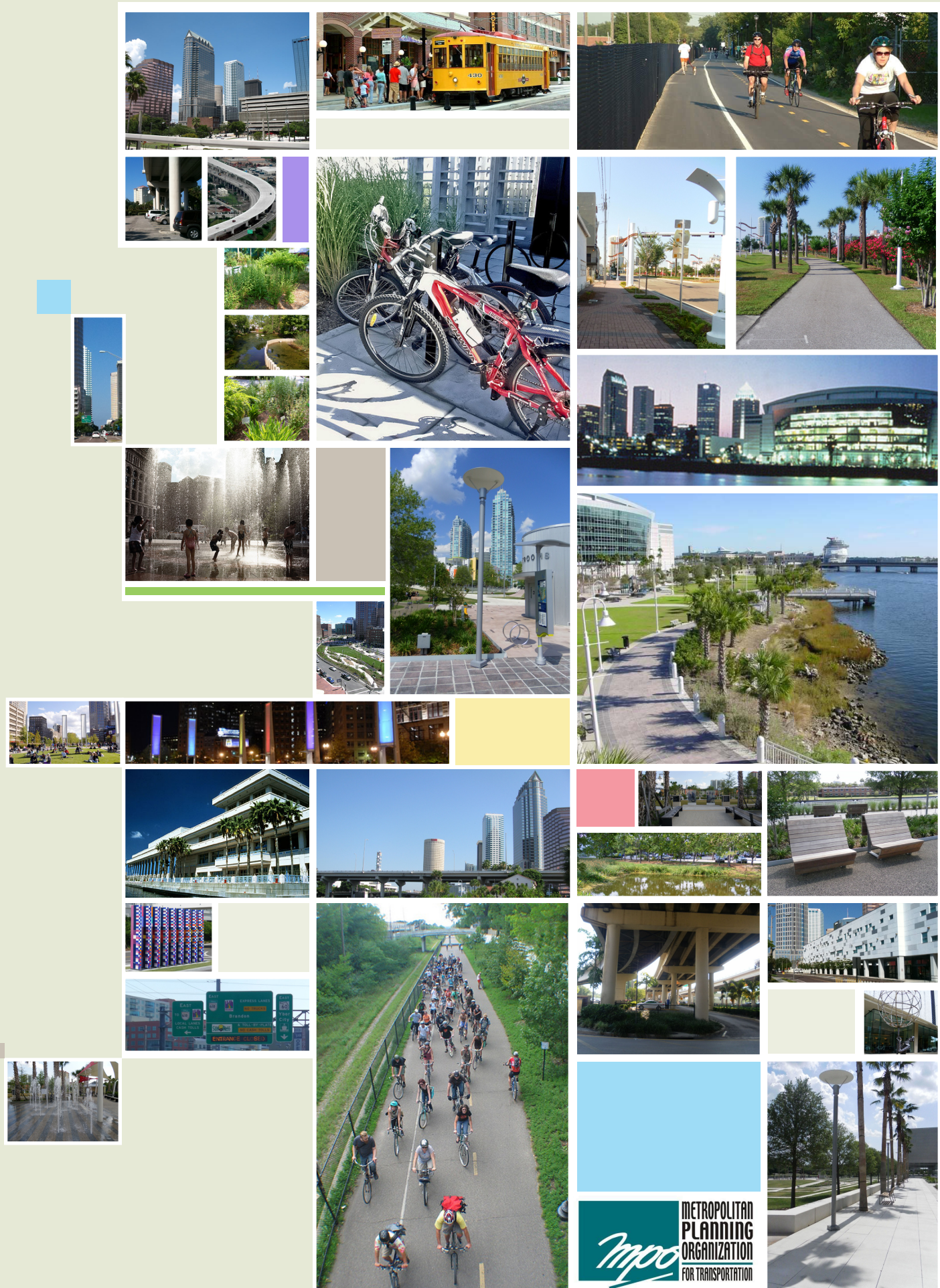


The Selmon Greenway Feasibility Study



FINAL
DECEMBER 2010



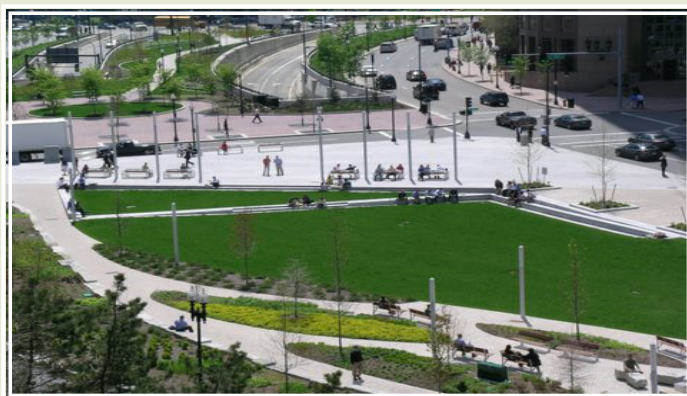
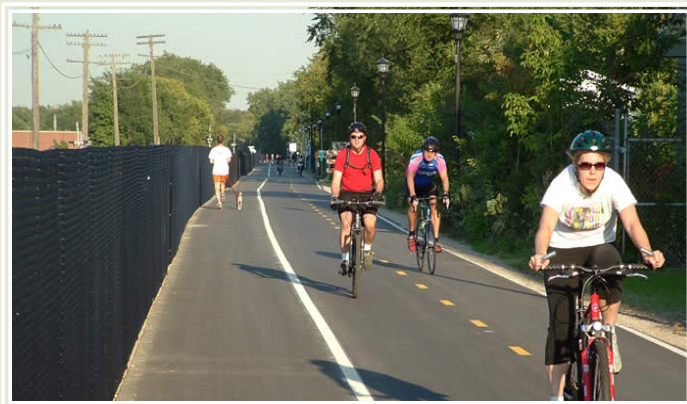
Introducing the SELMON GREENWAY

The Greenway Concept

Traversing the southern and eastern portions of downtown Tampa, the Lee Roy Selmon Expressway provides a critical link between South Tampa, Brandon, and neighborhoods beyond. Within downtown, however, the area around the expressway presents challenges to pedestrian and bicycle movements between Tampa's central business district, the arena district, and the growing Channel district.

The Selmon Greenway is a proposed multi-use trail that will closely follow the expressway alignment to provide pedestrian and bicycle access throughout the downtown area. The Greenway will provide opportunities to increase park space in downtown and incorporate art and educational elements, historical monuments, and stormwater improvements while retaining much of the parking now available under the highway deck.

The Selmon Greenway will create connections between the Channel District, the St. Pete Times Forum and Tampa Convention Center, and the central business district. It will complement the downtown Riverwalk and Meridian Greenway and connect to the TECO Streetcar on Franklin Street.



Greenway Examples

Many cities across the country have implemented greenways through their urban areas. Here are two examples:

- **Minneapolis Midtown Greenway:** Initiated by a grassroots effort, led by the Minneapolis Midtown Greenway Coalition, this greenway is a 5.5 mile multi-use trail set along a former railroad corridor. It parallels a commercial strip and incorporates public open park space, public art, and educational elements.
- **Boston Rose Kennedy Greenway:** When Boston completed the Big Dig project, in which Interstate-93 was moved under ground, the city was left with vacant public land in the heart of downtown. The city chose to build the Rose Kennedy Greenway upon this vacant land. The greenway is a one-mile curvilinear stretch of four parks, totaling 15 acres. The greenway includes art and educational elements, recreational areas, gardens, and fountains.

