GREENWAY ANCHOR

Zone 5 is an important connection between Historic Ybor City and planned developments around the Greenway. This zone includes safe pedestrian crossings and street-front improvements on Adamo Dr that create a boulevard style experience connecting Ybor City and future developments across Adamo. The public space at the north side of Ybor Channel on the Greenway is a signature and iconic public space at the intersection of important north/south and east/west connection. It will connect to future development south, east, and west of the Greenway, participating in a holistically designed, water connected, community and civic focused public space. The eastern trailhead is a jump-off location for western Greenway destinations, as well as a potential new link to future Greenway trail opportunities linking to the Bypass Canal Trail.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
 - Greenway Alignment (Above-grade)
 - Greenway Street Crossing (At-grade)
 - ⊕ Intersection Improvement
- *See Branding and Components Appendix: Crossings

33. 14TH STREET PASSAGE

Pedestrian focused street-scape, ride-share drop-off/pick-up

34. GARRISON CHANNEL WATER SPORTS CENTER

Boat and paddle board storage and rental, restrooms, commercial space, and boat launch

35. ADAMO CROSSINGS

Boulevard-style pedestrian crossings use pedestrian refuges, trees, and visual elements for place-making and place-marking at these key crossings

36. YBOR CHANNEL PROMENADE

- Vegetated berms and stormwater swales create sound and visual buffer from Adamo Dr
- Greenway alignment at ground plane and event venue connects to future public space along the Ybor Channel
- An elevated Greenway alignment feature with views to water

37. RECREATION CENTER

Courts for games and exercise areas

38. 19TH STREET TRAILHEAD

EV charging and parking, trailhead features, recreation center, and restrooms mark the current eastern terminus and potential future alignment connection to the Bypass Canal Trail



ZONE 1 SPOTLIGHT

GATEWAY PLAZA: FRYE PARK

Plazas are locations for gathering and celebration. They are places of intersection and connection, where trail users slow, stop, and spend time engaging with each other and the environment.

SITE FURNISHINGS

1. Integrated seat walls
2. Benches
3. Litter/recycling receptacles
4. Water fountain
5. Art feature
6. Bike racks

WAYFINDING

7. Trailhead, context, and corridor map
8. Interpretive element
9. Integrated place identifiers
10. Pavement painting

LIGHTING

11. Integrated
12. Freestanding
13. Artful

SURFACE TREATMENTS

14. Asphalt
15. Crushed stone
16. Native vegetation
17. Concrete/paver



ZONE 2 SPOTLIGHT

PEDESTRIAN PASSAGE: CENTRAL PROMENADE

Pedestrian passages turn street frontages into a places for people. Shade and seating make it a comfortable place to wait or meet others. Wayfinding signage orients people arriving or leaving the Greenway. Short duration stopping areas make curbs dynamic zones for ride-share vehicles.

SITE FURNISHINGS

1. Benches
2. Litter/recycling receptacles
3. Play equipment
4. Movable Seating
5. Restroom
6. Transit shelter
7. Bollard

WAYFINDING

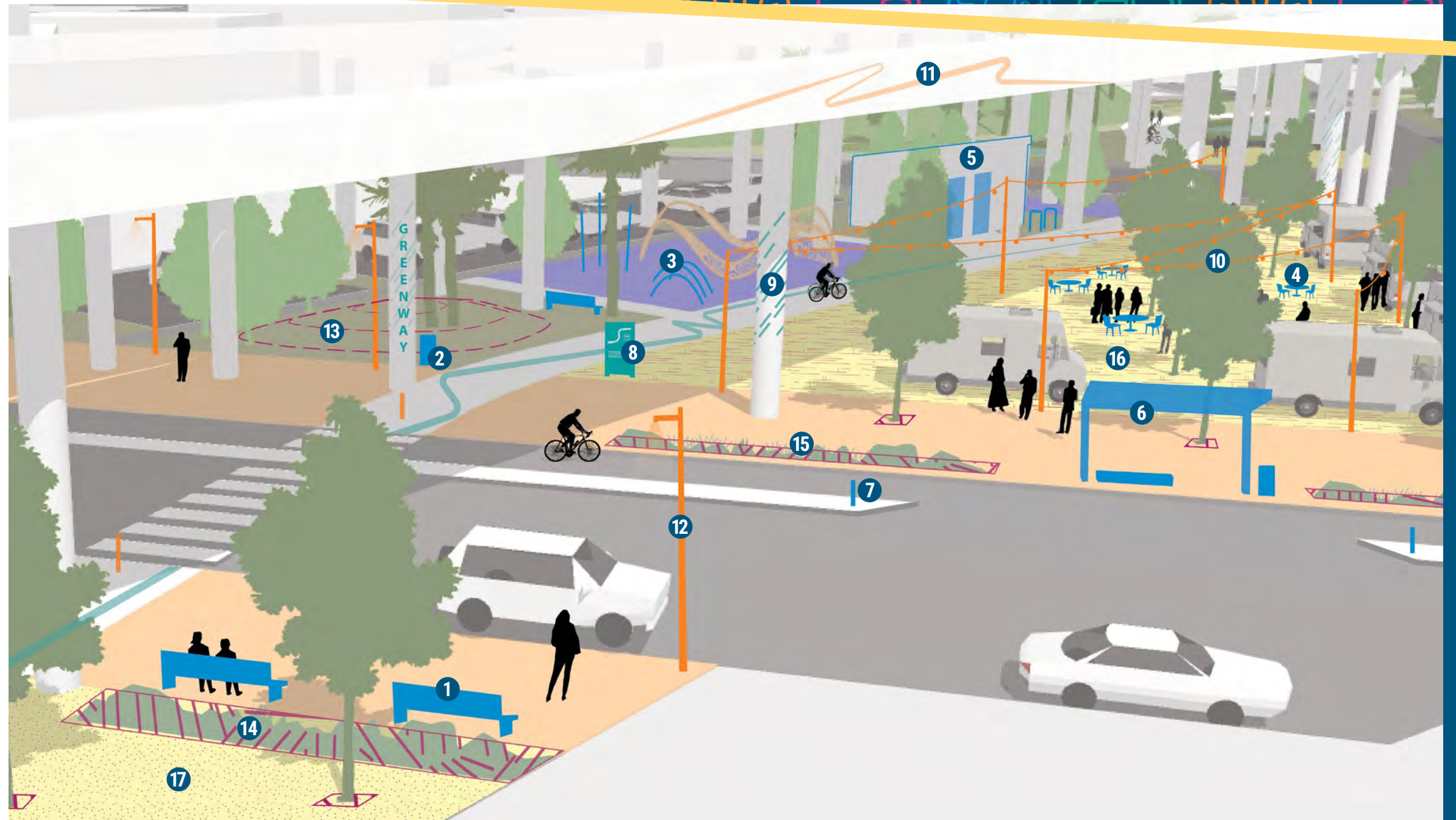
8. Context and corridor map
9. Integrated place identifiers

LIGHTING

10. Pedestrian
11. Artful
12. Overhead freestanding

SURFACE TREATMENTS

13. Topography
14. Biofiltration area
15. Rain garden
16. Concrete pavers
17. Permeable surface



ZONE 3 SPOTLIGHT

LANDSCAPE/VEGETATION: GREENWAY FLOW

Stormwater basins create naturalized habitat areas for native flora and fauna. Stormwater basins on the Greenway create pleasant areas to walk or bike through, and include integrated elements such as benches and exercise facilities that provide users with opportunities to stop along the trail.

SITE FURNISHINGS

1. EV chargers
2. Integrated play equipment
3. Exercise station
4. Handrails

WAYFINDING

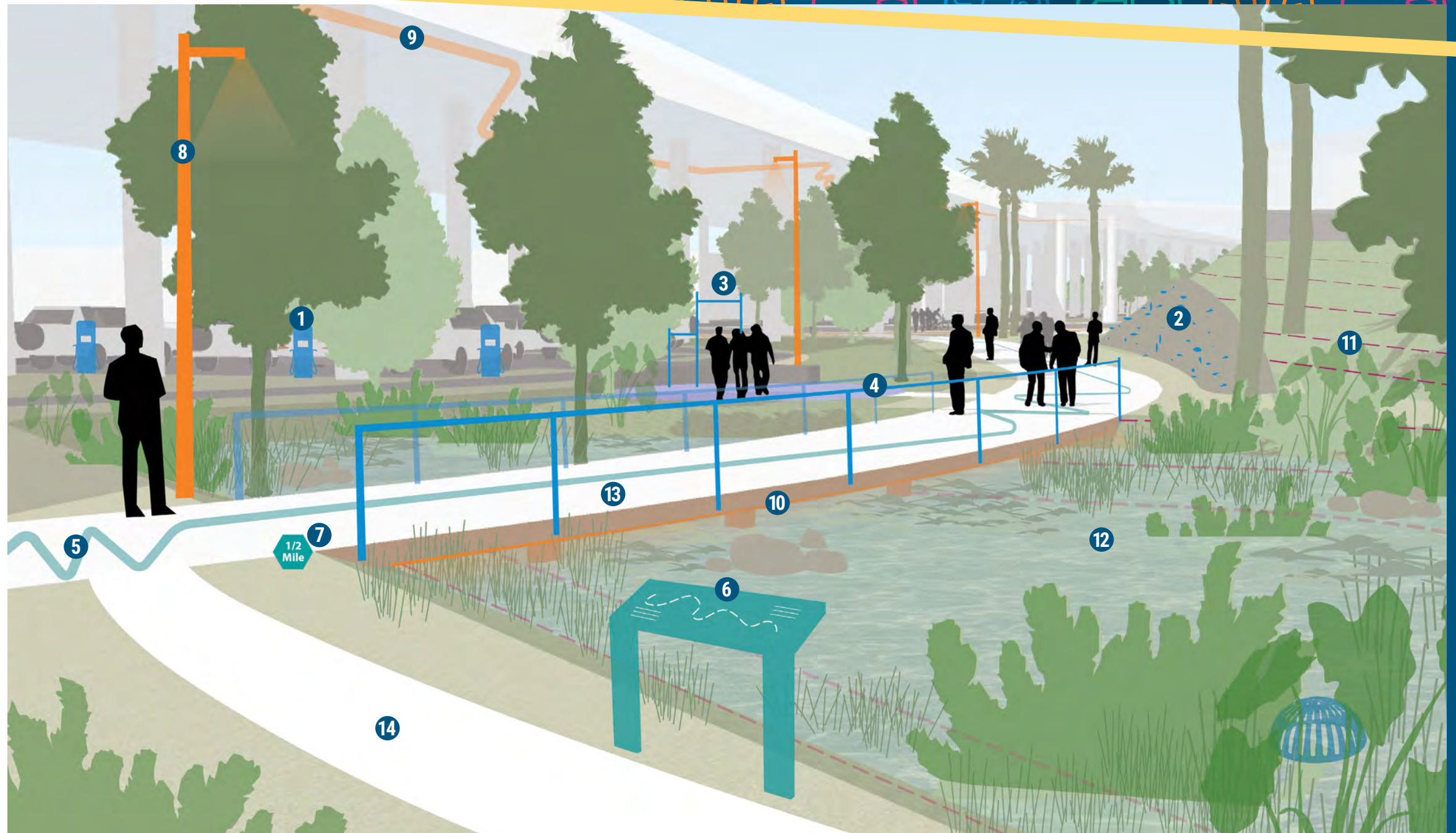
5. Interpretive elements
6. Integrated place identifiers
7. Mile markers

LIGHTING

8. Overhead freestanding
9. Artful
10. Integrated

SURFACE TREATMENTS

11. Topography
12. Stormwater basin
13. Boardwalk
14. Permeable paths



ZONE 4 SPOTLIGHT

ACTIVE RECREATION CENTER: 12TH STREET PARK

Zones of active recreation are centers of activity that may include a variety of court and organized games. Seating for players and spectating, water stations and lighting are tailored to meet community needs.

SITE FURNISHINGS

1. Integrated seating
2. Nets and game tables
3. Water fountain
4. Litter/recycling receptacles
5. Interactive score board

WAYFINDING

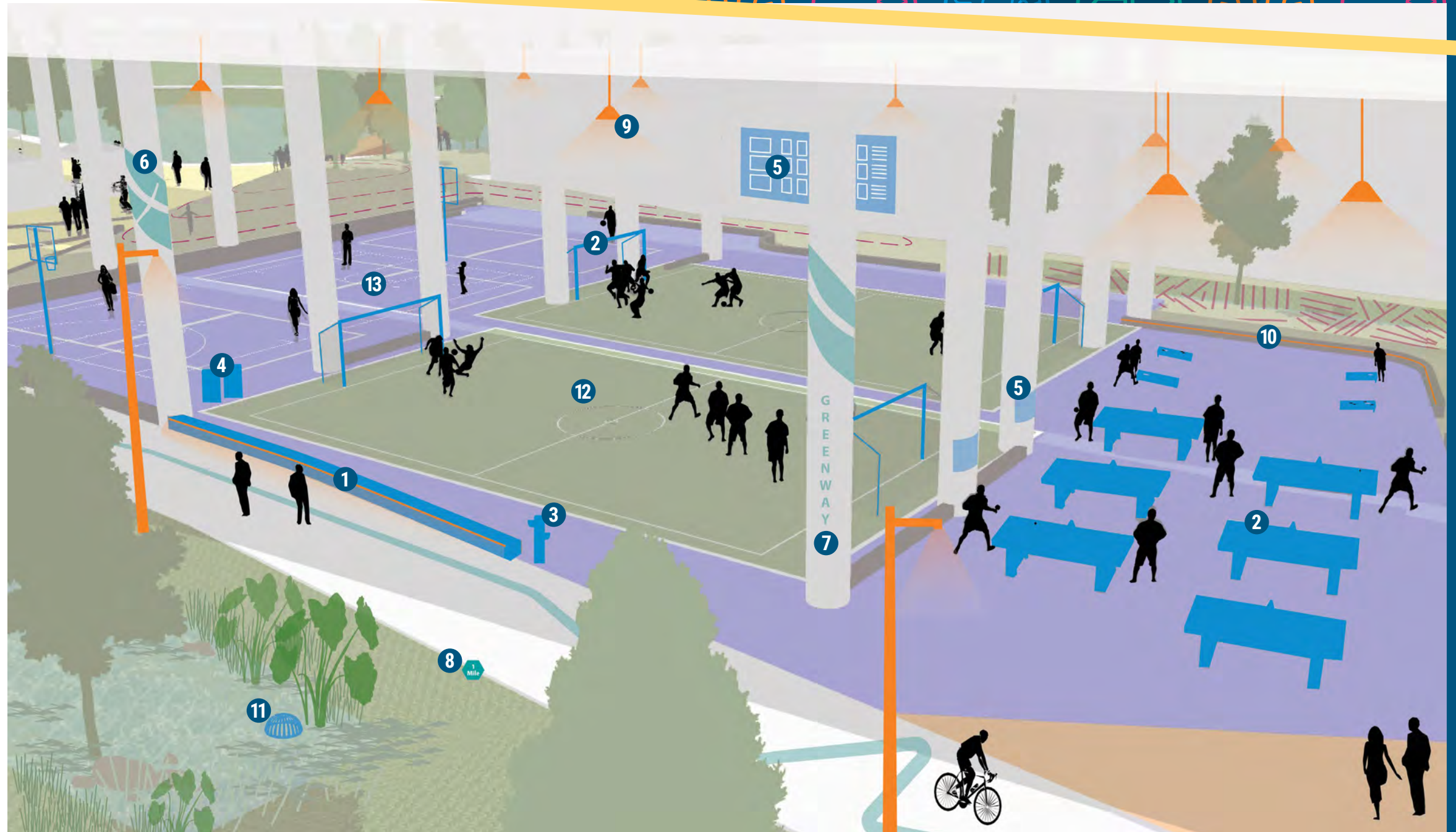
6. Interpretive elements
7. Integrated place identifiers
8. Mile markers

LIGHTING

9. Sports-focused
10. Integrated

SURFACE TREATMENTS

11. Biofiltration area
12. Artificial turf
13. Court surfacing



ZONE 5 SPOTLIGHT

SIGNATURE PLAZA: YBOR CHANNEL PROMENADE / EASTERN GREENWAY ANCHOR

Public spaces are the cornerstone of our urban environments. Many spaces on the Greenway blend with adjacent public in Tampa to create signature public places that are memorable and celebratory. Public spaces on the Greenway are integrated into the wider community context and is supportive of future development and connections.

