



April 2022

# BACHMAN LAKE AREA PLANNING STUDY

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

CITY OF DALLAS

April 2022

# Bachman Area Planning Study



North Central Texas  
Council of Governments

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### Executive Summary

The North Central Texas Council of Governments (NCTCOG) began planning for transportation needs in the Bachman/Love Field area of Northwest Dallas following a request from the City of Dallas, in June of 2020. The Regional Transportation Council allocated funds for NCTCOG staff in August of 2020 to facilitate a context-sensitive planning study, advance multi-modal transportation efforts, and address community needs. Public input, reinforced with data and technical coordination among agencies, was used to develop NCTCOG's recommended transportation improvements for the area. This executive summary provides a high-level overview of the work completed along with the recommendations and next step actions.

### Process

The planning process for this project consisted of public engagement, combined with transportation, demographic, and economic data analysis. NCTCOG staff utilized several methods of virtual engagement including an online survey, an interactive mapping tool, and virtual meetings coupled with online feedback forms to collect over 1,000 comments. Additionally, NCTCOG staff coordinated with City, County, Texas Department of Transportation (TxDOT) and Dallas Area Rapid Transit (DART) staff to better understand the details surrounding past and on-going public investment in the study area. More information on this planning process is included in the technical memorandums developed for the project.

### Findings

Past plans and funding have addressed some of the area's needs but many recommendations remain to be implemented. Most of the area's 2012 and 2017 bond projects have been completed except for a few such as the skatepark. However, the area has significantly more infrastructure needs than the past bonds addressed. Funding awarded through Dallas County's Major Capital Improvement Program (MCIP) 7<sup>th</sup> call for projects provided matching funds for several needed improvements, but the City of Dallas still must identify funding for its required 50 percent funding match and/or complete design for several of those projects identified in the study area.

Transportation safety improvements remain a critical need. Reported vehicle crash data from 2015 – 2019 indicates there are a high number of incidents along Northwest Highway/Loop 12 for all road users including pedestrians and bicyclists. Northwest Highway is owned by TxDOT and is on-system. Signals within the corridor are maintained and operated by the City of Dallas. The area of highest crash concentration along Northwest Highway is from Harry Hines Blvd to Lakefield Drive, including the intersection with Webb Chapel Extension. A map highlighting crash areas is available in the Study Area Refinement section. Discussions with the Dallas District office of TxDOT indicate there is interest in advancing efforts to address safety improvements on this stretch of road it owns.

Engaging the public to understand their concerns was a key priority for this effort. Among the many comments three general themes emerged:

1. Construction of a second entry to Dallas Love Field airport in its current form is generally opposed by residents of the surrounding areas. Neighborhood residents are interested in a more comprehensive evaluation of its location, travel mode-orientation, and necessity.
2. Bachman Lake Park is highly valued by the community and residents are concerned with possible roadway changes like a four-lane Shorecrest Drive, which is currently identified in the City's throughfare plan, may negatively impact recreation.
3. There is significant need and community support for bicycle and pedestrian infrastructure (sidewalk, crosswalks, safe bike facilities) to be added and enhanced throughout the study area.

### Recommendations and Next Steps

The summary included here outlines recommended next steps for the Bachman Lake area based around the original ten planning ideas. Each next step was presented at the final public meeting on November 4, 2021 and identifies the responsible level of government. Further details supporting the recommendations in this document including full details of public engagement can be found in the following series of memorandums and sections of the final report which combines them all:

- Study Area Refinement
- Past Plans, Funding, and Ongoing Local Government Coordination
- Public Engagement
- Transit Service Coordination
- Economic Development Opportunities

Many detailed needs and proposed improvements from community comments are not fully captured above but can be found on the project website which provides summaries and reports of all public comments received along with recordings of public meetings.

NCTCOG will rely on local government partners (City of Dallas, Dallas County, and TxDOT) to advance recommendations that complement their own agency's priorities and plans. Specific requests can be made to NCTCOG for assistance as projects advance. NCTCOG will also support requests from local partners to follow up on specific items brought up through the public comment process but were not explicitly identified in this study's recommendations.

### TEN IDEAS

1. City of Dallas Coordination
2. TxDOT Coordination
3. Love Field Access
4. Study Area
5. Public Involvement
6. Economic Development
7. Bicycle/Pedestrian Trails
8. Northwest Highway Redesign/ Pedestrian Cap
9. Harry Hines Boulevard
10. DART Coordination

## Recommendations

### 1) City of Dallas Coordination

NCTCOG staff reviewed past, ongoing, and future transportation plans and projects such as bond funded projects by the City of Dallas in the study area. The City of Dallas is responsible for implementing most transportation elements such as sidewalks, trails, and roadways as well as managing Dallas Love Field airport. Coordination with City of Dallas on their efforts was important to understand funding options and status as well as projects for further collaboration between the City and other entities, such as Dallas County who has provided MCIP funds for several projects in the study area. The following next step is recommended:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>City to meet frequently with Dallas County to advance MCIP bond projects</b>	City

### 2) TxDOT Coordination

The Texas Department of Transportation is responsible for the state highway network which currently includes Northwest Highway, also known as Loop 12. The Bachman Area Study also identified possible improvement to TxDOT’s Interstate 35 East to support traffic flow. Staff conversations with TxDOT Dallas have indicated an additional next step may be extending the current Northwest Highway Feasibility Study (east of Inwood Road) to the west including the section from Inwood Road to IH 35. The following next steps are recommended:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Complete NW Highway Feasibility Study – Inwood Road to Hillcrest Drive</b>	TxDOT
<b>Redesign of Loop 12/Spur 482/Harry Hines Boulevard interchange</b>	TxDOT
<b>Redesign of IH 35E/Raceway interchange to include on-/off-ramps to/from the north and improved Harry Hines Boulevard/Webb Chapel Extension connectivity</b>	TxDOT
<b>Consideration of NW Highway conversion from State ownership</b>	City/TxDOT
<b>Update Mobility 2045</b>	NCTCOG

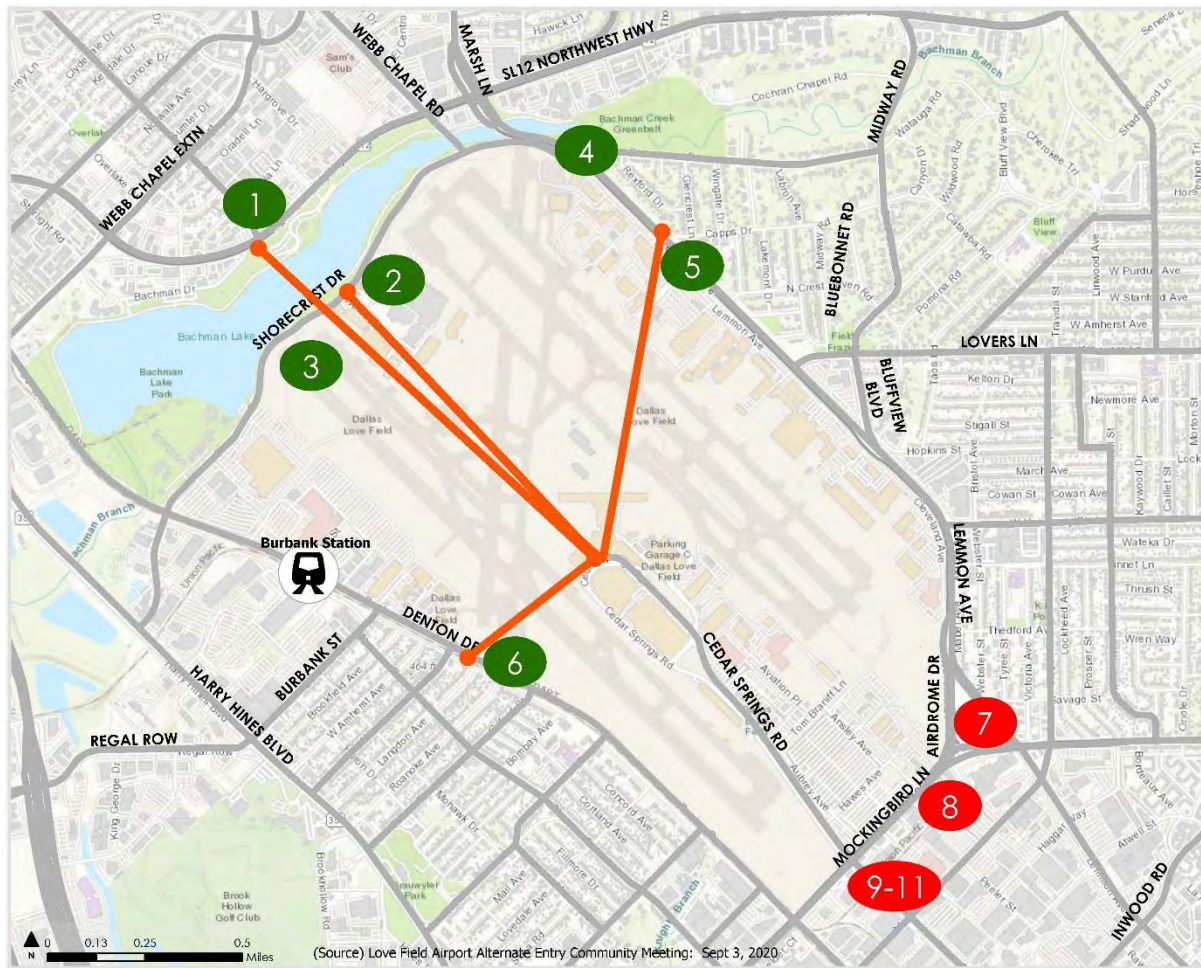
### 3) Love Field Access

A second entryway for Love Field airport has been one of the most important topics discussed throughout this study. Building on the airport’s study, NCTCOG staff evaluated all alternative entry options and utilized the regional transportation model to determine the systematic improvements necessary to improve transportation conditions for all users.

Staff utilized the regional travel demand model, a series of complex computer programs that consider the roadways, transit, and demographics of the region to forecast the future impact of travel on our transportation network, to estimate future travel conditions in the Bachman Lake area in relation to a second entry to Love Field. Different scenarios provided by airport staff (Figure 1) were considered and run through the model.

## Bachman Area Planning – Executive Summary

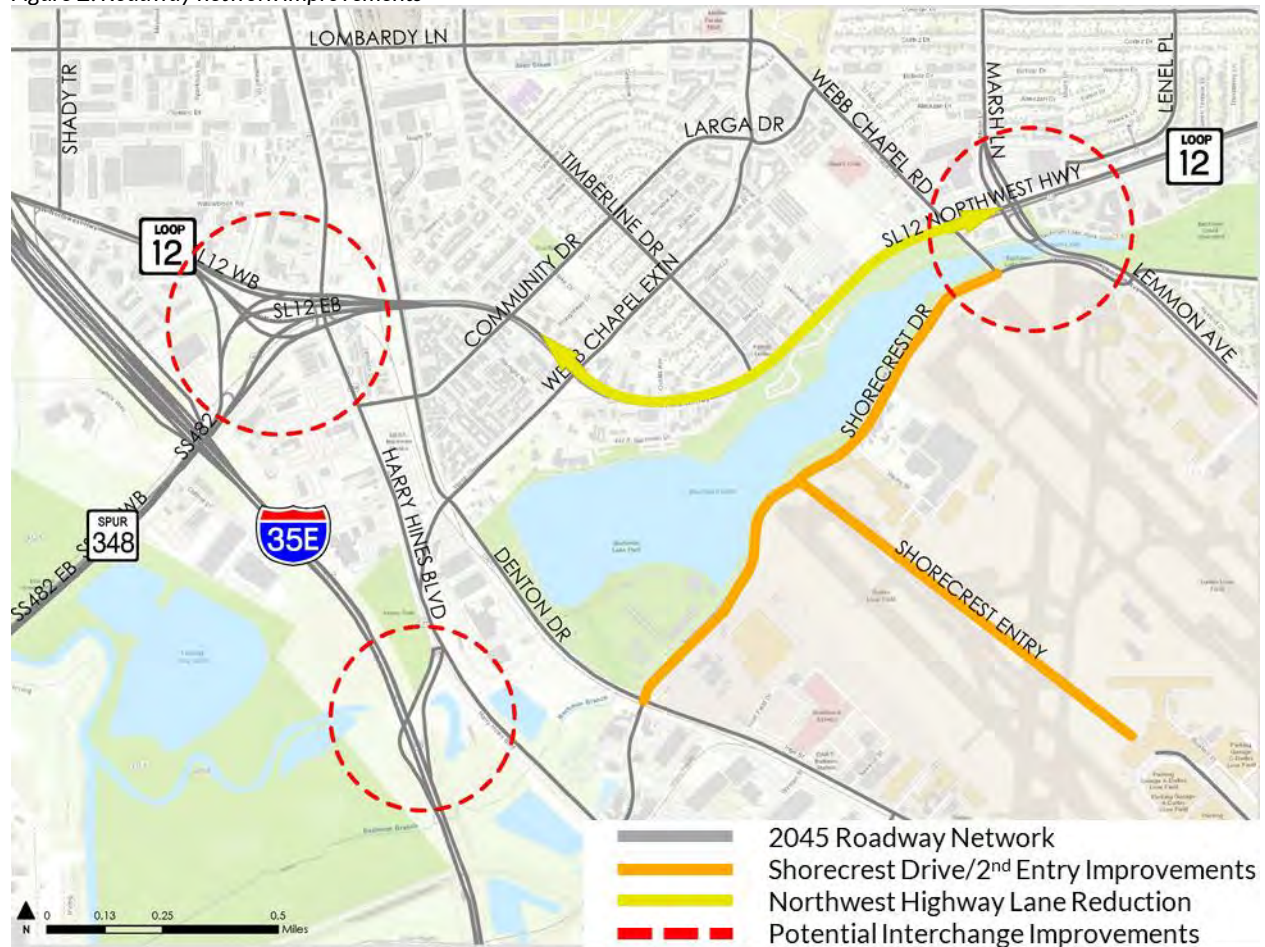
Figure 1: Travel demand model second entry scenarios



- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li><span style="color: orange;">—</span> Modeled Entries</li> <li><span style="color: grey;">—</span> 2045 Roadway Network</li> <li><span style="color: green;">●</span> Tunnels</li> <li><span style="color: red;">●</span> Spot Improvements</li> </ul> <ol style="list-style-type: none"> <li>1. Lemmon Avenue/Shorecrest Drive</li> <li>2. Northwest Highway – Central Airfield</li> <li>3. Shorecrest Drive – Central Airfield</li> </ol> | <ol style="list-style-type: none"> <li>4. Shorecrest Drive – West of Runway 13R-31L</li> <li>5. Lemmon Avenue/George Coker Circle Tunnel</li> <li>6. Denton Drive</li> <li>7. U-Turn at Airdrome</li> <li>8. Mockingbird Lane/Waddel Avenue</li> <li>9. Conventional Urban Diamond Interchange</li> <li>10. Diverging Diamond Interchange</li> <li>11. Direct Ramp Interchange</li> </ol> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Through analysis of travel demand model data and existing conditions, Shorecrest Drive – Central Airfield (#3 on Figure 1) was identified as the most feasible alternative provided to NCTCOG staff. The model was run projecting Shorecrest Drive to its ultimate four lane section as it is identified in the [City of Dallas Thoroughfare Plan](#). Under this scenario, staff considered several area transportation improvements that would potentially result in a more context sensitive transportation network and minimize disruption to the neighborhood. Figure 2 displays the location of these improvements.

Figure 2: Roadway network improvements



The following improvements were then modeled:

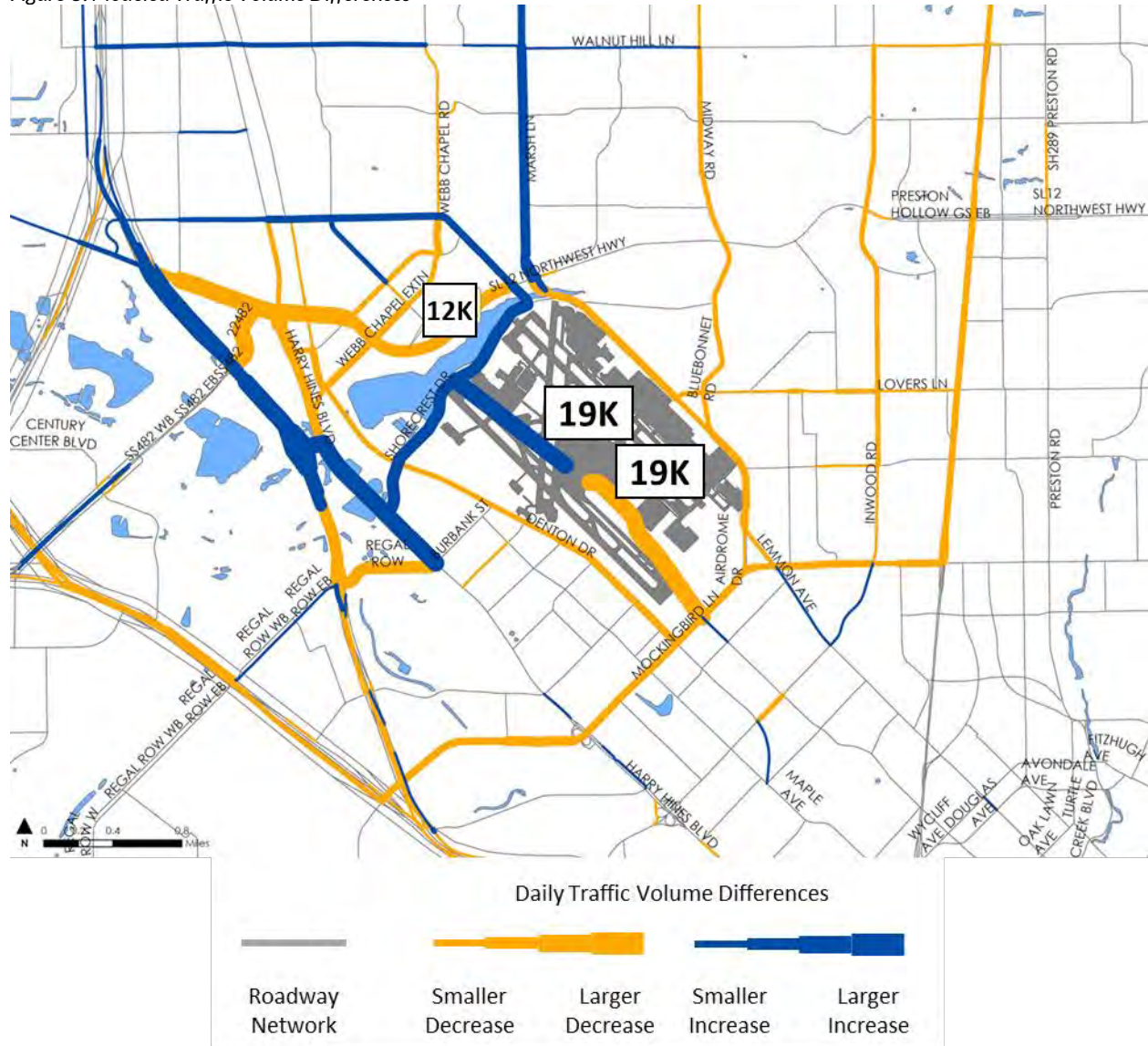
- Shorecrest Dr with airport entry
- Shorecrest Dr configured to four lanes
- Interchange improvements at IH 35E/Raceway/Harry Hines Blvd
- Interchange improvements at Northwest Hwy/Harry Hines Blvd/Storey Ln
- Northwest Hwy reduced to four lanes

Figure 3 displays the results of the travel demand model.

Blue lines indicate increases in daily traffic and orange lines indicate decreases in daily traffic. Thick lines indicate higher magnitudes of increases or decreases while thin lines indicate lower magnitudes of increases or decreases.

Through this analysis, staff has determined that constructing the improvements listed above may result in 38,000 daily trips on Northwest Highway between Marsh Ln and IH 35E, a reduction of 12,000. Additionally, 19,000 daily trips were taken off the current airport entrance. However, other streets saw increases in daily traffic. Notably, Shorecrest Dr and the modeled second airport entry drew an additional 19,000 daily trips.

Figure 3: Modeled Traffic Volume Differences



More analysis and public engagement are necessary before Love Field Access can be improved; therefore, the following next steps are recommended:

<i>Next Steps</i>	<i>Responsible Agency</i>
Refine alternative entry analysis and design	City
Create phasing plan for airport and on-system roadway improvement integration	City/TxDOT
Continue public engagement for second entry	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 Refinement

This idea was introduced only for the purpose of refining the area presented to NCTCOG in the initial stakeholder request for this study. The existing trail network, DART rail stations, environmental justice factors, safety data, and other ongoing projects were the primary factors considered when refining the study area boundary.

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>No actions – See Study Area Refinement Memo</b>	

#### 5) Public Involvement

Multiple methods of public engagement were used throughout this study including surveys, meeting feedback forms, and an interactive mapping tool. A detailed memorandum documenting the public engagement efforts of this study is available. Due to the importance of public involvement at various stages of transportation project development the recommended next step is to continue as needed as specific recommendations advance:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Continue as needed for implementation</b>	Various

#### 6) Economic Development

Along with transportation improvements, NCTCOG would like to encourage development in the area to create economic opportunity. Project staff reviewed the policy background, assets and activity, and transportation-centered opportunities regarding economic development in the study area. Findings and recommendations are found in the Economic Development Memo. The complex nature of economic development requires further detailed study as reflected in the recommended next step:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Commission a more detailed economic development plan/study for these areas including anti-displacement strategies</b>	City

### 7) Trails and Parks Access

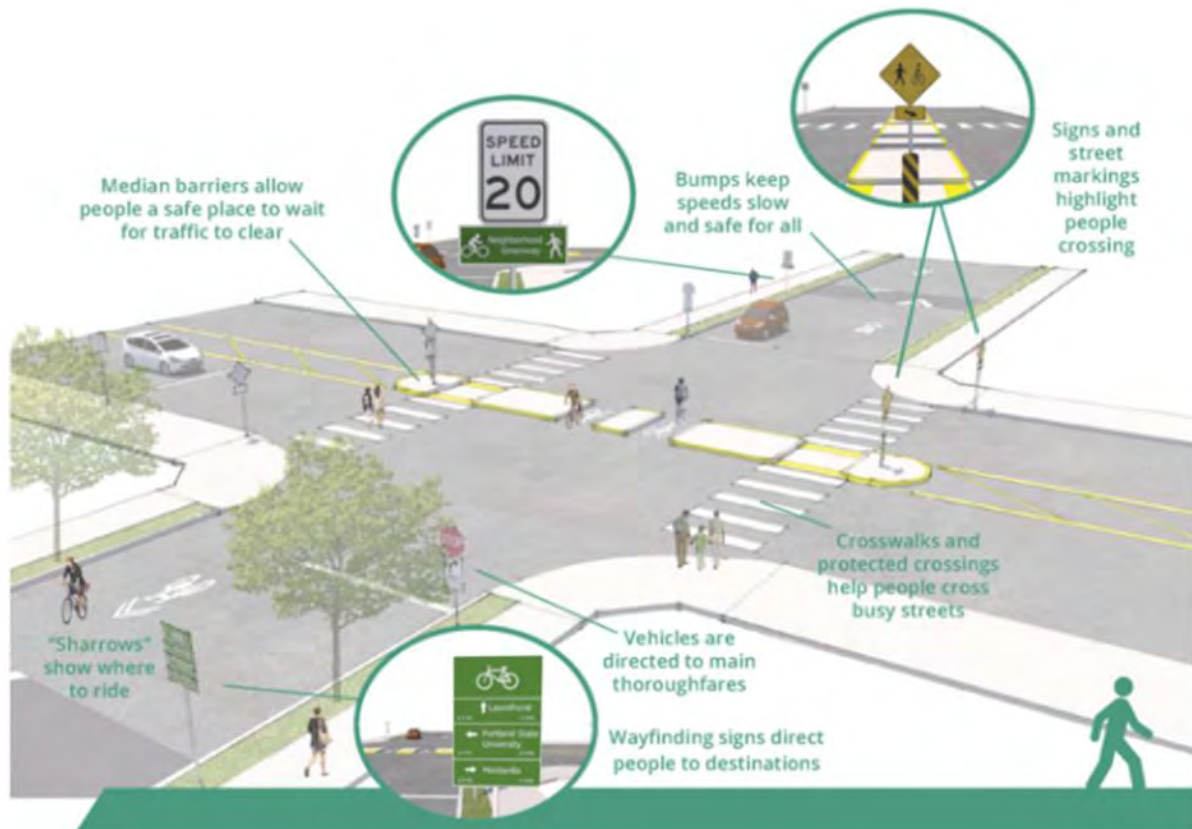
Existing study area bicycle/pedestrian facilities were examined to identify needs and locations that can be improved to advance safety and mobility in the study area. Connecting local parks, residents, trails, rail stations, and other local amenities with bicycle/pedestrian infrastructure was a priority in facility identification as a result of public input received on bicyclist and pedestrian needs.

