



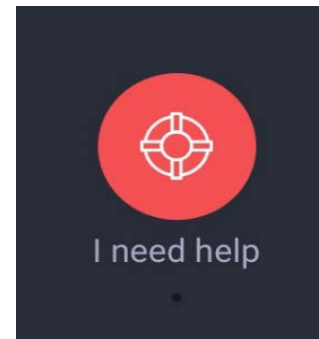
**Tonight's Speaker**  
Auro Majumdar  
Senior Program Manager

# Welcome

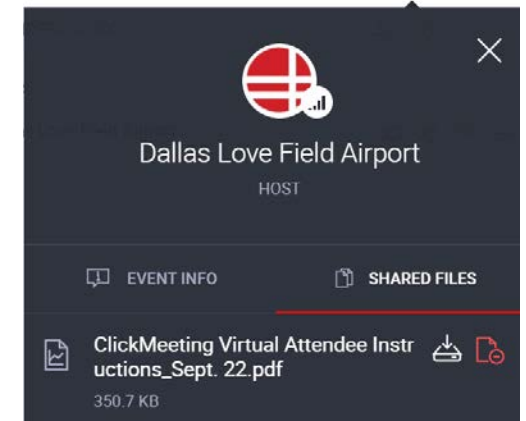
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If you need technical assistance, please click the **gear icon** or the **"I need help" icon** and we will send you a private chat for further assistance.

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ENGLISH | FULL SCREEN | EVENT BOARD

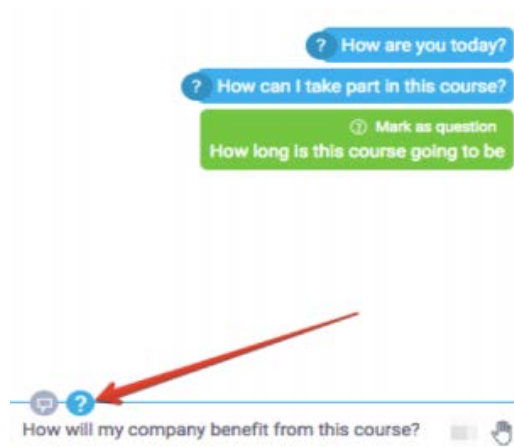


# How to Ask a Question

**NOTE: It is important to click the blue question mark, and not the message button, to submit questions to be shown on the screen and answered by the presenter during the Q&A following the presentation.**

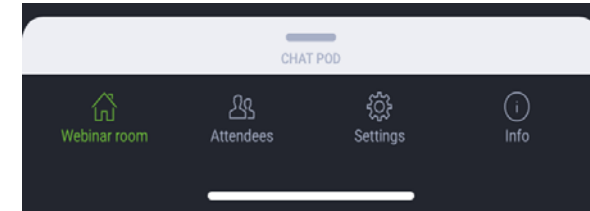
## Computer:

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.

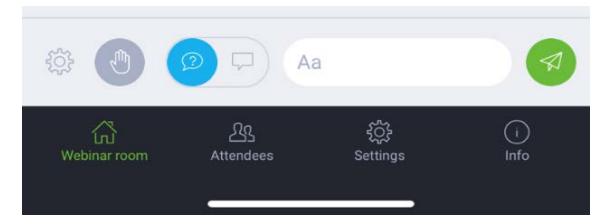


## Mobile App:

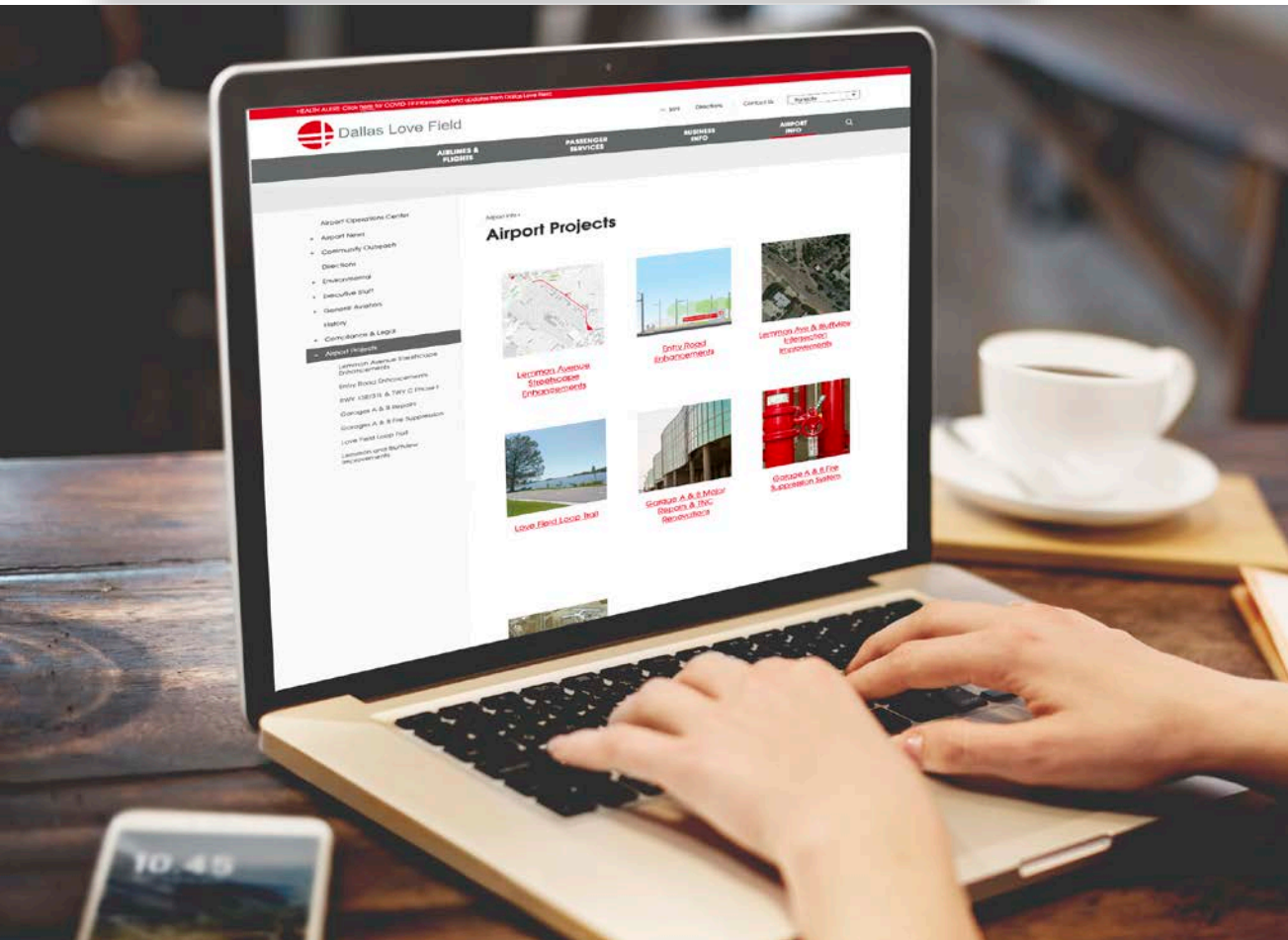
Step 1: In the ClickMeeting mobile app, expand the chat box by holding the **Chat Pod bar** at the bottom of your screen and drag it all the way to the top.