SITE FURNISHINGS

1. Integrated seating
2. Water feature
3. Boardwalk handrails

WAYFINDING

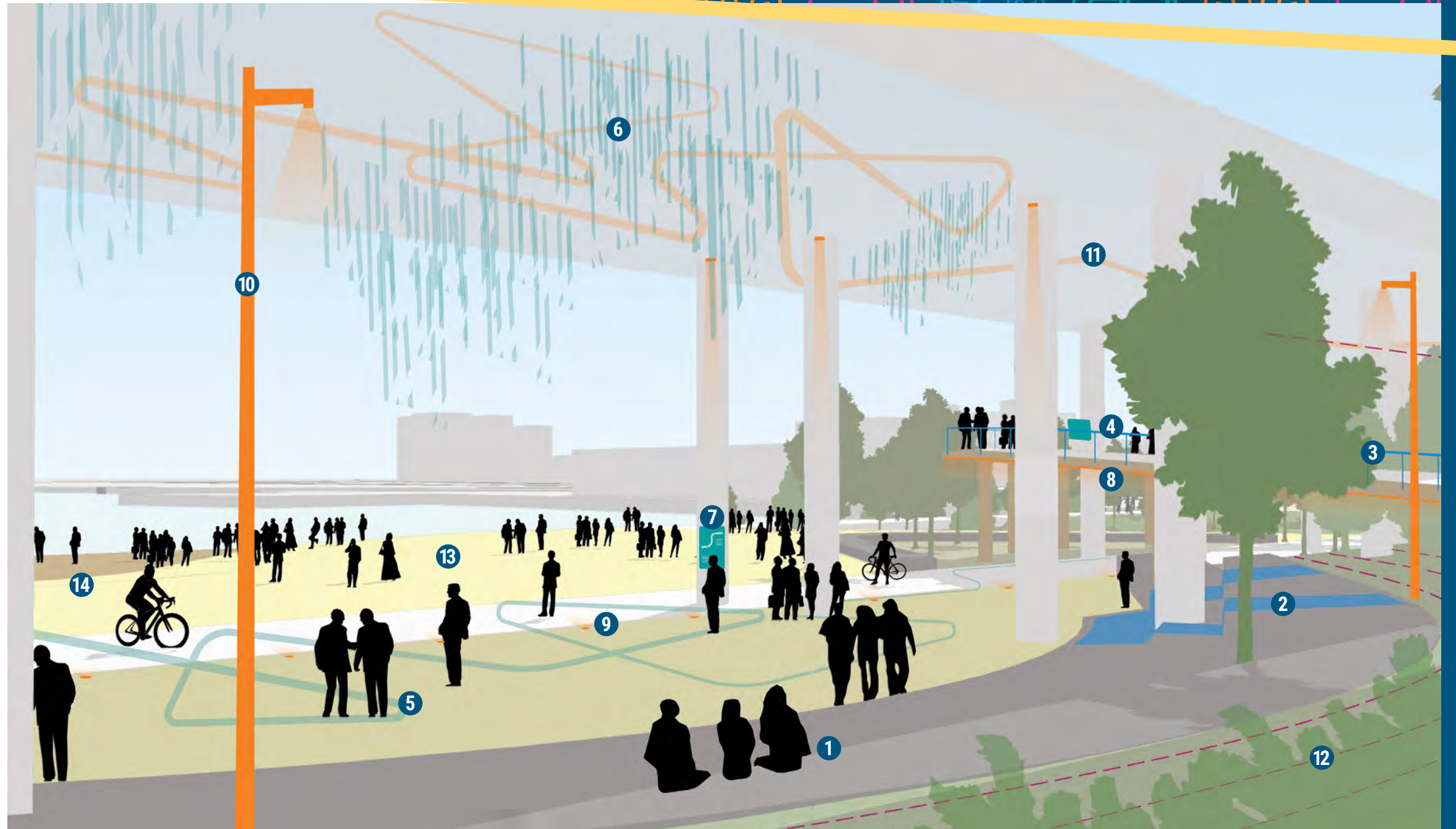
4. Interpretive elements
5. Integrated place identifiers
6. Integrated art
7. Trailhead, context, and corridor map

LIGHTING

8. Integrated
9. Inset
10. Overhead freestanding
11. Artful

SURFACE TREATMENTS

12. Topography
13. Large event plaza



*For detailed information, see Appendix: Branding & Components

GREENWAY USERS WHERE DO THEY GO?

The Greenway is mobility: a place of convergence and intersection.



The Local



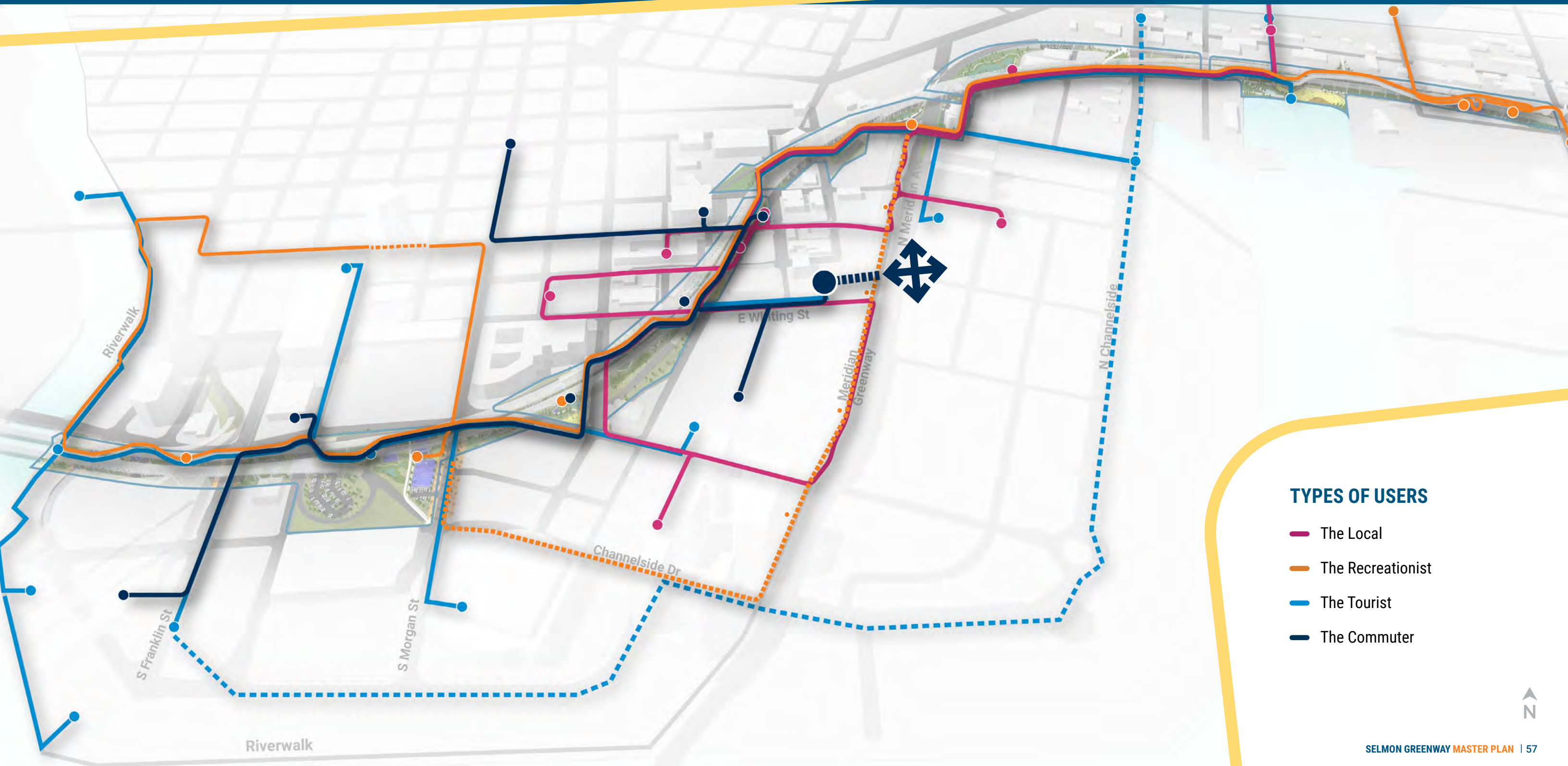
The Recreationist



The Tourist



The Commuter

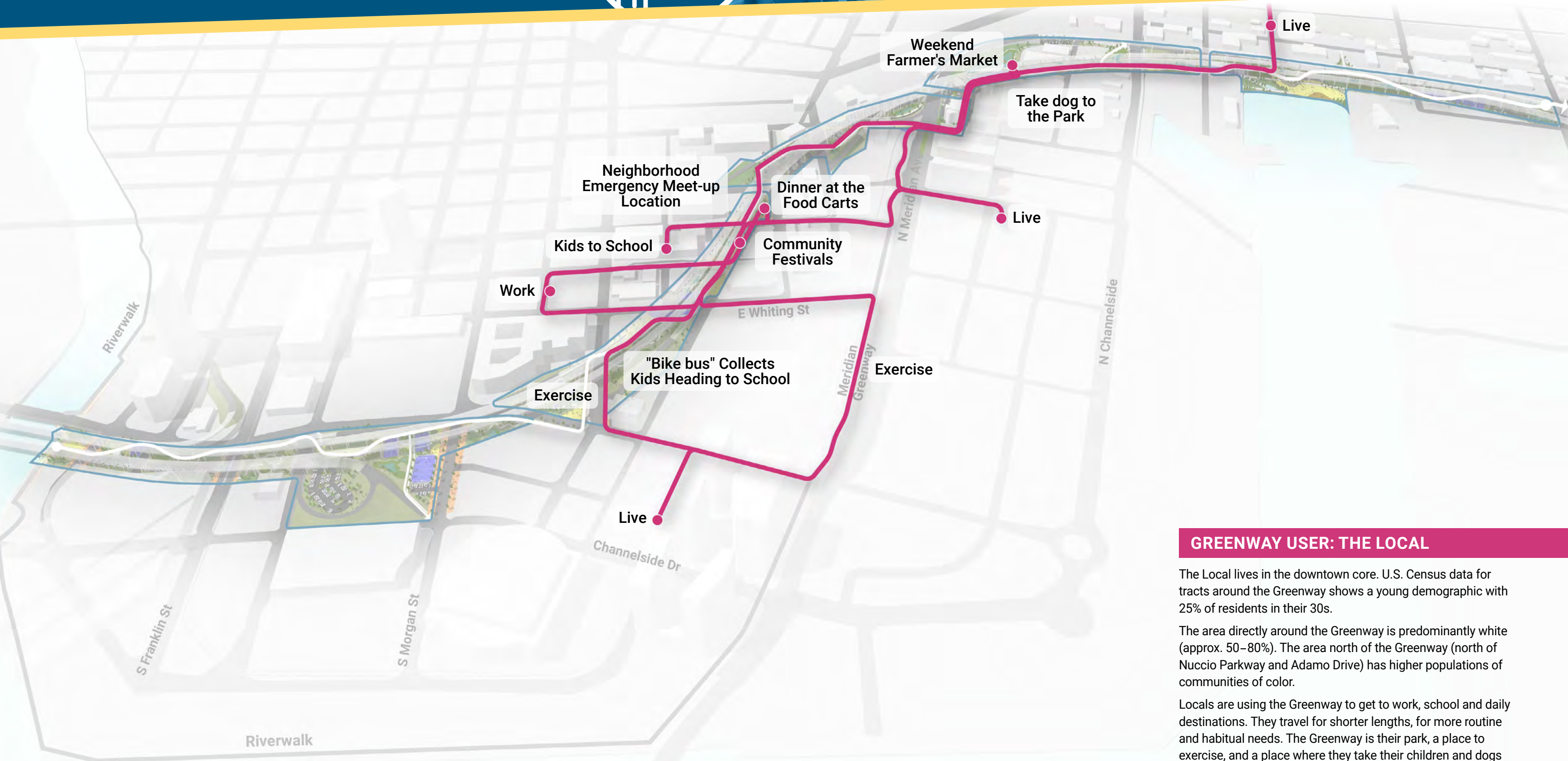


TYPES OF USERS

- The Local
- The Recreationist
- The Tourist
- The Commuter



THE LOCAL



GREENWAY USER: THE LOCAL

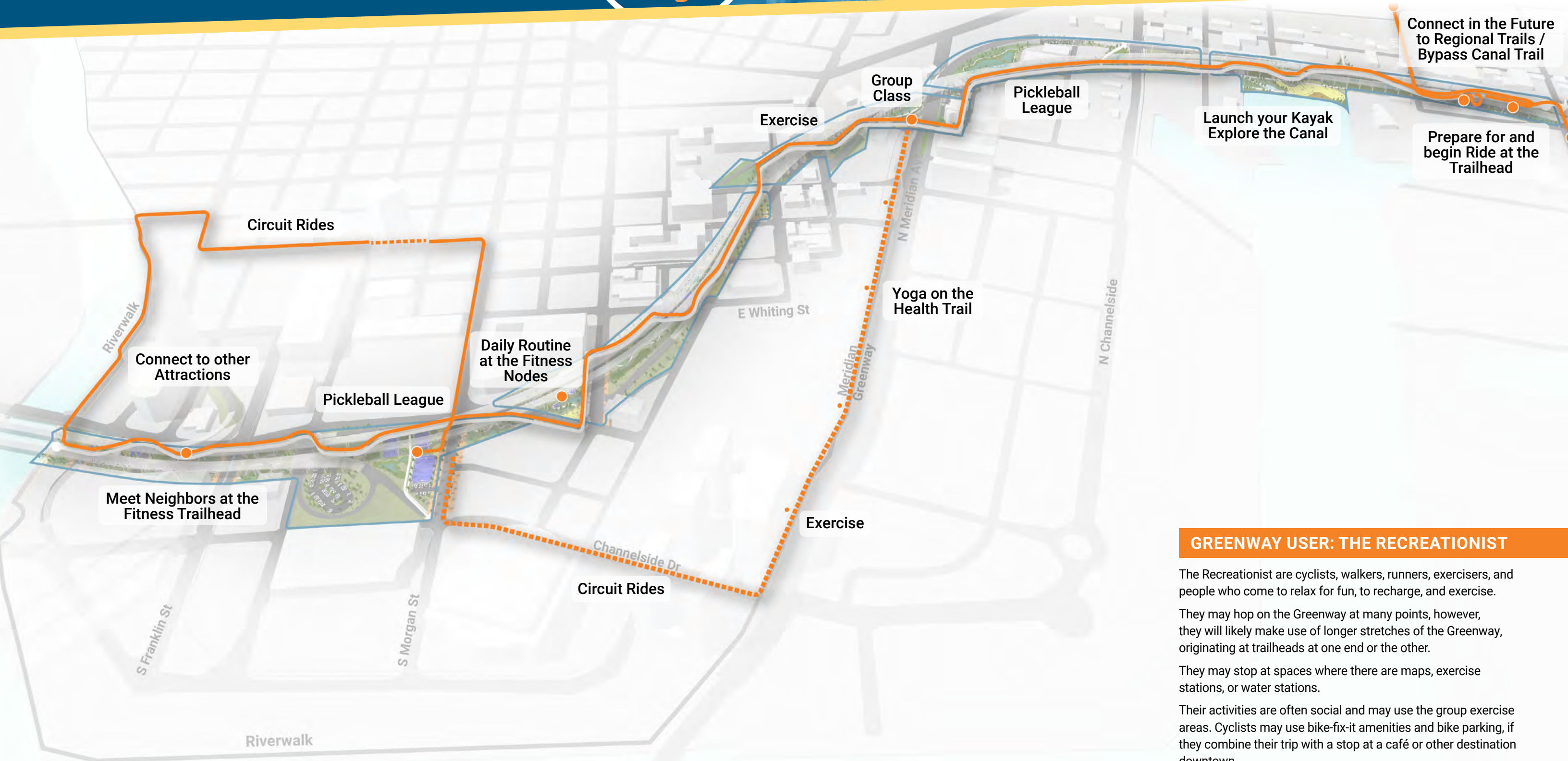
The Local lives in the downtown core. U.S. Census data for tracts around the Greenway shows a young demographic with 25% of residents in their 30s.

The area directly around the Greenway is predominantly white (approx. 50–80%). The area north of the Greenway (north of Nuccio Parkway and Adamo Drive) has higher populations of communities of color.

Locals are using the Greenway to get to work, school and daily destinations. They travel for shorter lengths, for more routine and habitual needs. The Greenway is their park, a place to exercise, and a place where they take their children and dogs to play.



THE RECREATIONIST



GREENWAY USER: THE RECREATIONIST

The Recreationist are cyclists, walkers, runners, exercisers, and people who come to relax for fun, to recharge, and exercise.

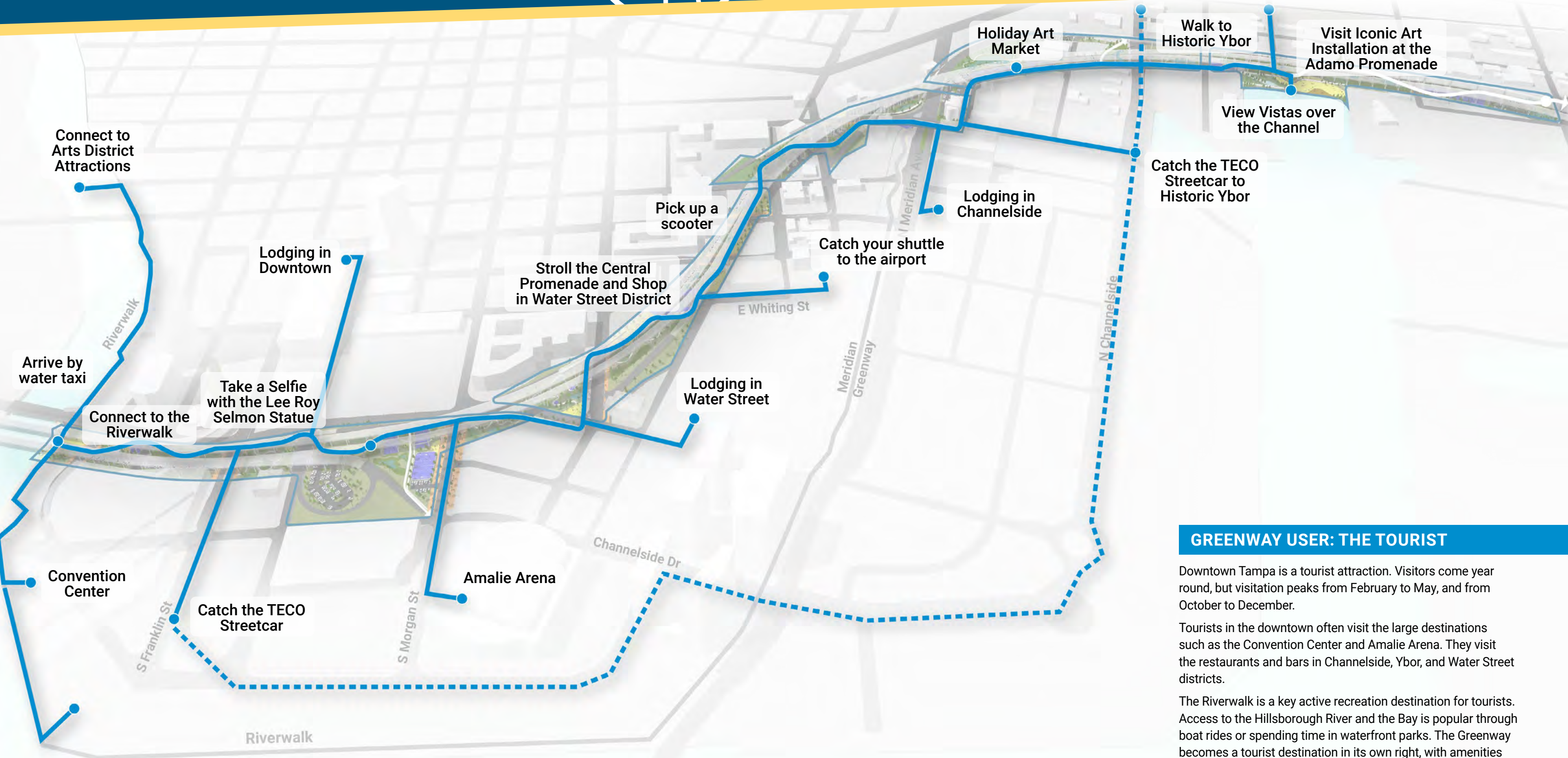
They may hop on the Greenway at many points, however, they will likely make use of longer stretches of the Greenway, originating at trailheads at one end or the other.

