



# Westridge/Braes Terrace

CIP No. M-410016-0001

## PROJECT INFORMATION

*Updated February 2017*



# About the Project Area

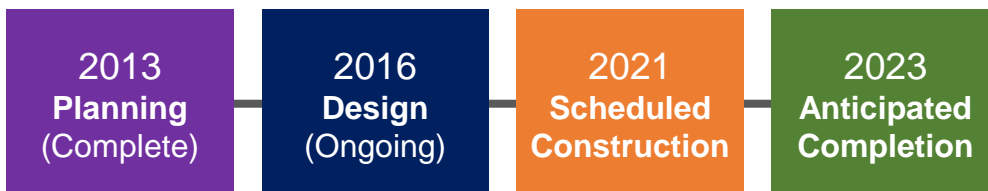
This Capital Improvement Plan project provides storm water drainage and paving improvements to reduce the potential for structural flooding in the Westridge and Braes Terrace neighborhoods.

Project limits encompass south of South Braeswood Boulevard, west of Main Street, north of IH 610, and east of Linkmeadow Lane.

The Westridge and Braes Terrace Drainage and Paving Improvements project is in Phase I of Design.

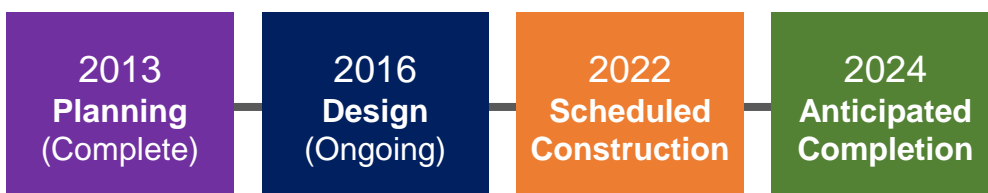
The project is funded and programmed for construction in 2021.

