COMPTON ROAD GREENWAY STUDY

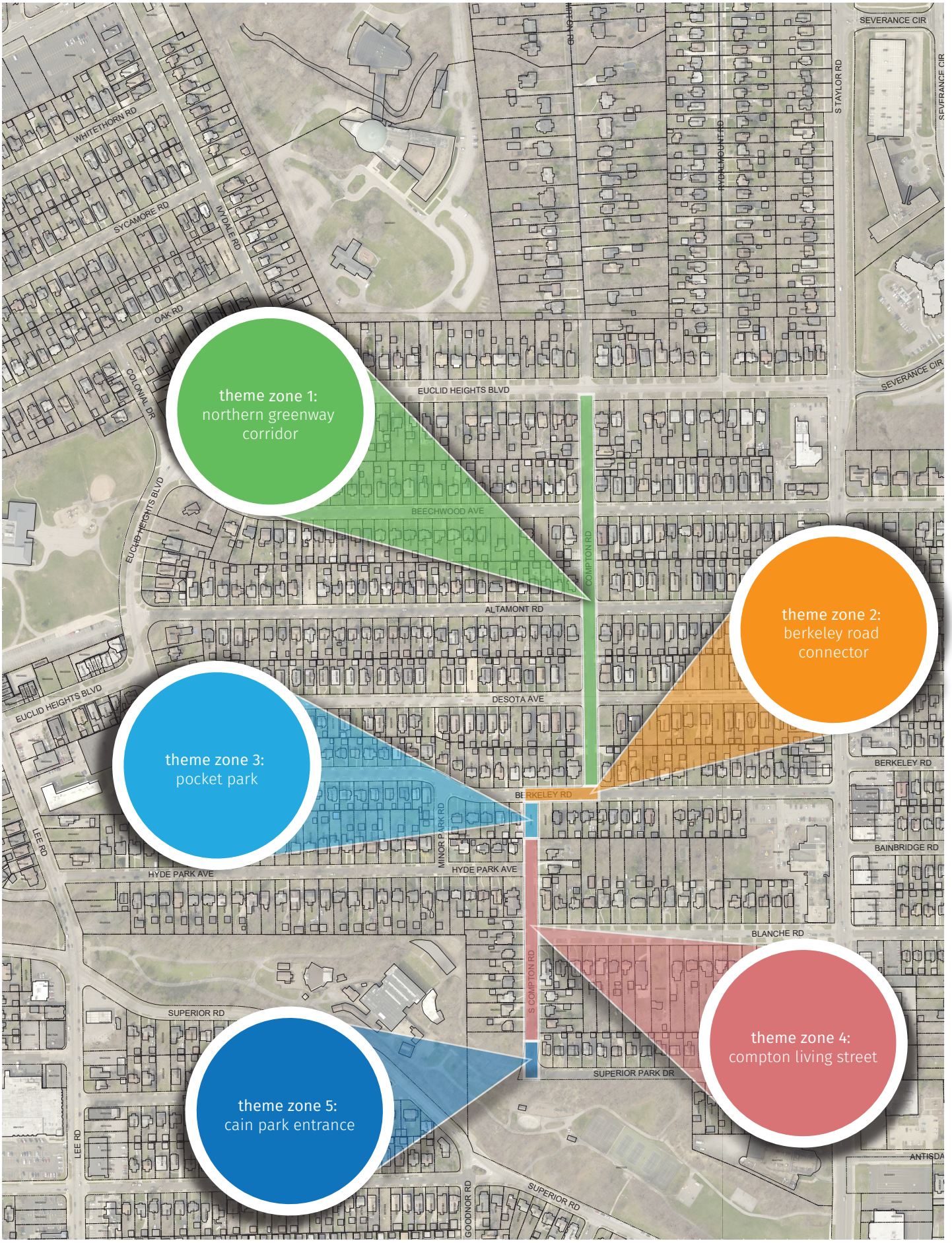
idea book

contents + book summary

The focus of this idea book is to visually and descriptively provide an initial framework to help guide the City of Cleveland Heights' Compton Road Greenway Study. The study area, located along Compton Road from Euclid Heights Boulevard to the Superior Park Drive Cain Park entrance, is conceptually divided into five distinct "theme zones" on the basis of clear design and idea generation.