Development of the Love Field Loop Trail was of high interest to airport staff and stakeholders at the study outset. Currently, the trail is either constructed or nearing construction on three sides of the airport, however, right-of-way and land on the final, western side of the airport along Denton Dr is limited. One alternative to a Love Field Loop Trail on Denton Drive south of Burbank Dr, may be a bicycle boulevard, a low-traffic, low-speed street that is designed to give bicycle travel priority, on Thurston Dr in the Love Field West neighborhood.<sup>1</sup> Figure 4 display an example of a bicycle boulevard configuration. Improving Thurston Dr and potentially Maple Ave offer the advantage of direct neighborhood connections. Connecting the Love Field Loop Trail south and north from Thurston Dr, will require further study.

#### BICYCLE BOULEVARDS

##### Possible Features:

- Median barriers
- Speed bumps
- Protected crossings
- Traffic diversions
- Wayfinding signs
- Shared lanes



Source: Portland Bureau of Transportation

1: [NACTO Urban Bikeway Design Guide](#) & [Portland Bureau of Transportation](#)

## Bachman Area Planning – Executive Summary

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Public input, City and county staff input, and existing facilities with the consideration of other ongoing projects in the area were also primary factors in creating these recommendations. The recommendations are broken down into three categories: bicycle facilities, sidewalks, and crossing. Figures 5, 6, and 7 display the recommendations and Figure 8 displays all three categories together. Even more targeted areas for further study were recommended by community members as part of the public feedback process. The City should evaluate those recommendations and advance those that compliment or enhance current park planning or areas of high demand. The following next steps were provided to advance the recommendations:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Advance sidewalk and bike recommendations to design/ fund improvements for city streets</b>	City
<b>Bike facility feasibility studies – Denton Drive and Walnut Hill Lane</b>	City
<b>Develop cost estimate and advance design for signal upgrades and intersection improvements</b>	City

Figure 5: Bicycle Facility Recommendations

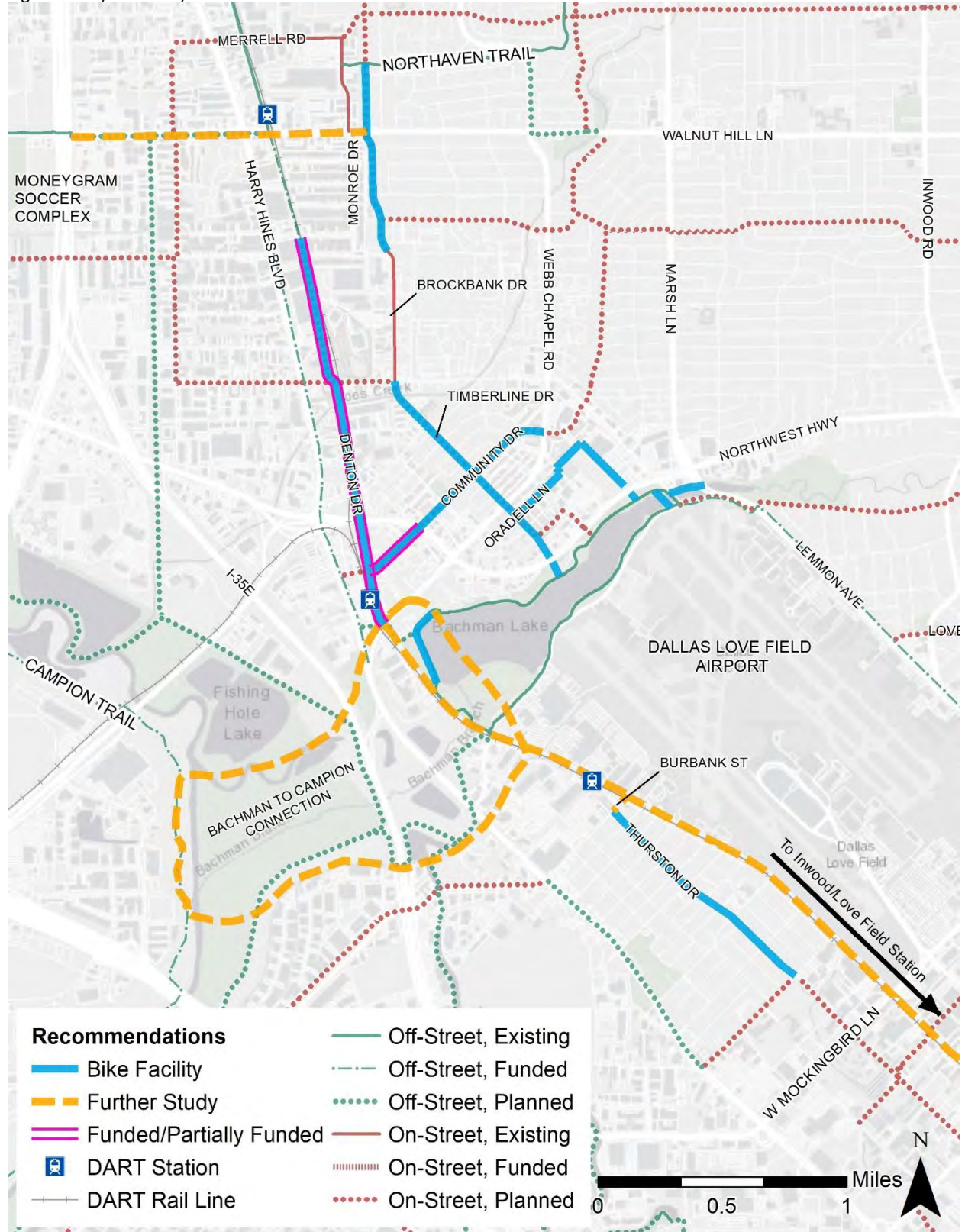


Figure 6: Sidewalk Recommendations

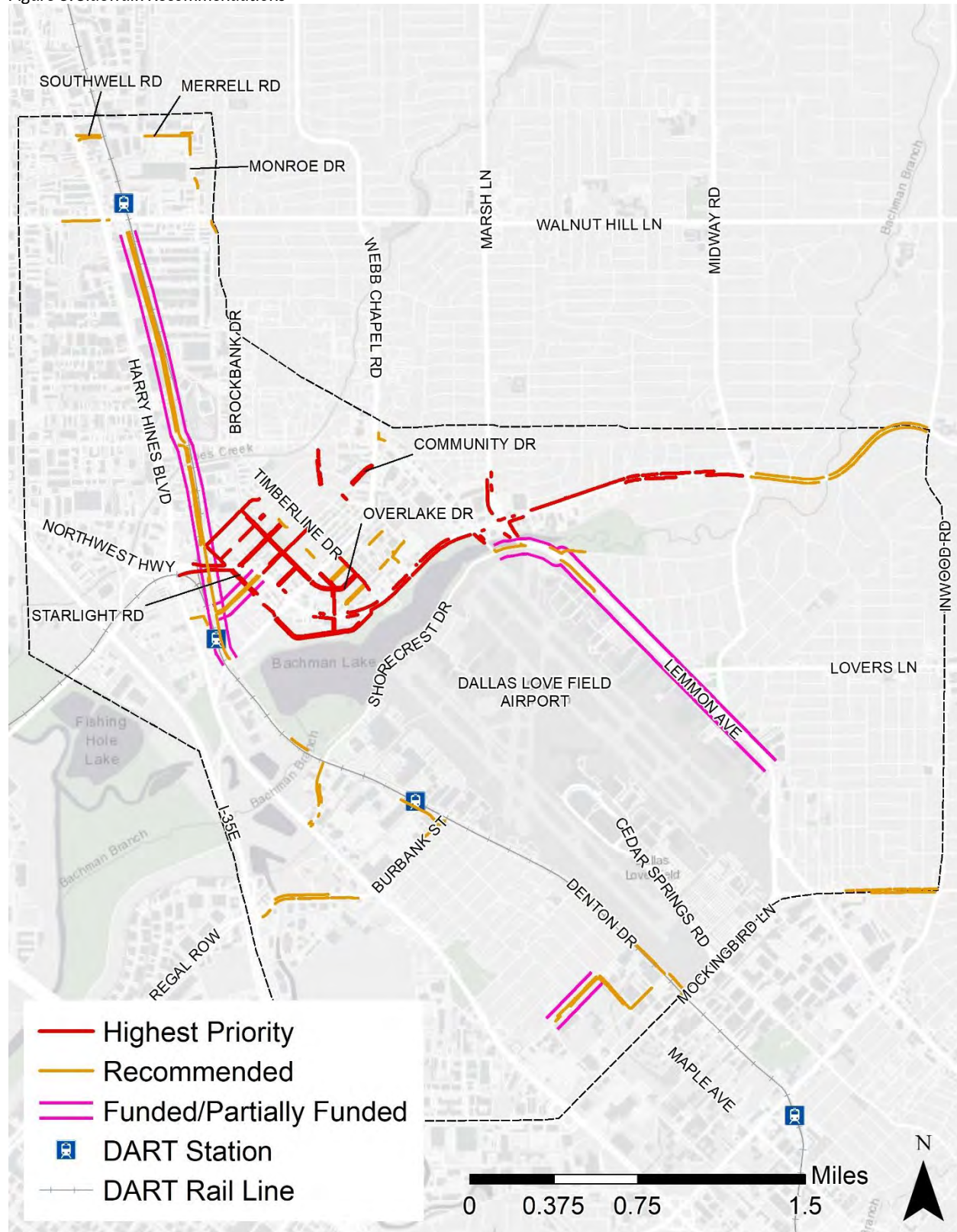
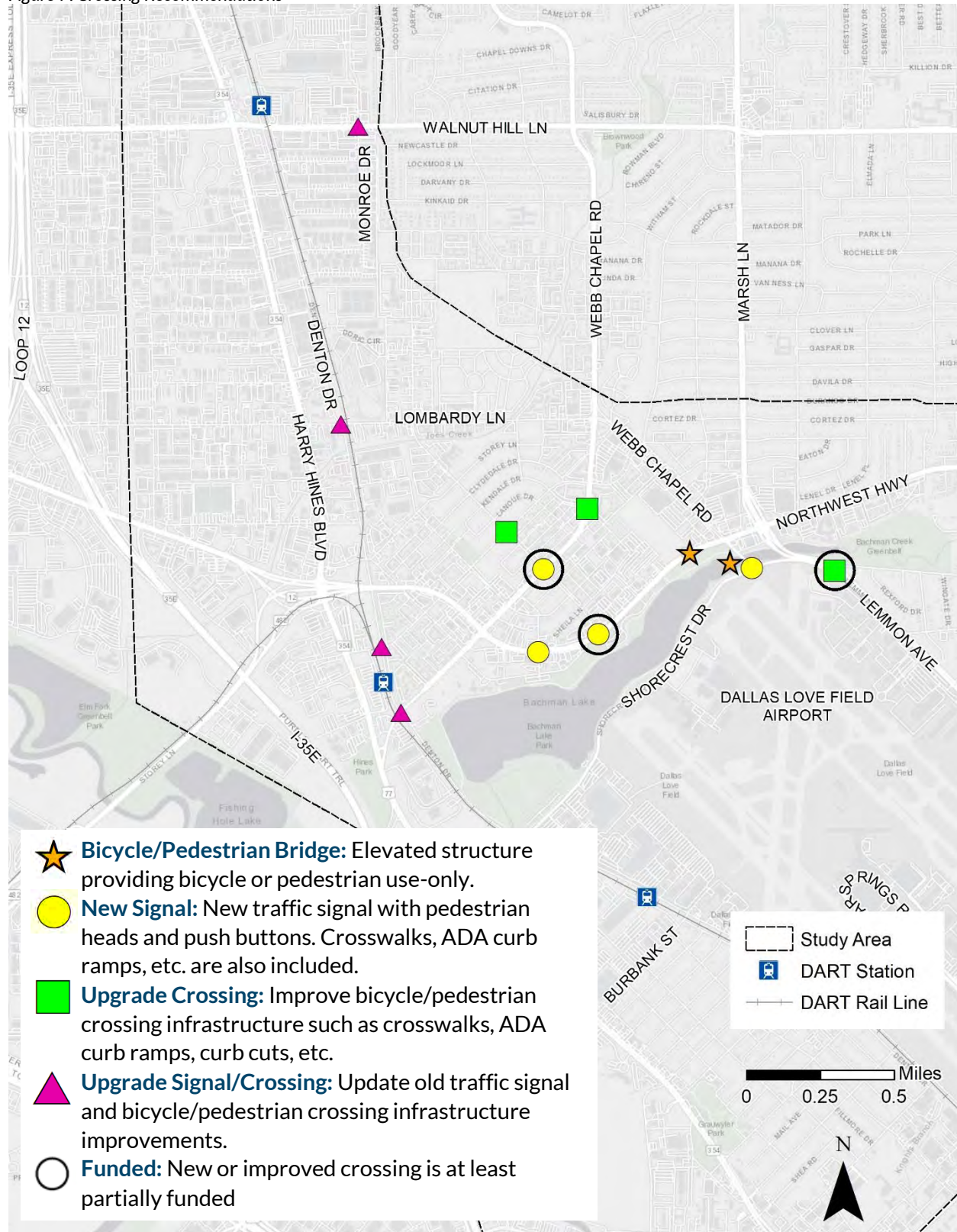
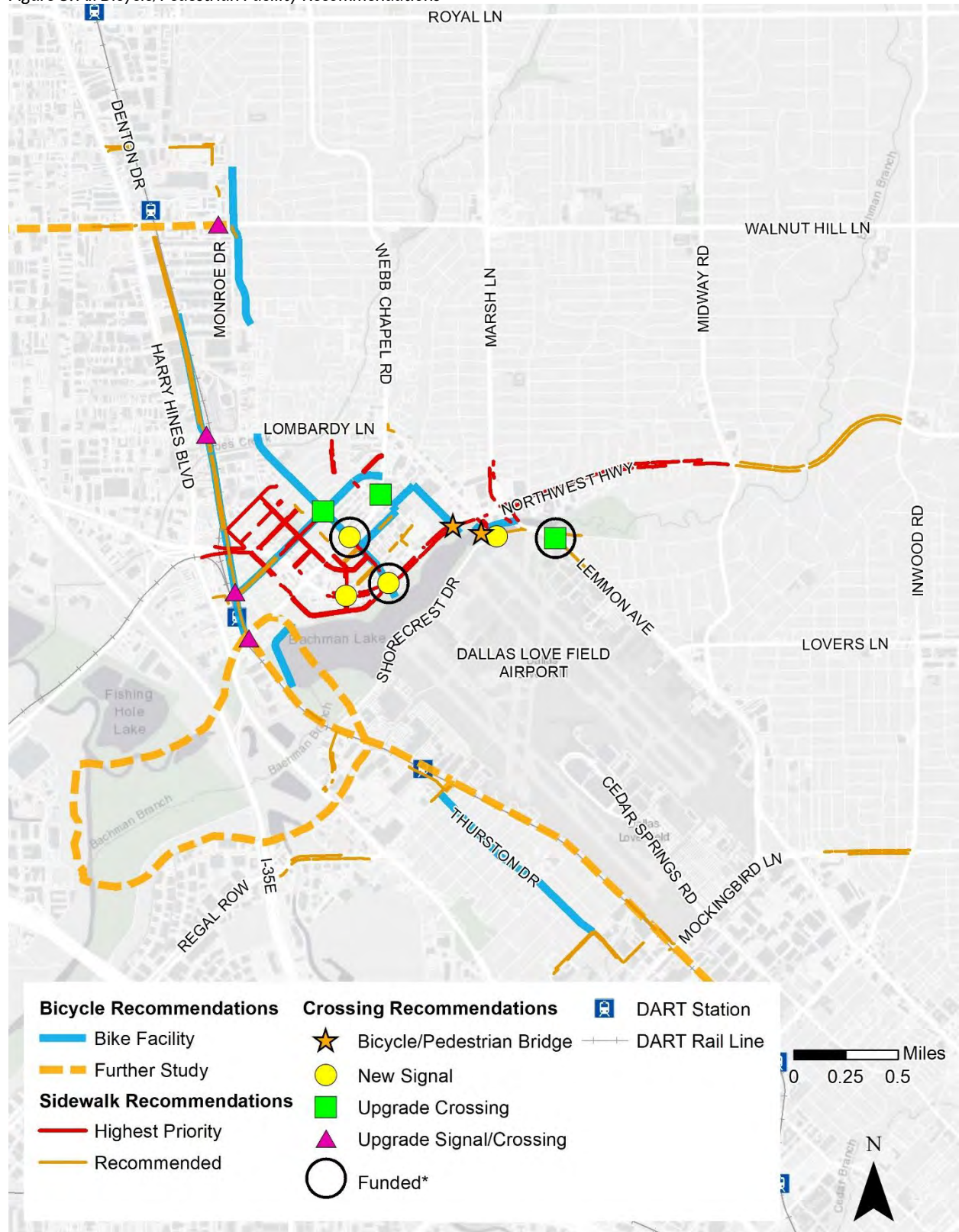


Figure 7: Crossing Recommendations



# Bachman Area Planning – Executive Summary

Figure 8: All Bicycle/Pedestrian Facility Recommendations



### 8) Depress Northwest Highway/Pedestrian Cap

Depressing Northwest Highway and constructing a pedestrian cap (land bridge) has been an innovative idea of this project since its inception. It would serve as a safe and efficient way to cross Northwest Highway and provide bicycle/pedestrian connections between the Bachman neighborhood, a future pocket park, and Bachman Lake Park. Through this study, the following next step recommendations have been identified:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Initiate design of intersection and sidewalk improvements west of Lemmon Ave</b>	TxDOT
<b>Lane reduction for safety and pedestrian friendly design from Webb Chapel Ext. to Lemmon Ave</b>	TxDOT
<b>Coordination on enhanced crossing/land bridge at airport light way</b>	City/TxDOT/ NCTCOG
<b>Feasibility study for increasing bike/pedestrian access on Webb Chapel Road bridge</b>	City

### 9) Harry Hines Boulevard

Harry Hines Boulevard is a key corridor on the western side of the study area. It is also the subject of a separate NCTCOG-led study to address the issues with the corridor and promote context-sensitive design of the roadway. The anticipated result will be a corridor plan to guide future transportation investments and redevelopment of the corridor. Next steps recommendations include the following:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Complete the corridor study and coordinate on intersection design as needed</b>	NCTCOG
<b>Coordinate on bike/pedestrian crossings as needed</b>	City

### 10) DART Coordination

Dallas Area Rapid Transit (DART) owns and operates three light rail stations and several bus routes in the study area. Transit access to the airport is provided through the Love Link (route 524) shuttle that runs from Inwood/Love Field DART Station to the airport terminal. For more information on this topic, please see the Transit Service Coordination Memo. After coordination with both DART and City of Dallas the following next step is recommended:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Continue coordination on transit access options to Love Field that present the least conflict for other modes</b>	City/DART



### Summary Table of Recommendations – Next Steps

A table of all recommendations and next steps with responsible agencies can be seen in Figure 9, below.

Figure 9: Summary Table of Recommendations

<b>Next Steps</b>	<b>Responsible Agency</b>
<b>City of Dallas Coordination</b>	
City to meet frequently with Dallas County to advance MCIP bond projects	City
<b>TxDOT Coordination</b>	
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 conversion from State ownership	City/TxDOT
Update Mobility 2045	NCTCOG
<b>Love Field Access</b>	
Refine alternative entry analysis and design	City
Create phasing plan for airport and roadway improvement integration	City/TxDOT
Continue public engagement for second entry	City
Develop cost estimate, design, phasing to advance Shorecrest Drive to four lanes	City
Feasibility study for northeast airport corner interchange redesign	City/TxDOT
<b>Study Area</b>	
No actions – See Study Area Refinement Memo	
<b>Public Involvement</b>	
Continue as needed for implementation	Various
<b>Economic Development</b>	
Commission a more detailed economic development plan/study for these areas including anti-displacement strategies	City
<b>Bicycle/Pedestrian Trails</b>	
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
<b>Northwest Highway Redesign/ Pedestrian Cap</b>	
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 airport light way	City/TxDOT/ NCTCOG
Feasibility study for increasing bike/pedestrian access on Webb Chapel Road bridge	City
<b>Harry Hines Boulevard</b>	
Complete the corridor study and coordinate on intersection design as needed	NCTCOG
Coordinate on bike/pedestrian crossings as needed	City
<b>DART Coordination</b>	
Continue coordination on transit access options to Love Field that present the least conflict for other modes	City/DART

Date: November 2021

### Bachman Area Planning Technical Memorandum



### Subject: Past Plans, Funding, and Ongoing Local Government Coordination

#### Background

Dallas City Councilmember Omar Narvaez, in June of 2020, sent a letter requesting the North Central Texas Council of Governments' (NCTCOG) assistance in addressing transportation issues in the Bachman/Love Field area of Northwest Dallas. The Regional Transportation Council allocated funds for NCTCOG staff in August of 2020 to facilitate a planning process advancing land use-sensitive multi-modal transportation efforts and address needs of the community. Public input, reinforced with data and technical coordination among agencies, has been used to develop a series of informative documentation memos that will culminate in a set of recommended transportation improvements. This is one of several technical memorandums in the Bachman Area Planning Study documenting information used in creating recommendations. The primary purpose of this memo is to review and provide a summary of past planning efforts and ongoing implementation in the Bachman/Love Field area.

### Summary of Relevant Planning Efforts to the Bachman Lake, Northwest Dallas, and Love Field Area

Several Dallas city-wide plans and neighborhood-specific plans were reviewed to understand the background of public initiatives and existing recommendations. This also provided context of the progress made on implementing the recommendations of existing plans. Some major themes presented in the various studies include health/safety improvements, transportation improvements, and social/cultural enhancements. Figure 1 shows a summary of these major themes in the documents.

Figure 1: Overview of major themes by plan

	Health and Safety Improvements	Transportation Improvements	Social/Cultural Enhancements
<i>Area Specific Plans and Studies</i>			
Northwest Highway Urban Design Study (1999)	✓	✓	✓
Bachman Lake Needs Assessment (2005)	✓	✓	✓
Dallas Love Field CIP (2015)	✓	✓	-
ULI Panel Study (2020)	✓	✓	✓
<i>City-wide Plans</i>			
forwardDallas! (2006)	✓	✓	✓
Dallas Bike Plan (2011)	✓	✓	✓
Dallas UHI Study (2017)	-	✓	✓
Age-Friendly Dallas (2018)	✓	✓	✓
Dallas Cultural Plan (2018)	-	✓	✓
Resilient Dallas Strategy (2018)	✓	✓	✓
CECAP (2020)	✓	✓	✓
Connect Dallas (2021)	✓	✓	✓
Dallas Sidewalk Master Plan (2021)	✓	✓	✓
Dallas Economic Development Strategy (2021)	-	✓	✓
<i>Relevant Adjacent Plans</i>			
Trinity River Corridor Plan (2005)	-	✓	-
Stemmons Corridor – SWMDA (2010)	-	✓	-
DART Zoom (2021)	-	✓	-

### Area Specific Plans

#### Northwest Highway Urban Design Study (1999)

*Document not online*

The City of Dallas completed the Northwest Highway Urban Design Study in summer of 1999. The objective of this study was to catalyze aesthetic environment improvements and economic revitalization by capitalizing on the infrastructure improvements related to Northwest Highway, Interstate 35E, the Dallas Area Rapid Transit (DART) rail line, and Bachman Lake Park.

Many recommendations are made in this plan, most of which are related to improving the urban design aesthetics of the area through streetscaping. Key project recommendations are a pedestrian bridge over Northwest Highway at the Timberline Drive intersection into Bachman Lake Park; sidewalk gap filling at key gateways into the area; and tree planting/general landscaping improvements in the major corridors and gateways. All recommended projects are also given conceptual cost estimates and funding strategies. This study recommended over \$3 million in physical improvements to be funded through federal, State, and local government programs as well as various private programs.

