

Memorandum



CITY OF DALLAS

DATE August 10, 2018

TO Honorable Members of the Mobility Solutions, Infrastructure and Sustainability Committee

SUBJECT **Dallas Love Field Master Plan Update**

On Monday, August 13, 2018, you will be briefed on updates to the Dallas Love Field Master Plan. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in blue ink, appearing to read 'Majed A. Al-Ghafry'.

Majed A. Al-Ghafry
Assistant City Manager

[Attachment]

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Billerae Johnson, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Nadia Chandler Hardy, Chief of Community Services
Raquel Favela, Chief of Economic Development & Neighborhood Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

Dallas Love Field Master Plan Update

**Mobility Solutions,
Infrastructure &
Sustainability**

August 13, 2018

**Mark Duebner
Director of Aviation**



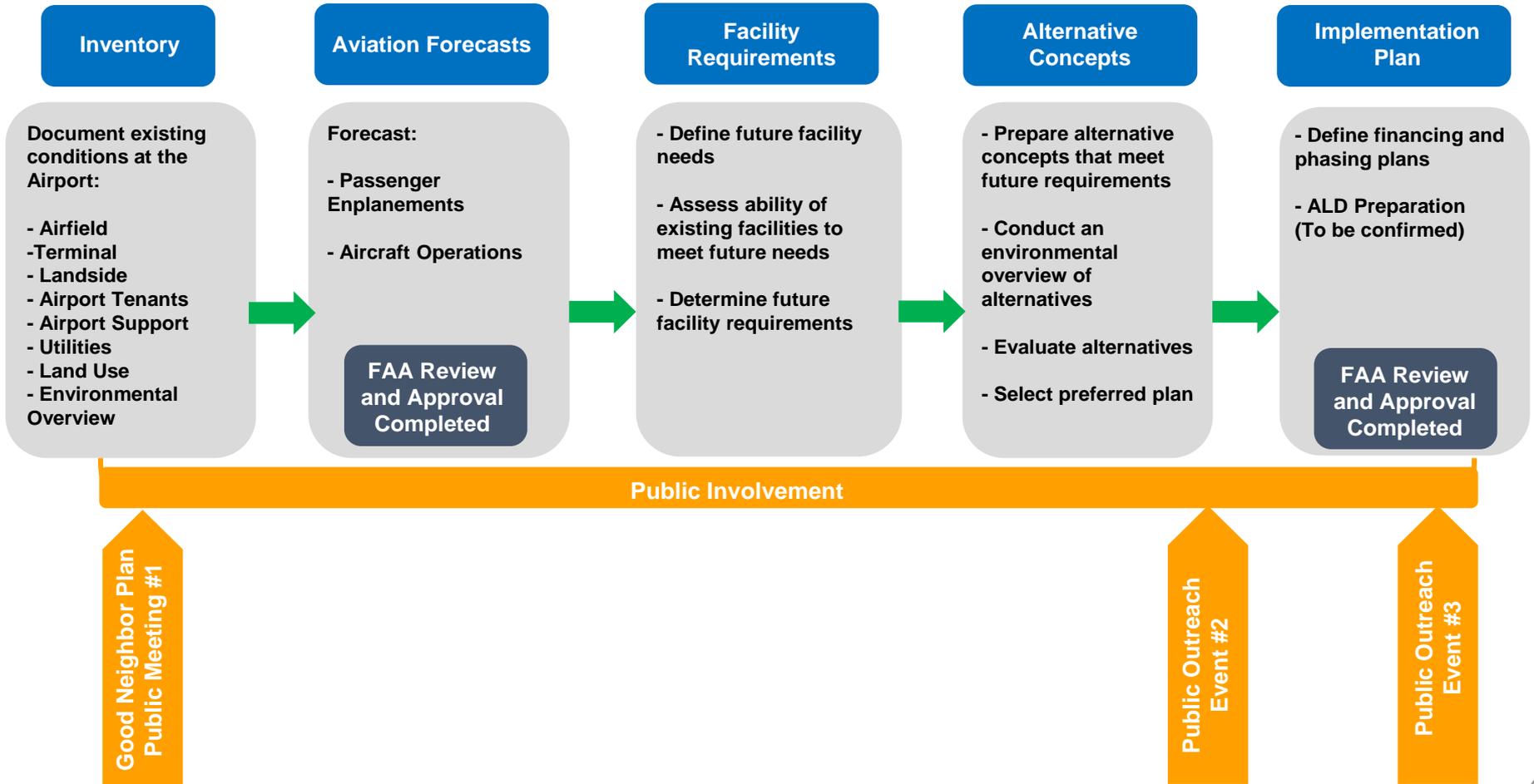
Overview

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

Master Plan Update Objective

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

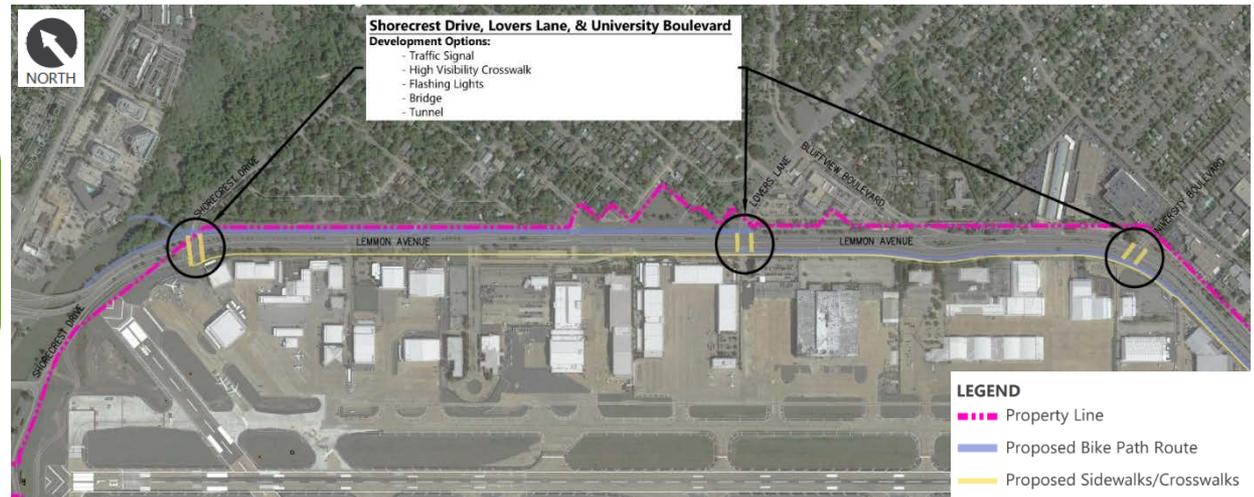
Master Plan Update Process



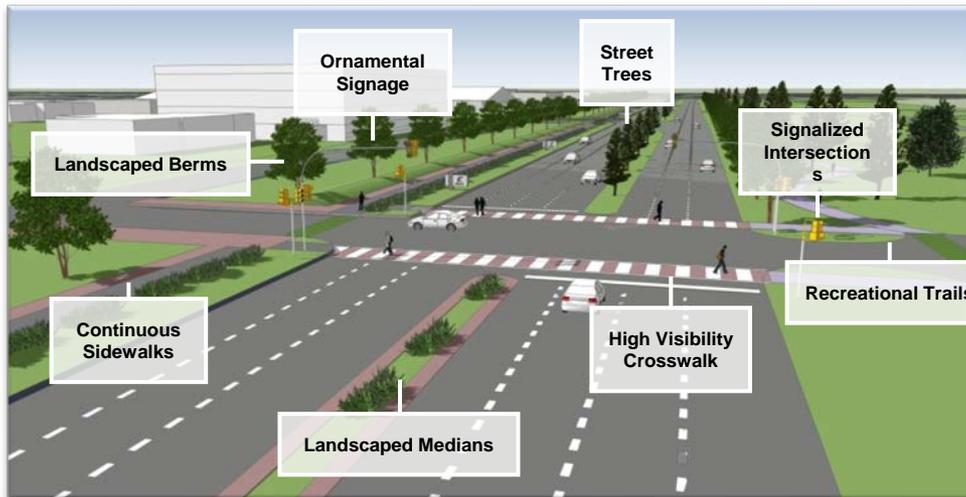
Priorities from Good Neighbor Program Input

Top Three Priorities:

1. Pedestrian Connections
2. Landscaping
3. Buffers



Lemmon Avenue and Lovers Lane

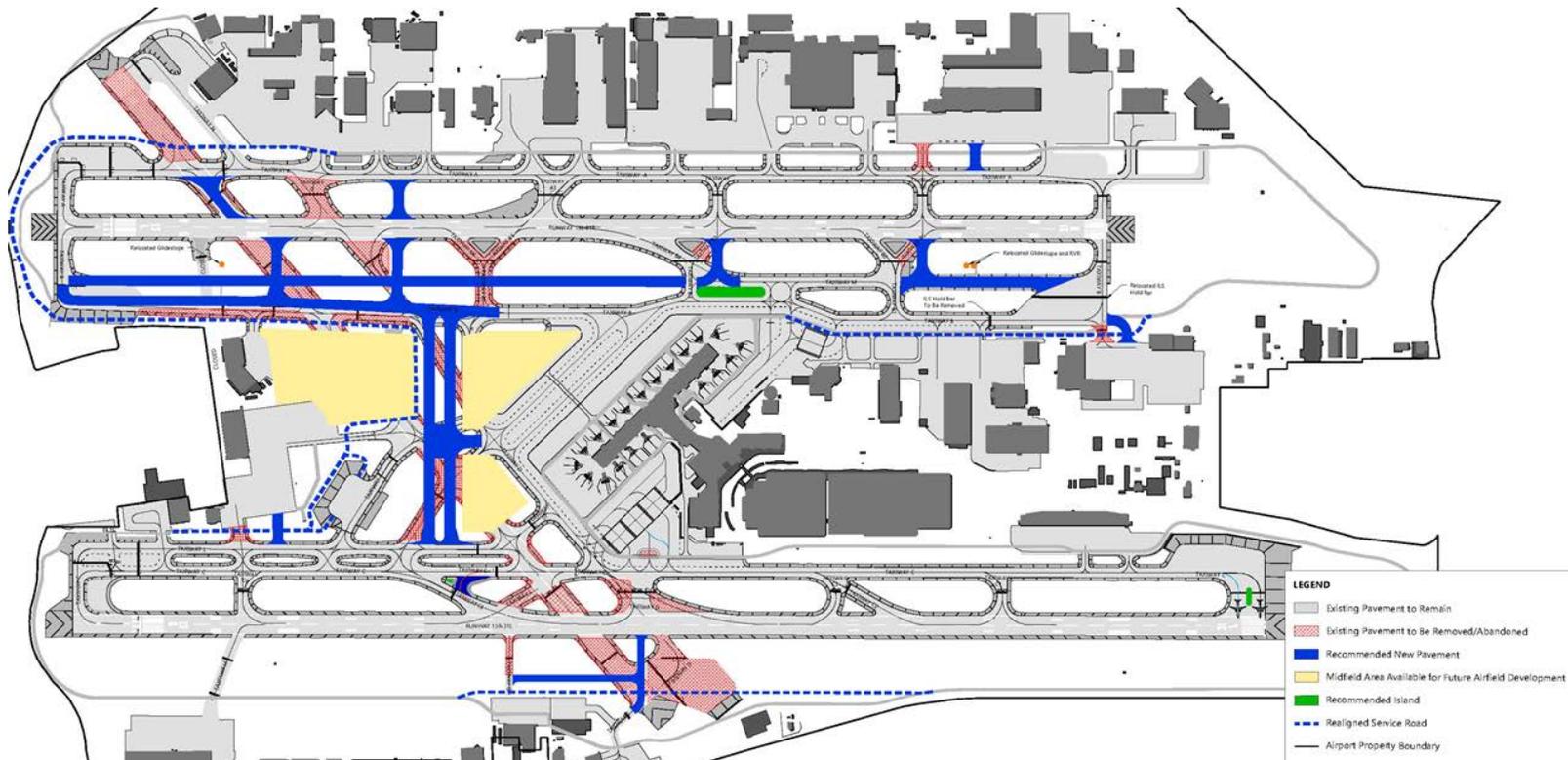


Airdrome Drive



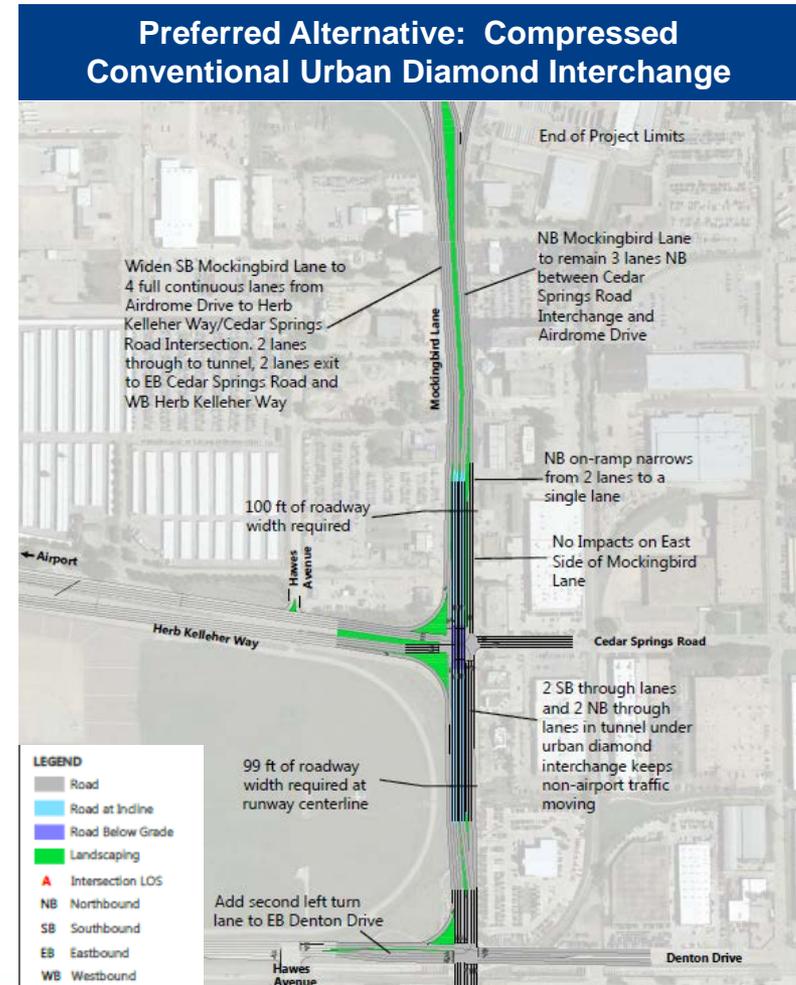
2015 FAA Approved Airfield Layout

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



Preferred Alternative for Congestion Relief at DAL Entry Road

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



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

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



North Entry Concept

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

Vehicle Miles Traveled (VMT) / Emissions

- A North Entry would reduce VMT and emissions