Each of these theme zones reflects a unique, individual segment of the study corridor that can feature exciting new greenway design recommendations. For each, several specific ideas and corresponding example images have been provided to demonstrate possible designs. While not intended to serve as final recommendations, they will help provide a framework for future community engagement, formal design creation and ultimate recommendations.

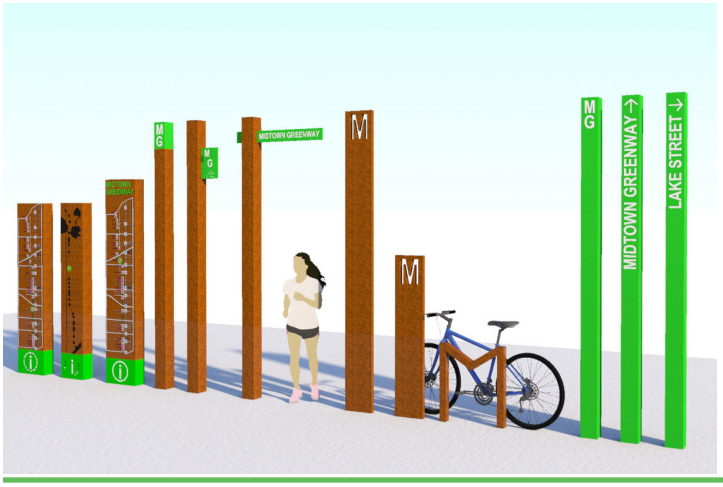
Each of the five theme zones are explored in greater detail throughout this book, outlining initial idea options and example images. It is anticipated that final Compton Road Greenway Study design recommendations will be based on feedback, discussions and refining of these preliminary suggestions.



Study Area Theme Zones

theme zone 1
northern greenway corridor

Compton Road, between Euclid Heights Boulevard and Berkeley Road, will be referred to as the Northern Greenway Corridor (Theme Zone 1). This segment of the study area signifies the official entrance into the greenway, and as such should be marked by wayfinding and a trailhead. Due to the linear nature of the road, a protected two-way bike lane is recommended to safely and efficiently provide connected recreational pathways. To better protect cyclists and pedestrians from speeding traffic, traffic calming measures such as curb bump-outs and mini-traffic circles can be implemented along this segment of Compton Road.

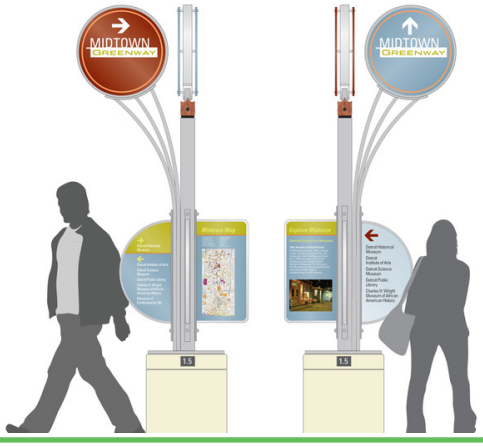


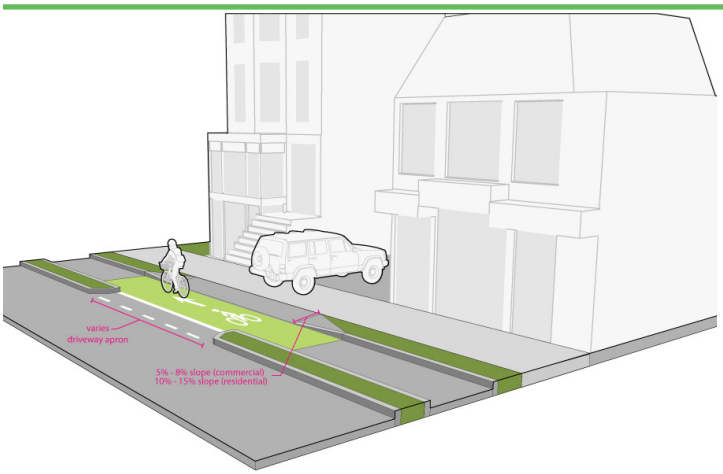
wayfinding and trailhead (example 1)