Greenway Goals

- 1 Create a safe, convenient, desirable, and sustainable multi-use trail for pedestrians and bicyclists through downtown Tampa.
- 2 Connect residents and visitors to downtown Tampa, Ybor City, and the Channel District with downtown employment, entertainment, cultural, and educational venues.
- 3 Connect the Selmon Greenway to larger city-wide trails and transit facilities including the Downtown Riverwalk, the Meridian Avenue Greenway, Bayshore Boulevard, the TECO Historic Streetcar, the Marion Street Transitway, and the Franklin Street Pedestrian Corridor.
- 4 Reduce the impact to surface parking under and adjacent to the Selmon Expressway.
- 5 Create more green space and recreational areas in downtown Tampa to foster a healthier community and environment.
- 6 Provide for the safety and comfort of Selmon Greenway users through the use of shade, lighting, benches, fountains, and other park amenities.
- 7 Incorporate art, history, and educational elements along the Selmon Greenway to add aesthetic and informative value to the Greenway and downtown Tampa.
- 8 Incorporate innovative stormwater management techniques to minimize impacts to the environment.



Origins and Outcomes

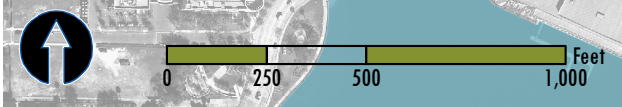
The idea of using Selmon Expressway right-of-way in downtown Tampa for a shared-use urban path was conceived by the Tampa-Hillsborough Expressway Authority (THEA) over a decade ago. Two years ago, THEA saw an opportunity to build a Greenway in conjunction with planned improvements to the Selmon Expressway viaducts in downtown. Since that time, the Expressway Authority has been working with the Hillsborough MPO, FDOT, the City of Tampa and others to identify the issues that need to be considered and resolved to make it a reality. The Expressway Authority is currently working to secure funding for the Selmon Greenway so that it can move forward concurrent with the Selmon Expressway improvements, which are scheduled to commence next year.