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.



# 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 – Sept. 22, 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** / 'pɜːpəs /  
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

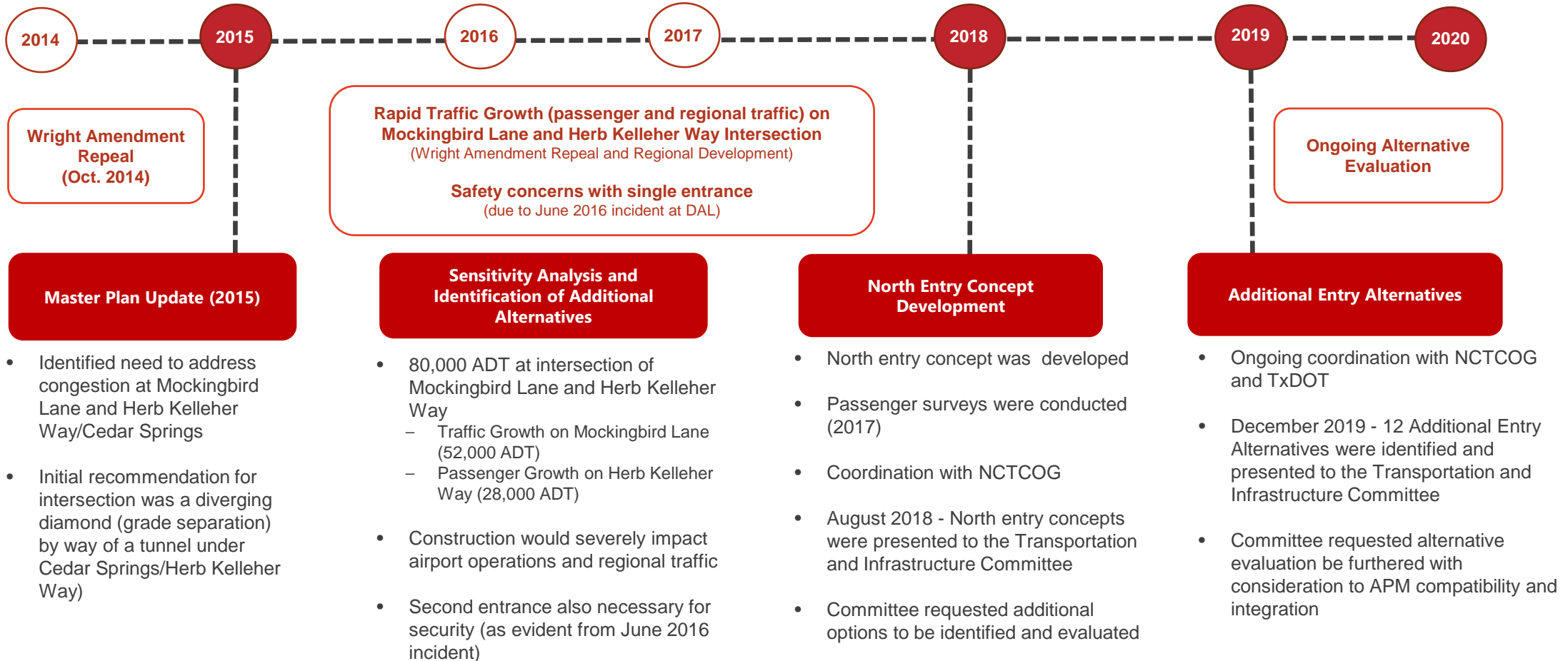
# Alternate Entry Analysis Purpose

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

