

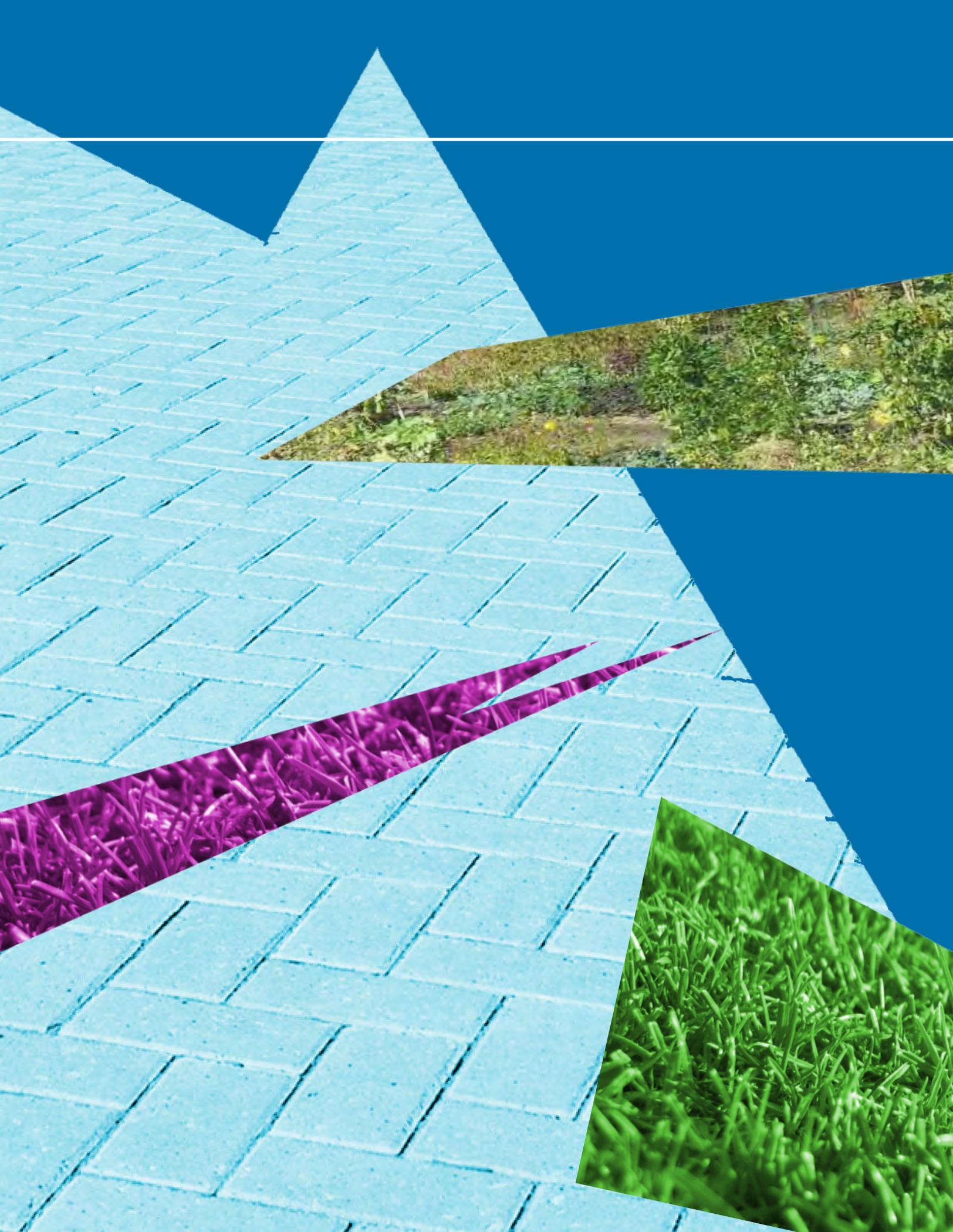
COMPTON ROAD GREENWAY STUDY

a neighborhood implementation
guidebook



 City
Architecture

 WSP



the contents

the process

what
where
why
how

4

the ideas

theme zones
north compton living street
berkeley road connector
pocket park
south compton living street
cain park entrance

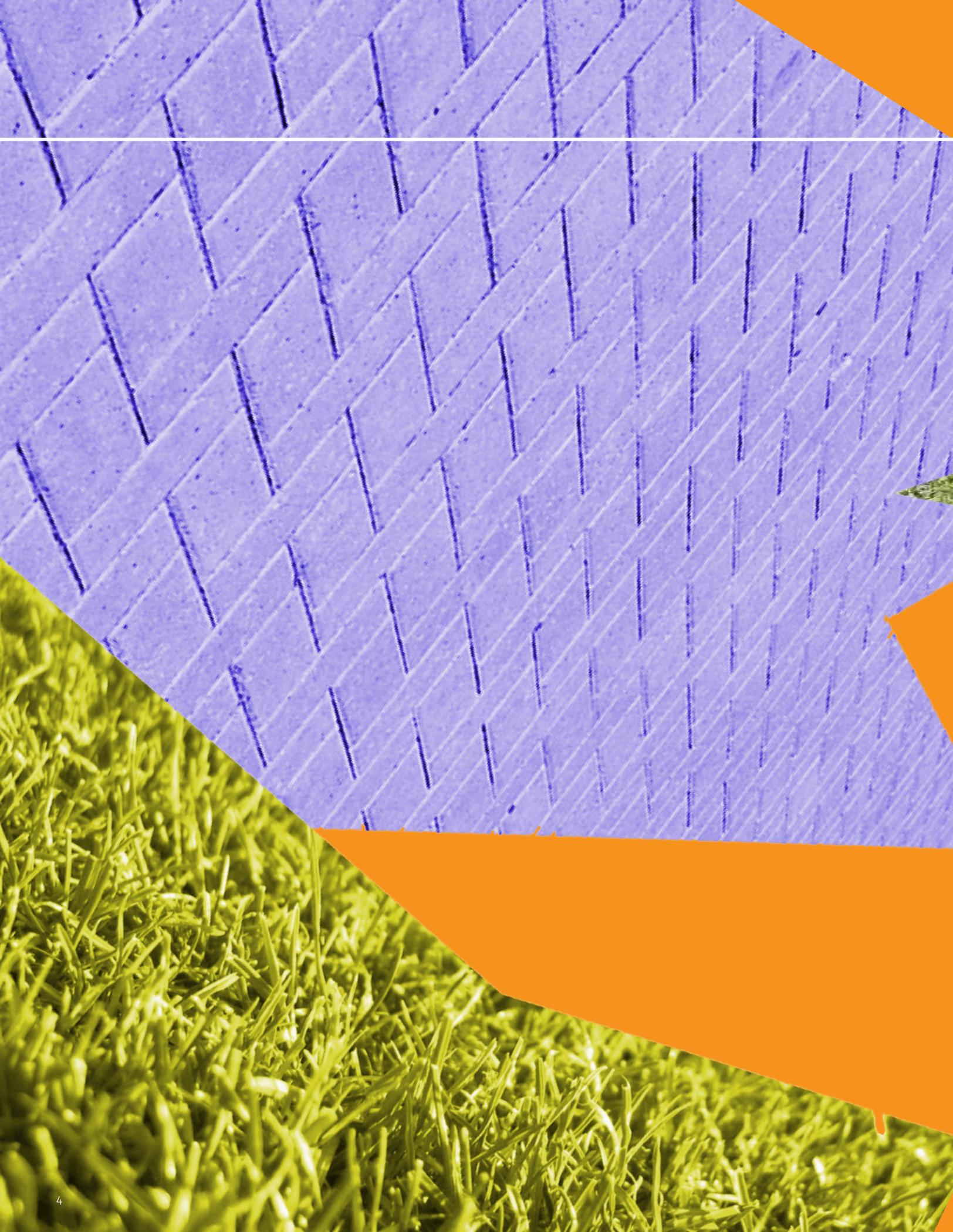
14

the implementation

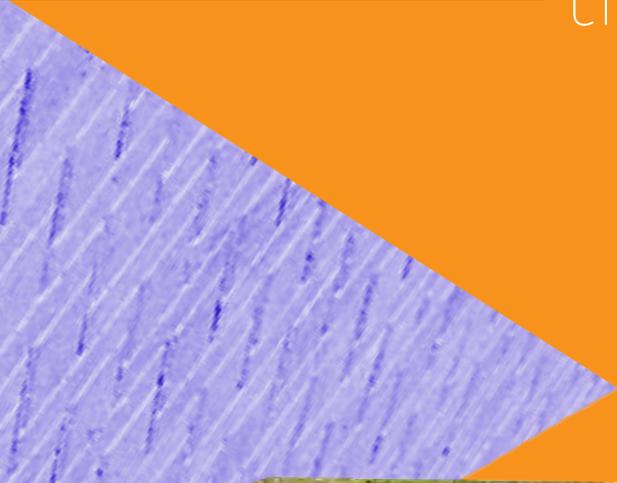
greenway corridor plan
traffic calming
pocket park
north compton living street
south compton living street
identity
cain park
entrance

24





the process



WHAT

project overview

The Compton Road Greenway Study is a sustainable, forward-thinking and equitable initiative by the City of Cleveland Heights to examine opportunities to create a safe and connected greenway connecting to the City's beloved Cain Park and extending out into the surrounding neighborhood. The end goal is to provide comfortable pedestrian and bicyclist conditions while sparking additional community reinvestment.

Based on innovative principles of complete and green streets, of which the City has a nationally recognized framework, a connected and multi-modal complete street along Compton Road has the potential to serve the nearby residents while setting an example for future urban street design.

focus

The City of Cleveland Heights wishes to study alternative designs that would collectively afford pedestrians, bicyclists and nearby residents more comfortable and more encompassing use of the Compton Rd. right-of-way using the concepts of "complete and green streets."

goals

- to promote re-investment in a neighborhood with current underutilized and vacant properties
- to provide both safe and comfortable conditions for walking, running and bicycling
- to maximize pedestrian / bicyclist access to Cain Park from this neighborhood

location

- Compton Road from Euclid Heights Boulevard to the Cain Park entry on Superior Park Drive

complete & green streets

- roadways that are operated & designed to comfortably & safely accommodate all users regardless of age and ability
- inclusive of pedestrians, cyclists, transit riders, delivery and service personnel and emergency responders
- another intent is to reduce, accommodate & slow stormwater runoff as part of a comprehensive stormwater management system

features

- integrated multi-modal transportation networks that provide a safe, comfortable, reliable, efficient, and connected city
- city roadways and streets that are accommodating & safe for all users
- sustainable infrastructure that manages stormwater and adds greenery

complete and shared streets: the woonerf

The City has identified a complete street design called the “Woonerf” to be studied along Compton Road. Popularized by the Dutch, the Woonerf (pronounced VO-nerf or VOO-nerf) is a complete street that prioritizes a multi-functional shared space. Four key design elements (highlighted below and referenced later on in this guidebook) include visible entrances, physical barriers, shared / paved space and landscaping / street furniture.

