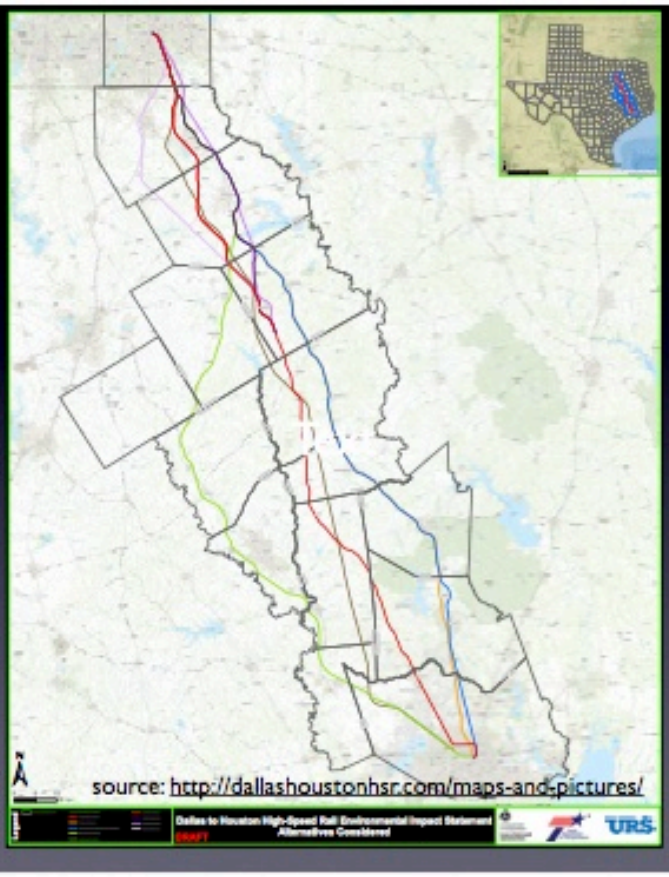
Texas Central Railway is planning Dallas - Houston High Speed Rail

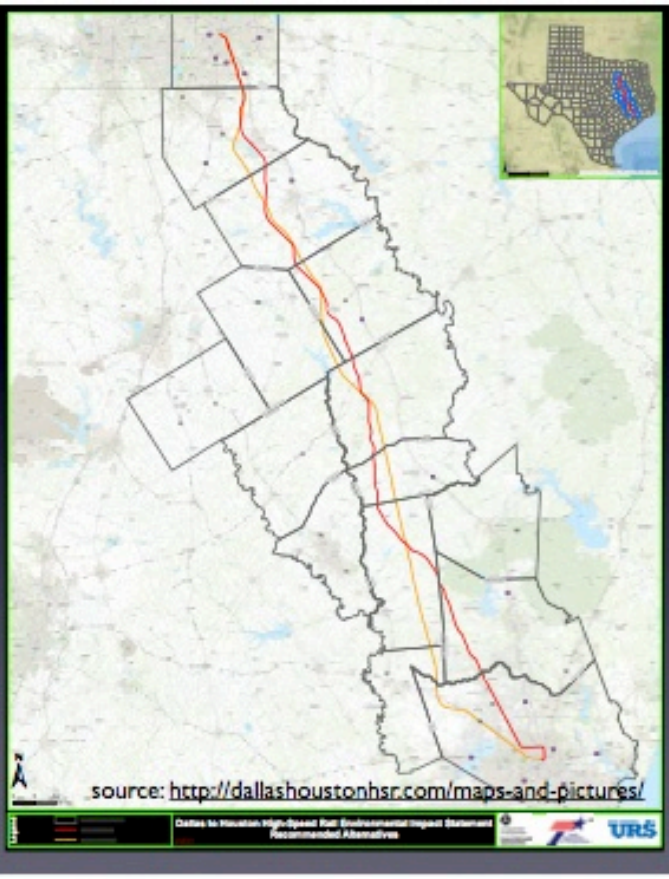
Texas Central High-Speed Railway is working closely with JR Central on the deployment of a "N700-I Bullet" high-speed rail system based on JRC's "Shinkansen" system—a Japanese-engineered technology that has been refined over 50 years of operation into the most reliable, comfortable, and safe high-speed rail system in the world.

