The Alternatives Analysis study for the South Oak Cliff Corridor Blue Line Extension from Ledbetter Station to the University of North Texas (UNT) at Dallas has been completed. At the public meeting on December 15, 2011, DART discussed the results of the study, the recommended Locally Preferred Alternative (LPA), and how you can be involved in the next phase of the project. Input gathered from the public meeting was presented to the DART Board of Directors. The DART Board of Directors approved the LPA on January 24, 2012.

The approved LPA for the project is Alternative 2C. This Alternative (see map on reverse side) generally runs along the east side of Runyon Creek, crosses over Crouch Road west of the Magnolia Trace Senior Housing, crosses over a knoll north of the police station (South Central Patrol Division), follows Patrol Way east of the police station, then turns southwest toward the UNT Dallas campus.

The alignment is anticipated to be aerial over Wagon Wheels Road, aerial over Crouch Road, at-grade over the knoll north of the police station, aerial following the southern portion of Patrol Way, aerial over Camp Wisdom Road, cross Runyon Springs Creek on aerial structure, and operate at-grade along the southern boundary of the UNT Dallas campus.

The proposed Camp Wisdom Station would be located at-grade on a knoll north of the police station on the west side of Patrol Way, with bus access off Patrol Way. Local parking would be shared with future mixed-use development. The proposed UNT Dallas Station would be located at-grade on the southern boundary of the campus near University Hills Boulevard. DART commuter parking would be shared with UNT Dallas. Bus access, kiss & ride access, and handicapped parking would be provided at both stations.

The LPA is based on a technical evaluation and input gathered at several community meetings (see list of meetings in yellow box to the left). Following approval by the DART Board of Directors, DART initiated the next phase of project development, known as Preliminary Engineering and Environmental Assessment (PE/EA). This phase is anticipated to last 9-12 months and will further define the project in cooperation with the community and key stakeholders. During this stage, impacts will be identified and mitigation will be incorporated into the design to reduce or eliminate impacts. The project will then proceed into final design and construction, with an anticipated opening date in late 2019 or sooner.
Locally Preferred Alternative (LPA)

Locally Preferred Alternative (LPA)
South Oak Cliff Blue Line Extension (SOC-3)
Alternative 2C

This map is for discussion purposes only and subject to change during the planning process.
DART - Rail Planning Department - Jan. 24, 2012

SOC-3 PE/EA Newsletter #1 – April 2012