They may stop at spaces where there are maps, exercise stations, or water stations.

Their activities are often social and may use the group exercise areas. Cyclists may use bike-fix-it amenities and bike parking, if they combine their trip with a stop at a café or other destination downtown.



THE TOURIST



GREENWAY USER: THE TOURIST

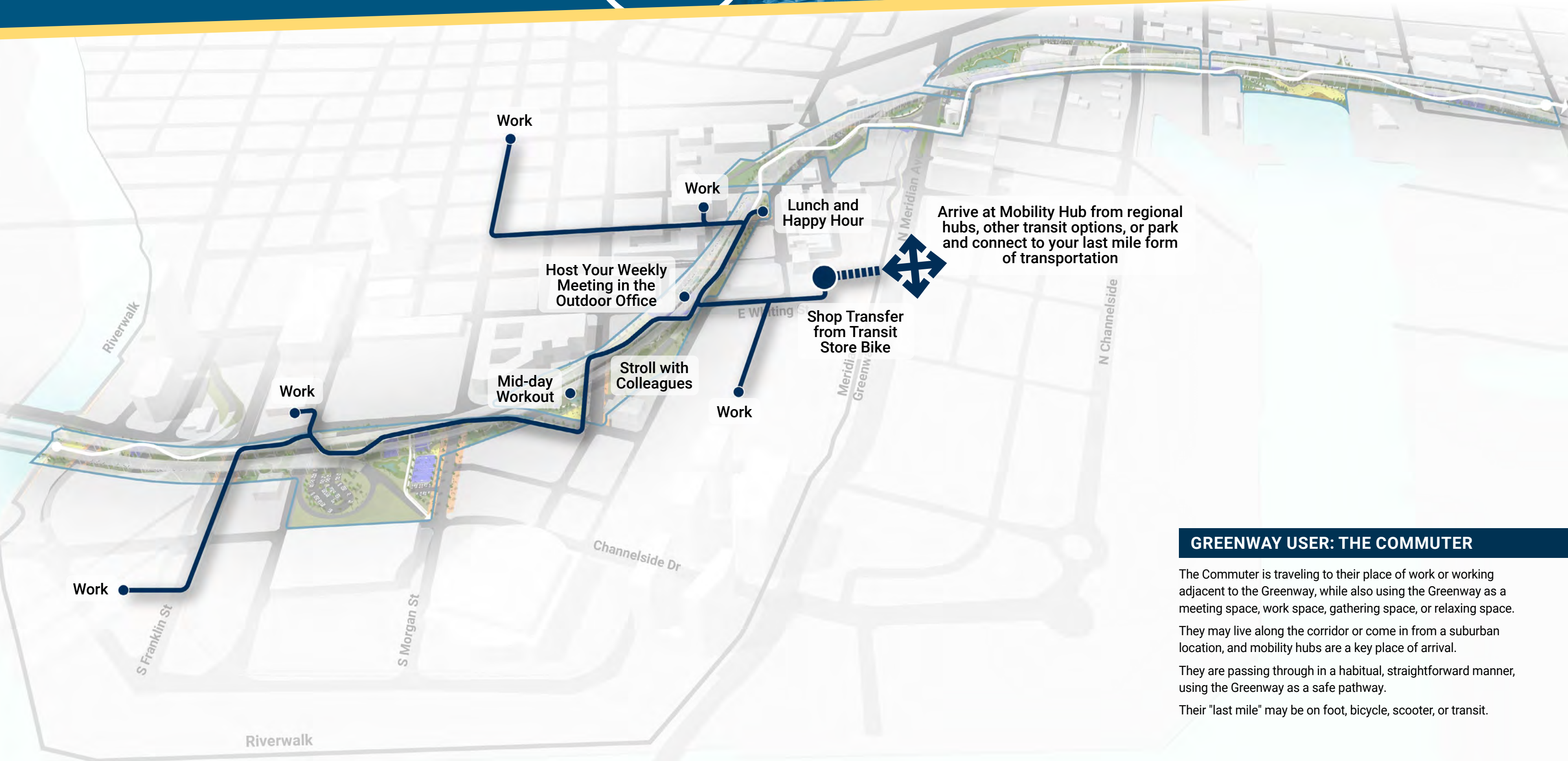
Downtown Tampa is a tourist attraction. Visitors come year round, but visitation peaks from February to May, and from October to December.

Tourists in the downtown often visit the large destinations such as the Convention Center and Amalie Arena. They visit the restaurants and bars in Channelside, Ybor, and Water Street districts.

The Riverwalk is a key active recreation destination for tourists. Access to the Hillsborough River and the Bay is popular through boat rides or spending time in waterfront parks. The Greenway becomes a tourist destination in its own right, with amenities and events that draw visitors.



THE COMMUTER



GREENWAY USER: THE COMMUTER

The Commuter is traveling to their place of work or working adjacent to the Greenway, while also using the Greenway as a meeting space, work space, gathering space, or relaxing space.

They may live along the corridor or come in from a suburban location, and mobility hubs are a key place of arrival.

They are passing through in a habitual, straightforward manner, using the Greenway as a safe pathway.

Their "last mile" may be on foot, bicycle, scooter, or transit.



APPENDIX: ANALYSIS

SITE ANALYSIS

- 68 *Existing Conditions*
- 70 *Selmon Expressway Corridor*
- 72 *Flood Hazards*
- 73 *Transportation & Mobility*
- 74 *Culture & History*
- 76 *Completed Projects*

GAPS & OPPORTUNITIES ANALYSIS

- 78 *Greenspace & Trails*
- 80 *Transportation & Mobility*

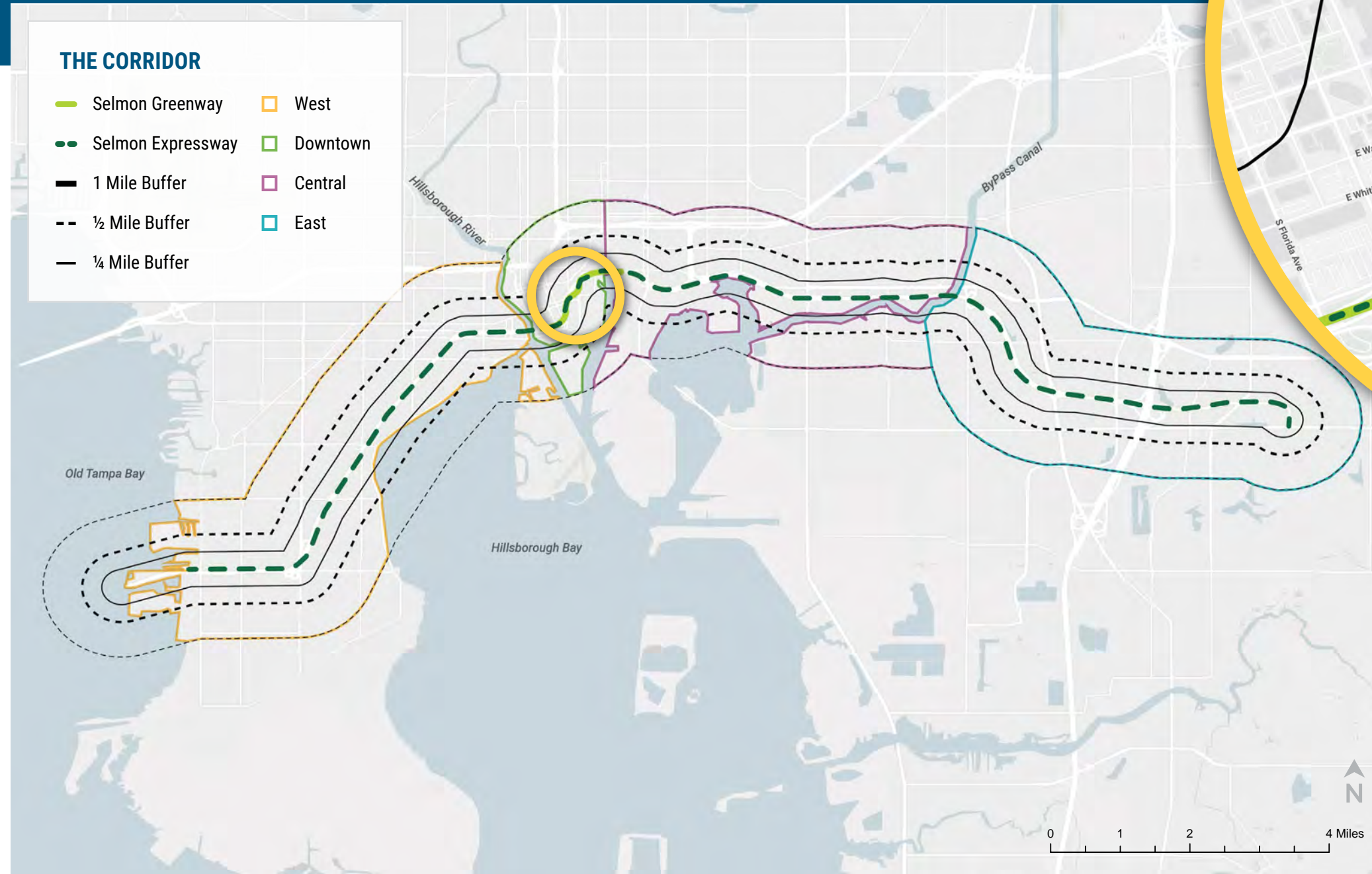
GREENWAY CORRIDOR

- 82 *Transportation & Parking*
- 84 *Greenspace*
- 85 *Socio-Cultural*
- 86 *Destination & Development*

SITE ANALYSIS EXISTING CONDITIONS

The analysis investigates the Selmon Greenway at two scales: Corridor-wide and the Greenway.

The Selmon Expressway Corridor (the Corridor) is defined by the Selmon Expressway, a vehicular transit corridor that runs through Tampa, Florida. The Master Plan focuses on the Selmon Greenway (the Greenway) at the core of the system. As the Greenway is part of the wider Corridor system, the following analysis provides a holistic view of the Corridor. Approaching the Greenway Master Plan in this manner will result in a cohesive, consistent and legible design framework.



The following analysis examines the urban, human, and natural context surrounding the Selmon Expressway. It examines existing infrastructure, amenities, environmental, and socio-cultural context around the Corridor.

The analysis involved the use of tools such as ArcGIS Pro supplemented by field visits, site photography, and past THEA studies. An overlay method was used to understand the existing infrastructure of the Selmon Greenway and its surrounding context, which combines existing attributes (i.e. trail networks, bike routes, parks) and examines the relationships and intersections between them. Additionally, the overlay method identifies areas with minimal to no overlap between attributes and highlights the areas that provide the best opportunity for thoughtful intervention.

SITE ANALYSIS

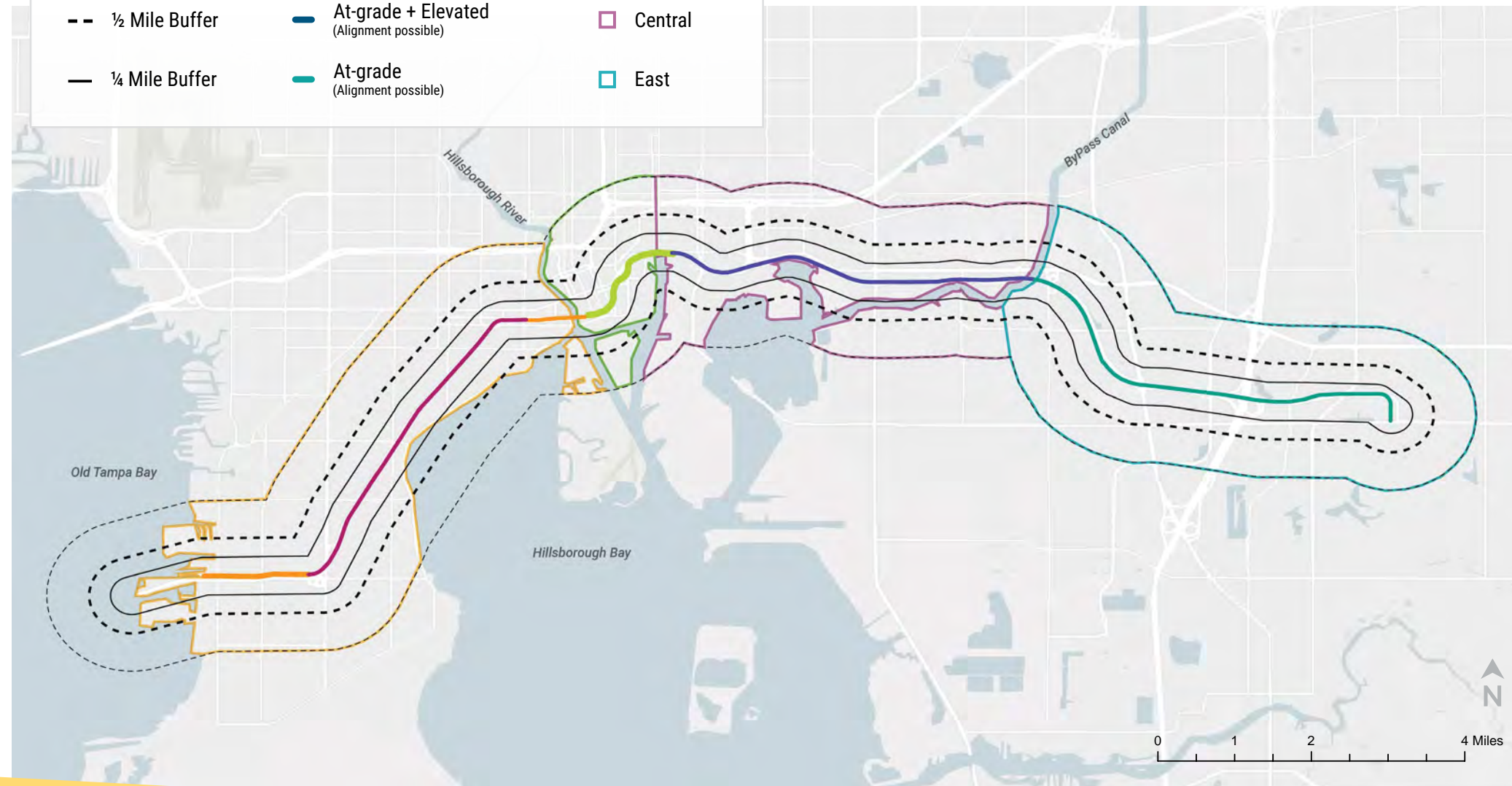
SELMON EXPRESSWAY CORRIDOR

The Selmon Expressway Corridor runs from Gandy Boulevard in south Tampa to Interstate 75 in Brandon, Florida. The expressway is elevated above the city, either on a bridge or raised berm.

Berms (raised banks) often create connectivity barriers between urban spaces; however, the implementation strategies of the Master Plan seeks to reestablish connectivity in areas that have been identified as obstacles or opportunity areas. Analysis of the Selmon Expressway Corridor provide insight into the condition of at-grade local roads, crossings, and pedestrian connections. They highlight opportunities for connection and future nodes of activity.

THE CORRIDOR

- | | | |
|----------------------------|---|----------|
| Selmon Greenway (Elevated) | Overhead (No alignment underneath currently possible) | West |
| 1 Mile Buffer | Berm/At-grade (Limited ROW, cross-connection barrier) | Downtown |
| 1/2 Mile Buffer | At-grade + Elevated (Alignment possible) | Central |
| 1/4 Mile Buffer | At-grade (Alignment possible) | East |



Bridges and Walkways



Bypass Canal Trail Connection



Underpass



Bridge to Frye Park

Use of Spaces



Parking Downtown



Park Use Under Expressway



Gandy Blvd

Vacant Spaces



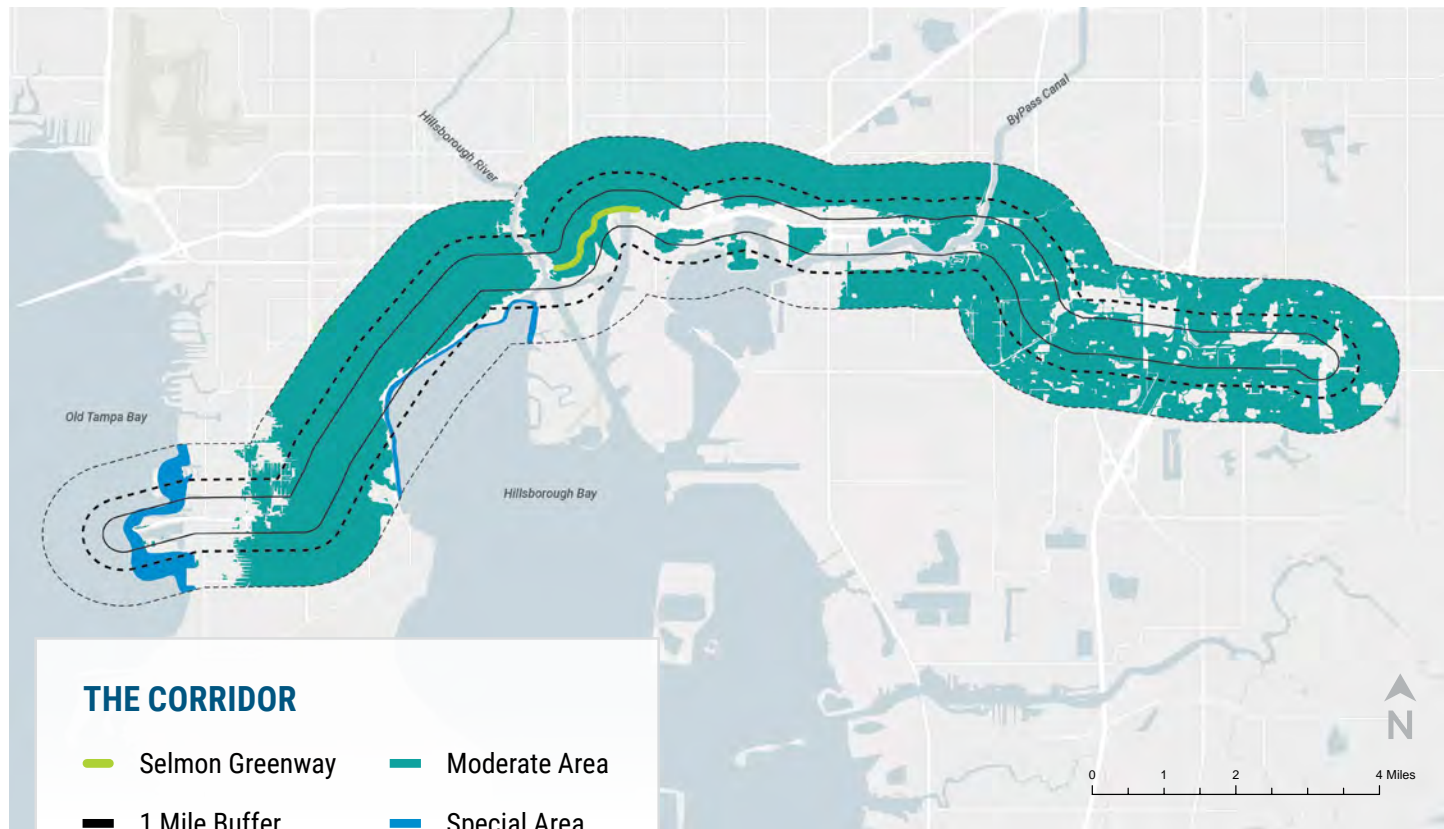
Adjacent to Adamo Dr



Adjacent to 12th St

SITE ANALYSIS FLOOD HAZARDS

The Corridor is defined by its proximity to water including Tampa Bay, Hillsborough Bay, McKay Bay, Ybor Canal, Hillsborough River, Bypass Canal, and numerous other small bodies of water. The full extent of the Selmon Expressway sits within a flood zone; however, only sections along Historic Tampa Bay, the Ybor Channel, and the Bypass Canal are in a FEMA designated “Special Flood Hazard Area”.