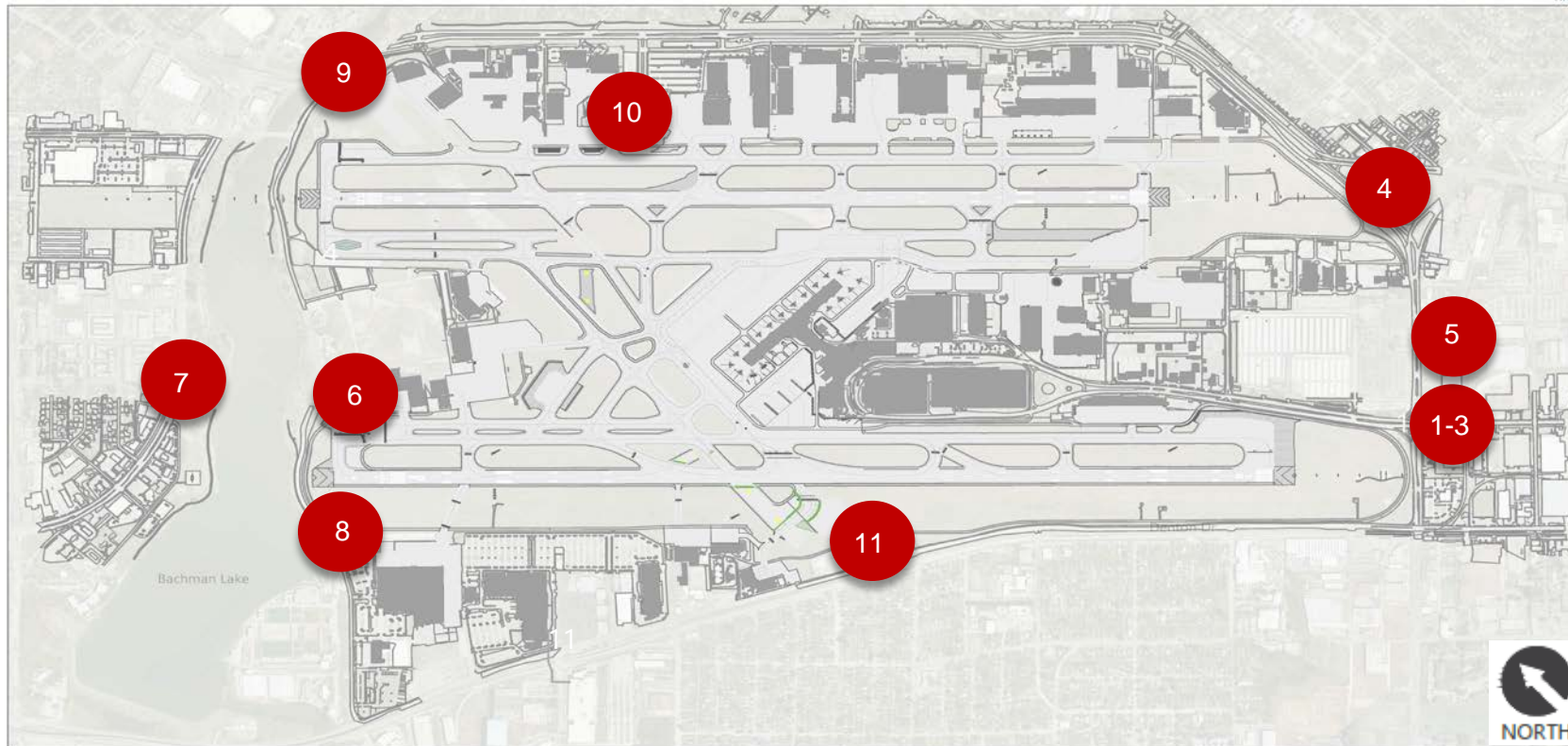


# Background



# 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

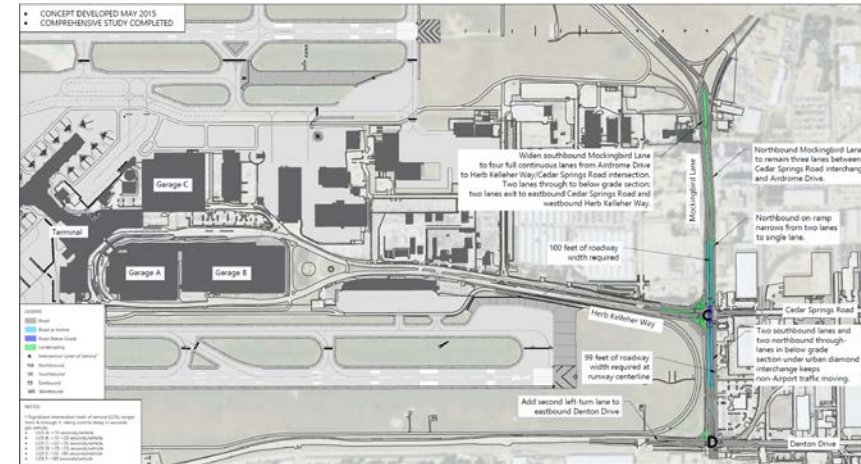
- No reduction in VMT generated by Airport traffic

### 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

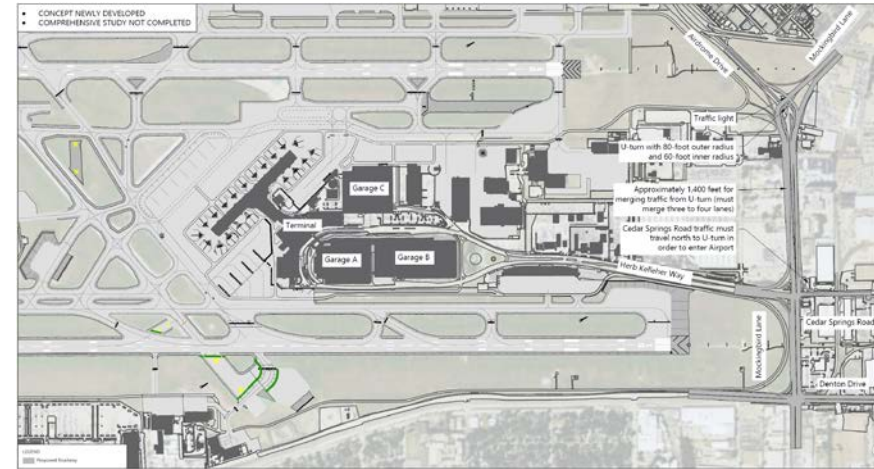
- Assumed VMT increase compared to Baseline