source: http://texascentral.com/the-train/

Multiple alternative routes were considered by Texas Central Railway

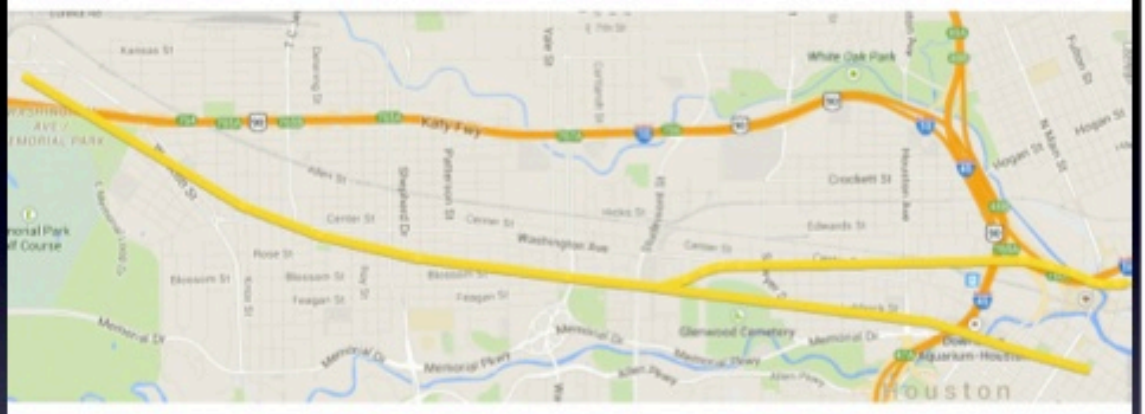


Texas Central Railway has eliminated seven of the nine original routes considered, leaving only two preferred and recommended routes.



How those preferred routes enter the urban core to access the Central Business District

Along much of Texas Central Railway's preferred yellow route the existing rail right of way is constrained to 50 feet or less



PROPOSED
YELLOW LINE MAY FOLLOW UPRR'S TERMINAL SUBDIVISION THROUGH THE WASHINGTON AVENUE CORRIDOR ALONG ALLEN AND WINTER STREETS WHERE RECENT RESIDENTIAL AND COMMERCIAL DEVELOPMENT HAVE RESTRICTED EXISTING RIGHT-OF-WAY TO LESS THAN 50 FEET.

CONNECTIVITY
YELLOW LINE COULD ENTER AND EXIT UPRR'S TERMINAL SUBDIVISION FROM THE HEMPSTEAD/290 CORRIDOR WITH CONNECTION TO AN EXTENDED POST OAK BRT LINE AT NORTHWEST MALL.

WINTER STREET ROUTE COULD CONNECT TO METRO RAIL MAIN STREET LINE AT BRUNETT STATION.

