WE’RE GOING & GROWING

Welcome to the
South Oak Cliff Corridor
Blue Line Extension
Alternatives Analysis

Public Meeting
March 10, 2011
Agenda

• Project Overview
• Public Involvement Plan
• Previous Public Input
• Coordination with UNT-Dallas and the City of Dallas
• Alternatives and Evaluation Process
Project Location

- Currently defined as an extension of the Blue Line in DART’s 2030 System Plan
- 3 miles
- Non-existing Rail Corridor
What is an Alternatives Analysis?

• Study of different technologies/modes and alignments to determine the best investment in a defined corridor
• Initial alternatives will be broadly defined
• Conceptual Evaluation will screen alternatives
• Will evaluate promising alternatives in detail
**Project Schedule**

**PUBLIC INVOLVEMENT**
General Public and Focus Area Meetings

- General Public Meetings
- Policy, Agency Staff, and Community Work Groups
- General Public and Affected Property Owner Meetings
- Art & Design Committees

**Transit System Plan Recommendation**
- Winter/Spring 2011

**Alternatives Analysis**
- Summer 2011

**Locally Preferred Alternative**
- DART Board Action

**Preliminary Engineering/Environmental Document**
- 2011 - 2013

**Final Design**
- 2013 - 2014

**Construction**
- 2015 - 2019

**Revenue Service**
- 2019

* Assumes external funding
Public Involvement Plan

- Technical Work Group
- Community Work Group
- Executive Work Group
- DART Board of Directors
- DART Project Team
- Dallas City Council Committee briefings
- General Public
Public Input

Previous Meetings
- October 2009 – Police Substation
- November 2009 – UNT Dallas
- April 2010 – Singing Hills Recreation Center

Known Concerns
- Rail crossings of roads
- Traffic impacts
- Delay of emergency vehicles
- Train noise
- Water flow impacts within parks and creeks
- Property values
- Potential migration of crime down the Blue Line
Your Input is Needed

1. Which of the initial alternatives do you think would best serve the area?
2. Are there other alternatives we should examine?
3. What are key environmental / community concerns?
4. Are there any other evaluation criteria that we should consider?
5. Other?
1991 Service Plan Alignment and Stations

Initial alignment established in 1991
DART Board Approved Alignment and Stations

Service Plan amended
February 11, 2008

Public Meeting held
October 2007

Public Hearing held
December 2007

Preferred Alignment
UNT-Dallas Campus Master Plan

Adopted in 2005

Current enrollment 2084

Expected enrollment 16,000 by 2030
City of Dallas The UNT-Dallas Area Plan

Adopted December 2009
Alternatives Analysis Study Area
Proposed Evaluation Criteria

- Ridership
- Environmental/community impacts
- Economic development potential
  - integration with UNT-Dallas campus plan
  - integration with City of Dallas UNT-Dallas Area Plan
- Public input/support
- Integration with existing transit system
  - operating concept (travel time, transfers)
  - maintenance facility requirements
  - options to extend further south
- Capital Cost
- Operating & Maintenance (O&M) Cost
Please direct future comments to:

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Please fill out a comment card!

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