Their success in Dutch cities has inspired cities around the world to implement these shared living streets, creating outdoor living rooms. Vehicular traffic is slowed through lowered speed limits, physical obstacles, adjusted traffic patterns and distinct paving. Pockets of green space and street furniture allow for sociable uses, reconfigured streets result in a safe environment for all ages and abilities, and more easily navigable connections benefit pedestrian and bicyclists. Woonerf streets allow for unexpected moments that bring neighbors and community members together.

The result is a safe environment for all users, regardless if one is in a car, riding a bicycle or walking to the park. A Compton Road Woonerf ultimately has the potential to achieve the City of Cleveland Heights’ goal of providing a safe and connected neighborhood greenway to Cain Park.



WHERE





Positioned in a key area within the greater context of Cleveland Heights, the North Cain / Historic Cain Park Neighborhood is centrally located between Severance Town Center, the Cedar Taylor District, Cleveland Heights High School, the Cedar Lee District and Coventry Village.

The neighborhood's focal point and unifying gathering space is Cain Park, the City's premier outdoor arts and cultural hub and community green space. Serving as a standalone park, it is also a crucial connection to additional trails, neighborhoods and green spaces, most notably Cumberland Park, Forest Hills Park and Lake View Cemetery.

South Taylor Road, located on the eastern edge of the neighborhood, is home to a variety of religious, educational, social and commercial uses. From the Hebrew Academy of Cleveland to the Taylor Road Synagogue, this corridor provides direct link to Severance Town Center while serving the diverse demographics of the area.

The map to the left indicates the neighborhood's general study area with a dashed white box. The proposed Compton Greenway has the potential to link commercial districts of the north such as Severance Town Center, the residential streets within the neighborhood, Cain Park to the south and the multitude of other nearby community assets, destinations and green spaces.

WHY

why cleveland heights? why now?

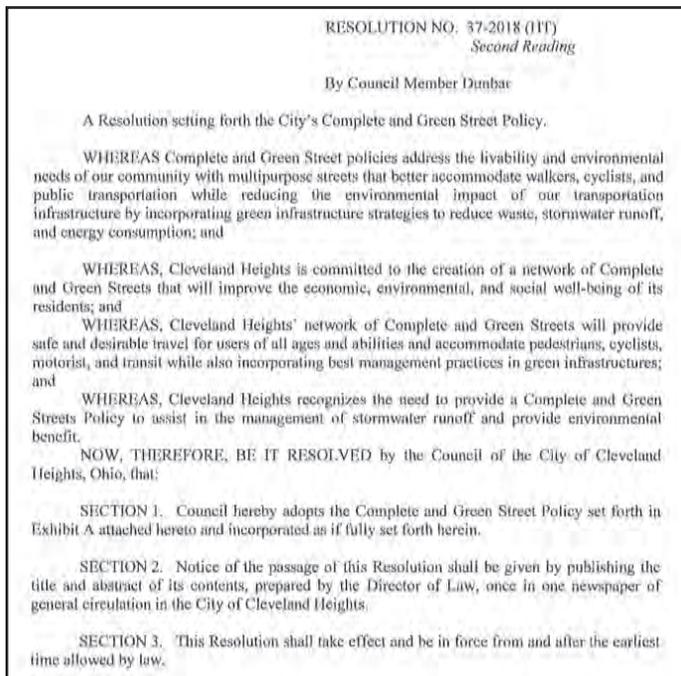
In 2018, the City of Cleveland Heights was recognized by Smart Growth America and the National Complete Streets Coalition as having the #1 Complete Streets policy in the nation.

“We all understand that we are charged with going beyond status quo and if we don’t go beyond status quo, that would be negligent.”

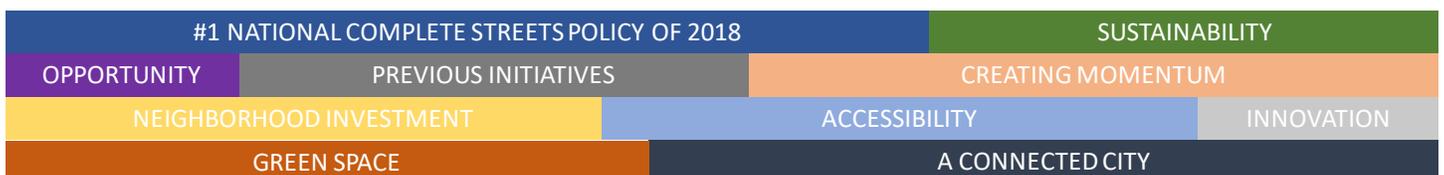
-Richard Wong, Planning Director, City of Cleveland Heights

This distinction presents the City with an ideal time to begin small-scale implementations of this acclaimed policy. Having the political will to enact such projects, the framework to outline desired goals of complete streets and the growing momentum both nationally and locally to reevaluate how to best provide simultaneous equitable connections and economic vitality, the time is right to begin studying potential complete and green street corridors.

Compton Road is the ideal prototype study site to help advance the City’s policy from ideology to reality. Positioned in a key neighborhood that links vibrant Cain Park and redevelopment-ripe Severance Town Center, the Compton Road corridor exhibits potential not only as a connected community greenway but also as a spine upon which to base new economic development. With the opportunity for innovative sustainable design, safe neighborhood links and new residential investment, the time and place is here and now along Cleveland Heights’ Compton Road.



Page 1 of the City of Cleveland Heights’ nationally-recognized Complete and Green Streets Policy framework document.



The City of Cleveland Heights has demonstrated commitment to implementing safer, greener and better connected multi-modal and pedestrian streets. In 2012, the City conducted a Missing Links study that included Edgell Road, (top “before” and rendered images) which resulted in ultimate implementation of an intersection redesign (bottom image).



HOW

community connections

Cleveland Heights residents, specifically those living in the Cain Park neighborhood and Compton Road corridor, were prioritized as idea-generators, vision-sharers and decision-makers throughout the entirety of the process. The Compton Road Greenway is envisioned as a neighborhood asset that is designed for and with its community. In addition to multiple coordination meetings with City staff and planning officials, as well as with FutureHeights, the city's community development corporation, the focus of the process centered on direct resident engagement. A series of three interactive, direct-feedback events across the City were held between July and September of 2019, with updates and results shared on a public project website. All final greenway recommendations outlined later on in this guidebook derive directly from the results, feedback and comments obtained from community members during these engagement opportunities.

CAIN PARK ARTS FESTIVAL (JULY 2019)



To introduce the project to the public and obtain initial community feedback, a project overview and visioning board engagement booth was set up at the City's annual Cain Park Arts Festival. Passersby could learn about the project scope, site map and example images of potential design interventions.

They were invited to place a colored sticker dot on a visioning board - organized by different design concepts (types of street designs, bike lanes, street furniture / placemaking installations, park gateway signs, and wayfinding). Participants placed blue stickers on any images they liked and red ones on any they did not. This was done in order to help gain an initial understanding of what the community generally liked or disliked to help set the tone and direction of the study's design process.

Overwhelmingly, support was positive about the study and the concepts of providing a connected greenway through the neighborhood. In particular, respondents liked the concept of a Woonerf shared living street, pocket park and a sculptural gateway entrance into Cain Park.

NEIGHBORHOOD WALKING TOUR (AUGUST 2019)



Based on the positive feedback from the Cain Park Arts Festival visioning booth and further coordination with the City, a walking tour was held in the study area's neighborhood. Post card invitations were mailed to residents living within a several-block radius of the street followed by flyers that were hand-delivered to homes located directly along Compton Road. The tour's goal was to actively engage residents who would be end users of the greenway, asking them to vote on several possible design options for key sites along the corridor.

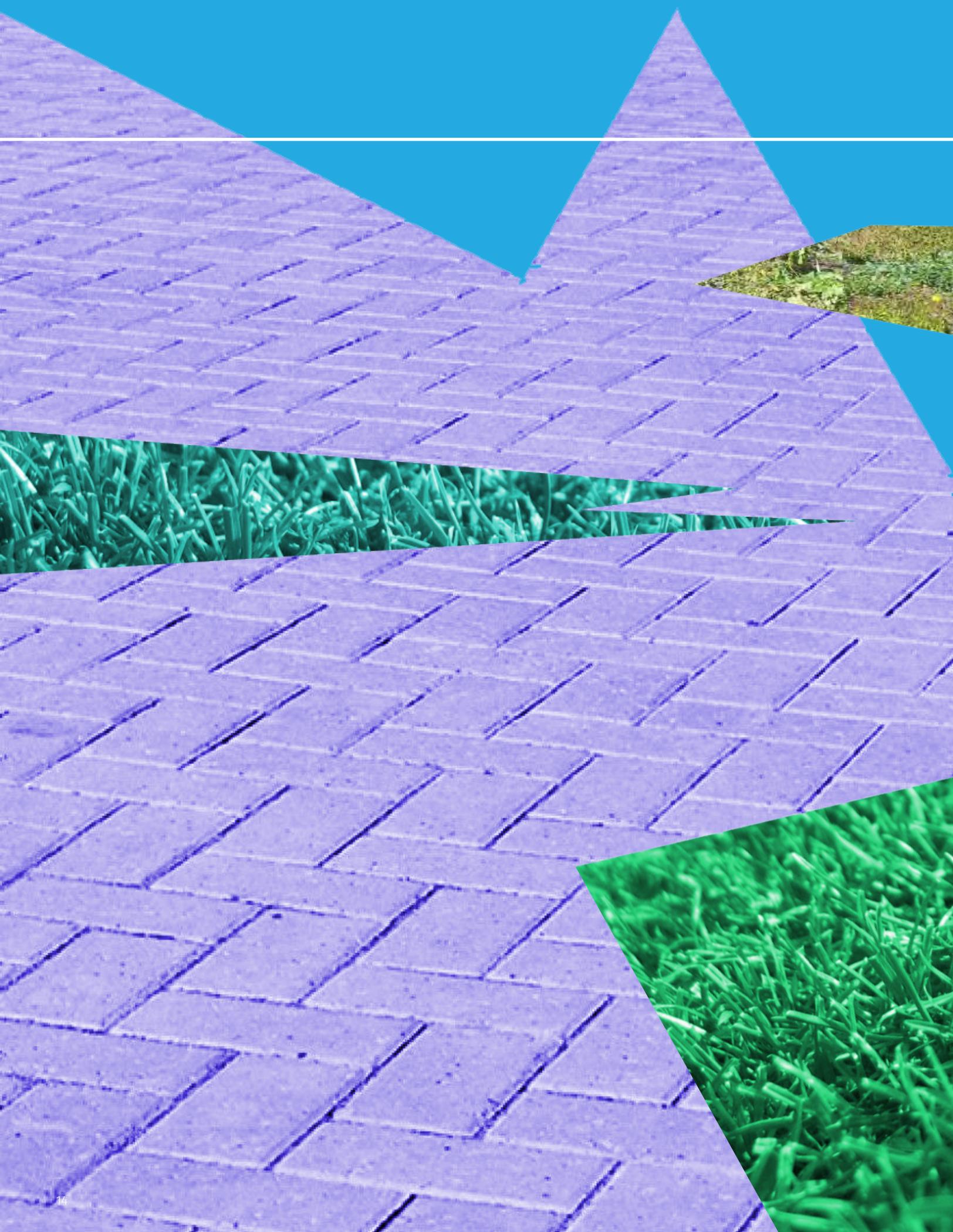
Residents were able to see several ideas for conceptual recommendations on paper while simultaneously experiencing where these options would be located in person. Offering an incentive to attend (free refreshments), providing a reasonable time and date (early afternoon on a Sunday) and designating an accessible location (meeting people where they are, directly in the neighborhood) all contributed to a successful turnout of over 15 residents. Feedback and survey results were used to directly guide ultimate project recommendations.

