



Tonight's Speaker

Mark Duebner
Director of Aviation

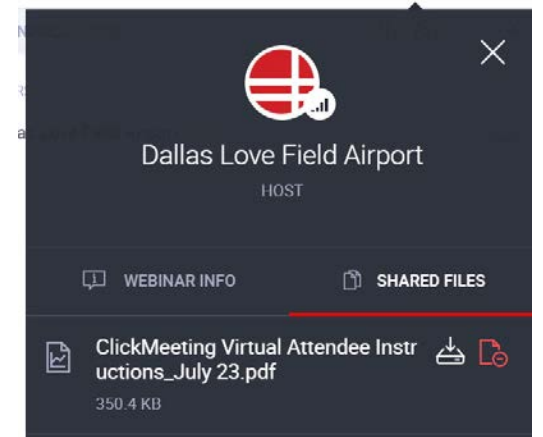
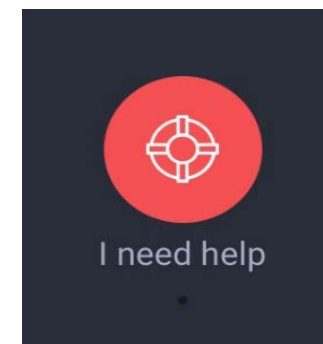
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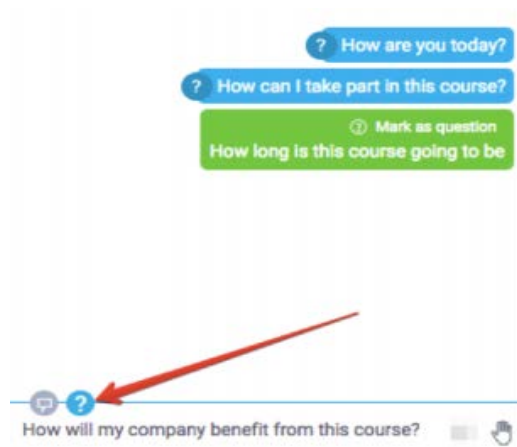


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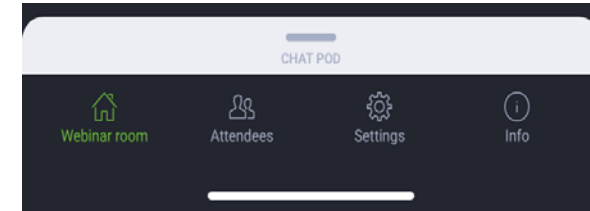
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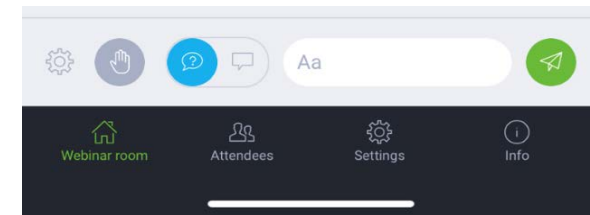


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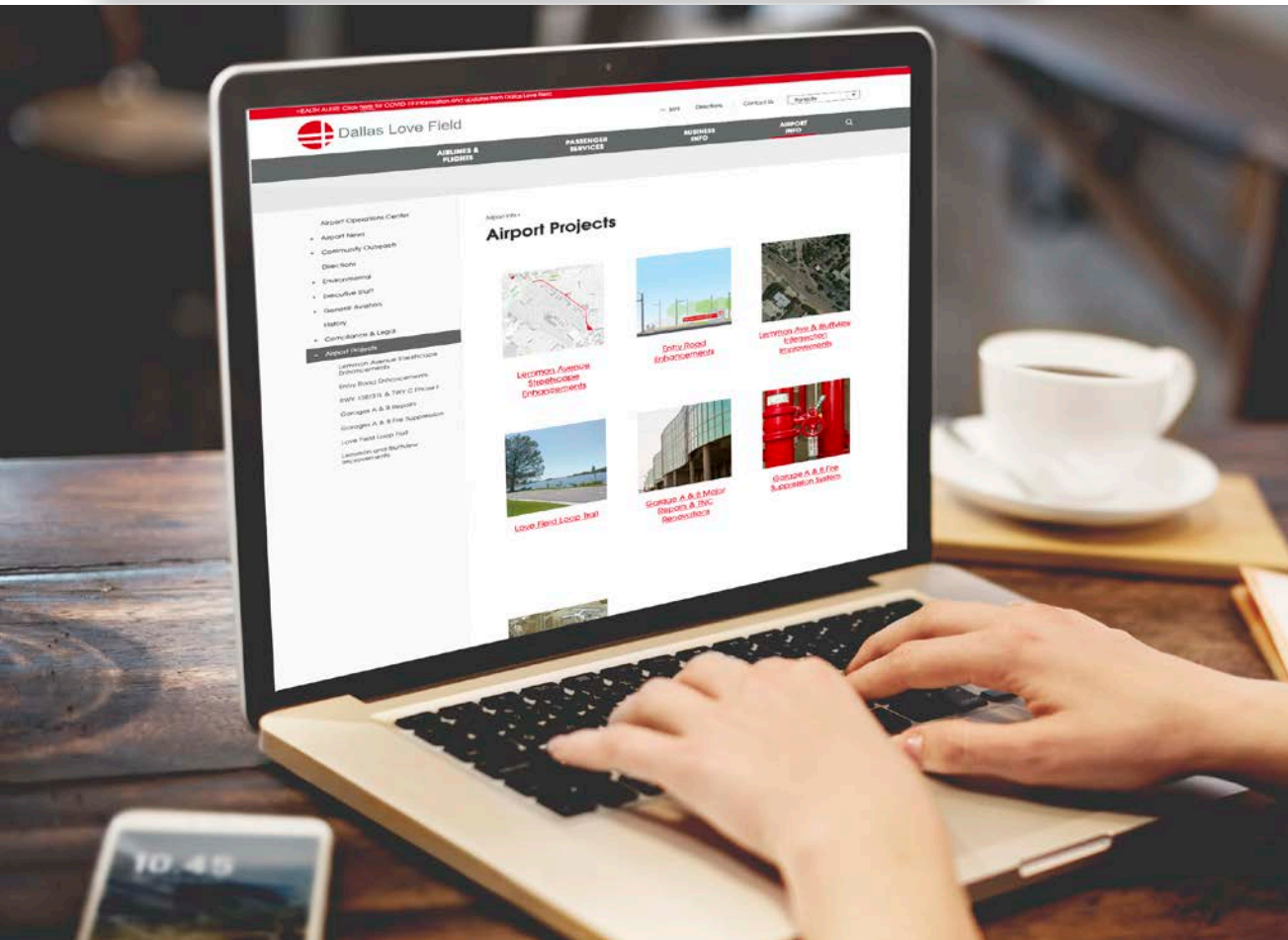
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Frequently Asked Questions