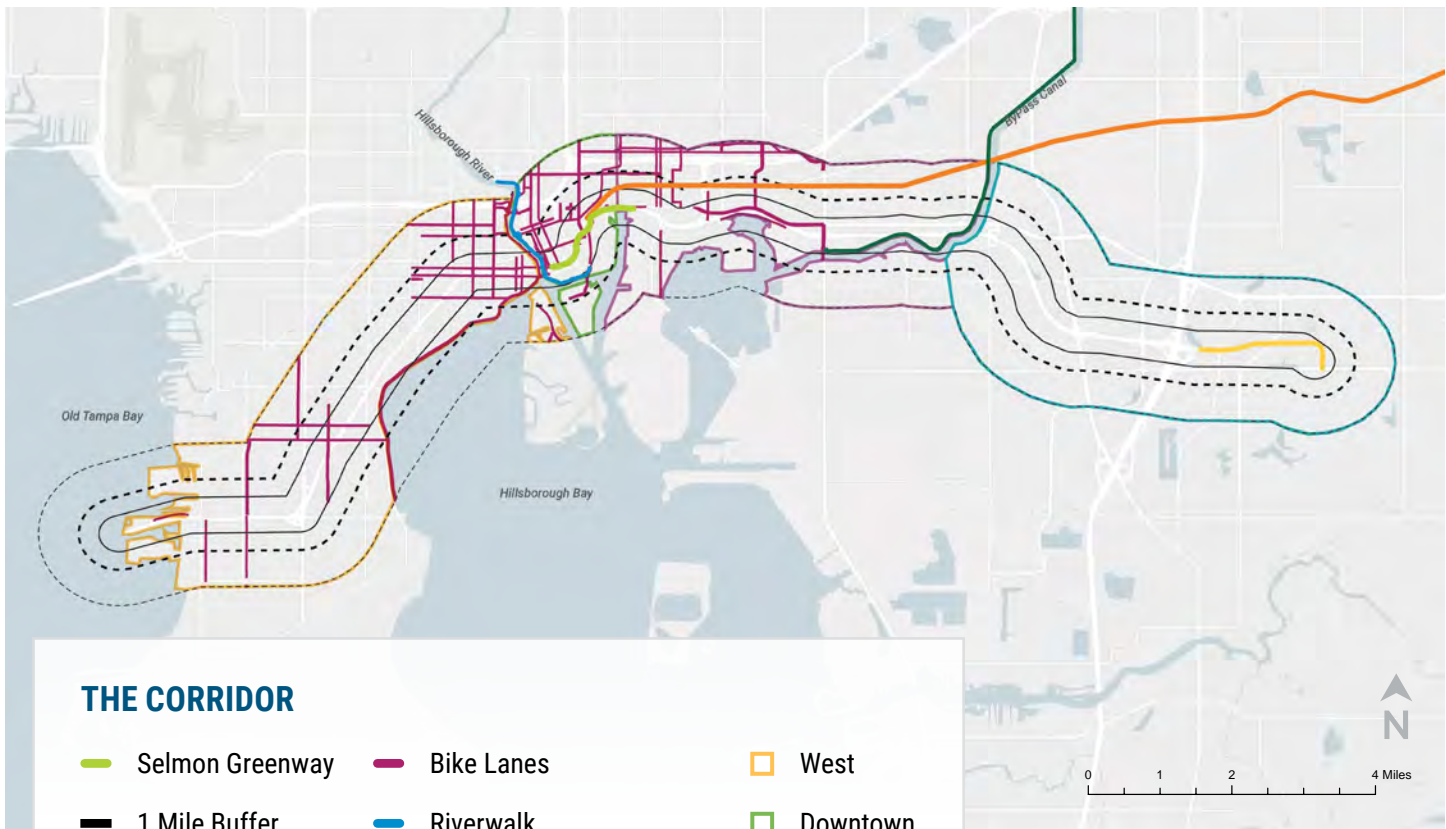
THE CORRIDOR

- Selmon Greenway
- Moderate Area
- 1 Mile Buffer
- Special Area
- - ½ Mile Buffer
- ¼ Mile Buffer

Special Flood Hazard Area (SFHA)
<https://www.fema.gov/glossary/special-flood-hazard-area-sfha>

SITE ANALYSIS TRANSPORTATION & MOBILITY

The majority of existing mobility networks that connect to the Corridor are dominated by vehicular travel. Multi-modal transportation systems, including public transit and bike lanes exist intermittently throughout the city, with a tighter network in the downtown and adjacent neighborhoods. Transportation conditions are distinct and vary in each zone of the Selmon Expressway corridor.



THE CORRIDOR

- Selmon Greenway
- Bike Lanes
- Riverwalk
- Amtrak
- Brandon Parkway Trail
- Future Bypass Canal Trail
- West
- Downtown
- Central
- East
- 1 Mile Buffer
- - ½ Mile Buffer
- ¼ Mile Buffer

WEST

The urban street grid facilitates connectivity for all modes. Bike lanes and transit exist, however vehicular travel dominate. Bike and pedestrian travel on Bayshore Blvd provides multimodal connections.

CENTRAL

Major arterials are the main form of transportation in this area including the I-4 connector. The street grid is less connected for transportation methods, but there is potential for connections.

DOWNTOWN

Transit options include TECO Streetcar, HART bus routes, Amtrak, and a variety of bike lanes and pedestrian trails. These trails provide connections between areas of downtown – including the (existing) Selmon Greenway and Meridian Trail.

EAST

This area contains a typical suburban street grid, clusters of roadways connected by larger arterials including I-75, and few crossing locations. The Brandon Parkway bike/pedestrian trail forms the terminus of the Expressway.

SITE ANALYSIS CULTURE & HISTORY

The Selmon Expressway Corridor sits on the ancestral lands of the Manasota and Seminole people who have lived in the region for thousands of years.

Tampa has become an eclectic mix of people and cultures over time, due to indigenous, colonial, immigrant, military and commercial influence.



Hyde Park



Seminole Heights

Historic Districts



Tampa Heights



Palmetto Beach

THE CORRIDOR

- Selmon Greenway
- 1 Mile Buffer
- - ½ Mile Buffer
- ¼ Mile Buffer

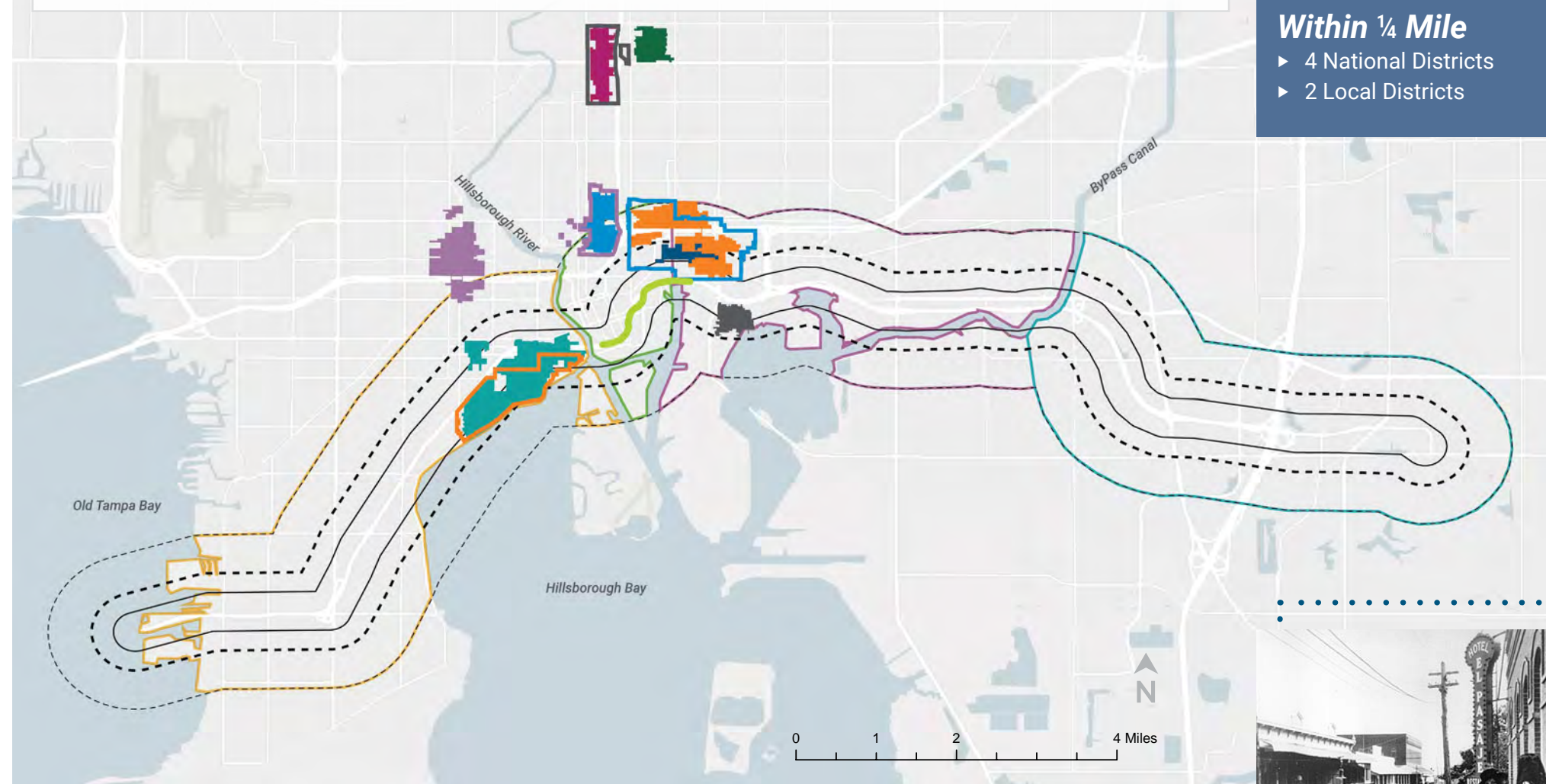
- West
- Downtown
- Central
- East

LOCAL HISTORIC DISTRICTS

- Hyde Park
- Seminole Heights
- Tampa Heights
- Ybor City

NATIONAL HISTORIC DISTRICTS

- Hampton Terrace
- Hyde Park
- Palmetto Beach
- Seminole Heights
- Tampa Heights
- West Tampa
- Ybor City Landmark
- Ybor City Registrar



DID YOU KNOW

There are multiple Historic Districts in proximity of the Selmon Expressway

Within 1 Mile

- ▶ 8 National Districts
- ▶ 3 Local Districts

Within ¼ Mile

- ▶ 4 National Districts
- ▶ 2 Local Districts

NATIONAL & LOCAL HISTORICAL DISTRICTS

HYDE PARK: A historic neighborhood developed at the turn of the 19th century, Hyde Park is known for its architectural and cultural heritage. The Tampa Bay Hotel (now the University of Tampa), bungalow-style homes, and the Tampa Museum of Art all have architectural and cultural significance.

SEMINOLE HEIGHTS: A neighborhood initially developed as a middle-class streetcar suburb, Seminole Heights had easy access to downtown via electric streetcars. The area declined after WW2 as families moved to suburbs farther outside the city. However, presently there has been renewed investment in the neighborhood which contains a diverse community with an active arts and cultural scene.

TAMPA HEIGHTS: This area was historically a thriving African American community in the early 20th century and known for its vibrant culture and community activism.

YBOR CITY: The Ybor district was founded as a hub for the cigar industry at the turn of the 20th century, attracting a diverse community of Cuban, Spanish, and Italian workers. It houses many historic and architectural landmarks and played an important role in labor union history and the civil rights movement. Today, it continues to be a diverse, vibrant arts and entertainment district.

NATIONAL HISTORICAL DISTRICTS

PALMETTO BEACH: This neighborhood developed at the turn of the 20th century as a modest, working class community servicing the cigar factories and the port. Originally home to a community of dockworkers and sailors, the neighborhood remains culturally diverse with a long tradition of civic engagement.

WEST TAMPA: The location of historic Dobyville, West Tampa is a middle class African American neighborhood known for its strong sense of community and contributions to Tampa's cultural and economic life.

Ybor City



Ybor City



Mugge Corner (1889)



Ybor (today)

SITE ANALYSIS COMPLETED PROJECTS

THEA has completed and continues to plan for a variety of recreation and open space projects along the Corridor. These projects have come to fruition through the identification of THEA property that is best used for community or recreational purposes. Projects are community-focused and responsive to stakeholder and community needs.

Examples include small scale projects such as the Morrison Avenue Gateway, to larger park projects such as the Bay-to-Bay Underpass Improvements and the Kotfila Memorial Dog Park. Greenway improvement projects will be developed with the same community-informed processes and will continue to connect people along the Selmon through quality open spaces.

EXPRESSWAY FACTS*

18.44 Miles

Total Length of the Selmon Expressway

7.14 Miles

Length of the West Zone

1.49 Miles

Length of the Downtown Zone

4.42 Miles

Length of the Central Zone

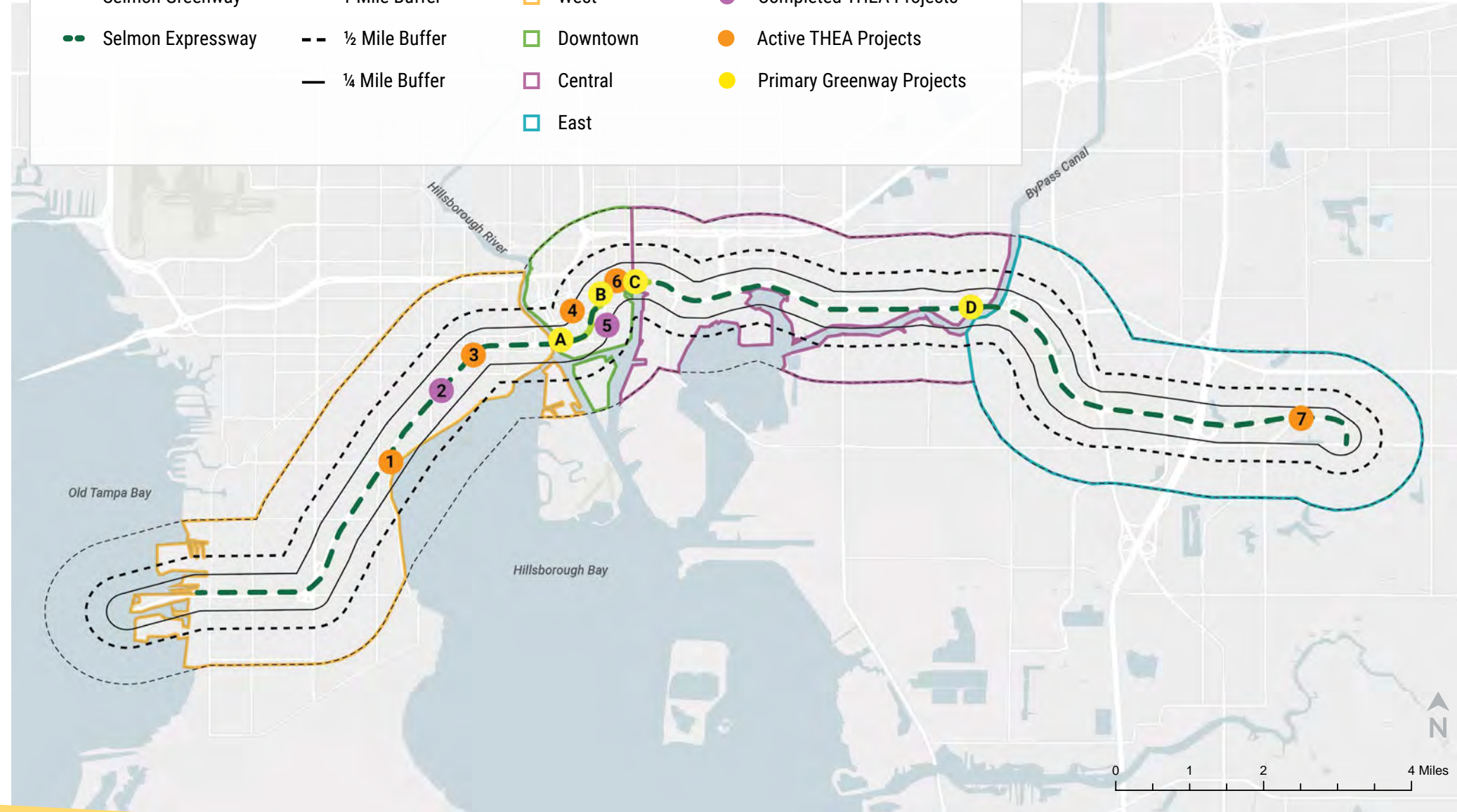
5.39 Miles

Length of the East Zone

*Approximate Lengths

THE CORRIDOR

- Selmon Greenway
- - - Selmon Expressway
- 1 Mile Buffer
- ½ Mile Buffer
- ¼ Mile Buffer
- West
- Downtown
- Central
- East
- Completed THEA Projects
- Active THEA Projects
- Primary Greenway Projects



