



## Houston High-Speed Rail Watch

EMAIL:

[info@houstonhsrwatch.org](mailto:info@houstonhsrwatch.org)

WEBSITE:

[www.houstonhsrwatch.org](http://www.houstonhsrwatch.org)

ADDRESS:

P.O. Box 925865  
Houston, TX 77292

### Neighborhood Alert: Action Needed During Public Comment Period

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There are some important developments taking place relating to high-speed rail connectivity to downtown that are of concern to Houston neighborhoods. We are reaching out to alert you and let you know how you can join us in helping to protect our communities.

As you may recall, it was announced in November 2015 that the Houston terminus of the high-speed rail line would be in the 290/610 area, not downtown. This was good news, because it removed the immediate threat to the neighborhoods that lie along the potential routes downtown. However, there are no guarantees as to the future. Once the high-speed rail line is up and running, pressure may build for it to continue downtown, which could once again threaten our neighborhoods.

For this reason, Houston High-Speed Rail Watch (HHSRW) is advocating for public-transit connectivity between downtown and the planned high-speed rail location in the 290/610 area. We propose a METRORail or Bus Rapid Transit (BRT) line running elevated over I-10. This would provide a solution for high-speed-rail passengers or other commuters going to or from downtown, while potentially also providing transportation options for the communities along the route. We are pleased to say that at a recent community meeting, METRO CEO Tom Lambert indicated that METRO is seriously considering this as a future option. For more information about our [proposal](#) along with a detailed map, please visit our website at [www.houstonhsrwatch.org](http://www.houstonhsrwatch.org).

Meanwhile, TxDOT continues to move forward with its North Houston Highway Improvement Project, which involves re-routing I-45 to follow I-10 and I-59 around downtown. The TxDOT project does not take into account the connectivity we hope to see between the high-speed rail station and downtown; in fact, it would make this connectivity impossible to achieve, as TxDOT's current plans would demolish the I-10 HOV ramp at Franklin Street (next to the old Post Office), our plan's access route to downtown.

TxDOT is now in the final stages of accepting public comments on its project. They are required by law to address all public comments received. You can comment directly on their web site, [www.ih45northandmore.com](http://www.ih45northandmore.com). Please join us in urging TxDOT to preserve (or rebuild) the I-10 HOV ramp in such a way that it can accommodate future METRORail or BRT service.

**For your convenience, we included a sample comment below. Feel free to use this language when submitting your comment.**

*The need for a public-transit (METRORail or Bus Rapid Transit) connection between downtown and the 290/610 area will be even greater once the high-speed rail station is operational. TxDOT's current plans would demolish the I-10 HOV ramp at Franklin Street (next to the old Post Office) needed for this connection. We request that TxDOT modify its plans to permit such a connection through the I-45 expansion corridor. Specifically, TxDOT must preserve or reconstruct the existing Franklin Street ramp for future METRORail and/or BRT service while remaining within TXDOT's existing right of way. This would support the goal of allowing for needed connectivity while keeping high-speed transit within the existing TxDOT right of way.*

**[CLICK HERE TO SUBMIT YOUR COMMENT NOW](#)**

**The comment period is open until July 27. Please add your voice, and alert your neighbors too!**