Go to the Airport Projects webpage

[Dallas-LoveField.com](https://www.dallas-lovefield.com)

- Airport Info
 - Airport Projects
 - DAL Alternate Entry – FAQs



Public Meeting - July 23, 2020

Dallas Love Field Alternate Entry Analysis

Agenda



- Meeting Purpose
- Alternate Entry Need and Analysis Purpose
- Alternatives Evaluation
- Critical Impact Alternatives
- Shortlisted Alternatives
- Alternate Entry Public Input Survey
- Next Steps
- Frequently Asked Questions // Q&A

Meeting Purpose

purpose / 'pɜ:pəs /
the reason for doing something
purpose of your visit
because

- To provide project information
- Share updates
- Gather community feedback

Alternate Entry Need

The Mockingbird Lane/Herb Kelleher Way intersection is the only entrance into Love Field

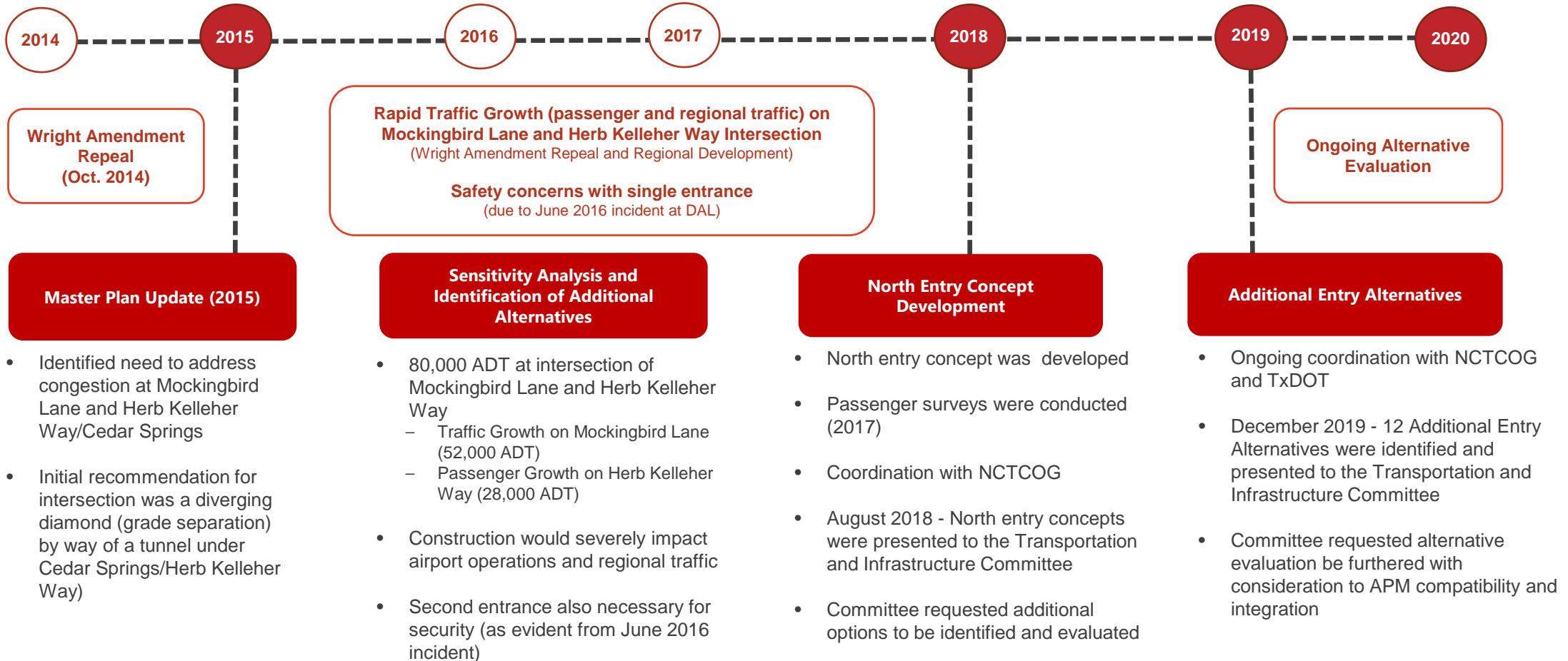
- Serving over 80,000 vehicles/day, the intersection often slips to Level of Service “F” (intersection failure)
- During incidents or lane closures, long backups occur, impacting first responders' access to the airport
- Airport operations can be severely impacted, causing security and operational risks
- Any incident blocking the entrance can critically burden passenger access and evacuation operations

Alternate Entry Analysis Purpose

The Alternate Entry Analysis was undertaken to address the following at the nation's busiest medium hub airport:

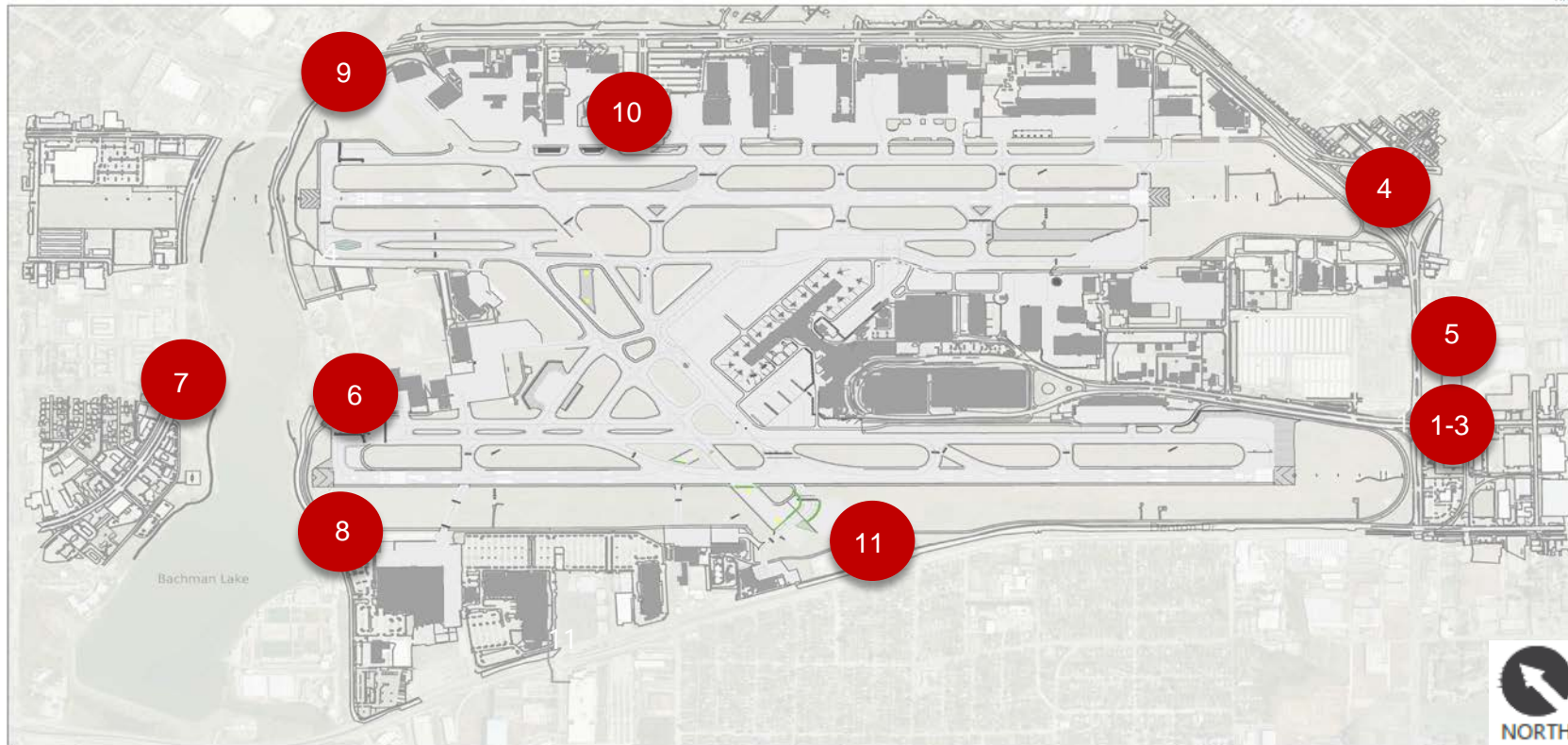
- Safety
- Mobility
- Congestion
- Security concerns
- Operational risks

Background



ALTERNATIVES EVALUATION

Alternatives Evaluation



1. Conventional Urban Diamond Interchange
2. Diverging Diamond Interchange
3. Direct Ramp Interchange
4. U-Turn at Airdrome
5. Mockingbird Lane/Waddell Avenue
6. Shorecrest Drive - Central Airfield
7. Northwest Highway - Central Airfield
8. Shorecrest Drive - West of Runway 13R-31L
9. Lemmon Avenue / Shorecrest Drive
10. Lemmon Avenue / George Coker Circle
11. Denton Drive

Alternatives Evaluation

The 11 alternatives were evaluated on the following criteria:

- Traffic impacts
- Reduction in vehicle miles travelled (VMT)
- Ability to accommodate an automated people mover (APM) system
- Provides an alternate route for emergency needs

Each alternative was rated on how it performed in each category (critical impact to excellent)



CRITICAL IMPACTS ALTERNATIVES

Alternatives 1-3

Conventional Urban Diamond Interchange

CHALLENGING Traffic Impacts

- At 7.0 MAEP (million annual enplanements), improves peak-hour Level of Service (LOS C) at Cedar Springs Road/Herb Kelleher Way; *NOTE: In 2016, 7.0 MAEP was exceeded; 2019 = 8.6 MAEP.*
- Does not significantly increase LOS
- Below grade road would separate heavy traffic on Mockingbird Lane

CRITICAL IMPACT VMT Reductions

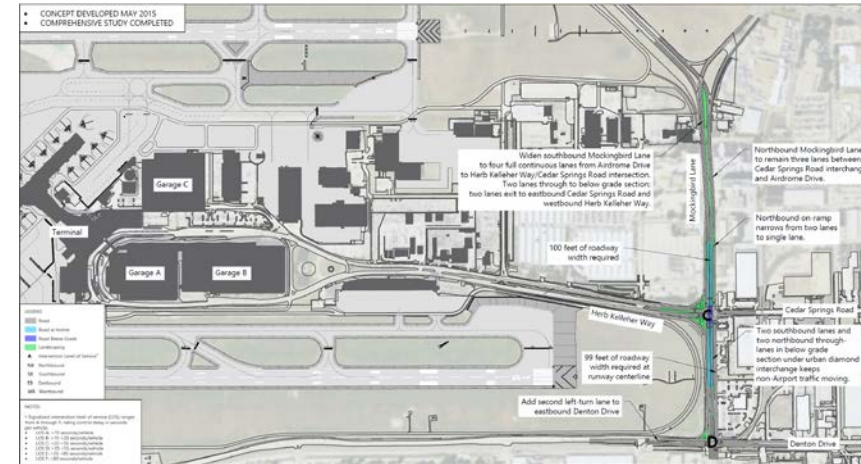
- No reduction in VMT generated by Airport traffic

CRITICAL IMPACT APM Integration

- Runway Protection Zones limit alignment
- Major property acquisition needed due to alignment needs
- Part 77 obstructions may inhibit construction depending on APM height and location

CRITICAL IMPACT Additional Entry/Exit for Emergency Needs

- No alternate entry/exit route provided for emergency needs



LEGEND:

EXCELLENT
GOOD
NEUTRAL
CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT

Alternative 4

U-Turn at Airdome

CHALLENGING Traffic Impacts

- Increased traffic will negatively impact westbound and eastbound Mockingbird Lane and Lemmon Avenue traffic
- Herb Kelleher Way/Mockingbird Lane Intersection is reduced to two phases
- All traffic would enter Airport from north via widened two-lane southbound right turn into the Airport

CRITICAL IMPACT VMT Reductions

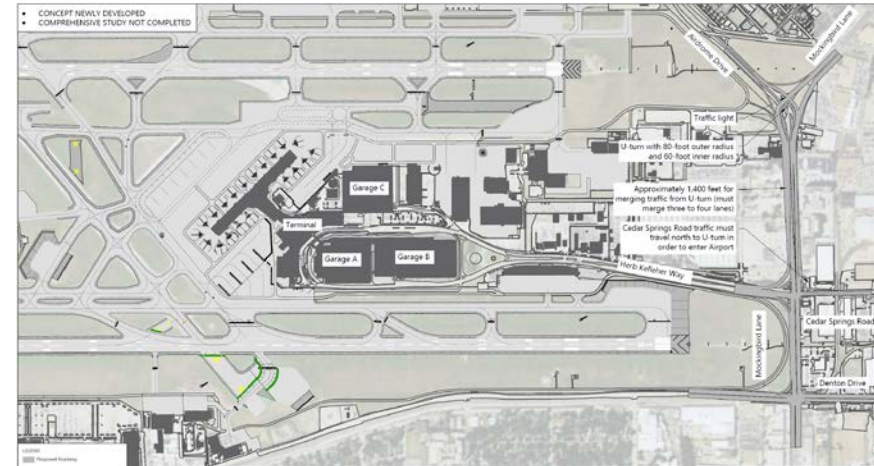
- Assumed VMT increase compared to Baseline