#### Bachman Lake/West Northwest Highway Needs Assessment Study (2005)

<https://dallascityhall.com/departments/pnv/Strategic%20Planning%20Division%20Documents/plans/2000/Bachman%20Lake%20Needs%20Assessment%20Study%202005.pdf>

The City of Dallas completed a study in 2005 of an area directly north and northwest of Bachman Lake along West Northwest Highway between Interstate 35E and Mixon Drive. The goal of this study was to develop recommendations using a community-driven process. It was also the goal of this study that the recommendations be applicable to the rest of Dallas to prevent the issues that are prevalent in the Bachman area from growing in other neighborhoods. Primarily, this needs assessment addresses crime and code issues but also briefly addresses the desires of the community for better built-environment aesthetics.

Public/stakeholder input and analysis of existing conditions resulted in recommendations related to crime, code and certificate of occupancy violations, existing zoning ordinance classifications, and urban design/area identity were created. Most relevant, urban design recommendations include better implementation of the 1999 Northwest Highway Urban Design Study, evaluation of Tax Increment Investment Zone district feasibility, and construction of a pedestrian bridge that would span Northwest Highway at Timberline Drive and connect neighborhood residents safely to Bachman Lake Park. The document specifically notes the pedestrian bridge estimated to cost \$1,055,000 was submitted through a federal call for projects in 2001 under the “Transportation Equity Act for the 21<sup>st</sup> Century” but was not selected for funding.

#### Dallas Love Field Capital Improvement Plan/Master Plan (2015)

<https://www.dallas-lovefield.com/business-info/airport-development/documents-and-resources>

Dallas Love Field completed a Master Plan update in 2015 primarily for aviation planning purposes, such as improving airport operations or evaluating future infrastructure needs, and partially to inventory, identify noise/air quality impacts, and improve the area surrounding the airport. Intersection and roadway improvements on Mockingbird Lane, Airdrome Drive, Cedar Springs/Herb Kelleher Way, and Lemmon Avenue are briefly mentioned in the future land use

section of the document. Section 6.2 indicates public engagement, as part of the master plan, identified pedestrian safety improvements around all sides of the airport as a community priority. Initial concepts for Lemmon Avenue pedestrian improvements and the “Loop Trail” are discussed. Roadway improvements are recommended to accommodate forecasted airport growth and improve vehicular access to the airport from the south. All intersection/roadway projects were projected to be completed before Fiscal Year 2021. The estimated funding source was expected to be airport funds for most of the bike/pedestrian projects except for the Mockingbird/Cedar Springs/Herb Kelleher intersection improvement project, which was expected to be primarily funded through other City funds. The plan also notes neighborhoods north and south of the airport, which will experience the most noise impact from aircrafts.

Urban Land Institute (Resilient Land Use Cohort) Advisory Services Panel (2020)

[https://knowledge.uli.org/reports/aspr/2020/dallas-tx-vasp?utm\\_source=realmagnet&utm\\_medium=email&utm\\_campaign=HQ%20Urban%20Land%202022%2F8%2F21](https://knowledge.uli.org/reports/aspr/2020/dallas-tx-vasp?utm_source=realmagnet&utm_medium=email&utm_campaign=HQ%20Urban%20Land%202022%2F8%2F21)

The Urban Land Institute (ULI) completed an Advisory Services Panel (ASP) study in 2020 of a 400-acre area roughly three miles northwest of Bachman Lake that was heavily impacted by an EF3 tornado in October of 2019. The goal of this study was to use public input and technical expertise to make recommendations for land use, infrastructure, and social investments related to climate resilience.

Analysis of several factors (demographics, tax revenue, previously completed plans, etc.) and public input resulted in a vision and recommendations. New preliminary ideas for extending the Northaven Trail and/or connecting it to the south and west were presented. The vision included themes of inclusivity, neighborhood character, and policy/code improvements. Key recommendations included:

- Coordinate and support a champion group [local government, business, and non-profit community organizations];
- Engage social services and providers;
- Activate DART Walnut Hill/Denton station parking lot;
- Install bilingual wayfinding;
- Identify and publicize a safe and accessible resilience hub; and
- Explore development financing tools to leverage current opportunities.

### Summary of Area-Specific Plan Recommendations

The recommendations from the four area-specific plans fell into three main categories: A) Infrastructure and Physical Improvement, B) Policy and Coordination Improvement, and C) Social and Economic Programs. Recommendations from the three older plans mostly fall under the first category while the Urban Land Institute’s 2020 study provided recommendations more heavily focused on the other two categories.

Figure 2 lists paraphrased recommendations related to infrastructure and physical improvements from each of the plans. Many plans featured specific details regarding each recommendation however none are complete with only a few in progress. One early project in particular, a pedestrian bridge, was recommended in the 1999 study along with a location sketch (crossing Northwest Highway at Timberline Drive) and was given special consideration in the 2005 needs assessment.

Figure 2: A) Infrastructure and Physical Improvement Recommendations and Implementation Comments

Northwest Highway Urban Design Study (1999)	Bachman Lake Needs Assessment (2005)	Dallas Love Field CIP (2015)	ULI Panel Study (2020)
<b>Infrastructure and Physical Improvement</b>			
Pedestrian Bridge (not complete)	Pedestrian Bridge (not complete)	Airport Improvements	Walnut Hill Lane and Harry Hines Streetscaping (not complete)
Street Topper Signs (not complete)	1999 Design Study Recommendations	Cedar Springs Rd/Herb Kelleher Way Lighting/Streetscaping (in progress)	
Webb Chapel and Starlight Streetscaping (not complete)		Mockingbird Lane-Cedar Springs Road Intersection Streetscaping (in progress)	
Webb Chapel Ext. Welcome Area Improvements (not complete)			
Denton Dr and Lemmon Ave Gateway Improvements (in progress)			

Figure 3 lists paraphrased recommendations related to policy and coordination improvements. The specific zoning improvement from 2005, to require a Special Use Permit for billiard halls in Community Retail (CR) and Commercial Service (CS) zones, was not adopted. The August 2020 ULI Study recommendations have not yet had time to be implemented.

Figure 3: **B**) Policy and Coordination Improvement Recommendations and Implementation Comments

Northwest Highway Urban Design Study (1999)	Bachman Lake Needs Assessment (2005)	Dallas Love Field CIP (2015)	ULI Panel Study (2020)
<b>Policy and Coordination Improvement</b>			
	Zoning/Code Improvements <i>(not complete)</i>		Activate Walnut Hill/Denton parking lot
			Bilingual Wayfinding
			Champion Group creation
			Consumer and Business Survey
			Establish an area identity/brand
			Zoning/Code Improvements
			Establish a catalytic pilot TOD development at the DART station
			Build on existing trail connections to expand recreational opportunities and expand network of bike lanes
			Vision Plan creation, continue public/stakeholder engagement, and conduct further planning studies
			Clearly designate loading zones and sidewalks within the study area to improve pedestrian access and walkability

Figure 4 lists paraphrased recommendations related to social and economic programs. The Tax Increment Financing (TIF) district feasibility evaluation from the 2005 needs assessment may have been considered, however, no TIF district was established in the Bachman Area. The August 2020 ULI Study recommendations have not yet had time to be implemented.

Figure 4: C) Social and Economic Program Recommendations and Implementation Comments

Northwest Highway Urban Design Study (1999)	Bachman Lake Needs Assessment (2005)	Dallas Love Field CIP (2015)	ULI Panel Study (2020)
<b>Social and Economic Programs</b>			
	Social Services Improvements <i>(unknown)</i>		Social Services Improvements
	TIF District Feasibility Evaluation <i>(not complete)</i>		Prepare for and incentivize new business to relocate to the area
			Identify green infrastructure opportunities and implement strategies to reduce the UHI
			Explore new strategies to allow easier/better financing for small and local businesses
			Explore development finance tools, and other tools, to leverage current opportunities on underused lots to catalyze development
			Explore typologies of mixed live/work/learn/play and embrace new development mixes that build on existing businesses to support a walkable community



### City-wide Plans

#### forwardDallas! (2006)

<https://dallascityhall.com/departments/pnv/Pages/comprehensive-plan.aspx>

The City of Dallas' comprehensive plan, forwardDallas!, is the overarching guiding document for the future of Dallas in terms of economics, housing, land use, transportation, and more. The plan focuses on six core values, the most relevant of which for the purposes of this study are public safety, healthy environment, and convenient transportation. A new comprehensive planning process was authorized by Dallas City Council in May 2021 and is ongoing.

#### Dallas Bike Plan (2011)

<https://dallascityhall.com/departments/transportation/bikeway/Pages/bikeplan2011.aspx>

The Dallas Bike Plan was written in 2011 to establish a long-term vision for the city's bicycle infrastructure. The vision includes wide-spread use of bicycles for all purposes, a safe and efficient bikeway system, residents who have a high understanding of the bikeway system, and a bicycling culture that contributes to city development and neighborhood revitalization.

There are several on-street and off-street bikeways planned and funded in the study area. The off-street bikeways connect directly to the Trinity River Corridor and the on-street bikeways connect to the off-street bikeways as well as other nearby amenities such as Dallas Love Field and transit stations. The study area is also located within the "Medium Term" priority area.

#### Dallas Urban Heat Island Mitigation Study (2017)

<https://www.texas-trees.org/projects/dallas-urban-heat-island-mitigation-study/#:~:text=Texas%20Trees%20Foundation%20today%20announced,the%20country%20except%20for%20Phoenix>

The Dallas Urban Heat Island (UHI) Mitigation Study was commissioned by the Texas Trees Foundation in 2017 to assess the extent of the UHI effect in the city and develop mitigation strategies. This study modeled heat management scenarios to understand the impact of different types of heat management strategies, the authors then give recommendations based on their findings. Generally, the study recommends increased usage of cool materials (reflective roofs/alternative pavements) in concert with greening strategies (street trees/vegetation planting) to reduce excess heat due to non-reflective surfaces such as concrete. The Bachman/Northwest Dallas/Love Field area is recognizable through the data in this study as an area that is especially affected by the UHI and is especially vulnerable from a socioeconomic perspective.

#### Age-Friendly Dallas (2018)

<https://www.aarp.org/content/dam/aarp/livable-communities/age-friendly-network/2020/Dallas-Action%20Plan-TX-2020.pdf>

Age-Friendly Dallas is an action plan created through a process developed by the American Association of Retired Persons (AARP) and the World Health Organization (WHO) that has a four-step cycle including an assessment, action plan, implementation phase, and evaluation phase. Seven "age-friendly domains" are recognized through the process. The most prevalent of which for this study are outdoor spaces and buildings, transportation, and social participation/inclusion.

### Dallas Cultural Plan (2018)

<http://dallasculturalplan.com/the-plan/>

The Dallas Cultural Plan was completed in 2018 following a year-long comprehensive cultural planning process, which engaged local artist, residents, and cultural organizations. The following six priorities were identified: equity, diversity, space, support for artists, sustainable arts ecosystem, and communication. While these priorities are angled toward culture and art in Dallas, there is a factor of transportation involved with some of the plan including connecting residents to cultural hubs with public transit and making art accessible through a more equitable and accessible transportation network.

The Bachman neighborhood is also specifically categorized in this plan as a place that has “opportunity for arts in non-traditional spaces” due to the land uses that are found in the area. Non-traditional spaces include right-of-way zones, which are often largely underutilized.

### Resilient Dallas Strategy (2018)

[https://dallascityhall.com/departments/pnv/resilient\\_dallas/Pages/default.aspx](https://dallascityhall.com/departments/pnv/resilient_dallas/Pages/default.aspx)

The Resilient Dallas Strategy is a document developed by 100 Resilient Cities, an initiative created by the Rockefeller Foundation, in conjunction with the City of Dallas to evaluate all areas of resilience in the city and establish a roadmap to a more resilient community. Seven goals and 49 actions are detailed in the document. The most applicable of which for this study are ensuring equitable access to transit/transportation and investing in historically underserved neighborhoods.

This plan becomes most relevant to the study area in its discussion of inequity – racial, economic, etc. – and the impacts of those inequities on neighborhood development. The sixth goal, “invest in neighborhood infrastructure to revitalize historically underserved neighborhoods,” includes actions such as institutionalizing place-based revitalization approaches, interdepartmental collaboration, and leveraging data to support the local nonprofit/philanthropic sector. An organization that is specifically mentioned as a future partner in these efforts is Dallas Truth, Racial Healing & Transformation (TRHT), which was formed in 2016 and has direct ties to the Bachman area through its current Executive Director.

### Comprehensive Environmental & Climate Action Plan (2020)

<https://www.dallasclimateaction.com/>

The Comprehensive Environmental & Climate Action Plan (CECAP) describes the actions that the city will take to adapt and mitigate the effects of changing climate on the city and residents. Goals that are most relevant to this study include improving access to sustainable and affordable transportation options, higher air quality, protecting and enhancing natural ecosystems, and improving access to healthy food.

This plan also indicates that the study area, especially the Bachman neighborhood, is significantly impacted by the urban heat island effect. Related to this issue, the neighborhood has very few trees and minimal green infrastructure. The lack of green infrastructure also contributes to the relatively high flash flood potential in the area. However, the study area was not identified as an area that has many opportunities for new green infrastructure based on the methodology.

### Connect Dallas (2021)

<https://dallascityhall.com/departments/transportation/Pages/Strategic-Mobility-Plan.aspx>

Connect Dallas, the City of Dallas' strategic mobility plan, describes the vision, created through stakeholder and public input, for the city's future transportation investments. The plan is rooted in six driving principles – safety, environmental sustainability, equity, economic vitality, housing, and innovation. Three scenarios were developed in this plan; each intended to be an extreme version of the most likely outcome with the intention of pushing the envelope. Scenario A, Compact and Connected, scored the highest (of the three scenarios) in five of six driving principles (second in innovation). This scenario includes fewer new roadways, and more transit, bikeways, and trails. Scenario A also scored significantly higher with the public and stakeholders. A detailed action plan with 14 recommendations and 30 individual actions concludes this document.

This plan also identifies a Northwest Planning Area where Bachman Lake and the surrounding neighborhoods are located. It is noted by the plan authors that the transit connectivity and walkability in the Northwest Planning Area are low. Several projects are also identified in the Bachman Lake area including a livable streets project, bike facilities, and street capacity improvements in the Bachman Lake area. Each of the identified projects have been scored through this planning process using the six driving principles in a similar way as the three scenarios.

### Dallas Sidewalk Master Plan (2021)

<http://engagekh.com/dallassidewalks>

The Dallas Sidewalk Master Plan was a process to identify the most impactful sidewalk projects and provide guidance for decision makers on budgeting for both new construction and repair projects. The plan maps out existing and missing sidewalk locations throughout the city, prioritizes new construction and repair locations, and estimates over a billion dollars in needed funding to address all sidewalk needs.

The Bachman neighborhood and Love Field area was not one of the twelve focus area locations with extensive field work and detailed analysis completed. However, it does include high priority sidewalk segments identified in the city-wide priority data analysis. These locations include:

- Brockbank Drive from Lombardy Ln to Walnut Hill Lane
- Harry Hines Boulevard from Union Pacific Railroad to Anson Road
- Starlight Rd from Storey Lane to Webb Chapel Extension
- Timberline Drive from Northwest Highway to Community Drive

### Dallas Economic Development Strategy (2021)

<https://www.dallasecodev.org/544/Strategic-Economic-Development-Plan>

The City of Dallas' economic development strategy produced four focus areas following a market analysis and public input process. These four focus areas are 1) generating economic vitality, 2) promoting community sustainability, 3) creating conditions for smart growth and sustainable development, and 4) delivering responsive governance. Highlights of the implementation strategy include establishing a new development entity, strategically investing in South Dallas, and creating walkable communities.

### Relevant Adjacent Plans

#### Trinity River Corridor Comprehensive Land Use Plan (2005)

<https://dallascityhall.com/departments/pnv/Pages/Trinity-River-Corridor-Landing-page.aspx>

The Trinity River Corridor Comprehensive Land Use Plan was adopted in 2005 by the Dallas City Council. The plan breaks up the Trinity corridor into seven planning districts, the closest of which to the study area are the Elm Fork District (west/northwest of Bachman Lake) and the Stemmons District (southwest of Bachman Lake). These planning districts were then given specific study areas. The Stemmons Crossroads study area sits directly west of the lake and encompasses most of the Northwest Highway/Interstate IH 35E/Storey Lane interchange. Recommended improvements in this area are primarily road improvements (with accompanying bike/ped facilities), trails, and transit station support projects.

#### Stemmons Corridor - Southwestern Medical District Area Plan (2010)

<https://dallascityhall.com/departments/pnv/Pages/Stemmons-Corridor---SWMD-landing-page.aspx>

The Stemmons Corridor – Southwestern Medical District Area Plan (SWMDA) is a result of the City’s comprehensive plan, which called for action planning in key areas. This area of Dallas is located directly south of Love Field Airport and the Bachman Lake area and is an important economic node in Northwest Dallas. This plan resulted in a land development vision (land use/development), a circulation vision (transportation), and identifies four “strategic opportunity areas” that have significant catalytic potential for the surrounding area. Those four areas are the Inwood Station area, the Market Center/Parkland Station areas, the Victory/Design District connection area, and the Wycliff Avenue Trinity access area. Improvements in these areas primarily focused on bicycle/pedestrian-friendly infrastructure and TOD.

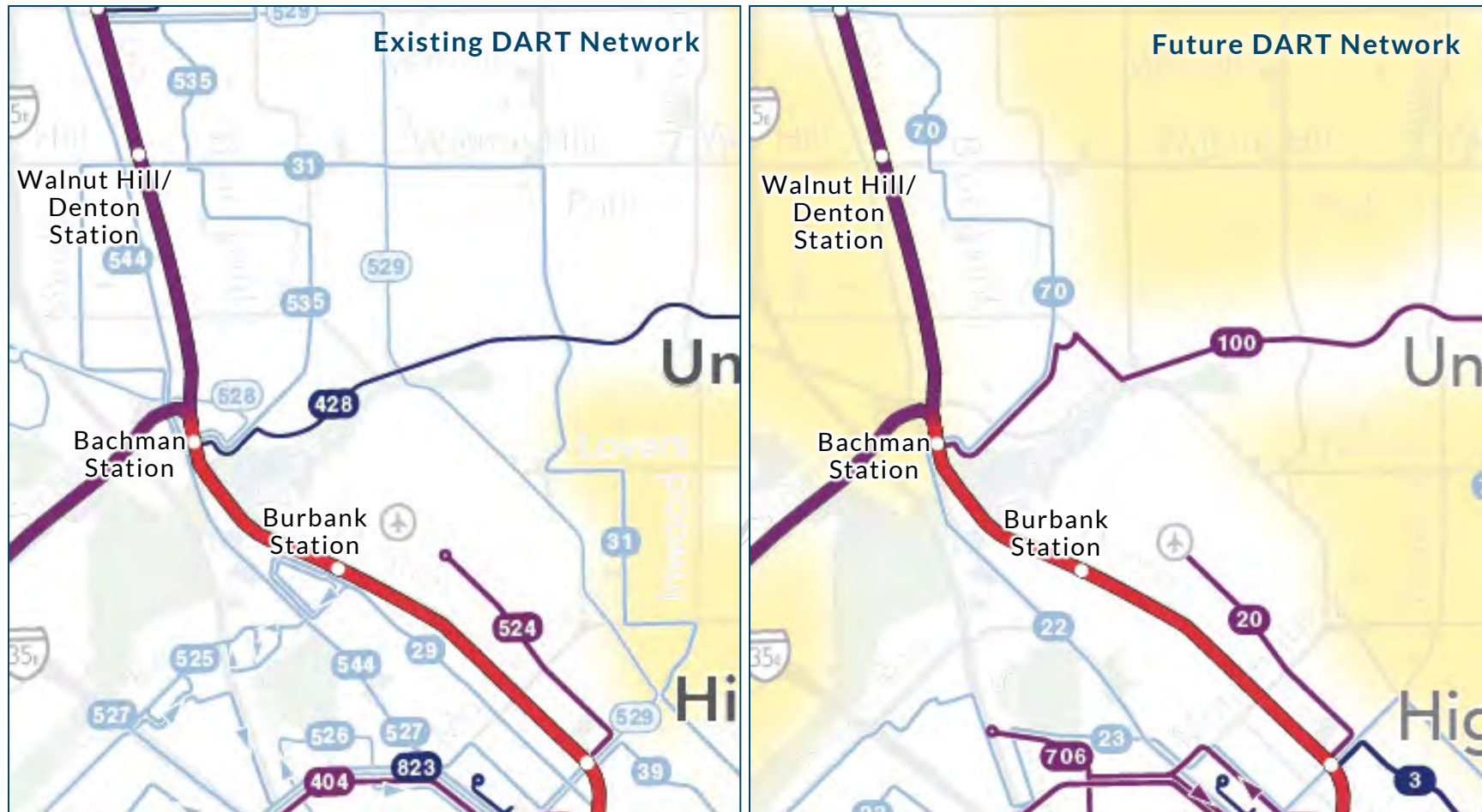
#### DART Zoom New Bus Network (2021)

<https://www.dartzoom.org/en/draft-network>

DART Zoom is a bus network plan developed by Dallas Area Rapid Transit to improve service in their transit region. Key changes include less focus on coverage and higher focus on ridership, better frequency and longer service hours, more direct routes, increased coverage with GoLink zones, better timed connections, and a much higher focus on access to jobs by transit.

Several minor routes in the study area are planned to be discontinued in favor of more direct routes, which are still within reasonable walking distance. The bus line that runs along Northwest Highway closest to Bachman Lake is now planned to run through the Bachman neighborhood instead. Bus service on Marsh Ln/Lemmon Ave is planned to be discontinued in favor of GoLink Zones. This is also the case for bus service on Harry Hines Blvd north of Bachman Station and south of Royal Ln. Additionally, light rail service frequency is planned to be slightly increased at Burbank Station, but service frequency will be the same at Bachman Station and Walnut Hill/Denton. Figure 5 on the next page shows maps of the existing and draft DART network in the study area. The redesigned bus network is set to be implemented starting January 24, 2022.

Figure 5: Existing and Future DART Network



Frequency at noon on a weekday:

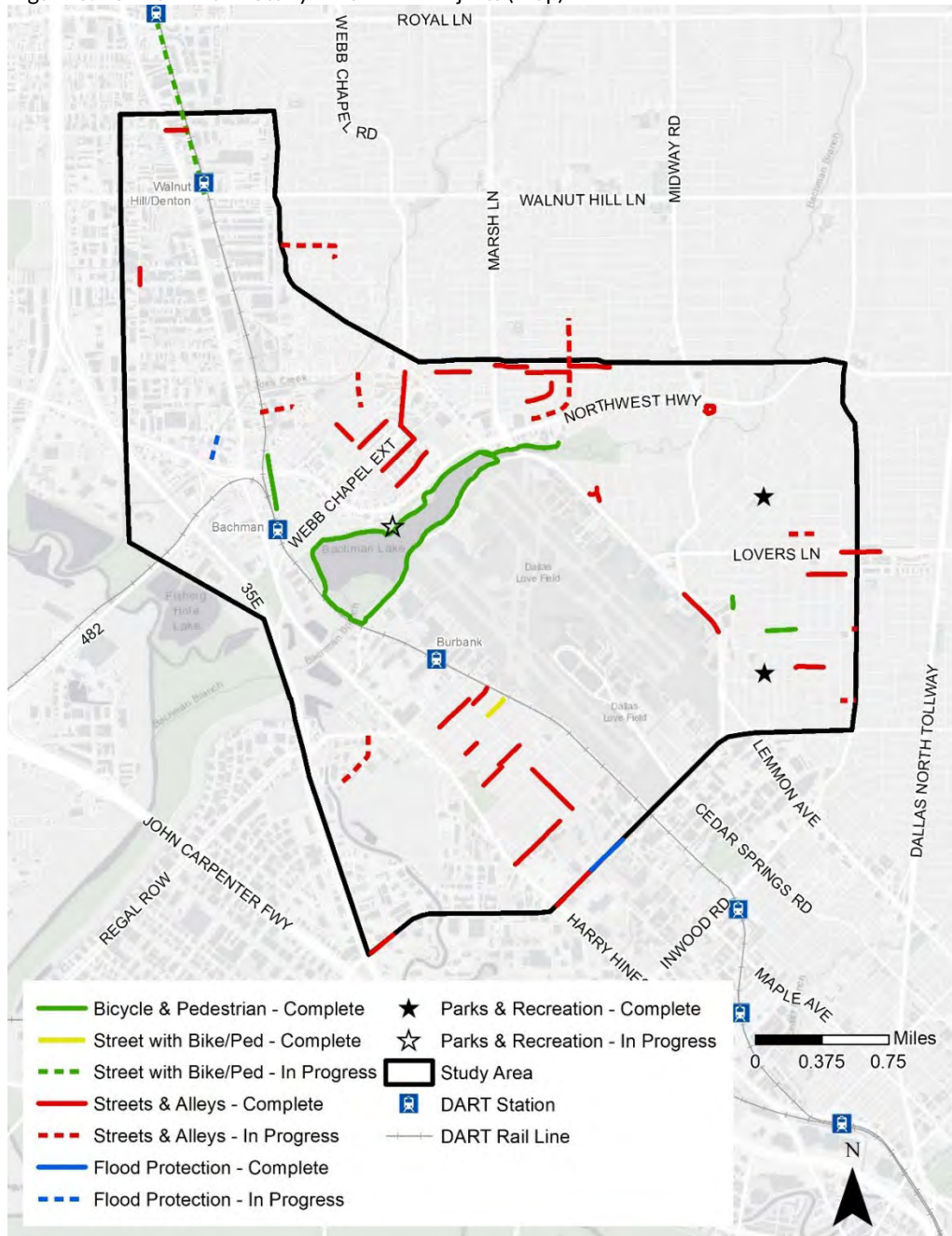
- 705 15 min or better
- 524 20 min
- 110 30 min
- 360 40 min
- 100 60 min
- 203 Rush hour or certain times only

- GoLink Zone
- Light rail and commuter rail
- — 110  
161 Route branches continue at lower frequency
- T Transit Center

### 2012 and 2017 City of Dallas Bond

Dallas residents approved a bond program in 2012 that included 11 projects in the study area. Ten of the eleven projects have been completed including the Bachman Lake Trail. The 2017 bond program approved by voters included 40 projects that fall within the study area boundaries. Twenty-six of the 40 projects have been completed while the remaining projects are either under construction or under design. Most of projects from this bond program were street resurfacing, local street reconstruction, or alley reconstruction. Figure 6 displays these projects on a map.

