

## Alternate Entry Analysis

### Frequently Asked Questions

#### **Purpose & Benefits**

#### 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 roadway 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 Traveled (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. Why did a simple purpose become such a complicated, convoluted, disruptive and expensive set of benefits and project tasks?

*Answer: Providing multiple benefits does not mean the concept is convoluted. An alternate entry to the airport has many benefits and can be justified based on several key considerations. Examples include first responder emergency access to the airport, redundancy of airport operations in the event one access point is blocked, and improved traffic flow in the airport catchment area. In addition to satisfying these objectives, an alternate entry also results in a lowering of the VMT and vehicle emissions generated by airport-related traffic by providing a more direct route to travelers accessing the airport from the north and west. The multiple benefits would be an enhancement to the region's transportation system as well as an important operational enhancement to the airport.*

4. 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?

4.a. Why is an alternative entry to Love Field a priority, rather than fixing the existing infrastructure?

*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. More, the Airport is self-funded. Its operations and capital projects are funded entirely through revenues generated at the airport and not through taxpayers dollars. This is a long term, Department of Aviation project that will address operational deficiencies within our control.*

5. With passenger volumes being dramatically decreased and a slow recovery due to the COVID-19 pandemic, what is the urgency of making this decision given the future of Aviation?

5.a. With volume being dramatically reduced now and a very slow recovery (if ever), why not wait and re-evaluate this proposal in 3 years?

5.b. Why is an alternative entry a priority when airport traffic has plummeted?

*Answer: Industry estimates generally assume a 3-year recovery from the COVID crisis. The project is to accommodate both near and future demand. The planning, design and construction phases are estimated to take 3 to 5 years. By that time traffic is expected to be higher than pre-pandemic conditions. The current estimates of air travel, assuming*

*complete recovery of the COVID crisis, continues to project increased passenger travel for all airports, not just Dallas Love Field. We fully expect to reach or exceed pre-COVID volumes and are actively planning for when this occurs. More, planning for long term projects like this consider ultimate buildout conditions and are not influenced by temporary fluctuations in vehicular or airport traffic*

### ***Impact on Neighboring Communities***

1. 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?

1.a. Has any consideration been given to impacts to traffic in neighborhood areas on the north side?

1.b. Don't you think that wherever you have an alternate entry it will have a huge impact on traffic, real estate development, congestion, the environment, the surrounding neighborhood, and many other things?

1.c. How on earth would this benefit anyone living in this area?

1.d. What is the benefit for any of the neighborhoods around the airport?

1.e. What will be done to mitigate cut thru traffic in residential neighborhood areas?

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

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

*Answer: 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*

3. The issue with alternative 6 is that it destroys a public park that many people in the community enjoy. Why is there not a category in your matrix that evaluates the impact on existing neighborhoods?

3.a. Are you studying the negative impacts on Bachman Lake and the community that use it for these alternatives?

*Answer: Our analysis to date has looked at the benefits using a regional traffic model. A more detailed traffic analysis including defined study areas will be completed during the Environmental Analysis after the shortlisted alternatives progress to the next phase. While we expect impacts to the park areas to be minimal, if this option is selected by Dallas City Council, all impacts will be identified and mitigated through consultations with stakeholders. The Department of Aviation has engaged the Department of Parks and Recreation and will continue this coordination throughout the full analysis of this project.*

4. Any consideration of completely closing through access along Shorecrest, Capps and Cresthaven east of Lemmon?

Will you budget speed bumps on Elsby off of Lovers Lane?

*Answer: Please contact the City of Dallas, Department of Transportation regarding this issue.*

5. Has the airport done any studies on the impact of doubling passenger traffic on the quality of life in surrounding neighborhoods?

*Answer: A comprehensive study has not been completed by airport. However, in addition to continually engaging the community through our Good Neighbor Program, we have commissioned multiple projects around the airport that adds to the quality of life. Most notably, the Lemmon Avenue Streetscape Enhancements project. The details of this project can be found on the Airport Projects webpage.*

6. Why is there not a community taskforce that would allow for neighbors to actually delve into the details?

*Answer: Dallas City Council makes decisions pertaining establishments of a taskforce. Without, a taskforce has not been established for this project. The community is frequently engaged through our quarterly GNP meetings and ad-hoc meetings held for this project.*

7. How will you mitigate the nightmare of Lovers lane?

*Answer: The Department of Transportation and Dallas County are working on a potential streets project for Lovers Ln.*