Feasibility Study

This feasibility study is being conducted by the Hillsborough County Metropolitan Planning Organization. The purpose is to analyze and identify the Greenway alignment, facility types, constraints, opportunities for enhancements, and other related uses. The feasibility study focuses on the portion of the Greenway stretching from the Hillsborough River to Meridian Avenue. The eastern segment, from Meridian Avenue to 22nd Street is included in the overall Greenway concept and will be analyzed for feasibility in detail by the Expressway Authority and FDOT in 2011. The study is shaped by public and policy-maker discussion, agency review, and stakeholder group input. It includes a series of design concept drawings to define the preferred alignment for the Greenway.





 Draft Greenway Alignment

Parks and OPEN SPACES

Greening Downtown

Park space is a key contributor to the quality of downtown Tampa's environment. Opportunities to create urban parks and open spaces in downtown Tampa exist throughout the proposed Selmon Greenway alignment. Parks offer downtown residents, workers, and visitors in-town destinations for recreation, relaxation, and socialization. They also serve as extensions of the Greenway into adjacent urban districts, making downtown's destinations accessible to Greenway users.

Possible Features

The purposes, uses, and sizes of parks along the Greenway will vary depending on local contexts, but each park will exhibit one or a combination of the following features:

- **Recreational features:** Active parks promote physical activity by providing areas and apparatuses for exercise and play, including playgrounds; skate park features; exercise stations; basketball courts; and recreational areas for persons with disabilities.

- **Community gathering features:** Some parks and open spaces will serve residents and workers in the immediate vicinity, providing social meeting spaces like dog parks and community gardens and strengthening the sense of place in downtown Tampa. These spaces will offer comfort features such as seating, lighting, and fountains.
- **Native vegetation:** Parks frequently serve to beautify communities with foliage and flowers, softening the urban streetscape and inviting residents, workers, and visitors to enjoy the outdoors. As such, parks contribute to active street life and increase exposure for downtown retailers while their plant life can provide air quality, stormwater treatment benefits, and shade.

Several examples of parks that incorporate these features are displayed in the photographs to the right.

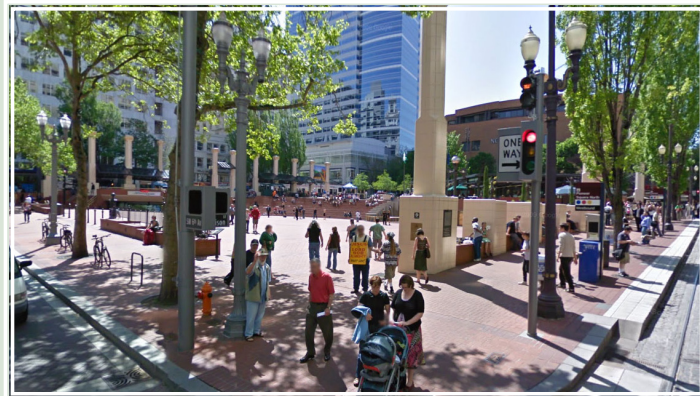
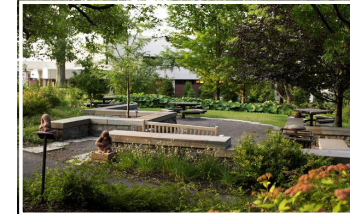
Opportunities

Several vacant, publicly-owned parcels have been identified as key areas where unused land below or adjacent to the Sel-

Benefits of Parks and Open Spaces

Parks and open spaces offer communities a number of benefits, including:

- **Economic Development:** Parks and open spaces contribute to attracting new businesses, and in turn create new jobs. Additionally, parks and open spaces can promote development around these areas and increase real estate value.
- **Environment:** Replacing vacant land with park space improves the health of a city by providing trees and plants that reduce greenhouse gases.
- **Health:** Parks and open spaces offer opportunities for recreation and exercise and help to promote healthy lifestyles.
- **Community Development:** Parks and open spaces, when designed properly, promote community development. These areas can act as anchors for community uses and instill a sense of ownership and connectedness in residents.

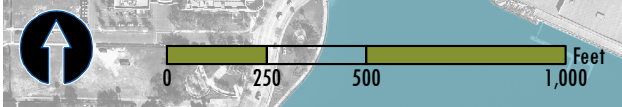


mon Expressway could be transformed into park space. Specific opportunities for parks and open spaces are identified on the map on the facing page.

- 1 The western stretch of the Greenway will connect to the Riverwalk north of the convention Center and can function as a narrow, linear park. The existing parking lots under the highway deck can be retained as the path meanders along the southern edge of Borein Street and through the Convention Center drop-off area. To create an open, pedestrian-friendly environment, it is recommended that some or all of the black chain-link fence in the parking areas be removed.
- 2 Enclosed by an off-ramp, a small pocket park softened with shade, landscaping, and water features could connect to the southern branch of the Greenway
- 3 A public fountain or active park space is recommended at the corner of Jefferson and Brorein Streets to create a central landmark among the central business district, St. Pete Times Forum, and Channel District. The space could become a focal point for future infill development and facilitate a future connection to the southern end of the Channel District from the Greenway.