CRITICAL IMPACT APM Integration

- Runway Protection Zones limit alignment.
- Major property acquisition needed due to alignment needs
- Part 77 obstructions may inhibit construction depending on APM height and location

CRITICAL IMPACT Additional Entry/Exit for Emergency Needs

- No alternate entry/exit route provided for emergency needs



LEGEND:

EXCELLENT
GOOD
NEUTRAL
CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT

Alternative 5

Mockingbird Lane/Waddell Avenue

CRITICAL IMPACT Traffic Impacts

- Traffic congestion remains on Mockingbird Lane
- Addition of a second parallel entrance does little to diversify travel routes to the Airport
- No clear route to Terminal; exiting traffic would still likely use Herb Kelleher Way
- Proximity of proposed traffic signal to existing signals is less than 0.25 miles (Federal Highway Administration's recommendation), resulting in seven signals within a 5,600-foot span on Mockingbird Lane. This would cause poor signal progressing, more traffic delay, and increased risk for traffic accidents.

CRITICAL IMPACT VMT Reductions

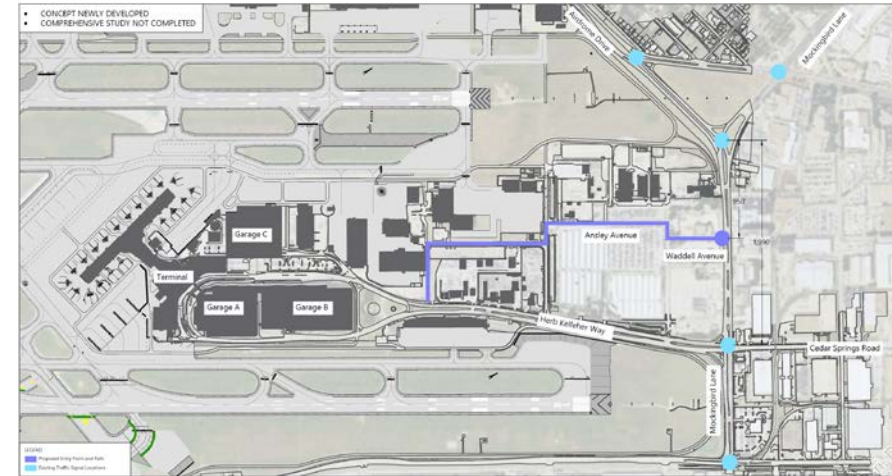
- No reduction in VMT generated by Airport traffic

CRITICAL IMPACT APM Integration

- Runway Protection Zones limit alignment
- Major property acquisition needed due to alignment needs
- Part 77 obstructions may inhibit construction depending on APM height and location

NEUTRAL Additional Entry/Exit for Emergency Needs

- Provides an alternate entry/exit for emergency needs. However, due to the proximity to the existing entry/exit, this is not a viable alternative during emergency situations.



LEGEND:

EXCELLENT
GOOD
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CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT

Alternatives 1-5

APM Integration

CRITICAL IMPACT APM Integration

- Runway Protection Zones limit alignment
- Major property acquisition needed due to alignment needs
- Part 77 obstructions may inhibit construction depending on APM height and location
- Property easement/off-Airport right of way
- Effects to on-airport facilities
- Complexities in construction of APM in this location could impact airport operations



LEGEND:

EXCELLENT
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NEUTRAL
CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT

Alternative 11

Denton Drive

CHALLENGING Traffic Impacts

- Potentially higher use for vehicles traveling north
- Perceived less traffic reduction to Mockingbird Lane than alternatives 6-10

GOOD VMT Reductions

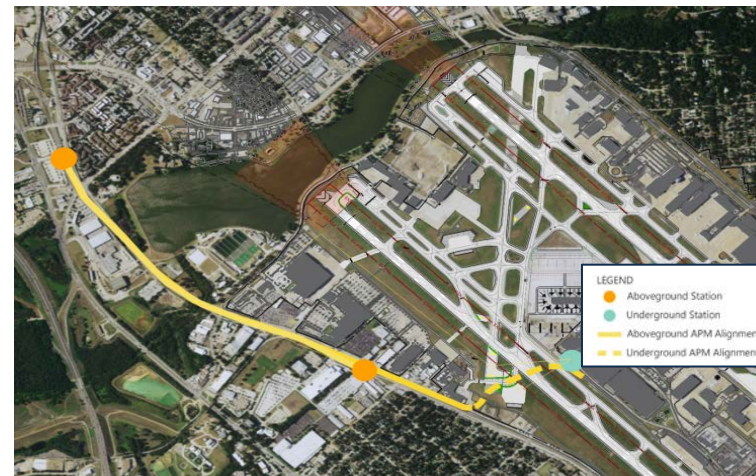
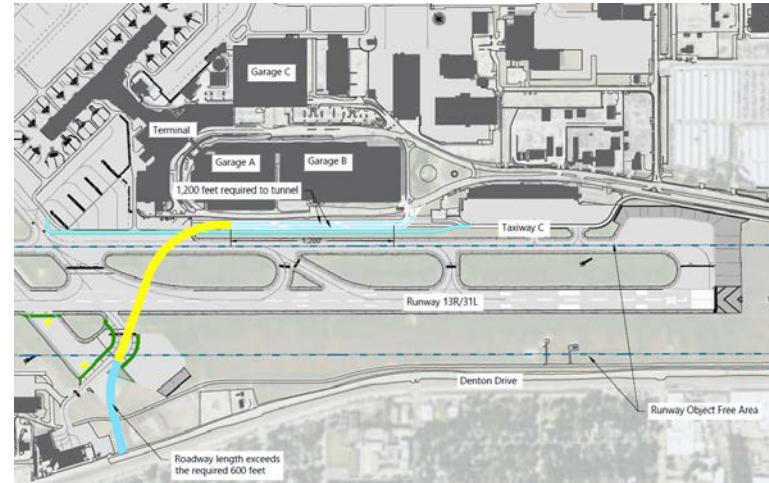
- 4.44% reduction in VMTs from Airport Traffic compared to the baseline (8,397,555 VMT)

CRITICAL IMPACT APM Integration

- Due to a greater than 8% grade change needed to tunnel under runway, APM integration is not viable

EXCELLENT Additional Entry/Exit for Emergency Needs

- Provides an alternate entry/exit for emergency needs that connects to a separate arterial roadway than the existing entry/exit



LEGEND:

EXCELLENT
GOOD
NEUTRAL
CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT

SHORT LISTED ALTERNATIVES

Shortlisted Alternatives – Evaluation Matrix

ALTERNATIVES		Traffic Impacts	VMT Reductions	APM Applicability	Emergency Entrance/Exit	SHORTLISTED CONCEPTS
		SOUTH	1-3	Challenging	X	X
	4	Challenging	X	X	X	X
	5	Critical Impact	X	X		X
NORTH	6	Excellent				→
	7	Excellent				→
	8	Excellent				→
EAST	9	Good				→
	10	Excellent				→
WEST	11	Challenging		X		X

LEGEND

- Excellent
- Good
- Neutral
- Challenging
- Negative Impact
- Critical Impact

- Shorecrest Drive - Central Airfield
- Northwest Highway - Central Airfield
- Shorecrest Drive - West of Runway 13R-31L
- Lemmon Avenue – Shorecrest Dr.
- Lemmon Avenue – George Coker

- 1. Conventional Urban Diamond Interchange
- 2. Diverging Diamond Interchange
- 3. Direct Ramp Interchange
- 4. U-Turn at Airdrome
- 5. Mockingbird Ln/ Waddell Ave
- 6. Shorecrest Dr. Central Airfield
- 7. Bridge from Northwest Hwy Central Airfield
- 8. Shorecrest Dr west of Runway 13R-31L
- 9. Lemmon Ave/Shorecrest Dr Intersection
- 10. Lemmon Ave/George Coker Cir Intersection
- 11. Denton Dr

Alternative 6

Shorecrest Drive Central Airfield

EXCELLENT Traffic Impacts

- At least 45% of airport traffic expected to use a north entrance
- Reduce traffic on Mockingbird Lane & south arterials
- Assumed benefits at existing entrance (local traffic impact to be analyzed)

EXCELLENT VMT Reductions

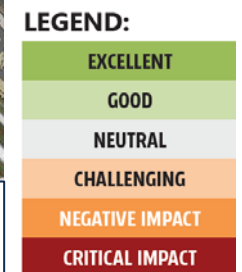
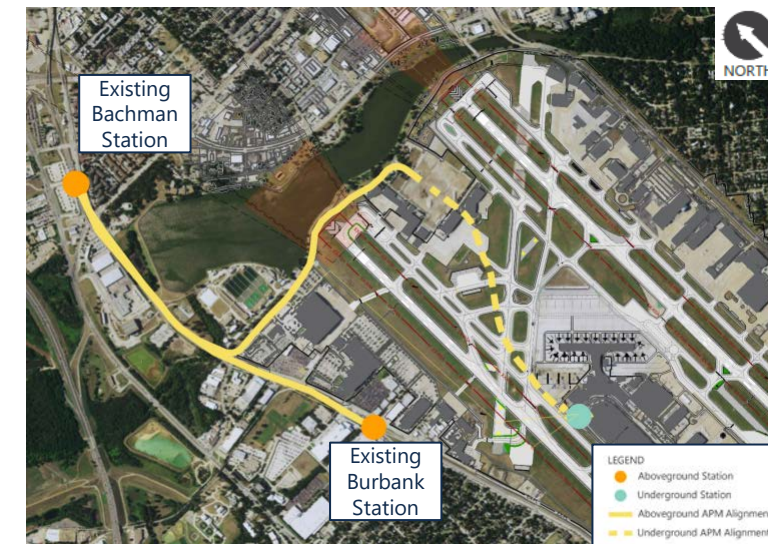
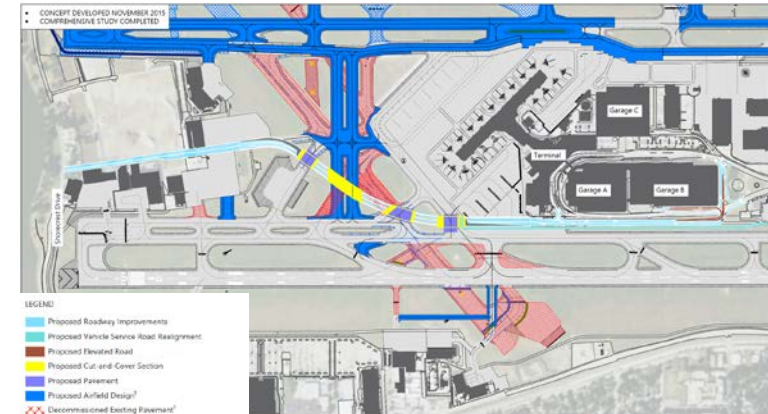
- 5.35% reduction in VMTs from airport traffic compared to the baseline (10,119,260 VMT)

NEUTRAL APM Integration

- Viable connectivity to Bachman station (approximately 2.5 miles)
- Viable connectivity to Burbank station (approximately 2.3 miles)

EXCELLENT Additional Entry/Exit for Emergency Needs

- Provides an alternate entry/exit for emergency needs that connects to a separate roadway than the existing entry/exit



Alternative 7

Northwest Highway Central Airfield

EXCELLENT Traffic Impacts

- At least 45% of airport traffic is expected to use a north entrance
- Reduce traffic on Mockingbird Lane & south arterials
- Assumed benefits at existing entrance (local traffic impact still to be analyzed)

EXCELLENT VMT Reductions

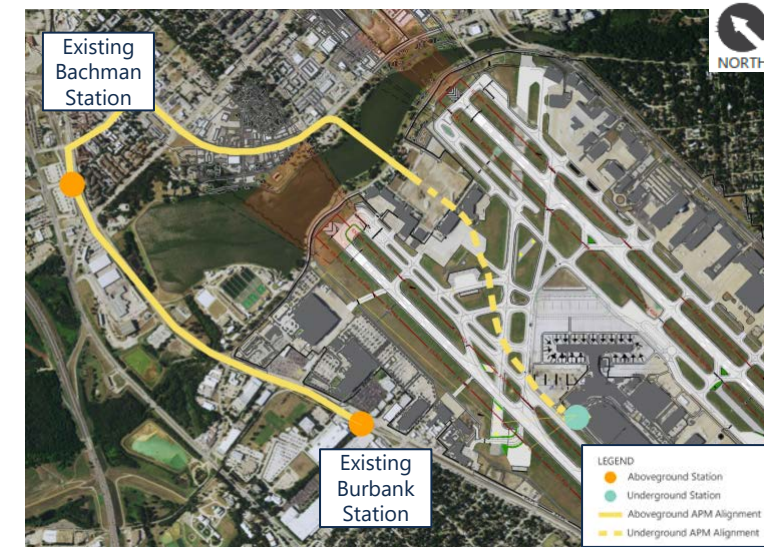
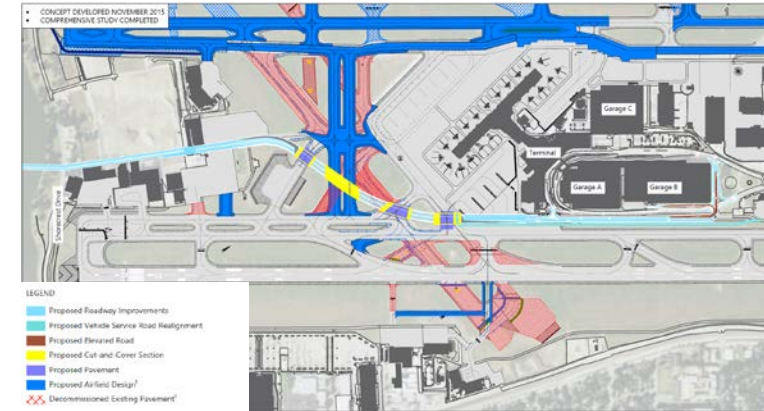
- 5.85% reduction in VMTs from airport traffic compared to the baseline (11,056,580 VMT)