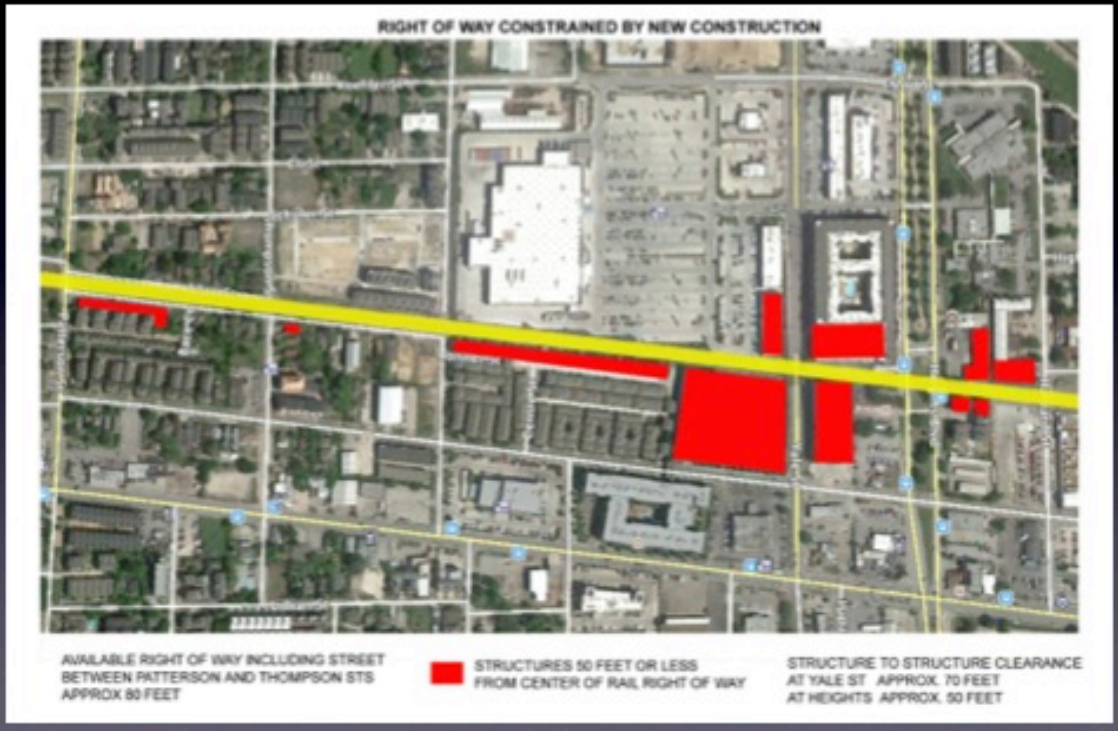
GIRARD STREET ROUTE COULD CONNECT TO METRO RAIL MAIN STREET LINE AT DOWNTOWN UH CAMPUS.

Right-of-way width required for a dual track HSR system, as noted at,

http://texascentral.com/the-facts/#faqs

is approximately 80 feet.

Other sources indicate 80 - 100 feet.



STUDEMONT TO HOUSTON AVENUE
YELLOW LINE ROUTE OPTIONS

WINTER STREET (NORTH-FREIGHT) ROUTE
NARROW EXISTING RIGHT OF WAY
IMPACTS MORE RESIDENTIAL AREAS

COULD CONNECT TO METRO RAIL AT
BURNETT STATION

STRUCTURES 50 FEET
OR LESS FROM CENTER
OF RAIL RIGHT OF WAY

GIRARD STREET (SOUTH-PASSENGER) ROUTE
WIDER EXISTING RIGHT OF WAY
IMPACTS MORE COMMERCIAL PROPERTIES

COULD CONNECT TO METRO RAIL AT
UHDT STATION

HOUSTON AVENUE TO IH45
YELLOW LINE ROUTE OPTIONS

WINTER STREET (NORTH-FREIGHT) ROUTE
NARROW EXISTING RIGHT OF WAY
IMPACTS MORE RESIDENTIAL AREAS
COULD CONNECT TO METRO RAIL AT
BURNETT STATION

STRUCTURES 50 FEET
OR LESS FROM CENTER
OF RAIL RIGHT OF WAY

GIRARD STREET (SOUTH-PASSENGER) ROUTE
WIDER EXISTING RIGHT OF WAY
IMPACTS MORE COMMERCIAL PROPERTIES
COULD CONNECT TO METRO RAIL AT
UHDT STATION