8. How will you protect my home value???

*Answer: Department of Aviation projects like the Lemmon Avenue Streetscape Enhancement project, Love Field Loop Trail project and various other GNP projects will enhance quality of life through construction of bicycle and pedestrian trails, landscaping and intersection safety improvements. The Alternate Entry project will also result in net reduction in emissions and congestion.*

9. Will there be more police paid by the airport commission in our neighborhoods?

*Answer: The Department of Aviation does not pay for the police in your neighborhood.*

### **Impact on Airport**

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

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

2. Would any of the shortlisted options prevent the airport from adding more gates in the future?

*Answer: Dallas Love Field is limited to a maximum of 20 commercial gates, any changes to the number of operating gates will take congressional action.*

3. What is the probability the airport would need extra lanes for emergency vehicles? What studies have been done to justify this finding?

*Answer: During emergency situations, having another entrance/exit would help with traffic management. In June 2016, there was a shooting at the Airport which significantly impacted the flow of passengers and emergency vehicles in/out of the Airport, leading to gridlock. In addition, traffic incidents at the single entrance have also impacted the ingress/egress of the Airport.*

4. Could you move the rental car facilities to an off-airport location to provide an alternative entrance from University/Lemmon Ave?

*Answer: This concept is essentially the same concept as Alternative #10, requiring extensive tunneling and limited APM integration capability. It would also have a negligible impact on VMT savings because of its proximity to the existing entrance and emissions in the region. While there would be some benefit to congestion on Mockingbird Lane, the overall operating impact to the local street network would be negligible and costs would be similar to other options under consideration.*

5. Have you considered asking DART to expand service from the north and establish a station within Garage C?

*Answer: There is existing DART service between the airport and Inwood Station via the Love Link 524. The Department of Aviation is open to discussions with DART regarding transit improvements to Love Field, however, transit improvements do not negate the need for an alternate entry to the Airport.*

6. If there was a northern entrance, could there be a bag drop off /security location and then have the automated people mover system transport passengers to the main terminal?

*Answer: The handling of passenger baggage is an airline responsibility and conceptionally would be possible provided an airline is willing to assume this role. The Transportation Security Administration (TSA) would also be required to approve the baggage handling.*

7. Most airports have a single entry. DFW is an exception. Please explain how they manage their emergency needs, etc.

7.a. Hobby airport has only one entrance and does very well.

*Answer: A majority of commercial airports in the country have multiple points of access. Most of the single point of access airports do NOT have a single point of failure that could disrupt Airport operations, as what we are experiencing at Dallas Love Field. Other top, medium-hub airports throughout the nation similar to our passenger count are immediately adjacent to a major freeway. Our airport is not, we are on a congested arterial street in a corridor experiencing rapid residential and commercial growth.*

8. Would partial Taxiway Tango affect Alternative 8's viability?

*Answer: Detailed impact analysis will be conducted in the next phase once Dallas City Council chooses a preferred option.*

9. How do you plan to change the people traffic flow with the runways, taxiways and terminal?

*Answer: Further design details will be developed once Dallas City Council chooses a preferred option.*

### ***Process, Funding and Timeline***

1. 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 September-October 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.*

2. 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?

*Answer: The current high-level analysis focuses on overall reductions in VMT, emissions and congestion regionally, not specific to the airport. Once Dallas City Council approves a*

*preferred alternative, detailed environmental analysis will be performed for the selected alternative.*

3. Why weren't financial analyses done earlier in the process?

3.a. Why isn't there a cost estimate presented with each alternative

*Answer: A full financial analysis requires detailed information developed through design, engineering and costs studies. The layouts under consideration are in the planning phase and reliable information is not yet available to accurately assess the likely costs of any of the alternatives. Financial analysis will be performed for the shortlisted alternatives.*

4. When will a broader impact study addressing the environmental, traffic, safety, noise, and economic impact on Bachman Lake and the surrounding communities be made public?

4.a. Alternatives 6-8 appear to be most viable and connect to the north/northwest. What impact do you anticipate to the existing real estate/infrastructure along Webb Chapel Ext?

*Answer: Detailed traffic impact studies will be undertaken in the next phase for the shortlisted alternatives. A detailed Environmental Study will be undertaken for the alternative selected by the Dallas City Council.*

5. How much money has been spent studying and consulting in consideration of this project in the past 2-3 years? Which portion of the City's budget is used? What is the cost of leaving the current access system as it is currently?

5.a. This is a publicly funded giveaway to corporate interests. No different than a Billionaire's stadium funded by taxpayers!