COMPLETED & ACTIVE PROJECTS

- 1 Bay to Bay Underpass Improvements**
- 2 Swann Ave Underpass Enhancements**
- 3 Morrison Ave Gateway**
- 4 Downtown Projects**
Jefferson St Improvements (design)
Morgan St to Meridian Ave via Cumberland Ave (design)
Whiting St Extension Bike Path (planning)
- 5 Meridian Ave Trail**
- 6 Kotfila Memorial Dog Park**
- 7 Brandon Pkwy Trail**

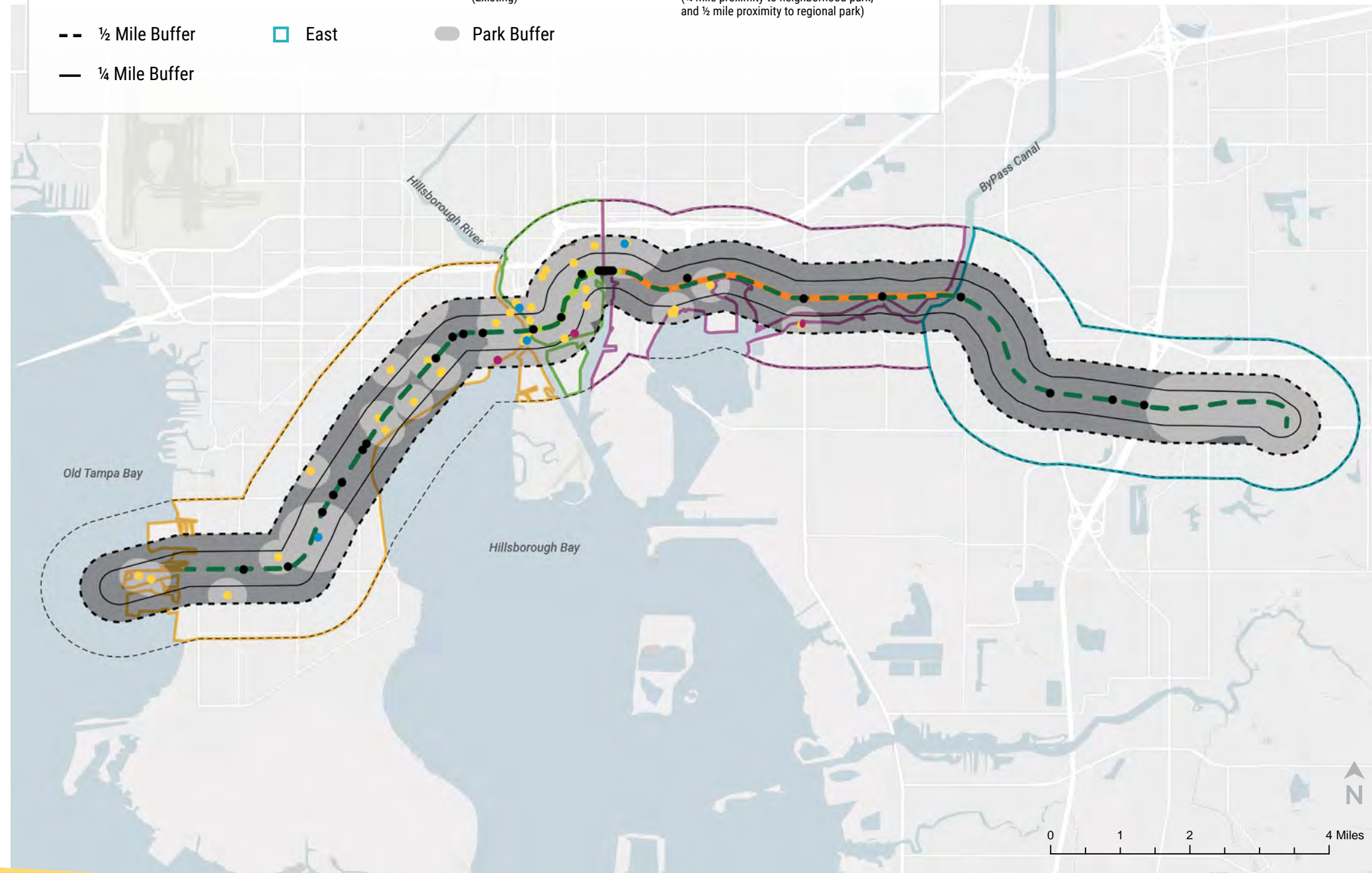
PRIMARY GREENWAY PROJECTS

- A Frye Park/Riverwalk Connection**
- B 12th Street Park**
- C Ybor-Channelside Connector/Adamo Promenade**
- D Bypass Canal Trail Connector**

GAPS & OPPORTUNITIES ANALYSIS GREENSPACE & TRAILS

THE CORRIDOR

- Selmon Greenway
- - Selmon Expressway
- 1 Mile Buffer
- ½ Mile Buffer
- ¼ Mile Buffer
- West
- Downtown
- Central
- East
- Neighborhood Park (Existing)
- Regional Park (Existing)
- Trailhead (Existing)
- Park Buffer
- Proposed Project Locations (Higher priority to fill Greenspace Gap)
- Proposed Trail Alignments (To fill Greenspace Gap)
- Greenspace Gap (¼ mile proximity to neighborhood park, and ½ mile proximity to regional park)



West

GAP:

Parks are interspersed throughout neighborhoods, however many parts of western neighborhoods are not within walking or biking distance to a park (¼–½ mile).

OPPORTUNITY:

Underpasses under the expressway offer opportunities for small scale greenspaces. Using the underpasses for micro-park space will thread community and recreation space into neighborhoods that may currently have a lack of greenspace in proximity to all residents. These underpass greenspaces are also important connection points between neighborhoods on either side of the expressway.

Downtown

GAP:

Population density in the downtown core is increasing with apartment-style living. While efficient, this offers less or no personal greenspace. Active transportation is more common.

OPPORTUNITY:

Increasing quantity and variety of public greenspace adds important quality of life value to the downtown overall, and creates venues for community building and vitality.

Central

GAP:

There are few public spaces in central neighborhoods which tend to feel more industrial or rural in nature.

OPPORTUNITY:

Connecting the Greenway to the proposed Bypass Canal trail will bring connections from downtown Tampa eastward, and offer a robust, long-distance, regional recreational trail experience.

East

GAP:

Numerous small lakes and natural spaces exist, however, access is limited, and often private.

OPPORTUNITY:

Adding trail connection to the Brandon Parkway will connect eastern areas to Greenway amenities, while providing a valuable trail amenity.

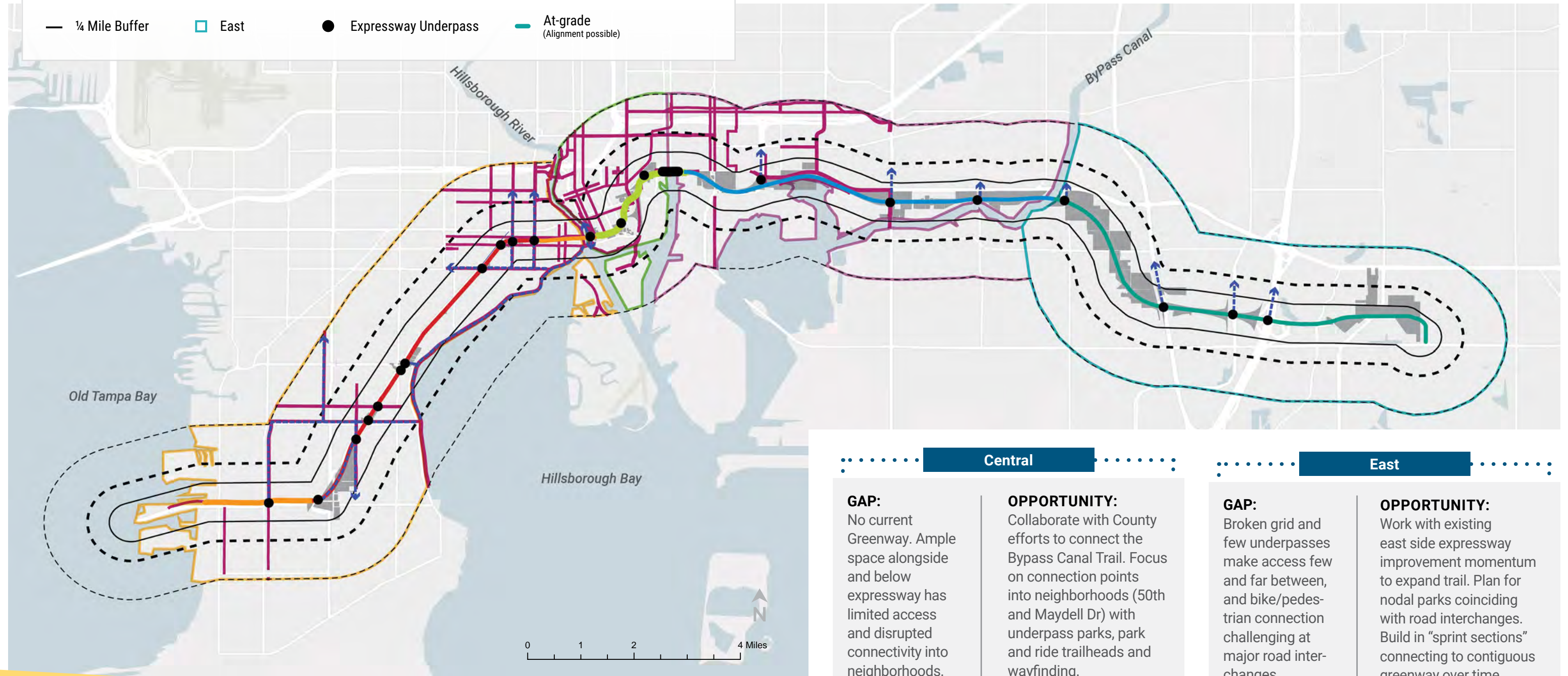
GAPS & OPPORTUNITIES ANALYSIS TRANSPORTATION & MOBILITY

THE CORRIDOR

- Selmon Greenway
- 1 Mile Buffer
- - ½ Mile Buffer
- ¼ Mile Buffer
- West
- Downtown
- Central
- East

ALIGNMENT GAP

- Bike Lanes
- - - Connection Opportunities
- THEA Parcel
- Expressway Underpass
- Overhead
(No alignment underneath currently possible)
- Berm/At-grade
(Limited ROW, cross-connection barrier)
- At-grade + Elevated
(Alignment possible)
- At-grade
(Alignment possible)



West

GAP: Bermed expressway creates pedestrian and cyclist barrier.

OPPORTUNITY:
Near-term: Focus on underpass parks and connections to city multi-modal network
Long-term: Consider trail connections along berm where possible. Work with the city to connect bike network

Downtown

GAP: Lack of safe and legible connection to important existing and new development, transit networks, and city trails.

OPPORTUNITY: Work with transit and roadway partners to improve safe crossings and signage along Greenway, and into adjacent urban development. Improve the Greenway to function as viable multimodal artery in downtown.

Central

GAP: No current Greenway. Ample space alongside and below expressway has limited access and disrupted connectivity into neighborhoods.

OPPORTUNITY: Collaborate with County efforts to connect the Bypass Canal Trail. Focus on connection points into neighborhoods (50th and Maydell Dr) with underpass parks, park and ride trailheads and wayfinding.

East

GAP: Broken grid and few underpasses make access few and far between, and bike/pedestrian connection challenging at major road interchanges.

OPPORTUNITY: Work with existing east side expressway improvement momentum to expand trail. Plan for nodal parks coinciding with road interchanges. Build in "sprint sections" connecting to contiguous greenway over time.

GREENWAY CORRIDOR TRANSPORTATION & PARKING

The Greenway intersects a variety of modes of transportation in central Tampa, including the vehicular grid, bus transit, bike lanes, and trails. It is an important corridor within the active transportation network in downtown Tampa, with the most important connector trails being the Riverwalk and Meridian Trail. The Selmon Greenway acts as a connector between the cycling network, including bike lanes on Kennedy and cycle-tracks on Jackson and Cumberland.



Diagram is not to scale

Opportunities exist to connect diverse modes of transportation along and via the Greenway and to create a mobility hub that serves as a jumping off point for “last-mile” travel within downtown.

There are currently 11.3 acres of parking on THEA property under the Selmon Expressway. Of that total, 8.6 acres are public parking (pay to park) and the remaining 2.7 acres are being utilized as private parking lots (requires a pre-purchased pass). Parking is not currently programmed to respond to adjacent development or public need and in most cases it is leased to third parties at a low cost.

Within the Greenway Corridor there are opportunities to reduce parking numbers and strategically place parking where it can better support the vision of the Greenway and the existing and projected need. Alterations to parking would be in conjunction with a wider parking analysis of need and capacity and would require the collaboration of city and development partners.

GREENWAY CORRIDOR GREENSPACE

The majority of parks and open spaces in downtown Tampa exist on the edges along the city's waterfronts. Many of these parks and open spaces are larger parks; examples include the waterfront park on Garrison Channel and Perry Harvey Park. The Riverwalk Trail is very popular with tourists and locals, resulting in the heavy use of the trail and nearby parking areas.

Opportunities are present within the Greenway Corridor to create smaller, diverse nodes of open space that can augment proximity and variety of recreational green space along the Greenway. Improving connectivity to these spaces would help provide equitable access to parklands in downtown Tampa.