## PROJECT PHASE I - (Northern Green Segment)



*\*Timeline subject to change.*

## PROJECT PHASE II – (Southern Purple Segment)



*\*Timeline subject to change.*

### Public Input Meetings held:

January 12, 2016

### Meeting Locations:

Longfellow Elementary  
3617 Norris Drive  
Houston, TX 77025

### Presenter:

**Amanda Marshall, P.E.**  
Department of Public Works & Engineering (PWE)

### Total # of Attendees:

**30**

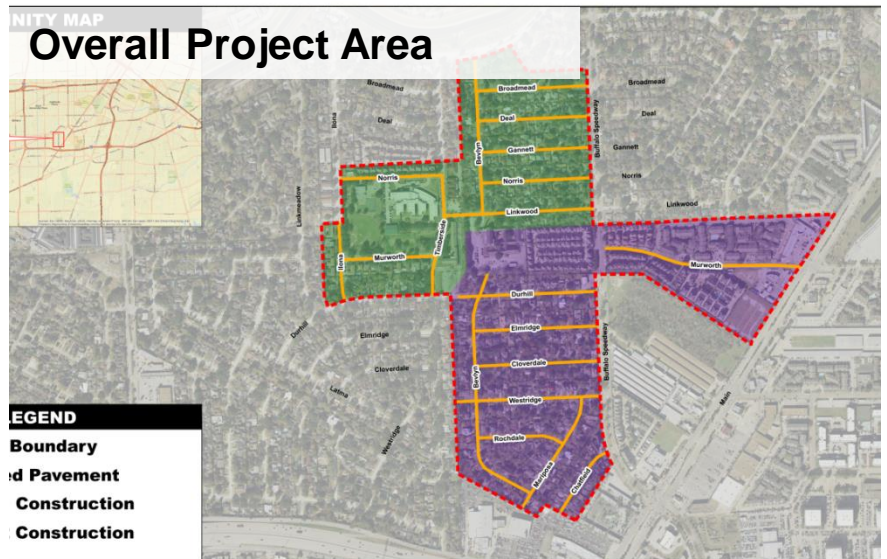
# Project Details

## Improvements will include:

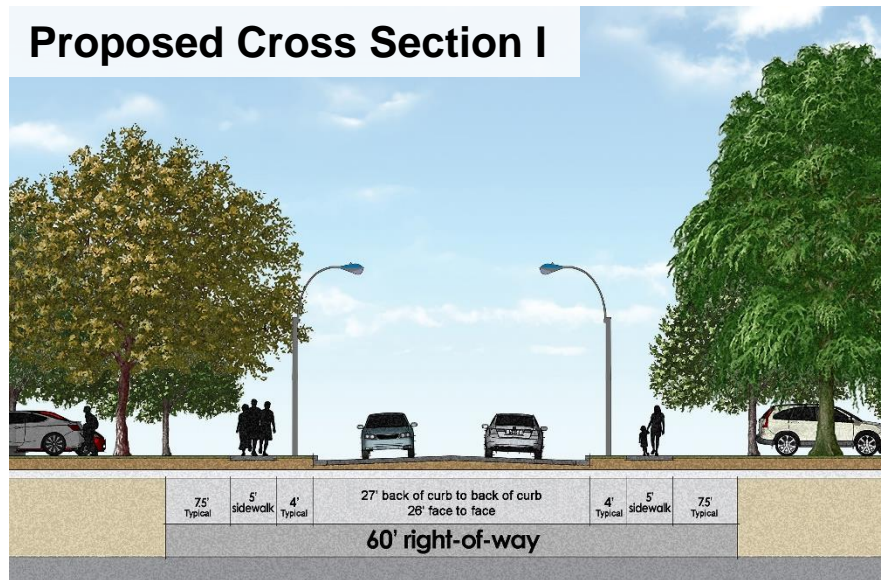
- Improve storm drainage capacity
- Improve pavement condition
- Update water and wastewater as needed
- Improve pedestrian accessibility & safety
- Improve street lighting
- Minimize impact to trees

For detailed exhibits, please visit:

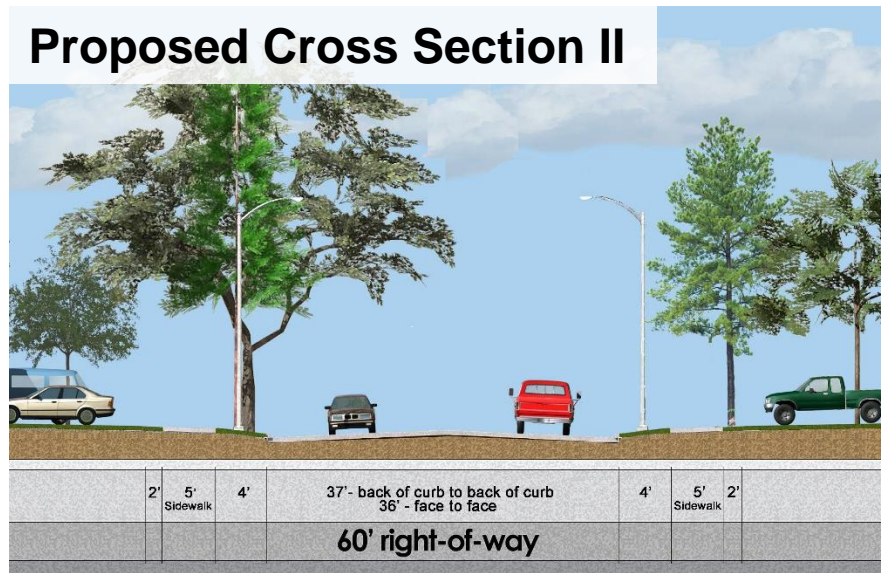
[https://www.rebuildhouston.org/images/pdf/westridge\\_presentation\\_final\\_011216\\_v2.pdf](https://www.rebuildhouston.org/images/pdf/westridge_presentation_final_011216_v2.pdf)



## Proposed Cross Section I



## Proposed Cross Section II



# Summary of Public Comments

## Public Comment or Concern

The existing streets will pond for lengths up to 1 or 2 weeks after a rain event.

## ***PWE Response:***

*During the design phase, the City will design streets to drain towards inlets located in low spots to eliminate ponding. Additionally, the street profile will be designed to drain water out of the project area towards the external drainage system such as the nearby bayou or stream.*

**Major Categories or Areas of Concern Are:**

### Street Ponding

Relocation of Wastewater Lines

Street Lighting

Speed Control

### Comment

#### Period:

Jan 12, thru  
Feb 12, 2016

**# of Comments Received:**

**15**



# Summary of Public Comments

## Public Comment or Concern

How is rerouting of sewer from back to front of the house going to accommodate existing sprinklers and drainage.