COMMUNITY MEETING (SEPTEMBER 2019)

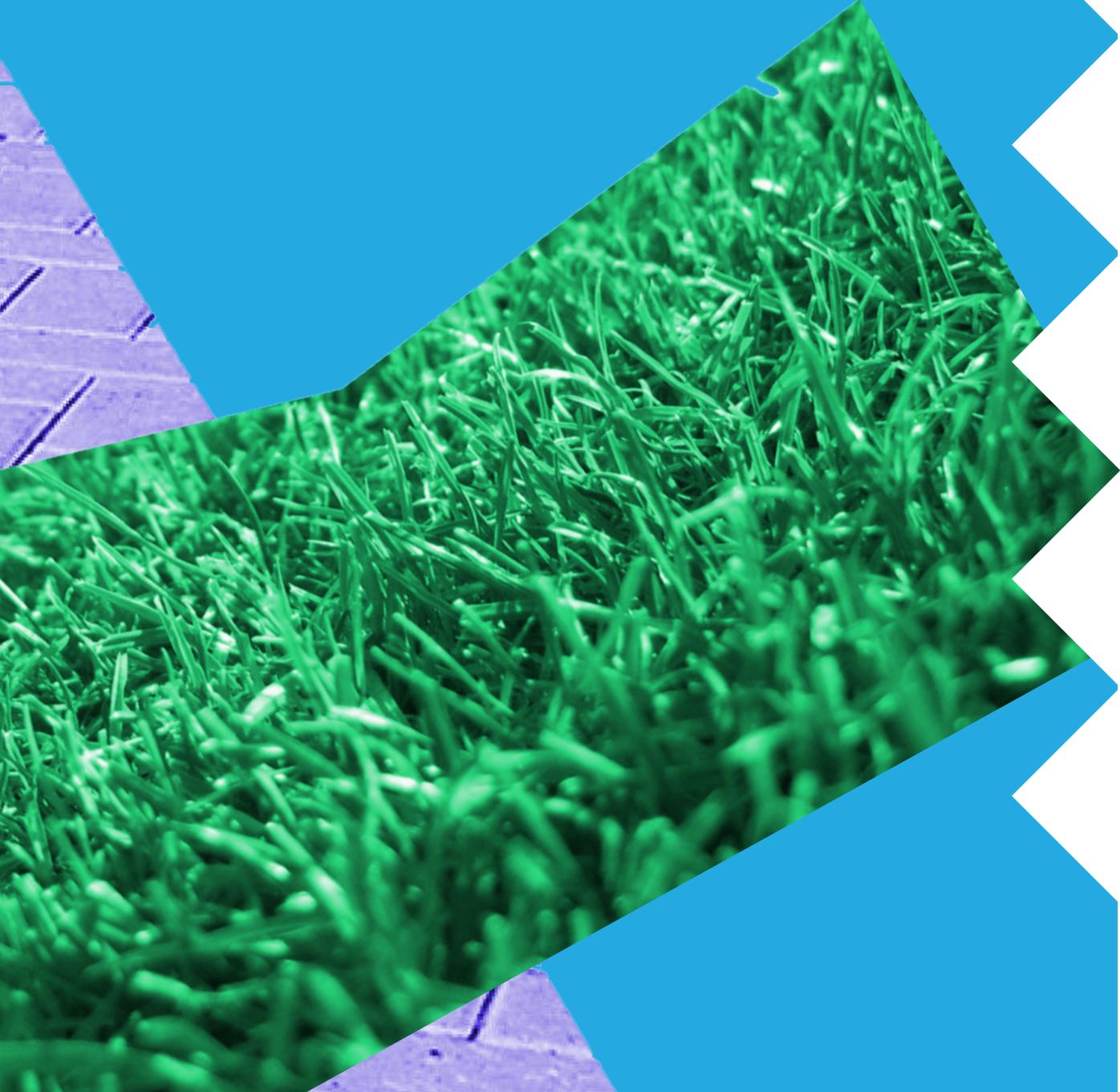


To build on direct community-led recommendations, a public meeting was hosted in September. A brief recap was given to summarize the project and process thus far, and then a "non-walking" tour was given. Instead of physically walking the corridor like during the previous neighborhood tour, street-view images of the sites were shown in a presentation, and then close to 30 attendees voted on the same collection of key sites and design concepts.

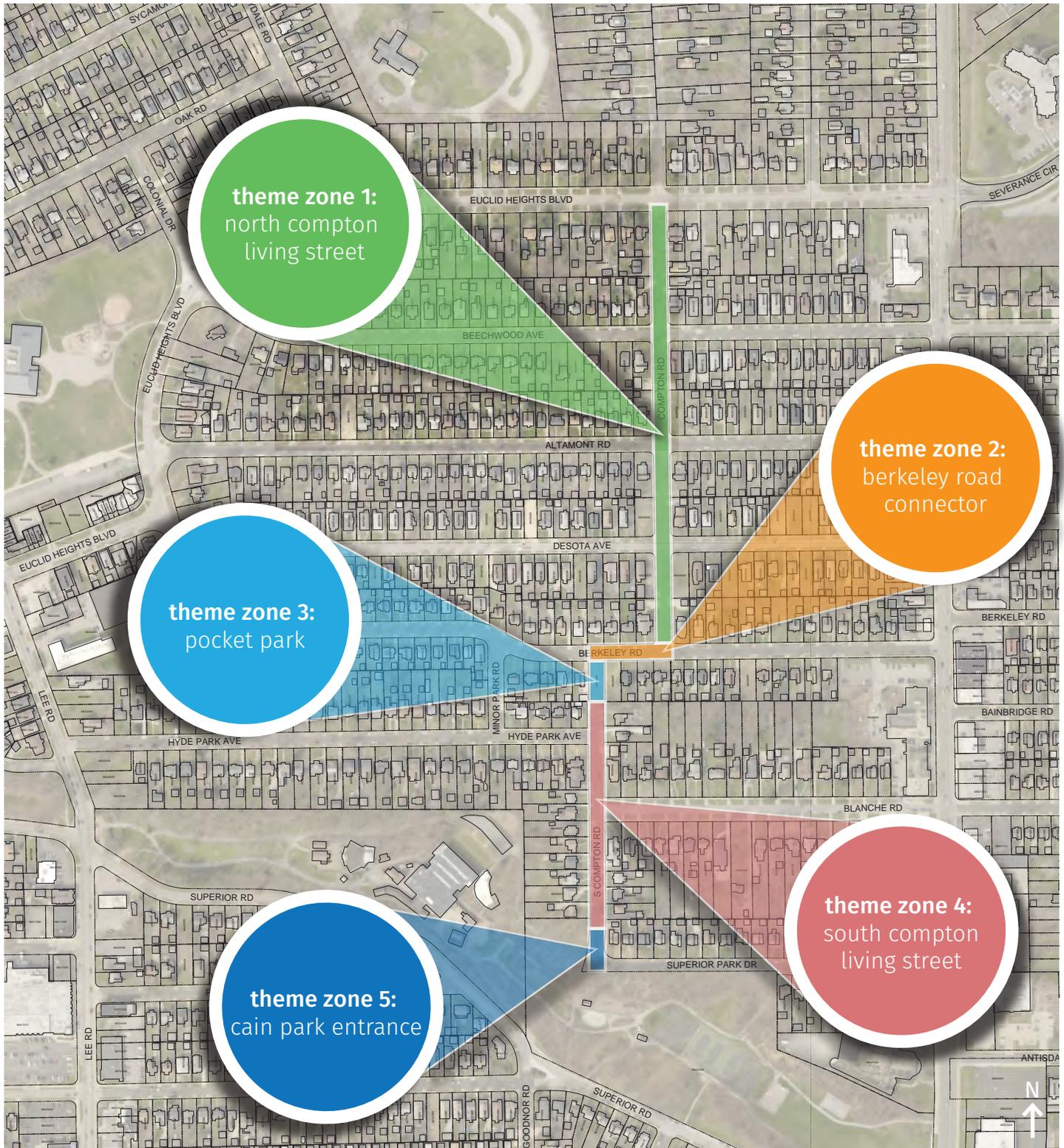
After each shown site, time was provided for community members to give brief comments and have discussion in a collaborative, constructive format that encouraged idea-sharing. The results from this meeting correlated with and confirmed those of the walking tour, which were further used to develop final recommendations.