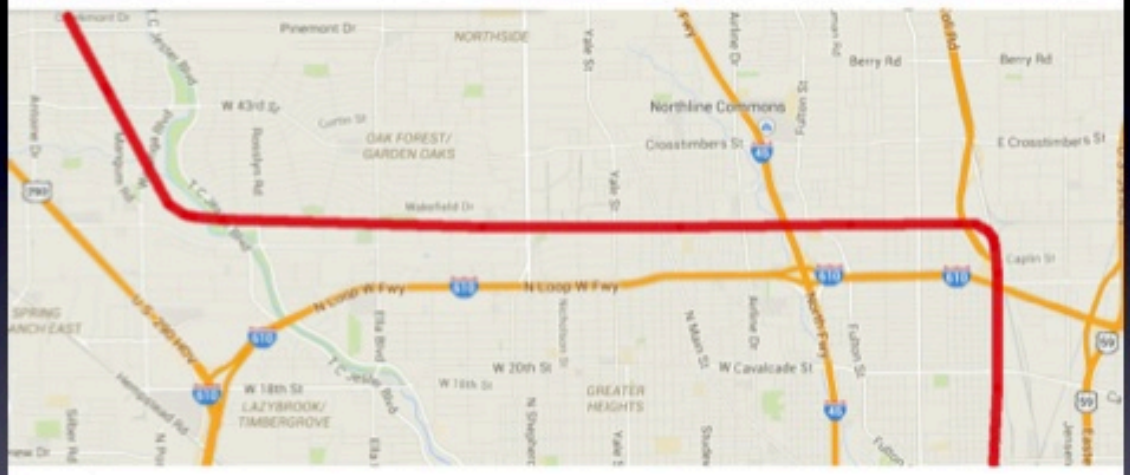
WINTER OR GIRARD STREET ROUTE CHALLENGES

WINTER STREET

THE AVAILABLE RIGHT OF WAY NARROWS SIGNIFICANTLY EAST OF STUDEMONT (CHANEY JUNCTION) TO 50 FEET OR LESS INCLUDING STREET PAVEMENT.
EXISTING SINGLE RAIL RIGHT OF WAY WIDTH IS APPROX. 20 FEET.
EXISTING FREIGHT LINE PASSES THROUGH 8/45 LANE STRUCTURES AND EXISTING BRIDGE CROSSES WHITE OAK BAYOU TO BRING FREIGHT LINE INTO BURNETT STREET METO STATION SITE.