Figure 6: 2012 and 2017 Study Area Bond Projects (Map)



## Bachman Area Planning – Local Government Coordination Technical Memorandum

Figure 7 displays all 2012 and 2017 bond program projects in the Bachman Lake area. The 2012 bond program totaled \$12,441,700 in the Bachman Lake area while the 2017 bond program totaled \$27,060,351. A total of six projects in these two bond programs included bicycle or pedestrian facilities. Street resurfacing projects are the most common project type in these bond programs followed by street reconstructions and alley reconstructions.

Figure 7: 2012 and 2017 Study Area Bond Program Projects (Table)

Name	Category	Status	Bond Amount	District	Bicycle or Pedestrian Facility Included?
<b>2012</b>					
Capps Dr & Rexford Dr from Lemmon Ave parallel to Glencrest Ln	Alley Petitions	Complete	\$146,900	13	No
Mockingbird Ln from Maple Ave to Forest Park Blvd	Flood Management	Complete	\$2,300,000	2	No
Denton Dr from Storey Rd to Community Dr (west side only)	Sidewalk Improvements	Complete	\$20,000	6	Yes
Langdon Ave from Thurston Dr to Denton Dr	Street Reconstruction	Complete	\$474,000	2	Yes
Empire Central St from Harry Hines Blvd to Heartsill Dr	Street Resurfacing	Complete	\$374,300	2	No
Lemmon Ave from W. University Blvd to Bluffview Blvd	Street Resurfacing	Complete	\$407,700	2	No
Mockingbird Ln (W) from Maple to Harry Hines	Street Resurfacing	Complete	\$1,010,100	2	No
Roanoke Ave from Huron Dr to Mohawk Dr	Street Resurfacing	Complete	\$53,800	2	No
Southwell Rd from Harry Hines Blvd to Denton Dr	Street Resurfacing	Complete	\$62,600	6	No
Bachman Lake-PB12S614	Trails	Complete	\$1,600,000	2, 6, 13	Yes
Denton Drive Phase 1 (Walnut Hill to Royal)	Intergovernmental Partnership Projects	Under Award - Construction	\$5,992,300	6	Yes
<b>2017</b>					
2503-2623 W Lovers Ln & 2502-2614 W Amherst Ave	Alley Reconstruction	Complete	\$195,878	2	No
3703-3771 Cortez Dr & 3702-3770 Durango Dr	Alley Reconstruction	Complete	\$301,620	2	No

## Bachman Area Planning – Local Government Coordination Technical Memorandum

Name	Category	Status	Bond Amount	District	Bicycle or Pedestrian Facility Included?
3805-3945 Hawick Ln & 3804-3858 Eaton Dr	Alley Reconstruction	Complete	\$330,922	2	No
3903-3991 Cortez Dr & 3904-3990 Durango Dr	Alley Reconstruction	Complete	\$384,430	6	No
4902-5032 Thursh St & 4903-5033 Wenonah Dr	Alley Reconstruction	Complete	\$262,126	2	No
Bluffview Park - playground expansion, shade structure and site development	Parks & Recreation	Complete	\$350,000	13	No
K. B. Polk Park - Sprayground-sm., walking trail, playground, shade pavilion	Parks & Recreation	Complete	\$2,000,000	2	No
Bristol Ave from March Ave to Hopkins Ave	Sidewalk Improvements	Complete	\$79,872	2	Yes
W University Blvd from Roper St to Kenwell St	Sidewalk Improvements	Complete	\$94,833	2	Yes
Bombay Ave from Huron Dr to Thurston Dr	Street Reconstruction Local Streets	Complete	\$1,286,618	2	No
Fillmore Dr from Empire Central to Register Ave	Street Reconstruction Local Streets	Complete	\$1,342,845	2	No
Cochran Chapel Cir from Midway Rd to Cochran Chapel Cir	Street Resurfacing	Complete	\$140,000	13	No
Cortez Dr from Larga Dr to El Centro Dr	Street Resurfacing	Complete	\$158,891	2	No
Cortez Dr from Mixon Dr to Lenel Pl	Street Resurfacing	Complete	\$187,887	2	No
Hargrove Dr from Oradell Ln to Webb Chapel Ext	Street Resurfacing	Complete	\$57,075	2	No
Newmore Ave from Kaywood Dr to Robin Rd	Street Resurfacing	Complete	\$180,938	2	No
Norwalk Ave from Timberline Dr to Hargrove Dr	Street Resurfacing	Complete	\$187,484	2	No
Oradell Ln from Timberline Dr to Hargrove Dr	Street Resurfacing	Complete	\$269,509	2	No
Shady Trl from Manana Dr to Andjon Dr	Street Resurfacing	Complete	\$113,670	6	No



## Bachman Area Planning – Local Government Coordination Technical Memorandum

Name	Category	Status	Bond Amount	District	Bicycle or Pedestrian Facility Included?
Sheila Ln from Timberline Dr to Hargrove Dr	Street Resurfacing	Complete	\$243,433	2	No
Timberline Dr from Community Dr to Kendale Dr	Street Resurfacing	Complete	\$107,085	6	No
W Amherst Ave from Huron Dr to Thurston Dr	Street Resurfacing	Complete	\$204,040	2	No
W Lovers Ln from Menier St to Preston Park Dr	Street Resurfacing	Complete	\$317,995	13	No
W Mockingbird Ln from N Stemmons Serv E to Brookriver Dr	Street Resurfacing	Complete	\$314,098	2	No
Webb Chapel Ext from Hargrove Dr to Larga Dr	Street Resurfacing	Complete	\$176,183	2	No
Webb Chapel Ext from Larga Dr to Webb Chapel Rd	Street Resurfacing	Complete	\$484,899	6	No
Bachman Lake Park - Regional Family Aquatic Center - Phase 1 (with \$2.5M from CD 2)	Parks & Recreation	Under Construction	\$3,500,000	6	No
Bachman Regional Family Aquatic Center - Phase 1 (with CD 6)	Parks & Recreation	Under Construction	\$2,500,000	2	No
Lenel PL (Partnership W/ Dist 2) from Clover Ln to Wemdon Dr	Street Reconstruction Local Streets	Under Construction	\$786,854	6	No
Lenel PI (Partnership W/ Dist 6) from Clover Ln to Wemdon Dr	Street Reconstruction Local Streets	Under Construction	\$786,854	2	No
Lenel PI from Wemdon Dr to Mixon Dr	Street Reconstruction Local Streets	Under Construction	\$1,515,109	6	No
Viceroy Dr from King George Dr to Regal Row	Street Resurfacing	Under Construction	\$273,786	2	No
W University Blvd from Robin Rd to Inwood Rd	Street Resurfacing	Under Construction	\$103,472	2	No
Amhurst Ave. and Stanford Ave. from Linwood Ave. to Briarwood Ln. (alley)	Alley Petitions	Under Design	\$212,000	13	No
3004-3150 Kinkaid Dr & 3045-3155 Park Ln	Alley Reconstruction	Under Design	\$796,250	6	No
Bachman Lake Skatepark	Parks & Recreation	Under Design	\$4,000,000	6	No

## Bachman Area Planning – Local Government Coordination Technical Memorandum

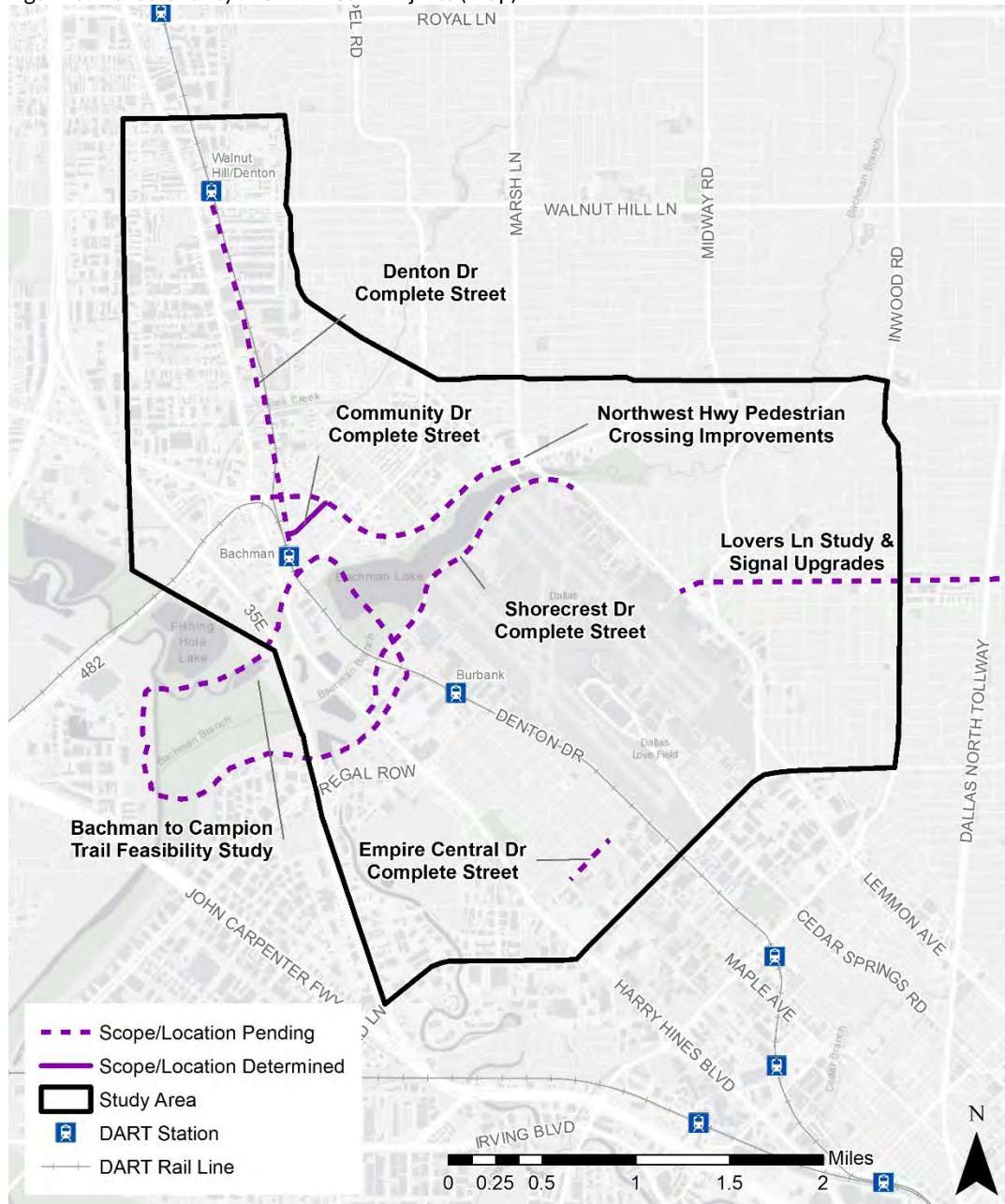
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Name	Category	Status	Bond Amount	District	Bicycle or Pedestrian Facility Included?
Joe's Creek West Fork Bridge @ Walnut Hill	Storm Drainage	Under Design	\$470,000	6	No
Geraldine DR from Kendale Dr to Lombardy Ln	Street Reconstruction Local Streets	Under Design	\$851,847	6	No
Nagle St from Denton Dr to Overlake Dr	Street Reconstruction Local Streets	Under Design	\$1,125,377	6	No
Waneta Dr from Robin Rd to Inwood Rd	Street Reconstruction Local Streets	Under Design	\$366,471	2	No

### Dallas County Major Capital Improvement Program 7<sup>th</sup> Call for Projects

The Dallas County Commissioner’s Court approved funding in December 2020 for City of Dallas projects through the County’s 7th Major Capital Improvement Program (MCIP). All seven projects in this study area are expected to improve bicycle and pedestrian access. Four projects include reconstruction of existing roadways to add bicycle and pedestrian facilities. Additionally, a feasibility study to connect the Bachman Lake Trail to Irving’s Campion Trail, HAWK signal installation on Northwest Highway, and a pedestrian needs assessment for Lovers Lane are also included. Figure 8 shows the general limits of where MCIP funding may be applied. Ongoing coordination on the scope of these initiatives and impact on other projects is needed as the City and County finalize project designs.

Figure 8: Dallas County MCIP 7<sup>th</sup> Call Projects (Map)



## Bachman Area Planning – Local Government Coordination Technical Memorandum

Figure 9 displays all MCIP 7<sup>th</sup> Call projects in the Bachman Lake area. A total of \$14,200,000 has been approved by Dallas County for these seven projects. Project scopes and information below is tentative based on information from City of Dallas.

Figure 9: Dallas County MCIP 7<sup>th</sup> Call Projects (Table)

Name	Scope	Limits	Status	Total Cost	County Funding	Estimated Timing
<b>Bachman to Campion Trail Feasibility Study</b>	Study feasible alignments for multi-use trail	Bachman Lake to Campion Trail in the City of Irving	Fully Funded	\$450,000	\$150,000	Consultant selection anticipated in FY 22/23
<b>Community Drive Complete Street</b>	Reconstruct from 2 lanes to 3 with 6 ft bike lanes, 5 ft sidewalk, includes drainage and water utilities	Denton Dr to Northwest Highway	Designed	\$4,140,000	\$2,070,000	Construction anticipated in FY 22/23
<b>Denton Dr Complete Street</b>	Reconstruct from asphalt to concrete, add bike facilities and sidewalk (variable cross section) and replace bridge over Northwest Highway	Walnut Hill Ln to Webb Chapel Ext	Partially Funded, City to Match in Future Bond	\$4,000,000	\$2,000,000	TBD pending City match
<b>Empire Central Drive Complete Street</b>	Reconstruct as complete street with bike lanes	Forest Park Rd to Maple Ave	Partially Funded, City to Match in Future Bond	\$4,160,000	\$2,080,000	TBD pending City match
<b>NW Highway Pedestrian Crossing Improvements</b>	Add HAWK signal, crosswalk, and associated sidewalks with bicycle accommodation	Denton Dr to Webb Chapel Rd	Fully Funded	\$1,000,000	\$500,000	Construction anticipated FY 23/24
<b>Shorecrest Dr Complete Street</b>	Reconstruct to 4 lane complete street, may include shared-use path or bike lane (variable cross section)	Harry Hines Blvd to Lemmon Ave	Partially Funded, City to Match in Future Bond	\$5,000,000	\$2,500,000	TBD pending City match
<b>Lovers Ln Study and Signal Improvements</b>	Reconstruct signal and crosswalk at Dallas North Tollway intersection. Study of pedestrian improvement needs along corridor.	Lemmon Ave to City Limit (with University Park)	Partially Funded, City to Match in Future Bond	\$9,800,000	\$4,900,000	TBD pending City match and coordination with City of University Park and Dallas County

### Summary

#### Previous plans

Four area-specific plans, eight city-wide plans, and three relevant adjacent plans were reviewed for this study. Major themes of these plans include health and safety improvements, transportation improvements, and social/cultural enhancements. The 2011 bike plan provides a good starting point and has been implemented in small areas but can be greatly informed by other transportation proposals, specifically crossing Northwest Highway. The recently completed sidewalk master plan is also significant to prioritizing improvements in the neighborhood. Many of the past plan infrastructure and economic recommendations have yet to be implemented. The proposed pedestrian bridge at Timberline Dr across Northwest Hwy and a proposed Tax Increment Reinvestment Zone are notable unimplemented past recommendations still of interest today.

#### Bond Program

Most of (70 percent) the 2012 and 2017 bond projects in the study area, totaling \$39,502,051 in funding, have been completed. The remaining 15 projects are under design or under construction according to the City of Dallas Office of Bond and Construction Management. Notable bond projects that remain incomplete including the skate park and aquatic center which are now in progress. While implementing this past bond investment is mostly complete, it's possible the scope of past bonds investment may not have been enough to deal with the high amount of community infrastructure needs.

#### MCIP 7<sup>th</sup> Call for Projects

The recently awarded Dallas County MCIP 7<sup>th</sup> Call projects are primarily still in a conceptual or project design stage. The City of Dallas and Dallas County total funding for these projects is estimated at \$28,400,000 (plus \$150,000 from the City of Irving). However, four of the projects still need a source of local dollars from the City of Dallas to match County funds at 50 percent. Matching funds will likely come from a future bond that may not occur until after 2023.

In creating recommendations for the Bachman Area, duplication of funding on streets addressed by MCIP 7<sup>th</sup> call projects will be avoided but also the opportunity to coordinate design on intersecting projects should be leveraged. The funding for a bike/pedestrian HAWK signal should be included in coordination with NCTCOG and TxDOT in the larger vision for a redesigned Northwest Highway. The Bachman Lake Park trail to the Campion Trail in Irving feasibility study needs to be coordinated with the Harry Hines Blvd Study. The scenarios around a second entrance to Love Field Airport need to inform the partially funded improvements to Shorecrest Drive.

### Next Steps and Recommendations

This memorandum outlines past and ongoing planning and implementation efforts by the City and County. Stakeholders have indicated there remain many challenges and needed improvements. Detailed improvement projects will be provided by NCTCOG staff later in the project. Generally, the existing plans and funding will inform those through this focus:

- More resources and coordination are needed to implement concepts for safe crossings of Northwest Highway which has been a priority for 20+ years.
- Past bond funds have been mostly implemented but the scale of need in the neighborhood likely requires further investment. Future bond programs should include more bicycle and pedestrian improvements recommended in previous plans.
- Dallas County has recently committed additional funding but how and when it will be implemented is unclear. Recurring meetings between County staff and City staff are needed to ensure efficient project completion.
- Economic development investments coordinated with transportation projects are still needed in the area.

NCTCOG will continue to coordinate with City and County staff throughout and beyond this project on the issues above to address critical gaps and upcoming opportunities that leverage adjacent major transportation investments.

Date: November 2021

# Bachman Area Planning Technical Memorandum



## Subject: Study Area Refinement

### Background

The primary purpose of this memorandum for the Bachman Area Planning Study is to review how the study area boundary was refined. The City of Dallas initially noted these community-identified issues highlighting priority areas:

- Safe passage across NW Highway at multiple locations, not just large intersections
- Traffic calming and beautification of major roads in the area
- Wide and useful sidewalks along all of NW Highway, Webb Chapel, Marsh/Lemmon, Lovers Lane, Mockingbird and Harry Hines. Sidewalks that would make it easy for the community to access grocery stores, libraries, recreation centers and public transportation (bus and rail stops)
- Dedicated pedestrian/cycling lanes at NW Highway and Denton Dr/Webb Chapel Bridge /Lemmon Ave and NW Highway Bridge
- Connectivity to Northaven Trail, Campion Trail, Trinity Strand (Medical District) Trail, and the future Trinity Skyline Trail
- Re-envisioning the Denton Dr, Harry Hines and NW Highway intersection. This is a major entry way into Dallas and an eye-sore
- Extending the NCTCOG-funded Harry Hines analysis to Walnut Hill
- Extending the NCTCOG-funded NW Highway (Inwood/Hillcrest) analysis west to Harry Hines

Following a request from City of Dallas, other community members provided comments reinforcing these issues.

Figure 1: Issues noted by the City of Dallas and City Council districts (Based on 2020 city council members)

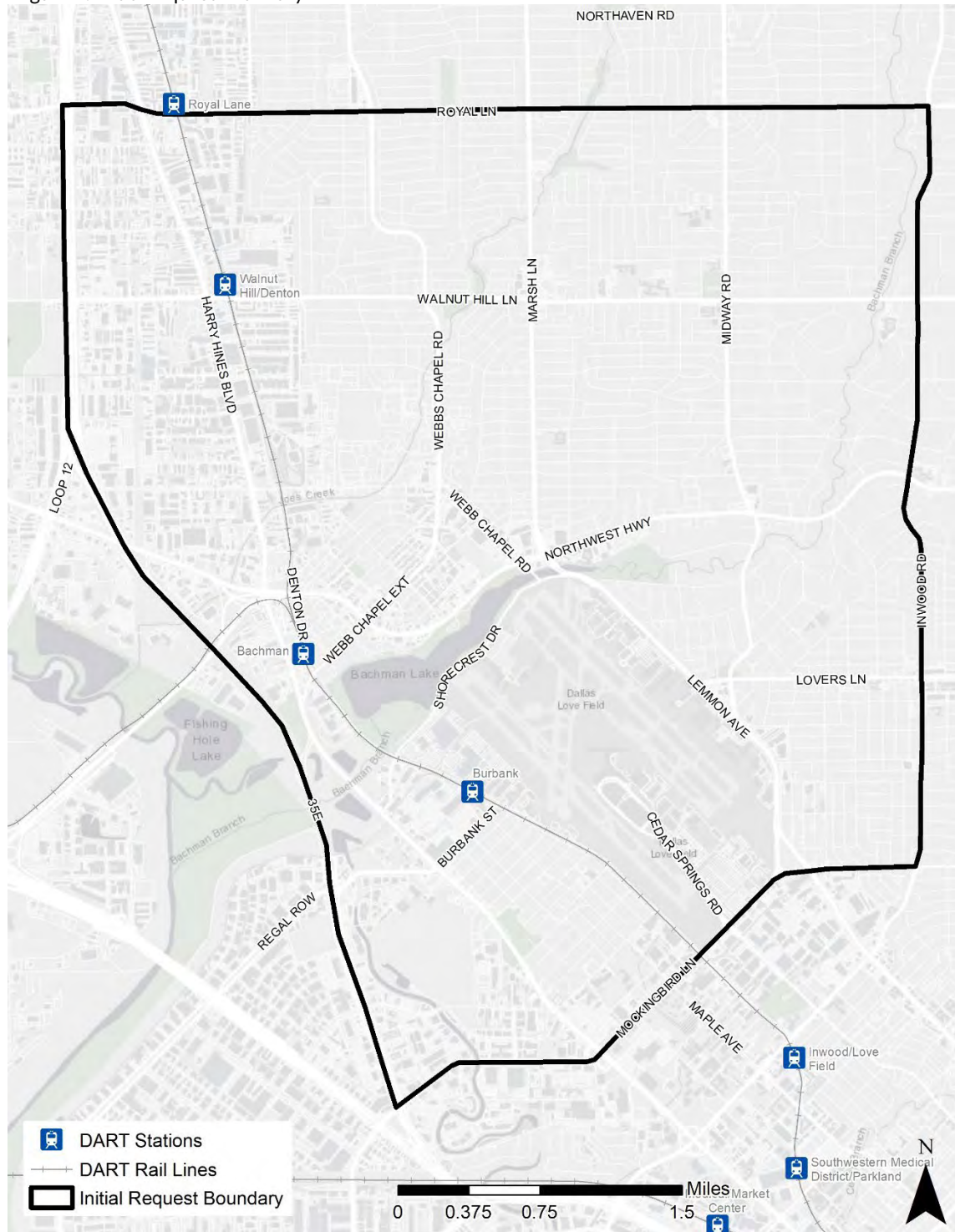




### Initial Request Boundary

The preliminary study boundary originated from the initial request and was presented to NCTCOG’s Regional Transportation Council in August 2020. The limits of this boundary (clockwise from the northern limit) are Royal Lane, Inwood Road, Mockingbird Lane, and Interstate Highway 35E. Figure 2 displays a map of this boundary.