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

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

North Entry as a Second Airport Access

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

Passenger Survey Results

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

Completed Passenger Surveys – 1,200

Usable Passenger Survey – 1,089

Departing Passengers/Day – 7,020

Sample Size – 15.2%

Margin of Error at 95% Confidence Level ± 3%

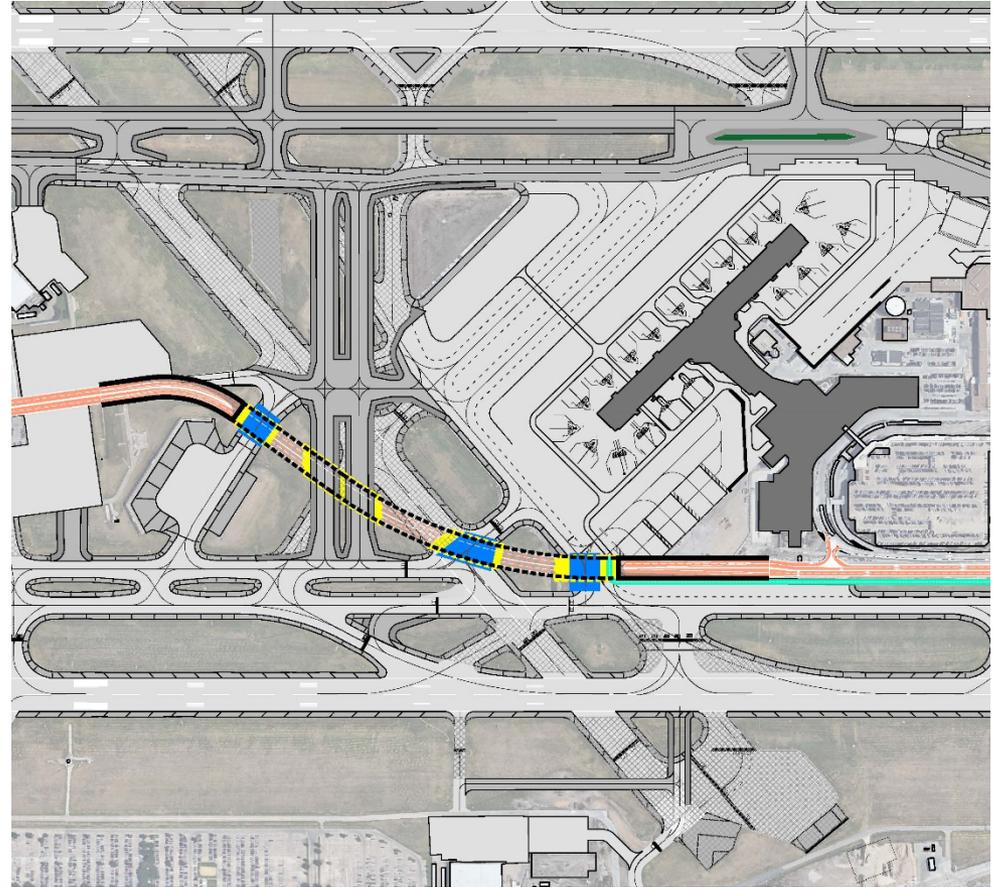
Source: Passenger Surveys conducted February 27-March 2, 2017, Ricondo & Associates, Inc., July 2017

Safety and Emergency Management

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

Preliminary Model Route to Terminal