- 4 There is an opportunity to replace the existing parking lot at Jackson and Brush Streets with an active park featuring playground equipment and/or interactive furniture and other playful elements. The park would be oriented primarily to the proximate Rampello School on Jackson Street and the Carlton Academy Day School on Brush Street. It would also provide a space for rest and play at the center of the Greenway alignment. The proximity of the park to the Channel District could enhance the livability of the area.
- 5 A pocket park at Kennedy and Brush Streets could complement the proposed green space east of Nebraska and enhance the pedestrian experience along Kennedy, creating a connection between downtown's government district and the northern end of the Channel District.
- 6 At the northeast corner of Kennedy and Nebraska an on ramp to the eastbound Expressway bisects an irregularly shaped parcel, which could provide park space at the northern terminus of the alignment. While there may not be sufficient space for a fully-equipped playground, a small park with seating and landscaping is possible as a decorative and restful augmentation of the trail. A dog park could be incorporated to serve residents of nearby condos. The park could potentially aid in strengthening the connection between the Channel District and the central business district along Kennedy Boulevard.





- Draft Greenway Alignment
- Publicly Owned Parcels
- Parks and Open Space Opportunities

Art, History and EDUCATION

Beautifying and Educating

Artistic and educational elements will be placed throughout the Selmon Greenway alignment. These elements can be incorporated along the Greenway path, as well as within adjacent parks and plazas. Artistic, historical, and educational features create relationships between Greenway users and the city or region and foster dynamic cultural and social interactions in downtown Tampa.

Including these features in the Greenway allows pedestrians and bicyclists to further interact with the Greenway. These elements provide Greenway users features they can relate to and learn from, and help to incorporate the Greenway into the larger urban context. These installations could also draw more people to the Greenway who otherwise would not have ventured to it.

Including public art and educational installations along the Greenway will engage, entertain, and educate Greenway users. These elements will express the City of Tampa's culture, sense of identity, and values. Additionally, they will arouse people's thinking, energize the Greenway, and get people talking.

Possible Features

There are a number of artistic media and educational subjects that could be installed along the Greenway. Some of these possible features include:

- Visual welcome at the western entrance of the Greenway: The western terminus of the Selmon Greenway presents a prime location for implementing a visual welcome to the Greenway for pedestrians, bicyclists, and motorists and links the Greenway with the Riverwalk.
- Stormwater & native vegetation education: Stormwater management techniques, including the use of native vegetation, will be implemented in key locations along the Greenway. These areas offer an opportunity to include educational signage that teaches Greenway users the benefits of stormwater management and the use of native vegetation.



City of Tampa Public Art Program

Mission: To promote the involvement of artists in projects throughout the City, to enhance the physical environment, and celebrate Tampa's unique identity and character.

The Tampa Public Art Program is one of 325 in the country and maintains over 100 public art pieces throughout the City.



Tampa-Hillsborough Expressway Authority



The Tampa-Hillsborough Expressway Authority has made contributions to creating public art in Hillsborough County. In January, 2009, the Expressway Authority, in cooperation with the Greater Brandon Arts Council, invited local artists to submit designs to adorn the Brandon entrance to the Selmon Expressway. In November, 2009, Meletha Everett's mural of roseate spoonbills was chosen as the winning design. The mural is displayed in the photo to the left.

- Historical installations: The City of Tampa has an interesting and unique history. The planned Greenway includes educational elements focused on the rich culture and history of the Tampa Bay region, such as the influences of the cigar industry and railroads.
- Involvement of local artists: Local artists or art students could be asked to voluntarily donate their works of art to be included along the Greenway. This will ensure that the art represents the City of Tampa and its residents.
- Involvement of local schools: Local schools could involve their schoolchildren in an art project to be placed at a location on the Greenway. Being able to see their work represented along the Greenway would instill a sense of pride and ownership of the Greenway.
- Monument or memorial: A monument or memorial commemorating great moments in Tampa's sporting history could be built near the St. Pete Times Forum.
- Outdoor classroom: An outdoor classroom could be created that caters to Greenway users and local school children. This classroom could serve as a hands-on learning experience involving gardening, native plants, or native wildlife to educate downtown drivers about the Greenway.
- Lights on Tampa installation: Lights on Tampa is a biennial event managed by the Tampa Public Art Program that has been experienced by thousands of Tampa residents. Opportunities for temporary or permanent Lights on Tampa projects exist at various locations along the Greenway alignment.