5.b. Who will pay for this new entrance? FAA? Airlines? Taxpayers?

*Answer: The Department of Aviation is funding this study which does not use City of Dallas General Fund monies. The cost of leaving the current access system is:*

- *Impacts to operations during incidents, rehabilitation of roads and traffic signal systems*
- *Impacts on emergency access*
- *Increased vehicle emissions*
- *Increasing traffic congestion along the Mockingbird Ln. corridor which ultimately impacts intersection operations elsewhere in the system. Potentially leading to gridlock during peak traffic periods.*



6. It appears that the alternatives have been reduced from 11 to 5 and will be reduced from 5 to 1, without project cost information and without a detailed neighborhood impact analysis. How can these decisions be made without this basic data?

*Answer: Project cost information and traffic impacts at intersections will be used when evaluating the shortlisted set of alternatives prior to a recommendation of a preferred alternative(s). A broader traffic impact study will be developed as part of the Environmental Analysis once a preferred alternative(s) is selected.*

7. Who was in the meetings to decide that these 5 were the best of the 11 options? Was it just people in your Department making these decisions?

*Answer: Staff made recommendations based on analysis conducted, however the ultimate decision is made by Dallas City Council.*

8. Can we get a list of members of the team evaluating these alternatives? Are there members of the business community representing interests such as retail, real estate development or airlines (Southwest)?

*Answer: Technical analysis are conducted by the Department of Aviation, North Central Texas Council of Governments, Department of Transportation and consultants.*

### **Alternate Entry Options**

1. 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? Why would there not be grade issues on the Lemmon side when there would be on the Denton drive side?

1.a. Why would a double decked ingress and egress not be the ideal means from Mockingbird to and from the terminal?

1.b. What is the feasibility of an over pass to carry traffic into the airport?

*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 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. Any option that requires construction at the only existing entry/exit, would greatly affect, if not put a stop to, existing airport operations.*

2. How did Houston Hobby build their upper flyover if we have height limitations?

*Answer: It depends on their flight paths and FAA regulatory policies.*

3. 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.*

4. 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 (APM) with connection to an existing DART station. In addition, staff is looking at potential alternative transportation modes.*

5. 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. 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.*

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

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

7. If you can build a tunnel from Shorecrest Dr. to the terminal, why can't the same be done on Mockingbird Ln.?

7.a. What about an underpass on Mockingbird to shunt traffic that is not going to the airport?

7.b. What is the feasibility of a tunnel under Cedar Springs?

*Answer: Options #1-3 evaluating a grade-separation at the existing entry were considered and evaluated. They did not meet all the criteria required for an efficient alternate entry. Building a tunnel from Mockingbird Lane does not increase capacity nor does it achieve any of the desired benefits of an additional entry. Tunneling under Herb Kelleher Way would severely impact and constrain the only airport entrance and exit while under construction, not to mention to the cost component of this option considering the length of the tunnel and extensive number of underground utilities in the area that would have to be relocated. Grade separating the intersection of Mockingbird/Herb Kelleher Way/Cedar Springs has several drawbacks:*

- Severely restrict access to Love Field during construction for up to 18 months causing unacceptable operational impacts to the airport*
- Construction related access issues will also affect response times for First Responders*
- APM system cannot be accommodated with this option*
- Presence of several large underground utilities will make construction of a grade separation challenging*
- This option will not reduce VMT and Emissions – over 45% of airport patrons who live north of Love Field will still need to drive around the airport to gain access*

*By providing a northern alternative access via a tunnel, we potentially can relocate ~45% of the existing traffic entering from the North out of the current access roadway on Herb Kelleher Way and Mockingbird Lane.*

8. Please explain why Mockingbird Ln. can't be widened on the north side, currently occupied by parking lot operators?

*Answer: Alternatives 1-5 look at ways to change the existing access along Mockingbird Lane. Although widening Mockingbird Lane may be able to be accomplished, this improvement does nothing to decrease traffic on the Mockingbird Corridor and at the Airport entrance; nor does this achieve one of the identified issues of a secondary entry point to the airport.*

9. Denton Dr. does not appear to be crowded when compared to Lemmon Ave. or Northwest Highway. Why not use part of Denton Dr. as a dedicated entrance and exit from the airport?