Clear and distinctive signage should be placed at the intersection of Compton Road and Euclid Heights Boulevard to indicate the location and commencement of the greenway.

wayfinding and trailhead (example 2)

Another example image of clear and distinctive signage that should be placed at the intersection of Compton Road and Euclid Heights Boulevard.



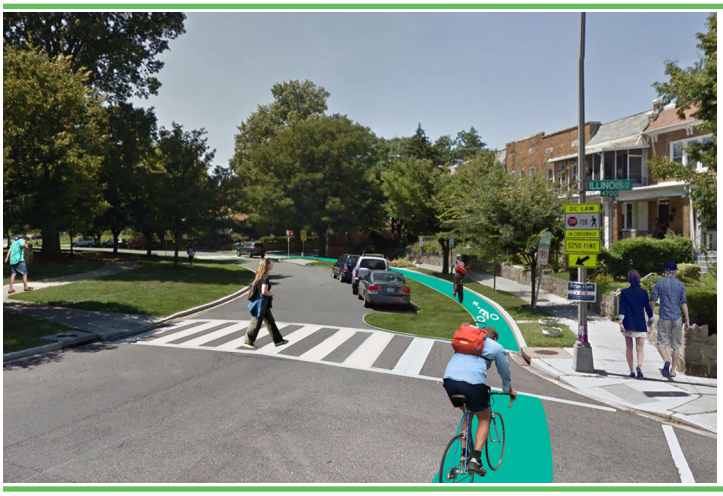


protected bike lane (example 1)

Between Euclid Heights Boulevard and Berkeley Road there should be a protected, buffered bike lane along the side of the street. The lane should be designed with green paint across intersections and allow for vehicular access to residential driveways.

protected bike lane (example 2)

Another example of a protected bike lane running parallel to Compton Road between Euclid Heights Boulevard and Berkeley Road.



protected bike lane (example 3)

A third example image of a protected bike lane in similar style to one that could run along Compton Road between Euclid Heights Boulevard and Berkeley Road.

traffic calming bump-outs

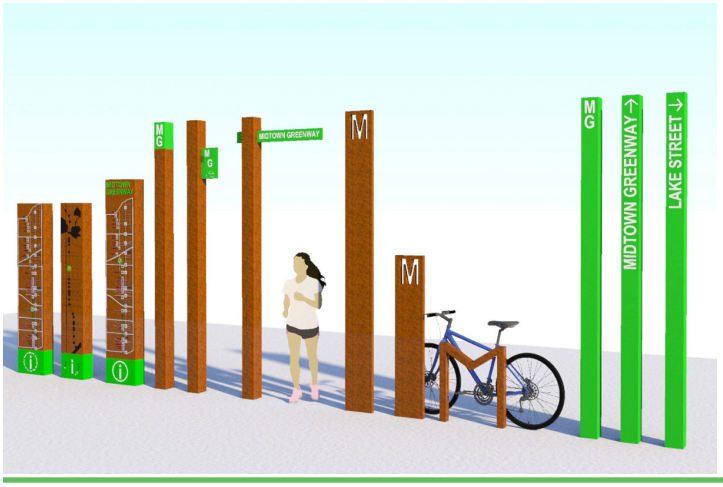
There is potential to implement physical traffic calming measures along this segment of Compton Road, such as curb bump-outs as seen here. These force drivers to slow their vehicles while maneuvering around them, creating slower traffic and a safer pedestrian and bicyclist environment.

traffic calming mini traffic circles

A second example of possible physical traffic calming measure are mini traffic circles. These could be located at Compton Road's intersections with Beechwood Avenue, Altamont Road and / or Desota Avenue, primary cross streets that intersect with the greenway corridor.