NEUTRAL APM Integration

- Viable connectivity to Bachman station (approximately 2.1 - 2.3 miles)
- Viable connectivity to Burbank station (approximately 3.2 - 3.4 miles)

EXCELLENT Additional Entry/Exit for Emergency Needs

- Provides an alternate entry/exit for emergency needs that connects to a separate roadway than the existing entry/exit



LEGEND:



Alternative 8

Shorecrest Drive West of Runway 13R-31L

EXCELLENT Traffic Impacts

- At least 45% of Airport traffic is expected to use north entrance
- Reduce traffic on Mockingbird Lane & south arterials
- Assumed benefits at existing entrance (Local traffic impact still to be analyzed)

EXCELLENT VMT Reductions

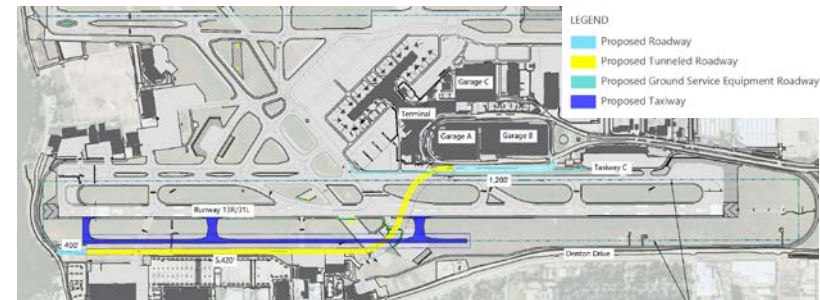
- 5.35% reduction in VMTs from Airport traffic compared to the baseline (10,119,260 VMT)

NEUTRAL APM Integration

- Viable Connectivity to Bachman Station (approximately 2.1 miles)
- Viable Connectivity to Burbank Station (approximately 1.8 miles)

EXCELLENT Additional Entry/Exit for Emergency Needs

- Provides an alternate entry/exit for emergency needs that connects to a separate roadway than the existing entry/exit.



Alternative 9

Lemmon Avenue / Shorecrest Drive

GOOD Traffic Impacts

- Reduce traffic on Mockingbird Lane
- At least 45% of airport traffic is expected to use north entrance
- Traffic expected to increase on Shorecrest Drive

EXCELLENT VMT Reductions

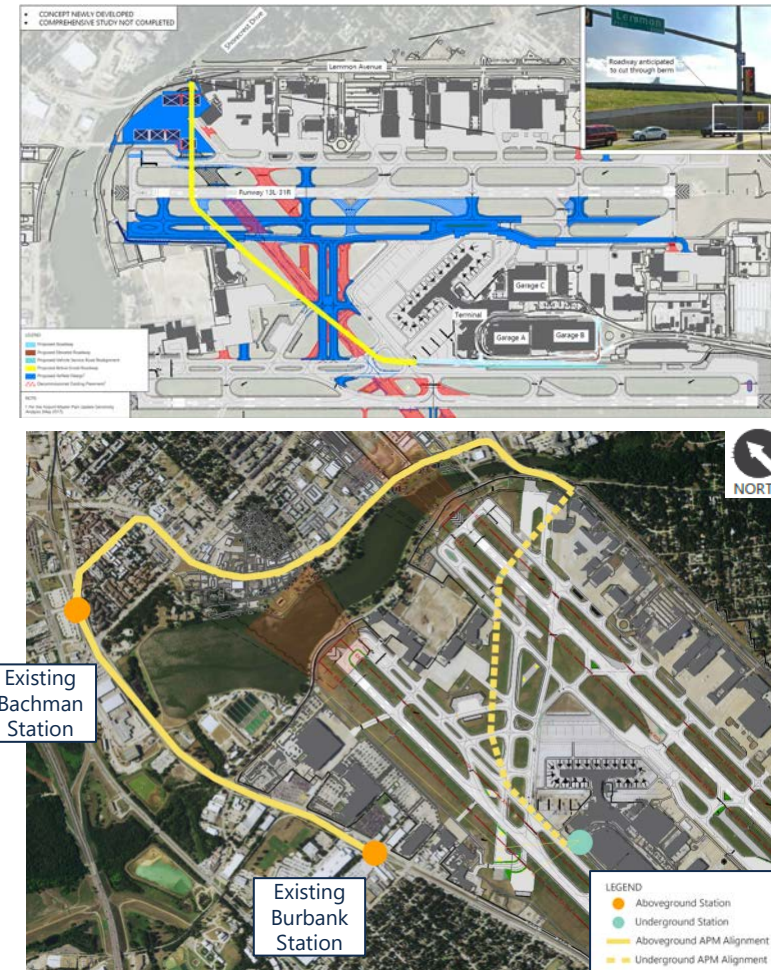
- 5.46% reduction in VMTs from airport traffic compared to the baseline (10,319,645 VMT)

NEUTRAL APM Integration

- Viable connectivity to Bachman station (approximately 3.2 – 3.4 miles)
- Viable connectivity to Burbank station (approximately 4.3 - 4.5 miles)

EXCELLENT Additional Entry/Exit for Emergency Needs

- Provides an alternate entry/exit for emergency needs that connects to a separate roadway than the existing entry/exit



Alternative 10

Lemmon Avenue / George Coker

EXCELLENT Traffic Impacts

- At least 45% of airport traffic is expected to use north entrance
- Reduce traffic on Mockingbird Lane