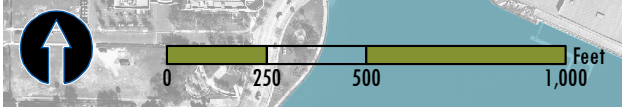


Opportunities

- 1 At the western terminus of the Greenway there may be an opportunity to incorporate an artistic, historical, or educational structure that announces the Greenway and describes or maps the path and its features. The structure could be integrated into the existing park under the highway deck that is part of the downtown Riverwalk and provide both the Riverwalk and Greenway greater visibility to downtown workers, conventioners, and motorists.
- 2 Landscaping featuring native vegetation will be incorporated throughout the Greenway. There is an opportunity on the northern edge of Channelside Drive to implement such landscaping as an educational installation describing the environmental and stormwater benefits of native vegetation.
- 3 The southeast corner of this small parcel is highly visible from the arena plaza. There is an opportunity to create a small memorial, perhaps commemorating great sporting moments (e.g. - Stanley Cup, Super Bowl, World Series) and/or personalities in Tampa. A small plaza could provide a gathering place for people attending events at the arena and convention center.
- 4 Site for potential art project on small, publicly-owned parcel below the highway deck exists here. The limited space and numerous curved surfaces (pillars and highway) could provide a dynamic site for a future Lights on Tampa project, potentially as a permanent installation.
- 5 Retaining walls and other surfaces can be used for murals and other art projects here and at other locations along the Greenway. Implementation of art projects can be intermittent and dynamic, with substantial community involvement.



- Draft Greenway Alignment
- Publicly Owned Parcels
- Art, History and Education Opportunities



Managing STORMWATER

Sustainability

The Greenway presents an excellent opportunity to incorporate stormwater management techniques that will benefit the environment and users of the Greenway, in addition to the downtown as a whole.

Currently, much of the land under and adjacent to the Selmon Expressway is covered by impervious pavement. Because of this, stormwater does not percolate into the ground and instead becomes polluted runoff that filters into Tampa's waterways. By incorporating stormwater management techniques, such as pervious pavement, retention ponds, bioswales, and native vegetation, much of this pollution can be captured before contaminating our waterways.

Besides offering environmental benefits, stormwater treatments can also be aesthetically pleasing. Landscaping techniques can beautify the Greenway while also filtering pollution. Educational elements will be included in areas where stormwater treatments are used to inform Greenway users of the techniques and benefits of stormwater treatment.

The Florida Aquarium Parking Lot

The Florida Aquarium parking lot presents an excellent example of utilizing a variety of techniques to manage stormwater runoff. The Aquarium parking lot uses a stormwater treatment train of a series of increasingly larger storage cells in order to manage stormwater runoff and reduce pollution. The storage cells range from bioswales, to strands, and finally to clarification ponds.

The site was configured to maximize the use of green space vegetated with native plants to convey, infiltrate, and filter stormwater runoff. Calculations by the Southwest Florida Water Management District show that nearly all stormwater runoff is contained on site.

Low Impact Development

Low Impact Development (LID) is a stormwater management approach that reduces the impact of stormwater runoff when developing or redeveloping land. LID follows a set of principles and practices that intend to reduce the impact of development on natural waterways.

Principles:

- Integrate stormwater management early in site planning
- Use natural hydrologic functions
- Focus on prevention rather than mitigation
- Emphasize low-cost methods
- Manage as close to the source as possible
- Rely on natural features and processes
- Create a multi-functional landscape



Possible Features



There are several methods that can be utilized along the Greenway to manage stormwater runoff, including:

- Retention ponds: Retention ponds are artificial water bodies used to hold stormwater runoff in order to prevent it from flowing into natural bodies of water. These ponds permanently hold water.
- Detention pond: Similar to a retention pond, a detention pond holds stormwater runoff. However, these ponds only temporarily store water after a storm.
- Bioswales: Bioswales are vegetated channels used to promote infiltration, remove pollution, and transport stormwater runoff.
- Pervious pavement: This type of pavement allows stormwater runoff to seep into the ground. With impervious pavement, stormwater runoff cannot penetrate the soil under the pavement and causes runoff to flow into waterways.
- Rain gardens with native vegetation: Rain gardens are gardens located in a depression designed to capture stormwater runoff flows. These gardens use native vegetation that absorb the runoff.
- Underground cistern: An underground cistern captures and stores stormwater runoff that can then be reused for irrigation.

Opportunities

- 1 Throughout the Greenway, landscaping with native vegetation can provide stormwater management benefits. The northern edge of Channelside Drive is an appropriate location for such treatments.
- 2 There are some small, publicly-owned parcels that could be utilized for stormwater treatment near the intersection of Jefferson and Brorein Streets. The scale and design of any stormwater treatments will depend on the prospective impacts to the existing parking lots in this area.
- 3 This location at the northeast corner of Kennedy and Nebraska is an irregularly-shaped parcel that could provide a desirable space for stormwater treatment. Treatments such as a retention pond and landscaping could be useful ways to add to the sustainability of the Greenway.