*Answer: Yes, Denton Drive is not as busy as Lemmon Ave. or Northwest Highway. However, it also has less capacity. The Denton Dr. tunnel entrance has a lower reduction in Vehicle Miles Traveled (VMT) as it is located close to the existing Airport entrance. In addition, this entrance cannot accommodate an Automated People Mover (APM) system.*

10. Has an option been considered to use the bridge where Marsh Ln. passes over Bachman Lake and connects to Shorecrest Dr.? This option would provide a direct link to Northwest Highway and doesn't include the construction of a new bridge, but instead repair of the existing bridge.

10.a. Have you looked at an option of #9 where the entrance comes directly from the bridge where marsh passes over Bachman Lake and turns into Lemmon?

10.b. Why can't a bridge be at Lemmon or Webbs Chapel?

*Answer: Alternative #9 provides an at grade option which appears to be the most cost-effective alternative due to the length of tunnel. Other than the at-grade option provided, a significant amount of roadwork would be required to grade separate these movements.*

11. Northwest Highway floods now and the airport parking garage has flooded in the past. Will the below-grade options add to this issue?

*Answer: The drainage areas affecting Northwest Highway and the parking garages are not related. The airport has planned improvements to the storm drainage system affecting the garages as part of the Runway 13R/31L reconstruction project. The storm drainage impacted by an alternate entry will be studied and addressed with the design efforts, all such efforts will be coordinated with Dallas Water Utilities (DWU).*

12. Are there not alternative entries to the airport from the private jet terminals on Lemmon? Couldn't an alternative entry for emergency needs be developed to the West of Love Field (through the SW headquarters)?

*Answer: Roadways near the Flight Based Operators (FBO's) on Lemmon Ave. provide private access to the airfield, not an entrance/exit suitable for commercial passenger traffic. Option #11, on the southwestern side of the airport, was evaluated and found not to*

*meet all the necessary criteria required to construct an efficient alternate entry at this location*

13. For a first responder entry, how about an entrance at the back door of the fire station exclusive for security personnel?

*Answer: Station 42 on Mockingbird Ln. serves the community. Station 21, the Aircraft Rescue and Firefighting Station on the north side of the airport, includes the airport operations area which can only be accessed by trained staff who have the necessary airport-related security clearance to access this area. At this time police officers and firefighters can not access this area, although they are first responders. If we had an incident, our preference would be to allow first responders public road access to non-secure, non-federally regulated security areas like the airport operations area or sterile area of the terminal.*

14. Is there a way to connect the Burbank Station to DAL via an above ground rail? This may help decrease neighborhood traffic as well versus tunneling under a runway.

*Answer: An above ground rail around the perimeter of the west runway would penetrate the restricted airspace surfaces and potentially violate the RPZ/RSA areas on the south end.*

15. Why would there not be grade issues on the Lemmon Ave. side when there would be on the Denton drive side?

*Answer: Due to the distance from the roadway to the runway.*

16. Why can't you go from Shorecrest underground to Contrail lane?

*Answer: The current options being evaluated from Shorecrest will merge into the general vicinity of Contrail Ln.*

17. Could the proposed Denton Dr. entrance be moved to a point farther away to allow the grade to be less?

*Answer: While there may be alignment and engineering solutions that makes a direct connection with Denton Drive possible, it is complicated by several factors that ultimately make this alternative less desirable than several others. These factors include but are not limited to: the amount of room and length of roadway necessary to make the transition from the tunnel section under the runway to the elevation of Denton Drive,*

*land ownership constraints, limitations of Denton Drive right-of-way, airfield constraints, and the benefits associated with this alternative compared to the north entry options. The NCTCOG model used to form the basis of traffic and air quality benefits of the alternatives indicate that a Denton Drive connection is less effective at reducing VMTs and relieving congestion along Mockingbird Lane corridor in the vicinity of the airport. Between the development constraints and marginal benefits of this alternative, a Denton Drive connection does not meet the primary objectives as well as other options.*

18. Why do you believe that in Alt 6 folks would go left onto Shorecrest vs right and onto Lemmon?

*Answer: We expect traffic on both sides of the entrance.*

19. Tunneling under active runways seems like it would be extremely expensive (not to mention it would probably require significant risk mitigation).

*Answer: Yes, we anticipate it will be an expensive alternative because it is costlier to tunnel under runways than under taxiways. The cost-benefit analysis will be completed in the next phase to determine if it is a prudent use of funds. There are many examples of tunnels under runways: Fort Lauderdale, Atlanta, Las Vegas, Los Angeles, etc.*

20. You need to widen the Webbs Chapel extension at NW Highway - only ONE lane going.

*Answer: Webb Chapel Rd. is maintained by the Department of Transportation.*

21. How are options 9 and 10 listed as neutral as to the people mover given the negative comments you've made and the distance to the DART stations?