EXCELLENT VMT Reductions

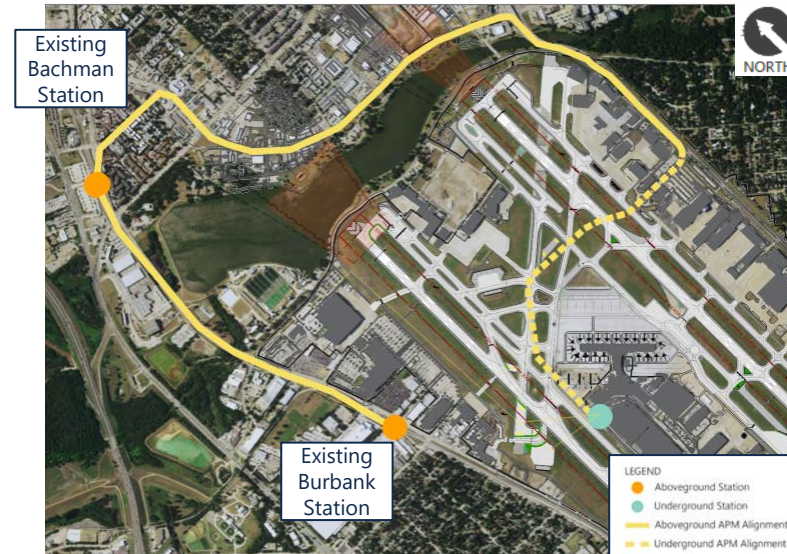
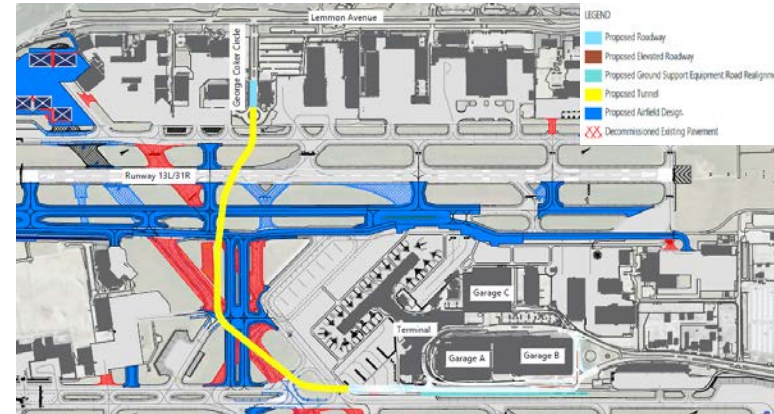
- 5.46% reduction in VMTs from airport traffic compared to the baseline (10,319,546 VMT)

NEUTRAL APM Integration

- Viable connectivity to Bachman station (approximately 3.5 - 3.7 miles)
- Viable connectivity to Burbank station (approximately 4.6 - 4.8 miles)

EXCELLENT Additional Entry/Exit for Emergency Needs

- Provides an alternate entry/exit for emergency needs that connects to a separate roadway than the existing entry/exit



LEGEND:



ALTERNATE ENTRY PUBLIC INPUT SURVEY

Alternate Entry Public Input Survey

Purpose:

- To obtain public input on the alternate entry analysis
- Gain understanding of modes and methods of travel
- Gather community priorities and consideration factors

To include:

- Community members
- Airport customers and airline passengers
- Airport tenants, contractors and employees

Survey open till
Sept. 30

English: bit.ly/AEA_EN

Spanish: bit.ly/AEA_ES

NEXT STEPS

Next Steps Shortlisted Alternatives

Continued public outreach:

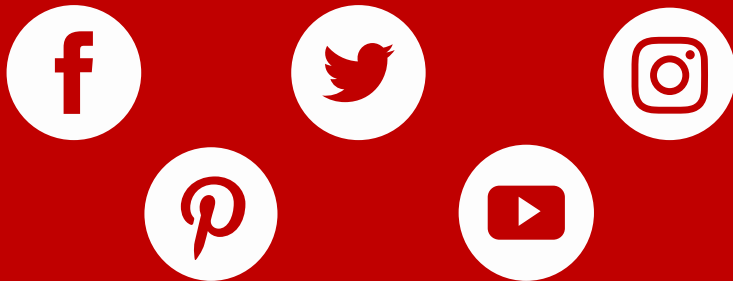
- Additional public meetings: Sept. 3 and Sept. 22

Remaining alternatives are to be refined based on the following criteria:

- Detailed traffic analysis
- Emissions analysis
- APM integration
- Design feasibility
- Cost analysis

Let's Get Social

Follow Dallas Love Field on social media to keep up-to-date with the latest news, highlights, project updates, as well as existing events to breaking news. Get connected by following @DallasLoveField today!



Contact Us

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Director of Aviation



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Dallas Love Field Terminal

8008 Herb Kelleher, Dallas, TX 75235



Dallas-LoveField.com



FREQUENTLY ASKED QUESTIONS (FAQs)

FAQs: Q1

Is consideration being made to how it will affect adjacent neighborhoods, such as cut through traffic? How will Shorecrest Drive or any other entry points impact the surrounding traffic?

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**.

FAQs: Q2

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?

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. **Any task force or committees for the project will be formed per Council direction.**

FAQs: Q3

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?

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 level of the runways on the north side is about 40 ft. above the level of the lake, whereas at Mockingbird Lane, the level of the runway is at the roadway level.

FAQs: Q4

As 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.

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.

FAQs: Q5

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

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. Over 45% of Love Field traffic comes from the north, some of the options being considered will divert the traffic to a route through the airport instead of going around the airport to the current entry point to the south.

FAQs: Q6

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

That alternate entrance option is **not being recommended** because it cannot accommodate an APM system.

FAQs: Q7

With the reduced traffic citywide, why is the project even needed? With the economic impacts and lower flight traffic from the current pandemic, how is this a viable use of taxpayer dollars at this time?

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. More, the **Airport is self-funded**. Its operations and capital projects are funded entirely through revenues generated at the airport and not through taxpayer dollars.

FAQs: Q8

Please address impacts and traffic congestion on Northwest Hwy?

As staff evaluates the 12 alternatives, traffic impact analyses have been conducted at regional levels which show overall reductions in VMT, emissions and congestion. Once Council approves a preferred alternative, micro-simulation models will be run to assess impacts on Northwest Highway and other roadways.

FAQs: Q9

Has the airport performed detailed long-term studies on the environmental impact, traffic impact, noise impact, and health/safety impact for both Bachman Lake and the surrounding communities for each of the proposed new entrance options? Or does the airport study only very narrowly include the traffic and environmental impact to the airport itself, at the exclusion of consideration for the impact to the park and surrounding neighborhoods?

The current high-level analysis **focuses on overall reductions in VMT, emissions and congestion regionally**, not specific to the airport. Once Council approves a preferred alternative, detailed environmental analysis will be performed for the selected alternative.