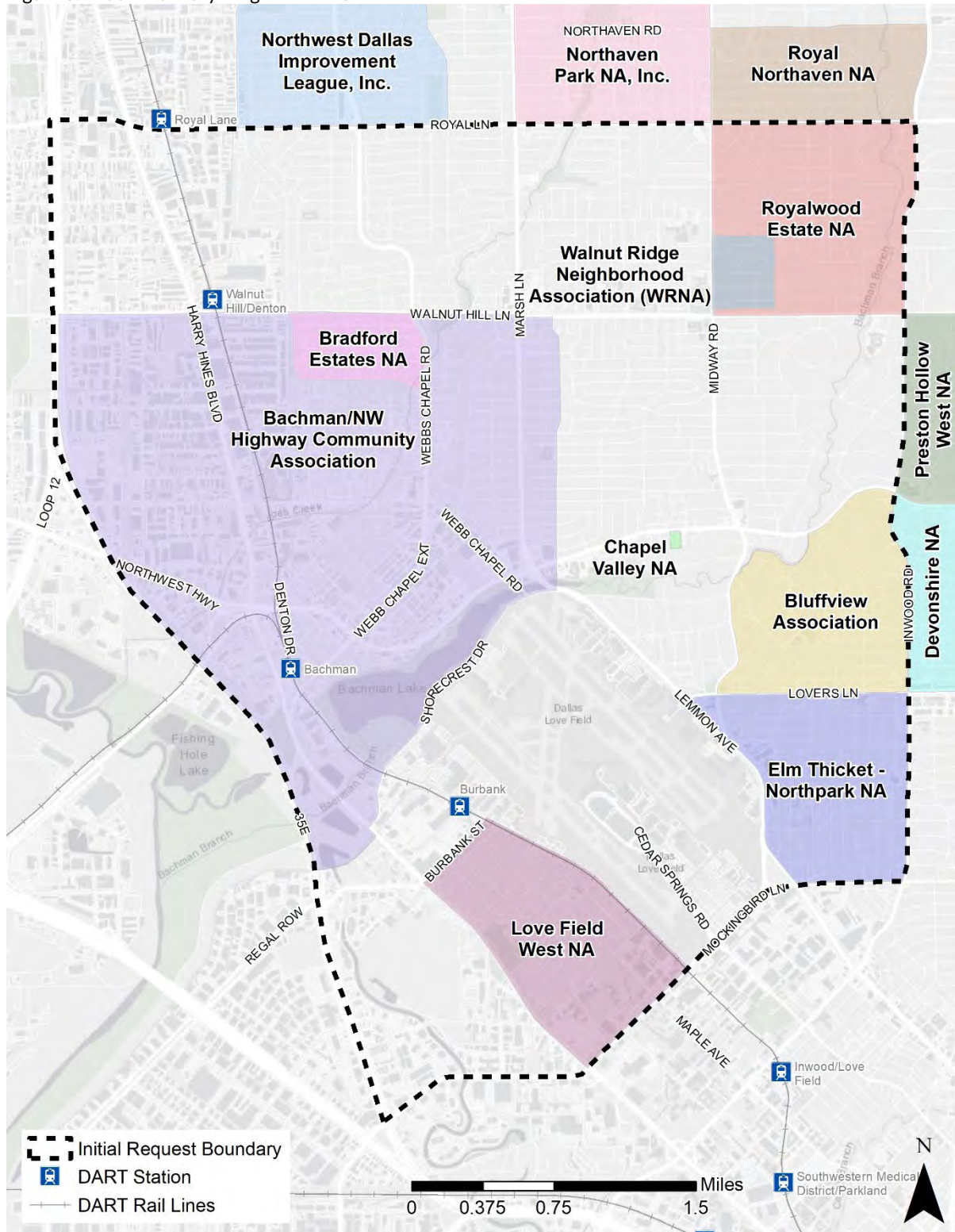
Figure 2: Initial request boundary



### Initial Boundary Neighborhoods

Using spatial data from City of Dallas, eight neighborhood associations within the initial request boundary and five directly adjacent to the area were identified.

Figure 3: Initial Boundary Neighborhoods



### Refining the Study Area Boundary

The following factors were evaluated to focus the study area:

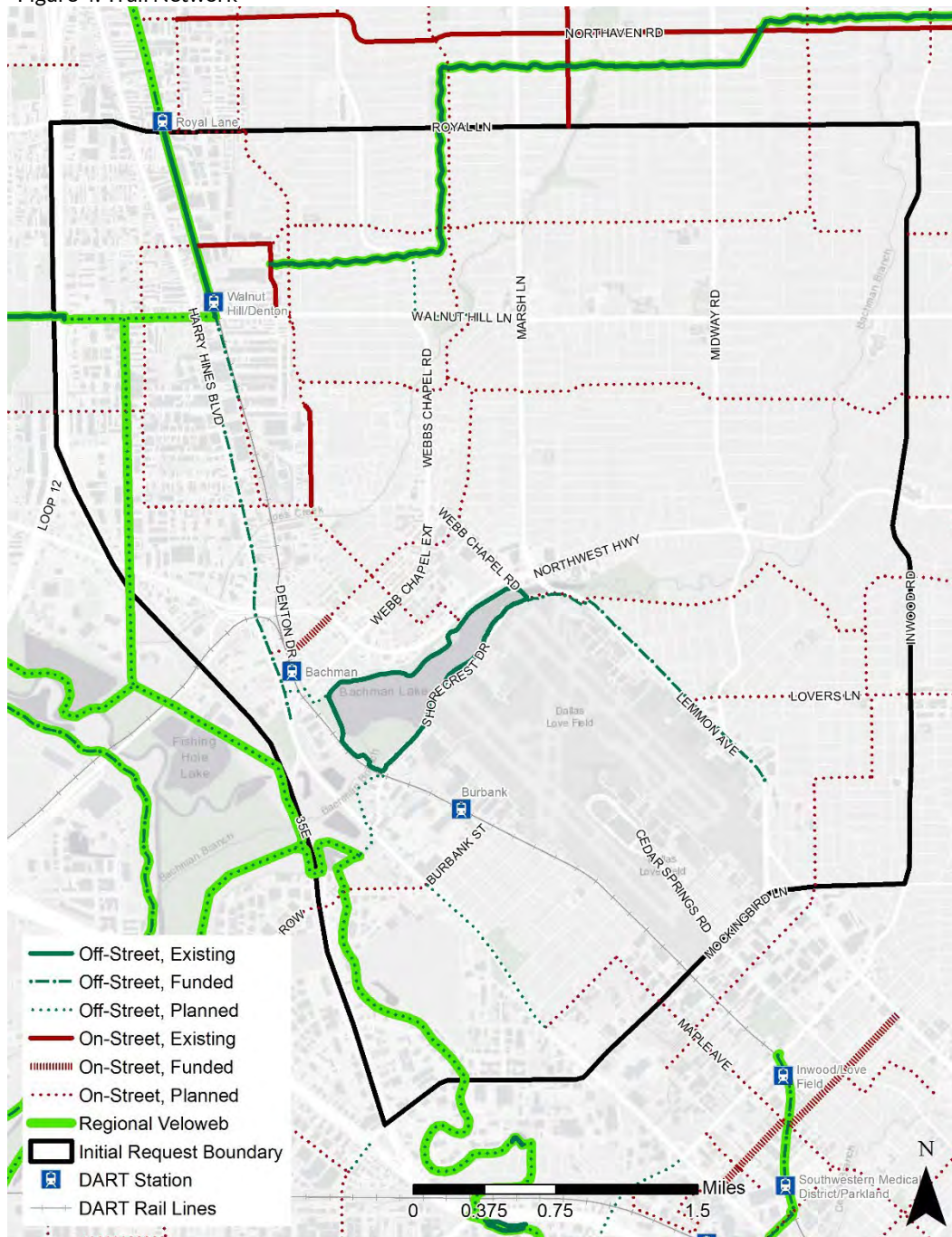
- A) The existing trail network,
- B) DART rail station locations,
- C) Other area transportation studies,
- D) Environmental justice factors, and
- E) Safety data.

By examining these factors, a more strategic boundary focused closely on the transportation context was developed. The study area developed will center on more holistic improvements to underserved communities without duplicating projects already underway.

### A) Trail Network

Two significant existing trails within the initial request boundary, Northaven Trail and Bachman Lake Trail, were identified by stakeholders as critical assets in need of regional connections. A funded extension of Irving’s Campion Trail provides a significant future connection for this area of Dallas to NCTCOG’s Regional Veloweb corridor planned along the Elm Fork of the Trinity River. Funded improvements on Denton Drive, Harry Hines Blvd, and Lemmon Avenue combined with a planned trail loop around Love Field frame a focus of increased bike connectivity to regional trails.

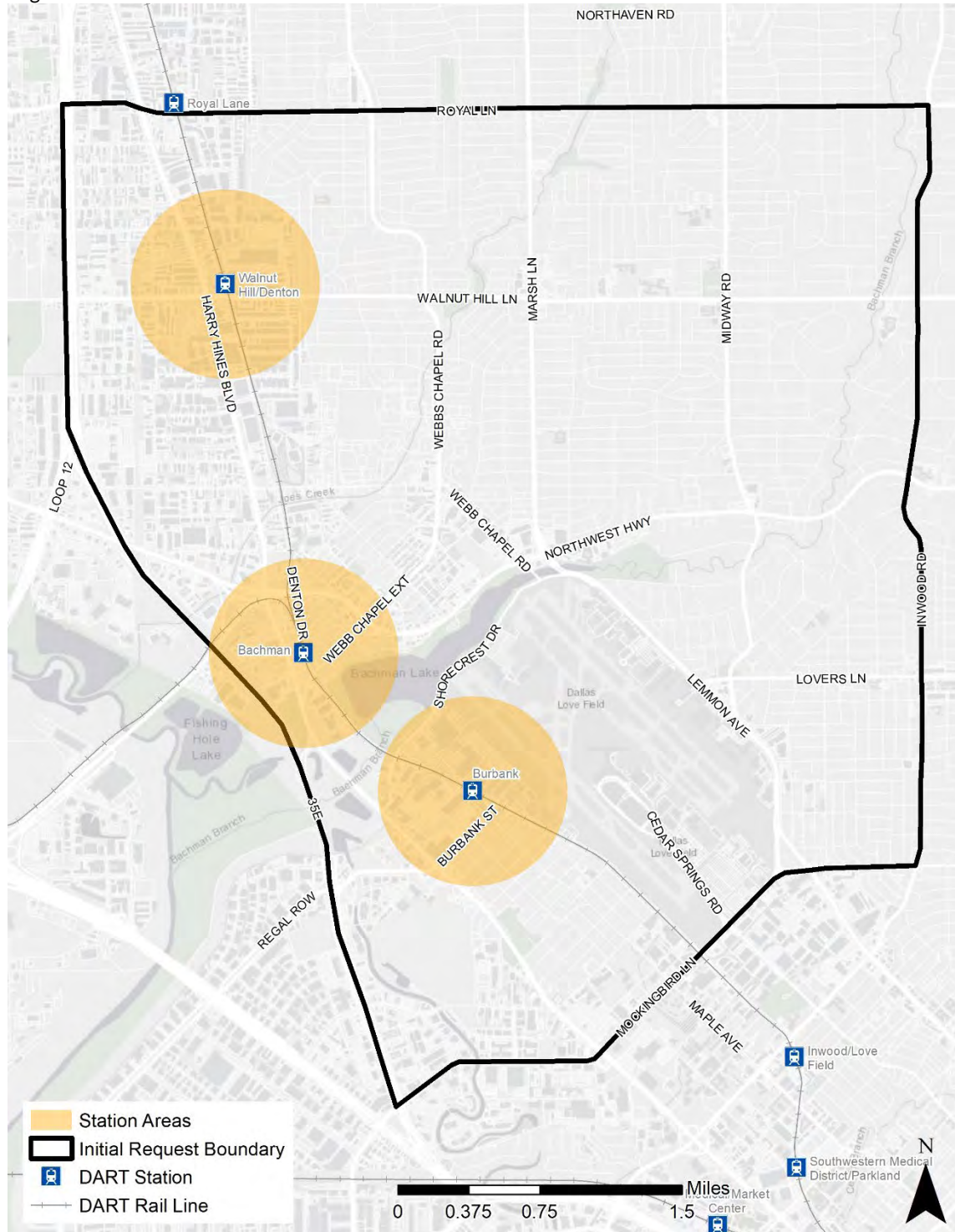
Figure 4: Trail Network



## B) DART Rail Stations

There are three stations located in the initial request boundary. The Walnut Hill/Denton Station area was specifically mentioned as a location of importance due to redevelopment need after the October 2019 tornado damage. The Bachman and Burbank stations were mentioned by stakeholders and are key neighborhood transit hubs.

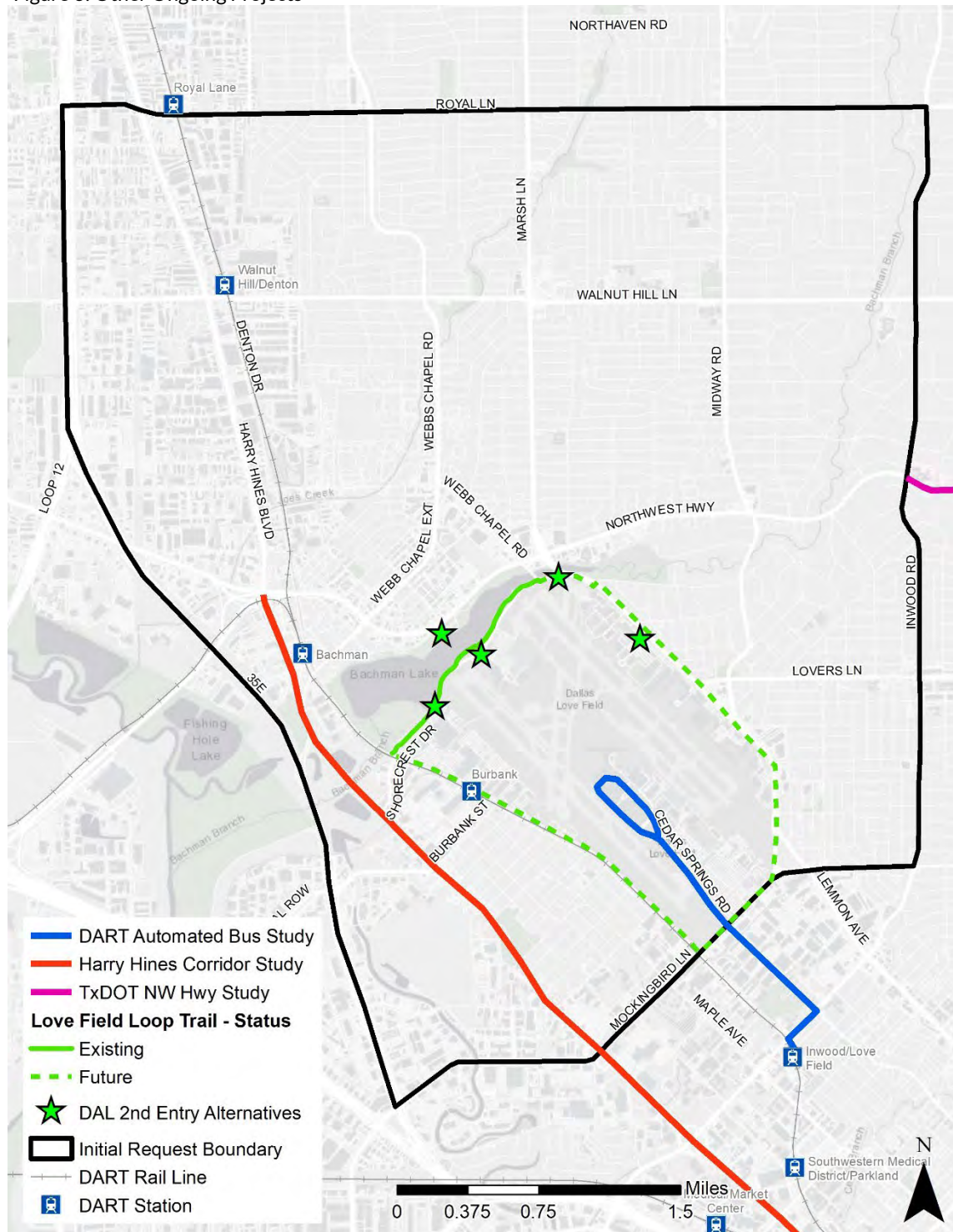
Figure 5: DART Rail Stations and half-mile Station Areas



C) Other Area Transportation Studies

The map below displays ongoing planning projects within or near the study area. Coordinating information and sharing findings among these projects with the Bachman Area Planning Study will help avoid duplication of work and improve outcomes for the broader community. More information on each project can be found here: [www.nctcog.org/BachmanArea](http://www.nctcog.org/BachmanArea).

Figure 6: Other Ongoing Projects



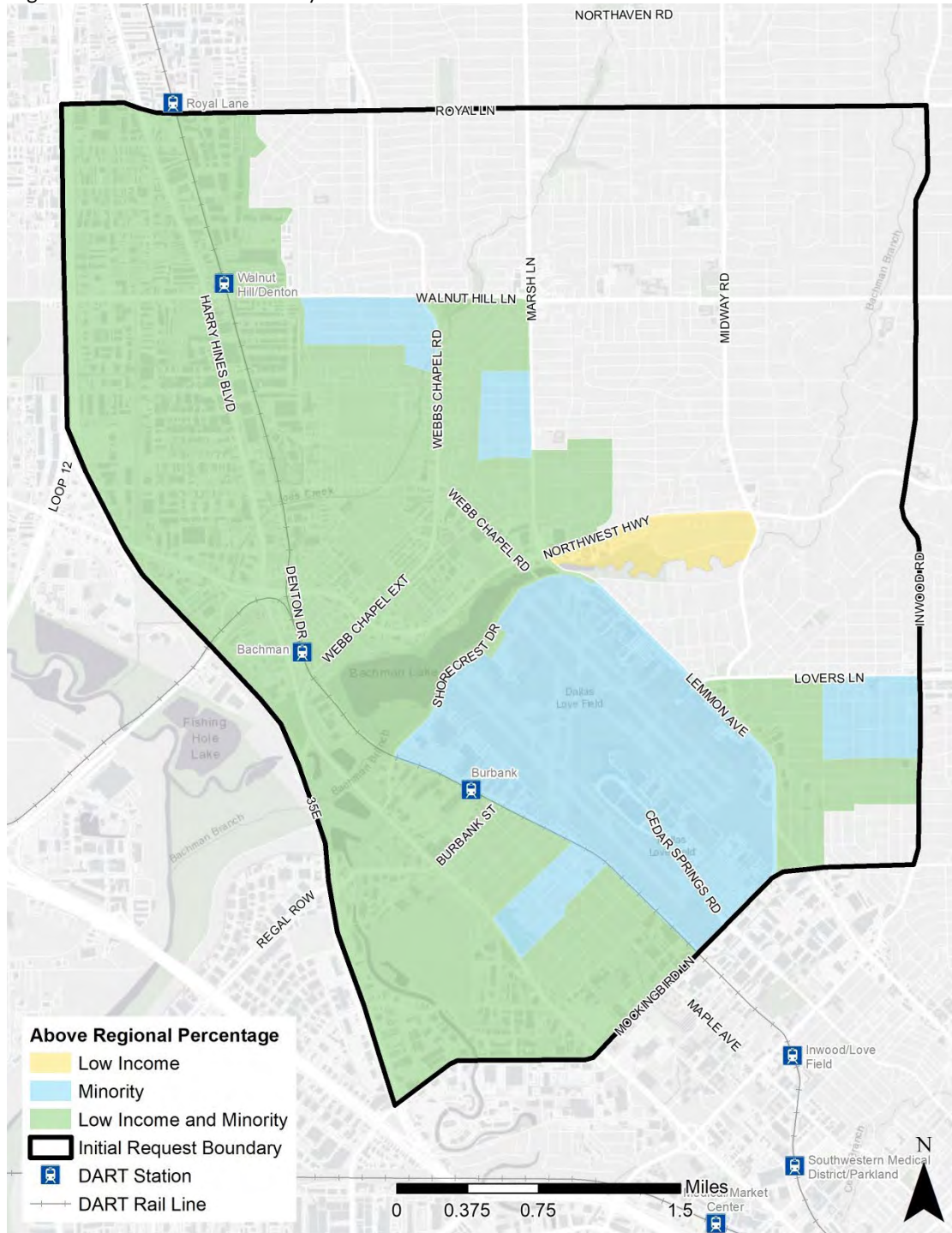
### D) NCTCOG Environmental Justice

The establishment of the boundary included utilization of environmental justice factors and demographic data to further understand the Bachman Area. This included income and race/ethnicity differences (Figure 5), population density (Figure 6), and zero car household concentrations (Figure 7), among other data. Description and details on the source of NCTCOG's Environmental Justice data can be found at [www.nctcog.org/EJ](http://www.nctcog.org/EJ).

Generally, it was found that the northwest quarter of the initial request boundary is significantly different than other neighborhoods when considering environmental justice factors. The final study boundary focuses on communities outside the northwest side that data indicate of more environmental justice concern.

As seen in Figure 7, there is a regionally high percentage of low income and minority residents that stretches from the Bachman neighborhood to the northern boundary at Royal Lane. There is also a concentration of such residents in the Elm Thicket neighborhood south of Lovers Lane. The residents of the northwestern half of the original boundary are largely white (non-Latino) and not low income.