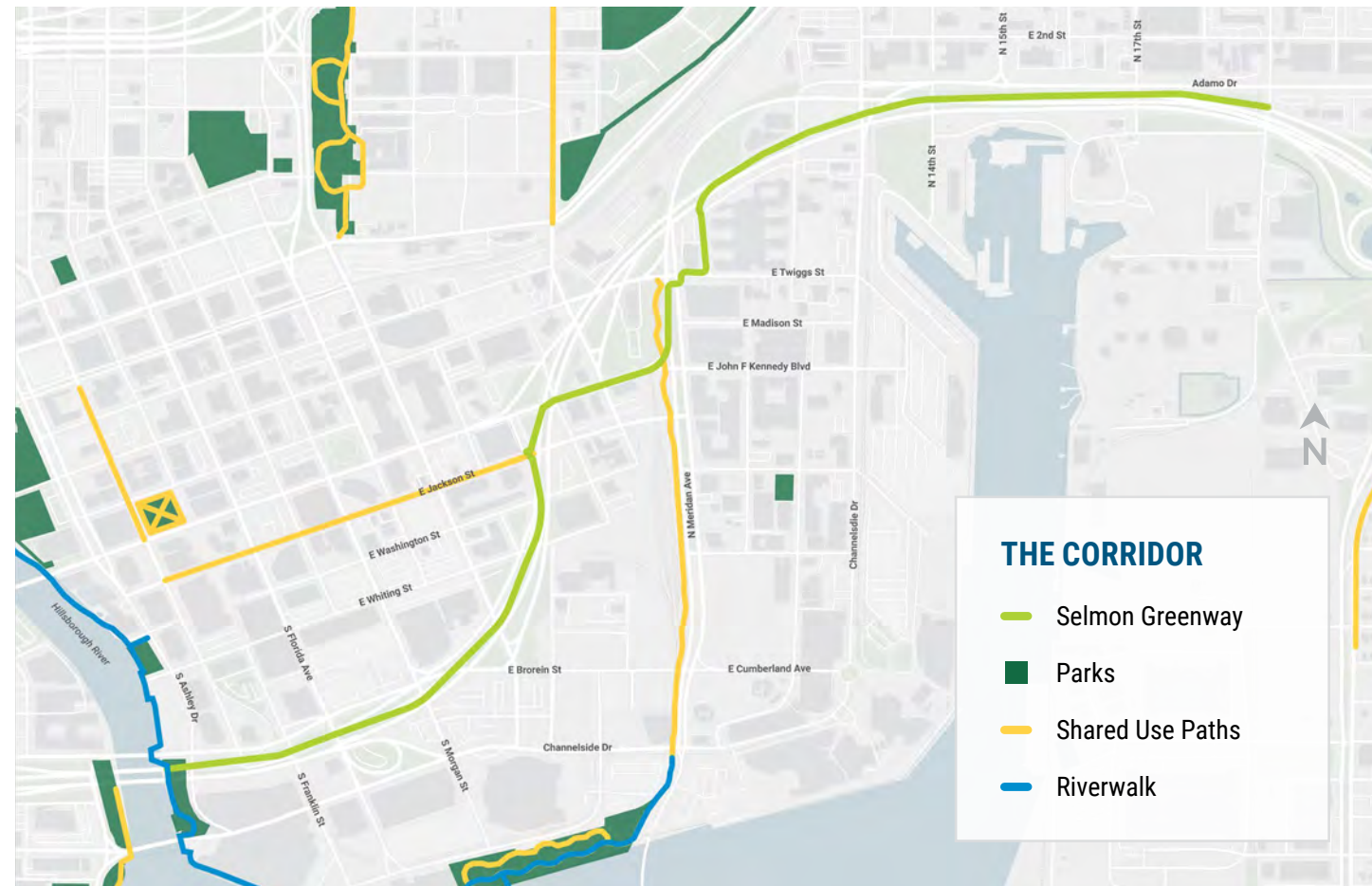


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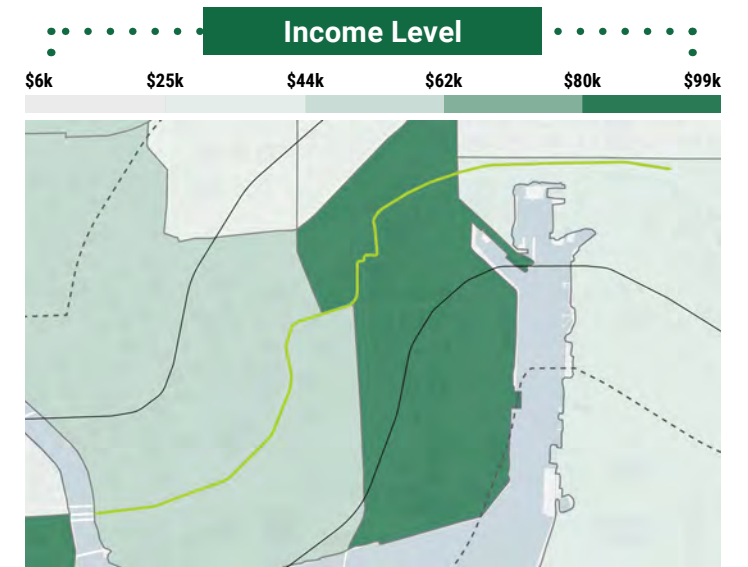
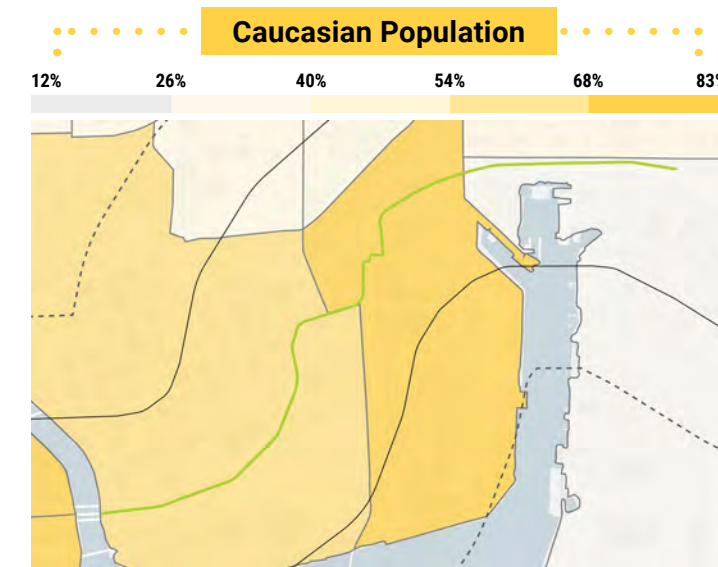
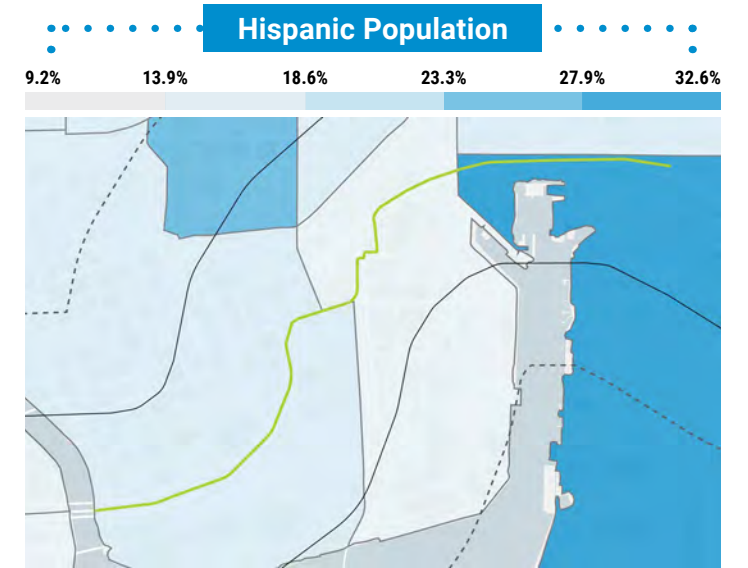
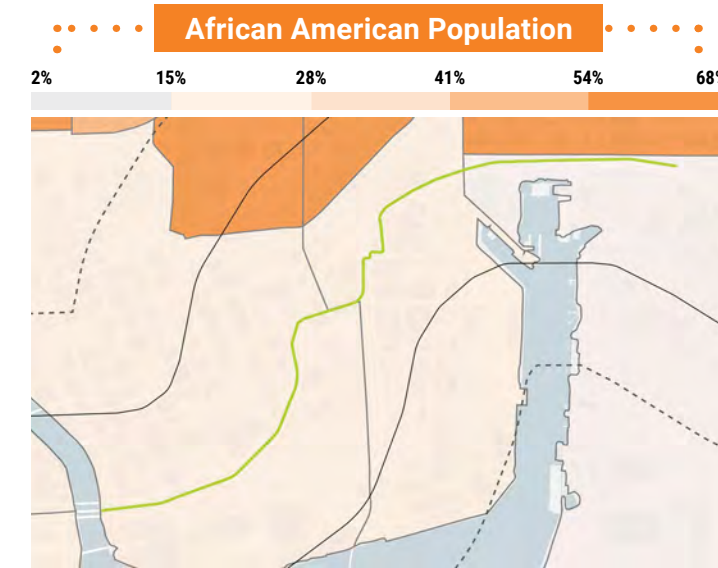
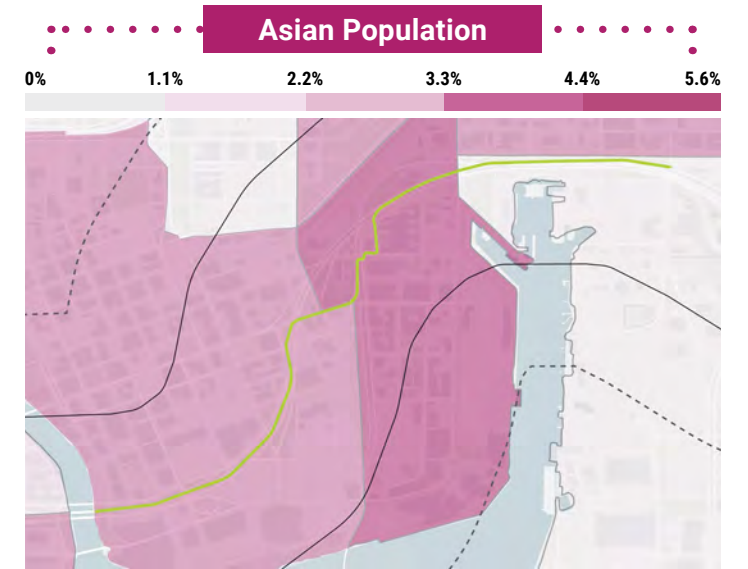
GREENWAY CORRIDOR SOCIO-CULTURAL

The neighborhoods surrounding the Greenway are, and will continue to be, dynamic in make-up as new development continues to transform the downtown.

Generally, the areas directly around the Greenway are predominantly white (between 54–83%).

Minorities represent a smaller population: Hispanic (9–18%), Asian (3–6%), and Black (2–15%).

The median income is higher than in areas outside of downtown, at approximately \$44–99,000K annually.



Socio-demographics source: <https://statisticalatlas.com/United-States/Overview>

GREENWAY CORRIDOR DESTINATION & DEVELOPMENT

The Greenway is nestled within a dynamic civic, entertainment, commercial, and increasingly residential context. Large destination hotspots have developed along the waterfronts including the Convention Center, Amalie Arena, and the Museum of Art. In addition, the Greenway is in close proximity to important districts such as historic Ybor City, however existing urban connections are not strong at this time.

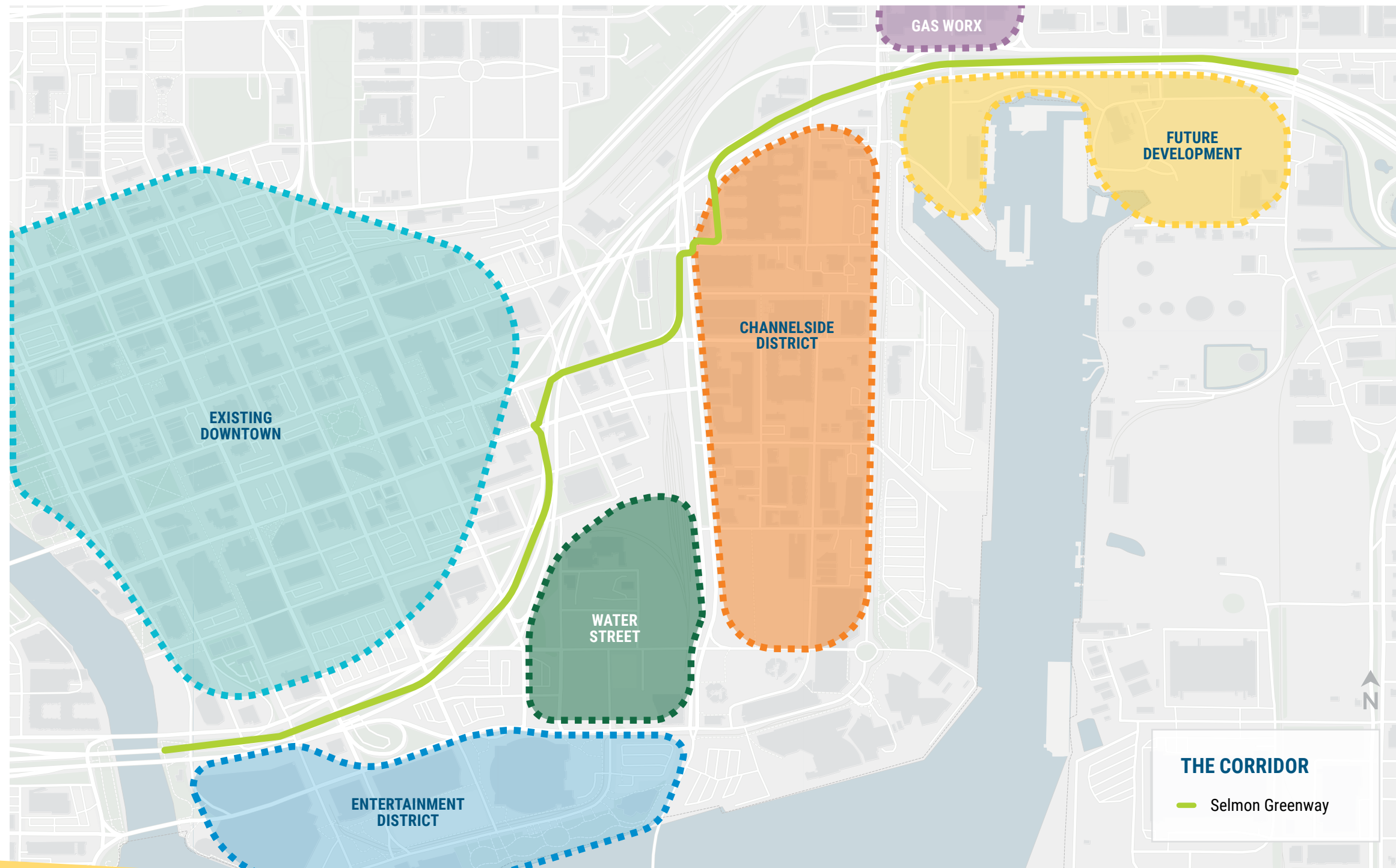


Diagram is not to scale

Significant development in Channelside and Water Street Districts continue to transform the downtown core. The Greenway sits at a pivotal crease between the new, developing live/work districts and the existing downtown. The Greenway serves as a “stitch” linking these districts at a variety of points along the alignment.

The Selmon Greenway has an opportunity to make new and stronger connections between the Riverwalk and existing nodes like Ybor City and Gas Worx, as well as connect to potential new developments along Adamo and the Bypass River Canal.

APPENDIX: BRANDING & COMPONENTS

BRANDING

90 *Introduction: Branding & Components*

91 *Branding the Greenway*

COMPONENTS

92 *Greenway Components*

94 *Site Furnishings: Structures*

96 *Site Furnishings: Products*

97 *Site Furnishings: Art*

98 *Site Furnishings: Technology*

100 *Wayfinding*

101 *Lighting*

102 *Surface Treatments: Hardscape*

103 *Surface Treatments: Softscape*

104 *Greenway Trails*

106 *Crossings*

108 *Crossing Improvements*

INTRODUCTION BRANDING & COMPONENTS

The Selmon Greenway is a compilation of public spaces and trail experiences that will be constructed over time as schedule, partnerships and funding opportunities are possible.

As THEA works to implement their comprehensive plan over time, developing interventions at a variety of scales can help sustain momentum and community engagement in the interim. For example, targeted and precise programs can be temporary or begin to transform aspects of the spaces and trails. These implementations will activate the Greenway quickly and efficiently, enhance aesthetics, improve public safety, promote sustainability, and foster community cohesion.

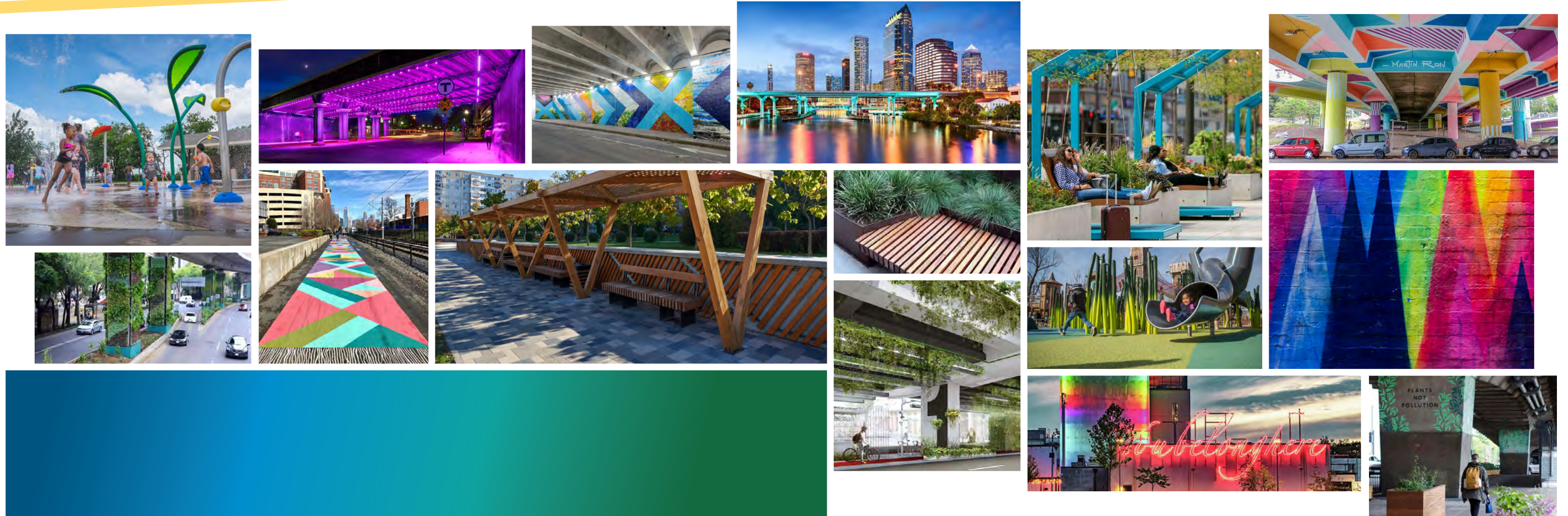
As it is constructed, and ultimately when it is fully built-out, the Greenway will read as a cohesive element that stitches together elements of downtown Tampa, while also being reflective of the unique and distinctive communities of its context. Using the Greenway becomes an experience that is recognized through interaction with brand elements, components, and materials — People will be able to legibly understand where they are, where they are going, what to expect while on the Greenway.

BRANDING THE GREENWAY THROUGH CONSISTENT USE, NOW & IN THE FUTURE

Branding in urban settings has proven to be a powerful tool in driving economic development, preserving historical attributes, fostering community culture, attracting visitors, and improving the overall well-being of communities.

Brand elements include logos, color palettes, and fonts. By consistently applying brand elements throughout the Greenway there will be a heightened sense of place, clearly defined community spaces, and enhanced safety through wayfinding, lighting, and additional measures described in this section. Brand elements are considered and incorporated into all Greenway design decisions including the site components and materials used.

When branding is effectively implemented, it can unify an experience, and elevate the connections that exist between people and places. It highlights the unique characteristics, attractions, and opportunities within our community. Branding serves as a guiding element, assisting users in navigating complex places, and providing designated areas for socializing, relaxation, and enjoyment of the many amenities Tampa has to offer.



GREENWAY COMPONENTS

The Components table shows a non-exhaustive list of site elements to be integrated into the Greenway. This table does not intend to depict specific styles or products, but to show a “kit of parts” that can be assembled in various ways to create a consistent, functional, playful, and memorable experience.

WHERE TO INTEGRATE

CONSISTENT GREENWAY-WIDE:

These components remain the same regardless of where they are on the Greenway. They tie the Greenway together visually as well as functionally. For example, water fountains, charging stations, and litter receptacles throughout are uniform in style.

TAILORABLE TO INDIVIDUAL PLACES:

These components adapt and reflect the community and context where they are placed. They may use unique art components generated by the community, stormwater designs responsive to environmental conditions, or built-in-place structures like seat walls that respond to place-specific topography.

Branding the Greenway through consistent use offers significant opportunities to enhance our urban spaces, improve safety, and engage the community. By leveraging existing opportunities, implementing temporary measures, and incorporating branding into new project construction, we can create a strong sense of place, foster community pride, and draw visitors to the Greenway.

Further details regarding brand development and its application to the Greenway can be outlined in an implementation plan. This will ensure a systematic and coordinated approach that maximizes the benefits of branding throughout the Greenway.