FAQs: Q10

How much increased airport activity (takeoffs and landings) is expected with the new/additional entry?

The alternate entry project **will not impact** take-offs or landings.

Are there further details on future plans for Bachman Lake and the area leading to the Webb Chapel Extension?

There are several projects being undertaken by various City departments in and around the Bachman Lake area:

- The Department of Aviation's (DOA) **Lemmon Avenue Streetscape Enhancement project** will construct **bicycle and pedestrian trails** along Lemmon Avenue from Airdrome Drive to Shorecrest Drive, connecting to the Bachman trail
- DOA, in partnership with the National Parks Service and several City Departments and other stakeholders are in the planning stages of the **Love Field Loop Trail project**
- Dallas Water Utilities (DWU) is designing the replacement of the **Bachman Lake Dam**
- Department of Parks and Recreation Services projects include:
 - **Bachman Skate Park**
 - **Bachman Recreation Center**
 - **Bachman Aquatics Center**
 - **QuikTrip Trail Head**
 - **Bachman Greenbelt Trail**

FAQs: Q12

Why not consider a separate APM [automated people mover] from Burbank Station?

A study conducted in 2011 for an APM connection from Burbank Station to Love Field concluded the connection was **not economically viable**. In 2019, staff analyzed the design feasibility of the connection. The analysis concluded that **safe minimum design grades for an APM could not be met**. Therefore, this alternate is not being considered further.

Community Question: Q1

We were told by a worker on Shorecrest Drive that they were removing the park and lake for airport expansion - is this really a consideration?

The **airport is not looking at expanding**, nor does it have any plans to remove the park and lake.

Community Question: Q2

I am concerned there is so much focus on VMT for users of the airport - the focus should be on the impact to the people who live here 24/7 and not the people who come and go from the airport and whether it takes them 10 more minutes to get there or get home.

Reduction in VMT also result in reduced congestion, which will benefit both travelers and neighborhoods. The high-level analysis currently being done identifies alternates that will result in overall reduction in VMT, Emissions and Congestion. Once Council chooses a preferred alternative, micro-simulation models will be run to predict impacts on local streets and identify mitigation measures. Our goal is to reduce congestion overall, achieve a net reduction in VMT & emissions and maintain acceptable levels of service on local streets. We plan to conduct extensive outreach to neighborhoods at that time.

Community Question: Q3

I believe, the busy times at the airport are also the busy times on Northwest (NW) Highway - between 6 a.m. to 9 a.m. and from 3-7 p.m. Putting 45% of the airport traffic into that area will have a negative impact. We already sit through multiple lights during that time and the NW Hwy and Toll road intersection is just impossible. It backs up to Inwood Road on a regular basis. When all the traffic from the North comes down to NW Hwy to go West to the airport and then reverses to try and get back to the Tollroad to go north to get home - it will be unbearable. This will also negatively impact Midway Road and Inwood Road northbound as people try to get to Royal Lane or Forest Lane to access the toll road or just use Midway Road and Inwood Road as their northbound route. It will also create backups on the Toll road for traffic exiting to go west to the new proposed entry. How do you plan on handling all of that?

Over 50% of Love Field passengers have zip codes north of the airport. This traffic is existing and must travel to the very south end of the airport, using roads in the vicinity such as Lemmon Avenue, Inwood Road, Bluffview Boulevard, Mockingbird Lane and Denton Drive. **An alternate entry point will reduce airport related traffic on these roadways.** In reference to Northwest Highway, **a detailed analysis will be conducted when Council chooses a preferred alternate.** There are **several initiatives underway by our Regional Partners to address traffic issues on Northwest Highway: a study is being conducted for the DNT/NW Hwy interchange**, another study will soon be undertaken to look at mobility issues on NW Hwy in the vicinity of Bachman Lake - we will work with our regional partners to ensure impacts from this project will not result in decreased levels of service on NW Hwy or any roadways in the vicinity.

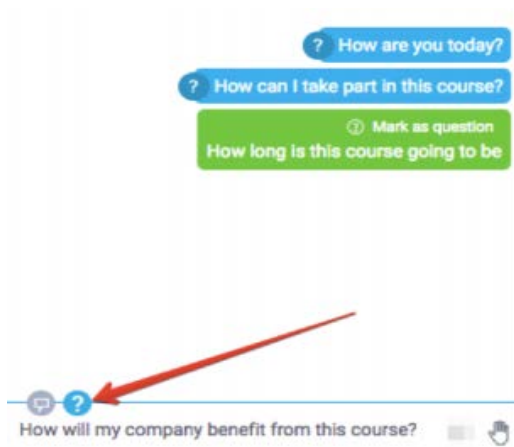
QUESTIONS

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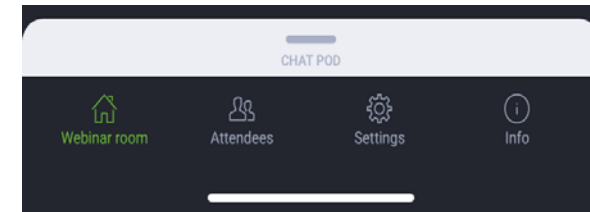
Computer:

If on a computer, click on the **blue question mark** in the chat box to send your message as a question. All chats submitted with a question mark at the end will also be automatically submitted.

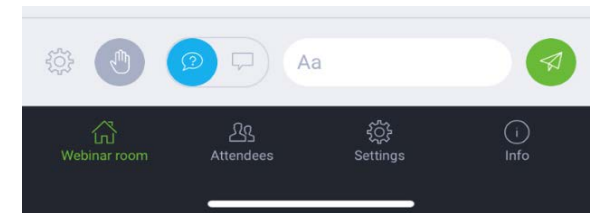


Mobile App:

Step 1: In the ClickMeeting mobile app, expand the chat box by holding the **Chat Pod bar** at the bottom of your screen and drag it all the way to the top.



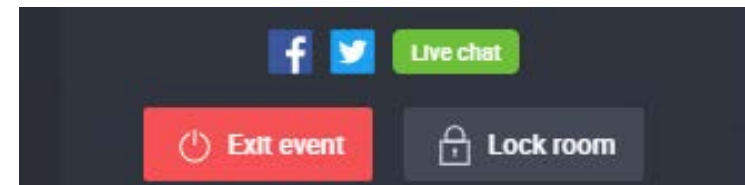
Step 2: Click on the **blue question mark** and type your question. Click on the green send symbol to submit. To exit the chat box, drag the chat pod back down.



Rate Tonight's Meeting



Before leaving the meeting, please use the red *Exit event* button to rate our meeting and provide any final comments



THANK YOU
FOR JOINING US.

Thank
You