

# South Oak Cliff Corridor Blue Line Extension Alternatives Analysis

## Public Meetings

Kick Off Meeting  
March 10, 2011

Presentation of  
Screening Alternatives  
May - June 2011

Recommendation for  
Locally Preferred Alternative  
July 2011

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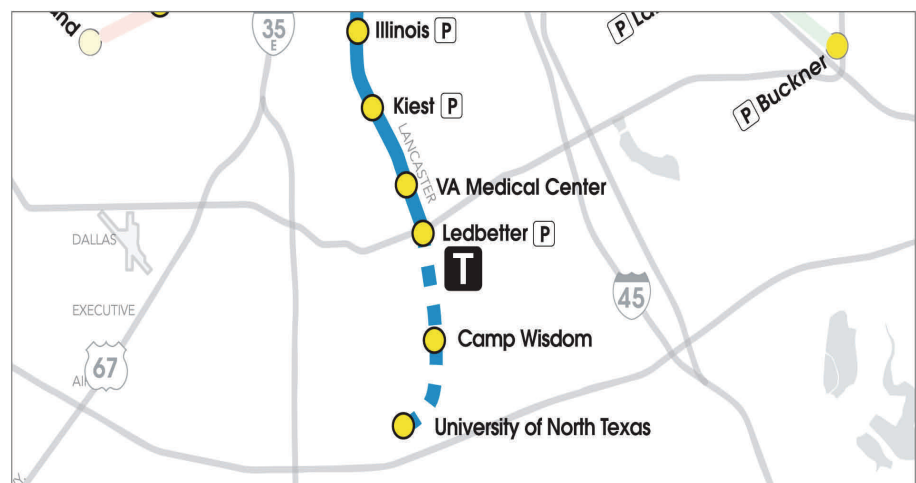
## Project Background

The goal of the South Oak Cliff Corridor Blue Line Extension (SOC-3) Alternatives Analysis Project is to analyze options to provide improved public transportation service between Ledbetter Station (the southern end of the Blue Line) and the neighborhoods in South Oak Cliff, including the University of North Texas (UNT) Dallas Campus, which is located at the southeast corner of Camp Wisdom Road and University Hills Blvd. (formerly Houston School Road). The corridor project study area is approximately three miles long.

The goals of the project are to:

- Improve mobility for local area residents
- Link the UNT Dallas Campus to the regional transit network
- Focus regional growth and enhance air quality
- Enhance sustainability and livability
- Promote economic development

This project involves the study of different technology options and alignments in order to determine the best investment for the area. The purpose of the alternatives analysis process is to proactively and effectively communicate, identify, and analyze the different project options, including comparison of the key differences, and the potential impacts and benefits of each.

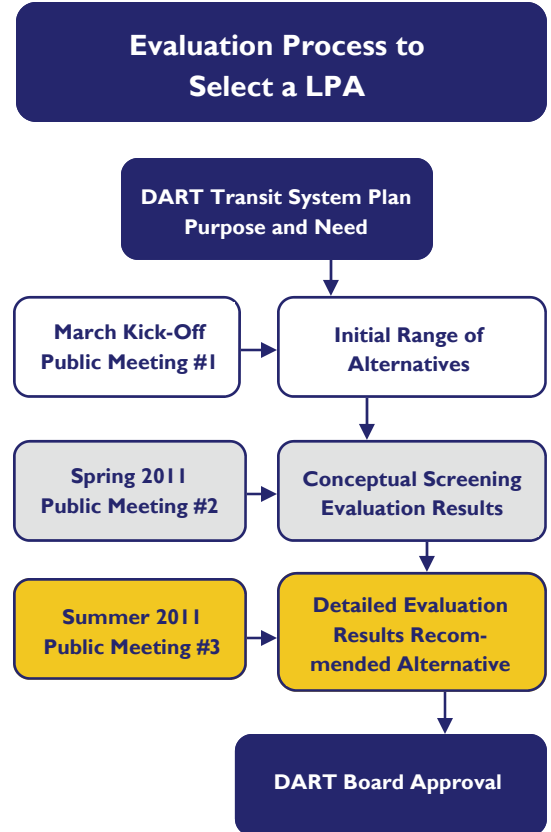


*The current 2030 Transit System Plan recommends an extension of the Blue Line to the UNT Dallas area. The Alternatives Analysis effort will examine this and other options to determine the best transit investment.*

## Study Objectives

The objective of the South Oak Cliff Corridor Blue Line Extension Alternatives Analysis effort is to proactively engage the community in a discussion of the alternative methods to meet mobility needs and support land use and economic development objectives in the study area. The end result of this discussion, input, and analysis is to have a broad based consensus on a Locally Preferred Alternative (LPA). Achieving this objective will involve the following:

- Presenting the proposed screening methodology and range of alternatives to the public and key stakeholders for review
- Receiving feedback on the screening methodology and range of alternatives
- Working closely with the community and stakeholders to define and evaluate a short list of alternatives to evaluate in detail
- Obtaining public comments on detailed alternatives and the detailed evaluation results
- Selection of a Locally Preferred Alternative



## Initial Transportation Alternatives

The initial transportation alternatives have been identified as the following:

### Bus



- Operates on the streets with cars
- Local service with frequent or limited stops
- Would transfer to Blue Line Ledbetter Station

### Light Rail



- Electrically powered from overhead contact system
- Operates in exclusive right-of-way
- Would extend Blue Line with no transfer
- Stations every 1-3 miles
- 3 proposed alignment options