

## Guests

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- Paul Benz, First Ward
- Marie Carlisle, SN14-Lazybrook/Timbergrove
- Katherine Cheng, METRO
- Kent Clingerman, Jack Cagle's Office
- Amma Cobbinah, METRO
- George Frey, SN14-Lazybrook/Timbergrove
- Clint Harbert, METRO
- Brittani Kaim, METRO
- Michael McAuley, Woodcrest
- Ashley Johnson, LINK Houston
- W. Mark Phillips, METRO
- Jose Pudilo, METRO
- Sina Raouf, METRO
- Shri Reddy, METRO
- Tim Reynolds, METRO
- Herb Singleton, METRO
- Jon von Suskil, Arlington Court
- David Towers, METRO
- Linda Trevino, METRO
- Jack Valinski, Mayor's Assistance Office
- Bin Wang, METRO
- Lt. Geoffery Weise, TABC
- Mark Williamson, SN15-Greater Heights
- Lloyd Wolf, METRO
- Feng Feng, Cottage Grove

## Civic Club Representatives

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- Abby Kincer, First Ward / SN22
- Stacie Fairchild, Rice Military / SN22
- Dexter Handy, Rice Military / SN22
- Mike VanDusen, Crestwood
- Steven Vealey, Camp Logan
- Ross Mattern, West End
- Mauri Bird Lucas, West End
- Drew Wiley, Cottage Grove
- Jill Metcalf, Cottage Grove

## Meeting Minutes | November 17, 2022 @ Zoom

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Meeting was called to order at 6:30 PM.

### I. Introductions & Roll Calls

### II. Presentations

#### A. How Walkable Is Your Community? – Dexter Handy, Greater Houston Complete Streets Coalition

Washington Avenue Walk Audit was conducted in October 2022. Objectives included documenting conditions of sidewalks, crosswalks, traffic signaling, hazards, and driver/pedestrian behavior along Washington Avenue. The scope of this project is from I-10 to Houston. The audit was completed with the AARP Walk Audit Toolkit. Washington Ave – TC Jester, south side received a walkability grade of Mixed to Poor, and TC Jester – Washington Ave north received a walkability grade of Good to Great. If you're interested in helping audit the rest of Washington Ave, reach out to Dexter at [handydexter@gmail.com](mailto:handydexter@gmail.com). Councilmembers are very supportive of this effort.

#### B. METRO Forward Plan: METRORapid Inner Katy Project, Community Noise Committee Meeting #2 – METRO Team

A noise impact assessment has been conducted for this project, and mitigation plans are being considered. Option 1 ties into the existing CBD ramp, while Option 2 stays south of I-10 on its own structure and ties in at the end of the existing CBD ramp. There is an elevated line in Uptown, the Silver Line. Three stops are planned – Memorial Park, Shepard/Durham, and Studemont until the Downtown, at which point the buses are on the streets (not elevated) there are several existing stops and potentially a new stop at Franklin/Bagby. The end of the line would be a new stop in EaDo.

Steps in a noise assessment include: identify sensitive noise receivers, measure existing noise levels, predict project noise levels, evaluate impact, determine noise mitigations needs, and identify mitigation measures. Measurements of existing noise conditions were taken at 27 locations along the corridor. Existing noise levels are dominated by highway noise and are high, but they are what METRO suggests would be expected along a highway. 60-61 residential homes are predicted to be impacted along the Inner Katy corridor due to these projects; no severe residential impacts and no institutional impacts. 1-5 decibels would be needed to decrease the impact from moderate to none. From Washington to TC Jester, 9 residential units have moderate impact; new noise level would be a 1+ decibel increase. From TC Jester to Patterson, 5 residential units have moderate impact; new noise level would be a 1+ decibel increase. From Patterson to Yale, 46 residential units have moderate impact; new noise level would be a 3+ decibel increase. From Spring to Crockett, 1 residential unit would be a 1+ decibel increase. Mitigation should be considered, but it is not required based on FTA requirements. Every residential unit within 500 feet of the potential project were measured.

Factors considered for mitigation options include effectiveness and feasibility, safety, construction cost, operation and maintenance cost, TxDOT approval, etc. Mitigation types may include noise source treatment – low-noise pavement – or path treatment – noise barriers, sound walls, bridge parapet. One mitigation improvement includes quiet pavement, including longitudinal saw grooving (-2-3 dB), Portland Cement Concrete w/ Diamond Ground Surface (-9-10 dB), and next gen concrete surface (-3-10 dB). Next steps include: review mitigation options with TxDOT during final design, detailed noise mitigation analysis during design and construction phases, continue community coordination.

#### Question & Answer –

- Q: Would foliage be a good noise barrier? A: No.
- Q: Were any receivers placed above ground level, like 2- or 3-level of homes? Many homes in this area are 3-4 story townhomes and may have different sound levels. A: Most existing noise measurements were done at ground level. Future measurements accounted for home heights.
- Q: Did an Engineer sign off on this noise study? A: The FTA will review the process taken and will concern or decline the methodology we took and results we concluded with.
- Q: Have any existing conditions been found at 80 dB. Ear coverings are recommended at 85 dB, are there plans for this? A: Some areas did exceed 80 dB. There are no current plans, but they can follow up with that.
- Q: What is the longevity of the sound-reducing concrete? A: Saw grooving lasts 20-30 years, Diamond and Next Gen have not been in practice long enough to know, but it is assumed that they will last a similar amount of time as saw grooving.
- Q: Has TxDOT coordinated with METRO on sound mitigation? A: Yes. TxDOT is planning a number of projects, but they are only in the planning stages, and we cannot speak to whether they have begun noise impacts. TxDOT presented a few options and has reached no conclusion to move forward with

evaluations and concepts. The project that would require additional coordination is the White Oak segment. METRO is coordinating specifically with them on that project.

- Q: Are there any short/long term risks to air quality with the proposed concrete? A: No; particulate matter is controlled, and once laid nothing comes off the concrete.

- Q: How do you determine which concrete material to use? A: Cost and effectiveness. We would hope to use the method with the greatest noise mitigating impact.

- Q: Has METRO confirmed with TxDOT that HOV traffic will never be allowed in these lanes? A: Yes.

- Q: Can you address concerns of First Ward land being taken, including potentially residences and Mount Rush Hour? A: We are not looking to take any significant rights-of-way. The right-of-way we are anticipating taking are not single-family homes, and we do not anticipate an impact to Mouth Rush Hour. The project would be contained mostly to state rights-of-way.

For comments and questions, email [innerkaty@ridemetro.org](mailto:innerkaty@ridemetro.org). For more information, visit [www.ridemetro.org/innerkaty](http://www.ridemetro.org/innerkaty).

### **III. Adjourn**

A. Meeting adjourned at 7:41 PM.