

Alternate Entry Analysis

Frequently Asked Questions

1. What is the purpose of the Alternate Entry Analysis?

Answer: The Alternate Entry Analysis was undertaken to address the security and operational risks associated with a single point of entry to the Nation's busiest Medium hub airport through a very busy intersection. Currently, the only entrance to Love Field is through the signalized intersection of Mockingbird Lane and Herb Kelleher Way at the south end of the airport. Mockingbird Lane is a busy arterial with over 50,000 vehicles/day and Herb Kelleher Way has 28,000 vehicles/day; making for a very congested intersection, which often slips to Level of Service "F" (the lowest rating – intersection failure) during peak periods.

During incidents, the intersection has long backups, sometimes preventing First Responders from timely access to the airport. Similarly, severe back-ups occur when maintenance work requires lane closures on either street, significantly impacting airport operations.

The above poses security and operational risks to the airport in case the only entrance is blocked as emergency response and evacuation operations will be severely impacted. The Alternate Entry project was undertaken to address the operational and security issues.

2. What is the net benefit of an alternate entry and how do you qualify that?

Answer: Net Benefits of the Alternate Entry will be measured by the following criteria:

- *Reduced Vehicles Miles Travelled (VMT) – The preferred alternative should reduce the number of miles travelled by vehicles travelling to and from the airport*
- *Reduced Emissions – The preferred alternative should improve air quality through reduction in emissions and carbon footprint*
- *Reduced Congestion – The preferred alternative should achieve overall reduction of congestion in the surrounding roadways*
- *Provide opportunities for incorporation of alternate transportation modes such as Automated People Mover System with connection to an existing DART station and other transit options.*
- *Provide an alternate route for entry/exit and evacuation operations in case of emergencies*

3. Is consideration being made to how it will affect adjacent neighborhoods, such as cut through traffic?

Answer: Yes, the current high level analysis focuses on overall reductions in VMT, emissions and congestion. Once Council approves a preferred alternative, micro-simulation models will be run to assess impacts on neighborhood streets and if necessary, identify mitigation measures.

4. What is the exact process and timeline to get the alternate entry approved and is it possible to get a task force created at all? Who is the ultimate approver in how this goes?

Answer: The Dallas City Council ultimately approves all Capital Improvement projects for the City. Staff has briefed the Council Transportation and Infrastructure (TRNI) Committee twice on this project and will present our analysis to the Committee in August – September 2020. Based on the Committee’s directions, further analysis to determine construction costs, construction conflicts, benefit/cost ratios, regional partnership opportunities, impact to neighborhoods and existing businesses and other pertinent analysis will be conducted to develop final recommendations for City Council action.

5. How can you potentially consider an elevated option at a north entrance across the public park and not do something on the southside because it is too high?

Answer: The intersection at Mockingbird and Herb Kelleher is located in the approach path to one of the runways at Love Field, thereby restricting the height any development can be above the current grade. One of the proposed alternatives connecting the alternate entry to Northwest Highway would be located between both runways, avoiding this protected area. Additionally, the grade separation between the level of the runways is about 40 ft. above the level of the lake. Whereas at Mockingbird Lane, the level of the runway is at the roadway level.

6. There is talk of a north entrance. What about East and or West entries?

Answer: Staff is evaluating twelve (12) alternatives with one or more entry point from each of the surrounding roadways (including Lemmon Avenue, Shorecrest Drive, Denton Drive and Northwest Highway) and as also a “No Action” alternative.

7. As the alternate entry options are checked, please consider more than just options for cars. An alternate entrance can also mean an alternate drop-off. A place where people can move quickly and collect without cluttering an area. Keep in mind trains, bicycles, scooters, mass transit, etc.

Answer: One of the major criteria established by TRNI Committee for the preferred alternative is that it should be able to incorporate an Automated People Mover System with connection to an existing DART station. In addition, staff is looking at potential alternative transportation modes.

8. Is Dallas Love Field looking to divert cars from Mockingbird Ln. to an alternate north entrance that could send traffic toward Shorecrest Dr. or Bachman Lake Park?

Answer: Staff is evaluating twelve (12) alternatives with one or more entry point from each of the surrounding roadways (including Lemmon Avenue, Shorecrest Drive, Denton Drive and Northwest Highway) and as also a “No Action” alternative.

9. In looking at an alternative entrance on the Denton Drive side, would it include incorporating that into the runway rebuild plan?

Answer: The alternate entrance is not included with the Runway 13R/31L reconstruction plan. The alternate entrance will be a stand-alone project; however, portions of it may be incorporated into taxiway improvement projects being planned for future construction, depending on the final decision of the recommended alignment.

10. With the reduced traffic citywide, why is the project even needed

Answer: Major Infrastructure projects such as this are built to last 50 years or more. Planning for these projects consider long term – ultimate buildout conditions and are not influenced by temporary fluctuations in vehicular or airport traffic.