About NCTCOG

The North Central Texas Council of Governments (NCTCOG)
Metropolitan Planning Organization for the Dallas-Fort Worth region

Regional Transportation Council (RTC)
Transportation actions
Effectiveness and equity
Funding of “projects and programs”

Dallas Representation on RTC
City Council – 4
Citizen Representatives – 2
Dallas County – 2
NCTCOG Objectives

- Comprehensively advance transportation safety and access in the study area
- Identify ways to prioritize and improve safe bicycle, pedestrian, and transit travel
- Advise the City of Dallas on the traffic impacts of different Love Field alternative entries and propose solutions to reduce traffic on Northwest Highway
- Advance economic development and recreation opportunities through possible redesign of Northwest Highway
- Following through on ten ideas from beginning of planning project
August 2020
Regional Transportation Council allocates $1 million in planning funds

November 2020
Transportation needs survey

October 2020
10/1 & 10/12 - Kickoff Meetings
Engagement feedback form

March 2021
3/25 - Virtual public meeting
Map comments input period

March to June 2021
Love Field model simulations

June 2021
6/14 - map comment period closes

August 2021
8/5 – Virtual public meeting

November 2021
11/4 – Final virtual public meeting
Meeting Agenda

- Background on ten project ideas
- Recommendations
- Next steps
- Discussion
Background on Ten Project Ideas

Will present recommendations/summary of ideas in this presentation

Order of presentation will differ from this list

Additional information for each summarized at:
NCTCOG.org/BachmanArea

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Study Area Refinement [#4]

The following factors were considered:

- Existing trail network
- DART rail stations
- Other ongoing projects
- Environmental justice factors
- Safety data

For a more detailed explanation, see Study Area Refinement Memo on website
City of Dallas Coordination [#1]

**Bond Projects**
- 40 total 2012 and 2017 bond projects study area. 14 projects remain in progress (design/construction)
- Recommend future bond funding include more resources for community needs and planning recommendation implementation

**Dallas County Major Capital Improvement Project (MCIP) 7th Call**
- 7 projects in study area (early stages)
- Finalize pending implementation projects
Public Involvement [#5]

Efforts to gather feedback throughout the project:

Survey & Feedback Form
- 408 total responses

Interactive Map
- 262 comments received
- 207 supporting votes

Public Meetings
- 4 virtual meetings held

August/November Meeting Feedback
- 114 responses for 8/5/21 meeting

Today’s meeting will have comment options
Public Involvement [#5]

Response Form (August 5, 2021 Meeting)

114 responses

Most popular ideas:
- Bicycle/pedestrian improvements
- Western airport entrance
- Transit access to airport

Least popular ideas:
- Recreational Island
- Northern entrance
- Shorecrest entrance, specifically
Bicycle/Pedestrian Needs [7]

Safety analysis – crash data presented at March 2021 public meeting

From public comments and surveys:

• New **sidewalks and trails** are needed for bicyclists and pedestrians along with upgrades to existing facilities to improve safety and accessibility.
  • 76% of survey respondents ranked increasing the number of and access to bike facilities as important.

• **Major street crossings** are needed to enhance safety and connect areas (crosswalks, signals, etc.).
  • 79% of survey respondents indicated difficulty safely crossing roads as a concern.

• **Traffic speed and visibility** are issues to address to improve safety.
  • 70% of survey respondents indicated slowing traffic in their neighborhood for safety as a concern.
Trails and Parks Access

Bicycle Facilities Recommendations

- **6.6 miles** of recommended bike facilities
- **4.5 miles** of recommended further study (possible facilities, questions regarding alignment, facility type, or overall feasibility)
Sidewalk Recommendations

19 miles of recommended sidewalks

**8.3 miles** are high priority (constructed first if funding is limited)
Trails and Parks Access

[7]

Intersection/Crossing Recommendations

13 locations recommend for improvement

*Recommend significant ongoing intergovernmental coordination critical intersections

- Bicycle/Pedestrian Bridge: Elevated structure providing bicycle or pedestrian use-only.
- New Signal: New traffic signal with pedestrian heads and push buttons. Crosswalks, ADA curb ramps, etc. are also included.
- Upgrade Crossing: Improve bicycle/pedestrian crossing infrastructure such as crosswalks, ADA curb ramps, curb cuts, etc.
- Upgrade Signal/Crossing: Update old traffic signal and bicycle/pedestrian crossing infrastructure improvements.

Funded: New or improved crossing is at least partially funded
Roadway Related Enhancements

#9 Harry Hines Study
#8 Depress NW Hwy/Pedestrian Cap
#2 Team TxDOT
#3 Love Field Access
Area Transportation Studies

- Love Field Modeled Entries
- Love Field Spot Improvement Analysis
- TxDOT Northwest Highway Study
- NCTCOG Harry Hines
- Transportation Master Plan
- Love Field Loop Trail/ Lemmon Ave
- DART Automated Bus Pilot to Inwood/Love Field Station
- NW Hwy Context Sensitive Focus Area
Goal: Develop a Transportation Master Plan based on a context sensitive approach with modern engineering concepts to provide multimodal transportation options and support anticipated land uses.