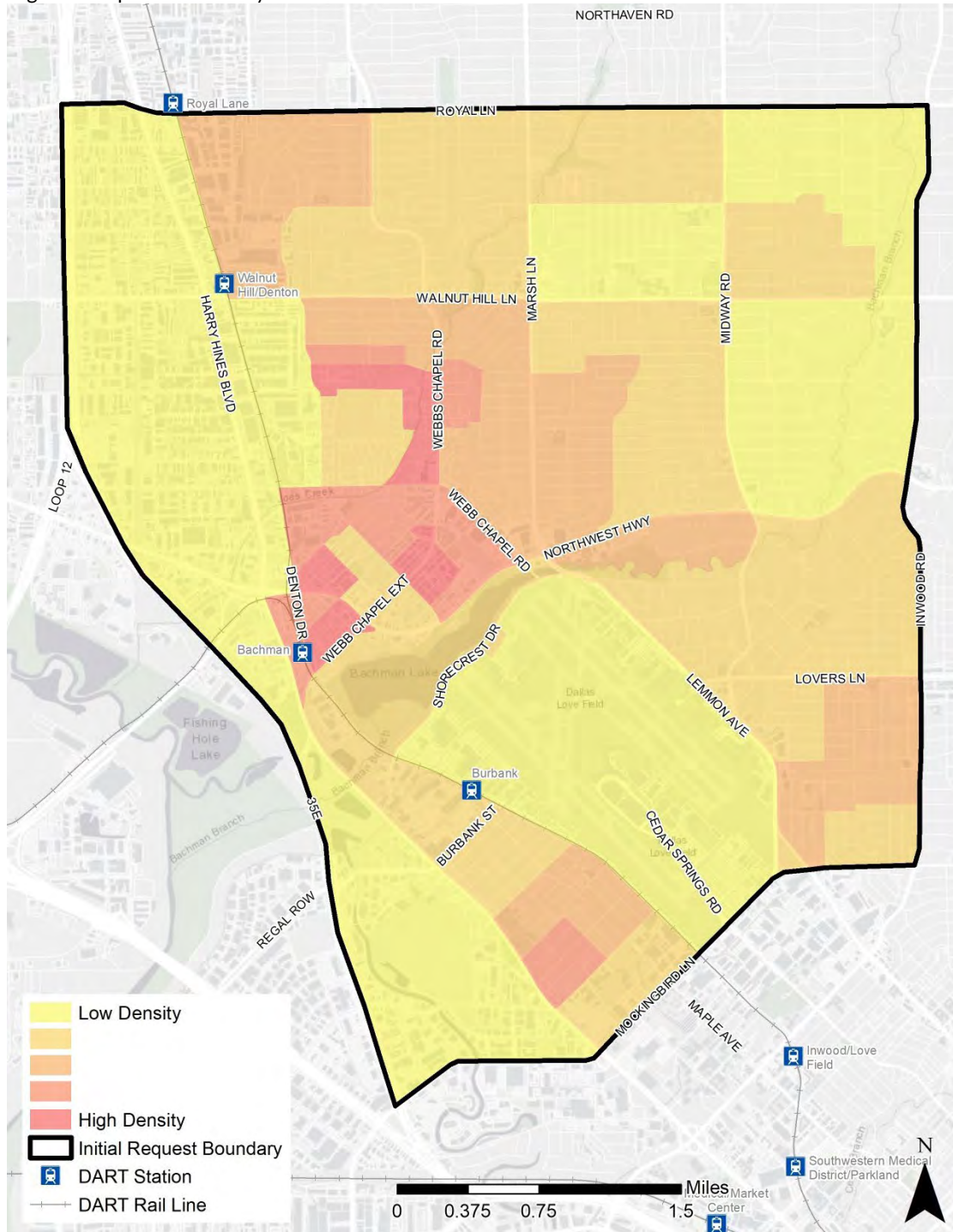
Figure 7: Low income and minority residents





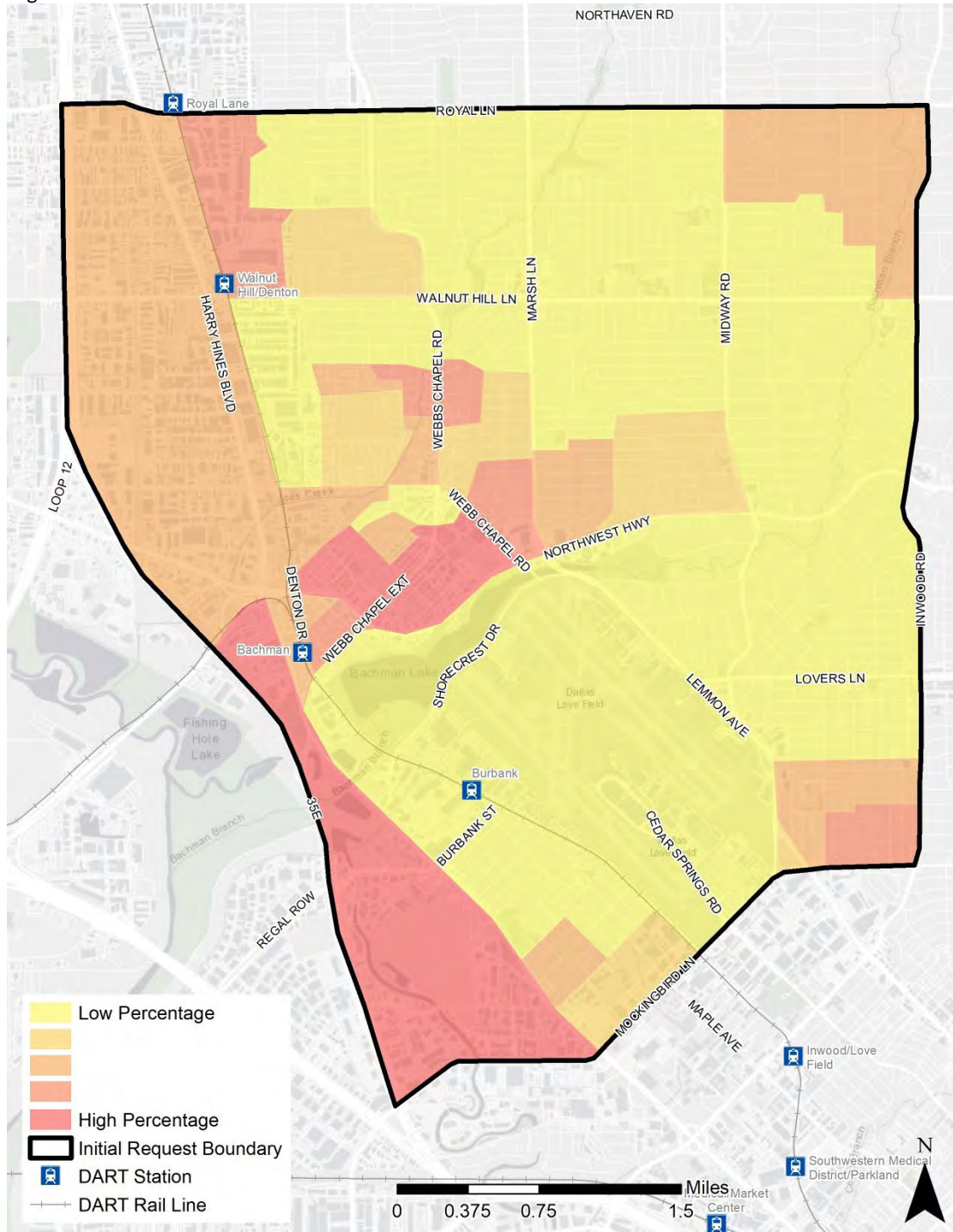
Population density in the original boundary is mostly low except for the Bachman neighborhood where there is a concentration of multi-family residential development and larger household sizes. The Elm Thicket and Love Field West neighborhoods also have moderate density.

Figure 8: Population Density



Zero-car household concentration follows a similar pattern as other demographic data where the Bachman Area has a high concentration of such households while the rest of the original boundary has fewer zero-car households except for the Love Field West and Elm Thicket neighborhoods, which have moderate concentrations.

Figure 9: Percent Zero Car Households



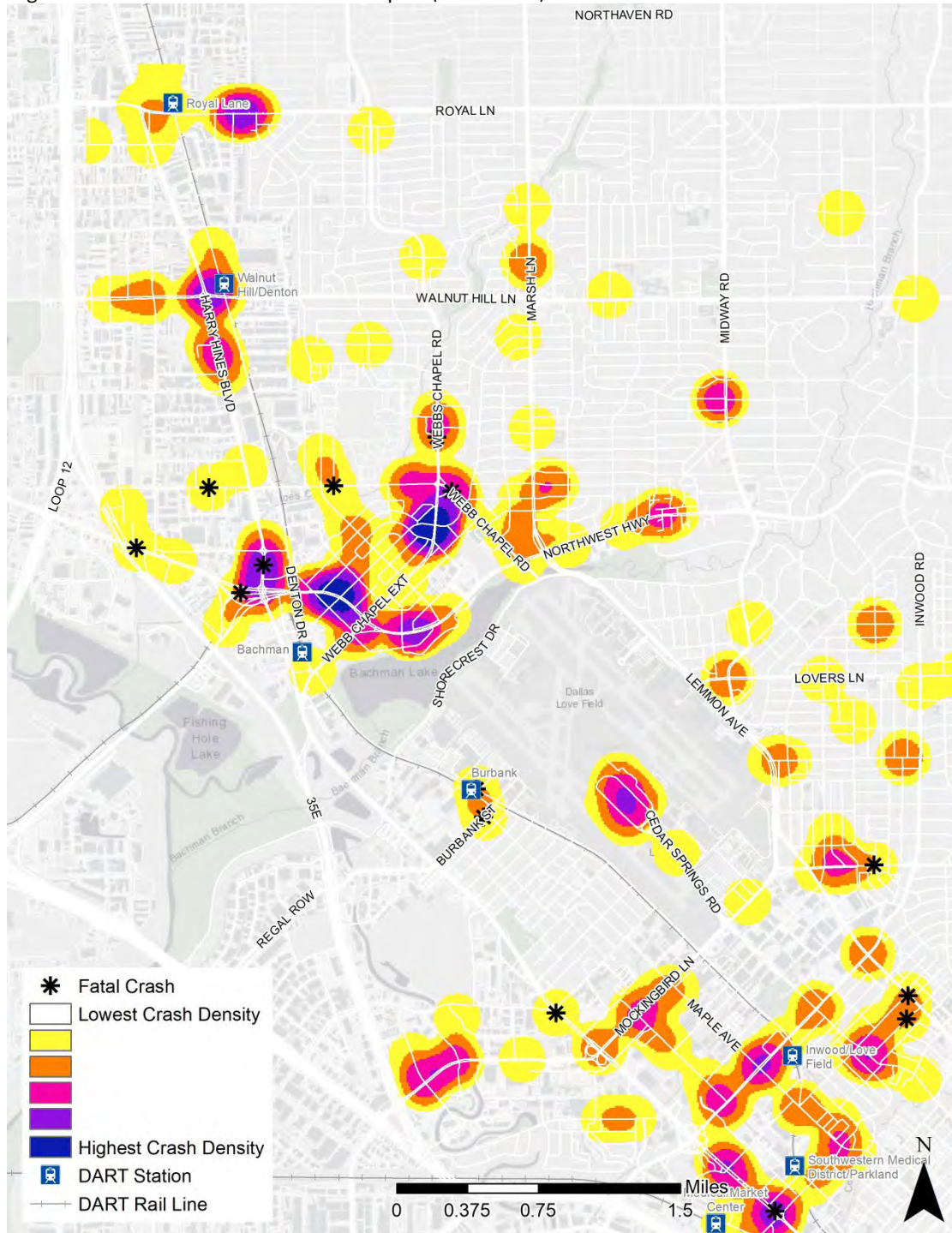
### G) Safety

Crash data including vehicle-pedestrian (Figure 10), vehicle-bicycle (Figure 11), and vehicle-vehicle (Figure 12) crashes was also taken into consideration. Data for reportable crashes from 2015 to 2019 was collected from TxDOT's Crash Records Information System and analyzed to find locations with significant number and concentration of crashes, or "hot spots" in the study area. A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as any crash involving motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000. A traffic way is defined as any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

Corridors that were found to have significant hot spots include Webb Chapel Ext, Webb Chapel Rd, Northwest Hwy, and Lemmon Ave. Typically, crashes occurred at major intersections, however, Northwest Hwy showed a significant pattern of non-major intersection and mid-block crashes between Harry Hines Blvd and Lemmon Ave. The concentration of crashes in these areas contributed to the refinement of focus areas and corridors.

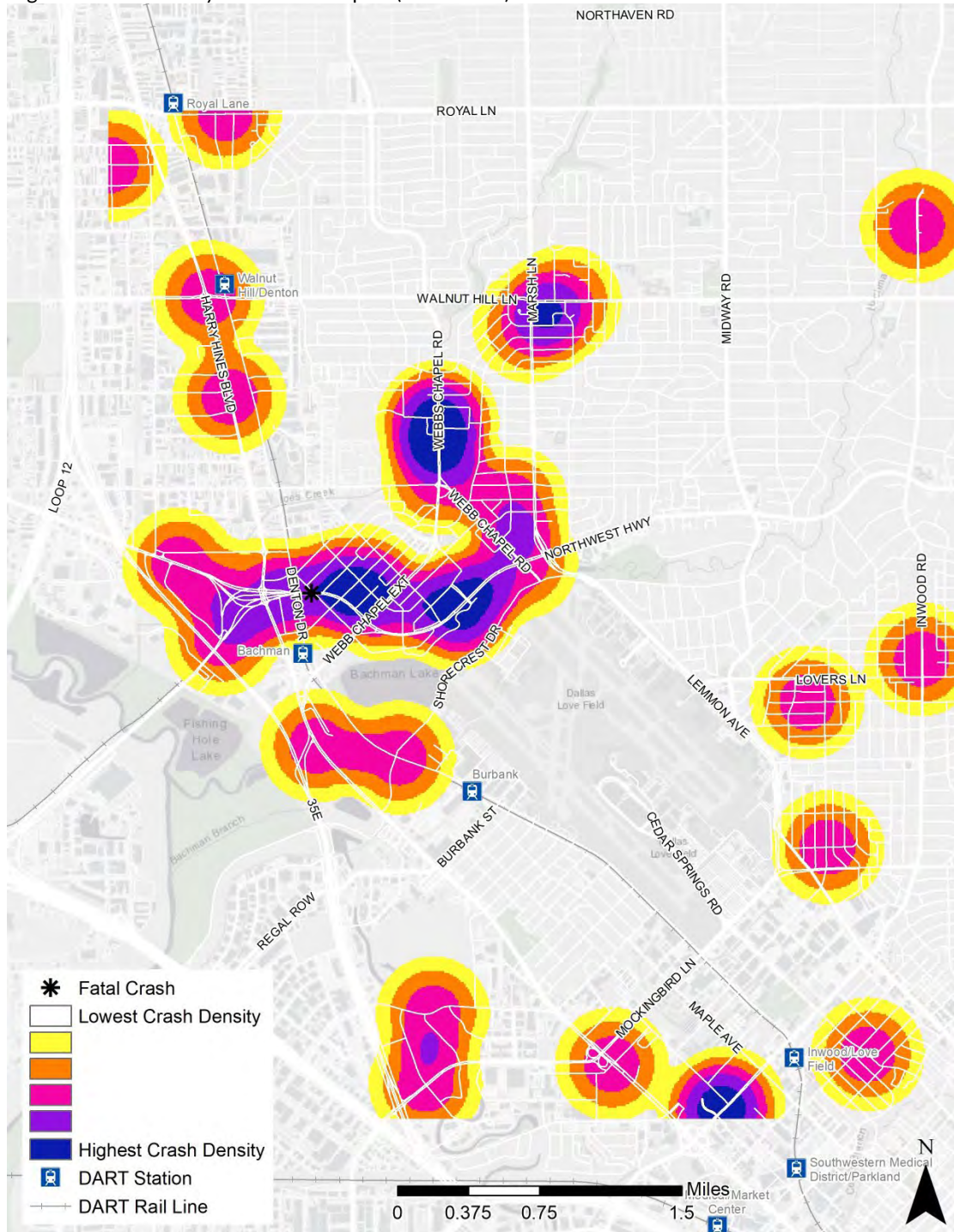
There were 209 vehicle-pedestrian crashes in the area shown in Figure 10 from 2015 to 2019. The largest hot spot is along Northwest Hwy from Harry Hines Blvd to Lakefield Blvd (26 crashes). The other major hot spot is centered at the intersection of Webb Chapel Ext and Larga Dr (7 crashes).

Figure 10: Vehicle-Pedestrian Crash Hot Spots (2015-2019)



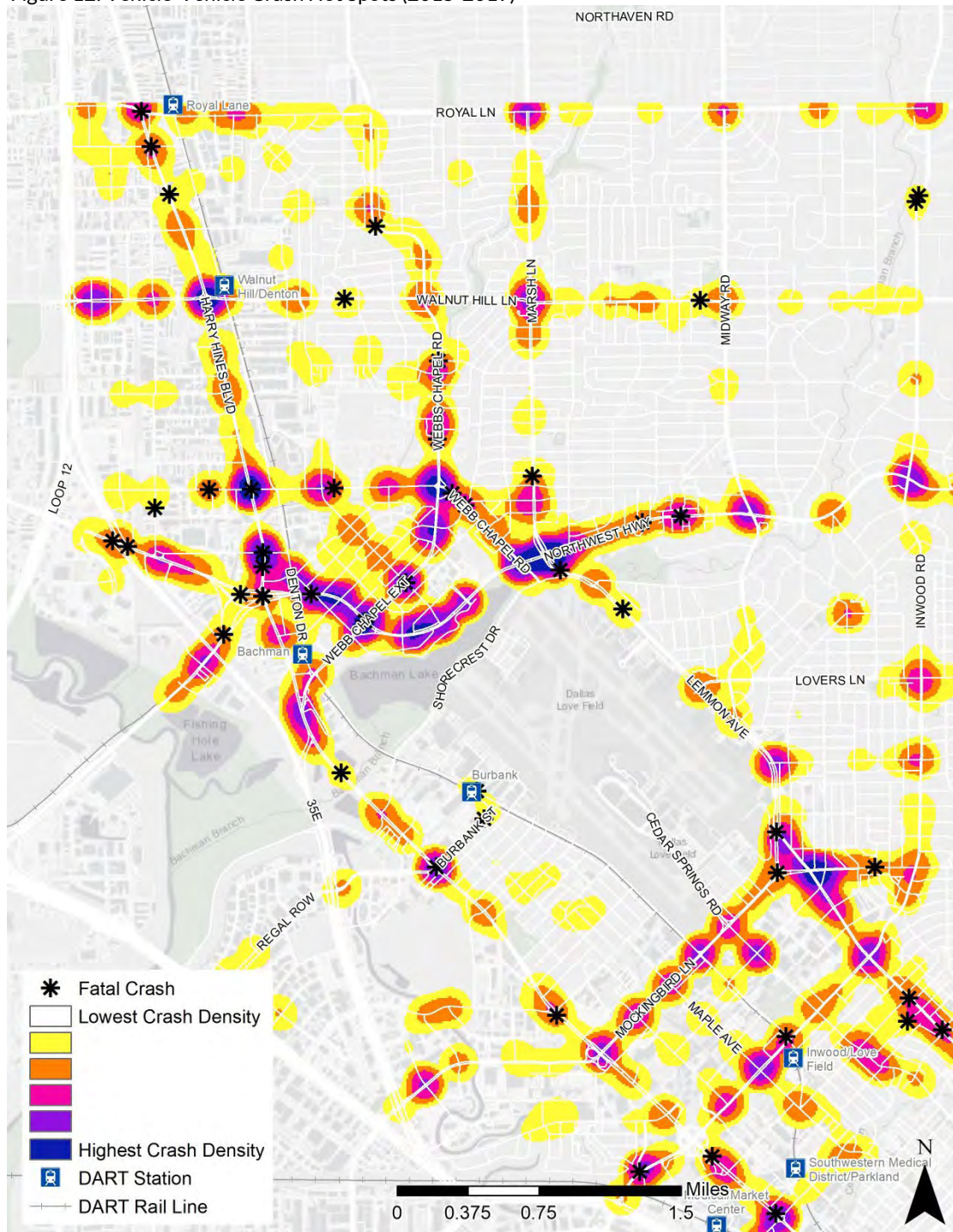
There were 34 bicycle-vehicle crashes in the area from 2015 to 2019. Hot spots for these types of crashes were most common along Northwest Hwy from Harry Hines Blvd to Lemmon Ave (five crashes) as well as along Webb Chapel Rd (three crashes), specifically near Hidalgo Dr. Although vehicle-bicycle crash counts are lower in magnitude than vehicle-pedestrian crashes because fewer people bike overall, but the general pattern still resembles that of vehicle-pedestrian crashes and vehicle-vehicle crashes.

Figure 11: Vehicle Bicycle Crash Hot Spots (2015-2019)



There were 2,008 vehicle-vehicle crashes that resulted in an injury or death in the study area from 2015 to 2019. While there are hot spots at almost every major intersection, the most significant hot spots were along Northwest Hwy from Harry Hines Blvd to Lakefield Blvd (148 crashes) and Mockingbird Ln from Harry Hines Blvd to Lemmon Ave (133 crashes). Other problem areas include Webb Chapel Ext from NW Hwy to Lombardy Ln (88 crashes) and Northwest Hwy from Webb Chapel Rd to Lemmon Ave (50 crashes).

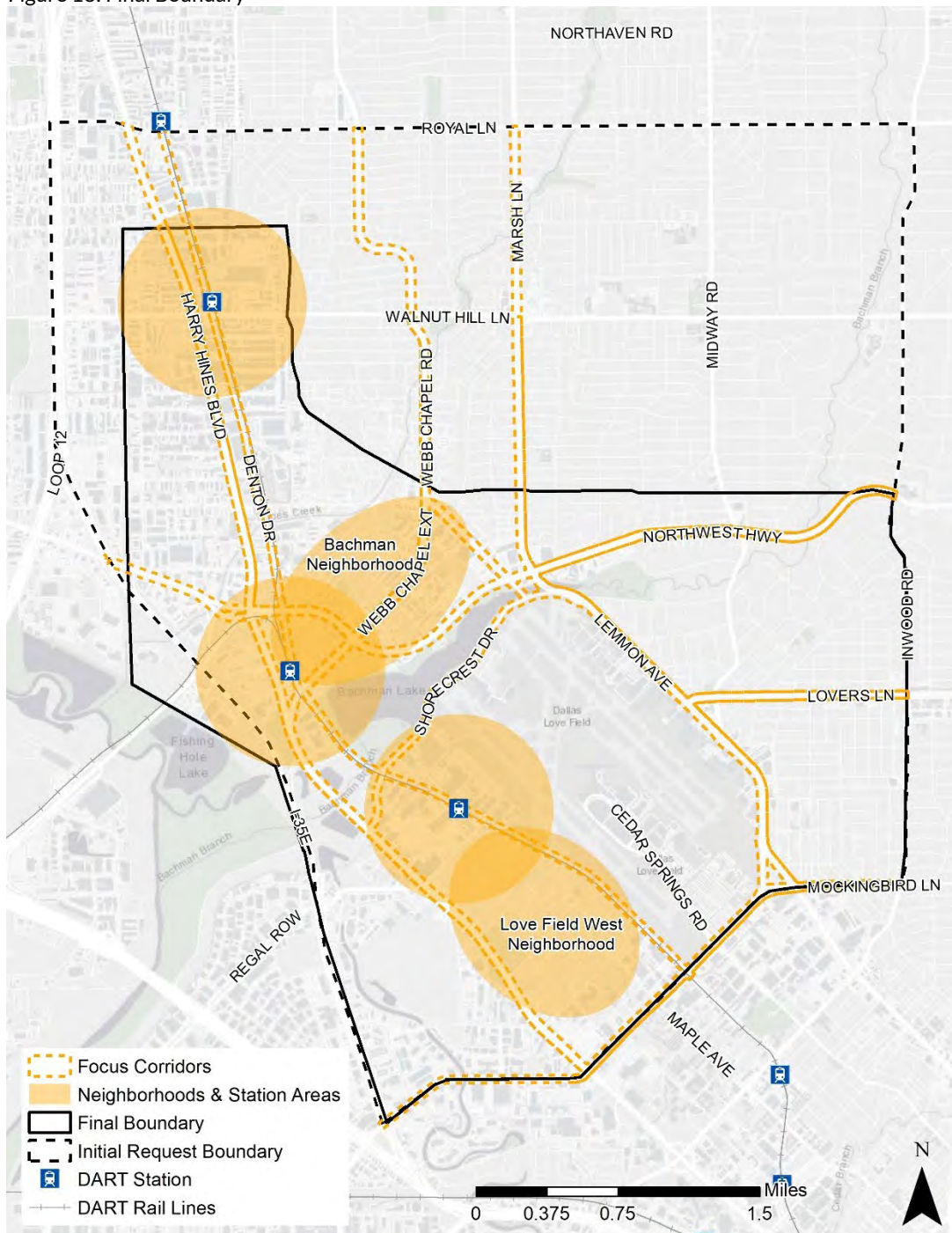
Figure 12: Vehicle-Vehicle Crash Hot Spots (2015-2019)



### Final Boundary and Focus Areas

Taking into consideration initial stakeholder input, the trail network, DART rail stations, other ongoing projects, environmental justice/demographic factors, and crash data, the boundary was refined to focus on key areas and corridors (Figure 13). Areas within a half-mile of three rail stations, the Bachman and Love Field West neighborhoods, and nine priority corridors in the boundary were chosen as focus areas/corridors due to their elevated need for public investment and safety improvements.

Figure 13: Final Boundary



### Next Steps

Using the refined boundary and focus areas, NCTCOG staff will continue to examine existing conditions and analyze spatial data to further knowledge of the study area built-environment, natural environment, and residents. Recommendations will be made with attention to equity, environmental factors, and economic sustainability primarily within this geography.



Date: January 2022

# Bachman Area Planning Technical Memorandum



## Subject: Public Engagement

### Background

This memo provides a summary of public engagement efforts made during the Bachman Lake Area Planning Study by the North Central Texas Council of Governments (NCTCOG) in partnership with the City of Dallas and others. Community concerns and needs were high priorities from the project's inception. Special consideration for use of virtual and socially distanced methods of engagement were required in this project. The following methods of engagement were used during the 2020–2021 planning time frame:

- Engagement Feedback Form
- Community Survey
- Interactive Mapping Tool
- Virtual Public Meetings
- Meeting feedback forms (full data set in Appendix)

### Engagement Feedback Form

The engagement feedback form was used to solicit feedback from the community on the best methods for gathering public input for this study. The form was available in English, Spanish, and Korean and open to the public for use from October 1, 2020-February 28, 2021. A total of 17 responses were received (11 English, 6 Spanish, and 0 Korean).

The responses were used to determine appropriate methods of public engagement for the study. This feedback form also helped staff identify additional community contacts to engage with throughout the study and confirmed most members of the public preferred to provide input either online or virtually due to the COVID-19 pandemic.