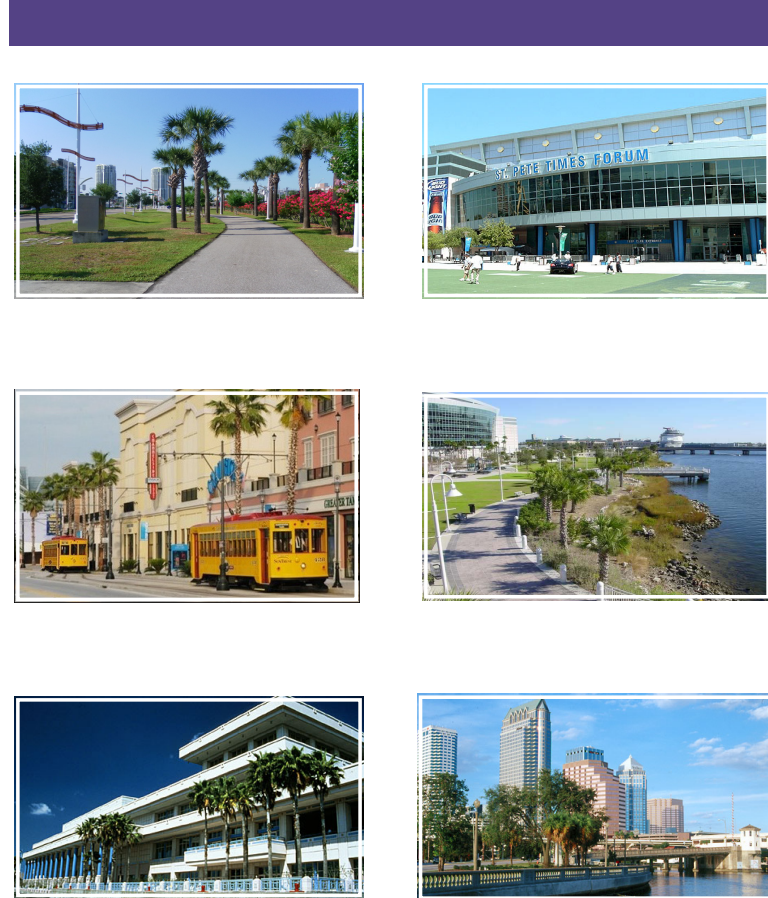
- Draft Greenway Alignment
- Publicly Owned Parcels
- Stormwater Opportunities

CONNECTIONS

Getting Places

In the larger context of downtown Tampa and its surrounding areas, the Greenway facilitates connections among downtown Tampa, Ybor City, and the Channel District. The Greenway will provide connections to the various employment, entertainment, cultural, and educational venues of these areas, including Channelside, the St. Pete Times Forum, and the Tampa Convention Center. The Greenway will also connect to other trails, bicycle routes, and transit facilities including the Downtown Riverwalk, the Meridian Avenue Greenway, Bayshore Boulevard, the TECO Historic Streetcar, Marion Street Transitway, and the McKay Bay Trail. The Greenway complements these facilities as part of a regional multimodal network.

Adequate connections along the Greenway are vital for the success of the project. Wayfinding signs will be placed along the alignment to guide Greenway users. Safe crossings will be included throughout the alignment to ensure the safety of the Greenway users. Areas where safe crossings are needed have been identified and solutions will be created.



The Connections

- 1 The Selmon Expressway intersection with the Hillsborough River marks the start of the Greenway. This location provides a connection to the Riverwalk and Bayshore Boulevard by the use of the Brorein Street Bridge. This intersection also provides a linkage to a proposed bike facility.
- 2 This location offers an alternative entrance to the Greenway from the Brorein entrance. From here, Greenway users can access Bayshore Boulevard and a proposed bicycle facility by using the Platt Street Bridge. This location also provides users a connection to the Convention Center and the southern segment of the Riverwalk.
- 3 Where the Selmon Expressway intersects with Franklin Street, the Greenway will facilitate a connection to the TECO Historic Streetcar Line currently being extended further north into downtown. This provides Greenway users a connection to the Franklin Street retail corridor.
- 4 The alternate Greenway route running along Channelside Drive intersects with Franklin Street providing Greenway users a connection to the TECO Historic Streetcar Line. This intersection is also a short distance from the Riverwalk and is adjacent to the Convention Center. It also links with a proposed bicycle facility that connects to Harbour Island.
- 5 At this location, the alternate Greenway alignment begins to converge with the northern alignment. It provides Greenway users a connection to the St. Pete Times Forum to the east and to a proposed bike facility.
- 6 The Greenway's intersection with Morgan Street provides Greenway users access to the north into downtown via a proposed bicycle facility or existing sidewalk.
- 7 This alternate Greenway alignment provides a convenient connection to the St. Pete Times Forum and the Riverwalk to the south.