### 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:



# 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

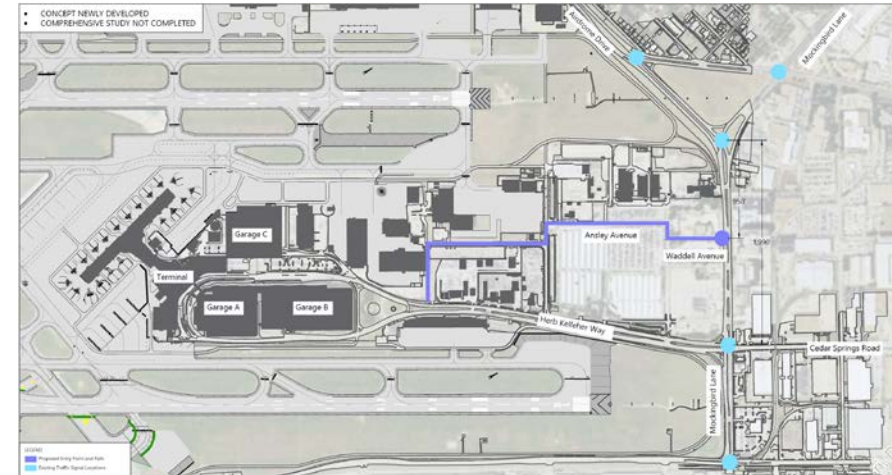
- No reduction in VMT generated by Airport traffic

### 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
NEUTRAL
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
GOOD
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

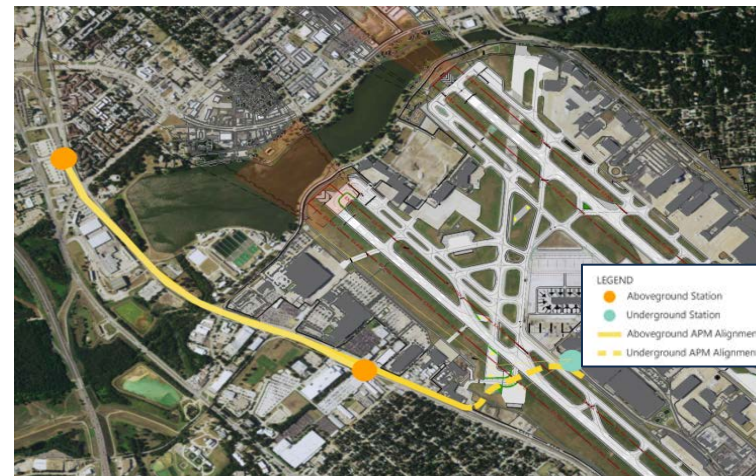
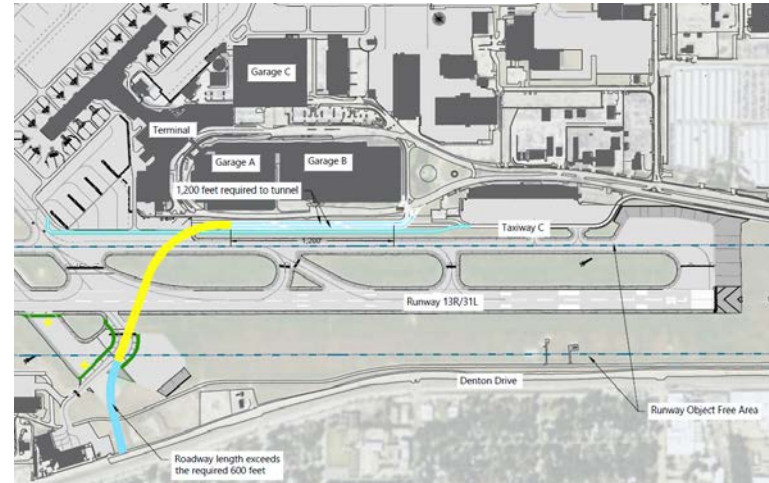
- 4.44% reduction in VMTs from Airport Traffic compared to the baseline (8,397,555 VMT)

### 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	X	X
	4	Negative Impact	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

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

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

# 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

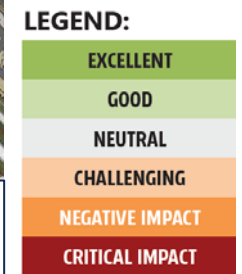
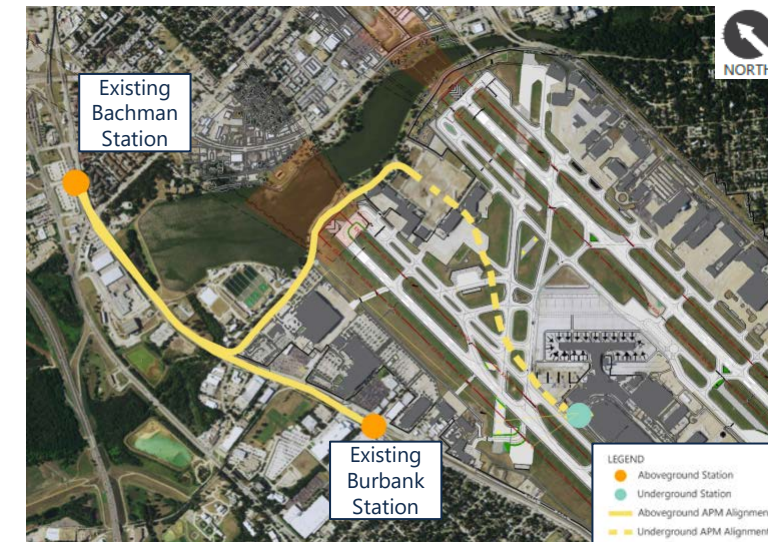
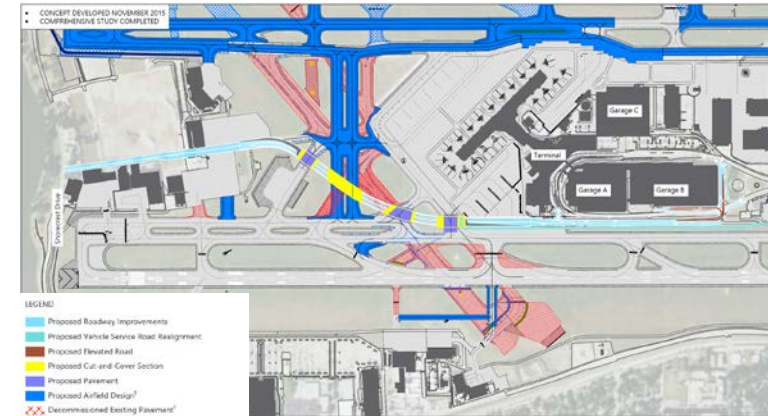
- 5.35% reduction in VMTs from airport traffic compared to the baseline (10,119,260 VMT)