GIRARD STREET

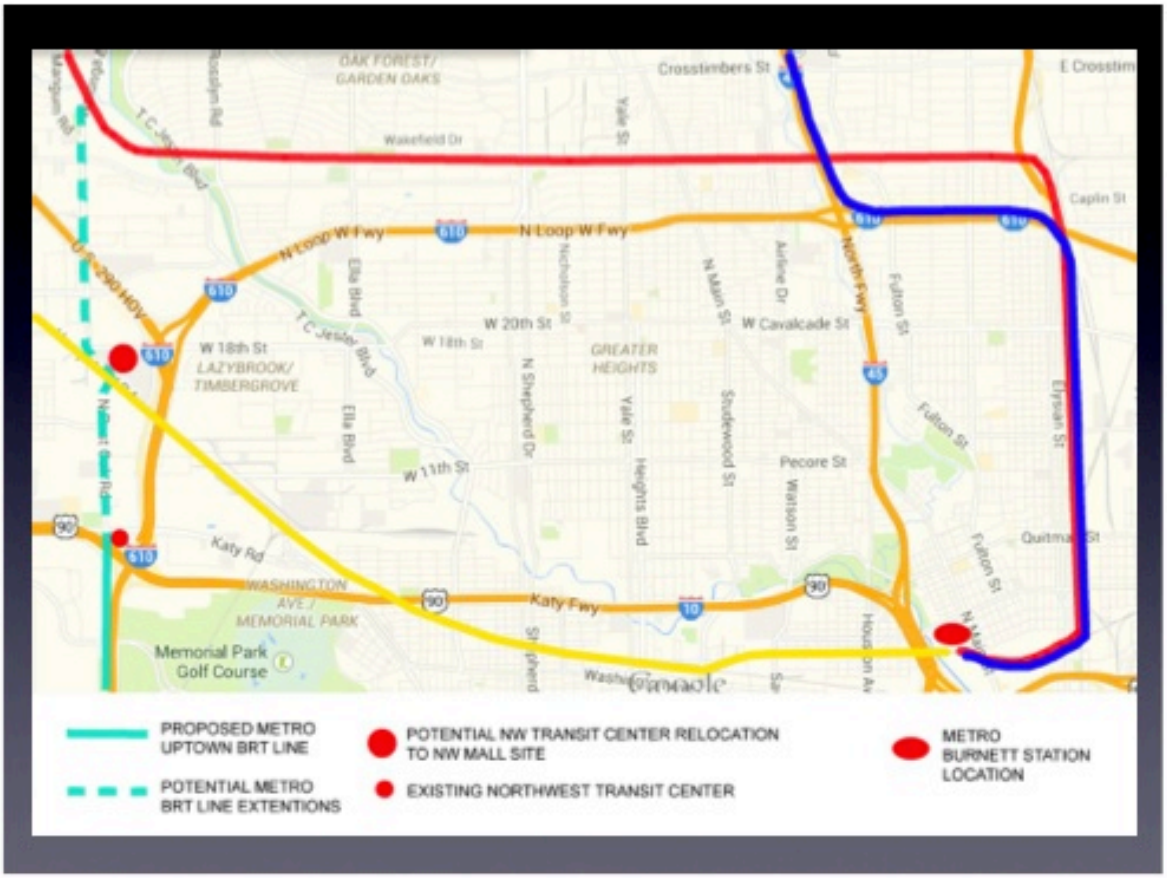
THE AVAILABLE RIGHT OF WAY IS DOUBLE TRACKED EAST OF STUDEMONT (CHANEY JUNCTION) WITH AN APPROX. WIDTH OF 40 FEET.
CLEARANCE BETWEEN EXISTING STRUCTURES RANGES FROM APPROX. 70 - 100 FEET.
THE EXISTING PASSENGER LINE SERVES AMTRAK STATION. COULD CONNECT TO METRO RAIL AT UHDT. TO ACCESS BURNETT STATION. NAVIGATION THROUGH MULTIPLE LAYERS OF I/45 STRUCTURE WOULD BE REQUIRED AND A NEW WHITE OAK BAYOU CROSSING WHOULD BE NECESSARY.



PROPOSED

RED LINE COULD ENTER HARDY CORRIDOR FROM WEST FOLLOWING BNSF'S HOUSTON SUBDIVISION ROUTE PARALLELING THE 610 LOOP BETWEEN 36TH & 37TH STREETS.

Potential connectivity to other transit modes from Texas Central Railway's preferred red and yellow routes



The blue route following IH45 and the Hardy Corridor into the Central Business District was not included as one of Texas Central Railway's preferred alternatives.

Both the red and yellow preferred routes are likely to have negative impacts on established adjacent businesses and neighborhoods.

Elevated grade separation required for High Speed Rail is not appropriate in established residential and business areas.

Such massive infrastructure would best be incorporated into existing high-volume, high-speed transportation corridors.

source: http://www.constructionphotography.com/Details.aspx?ID=33129&TypeID=1

CENTRAL TOKYO

source: http://www.telegraph.co.uk/travel/9693257/Train-travel-Britains-substandard-rail-network-is-turning-tourists-away.html

CENTRAL TOKYO

source: http://www.dailymail.co.uk/news/article-2777022/Japan-celebrates-half-century-186mph-bullet-trains-Britain-s-crumbling-rail-network-STILL-slow-lane.html

CHINA

source: http://qz.com/236809/the-idea-of-chindia-never-really-got-very-far-jindia-has-better-prospects/

source: http://indiandefence.com/threads/chinas-nationwide-high-speed-rail-network-now-or-never.517/page-4

CHINA

source: http://www.dailykos.com/story/2012/12/28/1174064/-Great-News-Longest-High-Speed-Rail-Line-Began-Operation-Today-In-China

Our neighborhoods urge reconsideration of an IH45/610/Hardy route.

Alternatively, High Speed Rail should terminate at a transit center outside the urban core where enhanced multi-modal connectivity to the Central Business District as well as other major activity centers could be provided.