

Dallas Love Field Master Plan Update

**Mobility Solutions,
Infrastructure &
Sustainability**

August 13, 2018

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Director of Aviation**



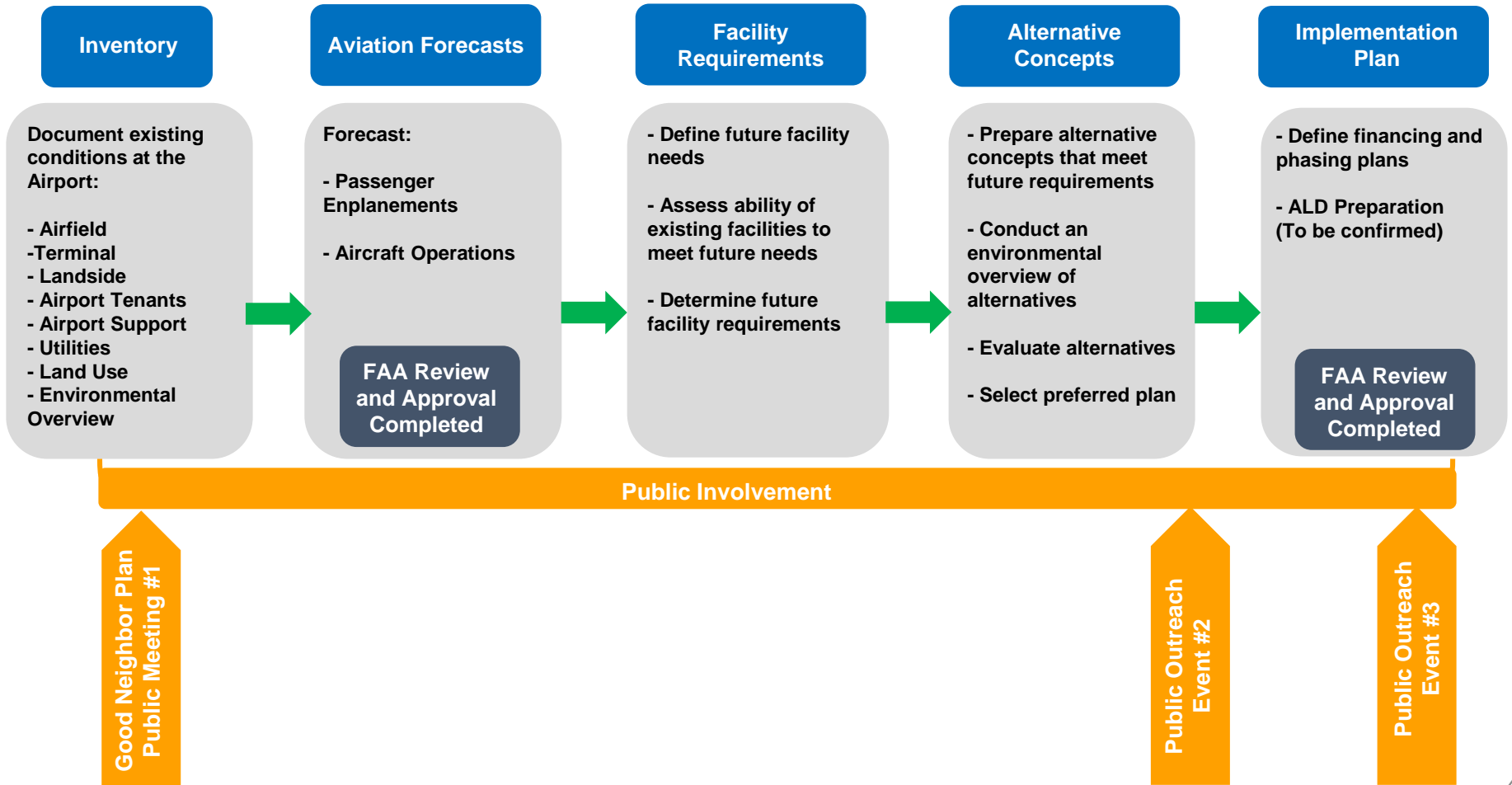
Overview

- Gain approval of the Dallas Love Field (DAL) Master Plan Update
- Discuss work-to-date on North Entry Concept