the ideas



THEME ZONES

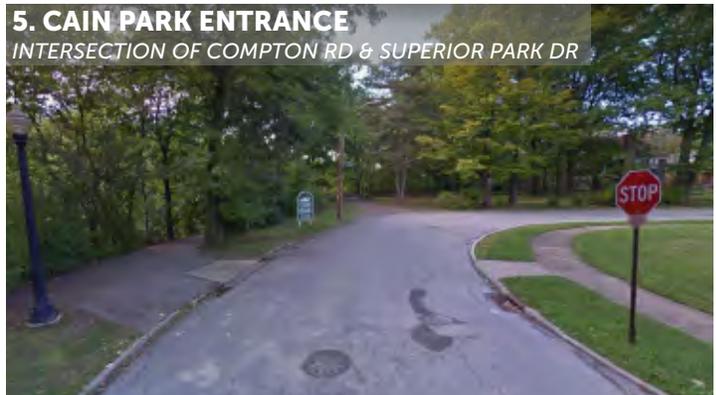
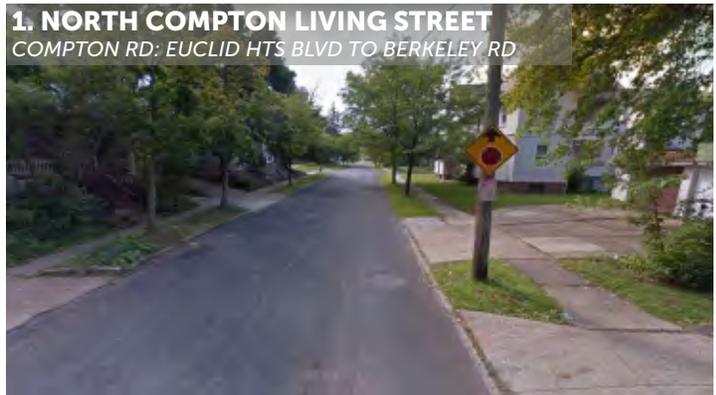


Study Area Theme Zones

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 zone has been identified on the map to the left with existing conditions shown below and example design ideas presented on the following pages.

existing conditions

Each of these theme zones reflects a unique, individual segment of the study corridor that can feature exciting design recommendations. For each, several specific ideas and example images have been provided on the following pages to demonstrate possible designs. While not intended to serve as concrete design concepts and are not any type of final renderings, they will help provide a framework for future community conversation, formal design creation and ultimate recommendations.



theme zone 1

north compton living street

Compton Road, from Euclid Heights Boulevard and Berkeley Road, signifies the entrance into the greenway, and as such should be marked by wayfinding and a trailhead. Based on resident comments and voting during the Neighborhood Walking Tour and Community Meeting, three key design elements should be prioritized along this segment of the corridor: Wayfinding, a Shared “Living” Street and Traffic Calming Measures (Mini Traffic Circles).

WAYFINDING



To designate the northern entry and exit of the greenway, clear trailheads and directional signage should be located at the intersection of Compton Road and Euclid Heights Boulevard. Based on community feedback, a traditional design should be prioritized, utilizing natural elements such as stone, wood and plantings, and illuminated at night.

“Be graceful, with solar lighting, native plants to signal environmental sustainability.”
-community comment

SHARED “LIVING” STREET



From Euclid Heights Boulevard to Berkeley Road, elements of the Dutch Woonerf and shared “living” street are recommended. The corridor can be transformed from a vehicular shortcut to an inviting pedestrian and bicyclist connection. Greenery, lighting and seating create an outdoor living room while physical buffers, reduced speeds, and potential one-way traffic create a safe street for all users.

“One-way heading north on Compton shared living street.”
-community comment

MINI TRAFFIC CIRCLES



Speeding traffic will be addressed at each cross-street intersection along N. Compton Rd. (Beechwood Ave, Altamont Rd, Desota Ave and Berkeley Rd) with traffic calming. Mini traffic circles provide visual and physical buffers, requiring drivers to slow to a near stop at the intersection before maneuvering. 4-way stops with stop signs can also be implemented for quicker and cheaper initial traffic calming.

“Historic Cain Park Corridor; Solar LED decorative lighting; We need something like traffic circles to slow the very fast, doppler effect traffic.”
-community comment

theme zone 2

berkeley road connector

The Compton Greenway must cross Berkeley Road and take a right turn at its intersection with Compton Road. This must be done in a manner that is safe and functional, which can be achieved through a continuation of wayfinding and directional markings, a mini traffic circle to slow traffic and distinct bike lanes (brightly colored and physically protected). This segment of the greenway is an imperative link to ensure a safe and continuous neighborhood link.

WAYFINDING



The same traditional style wayfinding should be located at this intersection to provide clear, and cohesive directional signage. Wayfinding should be visible and informative from both directions of travel along the greenway route.

“ Have lighting built into the identification signs in areas. ”
-community comment

MINI TRAFFIC CIRCLE



To keep design consistent and uniform throughout, and to maximize safety interventions for all greenway users, a mini traffic circle should be installed at this intersection. This will slow speeding traffic along Berkeley Road, while creating a safer pedestrian and bicyclist experience and decreasing speeding traffic along the entire street.

“ Mini circle, pedestrian lighting. ”
-community comment

BIKE LANES



In order to provide safe connections from the Compton Living Street and remainder of the greenway, the Berkeley Road Connector should include a protected, visually distinct bike lane.

“ Some sort of island to slow down traffic with a bike lane. ”
-community comment

theme zone 3

pocket park

Currently there is a City-owned vacant lot positioned directly between Berkeley Road and South Compton Road that is crucial in connecting the greenway to Cain Park. The lot can also provide a small new public space, referred to as a pocket park. Its should be distinct from anything found at Cain Park to ensure its uniqueness and serve as an engaging neighborhood gathering space. Community feedback indicated that the following three concepts should be combined together.



Tying into the greater arts and cultural community of Cleveland Heights, interactive art installations should be a key element. Serving dual purpose as a visual stimulant to encourage people to visit the park and also a place to climb, play or sit, sculptural elements help activate spaces. Local City artists should help design and install the piece, if possible.

“ Have residents in immediate area participate in design. ”
-community comment



There is desire to maintain some designated green, open space to use for both children's recreation and for other purposes such as a community garden, grassy lawn and green infrastructure. A pedestrian and bicyclist path needs to meander through the space in order to link Berkeley Road and South Compton Road, such as this example rendering to the left, from Detroit.

“ Passive on the edges yet unstructured play space in the middle. ”
-community comment



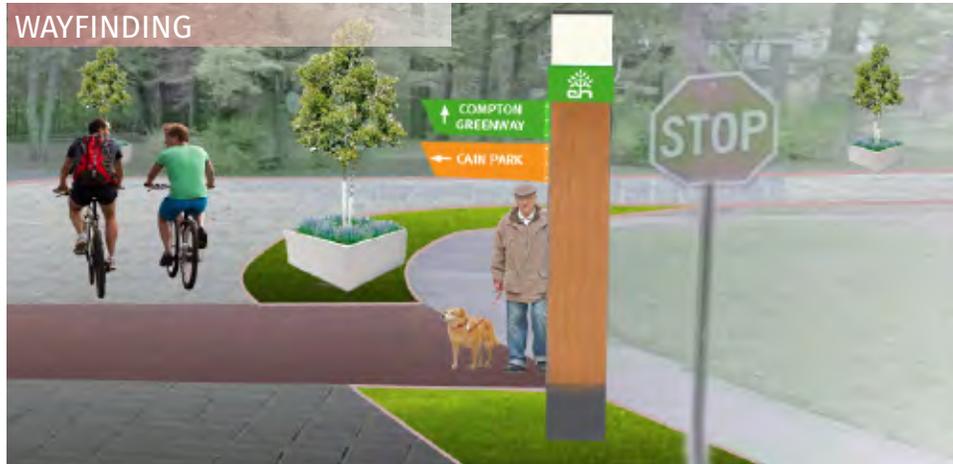
The pocket park has also been envisioned by the neighborhood as a space where children can come to safely play. Therefore, a dedicated active zone with a playground, or preferably natural playscape, can serve this desire. It should cohesively tie into the park's greater context, placed adjacent to any open passive areas and to the side of any trails that will be occupied by active users.

“ Child activity is best. Encourage play. Pass through to South Compton. ”
-community comment

theme zone 4

south compton living street

This segment of South Compton Road connecting to Cain Park should feature a similar design to the North Compton Living Street. From the pocket park to Cain Park should be a safe, Woonerf-style shared street. The same materials and design style along both living street segments should be used to help unite the greenway into one continuous connection. Whether users are on North or South Compton Road, they should feel the same sense of place and design aesthetic.



The same wayfinding and directional signage elements should continue along the South Compton Living Street that exist along the rest of the greenway. Natural stone, native vegetation and pedestrian lighting are important features to include.

“Classic style is timeless.”
-community comment



At the intersections of Compton Road and both Blanche Avenue and Hyde Park Avenue, there should be some form of visual entrance into the greenway corridor. While mini traffic circles may not be needed, decorative pavings should be used to identify the space and indicate the intersection. Crosswalks could further boost safety and user experience.

“Consider contoured crosswalks to discourage cars’ speed.”
-community comment



Again paralleling the North Compton Living Street, South Compton should exhibit the same Woonerf-style shared street concept with physical barriers to slow traffic, small public spaces, special pavings and a safe space for all users that serves as an extension of Cain Park.

“Make consistent with North & South Compton; Make a consistent corridor.”
-community comment

theme zone 5

cain park entrance

The greenway reaches its climax at the Cain Park entry. Since a key goal is to create a neighborhood park connection, it is crucial to ensure an accessible, visible and distinct gateway. The street should be reconfigured to provide a safer corner where Superior Park Drive intersects S. Compton Road instead of the current gradual turn that encourages fast traffic. Also, the trail into the park is not a visible, welcoming gateway. New signage, sight-lines and road / crosswalk designs are imperative.



Cain Park should have a distinct gateway entrance. Currently, there is a small wooden sign that indicates the park, however it is not clearly visible. Also, the path to enter the park is very nondescript; a noticeable and clearly marked gateway should welcome greenway users and park visitors. Based on feedback, an artistic / sculptural gateway is recommended.

“ Like the idea of an archway, sculpture...Need to be able to see into the park. -community comment



The climax of the Compton Greenway is envisioned to be the Cain Park entrance; the greenway can be considered an extension of the park or vice versa, the park can be considered an extension of the greenway. Two parts of a whole, there should be a clear and seamless transition. New crosswalks and a raised intersection / speed table should designate the beginning of the greenway.

“ Make South Compton Cain Park entrance more gradual, more friendly to mobility-challenged. -community comment



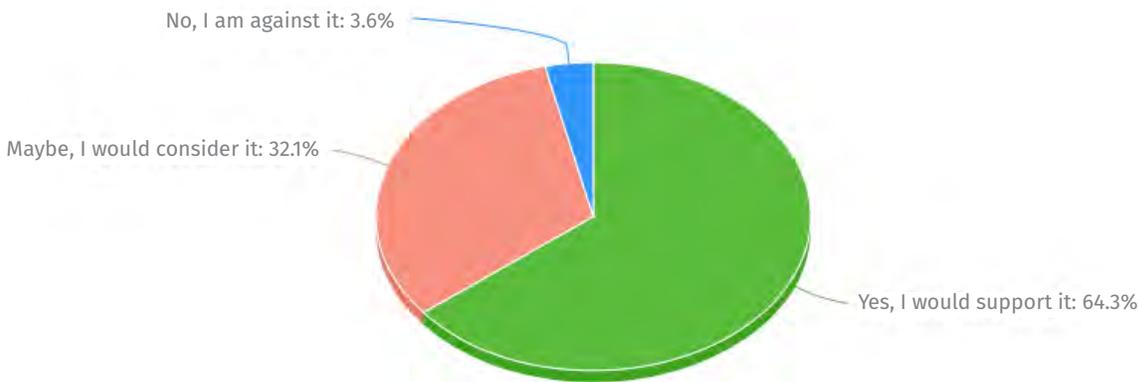
All elements such as a sculptural entrance, cohesive connections into the rest of the greenway, safe crosswalks, traffic calming, and welcoming community space are all essential to the Cain Park entrance. When combined together, they help create a beautiful neighborhood place and vibrant greenway climax.