theme zone 2
berkeley road connector

Since Compton Road does not linearly connect from Euclid Heights Boulevard to Cain Park, the Compton Greenway must turn the corner and cross the street at the intersection with Berkeley Road. This must be done in a manner that is safe, functional and clear which can be achieved via continuation of wayfinding and directional markings as well as visually distinctive bike lanes and protected buffers that allow for safe intersection crossings. While this segment of the greenway, the Berkeley Road Connector, is not very long, it is an imperative link to ensure a cohesive and continuous greenway. It is essentially an extension of the protected bike lane corridor of Theme Zone 1, with a larger focus on creating a safe and understandable intersection experience.



wayfinding

Utilizing the same wayfinding package as Theme Zone 1, there should be clear indication where the greenway changes its linear course and turns onto Berkeley Road.

protected intersection

A protected, buffered intersection design at Compton Road and Berkeley Road would provide safe means to cross the street. The greenway trail / bike lane should be indicated by a bright green color.

curb bump-outs

To decrease intersection crossing distances for both pedestrian and cyclists, curb bump-outs should be implemented. This will also help slow traffic along Compton Road and Berkeley Road approaching the intersection.

on-street curbed island buffer

A potential configuration option for the Berkeley Road Connector is an on-street bike lane with curbed island buffers to provide separation from traffic and delineate the bike lane.

protected bike lane

A continuation of the protected bike lane from Theme Zone 1 along Compton Road could be extended along the greenway's Berkeley Road Connector segment.

protected bike lane crossing (1)

To connect from Compton Road to Berkeley Road and turn the corner necessary for the greenway, bright visual markings should indicate the bike lane as it continues through the intersection.

protected bike lane crossing (2)

Another example of a protected bike lane intersection crossing includes a buffered island and clear visual continuation of the lane as it travels across the street.

theme zone 3
pocket park

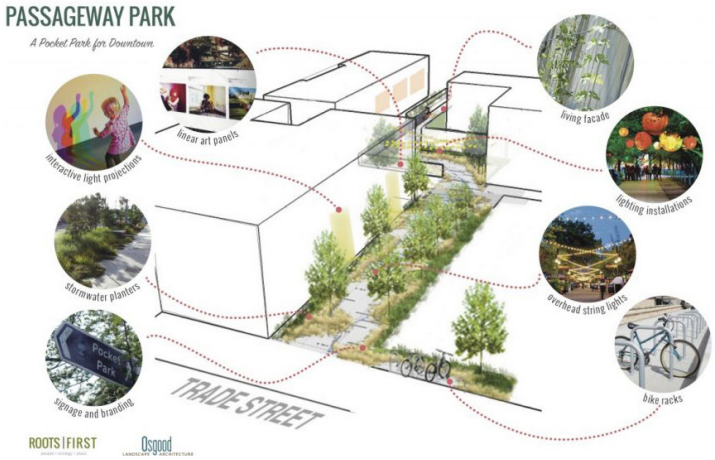
Currently there is a City-owned vacant lot positioned directly between Berkeley Road and the study area's southern segment of Compton Road that would provide a crucial connector in continuing the greenway all the way to Cain Park. The lot offers the potential to not only serve as this key linkage but to also provide a new small public space referred to as a pocket park. The park's design should be distinctive from anything found at Cain Park or other area green spaces in order to ensure its success, popularity and vitality. This site presents a unique opportunity to provide an engaging neighborhood gathering and play space while also serving as a gateway into the final leg of the Compton Greenway prior to its culmination at Cain Park.

trail connection (1)

Pocket parks are becoming increasingly popular, especially when utilized in vacant lots to provide trail connections and green space as seen in this rendering from a neighborhood in Detroit.

trail connection (2)

This option shows a more designed landscape and trail, proving there are many different possibilities for the pocket park's design.



possible park features

As seen in this example, there are many unique and different elements that can be added within the park to make it a vibrant, welcoming and unique public space with engaging lighting, green infrastructure, interactive art, play areas and more.