## PWE Response:

*After construction of the project, the City's contractor will work with individual residents to provide connection to the new sanitary sewer line that will minimize impacts to the property.*

For information on Wastewater Service Line Replacement [[Click Here](#)].

## Major Categories or Areas of Concern Are:

Street Ponding

Relocation of Wastewater Lines

Street Lighting

Speed Control

## Comment Period:

Jan 12, thru  
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## # of Comments Received:

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# Summary of Public Comments

## Public Comment or Concern

Are street lights shown on the sides between the new street lights? Or will more pedestrian-friendly street lights be an option? No green options.

## PWE Response:

*The City of Houston standard street light type is an LED-based model. However, with additional funding from residents, decorative street light fixtures may be installed. This is coordinated with CenterPoint through the City of Houston Traffic Department.*

## FAQ: Where do I report Street Light Outages?

Record the 6 digit number located on the street light pole (if possible). Report the problem to CenterPoint Energy online (CenterPoint Report Street Light Outage) or by phone (713.207.2222).

<https://slo.centerpointenergy.com/customerslo.aspx>

## Major Categories or Areas of Concern Are:

Street Ponding

Relocation of Wastewater Lines

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Speed Control

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# Summary of Public Comments

## Public Comment or Concern

Our block is in serious need of speed bumps. Our street leads directly to Longfellow Elementary, cars constantly drive over 50 miles per hour, creating an unsafe situation for children and parents.

## PWE Response:

*Neighborhood Traffic Management Program (NTMP), addresses traffic related problems in residential neighborhoods, including excessive vehicular speed and cut-through traffic. NTMP implements "traffic calming" measures, such as speed cushions, traffic circles, median islands, curb extensions, diversion techniques, etc., aimed at enhancing safety for pedestrians and cyclists. Applications for NTMP intervention may be submitted by one or more residents/property owners. The Department reviews applications and determines eligibility. Final plans require City Council approval.*

## Get the NTMP application here:

<https://edocs.publicworks.houstontx.gov/division-files/traffic-operations-division/programs/4474-ntmp-speed-control-application.html>

