



South Oak Cliff Corridor Blue Line Extension (SOC-3) Alternatives Analysis

History of Public Meetings

Kick-off Meeting
March 10, 2011

Presentation of Conceptual Alternatives
May 19, 2011

Recommendation for Locally Preferred Alternative
December 15, 2011

Community Work Group Meetings

Kick-off Meeting
March 31, 2011

Alignment Discussion
April 21, 2011

Alternatives Recommended for Detailed Evaluation
June 2, 2011

Preliminary Results of Detailed Evaluation
August 18, 2011

Design Charette
November 14, 2011

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Please visit project website for additional information

Recommended Locally Preferred Alternative

The Alternatives Analysis study for the South Oak Cliff 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 will be presented to the DART Board of Directors along with a recommendation for approval of the LPA in January 2012.

The recommended 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 recommendation 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 of the LPA by the DART Board of Directors, DART will initiate the next phase of project development, known as Preliminary Engineering and Environmental Assessment. This phase is anticipated to last 12-18 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 would then proceed into final design and construction.