### 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

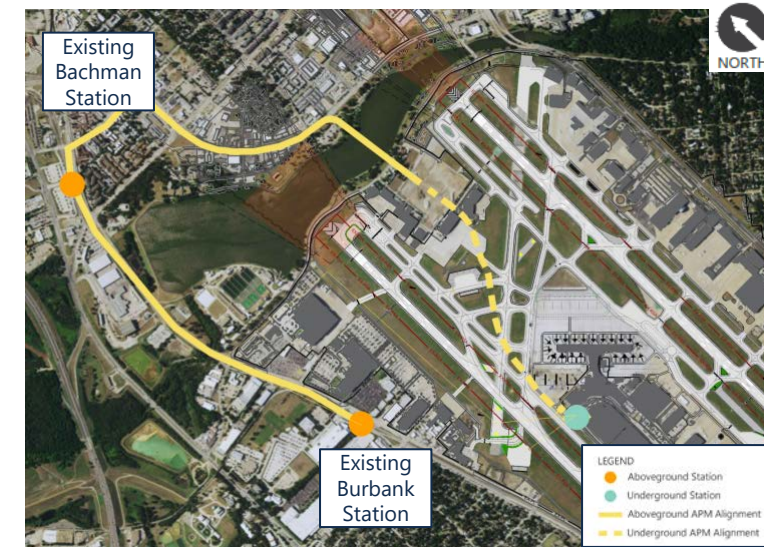
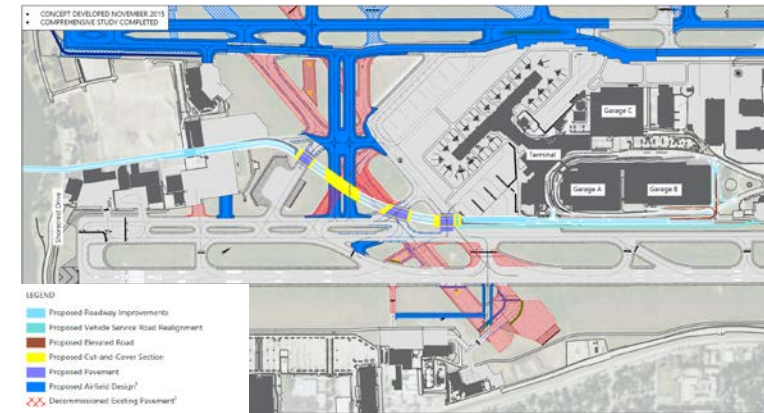
- 5.85% reduction in VMTs from airport traffic compared to the baseline (11,056,580 VMT)

### 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

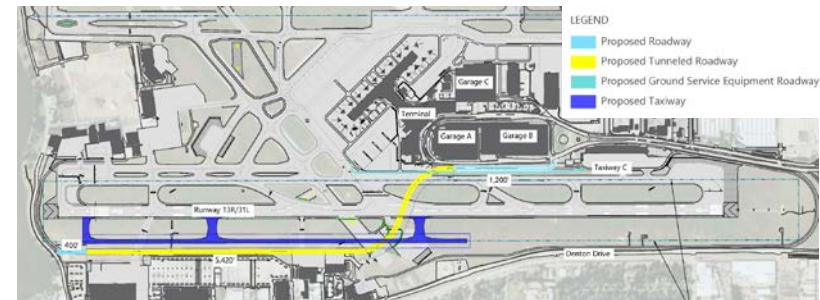
- 5.35% reduction in VMTs from Airport traffic compared to the baseline (10,119,260 VMT)

### 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

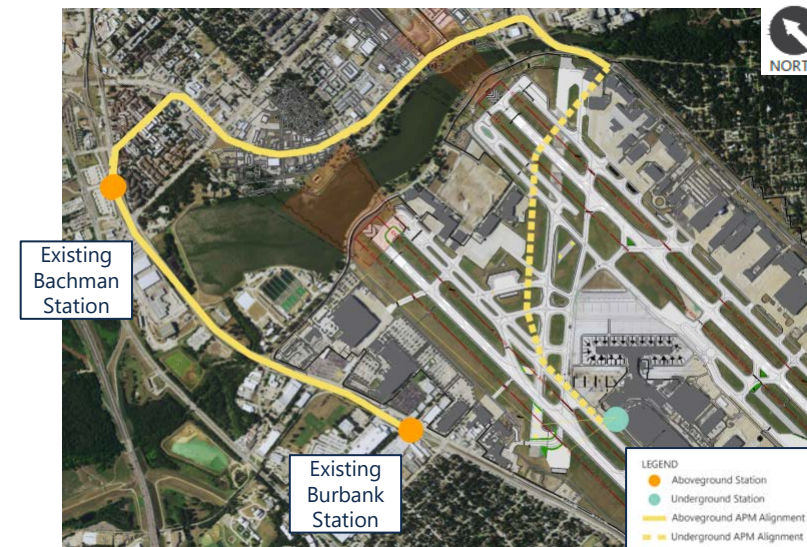
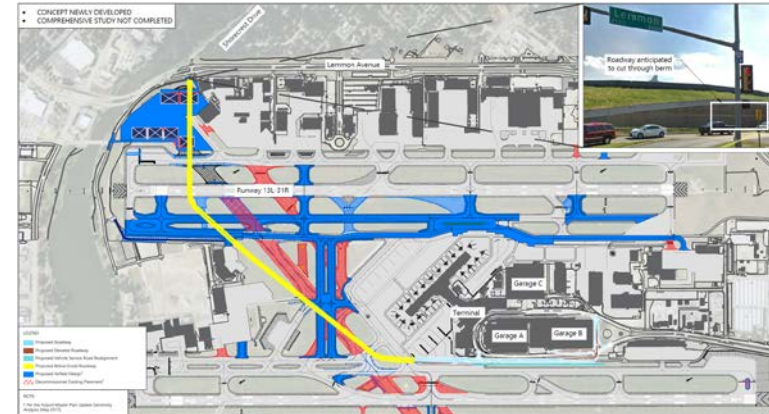
- 5.46% reduction in VMTs from airport traffic compared to the baseline (10,319,645 VMT)