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



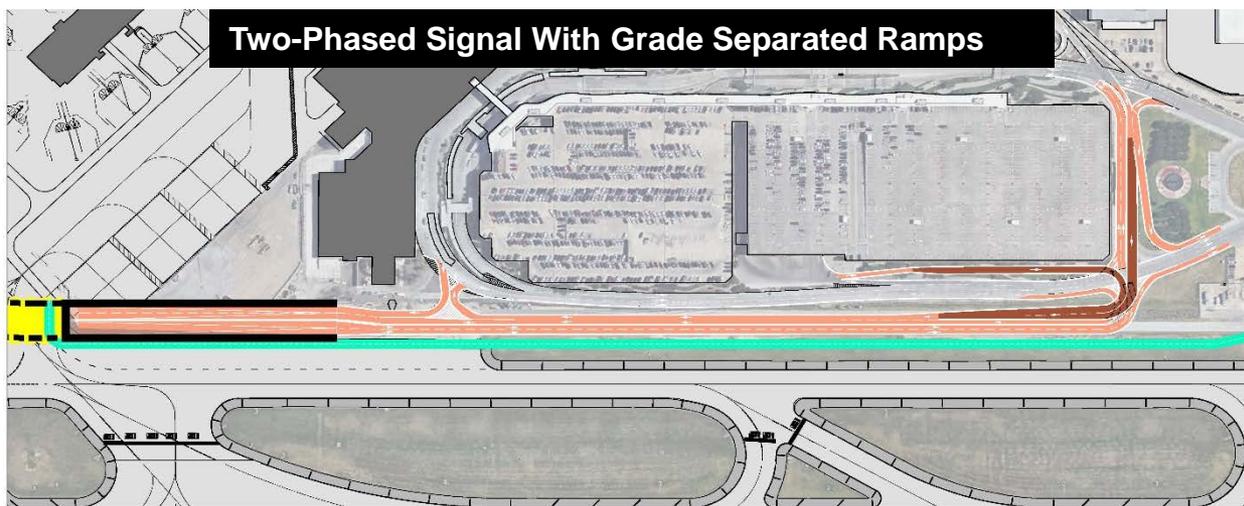
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Integration with Existing Terminal Area Roadways (Grade-Separation)

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

LEGEND

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



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

Next Steps

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

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

[DRAFT Master Plan Update](#)

Dallas Love Field Master Plan Update

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**Mark Duebner
Director of Aviation**