Master Plan Update Objective

- Previous Master Plan was completed and approved in 2001
- The primary objective of the DAL Airport Master Plan Update is to define a strategic development program for the Airport that will:
 - Efficiently and safely accommodate future aviation demand over the 20-year planning horizon
 - Be responsive to the needs of the communities served by the Airport
 - Maximize revenue-generating opportunities while effectively managing land uses and development
 - Provide flexibility to respond to changes in the dynamic aviation industry
- The Master Plan Update evaluated the effect of the LFMP (2006-2014) and the Wright Amendment Repeal (October 2014)

Master Plan Update Process



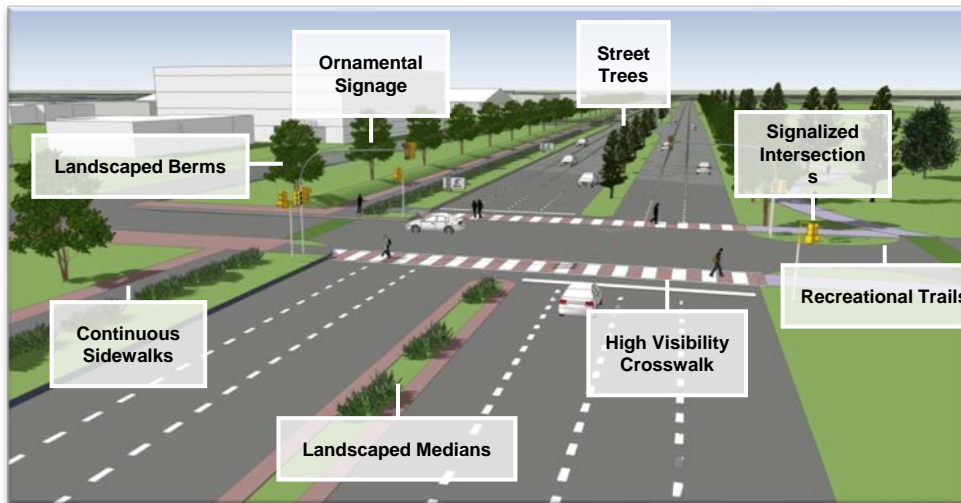
Priorities from Good Neighbor Program Input

Top Three Priorities:

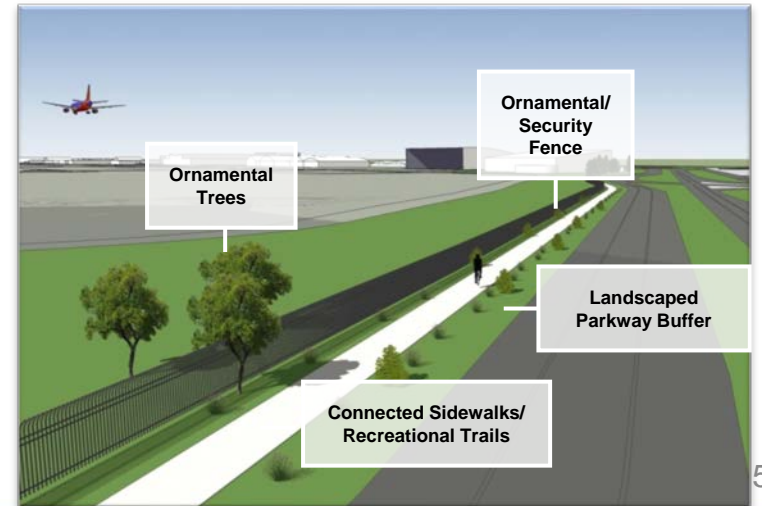
1. Pedestrian Connections
2. Landscaping
3. Buffers