### 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



### LEGEND:

EXCELLENT
GOOD
NEUTRAL
CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT



# 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

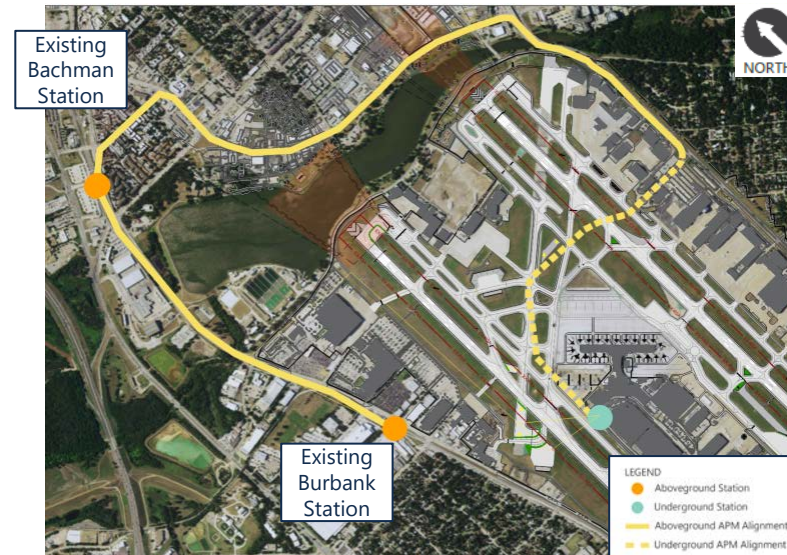
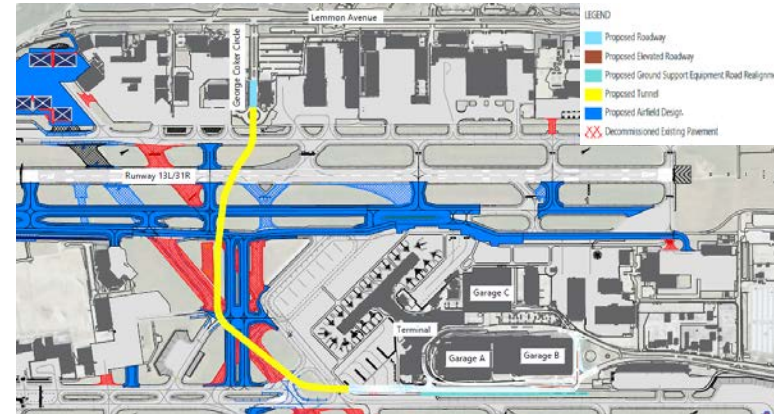
- 5.46% reduction in VMTs from airport traffic compared to the baseline (10,319,546 VMT)

### 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:

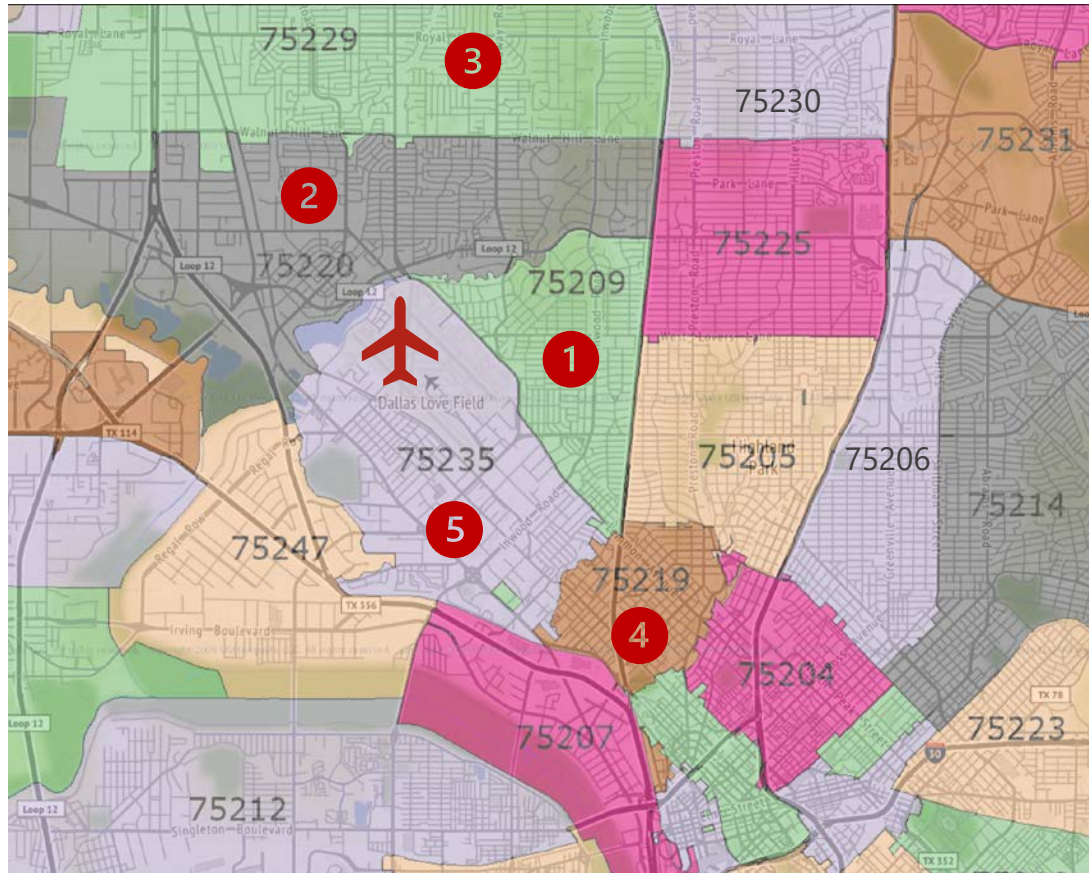
- Community members
- Airport customers and airline passengers
- Airport tenants, contractors and employees