*Answer: Both options can accommodate a future Automated People Mover (APM), meeting a critical objective of Dallas City Council. Cost Analysis of APM systems were not performed in this study.*

22. Why not run a new street parallel to Kelleher on east side of your parking lot operators? That would double or triple Kelleher capacity.

*Answer: This option will not accommodate an APM. More, this option would not meet the critical criteria of having a reliable emergency access point as this entry point will be blocked by traffic back-up on Mockingbird lane in case of an incident at the intersection.*

## Traffic Analysis

1. How much of the Northwest Highway/Lemmon Ave. traffic is headed to the airport?

*Answer: Over 45% of airport traffic originates north of the airport.*

2. Please address impacts and traffic congestion on NW Hwy?

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

3. How were the positive and negative impacts weighed on the “Traffic Impacts” rating for the recommended alternatives?

*Answer: Detailed traffic studies for the network will be conducted during the environmental process. The traffic benefits were looked at in terms of VMT reductions taken from regional models conducted by North Central Texas Council of Governments (NCTCOG). Alternatives selected to move forward (Alternatives 6-10) had the most VMT reduction benefit.*

4. There are city-wide peaks and valleys, yet you only focus on Mockingbird Ln. Was a study completed for Northwest Highway?

4.a. How could you not have studied Northwest Highway when making the selection of your preferred alternate entrances?

*Answer: North Central Texas Council of Governments (NCTCOG) has been involved with all the current alternatives studying the macro-level simulations of the effects of the Alternative Entry Analysis on regional traffic. From NCTCOG models, it was estimated that ~40% of traffic could potentially utilize the proposed (North/East) alternatives. In addition, these alternatives see the highest reduction in airport trip Vehicle Miles Traveled (VMTs) (~4%).*

*Micro-level traffic analysis will be conducted during the Environmental Analysis as the study area is defined. In addition, NCTCOG, TxDOT and the City of Dallas will be*

*conducting a detailed traffic analysis of the area bounded by Royal Ln., Inwood Rd., Mockingbird Ln. and IH35E with particular emphasis on pedestrian/bicycle issues and access to Bachman Lake.*

5. With 45% of the traffic expected to use a northern entrance, how will that prevent an increase of traffic on Northwest Highway?

5.a. Northwest Highway is already extremely congested. There is no way adding more traffic can be helpful to neighborhoods near Northwest Highway. With road construction it will be even worse. How would you address this?

5.b. How do you mitigate a massive increase in emissions over a lake and park?

5.c. Will a northern entrance make the Lemmon/Marsh/NW HWY/Webb Chapel intersections even worse than Mockingbird?

5.d. Who is going to be responsible for the additional traffic and with it, the resulting crime in the areas on the east side of Lemmon/Marsh?

5.e. How will you address the massive amount of increased air pollution due to more cars?

*Answer: We have partnered with North Central Texas Council of Governments (NCTCOG) and used their regional models conducted of this area for our initial traffic analysis. The 45% of traffic expected to use a northern entrance, are most likely already coming from the north and utilizing Northwest Highway, Inwood Rd., Bluffview Blvd., Denton Dr. or Lemmon Ave. to get to the Airport. Any improvements made to Northwest Highway through this project will also be coordinated with the City of Dallas Department of Transportation and Texas Department of Transportation (TxDOT). Once the alternate entry options are shortlisted, micro-level traffic analysis will utilize microsimulation tools to accurately assess traffic impacts and emissions reduction as the study area is defined. Our goal is to increase the level of service or maintain the existing level of service at the least.*

6. Whose vehicle miles traveled are being measured?

*Answer: VMT are measured only for airport users (begin/end trips at Airport).*

7. Some of the recommendations substitute traffic congestion at Mockingbird & Herb Kelleher Way for congestion at Lemmon and Northwest Highway?

7.a. Why would you ever add more traffic on Northwest Highway?



*Answer: Traffic from the north already use Northwest Highway and Lemmon Avenue to travel to the existing entrance at Herb Kelleher Way and Mockingbird Ln. The new access point will be studied in terms of intersection Level of Service (LOS) in the upcoming months. In the next phase, a detailed traffic analysis will be conducted during the Environmental Analysis which will utilize microsimulation tools to accurately assess traffic impacts and emissions reduction.*

8. How are you evaluating the potential impact of autonomous vehicles on the traffic flows?

*Answer: There is no clear timeline on implementation of autonomous vehicles. Furthermore, the impact of autonomous vehicles on system efficiency and potential increases in demand due to deadheading vehicles (vehicle returning to originating points or other storage facilities with no riders) has not been determined.*

9. It isn't very noticeable, how serious is the congestion on the current Mockingbird Ln. entrance?

9.a. When does the airport have heavy traffic? I've not experienced traffic when going to the airport or even passing it each day to/from work.