“ Could also raise the whole intersection including crosswalks with our without mini traffic circles. -community comment

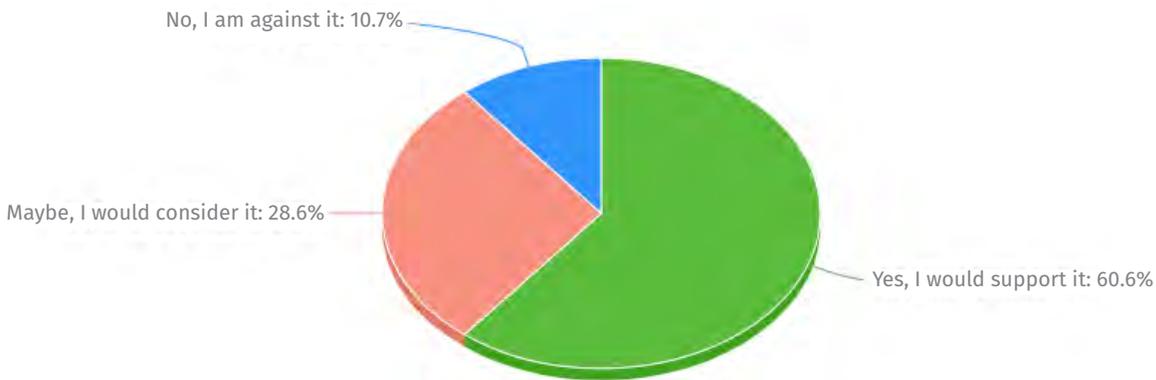
compton rd parking + traffic community survey feedback

Traditionally, Dutch Woonerf streets are one-way to allow for narrowed travel lanes, increased pedestrian space and slower traffic speeds. At both the Neighborhood Walking Tour and Community Meeting, participants were asked to vote on a series of questions regarding Compton Road on-street parking, a one vs two way Compton Road and the direction of traffic flow if converted into a one-way road. The following charts display the cumulative results from both engagement events.

If it would help support the creation of bike lanes and / or a more pedestrian oriented street, would you support the removal of on-street parking along Compton Road?

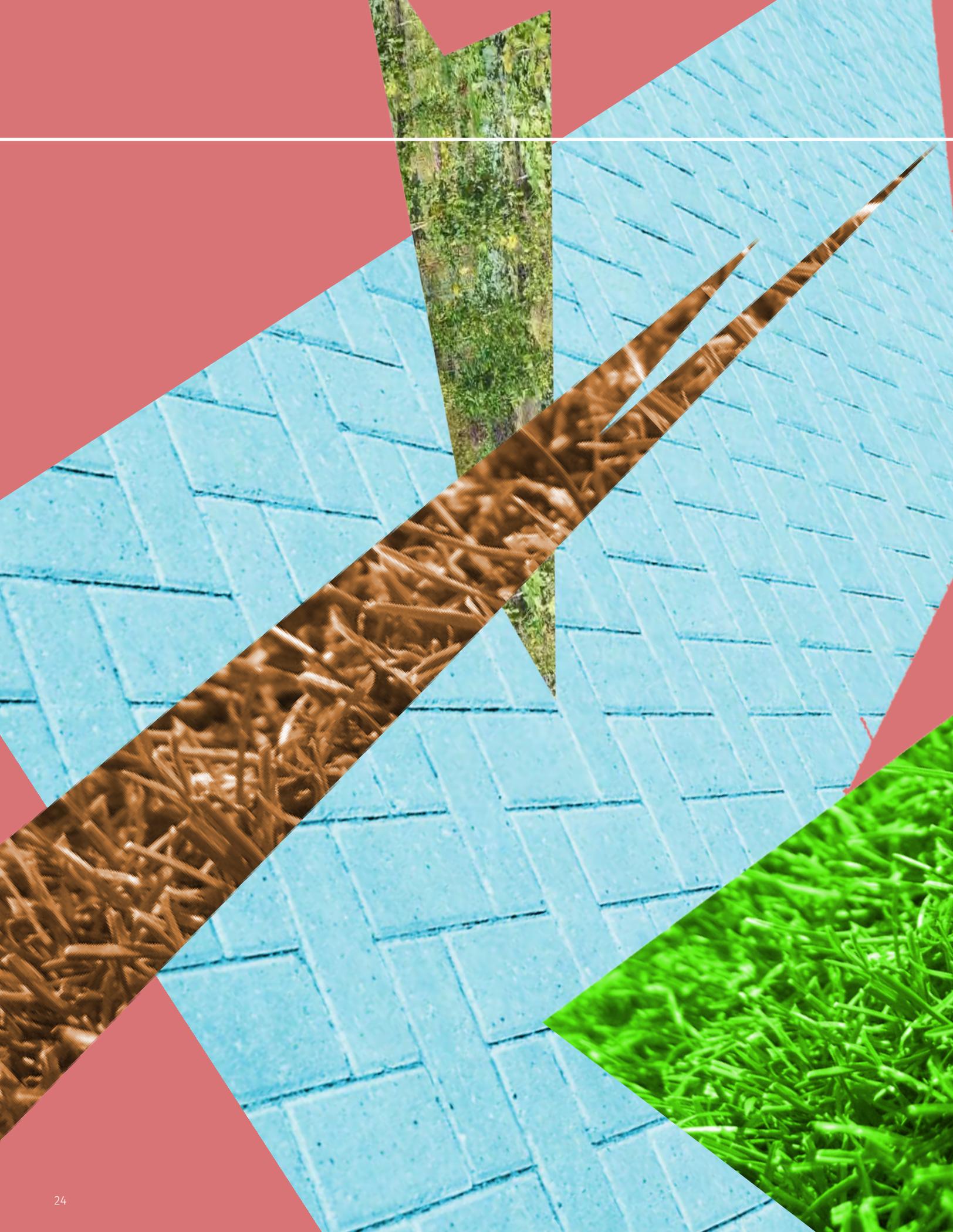


If it would help support the creation of bike lanes and / or a wider pedestrian and bicyclist right-of-way, would you support the conversion of Compton / S. Compton Rd into a one-way street rather than a two-way street as it is currently?

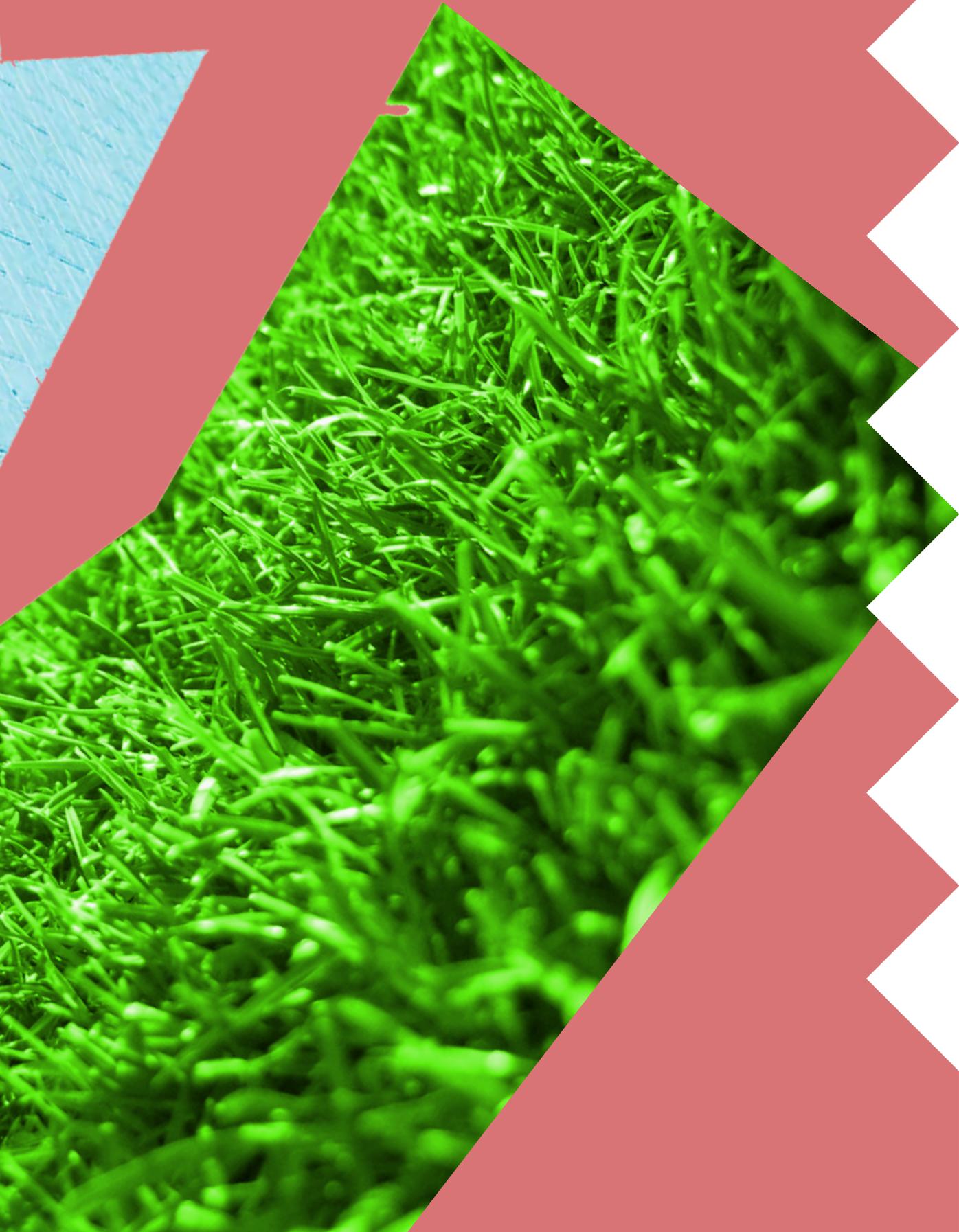


If you answered "Yes" or "Maybe" to support converting Compton Rd into a one-way street, would you prefer traffic to flow to the north or to the south?