Extended until  
Oct. 31

English: [bit.ly/AEA\\_EN](https://bit.ly/AEA_EN)

Spanish: [bit.ly/AEA\\_ES](https://bit.ly/AEA_ES)

# Current Survey Response Highlights

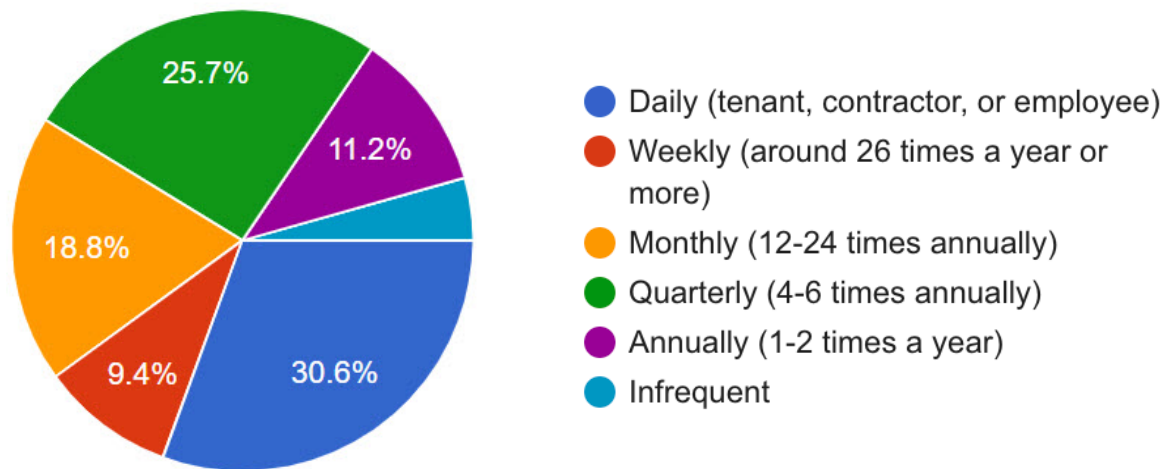


Overview as of Sept. 15:

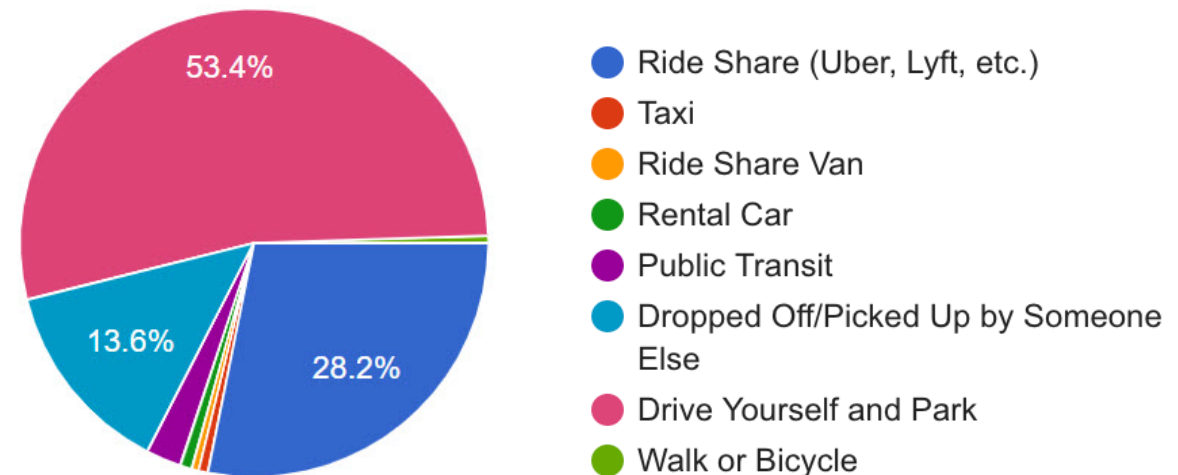
- So far, we have received over 700 responses
- The top five response zip codes, in order, follow:
  1. 75209 east
  2. 75220 north
  3. 75229 north
  4. 75219 southeast
  5. 75235 airport employees and tenants

# Current Survey Response Highlights

Prior to the COVID-19 pandemic, how often did you commute to/from Dallas Love Field?

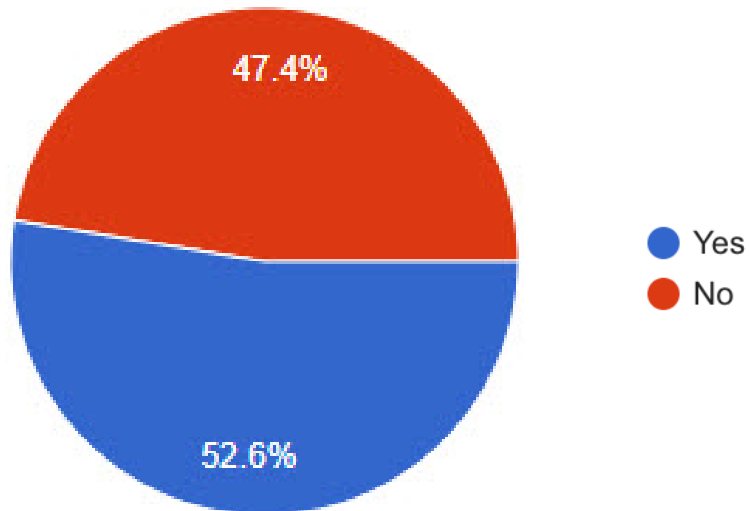


When traveling to/from the airport what mode of transportation do you normally use?