WHEN TO INTEGRATE

EXISTING OPPORTUNITIES:

Can be leveraged at a lower cost and scale to enhance safety and improve user navigation. This could involve utilizing existing structures to define pedestrian pathways and crossings, installing signage or kiosks at parking and entry facilities, and employing the Greenway color palette to designate spaces and connections. These actions establish an immediate recognizable identity and quickly implements improved safety features.

TEMPORARY MEASURES:

Can be implemented to activate existing spaces for shorter durations, allowing for the testing of use patterns and gathering community feedback. This could include hosting pop-up events like yoga sessions, farmers markets, food trucks, or outdoor music events. Additionally, temporary safety solutions such as expanding sidewalks or adding bollards can be employed. This strategy is key for engaging spaces over time, building community support and pride for spaces.

NEW CONSTRUCTION:

Should adhere to the consistent application of the brand throughout the design process. This includes referencing the design guidelines and maintaining the application of brand elements, safety measures, wayfinding, and lighting. It also allows for location-specific enhancements, secondary lighting, and surface treatments that align with the overall brand identity. This weaves the brand integrally into the design, function and use over time.

COMPONENT	DETAILS	Consistent	Tailorable	Existing Opportunities	Temporary Measures	New Construction	
SITE FURNISHINGS	STRUCTURES						
	Integrated seat walls	–	☑	–	–	☑	
	Benches	☑	–	☑	☑	☑	
	Play structures	–	☑	–	–	–	
	Nature play elements	–	☑	–	☑	☑	
	Games (<i>court and yard</i>)	–	☑	–	☑	☑	
	Nets & Goals	–	☑	–	☑	☑	
	Water play features/splash pads	–	☑	–	–	☑	
	Exercise stations & integrated elements	–	☑	–	–	☑	
	Misting features	–	☑	–	–	☑	
	Shade and rain coverings	–	☑	–	☑	☑	
	Restrooms (<i>new construction</i>)	–	☑	–	☑	☑	
	PRODUCTS						
	Bike lockers	–	☑	–	–	☑	
	Bike racks	–	☑	☑	–	☑	
	Litter and recycling receptacles	☑	–	☑	–	☑	
	Water fountains	☑	–	–	–	☑	
	Water bottle fillers	☑	–	–	–	☑	
	Dog water stations	☑	–	–	–	☑	
	Planters	–	☑	☑	☑	☑	
	ART						
	Community created art	–	☑	☑	☑	☑	
	Free-standing pieces	–	☑	☑	☑	☑	
	Integrated art	–	☑	☑	☑	☑	
	Kinetic art (<i>activated by water or wind</i>)	–	☑	☑	☑	☑	
Murals (<i>and digital murals</i>)	–	☑	☑	–	☑		
TECHNOLOGY							
Charging stations	☑	–	–	–	☑		
Customizable court technology	–	☑	–	–	–		
EV charging	☑	–	–	–	☑		
Interactive community boards	–	☑	–	–	☑		
Technological mural screens	–	☑	–	–	☑		
Renewable energy generation	☑	–	–	–	☑		
Utility hook-ups	☑	–	–	–	☑		
Virtual maps and information boards	☑	–	–	–	☑		
Integrated Wi-Fi	☑	–	–	–	☑		
WAYFINDING	Integrated place identifiers	–	☑	–	–	–	
	Mile markers	☑	–	–	–	☑	
	Orientation markers	☑	–	☑	–	☑	
	Pavement paintings (<i>arrows, labels</i>)	–	☑	☑	☑	☑	
	Ride-share locations	☑	–	–	–	☑	
	Trailhead maps	☑	–	☑	–	☑	
	Virtual maps and information board	☑	–	–	–	☑	
LIGHTING	Artful and neon	–	☑	–	☑	☑	
	Inset path	–	☑	–	–	☑	
	Overhead freestanding (<i>with smart options</i>)	☑	–	–	–	☑	
	Pedestrian path	☑	–	–	☑	☑	
	Sport specific	–	☑	–	–	☑	
SURFACE TREATMENTS	HARDSCAPE						
	Boardwalk (<i>natural or engineered wood</i>)	☑	–	–	–	☑	
	Court surfacing	☑	–	–	–	☑	
	Greenway asphalt	☑	–	☑	–	☑	
	Plazas (<i>paver or integral color concrete</i>)	☑	–	–	–	☑	
	Playscape (<i>poured in place soft surface</i>)	☑	–	–	–	☑	
	Paths (<i>permeable crushed stone or paving</i>)	☑	–	☑	–	☑	
	SOFTSCAPE						
	Artificial turf	☑	–	☑	☑	☑	
	Bio-swales (<i>conveyance/infiltrate</i>)	–	☑	☑	–	☑	
	Rain gardens (<i>retention/infiltrate</i>)	–	☑	☑	–	☑	
	Sensory gardens (<i>aromatic, textural plants</i>)	–	☑	–	–	☑	
Stormwater basins (<i>retention/infiltrate</i>)	–	☑	–	–	☑		
Turf (<i>drought resistant grass</i>)	☑	–	–	–	☑		
INTERSECTIONS	See <i>Intersection table</i>						

SITE FURNISHINGS: STRUCTURES

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

Seating



Integrated Seating

Integrated seating is created in place, using site features such as topography and existing structures. Seat walls and cast-in-place seating becomes a feature element of a space. Although built to remain in one location, the style of integrated seating should remain relatively consistent in shape and form throughout the Greenway.



Bench: Backed

Installed benches are flexible furnishings that add quick and affordable function to a space. A variety of design options fit people with different needs including backed benches, ADA companion benches, and backless/dual side benches. While there might be variation in the design and function of benches, the material and overall style will be consistent along the length of the Greenway.



Bench: Backless

Play Structures



Nature Play Elements

Nature-playgrounds use natural materials and local typologies as play elements. In Tampa, this may include rock, shell, sand, water, mangrove style roots, and estuarine themes. Nature play often uses moveable objects, child-activated elements, and sensory experiences (a variety of textures, colors, etc). Nature play elements on the Greenway encourage the education and exploration of natural habitats and ecosystems in Florida.



Games (Court and Yard)

Yard and alley games are niched into smaller areas of the Greenway, often complimenting plazas, food cart pods, outdoor office spaces, or functioning as the "front yard" for community members. These spaces are flexible and fun, and provide opportunities for informal social interaction to occur on the Greenway.



Nets & Goals

The Selmon Expressway offers significant space protected from overhead elements, creating opportunity areas for protected courts and games. Small court spaces are fit between the array of columns that support the overhead structure. On the Greenway, nets and goals are arranged for flexible games such as pickleball, small field soccer, bocce, and other small-scale play.



Water Feature/Splash Pad

Water play features provide interactive moments for users and typically involve spray, mist, and jets. Water never collects for a long period of time, making it safer for children. In addition to providing playful moments along the Greenway, the water used in these features is recycled for water-wise efficiency.

Activities



Exercise Stations

Exercise stations can take a variety of forms and are chosen based on their context on the Greenway. For example, exercise stations focusing on physical rehabilitation, or motor skills can connect to medical centers or retirement centers. A series of stations can be positioned along the health trail, creating diverse circuits of activity on the Greenway.



Integrated Exercise Elements

Exercise components integrated into expressway infrastructure and topography create elegant place-based opportunities for health and fitness. Examples include: inclined fitness stations built into slopes, bouldering walls, bars or features affixed to concrete elements. Along the Greenway, exercise components are seamlessly embedded into the design of trail and match the style of furnishings and amenities.



Stages

Performance spaces are integrated into plazas to create multi-functional spaces. For example, amphitheatres become public gathering spaces and informal seating areas. Temporary stages can help activate space more immediately and intermittently, which will help generate excitement and community interaction even while permanent Greenway spaces are in progress.

Brave the Elements



Misting Features

Mitigating hot temperatures is an important aspect of outdoor space in Tampa. Misting features can become artful elements in locations where people stop and spend time such as plazas and active recreation spaces. They create comfortable cool "islands" for rest along the Greenway.



Shade Covering

Protection from the sun and rain is vital in a geography like Tampa. Shaded areas that are protected from weather attract people and create activity hubs (either temporarily or permanently). Greenway spaces integrate coverings into overhead structures where possible, as well as use freestanding coverings in areas that are not immediately under the Selmon Expressway. These can be standard throughout the Greenway (image A) or be unique and artful (image B). Key areas for shade and rain protection are playgrounds, transit or ride-hailing areas along the Passages, plazas, and food cart pods.



Rain Covering

Restrooms



Restrooms

Restrooms contribute to a functional and inclusive park experience. They improve accessibility for all, maintaining a healthy, clean and comfortable place where people can spend longer amounts of time.

SITE FURNISHINGS: PRODUCTS

Bicycles



Bicycle Lockers

Bicycle amenities are important features on the Greenway and should be placed frequently along its entire length. Amenities should be focused at trailheads (where people begin/end their journey), junctions of modal intersection (transit routes, bike lanes, passage spaces), and destinations (plazas, activity centers). Consider using racks with charging capability for E-bikes, as well as traditional racks along the Greenway.



Bicycle Racks



Bicycle Fix-It Station

Drinking Water



Water Fountains

Access to water is key on the Greenway and provides users with access to an important necessity in warm climates. Water fountains (equipped with dog water bowls) are placed in frequent intervals, often in tandem with recreation features or areas (such as courts and bicycle amenities). Additionally, focus bottle filler fountains are located at trailhead areas (where people begin/end their journey), and destinations (plazas, playgrounds, activity centers) along the Greenway.



Water Bottle Fillers



Dog Water Stations

Waste/Trash



Litter/Recycling Receptacles

Litter and recycling receptacles are placed in high activity areas such as plazas, food cart pods, dog parks and playgrounds. They should be easy to find, but unobtrusive to users on the Greenway.

Planters



Planters

Planters are used to delineate spaces, articulate circulation, create smaller spaces inside larger ones, and add opportunities for greenery on the Greenway. These elements are flexible in design and implementation and are easily installed. They help define and upgrade spaces quickly and inexpensively, adding use and vibrancy while more durable development plans are underway on the Greenway.

SITE FURNISHINGS: ART

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

Artful Surfaces



Community Created Art

A collaboration between community and partners. It emphasizes inclusivity, conversation, and social exchange. The resulting art is an expression of shared community values. Community art on the Greenway fosters cooperation and activates spaces through the production of art and provides impactful opportunities for collaboration in the community. Community art on the Greenway must be created through a public process and placed in connection to the existing and new communities that surround it.



Murals

Murals utilize the existing infrastructure of the Greenway as canvases for expression, storytelling, place-making, and beautification. They are powerful, simple, and efficient tools for transforming public spaces, they add life to the Greenway, and create distinct memorable moments for users.



Digital Murals

A technological mural incorporates elements of technology such as digital media, interactive features, or augmented reality into the artistic design on a wall or wall-like surface. It can be lively displays of art and information or elements that visualize data connected to the Greenway. Examples include video mapping, immersive experiences, touch sensitive panels, motion sensors, and dynamic lights.

Sculptures



Integrated Art

Integrated art uses the infrastructure of the Selmon Expressway as part of its expression. In this way it creatively celebrates the infrastructure that has created space for the Greenway. This can take many forms on the Greenway, including using the overhead expressway, the ramps and topography – integrated art elements may respond to the time of day, community context, or season.



Kinetic Art

Kinetic art is a form of art that is activated by the environment; wind, water, or temperature may change its appearance. This style of art can interpret environmental change (over short or long periods) and provides a unique moments of human and environmental synergy on the Greenway.



Stormwater Art

Stormwater movement is particularly unique on the Greenway, as much of it is collected on the Selmon Expressway overhead. Stormwater is an example of how kinetic art can be curated on the Greenway.



Freestanding Pieces

Free-standing art pieces are objects placed in the environment. They can be aesthetically pleasing, provoke social engagement, represent local communities, be playful or commemorative. They mark special, iconic or signature moments on the Greenway.

SITE FURNISHINGS: TECHNOLOGY

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

Recharge



Charging Stations

Charging stations are located throughout the Greenway, especially at trailheads and places where people stop, and spend time. Access to charging is important in supporting equitable digital connectivity to all users. It can also serve an important role in emergency situations, as a connection point for communities or individuals.



EV Charging

Electric vehicle (EV) charging areas are locations where EVs can be plugged in to charge their batteries. These locations encourage the transition to, and the continued use of electric vehicle mobility by making their use convenient and reducing "range anxiety" for users. These areas promote sustainability and health outcomes by reducing greenhouse gas and tailpipe emissions in urban environments.



Renewable Energy Generation

Renewable energy generation may be integrated in a variety of places along the Greenway. Energy collection may come from sunlight, wind, stormwater or tidal, as depends on the location and potential of each individual site. Energy can be generated and used to power community boards, charging stations, lighting, and be interpreted and educational.

Connect



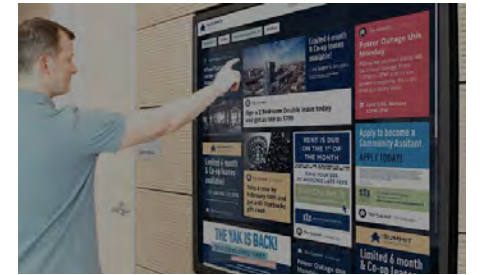
Virtual Maps

Interactive kiosks and maps are digital displays that provide information and wayfinding along the Greenway and to nearby attractions. The kiosks are customizable and can be updated easily to provide up-to-date info.



Integrated Wi-Fi

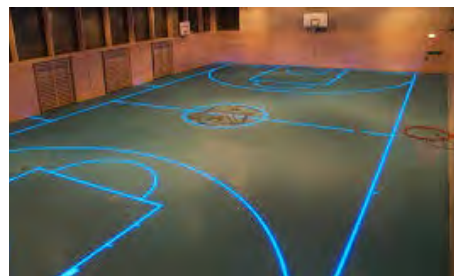
Integrated Wi-Fi is free public wireless access available along the Greenway. THEA aims to promote, advocate and develop integrated wireless technology where possible and provide the public with opportunities to access the internet free of charge. As integrated technologies advance, Wi-Fi will adapt and respond to the needs of Greenway users.



Interactive Community Boards

Interactive Community Boards provide opportunities for community members to share messages, announce events, reserve courts, and easily provide information to a large audience. The interactive element of the community boards allows for information to populate in real time and remain accessible day or night. Along the Greenway, these boards are placed in high traffic areas such as plazas and active recreation zones.

Events & Activities



Customizable Courts

To maximize the variety of ways court space can be used, customizable courts project or use light that allow for different games. Illumination can help play be extended throughout darker times of day.



Event and Utility Hook-up

Utility hook-ups integrated into plazas and larger active recreation spaces provide opportunities for event vendors to access utilities for their services without creating hazards or a messy appearance. Utility locations on the Greenway are established at various points on the trail and provide opportunities for small to large events to take place. Incorporating utility hook-ups to host markets and events allows the Greenway to be used regularly by the community and for special events.

WAYFINDING

Signage



Integrated Place Identifiers

Identifying and marking locations is important. Integrating color and signage into existing site features and elements reduces physical and visual clutter.



Mile Markers

Marking distances on the trail can help with navigation and orientation, helping recreationist gauge their progress, while helping orient visitors unfamiliar with the Greenway.



Trailhead and Corridor Map

Maps at key trailhead points help prepare visitors for their experience, orient them to the Greenway and surrounding points of interest, and communicate rules and behavior expectations.

Markings



Pavement Painting

Pavement painting is an effective, inexpensive, and unobtrusive way to give visual cues and guidance to pedestrians and cyclists. It should be uniform with Greenway branding, and use symbols consistent with national wayfinding standards.



Interpretation

Interpretative elements can help orient users to the place that they are passing through and visiting. Interpretive elements can take many forms (simple, stand-alone, integrated). They tell a story, teach and explain what the user is seeing and experiencing.

Orientation Markers



Rideshare Locations

Signage that directs people to destinations, transit, rideshare pick-up locations or important emergency locations aid in creating a legible and safe environment.

LIGHTING

Artful



Artful and Neon Lighting

Artful lighting is functional (provides illumination), while also connecting to the culture and identify of Tampa through color, shape, and style. On the Greenway artful lighting is used to highlight water and shadow with playful colors and forms.



Sports



Sports Specific

Sport specific lighting helps optimize a space for the sport being played. It emphasizes safety and visibility for players and spectators.

Light Your Way



Inset Path Lighting

Inset path lighting is installed in the ground plane, typically along a pathway. The fixtures are flush with the ground creating a clean, unobtrusive surface. Lighting offers navigation and aesthetic value rather than illuminating large fields. This type of lighting will be used on the Greenway in plazas or along pathways.



Overhead Freestanding (smart options)

Freestanding overhead fixtures cast light from higher distances, allowing for a greater radius of illumination. On the Greenway, they will be used to light Passages (streetside), parking and larger park spaces.



Integrated Lighting

The overhead Selmon Expressway offers great opportunities for integrated lighting in, on and attached to structure. Integrating lighting into existing expressway will reduce clutter and will highlight the infrastructure that "houses" the Greenway.



Pedestrian Path

Pedestrian path lighting are fixtures that cast light at a human-scale, illuminating the area around a pedestrians path of travel from 3-6' off of the ground. Along the Greenway pedestrian path lights are used at tighter intervals, acting as wayfinding elements, and improving safety on the trail.

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

SURFACE TREATMENTS: HARDSCAPE

Pathways



Boardwalk

Boardwalks are used to meander over or near water bodies, to protect sensitive habitat, and to provide people access to natural features below. Boardwalks are used on the Greenway for the same purpose and add to the experience along the waterfront.



Asphalt

Asphalt paths are inexpensive and flexible in application. They can be painted to draw connections to specific neighborhoods, or display wayfinding information. The Greenway alignment is a 16' wide asphalt path.



Crushed Stone, Gravel and Coquina

Crushed stone, gravel, coquina or similar soft surface materials are permeable and encourage onsite drainage and infiltration. They also offer a naturalized, stable walking surface.



Permeable Paving

Permeable paving is a hardscape material that allows water to infiltrate through and into the underlying soil or drainage system. Permeable paving comes in a variety of styles and forms. Elegant permeable paving options can be used in plaza spaces where more distinction is desired, while allowing stormwater to drain and infiltrate on-site.



Grass-pave



Topography

Grading or working with the landform to create topography can help with sound mitigation, direct circulation, water flow and collection, and create a more interesting experience.