*Answer: The levels of service on Mockingbird Lane in the vicinity of Herb Kelleher Way/Cedar Springs operate at near or at failing conditions during peak traffic hours based on pre-COVID-19 data collection. The limitations of airspace and right-of-way on Mockingbird Lane prohibit the option of grade separation into the airport entrance. Improving Mockingbird Lane to the extent required to accommodate traffic volumes assuming anticipated activity increases at Love Field are not feasible.*

10. Many intersections in Dallas are congested. This one seems no more remarkable than any other. I've had no problem during the past five years getting to/from the airport in a timely manner.

*Answer: From traffic studies conducted prior to the pandemic, the levels of service on Mockingbird Lane in the vicinity of Herb Kelleher Way/Cedar Springs operate near or at failing conditions during peak traffic hours. These conditions will continue to worsen as Airport and non-Airport related traffic continues to grow along the corridor.*

11. Doesn't option #9 substitute traffic congestion at Mockingbird & Cedar Springs for congestion at Lemmon and NW Hwy?

*Answer: NCTCOG's regional models show there was reduction of Vehicle Miles Traveled by 5.46% for this alternative. Traffic from the north may already be using Northwest Highway and Lemmon Avenue to access the existing entrance at Herb Kelleher Way and Mockingbird. The new access point will be studied in terms of intersection LOS in the upcoming months. Further traffic analysis will also be conducted in the Environmental Analysis.*

12. What is the VMT and emissions compared to the emissions from the take-off and idling of commercial jets?

*Answer: Our analysis shows there is an overall net reduction in emissions.*

13. Where will this traffic use to get to the airport. And what property will be used to expand this intersection?

*Answer: It will be determined during design of the alternative selected by Dallas City Council.*

### **Automated People Mover**

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

*Answer: 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.*

2. Explain how to justify the cost of an automated people mover (APM) system now that there are rideshare and public transportation options? How does this make sense financially?

2.a. What is the financial justification to have a people mover to DART?

*Answer: The current planning effort is to ensure the preferred alternate be able to accommodate an APM in the future per directions of the Dallas City Council. A detailed ridership study and cost/benefit analysis would be required to justify development of an APM in the future; currently it is not planned to be built with this project.*

3. An APM system would not need to accommodate any changes at grade as it could operate entirely below grade with elevator/escalator access both at the terminal and the DART Burbank

Station. Wouldn't it be prudent to facilitate a fully below-grade solution rather than routing along the vehicle road?

*Answer: A previous study undertaken to analyze the feasibility of a stand-alone APM system from Burbank Station had concluded that this option was not financially viable.*

4. What percentage of people are expected to use the automated people mover system?

*Answer: Potential ridership has not been studied. The preservation of a future connection to a DART facility has been included at the direction of the Dallas City Council Transportation & Infrastructure Committee. A detailed ridership study would be required to justify the cost/benefit of developing an APM connection with DART.*

5. Has this project considered separate vehicle entry and "people-mover" entry to two different paths (for example, a road goes north but people mover goes to Denton Drive)?

*Answer: The Department of Aviation recognizes the cost associated with two different paths for an entry and people mover, but we are open to conversations with DART.*

### **Public Input Survey**

1. The "public input survey" gives essentially zero consideration to the environmental, traffic, safety, noise, and economic impact on Bachman Park or the surrounding communities, and particularly to residents who live nearby, and who may or may not regularly use the airport. Could you please explain why there is so little (or practically zero) consideration given to nearby residents or people who frequent Bachman Park?

1.a. This survey is skewed to how people get to the airport. How are you seeking community impact information?

1.b. Your survey only focuses on Love Field which I recognize is your charge, however, the frequency of use of the park increases my access to the impacted area daily. To what extent is the park access and user being considered?

*Answer: Question #5 of the survey does indeed ask for community input and requests the participant to rank priorities based on your preference of what is most important. The ranking options include: Environmental Impacts, Decreased Traffic Congestion, Increased Public Transit, Impact to Bachman Park, Increase in Neighborhood Traffic and Safety. In addition, there are two open-ended questions included in the survey which allows the participant to list any other feedback the Airport should consider during this analysis.*