Lemmon Avenue and Lovers Lane

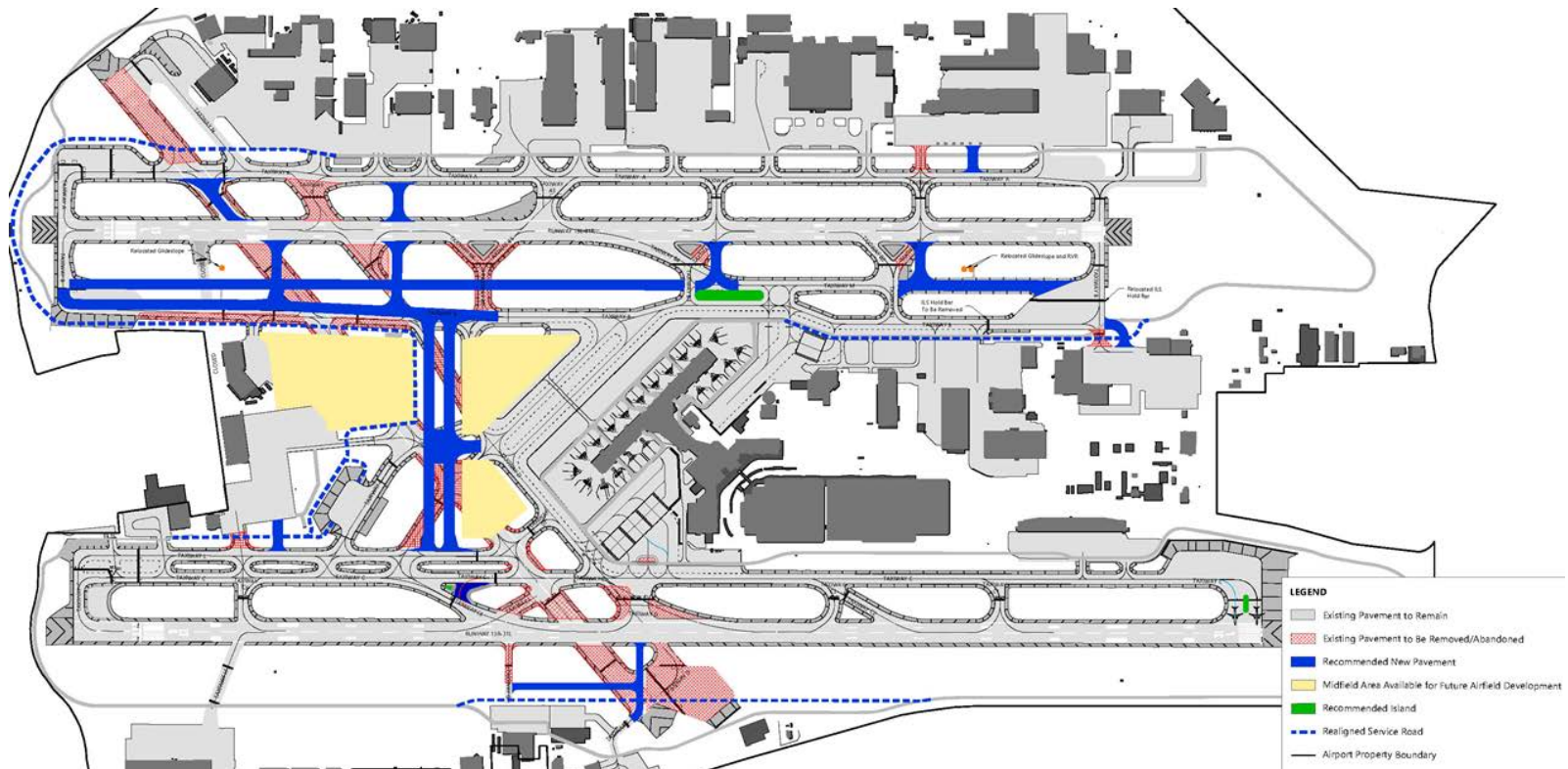


Airdrome Drive



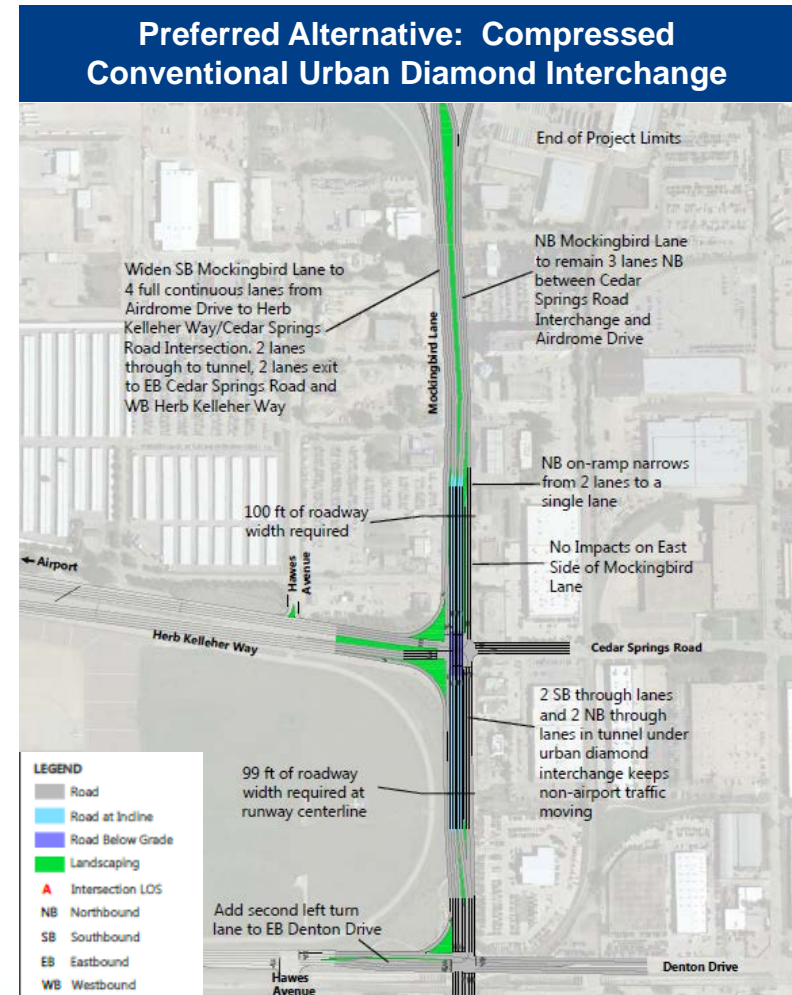
2015 FAA Approved Airfield Layout

- FAA issued a Finding of No Significant Impact for the decommissioning of Runway 18-36
- Current runway system is adequate to meet future demand through the planning horizon (2032)
- Airfield alternatives focus on reconfiguration of the taxiway infrastructure to comply with current FAA design standards



Preferred Alternative for Congestion Relief at DAL Entry Road

- Three intersection alternatives were developed to mitigate congestion at Herb Kelleher Way/Cedar Springs and Mockingbird Lane
 - Compressed Conventional Urban Diamond Interchange
 - Diverging Urban Diamond Interchange
 - Direct Ramp Interchange
- Preferred Alternative improves access while separating commuter and airport traffic



Level of Service (LOS) on Adjacent Roadways with 8.2 Million Annual Enplanements (2019 +/-)

Intersection		LOS at 8.2 MAEP	
		a.m. Peak	p.m. Peak
1	Lemmon Avenue and Airdrome Drive	C	F
2	Lemmon Avenue and Mockingbird Lane	F	F
3	Mockingbird Lane and Airdrome Drive	B	C
4	Mockingbird Lane and Cedar Springs Road/ Herb Kelleher Way	F	F
5	Mockingbird Lane and Denton Drive	F	F



North Entry Concept

- DAL North Entry provides a second option for airport access from arterials serving northern neighborhoods and linking to regional transportation corridors
- DAL safety and emergency management is improved with addition of second entry/exit
- Early plans indicate north entry can be achieved while maintaining safe airfield operations
- Project will require grade separation (elevated cross-over) of north entry road to existing in-bound Herb Kelleher Way and Megredy Circle