# Current Survey Response Highlights

Would you benefit, through reduced travel time, from an Alternate Entry to the airport?



Rank your priorities in determining an alternate entry to Dallas Love Field:

1. Decreased traffic congestion
2. Environmental impacts (air/water quality)
3. Increased public transit/mobility options
4. Increase in neighborhood traffic
5. Impact to Bachman Lake, Park or Trail
6. Safety

# NEXT STEPS

# Next Steps Shortlisted Alternatives

Continued public outreach:

- Alternate Entry Analysis Public Input Survey extended until Oct. 31

Further analysis of this project will be decided based on the results of the Bachman Lake area study undertaken in cooperation with:

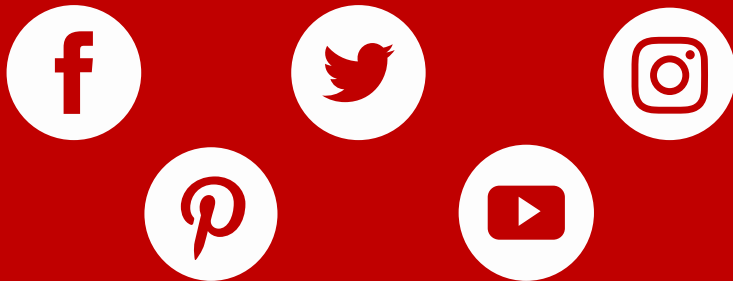
- North Central Texas Council of Governments (NCTCOG)
- Texas Department of Transportation (TxDOT)
- City of Dallas
- Area stakeholders



# 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!

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# Contact Us

## Mark Duebner

Director of Aviation



214-670-6077

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### Dallas Love Field Administration

7555 Lemmon Avenue, Dallas, TX 75209

### Dallas Love Field Terminal

8008 Herb Kelleher, Dallas, TX 75235



[Dallas-LoveField.com](http://Dallas-LoveField.com)



# FREQUENTLY ASKED QUESTIONS (FAQs)

# FAQs: Q1

**Is consideration being made to how the alternate entry 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

**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: Q6

**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: Q7

## 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.

# FAQs: Q8

## 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

**What is the basis for the conclusion that there is a traffic/congestion problem at Love Field and that adding a second entrance will alleviate the problem? –Britton Douglas**

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.

# Community Question: Q2

**I use Mockingbird Lane often, but do not run into congestion issues. When are there issues of sitting through the light at Herb Kelleher Way? Daily? –Catherine Griffin**

The levels of service on Mockingbird Lane in the vicinity of Herb Kelleher Way/Cedar Springs Road **operate at near or at failing conditions during peak traffic hours** based on pre-COVID-19 data collection.

Peak traffic volumes are:

- **Morning Peak: 7:15-8:15 a.m.**
- **Mid-Day Peak: 12:30-1:30 p.m.**
- **Evening Peak: 4:30-5:30 p.m.**

# Community Question: Q3

**Have there been any objective traffic studies performed to support shortlisted alternatives? If so, how did those studies deal with the issue of induced demand? –Britton Douglas**

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.

# Community Question: Q4

**What are the properties/addresses on the north side of Northwest Highway that will be affected? –Caleb Dunn**

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.

# Community Question: Q5

**Does this also include construction of the walk/bike trail along Lemmon Avenue? If so, when is construction going to start?**

**–Bedford Wynne**

The **Lemmon Avenue** Streetscape Enhancements **project is separate** from the Alternate Entry project. Construction for the project on Lemmon Avenue is **scheduled to begin winter of 2022**.



# Community Question: Q6

## What is the status of the Consolidated Rental Car Facility (CONRAC)? –RB

The **CONRAC** project has been put **on hold**. No location has been determined. We will revisit the need for the project in the next year or two.

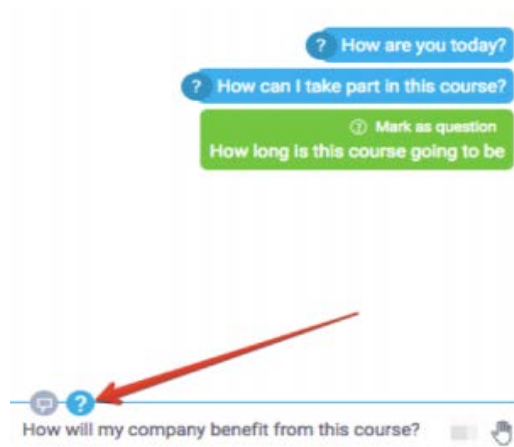
# QUESTIONS

# How to Ask a Question

**NOTE: It is important to click the blue question mark, and not the message button, to submit questions to be shown on the screen and answered by the presenter during the Q&A following the presentation.**

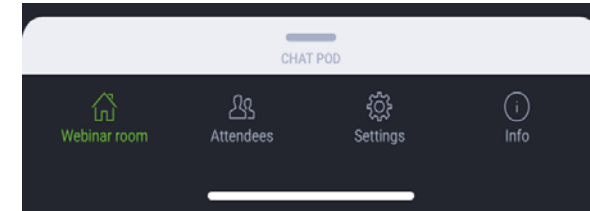
## Computer:

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.

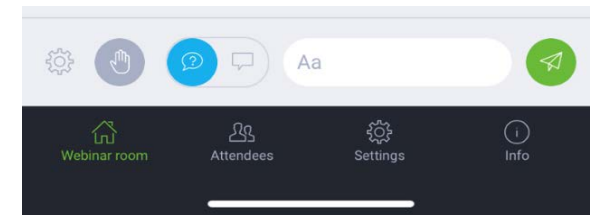


## Mobile App:

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.



THANK YOU  
FOR JOINING US.

Thank  
You