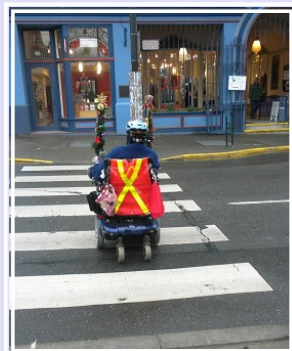


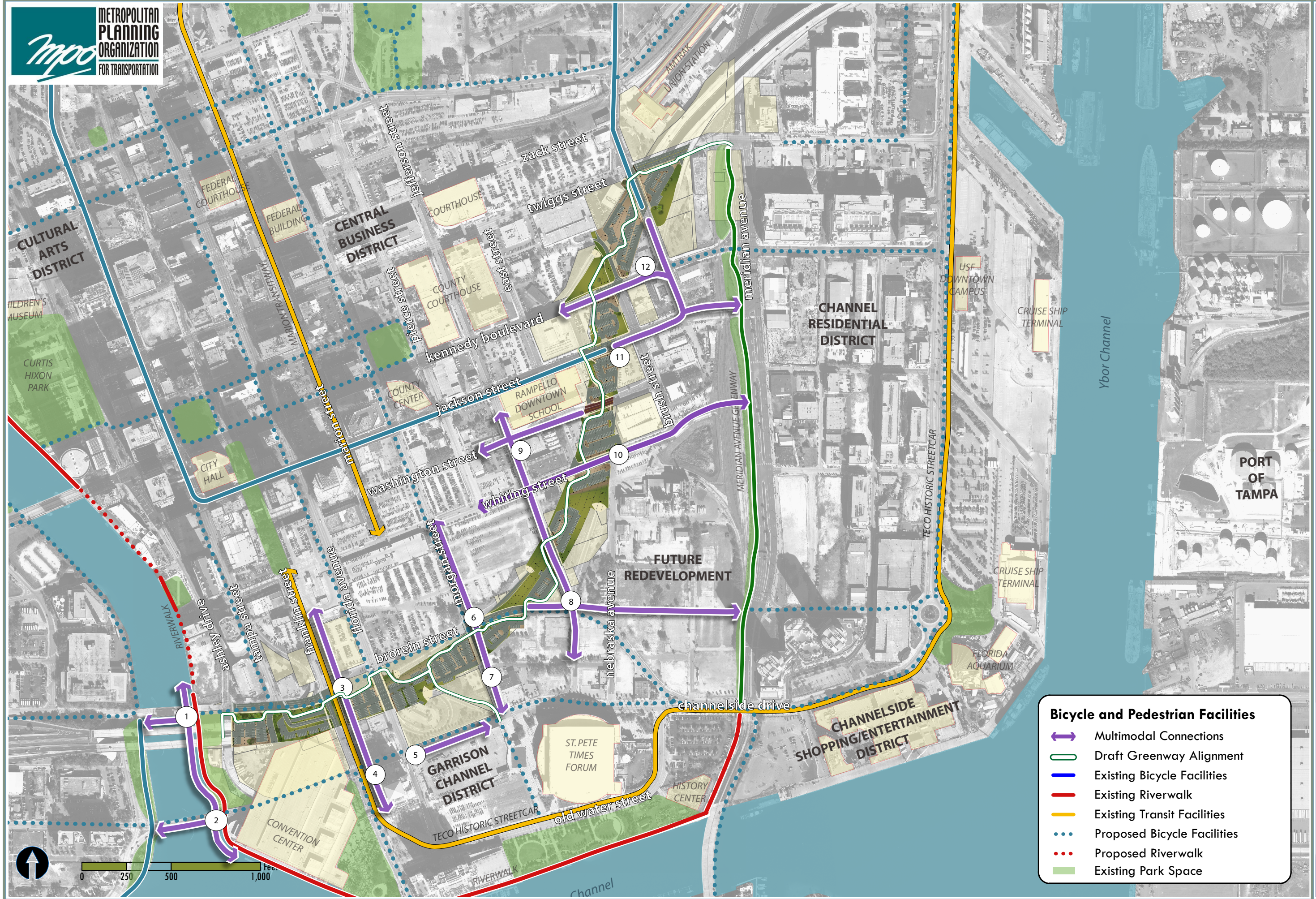
- 8 As the Greenway curves to the north, the Greenway offers additional connections to the larger, city-wide trail network. At Cumberland Drive, Greenway users have the opportunity to access the Meridian Avenue Greenway, a multi-use trail extending from Channelside Drive northward to Twiggs Street. This connection also facilitates a link between the Greenway and the Channelside District, the Florida Aquarium, and the Cruise Ship Terminal.
- 9 The Greenway links trail users to the Rampello Downtown School to the east. Additionally, the Greenway connects to Jefferson Street, which provides access north into downtown.
- 10 There is the opportunity for a future connection from the Greenway to Meridian Avenue via Whiting Street. The Expressway Authority owns property directly east of Whiting that will allow for the connection to be made without the need to purchase right-of-way. The connection will create a loop in the area between the Greenway and the Meridian Avenue Greenway. It will also allow better access to the Greenway from the central part of the Channel District.
- 11 At the Greenway's intersection with Jackson Street, a connection to the Jackson Street bicycle facility is provided to the west of the Greenway. To the east, the Greenway links to the Meridian Avenue Greenway.
- 12 At this location, the Greenway gives users an opportunity to connect to the Nebraska Avenue bicycle facility to the north of the Greenway.