Vehicle Miles Traveled (VMT) / Emissions

- A North Entry would reduce VMT and emissions

**Reduction of approximately
4-5% in passenger VMTs
Compared to the Baseline Scenario**

**Reduction of approximately
1,400 to 1,700 tons of greenhouse gases (CO₂e)
compared to the Baseline Scenario**

North Entry as a Second Airport Access

- Passenger surveys conducted 2/27/17-3/2/17
- Probability to Enter Dallas Love Field via North Entry = **45%**

Passenger Survey Results

Zones	# of Trips	Likelihood of Using North Access	# of North Entry Trips
North	327	100%	327
East	393	50%	196
West	97	50%	49
South	468	0%	0
TOTAL	1,285		572 (45%)

Completed Passenger Surveys – 1,200

Usable Passenger Survey – 1,089

Departing Passengers/Day – 7,020

Sample Size – 15.2%

Margin of Error at 95% Confidence Level ± 3%

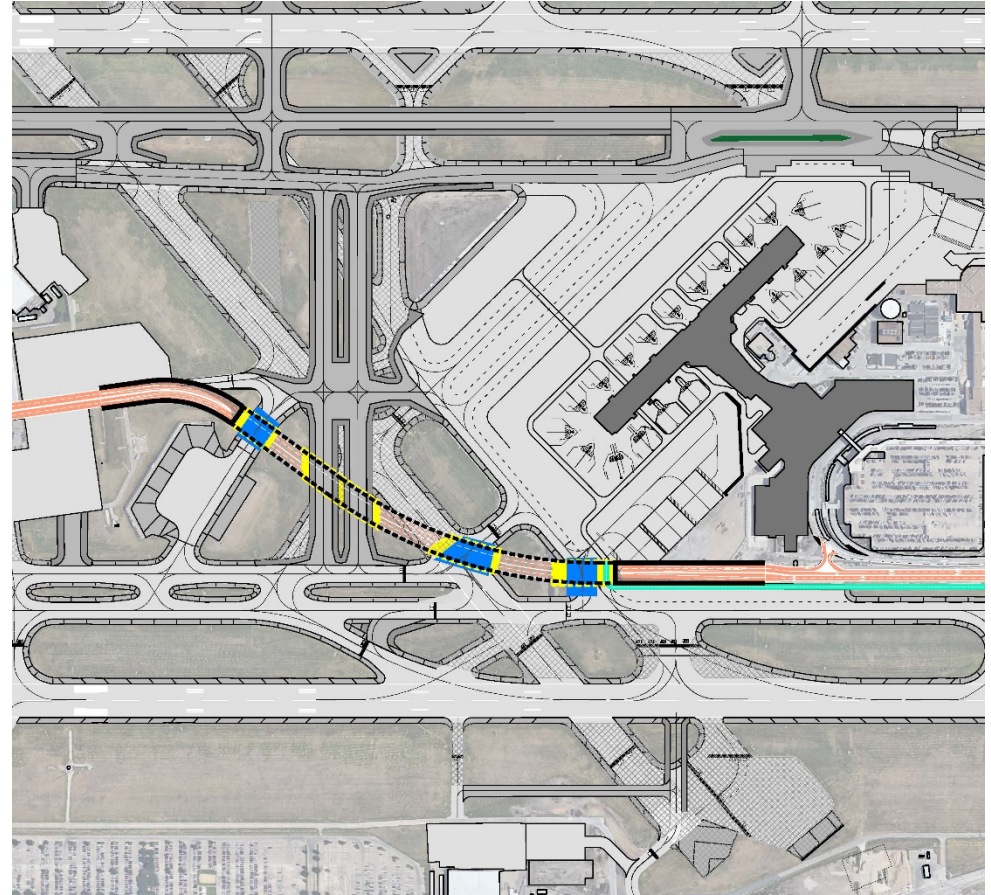
Source: Passenger Surveys conducted February 27-March 2, 2017, Ricondo & Associates, Inc., July 2017