Major Tasks:
- Existing Conditions Analysis (including transit/shared ride/bicycle/pedestrian accommodations, safety, land uses, traffic congestion, previous and related studies)
- Alternative Development (including conceptual intersection designs at Loop 12, Webb Chapel Extension, Mockingbird Lane, Market Center)
- Conceptual Roadway Design and Operations
- Urban Design
- Upcoming Meetings and Public Involvement (Spring 2022)

Major Deliverables: Final report, conceptual (5%) design, draft access management plan, construction cost estimates

Schedule: August 2020 to August 2022

The study efforts are being coordinated with the City of Dallas, DART, TxDOT, NTTA, Dallas County, and Texas Trees Foundation.
Loop 12
Northwest Highway
[#8]
“Land Bridge” Proposal:
Bachman Lake Park – North Neighborhood Park Connection

Similar project examples:

- San Antonio, TX
  Phil Hardberger Park
- San Francisco, CA
  US 101 Presidio Parkway
- Saint Louis, MO
  Gateway Arch (“Park Over the Highway”)
- Houston, TX
  Memorial Park (“Land Bridge and Prairie” Project)
Land Bridge/Pedestrian Cap/Deck Park Example Ideas [#8]

Needs to conform to aviation height restrictions

Significant engineering feasibility needed

Imagery provided by Stephen Stimson Associates Landscape Architects, Inc.

Imagery provided by Confluence Project

Imagery provided by Memorial Park Conservancy

San Antonio, TX

Vancouver, WA

Houston, TX
NE Airport Corner Interchange Reconstruction

**GOAL:** How to reduce bottlenecks at closely-spaced intersections AND add Love Field access via Shorecrest?

*Possible design options (some concepts could be combined):*

A. Rebuild Webb Chapel bridge with enhanced capacity and connectivity.

B. Rebuild the Marsh/Lemmon bridge and Loop 12 interchange with enhanced capacity and connectivity.

C. Revise Marsh/Lemmon ramps to/from Loop 12 with relocated Lemmon/Shorecrest signalized intersection.

D. Connect Shorecrest to Loop 12 with Marsh/Lemmon grade separation and ramp configurations to avoid added signalized intersections.

E. Add Love Field Loop Trail to travel under Lemmon and Webb Chapel bridges.
Webb Chapel Road Bridge [#7]

Significant public input on inadequate and unsafe bicycle/pedestrian facilities on existing bridge

Additional study needed for various options on to best add bicycle and pedestrian access.

Recommendation Example

Critical link for area bicycle and pedestrian access

North – Bachman Neighborhood and Northhaven Trail

West – to future Campion/Trinity Trails connection

South – Lemmon Ave Streetscape Enhancement

East – Northwest Highway
**GOAL:** How to provide efficient Love Field access (via Shorecrest) while ALSO reducing Loop 12 traffic?

A. Reconstruct IH 35E / Raceway interchange to include entrance and exit ramps in both directions.

B. Realign Harry Hines intersections at Raceway and Webb Chapel with improved geometry to optimize signal timing for turning movements.

C. Incorporate bicycle / pedestrian accommodations facilitating future Campion Trail connection.
GOAL: How to simplify roadway connectivity, add developable land access, address flooding vulnerabilities, AND reduce Loop 12 traffic at Bachman Lake?

A. Reconstruct Loop 12 / Spur 482 / Harry Hines interchange with streamlined design and less surface area.

B. Reduce access controls to benefit connectivity and circulation for adjacent developable land.
Love Field Access [#3]

Legend
- Tunnels
- Spot Improvements

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

North Central Texas Council of Governments

(Source) Love Field Airport Alternate Entry Community Meeting: Sept 3, 2023
Alternate Entry Public Concerns

• Why is an alternate entry necessary for Dallas Love Field?
• Why are the Denton Dr and Lemmon Ave entrances infeasible?
• Why is an improved southern entrance on Mockingbird infeasible?
• Is an emergency-only northern entrance possible instead of a regular-use entrance?
• How would a four lane Shorecrest Dr impact Bachman Lake? Noise impact?
• What is the feasibility and cost of improvements for the different alternate entrance alternatives?
Denton Drive Critical Impacts

• Automated People Mover (APM) and/or roadway implementation not possible:
  • Runway not designed to accommodate tunneling a roadway under the facility
  • Greater than 8% vertical grade
  • Excessive roadway horizontal curves necessary for transition from below grade to main terminal
  • Land constraints, airport no longer owns available land along Denton Dr
  • DART Green/Orange Lines and Burbank Station limit options for an entry intersection on Denton
  • Significant and lengthy disruptions to runway capacity and airfield operations during construction (reviewing Addison Airport tunnel construction method)

• RTC funded ($1,750,000) in autonomous vehicles from the Inwood/Love Field station to the main terminal

• Airport pursuing APM options from north and east
Alternate Entry Analysis Conclusions