— the implementation —



GREENWAY CORRIDOR PLAN

NORTH COMPTON LIVING STREET

- Wayfinding, directional and identity signage to designate the greenway
- Curbless Woonerf shared street with distinct paving material in driving lanes and outer sidewalks
- Decreased speed limits (10mph maximum, per standard shared street practices)
- Protruding landscaped bump-outs featuring a mix of green spaces, native plantings, street trees, planters, furniture and seating, public art and playscapes
- Bump-outs strategically placed to allow for residential driveway access, provide flexibility for on-street parking (if continued to be desired and implemented) and calm traffic through alternating direction changes
- Mini traffic circles at each cross-street intersection

BERKELEY ROAD CONNECTOR

- A mini traffic circle and protected bicycle lanes along Berkeley Road to connect North and South Compton Roads

POCKET PARK

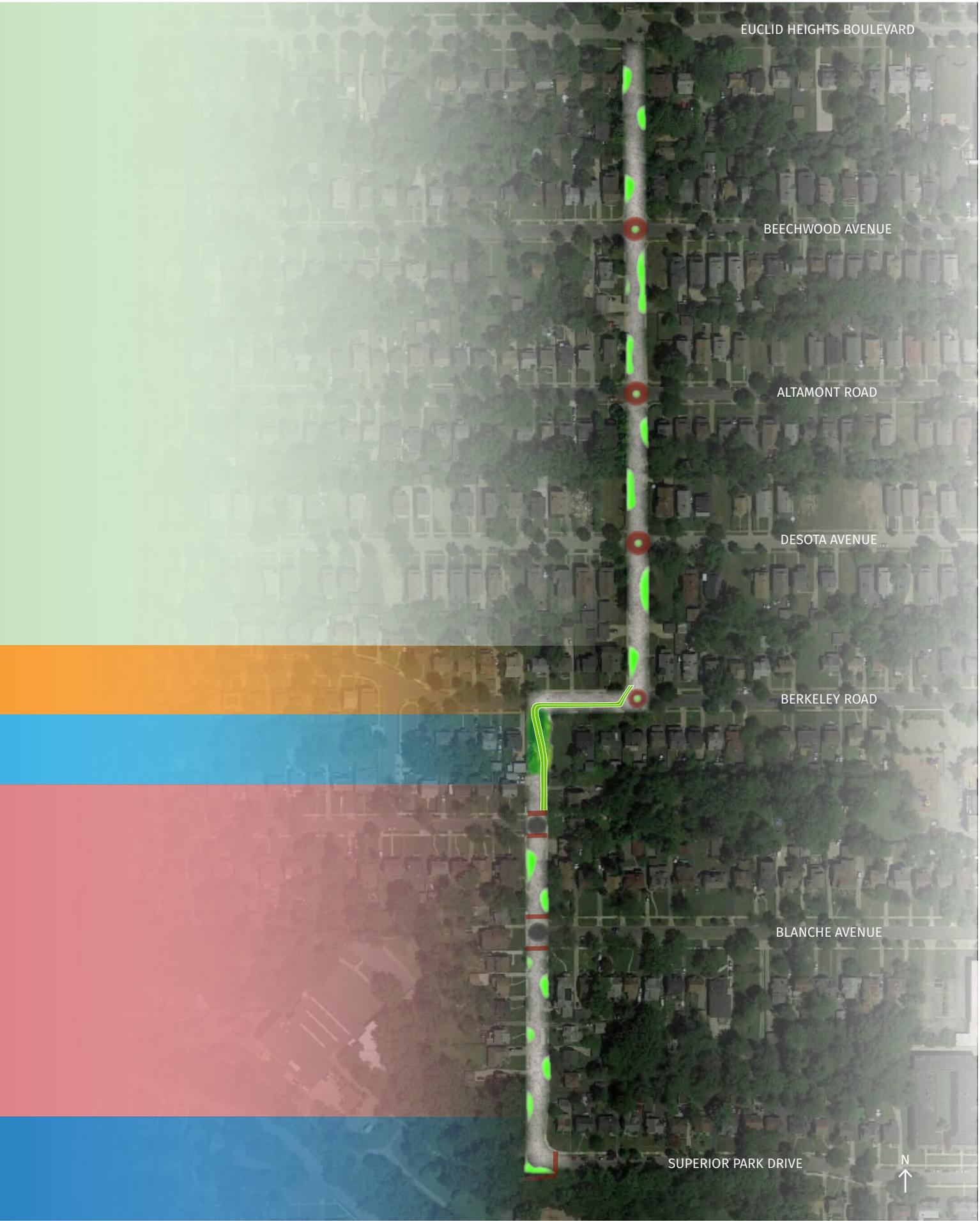
- Bicycle lanes and pedestrian connections through the vacant lot, plus a new community public space and mini park

SOUTH COMPTON LIVING STREET

- Extension of Cain Park / North Compton Living Street, featuring similar design features
- Wayfinding, strategically placed landscaping bump-outs, placemaking elements and distinct paving materials continued throughout the street
- No on-street parking recommended (cross-streets and, if desired, North Compton Living Street should be used for parking to allow for this segment of the street to prioritize pedestrians, green space, and feel like a true extension of Cain Park)
- Distinct pavings at cross-street intersections accompanied by new crosswalks to increase safety

CAIN PARK ENTRANCE

- New gateway entrance into Cain Park featuring an artistic / sculptural entryway
- Speed table and / or raised crosswalks to allow for safe pedestrian connections into the park and slower traffic
- Continuation of Woonerf-style design features



EUCLID HEIGHTS BOULEVARD

BEECHWOOD AVENUE

ALTAMONT ROAD

DESOTA AVENUE

BERKELEY ROAD

BLANCHE AVENUE

SUPERIOR PARK DRIVE



TRAFFIC CALMING

The underlying framework for a successful greenway is traffic calming and is imperative for the corridor take shape. In particular, it is recommended to implement mini traffic circles to stop / slow traffic at every cross-street intersection along the North Compton Living Street (Compton Road and the intersections of Beechwood Ave, Altamont Rd, Desota Ave and Berkeley Rd). A speed table and / or raised crosswalks at the corner of South Compton Road and Superior Park Drive should be considered to provide a new, safe gateway into Cain Park. Further greenway implementations can occur once traffic is slowed to a reasonable speed and all users can safely move through the corridor.

short-term: summer pop-up installations



NOACA Street Supplies Implementation

During spring or summer of 2020, the City work with the Northeast Ohio Area Coordinating Agency (NOACA) to implement temporary traffic calming installations with their Street Supplies program. Each aforementioned intersection should receive a pop-up mini traffic circle to test functionality and encourage more pedestrian and bicyclist activity.

During the test period, there will be observation and analysis, as well as direct user surveys and feedback to successfully gauge the implementation's success.

More information on Street Supplies:

www.noaca.org/home/showdocument?id=23604

BikePed@mpo.noaca.org
(216) 241-2414



POP-UP TEMPORARY TRAFFIC CIRCLE EXAMPLE

Additional local efforts can include road and traffic circle striping done by [RoadPrintz Inc.](#), whose CEO, Sam Bell, is a Cleveland Heights resident. RoadPrintz uses "safer, cheaper and faster" methods of road painting with a specially equipped truck and robotic arm.

long-term: permanent mini traffic circles + raised intersections

It is recommended that the City ultimately requests professional engineering services to design a permanent series of mini traffic circles and traffic calming measures, including the aforementioned raised intersection and crosswalks at the South Compton Road and Superior Park Drive intersection. Envisioned and tested by the neighborhood residents who participated in the pop-up trial, this will result in safe street environment for all users, inclusive of motorists, pedestrians and bicyclists.

The top two images below reflect examples of mini traffic circles, while the bottom two show raised intersections and crosswalks. The construction of the previously identified locations for mini traffic circles along the corridor and the raised Cain Park gateway intersection will result in a cohesive greenway; one in which all users, regardless of age and ability, will feel safe and comfortable using the space.



POCKET PARK CONNECTOR

The Pocket Park Connector should be given high implementation priority through due its critical importance in linking the northern and southern segments of Compton Road into one unified greenway. The vacant lot, at the very minimum, needs a pedestrian and bike trail to connect Berkeley Road and South Compton Road, and it has the potential to ultimately be transformed into a vibrant neighborhood public space and activated pocket park. While small in physical space, this site can serve as a communal neighborhood gathering area with a strong sense of place.

short-term: summer pop-up installations



NOACA Street Supplies Implementation

Whether during the same period of time or later on as the temporary traffic calming features, the City should implement a pop-up park in the current vacant lot between Berkeley Road and South Compton Road. The City should use the program to test various urban design and placemaking elements like seating, plantings, pathways and other types of public space furniture / playscapes to see how people best use the space and what they want in a permanent pocket park using NOACA's Street Supplies Program.

Through similar methods of evaluation, observation and community engagement, analysis and results will help guide ultimate designs of a permanent pocket park and trail connection.

More information on Street Supplies:

www.noaca.org/home/showdocument?id=23604

BikePed@mpo.noaca.org
(216) 241-2414



EXAMPLE POP-UP PARK INSTALLATION IN GREEN BAY, WISCONSIN

long-term: permanent pocket park and trail connector

It is recommended that the City ultimately requests professional design services for a permanent pocket park and trail connector. Actual design and physical elements will vary and be fully based on community engagement and the results of the Street Supplies test installation. Envisioned, tested and essentially designed by the neighborhood residents who participated, this will lead in an inclusive and community-centric public space and greenway connection.