Safety and Emergency Management

- Existing single road access increases Airport's vulnerability during emergencies
- In an event that compromises access to Herb Kelleher Way, emergency response and evacuation of terminal area are challenging
- Second roadway access relieves current congestion at over-capacity intersection (Herb Kelleher Way and Mockingbird Lane) and offers a "back door" if future intersection changes close Herb Kelleher Way and/or Mockingbird Lane

Preliminary Model Route to Terminal

- Supports FAA-approved Airfield Layout
- Allows airfield operations to continue during phased construction
- Maintains future development options



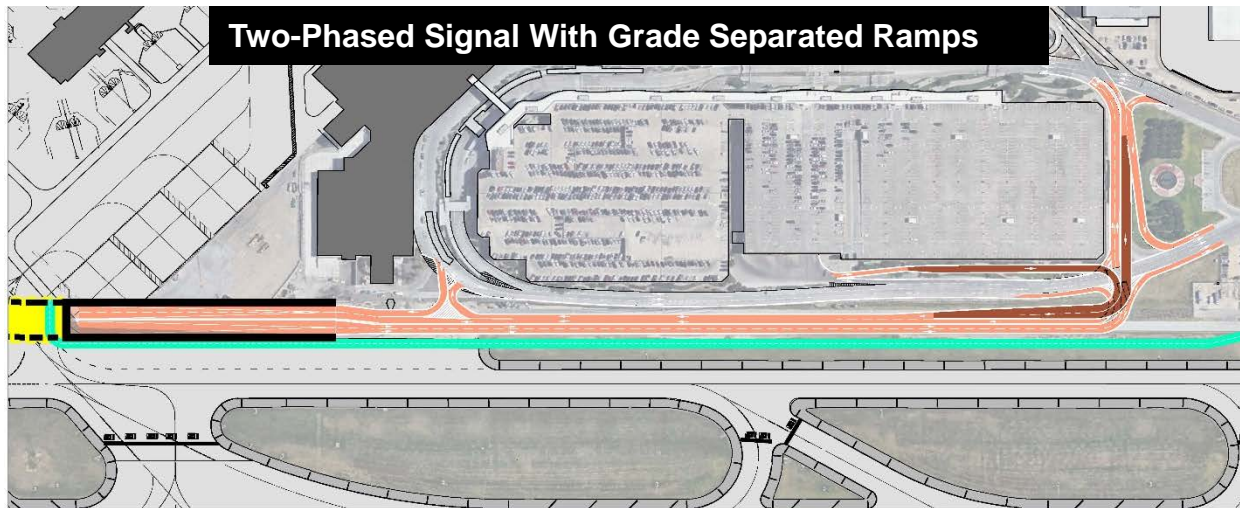
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Integration with Existing Terminal Area Roadways (Grade-Separation)

- Level of Service(LOS) and safety impacts limited possible at-grade solutions
- Grade separation option was developed to improve safety, maintain LOS and provide a connection to existing roadway system

LEGEND

- Proposed Roadway Improvement
- Proposed Elevated Roadway
- Proposed VSR Road Re-alignment
- Proposed Tunnel Cover
- Proposed Tunnel Approach
- Proposed Tunnel Roadway



Source: Google Earth Pro, May 2017; Love Field Master Plan Update, May 2015; Ricondo & Associates, Inc., May 2017

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Next Steps

- Committee approval of Master Plan Update
- Committee approval to continue planning study on North Entry Concept
 - Baseline traffic data will be updated with additional transportation surveys and counts
 - Traffic models will be assessed for positive or negative impacts, including Northwest Highway; secondary neighborhood streets; and possible mitigation for north neighborhoods
 - Develop major planning elements of project, including connection to Shorecrest Drive or Northwest Highway; alignment of route with airfield layout; and connections to terminal area roadways
 - Schedule Good Neighbor Program events for outreach and public input
 - Provide periodic Committee briefings

A draft of the Master Plan Update can be found online through the Dallas Love Field Airport website link below:

[DRAFT Master Plan Update](#)

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