South Oak Cliff Blue Line Extension
Project Status & Schedule

• Preliminary Engineering/Environmental Assessment (PE/EA)
  • Final PE 5% Design Complete
  • Draft Local EA document in development

• Public Review and Comment on Draft Local EA
  • October 2012 - Draft Local EA available for review
  • 30-day review and comment period starting in early October
  • October 23, 2012 - Public Hearing on Service Plan amendment to locate alignment, stations, and grade separations. Comments on Draft Local EA will be accepted as well
  • Final EA will address comments received

• Design, Construction & Revenue Service
  • Scheduled to start in Spring/Summer 2013
  • Opening date late 2016 (pending financial plan approval by DART Board)
Locally Preferred Alternative (LPA)
SOC-3 Alignment 2C

- Wagon Wheels Trail
- Crouch Road
- Camp Wisdom Road
- Red Bird Lane (future)
- Singing Hills
- Villages of Runyon Springs
- Hidden Valley
- UNTD Station Crossing (future)

Crossings:
- Aerial in Blue
- At-Grade in Orange

This map is for discussion purposes only and subject to change during the planning process.
DART - Rail Planning Department - June 15, 2012
Locally Preferred Alternative

Related Issues to be Addressed

- Minimize DART impacts to the property at the northwest corner of Camp Wisdom and Lancaster Roads
- Include view corridors of the station from Lancaster Road and Camp Wisdom Road
- Minimize DART impacts to the police substation and associated parking
- Maintain ADA accessibility in the station designs
- Investigate noise mitigation opportunities for the neighborhood to the west of the preferred alignment
- Respect the interests and concerns of the existing neighborhood residents
- Work with the City of Dallas on issues within its purview:
  - Implement “Complete Streets” for Camp Wisdom Road and Lancaster Road
  - Maximize development opportunities of the Camp Wisdom Station community by relating it to the University of North Texas at Dallas campus
  - Create good pedestrian access from Magnolia Trace to the Camp Wisdom Station
  - Coordinate with the city planning staff on a city sponsored master plan and zoning policies to guide development patterns in the area between Ledbetter Station and Camp Wisdom Road, west of Lancaster Road
SOC-3 Challenges/Opportunities

• Non-existent rail corridor
• Topography
• Floodplain / Potential creek flow impacts
• Adjacent park land
• High public interest
  o Economic development potential
  o Station design
• Neighborhood Concerns
  o At-Grade rail crossings of roadways
  o Gate bell noise at-grade crossings
  o Train whistles at-grade crossings
  o Disruption during construction
Environmental Assessment (EA)

Subjects Analyzed in the Draft Local EA Document

• Land Use
• Acquisitions/Displacements
• Visual and Aesthetics
• Water Crossings
• Road Crossings
• Traffic/Parking
• Safety/Security
• Noise/Vibration
• Park Lands
• Wildlife
• And more...

No significant environmental impacts identified
Noise/Vibration Analysis

One (1) moderate noise impact was identified and will be mitigated.

Design Elements to Reduce Noise Potential

- Aerial crossing of Wagon Wheels Trail, Crouch Road, and Camp Wisdom Road
- No at-grade crossings near the Camp Wisdom Station platform
- Larger rail curve radii to minimize noise potential
Land Use Analysis

- Neighborhoods
- Schools
- Community Facilities
- Displacements/Acquisitions
Rail Right-of-Way

Ledbetter Station to Adams Ridge

Mitigate Displacement of Outbuilding

Mitigate Moderate Residential Noise Impact

Mitigate Displacement of Outbuilding
Rail Right-of-Way

Adams Ridge Area
Rail Right-of-Way

Camp Wisdom Station Area

- Mitigate for Parking Spaces Displaced
- Lowered Clearance for northernmost Driveway
Rail Right-of-Way

ONCOR Tower Gap

Future Road Crossing
Rail Right-of-Way

UNT Dallas Station Area

Future Road Crossing
Parklands

Analyzed:
• Ricketts Branch
• Singing Hills
• Runyon Creek
• Will coordinate with City on future trails

No impact to Parklands
Transportation

• **Travel times**
  • UNT Dallas to West End will be about 29 minutes

• **Ridership Forecast**
  • Two new stations will have about 1,200 riders each per day (Year 2035)

• **Impacts on traffic/roadways**
  • All existing roads grade separated
  • Three potential new crossings in future
  • No significant traffic issues
Kiss & Ride Access
Disabled Access
Pedestrian Access
Safety/Security
Proposed Ledbetter Station Improvements

- Extend and Raise Platform
- Replace Walls with Fencing
- New Kiss & Ride
Retaining walls block view replace walls with cable fencing
New Kiss & Ride Area
Camp Wisdom Station

5 bus bays
123 parking spaces
Rail Guideway and Patrol Way

- Patrol Way Adjacent to Future Development Site
- Potential Development Site
- Larger Rail Curve Radii to Reduce Noise Potential
- Design avoid reconstruction of Patrol Way and Camp Wisdom
- Preserve Option to Extend Patrol Way South
- Police Station
- Patrol Way Adjacent to Future Development Site
- Camp Wisdom Road
Patrol Way Looking North from Camp Wisdom
Potential Development Site

Rail Guideway and Patrol Way
South Central Police Station

- Potential Access Road by Others
- Mitigate Displaced Parking
- Potential New Entrance if needed
- Reduced Clearance 14’ 7” Entrance
- Potential Development Site
- Preserve Option to Extend Patrol Way South
UNT Dallas Campus Master Plan

Dedication

• 100 foot ROW
• About 8 acres for parking

Station Design

• Integration with Campus Plan
• Create Bus Area
• Optimize Transit Functions
• Maximize Economic Development Opportunities
4 bus bays
481 parking spaces
360 expansion parking spaces

UNT Dallas Station
UNT Dallas Station

4 bus bays
481 parking spaces
SOC-3 Next Steps

• Distribute/Circulate Draft Local Environmental Assessment (EA) document
  • 30-day public comment period starting in October
  • Available in local libraries and on www.DART.org/soc3
  • Write, email, or make oral comments

• Conduct Public Hearing for Service Plan Amendment
  October 23, 2012
  • Comment on Service Plan Amendment or Draft Local EA at this hearing
  • Will be at DART Headquarters 6:30 pm
SOC-3 Next Steps

• After 30-day Review Period:
  • Develop Final Local EA, including responses to comments and Mitigation Monitoring Program

• Initiate Final Design & Construction
  • Anticipated to start in Spring 2013

• Revenue Service - 2016

• Ongoing coordination with City of Dallas for area development planning
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