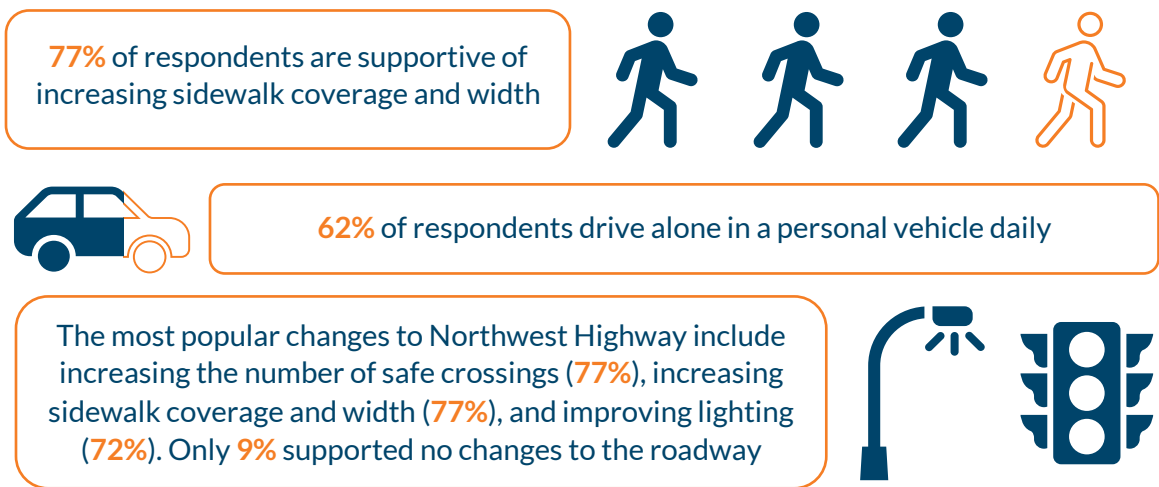
See Appendix for a full list of verbatim responses.

### Community Survey

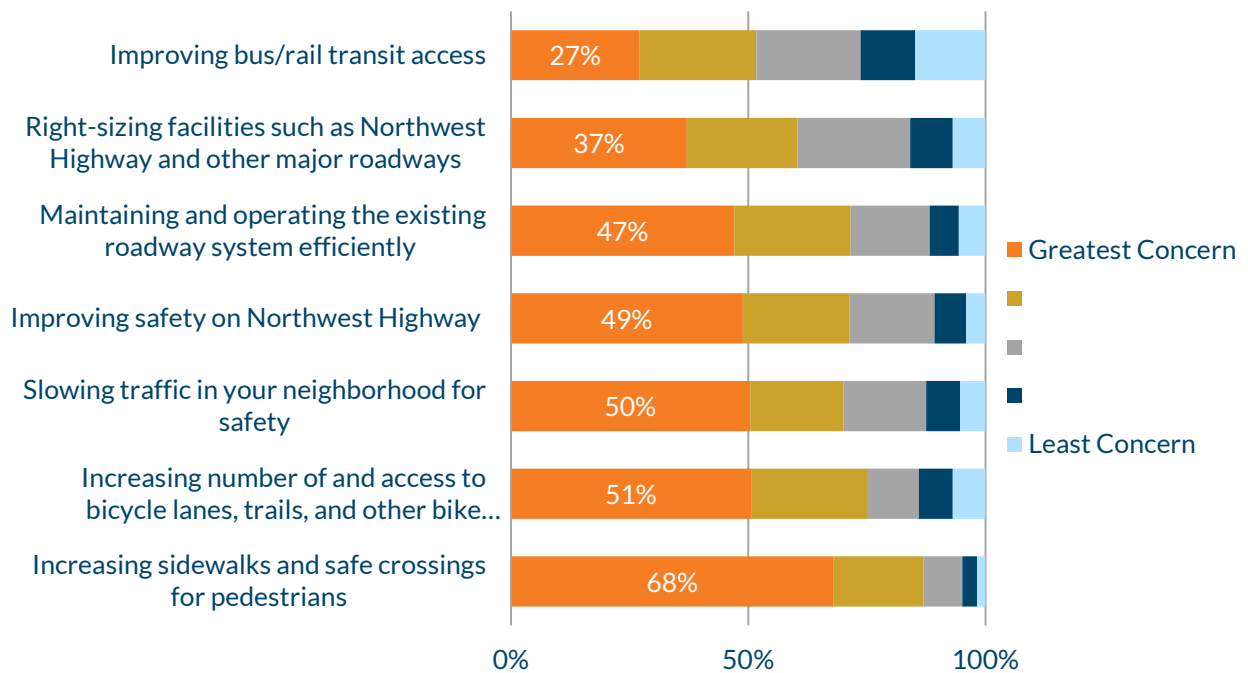
To better understand the transportation needs of residents throughout the Bachman Lake Area, NCTCOG, in partnership with the City of Dallas and the National Parks Service Rivers, Trails, and Conservation Assistance Program, an online Google Forms survey was created for members of the public on October 26, 2020. The survey included 18 questions with a mix of multiple choice and open-ended text responses and was open for use through February 28, 2021. It was made available in three languages: English, Spanish, and Korean, and a total of 391 responses were received.

Figure 1 highlights a few responses to survey questions. A more detailed [Survey Report](#) with a complete list of responses can be found on the [Bachman Lake Area Planning Study webpage](#).

Figure 1: Highlights of the Community Survey



#### How important are the following transportation issues in your community?



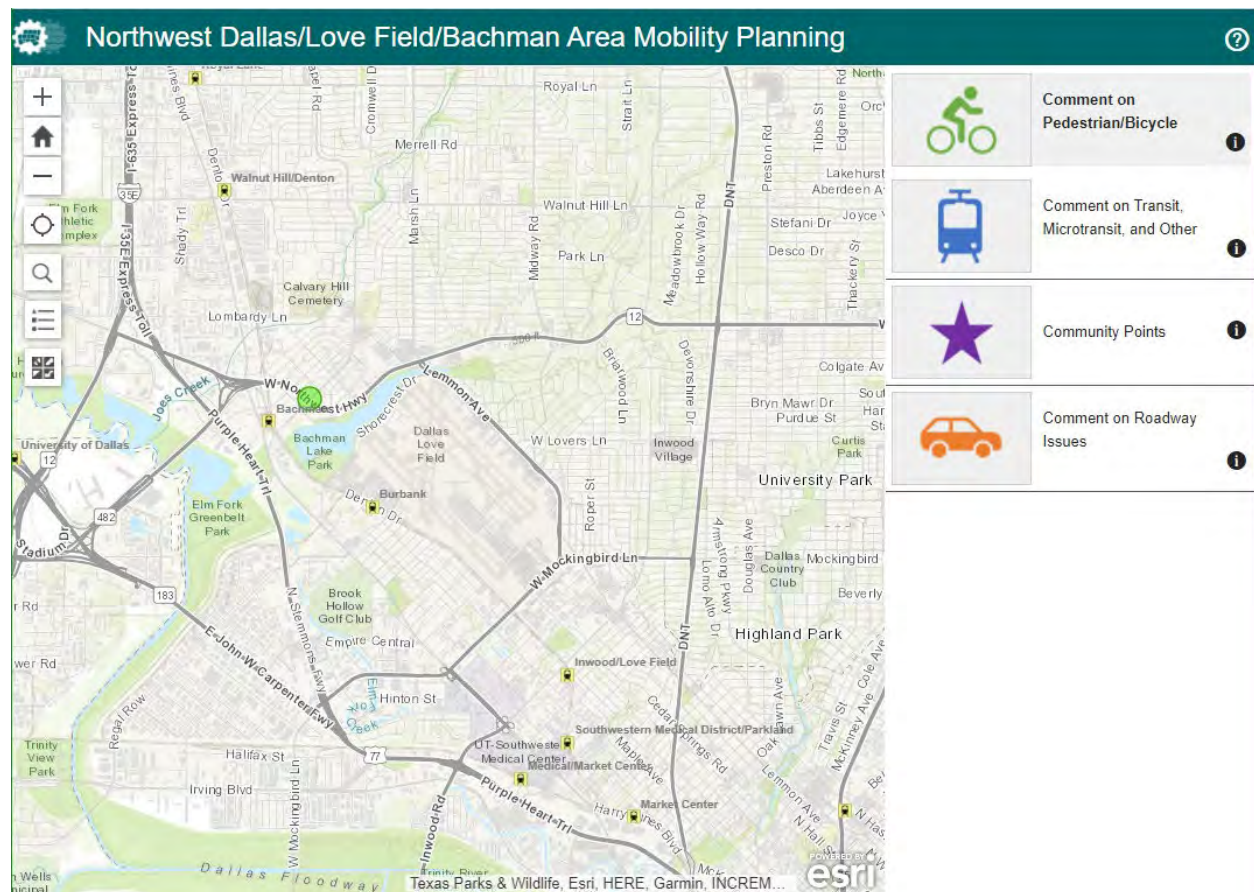
## Interactive Mapping Tool

The opportunity to identify specific locations needing improvement or presenting challenges was made available through an interactive mapping tool. Stakeholders were able to provide comments through this online tool from March 25-June 14, 2021.

Additionally, a paper map and comment form were made available at Grauwyler Park Branch and Bachman Lake Branch Libraries from April 6-June 14, 2021, in case members of the public did not have access to internet or preferred to submit their input statically. However, no paper forms were received.

Figure 2 displays the digital interface the public used to input comments.

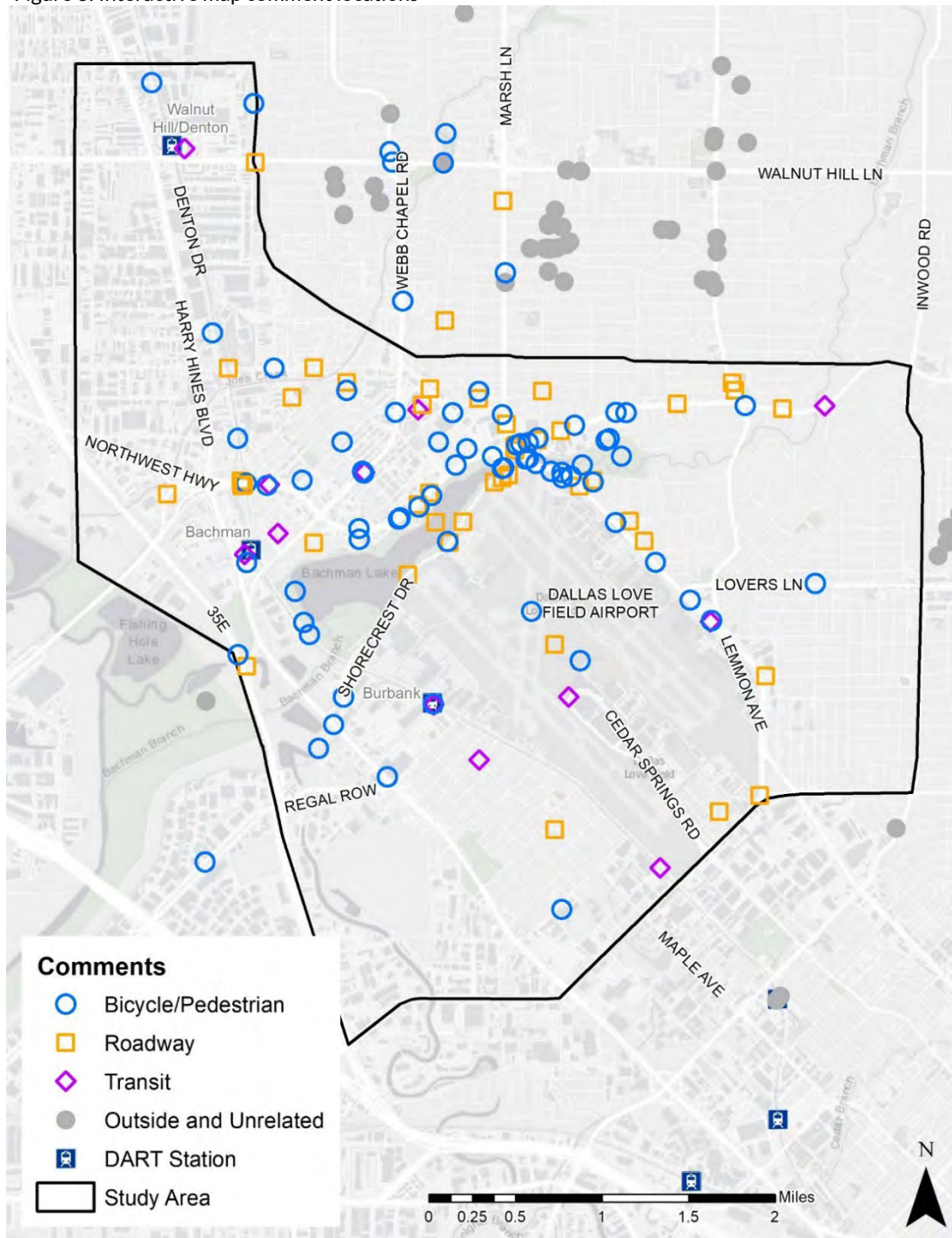
Figure 2: Interactive mapping application interface



A total of 294 comments were received. Although this engagement method was available in Spanish, all responses were received in English. Thirty-two of the 294 comments are “Community Points” where locations of significance and other comments could be noted, which are mostly neutral or informative and not specific to a transportation issue. Most of the comments (262) address a transportation category of bike and pedestrian, roadways, or transit. Additionally, users could click a button to signify they agree with comments, referred to in this memo as “votes”. NCTCOG staff did not require personal identification information on these comments so the exact number of individuals commenting cannot be determined. However, 207 “votes” were received supporting the 294 comments. Figure 3 displays the categorized comments on a map

Missing or poor bicycle/pedestrian facilities (30 percent of comments) and safety (29 percent of comments) were the two largest comment themes mapped. The Bachman neighborhood, Northwest Highway, and the intersections located northeast of the airport were areas of the highest comment concentration. A more detailed [Interactive Map Comments Report](#) with a complete list of responses can be found on the [Bachman Lake Area Planning Study webpage](#).

Figure 3: Interactive map comment locations



### Virtual Public Meetings

Four virtual public meetings were held via Zoom throughout the study's duration. Recordings of each meeting as well as the PowerPoint presentations from each one are posted in both English and Spanish at [NCTCOG.org/BachmanArea](https://NCTCOG.org/BachmanArea).

#### Public Meeting #1: Stakeholder Orientation

The first public meeting was held on October 1, 2020 at 5:00 pm. This meeting was an initial presentation and discussion with stakeholders about the purpose of the study. Presentation topics included an introduction to the project, initial questions to be addressed by the project, and future steps. A feedback form, created as a way for the community/stakeholders to suggest public engagement strategies, was also provided during this meeting.

#### Public Meeting #2

The second public meeting was held on March 25, 2021 at 6:00 pm. A total of 80 people participated in the meeting, including approximately 30 local government staff and elected officials. Presentation topics included the community survey results, transportation projects/data analysis, ongoing area studies, future public engagement opportunities, and study area finalization.

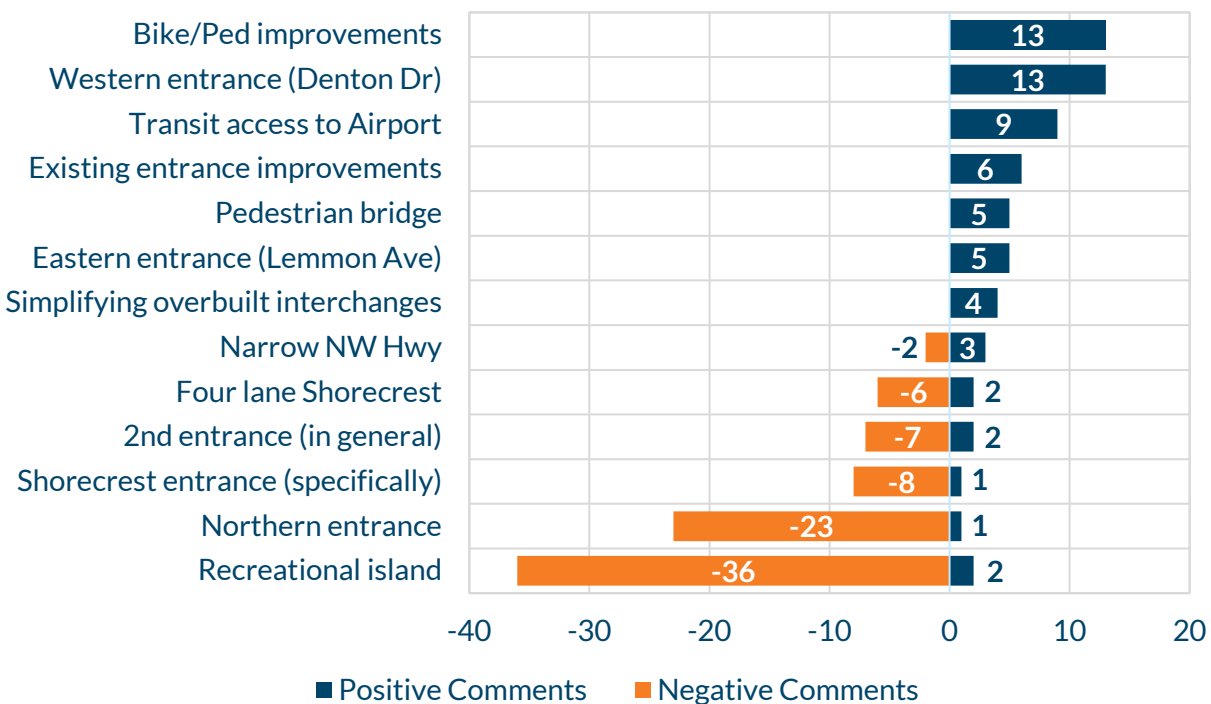
### Public Meeting #3

The third public meeting was held August 5, 2021 at 6:00 pm. A total of 78 people participated in the meeting, including 37 local government staff and elected officials. Presentation topics included a summary of the interactive mapping tool data and roadway related enhancements.

An online form was made available for the public to respond to ideas presented during this meeting regardless of their attendance. The form was available in English and Spanish and closed on August 31, 2021. The English feedback form received 114 responses, and the Spanish version received none.

Figure 4 shows a breakdown of the major themes on which the public responded. See Appendix for a full list of verbatim responses.

Figure 4: August public meeting feedback form results



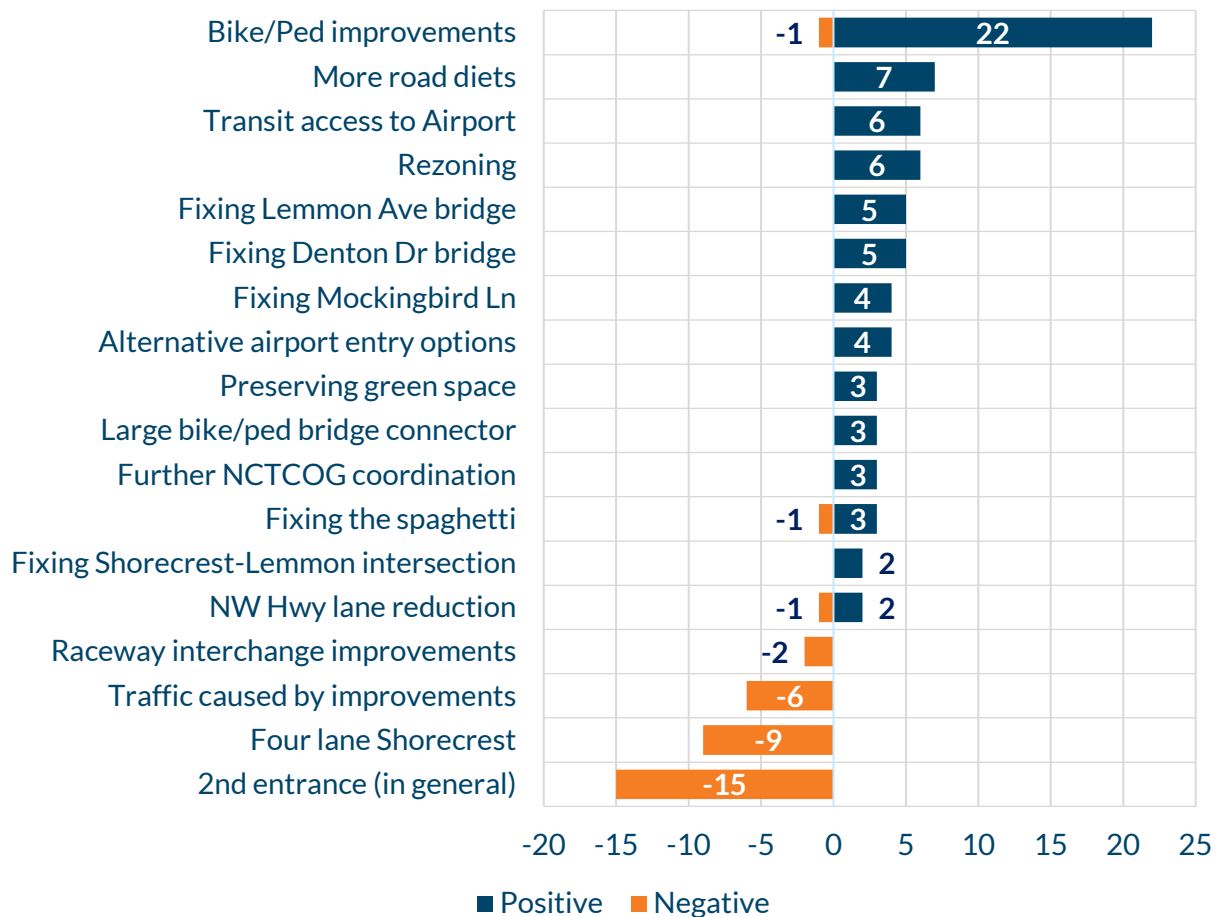
## Public Meeting #4

The fourth and final public meeting was held on November 4, 2021 at 5:30 pm. A total of 84 people participated in the meeting, including 24 local government staff and elected officials. Presentation topics included recommendations related to future coordination and public outreach, bicycle/pedestrian infrastructure, roadways, Love Field access, and economic development.

An online feedback form was available for the public to comment on meeting content regardless of their attendance. The form was available in English and Spanish and closed on December 14, 2021. A total of 33 responses were received (27 in English and 6 in Spanish).

Figure 5 shows a breakdown of the major themes on which the public responded (one-off categories have been removed for brevity) See Appendix for a full list of verbatim comments.

Figure 5: November public meeting feedback form results





### Summary

Throughout this process, NCTCOG and local government staff, volunteers, and community groups strived to reach the community and hear from them regarding transportation needs. A substantial amount of feedback was gathered that greatly informed the planning recommendations. Feedback covered many topics ranging from detailed improvement ideas to general concerns. Three major themes from community comments emerged over the course of the project:

- Love Field Airport Alternative Entrance – Community opposition and questions on the justifications for the proposed second ground transportation entry to Love Field generally dominated public comments during this project.
  - Concern that options for transit access to Love Field are not being fully evaluated
- Bachman Lake Park – Access to and preservation/enhancement of the park as natural amenity are high priority. A high level of concern over the impact of changes to adjacent roadways on the recreational use of Bachman Lake Park.
- Pedestrian and Bicycle Infrastructure – Broad support and demonstrated need for increasing the presence of sidewalks, bike facilities and safe crossings for both throughout the study area.