activated space (1)

To create a heightened sense of place and provide a distinct park separate and unique from the nearby Cain Park, there should be uniquely activated spaces that cater to all ages.

activated space (2)

In addition to the trail itself, there should be seating, green space, play areas and other memorable features such as public art that capture attention and invite activity.

activated space (3)

Providing unique play structures for children will help activate the space and encourage users of all ages to visit and enjoy the park.

activated space (4)

Rather than traditional playgrounds that can be found at other parks, there should be more innovative and outside-the-box play spaces such as incorporating topography and sculptural art installations.

theme zone 4
compton living street

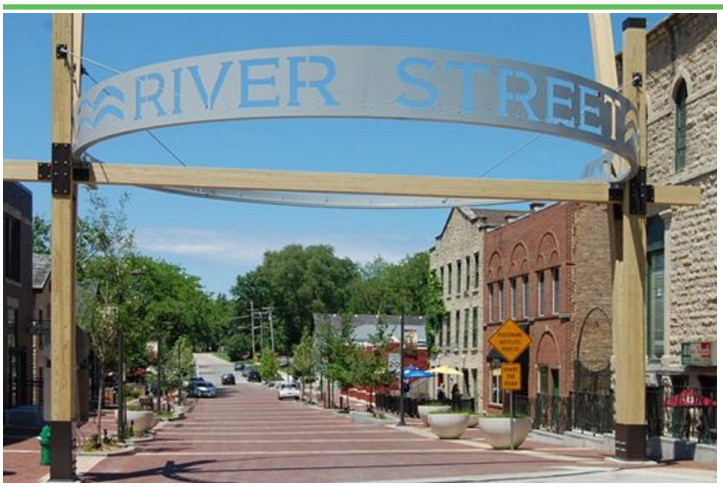
This final segment of Compton Road connecting to Cain Park has the potential to be a transformative model of urban planning, livability and innovation. Based off the Dutch “Woonerf” living street concept, this segment of the greenway between the pocket park and Cain Park can be realized as a shared street that prioritizes pedestrians and cyclists over cars. Essentially, the street would be designed using materials, traffic calming measures, and both visual and physical distinctions that slow traffic and prioritize non-motorized travel. This helps create one unified street open to all users rather than dividing the space into distinct segments, such as separating the road and bike lane like in Theme Zones 1 and 2. This living street concept has been a very popular urban planning innovation in Europe especially and has the potential to transform American streets as well.

living street morphology (1)

Several key aspects to a successful living street include visible entrances, physical barriers, shared paved space, landscaping and street furniture.

living street morphology (2)

As seen here, a sign indicates the entrance into the living streets, bollards and trees provide physical barriers and the street uses paving rather than asphalt to create a more pedestrian focused design of shared space usage.



gateway

In order to create a clear entry, especially for drivers, a distinctive gateway sign should be used to designate the living street. This way drivers, pedestrians and cyclists are all aware of where the shared streets both begins and ends.

sustainable design

Bioswales and green infrastructure can be used to increase street sustainability and provide shade, beauty and natural respite. Furthermore, these sites can also include seating to encourage social gathering and relaxation.

street design

The use of staggered, alternate parking helps to slow traffic, ensuring that cars do not drive too fast through the street. Selective use, color and design of paving materials further helps designate the shared street and creates a more pedestrian plaza experience rather than a traditional paved road.