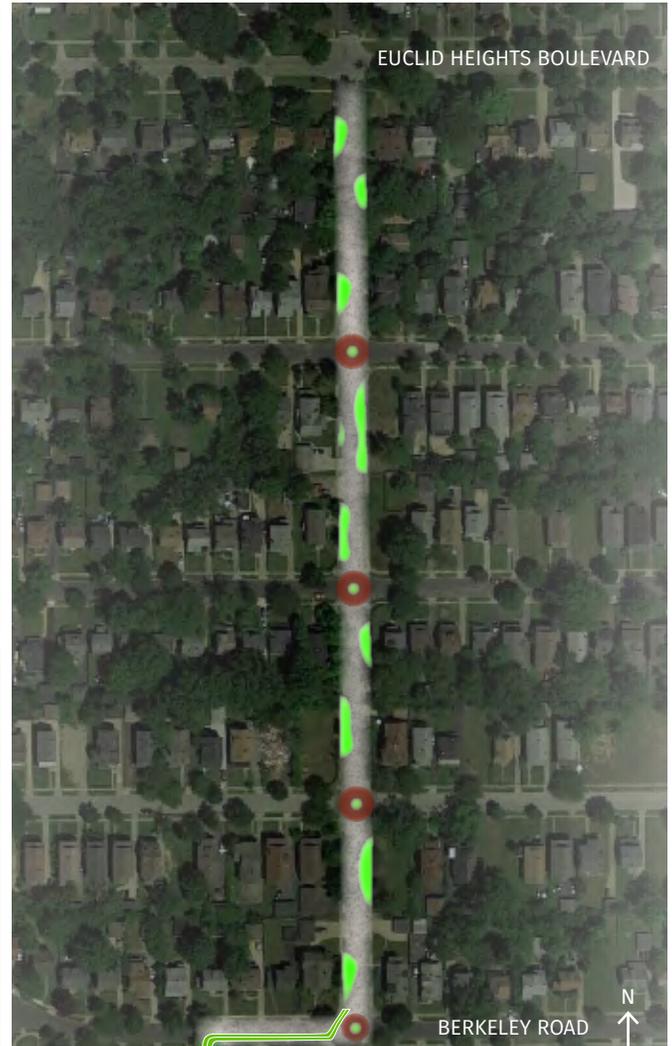
The following images reflect other existing pocket parks, and can be used to help guide ideas for both Street Supplies testing as well as final design recommendations. Community feedback thus far support a mixture of active playscapes, passive green space and interactive public art. Additional potential uses include using the space as a programmed location for food trucks, ice cream vendors and other social gatherings. There is also a neighborhood demand (as discovered from previous engagement events) for a community garden, which could potentially be incorporated into final pocket park designs.



NORTH COMPTON LIVING STREET

An ultimate design goal of the study is to transform Compton Road from a traditional two-way street into a shared “living” Woonerf street. This will advance the City’s complete and green streets policy from paper to reality and set a precedent for innovative urban design, helping to spur additional shared streets.

Note how physical bump-outs, seating areas and plantings help to create vehicular obstacles, slowing traffic that is already enforced with lowered speed limits and physical elements like mini traffic circles. Along the North Compton Living Street, a variety of landscaped and hardscaped bump-outs should be used to calm traffic and provide new pockets of public spaces. The end result is a shared street that is a sustainable, inviting and safe place for all to enjoy.



north compton living street design elements

VISIBLE ENTRANCES

- Wayfinding
- Speed limit signage
- Changes in pavement and materiality

PHYSICAL BARRIERS

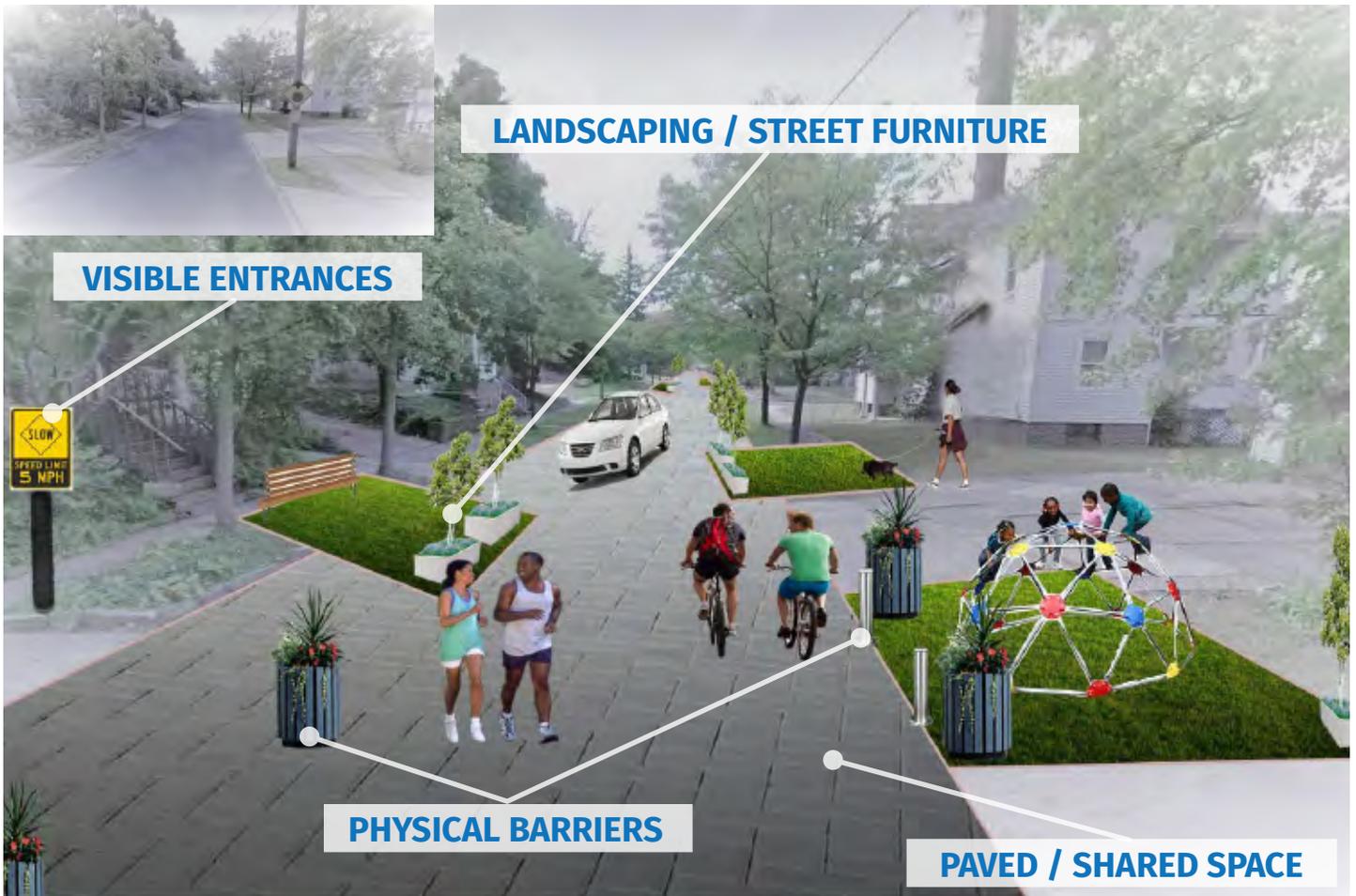
- Bollards (integrated solar-powered lighting)
- Planters
- Street trees
- Raised landscaping / flowerbeds
- Hardscaped bump-outs to designate seating, public art and visual interest

SHARED / PAVED SPACE

- Distinct paving material to designate shared street and vehicular space
- Differing materiality between the street and sidewalk

LANDSCAPING / STREET FURNITURE

- Landscaped bump-outs to calm traffic and provide public spaces
- Planters, street trees, seating, public art, grass, play spaces



SOUTH COMPTON LIVING STREET

To complete the entirety of the Compton Greenway Woonerf and create a connected corridor from Euclid Heights Boulevard to Cain Park, the South Compton Living Street must be implemented. Both North and South Compton Living Streets should complement each other, featuring similar features to strengthen sense of place and reaffirm the corridor's cohesiveness as a singular greenway.

Woonerf principals and shared street designs should be implemented from the Pocket Park Connector down along South Compton Road to the Cain Park entrance. While exact design will vary, the street should incorporate physical barriers that slow traffic, special paving, outdoor seating and play environments and additional greenery. Based on previously collected community feedback, and following the form of traditional Woonerf design, a one-way traffic flow should be examined.

The South Compton Living Street should be implemented prior to the North Compton Living Street due to its location directly feeding into Cain Park as well as the shorter physical distance of the street segment. The Northern Greenway Corridor is longer and will therefore take more design, funding and construction to complete.



north compton living street design elements

VISIBLE ENTRANCES

- Wayfinding from the pocket park, Cain Park, and visual entries at Hyde Park Ave. and Blanche Ave.
- Speed limit signage
- Changes in pavement and materiality

PHYSICAL BARRIERS

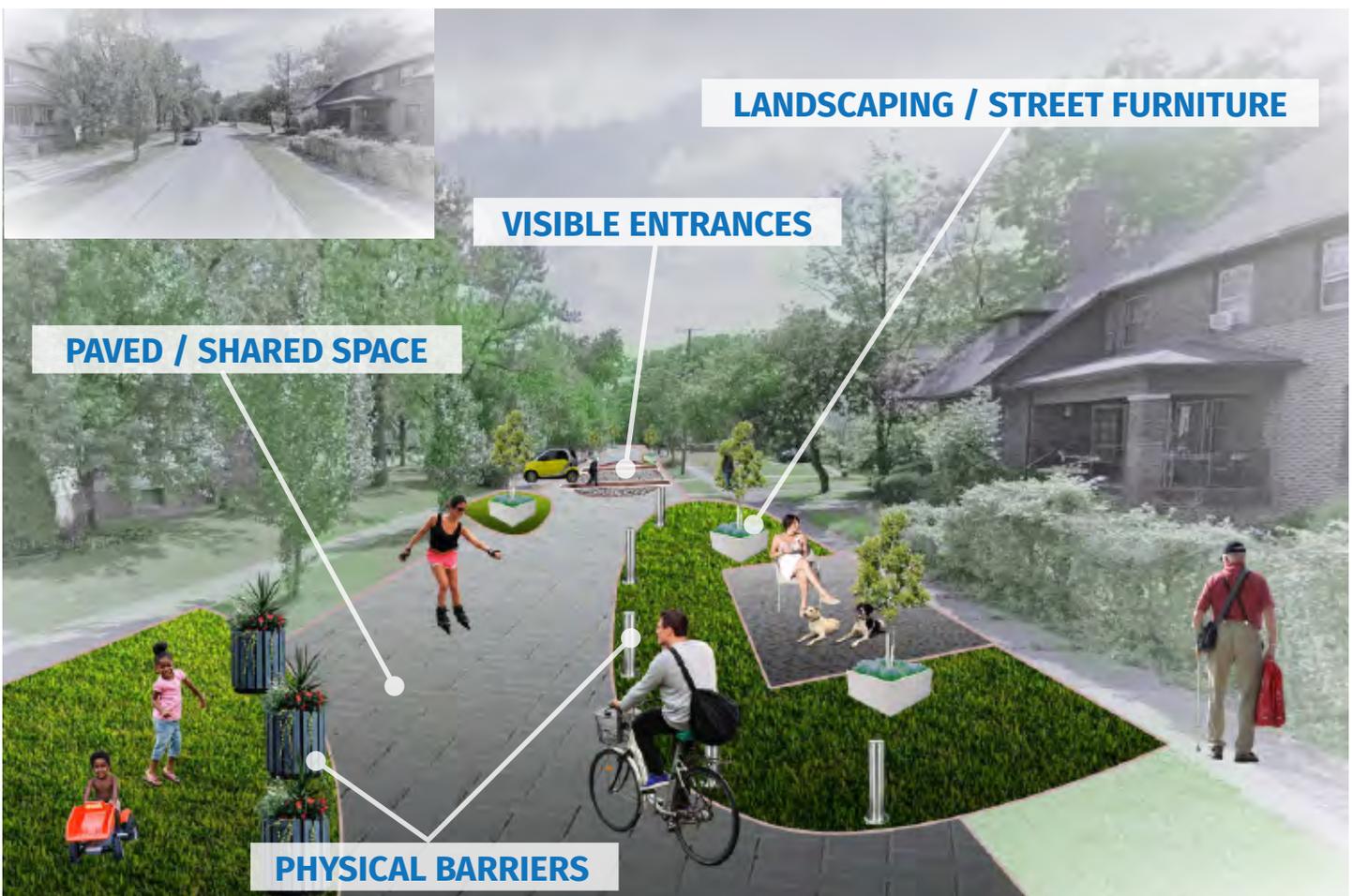
- Bollards (integrated solar-powered lighting)
- Planters
- Street trees
- Raised landscaping / flowerbeds
- Emphasis on landscaped barriers instead of hardscaped ones (park extension)

