

PEDESTRIAN REALM ENHANCEMENTS: TOOLKIT

*Please note: the implementation of the majority of enhancement tools shown here require alternative funding sources. Upon funding availability, enhancement tools and options can be implemented as part of a long-term plan and strategy for this corridor.



Existing: Lower Westheimer
SENSE OF ENCLOSURE

Streets with a ratio of width to height of 1:1 to 3:1 provide a strong sense of enclosure. Westheimer has a ratio of approximately 3.5:1 in locations where buildings are adjacent to the street rather than parking lots. Castro Street in



Precedent: Castro Street, Mountain View, CA

Mountain View, California, also has this ratio and serves as a useful example for what Westheimer might resemble if we were to implement some of its planning and design concepts



Existing: Lower Westheimer
DRIVEWAYS

Many driveways along Westheimer are not well defined, leading to confusion, pedestrian and vehicular conflicts, and creating traffic. Fifth Street in Dayton, Ohio, clearly identifies its driveways through establishing concrete curbing as a



Precedent: Fifth Street, Dayton, Ohio

barrier or divider to separate drivers and pedestrians. In addition, enhancements were achieved through a material palette of different colors of bricks, concrete, and asphalt.



Existing: Lower Westheimer
OVERHEAD UTILITIES

Much of the Westheimer corridor has overhead utilities, which are both unsightly and create barriers within the pedestrian realm with the placement of the poles. Castro Street has buried utilities, which removes the visual clutter



Precedent: Castro Street, Mountain View, CA

of overhead utilities, frees up space in the pedestrian realm, and allows tree canopies to fully develop without being pruned to accommodate the power lines.



Existing: Lower Westheimer
PARKING

The parking along Westheimer is piecemeal in approach. Ill-defined driveways, head-in parking that necessitates backing into traffic, and poorly defined areas that utilize valuable space all contribute to traffic issues as well as a poor



Precedent: Castro Street, Mountain View, CA

pedestrian realm along the corridor. Castro Street organizes its parking in clearly defined locations with street trees, seat walls, and curb separations further articulating the parking zone.

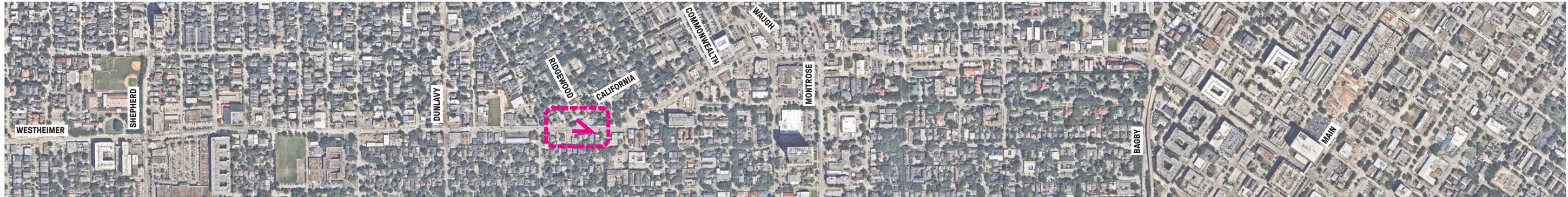
PEDESTRIAN REALM ENHANCEMENTS: CALIFORNIA & RIDGEWOOD STREETS TRIANGLE



EXISTING



EXAMPLE



PEDESTRIAN REALM ENHANCEMENTS: YOAKUM 2-WAY TO 1-WAY CONVERSION



EXISTING



EXAMPLE



PEDESTRIAN REALM ENHANCEMENTS: BAGBY NORTHWEST CORNER



EXISTING



EXAMPLE