the street as public space

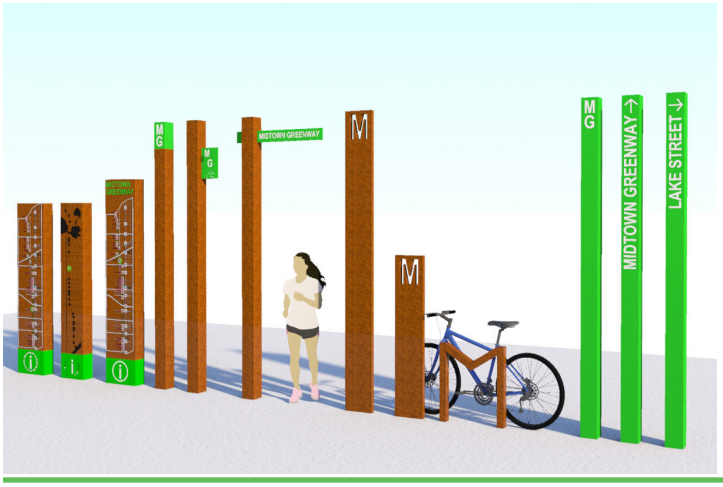
Activating the street via furniture, art and seating can help further establish it as an outdoor living room and park extension. People will feel encouraged to use, linger and enjoy the street if there are a variety of activities to engage with.

clear pedestrian prioritization

Through the use of signage, marking and paving material, there should be clear indication of pedestrian and cyclist priority along the living street. The design should also force drivers into slowing down and realizing the human-focused nature of the street.

theme zone 5
cain park entrance

The climax of the entire greenway, the Cain Park entrance at the southern end of the study area, should look and feel as such. This could possibly include opening up sightlines and views into the park, creating a new grand entrance with signage, and enhancing accessibility, visibility and functionality of the existing trail that leads down into the park. By truly connecting and extending the greenway into the park, a cohesive and continuous experience can be achieved along the entire study corridor. In terms of the street itself, a raised intersection could be used at the corner of Compton Road and Superior Park Drive to slow traffic, visually help designate the park entrance and serve as a gateway into Theme Zone 4's living street.



wayfinding and trailhead

The same wayfinding and trailhead signage found at the Euclid Heights Boulevard node of the greenway should also be found here as well to designate the official entry and exit points of the corridor.

gateway park entrance (1)

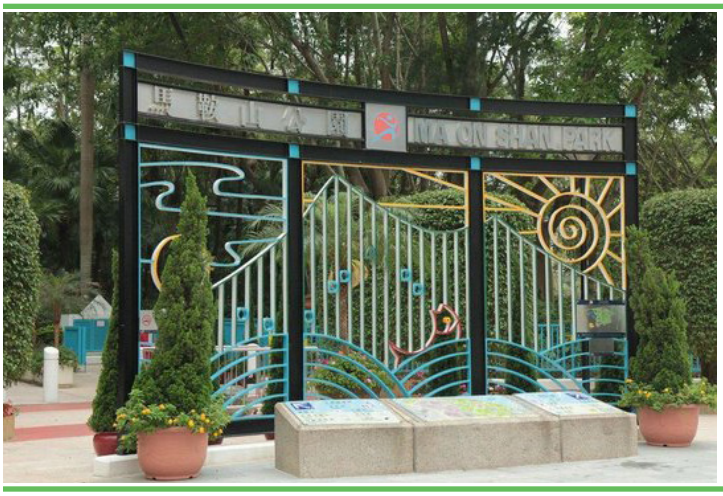
Rather than the small, visually indistinct sign currently located at the Compton Road / Superior Park Drive Cain Park entrance, there should be a more welcoming and formal gateway into the park such as an arch with columns.

gateway park entrance (2)

Another example is a slightly smaller scale of an arched gateway entrance into the park.

gateway park entrance (3)

A third possible park sign example and gateway entrance designation that is more aesthetically pleasing and visually captivating than the current one is an architectural stone wall.



gateway park entrance (4)

A fourth possible option for a new park gateway entrance is to incorporate a sculptural piece or other work of art. Especially with Cain Park's significance as an arts-focused park, this could be a viable option to help strengthen its identity and community sense of place.

raised intersection

A raised intersection could be located at the corner of Compton Road and Superior Park Drive to both calm traffic and help designate the Cain Park Entrance and Compton Greenway / Living Street. This will help to slow traffic entering the area, doing so both visually and physically.

raised intersection plaza gateway

A possible plaza-style entrance featuring a combination of Cain Park entrance arch and raised intersection could create a more visually appealing and pedestrian-oriented gateway while simultaneously slowing traffic.