

Good Neighbor Meeting Questions & Answers

(04/19/22)

1. What plans are forthcoming for pedestrian safety and cyclist safety along Denton Drive? We're looking at bicycle and pedestrian safety all around the airport with the Loop Trail program. The first phase will be entry road enhancements, sidewalks improvement, landscaping, and streetlights. The next phase would be the Lemmon Avenue project that would include bicycles, pedestrian trails, streetlights, and intersection improvement for pedestrian safety where there is room. We'd like to continue this project around the Airport on Shorecrest Drive and Denton Drive. This is a County and City project, and the design should start soon.
2. -With the new taxi way, how many new gates will be added to the terminal so we can have more flights? Gates cannot be added to the Terminal and ~~t~~ Taxi-ways don't impact the Terminal at all.
3. -How is Love Field working with off-site properties to provide off-site parking and buses so that traffic can be reduced going into Love Field? Dallas Love Field is going through various efforts if you look at the Lemmon Avenue projects where we are creating alternate transportation modes and encouraging people to walk and or bike. We have a pilot project with DART that has electric buses that will service Dallas Love Field. Apart from that we are actively looking at not only quality of life but improvement of pedestrian and bicycle safety on the surrounding roads. The goal is to increase air quality, decrease the number of emission of gases and basically increase the efficiency of roads to address congestion and reduce accidents.
4. What is the expected timeframe to send Alternate Entry to ~~city~~ City Council? When will there be public hearings on the issue? The alternate entry analysis that the Department of Aviation has done has already been presented to the community. We are waiting on NCTCOEG to finish their study so we can coordinate what we take to City Council and our responses. Last summer we held four (4) public meetings virtually, specifically on alternate entry. For the last two (2) years we discussed the alternate entry project at every Good Neighbor meeting. In addition to that when we go to Council, those are open meetings so anyone can attend or participate. We also have had online surveys seeking input from the public and stakeholders.
5. How much is construction cost and how is it being funded? We have different funding sources for our various projects. Part of it is funded through ~~f~~ Federal grants. We also have the PFC's which is Passenger Facility Charge. This fee is shared with us from the Airlines for improvements to the Airport. Most of our funding is from our own revenues from concessions or parking. We **do not** spend taxpayer money on any Airport projects.
6. Will a link to the presentation be provided? Yes, Dallas-LoveField.com

7. What plans are there to connect Love Field by bikeway to Inwood Station and the Trinity Strand Trail? There are efforts to have a bike lane and bike path constructed on Lemmon Avenue which will connect to Bachman Lake Trail. The goal is to put bike paths on both Shorecrest Drive and Denton Drive. We cannot spend airport funds outside the Airport, so we are working with the City Park Department, County, NCTCOGG, and private stakeholders, to help them and be a partner with them to create these connected trails.
8. Why can there not be more gates out of Love Field? 20 seems too little. There is no room for expansion. We are a land locked Airport. The twenty max is the five-party agreement and that's all we can get. From an operation standpoint the Airport will not add additional gates.
9. I had to join late, so apologies if this was already answered at the beginning of the meeting, but when is the runway under construction expected to be completed and operational? The end of June 2022.
10. Why won't you acknowledge that a north entrance doesn't reduce traffic, just relocates it? All studies have shown that the five (5) short listed alternatives reduce the number of vacant lines traveled. We saved over a year a million of vacant miles traveled. So, someone is driving to the airport the number of cars might not be reduced but how long they drive and how long they sit at an intersection, not creating pollution is affected in a positive way by reducing both emissions & congestion and the number of miles traveled.
11. You didn't answer question regarding time-frame to ~~city~~ City Council....do you expect it this fall, this winter, next spring...? Plans were to go to Council this spring but due to circumstances beyond our control, ~~w-~~We are waiting on COCG to finish their study. March was their deadline, but it has not happened. We are hoping to go back to Council soon just can't give you a definite time because it's not in our control right now.
12. If a north entrance is built, what plans will be in place to ensure it is only used for public transit and not passenger cars? The Council has not directed us to select to an alternate. Right now, every alternate we look at will have public transit options. (Please review presentation for detailed answer)
13. How will security concerns be addressed for having a north entrance and cars cross under taxi-ways? This is not uncommon, lots of airports around the country have this arrangement of crossing under taxi-ways and there will be measures in place. From a security standpoint, an alternate entry that is not defeated by congestion at Mockingbird Lane and Herb Kelleher Way intersection it is very critical not only for operations but for clients and passengers to have an alternate way to get into the ~~Airport~~ airport. It is also critical for emergency situations where we need to evacuate people. As of now, we only have one (1) way and one (1) way out of the Airport. (Please review presentation for detailed answer.)