## Major Categories or Areas of Concern Are:

Street Ponding

Relocation of Wastewater Lines

Street Lighting

**Speed Control**

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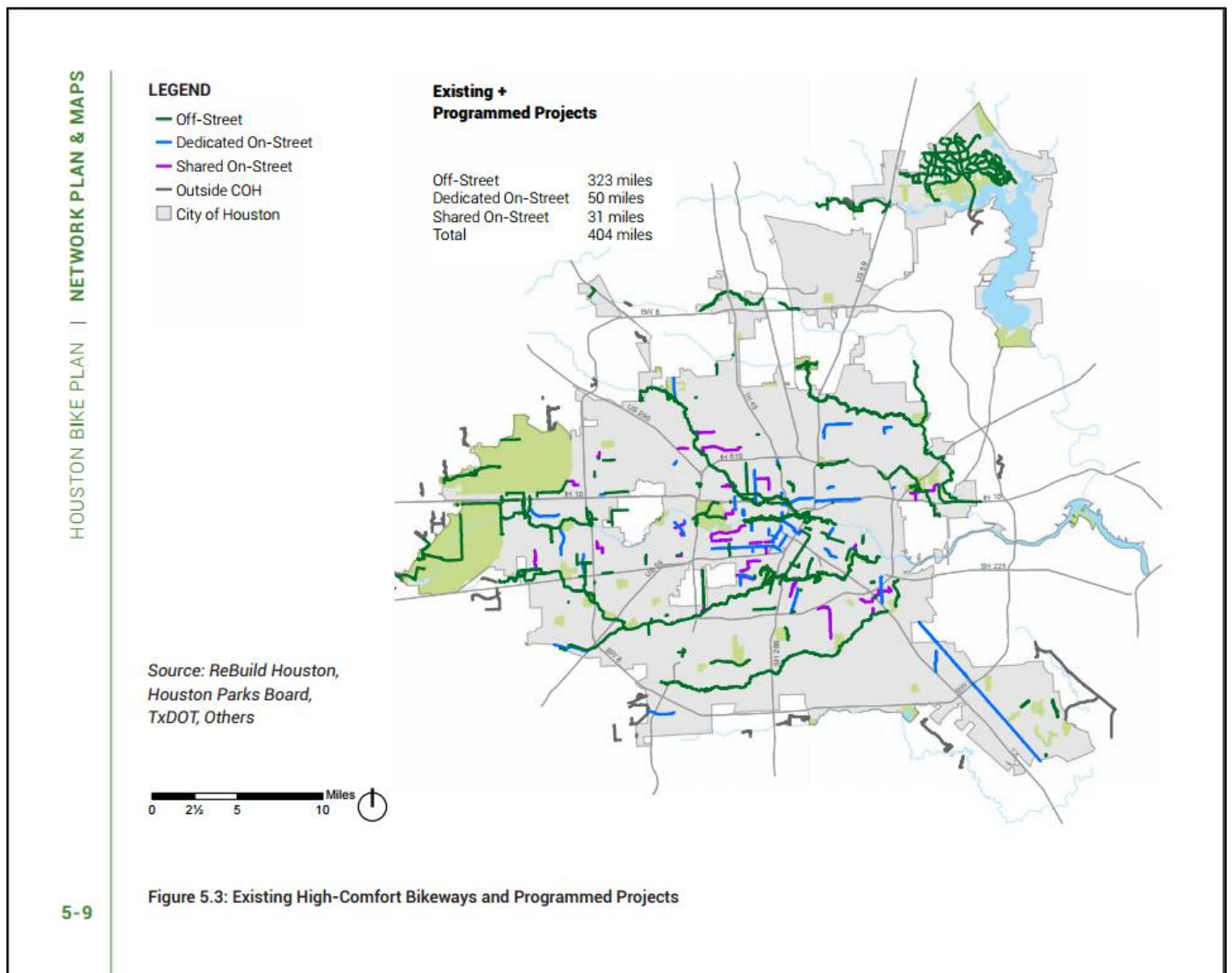


# About the Houston Bike Plan

The City of Houston developed the Houston Bike Plan through a 12-month planning effort to update the City's Comprehensive Bikeway Plan originally adopted in 1993. The City and the Houston region have made great strides in improving people's ability to bike to more destinations, earning a Bronze-level Bicycle Friendly Community award from the League of American Bicyclists in 2013. New trails are being built along our bayous, new protected bikeways have been installed, and more people are riding all over the city.

For more information, please visit:

<http://houstonbikeplan.org/about-the-houston-bike-plan>





# About Complete Streets and Rebuild Houston

## ABOUT COMPLETE STREETS

Houston Complete Streets and Transportation Plan (Executive Order 1-15) guides the development of mobility planning and design of the City of Houston street and drainage projects. This Executive Order identifies goals and steps to move the city toward the achievement of Complete Streets through the planning, designing, budgeting, constructing, and reconstructing of all transportation improvements. The Executive Order recognizes that all streets are not the same and that reconstruction of the public right-of-way (ROW) should strongly utilize context sensitive design, incorporating local development context, and also take into account the role a particular corridor plays in the region's multimodal transportation networks. The introduction of these programs, as well as other initiatives that address multimodal safety on the region's roadways, requires rethinking existing planning and design. Evaluating existing approaches ensures that projects developed and constructed by the City of Houston meet these objectives.

## ABOUT REBUILD HOUSTON

The reconstruction of the City's street and drainage infrastructure following the guidelines of the Complete Street and Transportation Plan is made possible through resources provided by the ReBuild Houston Program. ReBuild Houston is a voter-initiated and voter-approved, Pay-As-You-Go program to address the City of Houston's street and drainage infrastructure needs in a systematic, prioritized and objective manner. ReBuild Houston is a part of the City's Capital Improvements Program (CIP) and the 10-Year plan for Streets & Drainage. Street & Drainage improvement projects are separated into three phases of planning, design, and construction which allows for a much more detailed and objective planning process that complements the City's established Capital Improvement Plan.

To learn more about the ReBuild Houston and Street & Drainage infrastructure improvement process visit [www.rebuildhouston.org](http://www.rebuildhouston.org).