SHARED / PAVED SPACE

- Distinct paving material to designate shared street and vehicular space
- Differing materiality between the street and sidewalk
- Consider same materials as North Greenway Corridor to be cohesive

LANDSCAPING / STREET FURNITURE

- Landscaped bump-outs to calm traffic and provide public spaces
- Planters, street trees, seating, public art, grass, play spaces



IDENTITY

Creating an identity is imperative to link every implementation effort together to distinguish the corridor, direct users through it and create a distinct sense of place. Community feedback indicates branding the surrounding community as the “Historic Cain Park Neighborhood.” This highlights the existing neighborhood pride and sense of place and establishes the greenway as a cohesive and connected asset within it. “Identity” includes wayfinding, directional signage, marketing, gateways, branding and all other elements that unite to complement the Compton Greenway’s physical design.

short-term: develop a branding and marketing strategy

To begin implementing wayfinding efforts, the City should begin developing a Compton Greenway and Historic Cain Park Neighborhood brand to help unify the corridor and establish its validity as a distinct asset and destination. A logo, color scheme, font palette and marketing strategy should be developed. The use of social media, the project website and direct resident outreach should be considered through this step of the process. For reference and recommendation, the fonts currently used throughout existing Compton Greenway Study materials, including this guidebook, are based in Fire Sans (mainly Thin, Light and Book) and the corresponding color scheme is as follows:

COMPTON GREEN
c: 63 m:0 y: 86 k:0

HEIGHTS ORANGE
c: 0 m:50 y: 100 k:0

SUSTAINABLE AZURE
c: 70 m:15 y: 0 k:0

CORRIDOR SALMON
c: 12 m:66 y: 45 k:0

CAIN PARK BLUE
c: 85 m:50 y: 0 k:0

medium-term: temporary yard signage

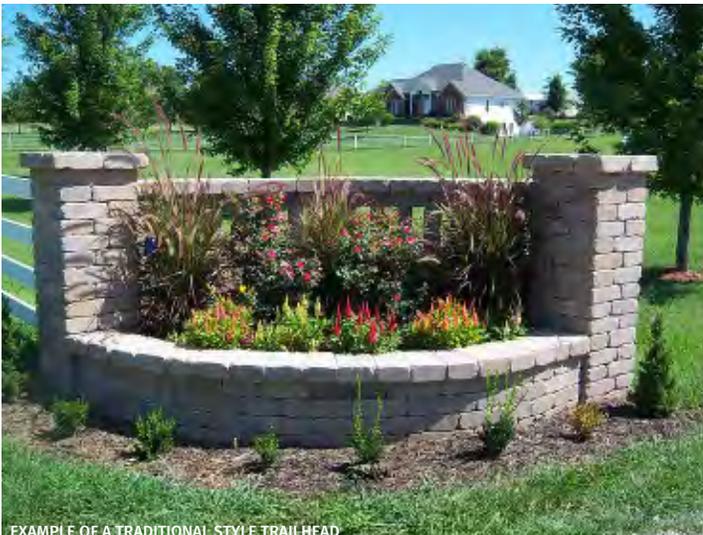
Once a brand and marketing strategy is established, physical implementation efforts could cheaply and quickly begin with yard signs (often cheaper than \$1 per sign) that are placed at key nodes and gateways along the corridor, in addition to being spread throughout the surrounding neighborhood. “Historic Cain Park Neighborhood” signs can be placed at individual residential properties by tenants and homeowners who wish to take part in helping to brand their neighborhood, while specific “Compton Greenway” signs can be placed along the Compton corridor, with additional gateway entrance and directional signs placed at the northern and southern ends of the greenway.



long-term: permanent wayfinding and signage

As more funding become available and the greater Cleveland Heights community is aware of the corridor through marketing efforts, the City should invest in permanent wayfinding and directional signage. Based on the previous wayfinding recommendations outlined, a more traditional style of design should be used along the corridor (such as stone walls, signs that recall a traditional Works Progress Administration style, and natural materials) but a modern, artistic gateway entrance should designate Cain Park and be reflected in additional corridor signage.

The following images reflect examples of signage, wayfinding and stylistic gateways similar in design to ones recommended for both the Compton Road Greenway and Cain Park entrance. Key corridor wayfinding features include the use of natural materials such as stone and wood, plus a mix of traditional WPA design styles to match the existing and desired neighborhood aesthetic. The Cain Park gateway entrance should feature a sculptural arch to serve as an artistic landmark, reflecting the park's existence as an arts park.



EXAMPLE OF A TRADITIONAL STYLE TRAILHEAD



PROPOSED COMPTON GREENWAY STYLE WAYFINDING



EXAMPLE OF AN ARTISTIC PARK ENTRANCE



PROPOSED CAIN PARK SCULPTURAL GATEWAY ENTRANCE



LANDSCAPING / STREET FURNITURE



PHYSICAL BARRIERS

Cain Park entrance living street design elements

VISIBLE ENTRANCES

- Wayfinding
- Speed limit signage
- Changes in pavement and materiality
- Speed table / raised crosswalk
- Artistic / sculptural Cain Park entrance

PHYSICAL BARRIERS

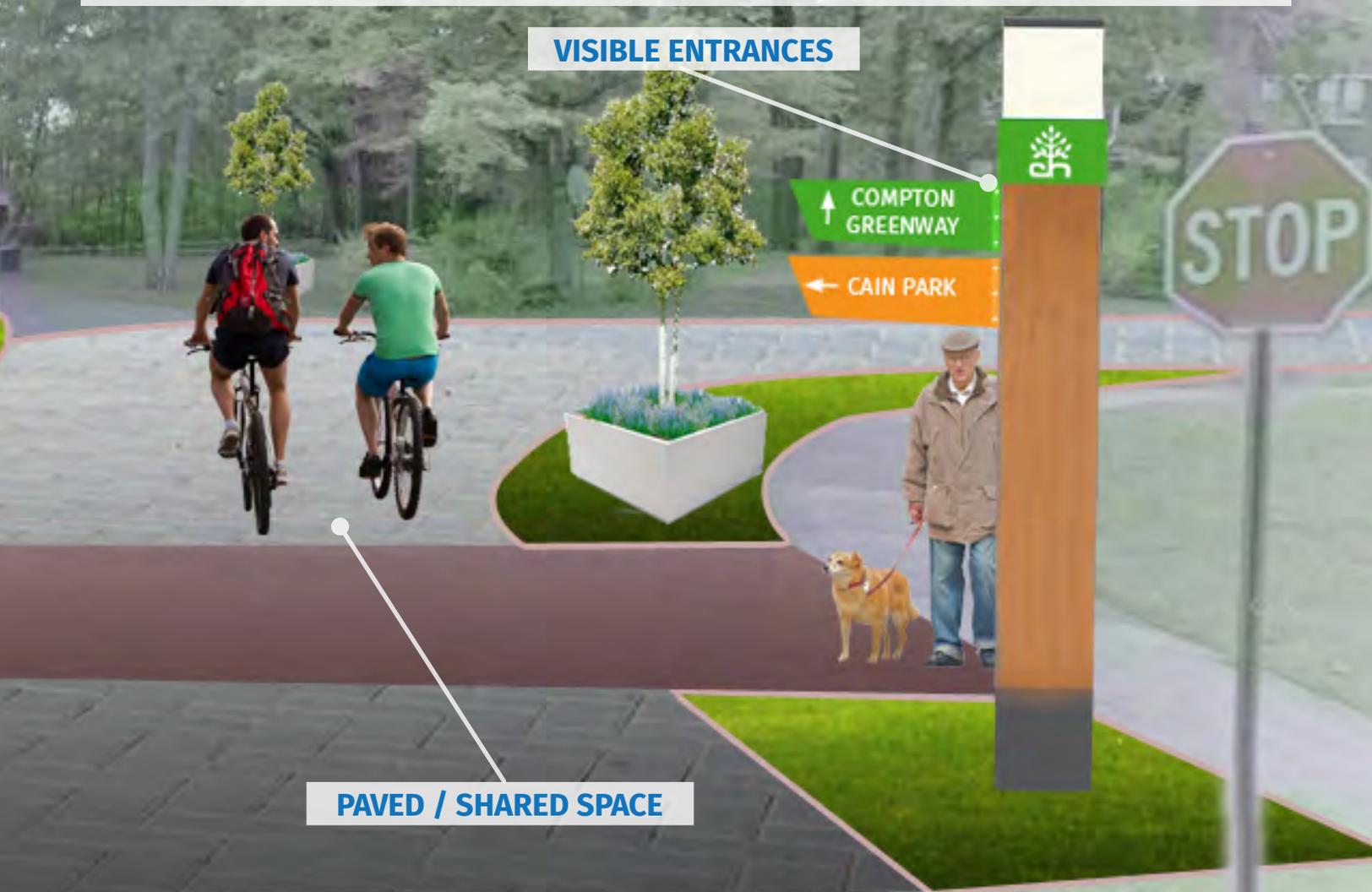
- Raised crosswalks
- Speed table / raised intersection
- Bollards (integrated solar-powered lighting)
- Planters
- Street trees
- Raised landscaping / flowerbeds

SHARED / PAVED SPACE

- Distinct paving material to designate shared street and vehicular space
- Distinct, visually identifying pedestrian crosswalk

LANDSCAPING / STREET FURNITURE

- Landscaped bump-outs with a variety of features to calm traffic and provide public spaces
- Planters, street trees, seating, public art, grass, play space



VISIBLE ENTRANCES

PAVED / SHARED SPACE