Safe Crossings

In creating connections between the Greenway and various downtown destinations, providing Greenway users safe connections along the Greenway alignment is of utmost importance. There are a number of mid-block crossings along the Greenway alignment where there are currently no crossing areas.

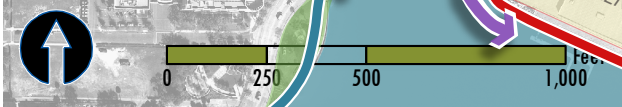
With the construction of the Greenway will also come safe crossing areas for pedestrians, bicyclists, and persons with disabilities that adhere to the federal Manual on Uniform Traffic Control Devices and the Americans with Disabilities Act standards. Pedestrian beacons, yield lines, and yield signs at unsignalized locations warn drivers of crossing pedestrians and bicyclists.





Bicycle and Pedestrian Facilities

- Multimodal Connections
- Draft Greenway Alignment
- Existing Bicycle Facilities
- Existing Riverwalk
- Existing Transit Facilities
- Proposed Bicycle Facilities
- Proposed Riverwalk
- Existing Park Space



Access: PARKING

Getting Downtown

Nearly all of the land under the Selmon Expressway is used as parking lots. These parking lots are used during the day for downtown employees and visitors. These lots also provide parking for nighttime and weekend events occurring downtown, at the St. Pete Times Forum, and the Convention Center.

The Selmon Greenway will minimize the impacts to surface parking under and adjacent to the Selmon Expressway. However, the widening of the downtown viaduct of the Selmon Expressway will impact several of the parking lots by reducing parking and limiting or blocking access.

While parking is important to provide access to the Greenway, there are opportunities to replace parking lots with more appealing features, such as parks, plazas, and areas for art and educational installations. Converting parking lots to park space with stormwater management features will help contribute to the sustainability of the Selmon Greenway and downtown Tampa.

Possible Features

- **Aesthetic features:** Parking structures are many times dull and lifeless places. Steps can be taken to make these areas more appealing. Adding vegetation, art, and pavement treatments can help to improve the aesthetics of parking structures.
- **Parking garage:** Parking garages consolidate parking and free up land to use for other activities, such as park space. Parking garages can be built to blend in with the surrounding area. A parking garage in Miami's Art Deco District shown to the right, is covered in living vegetation, making it cohesive with the surrounding developments. Several garages in downtown Tampa are constructed to resemble office buildings.



- **Electric charging stations:** As hybrid cars become more common, providing Greenway users with the use of electric charging stations can add to the ease of access to the Greenway and comfort for Greenway users.
- **Wayfinding signs directing to additional parking:** Ease of access to the Greenway can be increased by directing Greenway users to additional parking if lots are at capacity.

Parking Impacts

The widening of the downtown viaduct of the Selmon Expressway and the construction of the Selmon Greenway will have the following impacts on parking.

- 1 This location is Crosstown Lot 2 which contains 200 parking spaces. Two of these spaces will be removed due to the viaduct widening, but there will be no impacts to parking access.
- 2 This location is Crosstown Lot 3 which currently holds 38 parking spaces. Four spaces will be removed for the widening, but access will not be impacted.



- 3 Crosstown Lot 4 and Crosstown Lot 5 are located at this site. Crosstown Lot 4 has 27 spaces, one of which will be taken to widen the viaduct. There will not be any impacts to access. Crosstown Lot 5 has 58 parking spaces, none of which will need to be removed. However, there will be multiple aisle impacts from the new piles for the widening.
- 4 The School South Lot is located on this site. This parking lot currently has 70 spaces, seven of which will be removed for the viaduct widening. One aisle will also be impacted.
- 5 The School North Lot near the Rampello School is located at this site. There are 50 parking spaces currently in this parking lot. Six of these spaces will be removed for the viaduct widening. An accessway from Jackson Street will be blocked by a piling from the viaduct widening.
- 6 The Health Parking Lot lot currently contains 100 spaces, 51 of which will be removed. The middle accessway at Nebraska Avenue will be blocked, the lower accessway at Brush Street will be impacted, and there will be multiple aisle impacts.
- 7 The Courthouse East Lot currently has 36 parking spaces. Eighteen of these spaces will be impacted by the viaduct widening. The accessway at Twiggs Street will be blocked, and there will be multiple aisle impacts.






Pervious Pavement

Parking lots are typically constructed with impervious pavement materials. The parking lots under the Selmon Expressway are no exception. Impervious pavement does not easily allow stormwater to seep into the ground. Because of this, polluted water drains into the waterways.

Implementing pervious pavement materials in parking lots can reduce the amount of pollution flowing into natural waterways. During the widening of the Selmon Expressway Downtown Viaduct and the construction of the Greenway, there are opportunities to replace the impervious pavement currently covering the parking lots, with pervious pavement materials.





-  Draft Greenway Alignment
-  Publicly Owned Parcels
-  Parking Lots Impacted by Selmon Expressway Viaduct Widening