• Recommend Shorecrest Dr entry, attracting 18k-19k daily trips
• Widening Shorecrest Dr from 2 to 4 lanes and reducing Northwest Hwy from 6 to 4 lanes provides better balance for the community
• Modified IH 35E interchange at Raceway/Harry Hines reduces congestion on Northwest Hwy, Webb Chapel, and sections of Harry Hines
• Interchange improvement at Northwest Hwy, Harry Hines, and Spur 482 (Storey Ln), along with Northwest Hwy lane reduction, provides significant congestion relief and economic development opportunities
• DART and City of Dallas pursuing additional transit access from north to complement RTC funded access from the south
Pedestrian friendly design on Northwest Highway may increase area potential and quality of life

A. Interchange simplification
   • Calms traffic
   • Smaller infrastructure maintenance cost
   • Opportunity for catalytic land use/recreation

B. Four lane Northwest Highway
   • ~50% of survey respondents were in favor of reducing the number of lanes on NW Hwy
   • Research indicates that reducing lanes can improve economic conditions of businesses located along a corridor\(^1\)
   • Four lanes creates space for pedestrian friendly design

\(^1\) [http://67.220.50.137/media/2512/fhwa_roaddiet_road_diets_economic_impacts.pdf](http://67.220.50.137/media/2512/fhwa_roaddiet_road_diets_economic_impacts.pdf)
Recommended future development opportunity focus areas:

1. Walnut Hill/Denton Station Area
   - Low-value buildings on higher value land
   - Expansive parking lots
   - Vacant lots
   - Transit station access
   - Environmental justice area of need

2. Bachman Neighborhood/Bachman Station Area
“What are the transit options for Love Field access? Will transit be incorporated into the new entrance?”

Two projects to improve Love Field Connection

**Love Link Automated Bus Upgrade DART route 524**
- Regional Transportation Council approved $1,750,000 in four automated vehicle (AV) electric buses in 2024 or 2025

**Second Entry Transit Technology Study**
led by Aviation Dept. at the request of City of Dallas Transportation Committee

**DART Bus network redesigned service begins in 2022**
Next Steps

1. City of Dallas Coordination
   • City to meet frequently with Dallas County to advance MCIP bond projects (City)

2. TxDOT Coordination
   • Complete NW Highway Feasibility Study – Inwood Road to Hillcrest Drive (TxDOT)
   • Redesign of Loop 12/Spur 482/Harry Hines Boulevard interchange (TxDOT)
   • Redesign of IH 35E/Raceway interchange to include on-/off-ramps to/from the north and improved Harry Hines Boulevard/Webb Chapel Extension connectivity (TxDOT)
   • Consideration of NW Highway redesign from 6 to 4 lanes with pedestrian cap and conversion from State ownership (City/TxDOT)
   • Update Mobility 2045 (NCTCOG)
Next Steps

3. Love Field Access
   • Refine alternative entry analysis and design (City)
   • Create phasing plan for airport and roadway improvement integration (City/TxDOT)
   • Continue public engagement for second entrance (City)
   • Develop cost estimate, design, phasing to advance Shorecrest Drive to four lanes (City)
   • Feasibility study for northeast airport corner interchange redesign (City/TxDOT)

4. Study Area – Complete
Next Steps

5. Public Involvement
   • Continue as needed for implementation (Various)

6. Economic development
   • Commission a more detailed economic development plan/study for these areas including anti-displacement strategies (City)

7. Bicycle/Pedestrian Trails
   • Advance sidewalk and bike recommendations to design/ fund improvements for city streets (City)
   • Bike facility feasibility studies – Denton Drive and Walnut Hill Lane (City)
   • Develop cost estimate and advance design for signal upgrades and intersection improvements (City)
Next Steps

8. **Northwest Highway Redesign/ Pedestrian Cap**
   - Initiate design of intersection and sidewalk improvements west of Lemmon Ave (TxDOT)
   - Lane reduction for safety and pedestrian friendly design from Webb Chapel Ext. to Lemmon Ave (TxDOT)
   - Coordination on enhanced crossing/land bridge at undeveloped object free airport property on Northwest Highway (City/TxDOT/NCTCOG)
   - Feasibility study for increasing bike/pedestrian access on Webb Chapel Road bridge (City)

9. **Harry Hines Boulevard**
   - Complete the corridor study and coordinate on intersection design as needed (NCTCOG)
   - Coordinate on bike/pedestrian crossings as needed (City)

10. **Transit**
    - Continue coordination on transit access options to Love Field that present the least conflict for other modes (City/DART)
Next Steps Timeline

November 2021

11/4/21 virtual public meeting
Comments due 12/03/21

December 2021

Final documents online and provided to City of Dallas

Beyond 2021

Coordination as needed with City of Dallas, Dallas County, DART, and TxDOT to advance recommendations
Discussion

Comments or questions on information presented today?

Comment form link: https://forms.office.com/r/PqjwW6Yrsb

Comments are due 12/03/2021 to be noted with recommendations online

Access after meeting at: www.NCTCOG.org/BachmanArea

Image Provided By Gibran Lule-Hurtado
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