Get Active



Poured-in-Place Surfacing

Poured-in-place surfacing is a playscape and recreational surface that combines rubber chips and a binding agent to create a seamless surface. This surfacing can be colored and poured to fit a desired design. On the Greenway it is used in the fall-zone around play elements and in exercise areas.



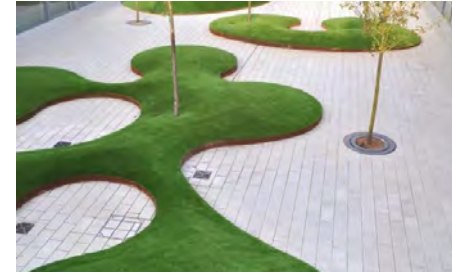
Court Surfacing

Court surfacing will follow standards for the layout, striping, and size for the intended sport. Courts can respond to the environment through mimicking local color or pulling colors from neighborhoods and adjacent communities.

SURFACE TREATMENTS: SOFTSCAPE

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

Turf



Artificial Turf

Where a grass-like texture is desired, artificial turf is encouraged. The material does not require irrigation and can be tailored to fit a variety of needs from “grassy knolls” to sports fields.



Turf

Turf should be applied minimally on the Greenway, as it is a water intensive landscape. Alternative surface treatments can be used to meet needs that turf provides. If used, turf should be placed strategically in low-points or areas where precipitation gathers and integrated with other surface treatments. If turf is installed on the Greenway, only drought resistant varieties of grass should be considered.

Gardens



Sensory Garden

Sensory gardens are a composition of plants with visual, textural, and aromatic qualities. They create places for respite and meditation, as well as observation and education. Sensory gardens on the Greenway can be enjoyed independently or become a shared experience of relaxation and reflection.

Low-Impact Development (LID) Strategies



Biofiltration Area

Biofiltration areas are depressions that collect stormwater run-off from impermeable surfaces. They use engineered soils, layers of sand and gravel and plants as a first step in filtering toxins and chemicals from run-off. Often located near parking and roadways, their aesthetic can vary based on design goals.



Rain Garden

Rain gardens are small stormwater basins that collect run-off in smaller areas. Rain gardens, like bioswales, use native plants and often layers of gravel and mulch to clean and infiltrate stormwater. The Greenway implements rain gardens in small scale areas where water is naturally captured.



Stormwater Basin

Stormwater basins are large areas used for the retention of stormwater. They collect water from adjacent areas and infiltrate the water on-site (instead of piping or distributing it elsewhere). Stormwater basins can be designed to support habitat and become a visual and recreational amenity. Basins on the Greenway can be designed to collect water regularly, or fill only during infrequent storm events, assisting in city-wide emergency responses.

GREENWAY TRAILS: PRIMARY & SECONDARY

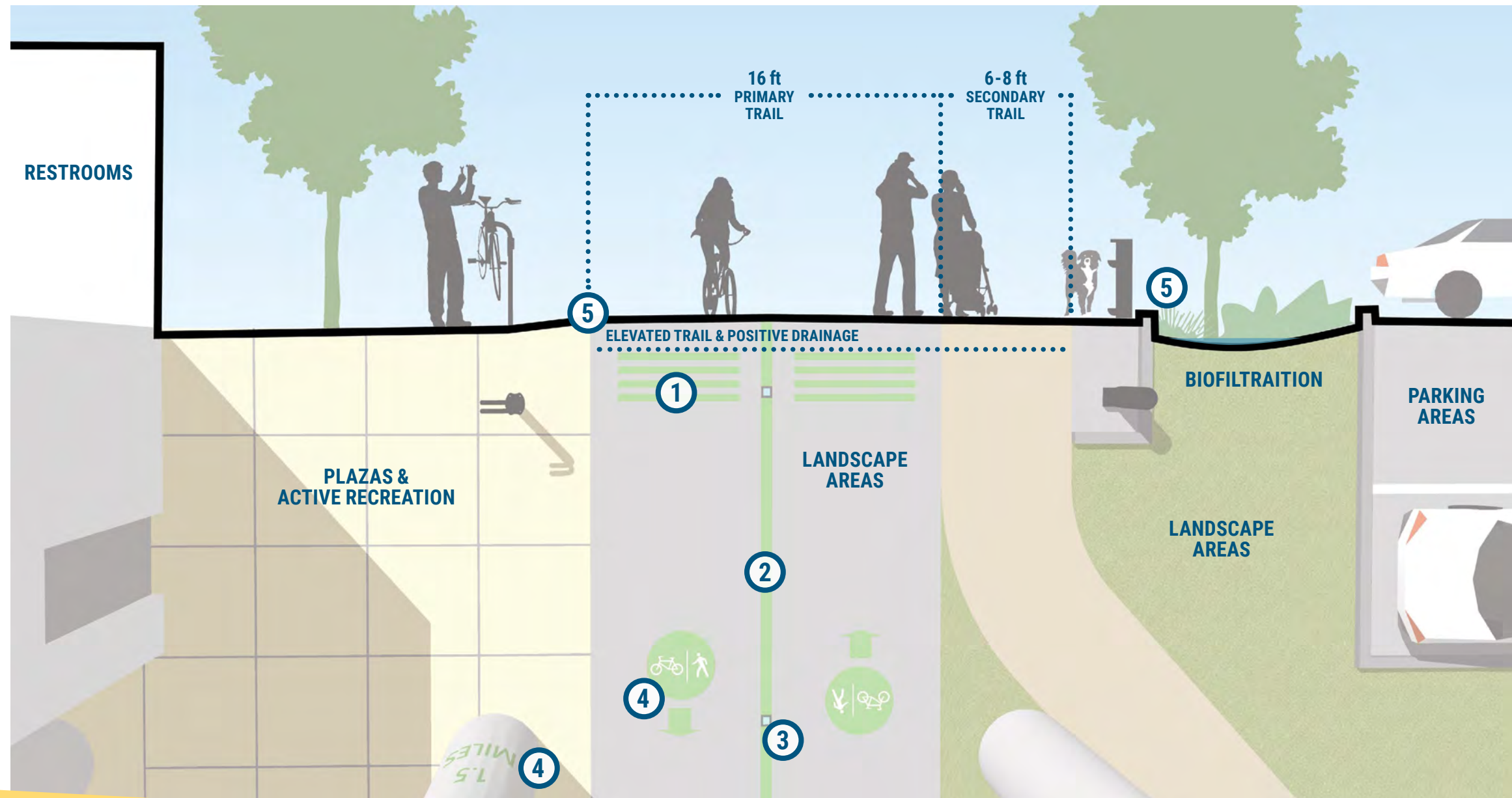
The primary Greenway Trail is the spine of the Greenway. It is consistently 16' in width, is modally separated, and uses visual and tactile strategies to make it universally accessible. Trail components maintain safety of users, legibility of the trail alignment and use, and help knit the trail into the adjacent nodes. These adjacent nodes are spaces that can support trail users.

WHERE THE TRAIL INTERSECTS PLAZAS & ACTIVE RECREATION NODES

- Components are used to indicate where there may be modal intersection (pedestrians and cyclists using the same space), slower speeds and adjacent areas of interest.
- To support trail use, these spaces, especially trailhead nodes, include bike fix-it-stations, water fountains, seating, restrooms, and wayfinding signage.

WHERE THE TRAIL INTERSECTS LANDSCAPED AREAS & PARKING

- Vegetation is effective in physically buffering the trail from incongruous uses such as traffic lanes. Although adjacent parking convenient, landscaping can visually buffer parking from the trail.
- Vegetation creates shade, evapo-transpires (naturally cools), and can add natural beauty and local context with native plants.



Trail section example

1. TACTILE PAVING

Using raised textures, contrasting color and placed in strategic locations, tactile surfaces embedded in the trail alert users of a change in setting and can help all users, including those with vision impairment about hazards, intersections or features in the trail.

2. MODAL SEPARATION MARKINGS

Indicating where different modes should travel increases safety, efficiency, improves accessibility for individuals with mobility needs, and makes users feel more comfortable on the trail. Modal separation components can take many forms including signage and painting or texture on the ground plane.

3. TRAIL LIGHTING

Placed at a regular interval, trail lights are pedestrian scale lights that illuminate the trail and provide a soft, ambient glow. Examples are lighted bollards and inset path lights.

4. TRAIL WAYFINDING AND INFORMATION

Wayfinding integrated into the trail design should aim to minimize the amount of "clutter" while balancing the need for clear and consistent information. This can include mile markers and signage that indicates adjacent connections and attractions. It can be integrated into existing site features, or be stand-alone.

5. CURBS AND LEVEL-ACCESS EDGES

Curbs, or their absence should be used appropriately. Level-access edges (no curb) is a component that increases accessibility by creating uninterrupted travel surfaces. It reduces trip hazards, and allows rainwater to drain more easily to nearby areas to infiltrate. Curbs are useful in separating people from vehicle travel, or protecting sensitive planted areas and habitat.

CROSSINGS

The contiguous Greenway parkland is intersected by 23 streets as it winds through downtown Tampa.

The crossings along the Greenway are as much a part of the Greenway as other parts of the alignment. They mostly function as shared space that serves vehicles as well as being a safe, pleasant, and efficient crossing for pedestrians and cyclists.

To improve the safety of intersection crossings for pedestrians and cyclists, the Plan recommends two types of interventions, that can be used in combination: **Spatial Design Improvements & Component Improvements.**

An analysis of each crossing examined potential for integrating crossing improvements. The analysis considered the City of Tampa Transportation Services roadway classifications. Arterial streets handle higher traffic volume. These streets may necessitate more safety improvements, however their value in the roadway network may make spatial design improvements difficult. Collector streets may have more flexibility for spatial improvements. Both can integrate component improvements. These improvement suggestions must be worked through with the city DOT. See the Crossing Improvements Table on the next page.

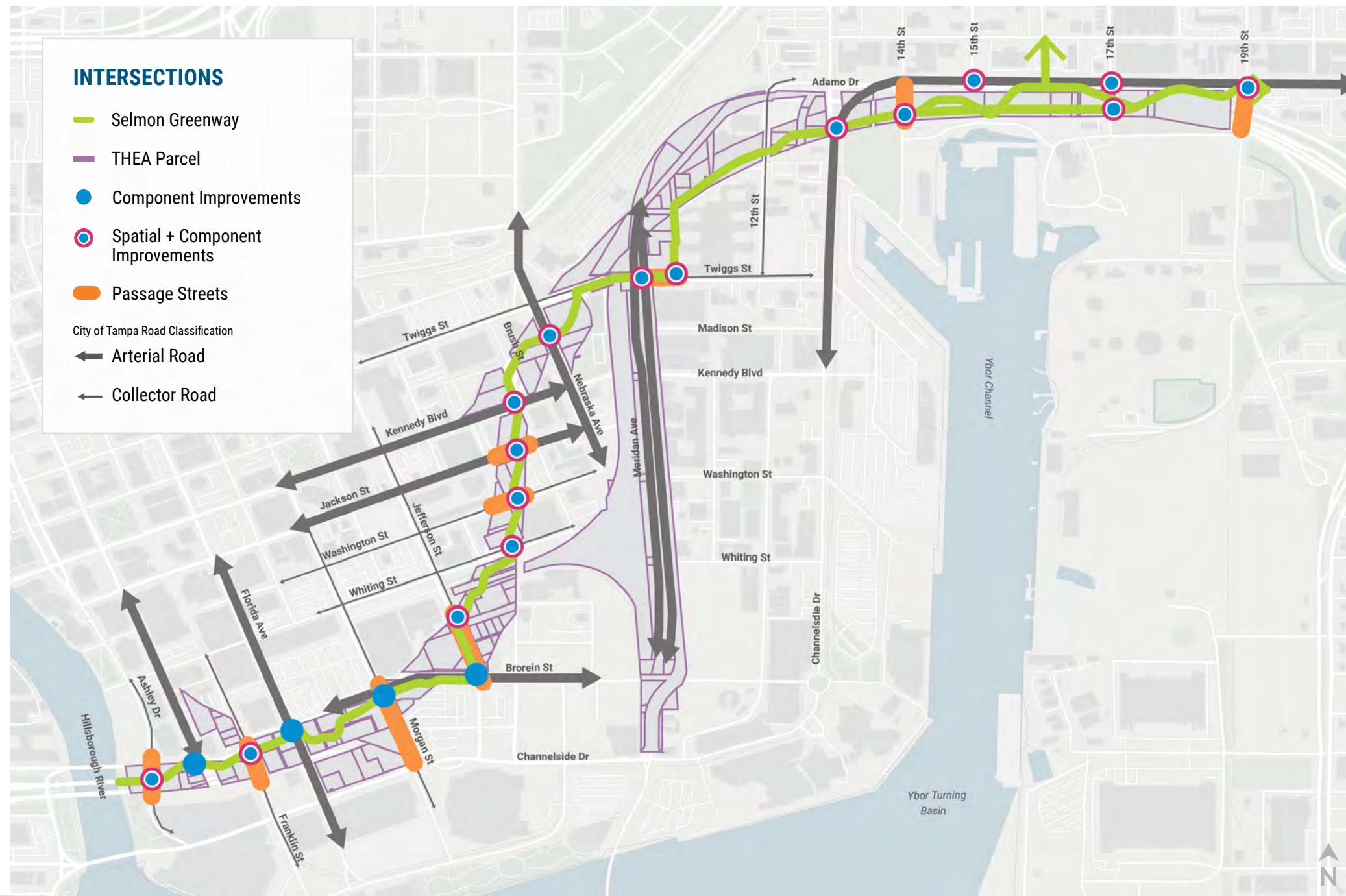
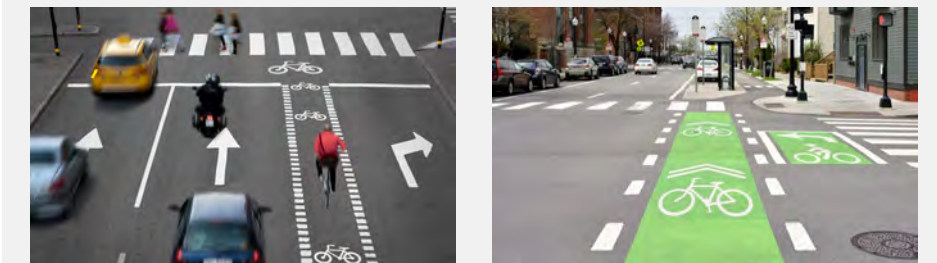


Diagram is not to scale

Spatial Design Improvements

Improvements to the physical design of the crossing and roadway change the way that pedestrians and cyclists interact with the roadway by decreasing space between sidewalks and opportunities for vehicles and pedestrians/cyclists to interact.



Component Improvements

Adding design elements, or components, to new or existing crossings (without changing the design of the roadway) can increase visibility to prioritize pedestrians and cyclists. Examples are speed signage, brightly painted ground planes, and signaled crossings. These are almost always integrated into spatially designed improvements to crossings.



CROSSING IMPROVEMENTS

The crossings along the Greenway are as much a part of the Greenway as other parts of the alignment. They must function as shared space that serves vehicles as well as being a safe, pleasant, and efficient crossing for pedestrians and cyclists. The following table presents options for crossing improvements at each intersection along the Greenway.

Intersection improvements must be done in close collaboration with city, local, and national partnership and standards. The following organizations and resources apply to the Greenway:

- ▶ NACTO Urban Street Design Guide
<https://nacto.org/publication/urban-street-design-guide/>
- ▶ US Department of Transportation Federal Highway Administration
- ▶ City of Tampa Transportation

ZONE #	INTERSECTION NAME	TAMPA DOT DESIGNATION	GREENWAY TYPE	SPATIAL DESIGN INTERSECTION IMPROVEMENT							COMPONENT IMPROVEMENTS				
				Narrowed Lanes / Road Diet	Midblock Crosswalks	Pedestrian Refuges	Pedestrian Bridge	Raised / Elevated Crossings	Extended Curbs / Bump-outs	Speed Bumps	Limited Speed	Signaled Crossings	Advanced Warning	Crossing Visibility	Painted Crosswalks
1	ASHLEY	Collector	Spatial + Component	–	–	–	–	☑	–	–	☑	☑	–	☑	☑
	TAMPA	Arterial	Component	–	–	–	–	–	–	–	☑	☑	–	☑	☑
	FRANKLIN	Collector	Spatial + Component	–	–	☑	–	–	☑*	–	☑	☑	–	☑	☑
	FLORIDA	Arterial	Component	–	–	–	–	–	–	–	☑	☑	–	☑	☑
	MORGAN	Collector	Component	–	–	–	–	–	–	–	☑	☑	–	☑	☑
2	BROREIN	Arterial	Component	–	–	–	–	–	–	–	☑	☑	☑	☑	☑
	JEFFERSON	Collector	Spatial + Component	–	☑	–	–	☑	☑	–	☑	☑	–	☑	☑
	WHITING	Collector	Spatial + Component	☑	–	–	–	–	☑	–	☑	☑	☑	☑	☑
	WASHINGTON	Collector	Spatial + Component	–	☑	☑	–	☑	–	☑	☑	☑	☑	☑	☑
	JACKSON	Arterial	Spatial + Component	–	☑	☑	–	–	☑	–	☑	☑	☑	☑	☑
3	KENNEDY	Arterial	Spatial + Component	–	–	–	–	–	☑	–	☑	☑	–	☑	☑
	NEBRASKA	Arterial	Spatial + Component	–	☑	☑	–	–	☑	☑	☑	☑	☑	☑	☑
	MERIDIAN	Arterial	Spatial + Component	–	–	☑**	–	–	–	–	☑	☑	☑	☑	☑
	TWIGGS	Collector	Spatial + Component	☑	–	–	–	☑	☑	☑	☑	☑	☑	☑	☑
4	12TH ST	Collector	Spatial + Component	–	–	–	–	–	☑	☑	☑	☑	–	☑	☑
5	CHANNELSIDE	Arterial	Spatial + Component	☑	–	☑	☑	–	–	–	☑	☑	☑	☑	☑
	ADAMO (3 potential crossings)	Arterial	Spatial + Component	–	☑	☑	☑	☑	☑	–	☑	☑	☑	☑	☑

*Extended Curbs on 1 side **Existing Pedestrian Areas



SELMON GREENWAY

MASTER PLAN



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