Virtual engagement during a pandemic provided challenges to equitably reaching stakeholders during this project. NCTCOG and public sector partners appreciate the support of community groups during this challenging time and will use the insights gained in engagement efforts going forward. Despite limited in-person opportunities, a substantial amount of public input was collected to guide public improvement planning. Total points of engagement in each (community survey, interactive mapping tool, public meetings, feedback forms) are summarized below:

Engagement Method	Points of Engagement
Community Survey	391 responses
Interactive Mapping Tool	294 comments + 207 votes
Virtual public meeting #1	Not recorded
Feedback form	17 responses
Virtual public meeting #2	50 participants
Virtual public meeting #3	41 participants
Feedback form	114 responses
Virtual public meeting #4	60 participants
Feedback form	33 responses
<b>Total points of engagement:</b>	<b>1,207+</b>

Date: February 2022

# Bachman Area Planning Technical Memorandum



## Subject: Transit Service Coordination

### Background

The City of Dallas has requested assistance from the North Central Texas Council of Governments (NCTCOG) in addressing transportation issues in the Bachman/Love Field area of Northwest Dallas. Transit service is a key component of the transportation system for the general study area as well as new proposals for ground transportation access into Dallas Love Field airport. This memo discusses the existing context of mass transit service in the area, planned improvements, and opportunities for transit-oriented development (TOD). The document is organized with the following sections:

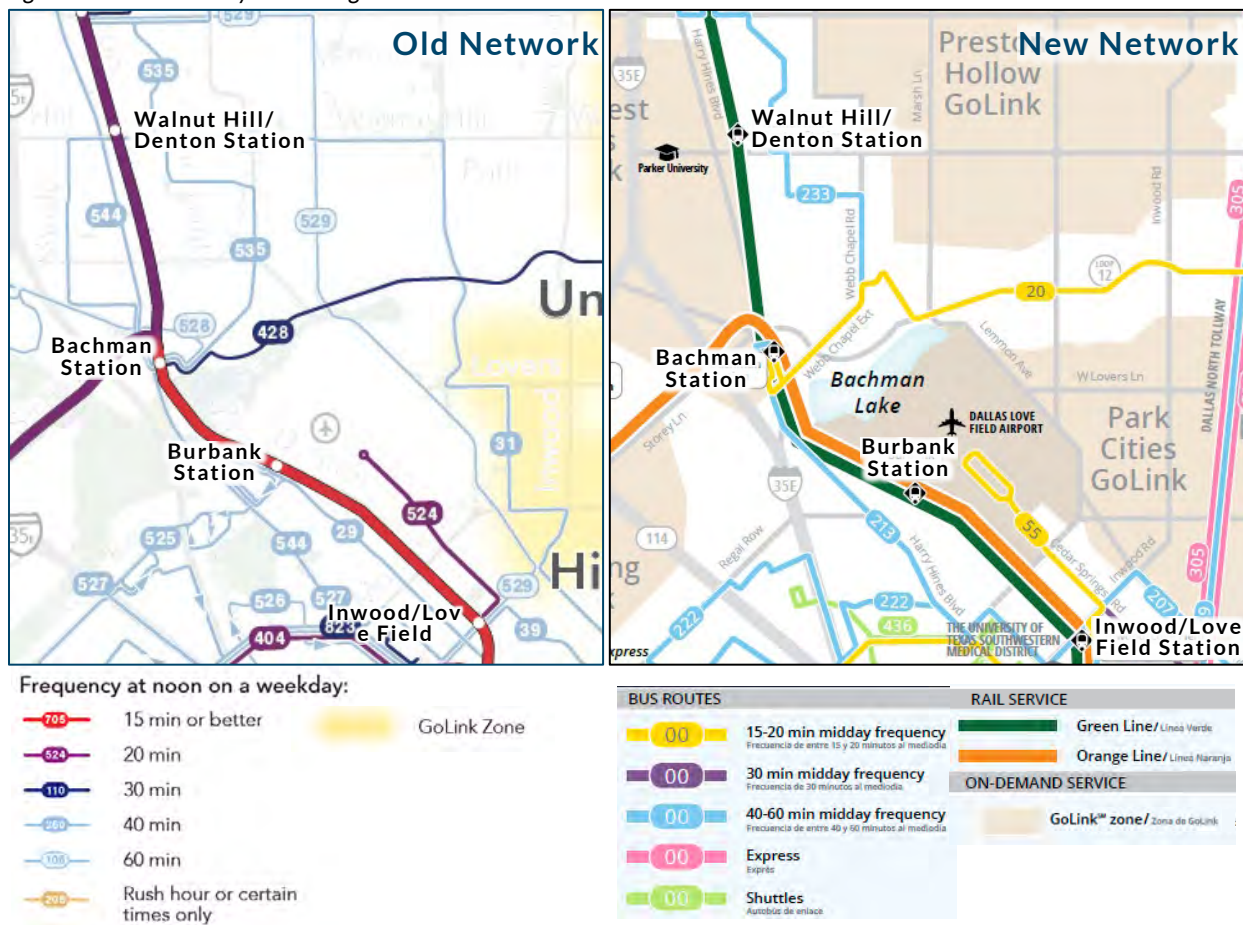
<b>Dallas Area Rapid Transit Bus Network Redesign .....</b>	<b>66</b>
<b>Automated Bus Upgrade to Love Link.....</b>	<b>67</b>
<b>Love Field Airport Second Entry Transit Technology Study.....</b>	<b>68</b>
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### Dallas Area Rapid Transit Bus Network Redesign

Dallas Area Rapid Transit (DART) recently implemented an entirely redesigned bus network in January 2022. Public engagement and data analysis to evaluate improved job access and bus performance continued throughout 2020 and 2021 to draft the network. Key changes included less focus on coverage and higher focus on ridership, better frequency and longer service hours, more direct routes, increased coverage with GoLink zones, better timed connections, and a much higher focus on access to jobs by transit.

As seen in Figure 1, several minor routes in the study area were discontinued in favor of more direct routes, which are still within reasonable walking distance. The bus line that runs along Northwest Highway closest to Bachman Lake is now to runs through the Bachman neighborhood to better serve residents and commercial uses. Bus service on Marsh Ln/Lemmon Ave has been replaced by GoLink Zones. This is also the case for bus service on Harry Hines Blvd north of Bachman Station and south of Royal Ln. Additionally, light rail peak service frequency was restored to 15-minute service as part of the January 2022 service change, resulting in a combined frequency of 7.5 minutes at Burbank and Bachman where both Green and Orange lines operate. Figure 1 shows maps of the existing and planned DART network in the study area.

Figure 1: DART transit system changes

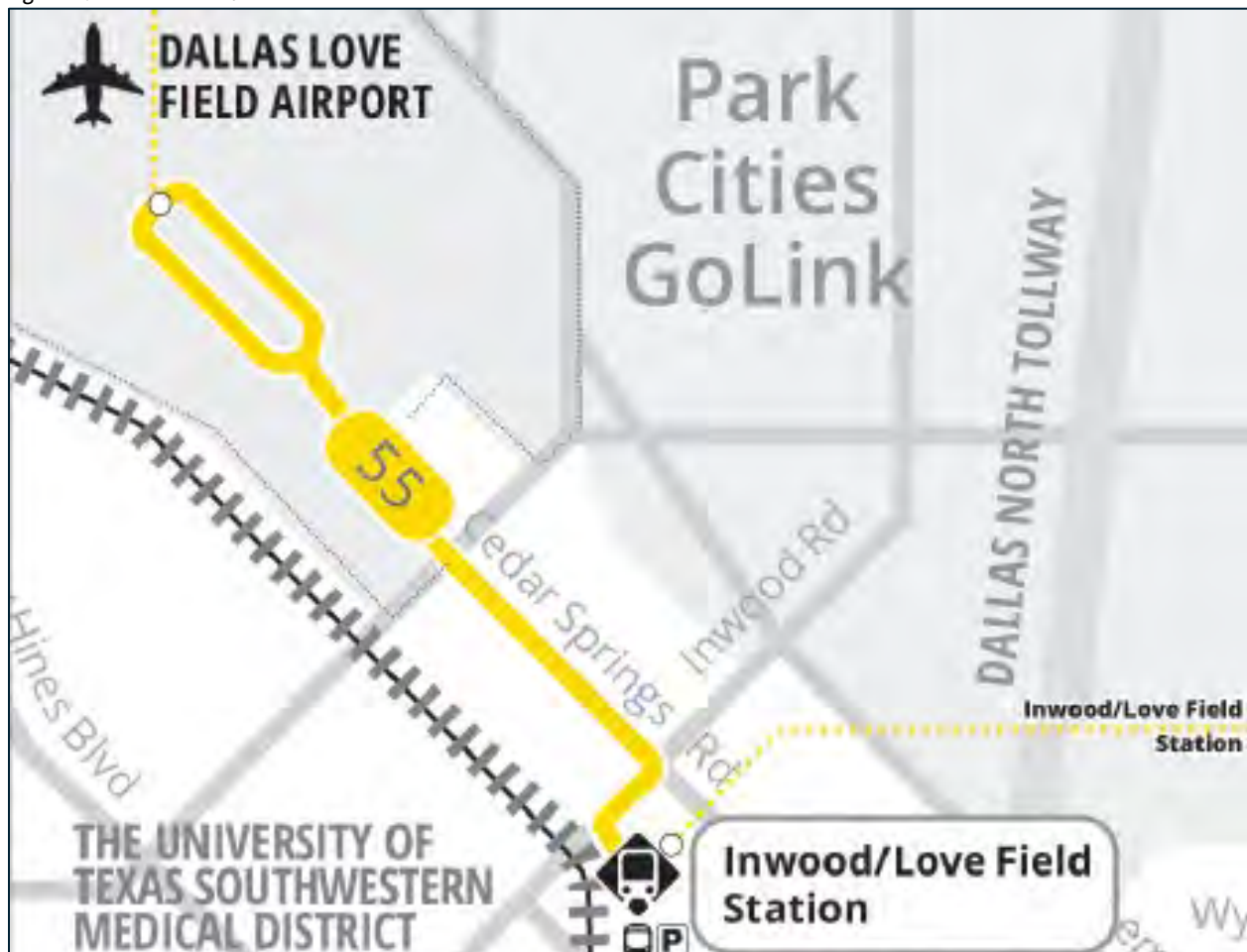


### Automated Bus Upgrade to Love Link

The DART bus Route 55, known as “Love Link,” connects the DART Inwood/Love Field light rail station to the Love Field Airport Terminal. As part of a national effort to advance the development of automated buses, DART is planning to deploy four automated electric buses in 2024 or 2025 on the route. The Regional Transportation Council recently approved \$1.75 million in funding to support the implementation of this automated bus service as part of NCTCOG’s regional Automated Vehicle (AV) Infrastructure and Service deployment (AV 2.2/2.3) program. Two charging stations will also be installed at the Inwood Road/Love Field station to support opportunity charging while the vehicles are in service. Roadway improvements (such as the potential for the AV dedicated or limited access shared lane) and installation of Traffic Signal Priority traffic signals will be required as part of the scope.

Figure 2 displays the Love Link route from Inwood/Love Field Station to the Love Field Airport terminal.

Figure 2: Love Link Route



### Love Field Airport Second Entry Transit Technology Study

The City of Dallas Department of Aviation is reviewing, at the request of the City Council Transportation Committee, transit technology options for the possible second entry to Love Field Airport. The study is a high level look at possible feasible transit options usable for a second entry in addition to the DART bus Route 55, “Love Link,” service via the existing entrance. The City of Dallas is coordinating with DART on the possibility of this new service connecting to the existing DART light rail service at Bachman Station. The goal of the study is to ensure future projects are compatible and would not preclude future transit options from being developed. The study includes right-of-way evaluation and assessment of infrastructure and dimensional needs for various transit options.

### Transit-Oriented Development and DART Park-and-Rides

The Bachman and Walnut Hill/Denton stations both include park-and-ride lots that may present an opportunity for future transit-oriented development (TOD). A 2019 evaluation of DART property<sup>1</sup> indicated Bachman Station has 458 parking spaces with 27 percent peak utilization while Walnut Hill/Denton Station has 269 parking spaces with only 3 percent of them being used on average. That same property analysis ranked these properties 35 and 36 out of 47 in terms of their marketability for development.

In recent years DART has undertaken agreements with city governments and commercial real estate developers to redevelop park-and-ride lots, such as Trinity Mills Station in Carrollton, SMU/Mockingbird Station in Dallas, Arapaho Station in Richardson, and the Addison Transit Center to transform them into TOD. Each of these properties ranked higher in terms of their marketability than Walnut Hill/Denton and Bachman stations. They all also required partnership from the city where the park-and-rides lots were located. If aligned with enough public incentives and city coordination, there is long-term potential for TOD on Walnut Hill/Denton and Bachman DART stations park-and-ride properties.

In November of 2021 the Dallas City Council and the DART Board established a memorandum of understanding initiating a process for the City to eventually redevelop five selected DART station park-and-ride lots in Dallas. This will allow the City to market the parking lots through a request for development proposals in coordination with DART and streamline the process needed to catalyze TOD at each station. Given the unique context of additional public properties near the DART Bachman and Walnut Hill/Denton stations, a TOD area plan may be beneficial to explore how to best position the area for future development.

### Recommendations

Technology enhancements to DART's Love Link Route 55 bus service connecting the Inwood/ Love Field Station to the Love Field terminal are in progress with support from the Regional Transportation Council. The City of Dallas and DART should continue to coordinate with each other on the possible second entry to Love Field Airport and how transit access might be included. It's also recommended that the preferred transit options identified by the City be communicated to those engaged in roadway planning for the second entrance as to avoid design conflicts.

To advance TOD the ongoing discussions between City of Dallas and DART staff on TOD concepts for citywide TOD strategies should continue including possible use of agreements with DART to catalyze TOD on public land in this study area. A station area plan for Bachman and Walnut Hill/Denton stations may also be a useful tool to begin that process.

Date: February 2022

# Bachman Area Planning Technical Memorandum



## Subject: Economic Development Opportunities

### Introduction

This memo will discuss how the study area might realize improved economic conditions and development as transportation and recreation access are improved. The Bachman Area is uniquely situated in the impact zone of the region’s second-largest commercial airport and at the transition of neighborhood types. Past investments in an automobile-centric development pattern combined with the environmental justice issues of noise and air pollution have likely contributed to a challenging economic situation in portions of the study area today.

Comprehensively addressing economic challenges requires a multi-disciplinary approach. The Bachman Area Planning Study focuses primarily on improvements to the built environment created by our streets, public spaces, and private buildings. Within that framework, the existing economic conditions will be summarized and concluded with opportunities for leveraging transportation investments.

This memorandum covers the following:

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### Policy Background

The new economic development strategy from the City of Dallas (discussed below) presents an opportunity for important issues, such as walkability and equity, to be directly addressed in an economic development context. While existing overlapping economic development districts make most of the study area eligible for public funds, implementing change is limited without private partnerships and may have expanded opportunities under the new strategic economic development plan.

### Strategic Economic Development Plan

The City of Dallas adopted a new economic development policy in May of 2021 that produced a vision with four focus areas following a market analysis and public input process. These four focus areas are 1) generating economic vitality, 2) promoting community sustainability, 3) creating conditions for smart growth and sustainable development, and 4) delivering responsive governance. Highlights of the implementation strategy include establishing a new development entity, pursuing non-traditional funding sources, ensuring that zoning and land use supports inclusive growth, and creating walkable communities.

The implications of this policy on neighborhoods like the Bachman area are significant. For example, the proposed new development entity, through its business development and public real estate development functions, could attract employment to the area and build/incentivize affordable housing through public/private partnerships. The “creating walkable communities” strategy will also benefit the area greatly as it has a higher proportion of zero-car households than many other neighborhoods in Dallas. Higher walkability may also lead to a stronger community identity and could form the basis for future public or private investment.

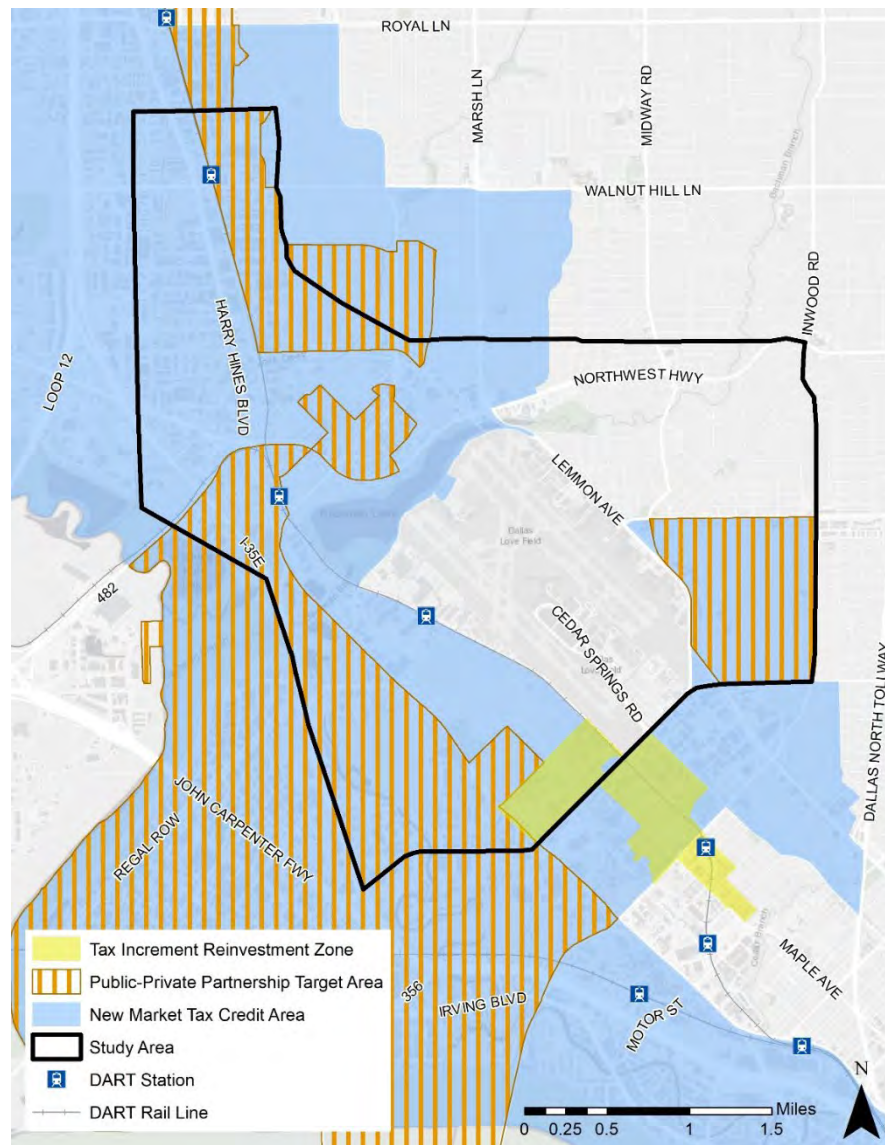
More information here: <https://dallasecodev.org/544/Strategic-Economic-Development-Plan>



### Existing Economic Development Programs and Incentives

There are three types of economic districts and programs intersecting the study area: the City of Dallas’ Public/Private Partnership (P/PP) Program target areas, New Market Tax Credit (NMTC) program eligible tracts, and the Maple/Mockingbird Tax Increment Reinvestment Zone (TIRZ) southwest of the airport entrance (see Figure 1). This provides opportunity for most of the study area to leverage public revitalization funds using tools such as tax abatements, tax credits, and tax increment financing (TIF). However, it will be challenging for these programs alone, without private partnership to make significant economic improvements in this area due to longstanding market conditions.

Figure 1: Economic development districts



### DISTRICT DEFINITIONS

**P/PP:** Program created by the City of Dallas to assist for-profit companies offset development costs through tax abatements, grants, loans, and other tools. All developments in Dallas are eligible, however, developments in target areas have lower minimum requirements.

**NMTC:** Fund established by the US Treasury and administered by the City using zones. The program allows for private entities to offset federal income taxes by purchasing tax credits from community development entities.

**TIRZ:** Districts established by the City to utilize tax increment financing for infrastructure improvements and other eligible public expenditures

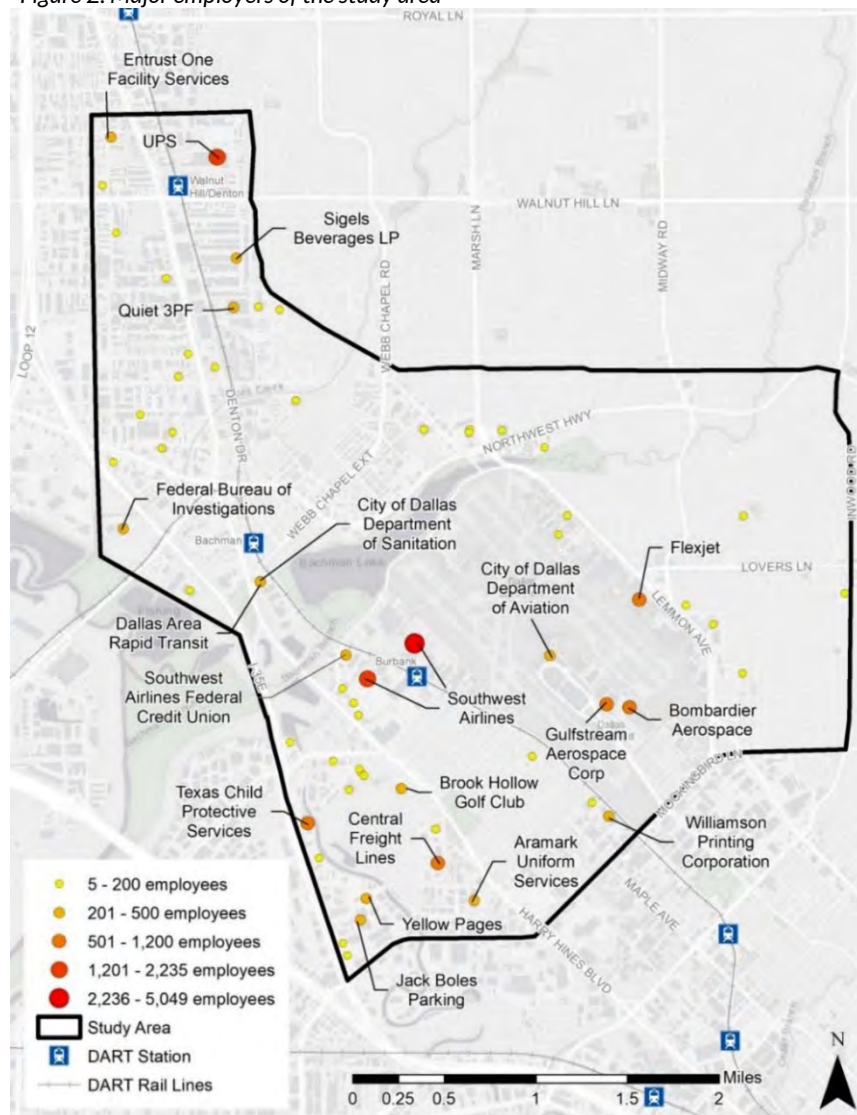
## Area Assets and Activity

Bachman Lake is located within seven miles of Downtown Dallas, within four miles of the Southwestern Medical District, and under two miles from the Trinity River to the west as well as the Northaven Trail to the north. Three DART stations connect the study area to various employment and recreation centers. There are also several large employers located in the study area as well as several recreational assets.

## Major Employers

Major employers in the study area include Southwest Airlines, United Parcel Service (UPS), the City of Dallas (Dallas Love Field), and Central Freight Lines. There are also several other aviation-related employers located at Love Field. Figure 2 displays major employers in the study area. The two largest employers, Southwest Airlines and UPS, are both located very close to rail stations.

Figure 2: Major employers of the study area\*

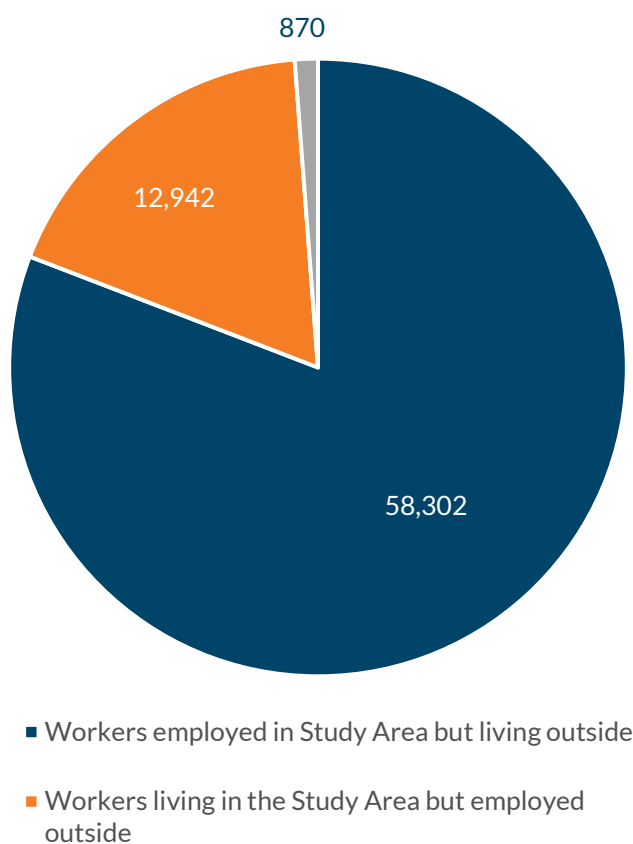


\*Disclaimer: Data may not fully represent the current state of employment in the study area due to disparities such as official employee location (e.g., Federal airport employees appearing to work from Washington DC but work at Love Field, Southwest Airlines employees appearing to work from the corporate headquarters but working elsewhere).

### Employment

According to the Census Bureau’s 2018 Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES)<sup>1</sup>, accessed through the OnTheMap tool, there are almost 60,000 workers employed in the study area but only about 14,000 workers living in the study area. However, it is estimated that under 900 workers live and work in the study area. Figure 3 displays the breakdown of workers living and employed in the study area. Major employment centers exist in the study area but do not appear to employ many residents of the study area.

Figure 3: Workers living and employed in the Study Area

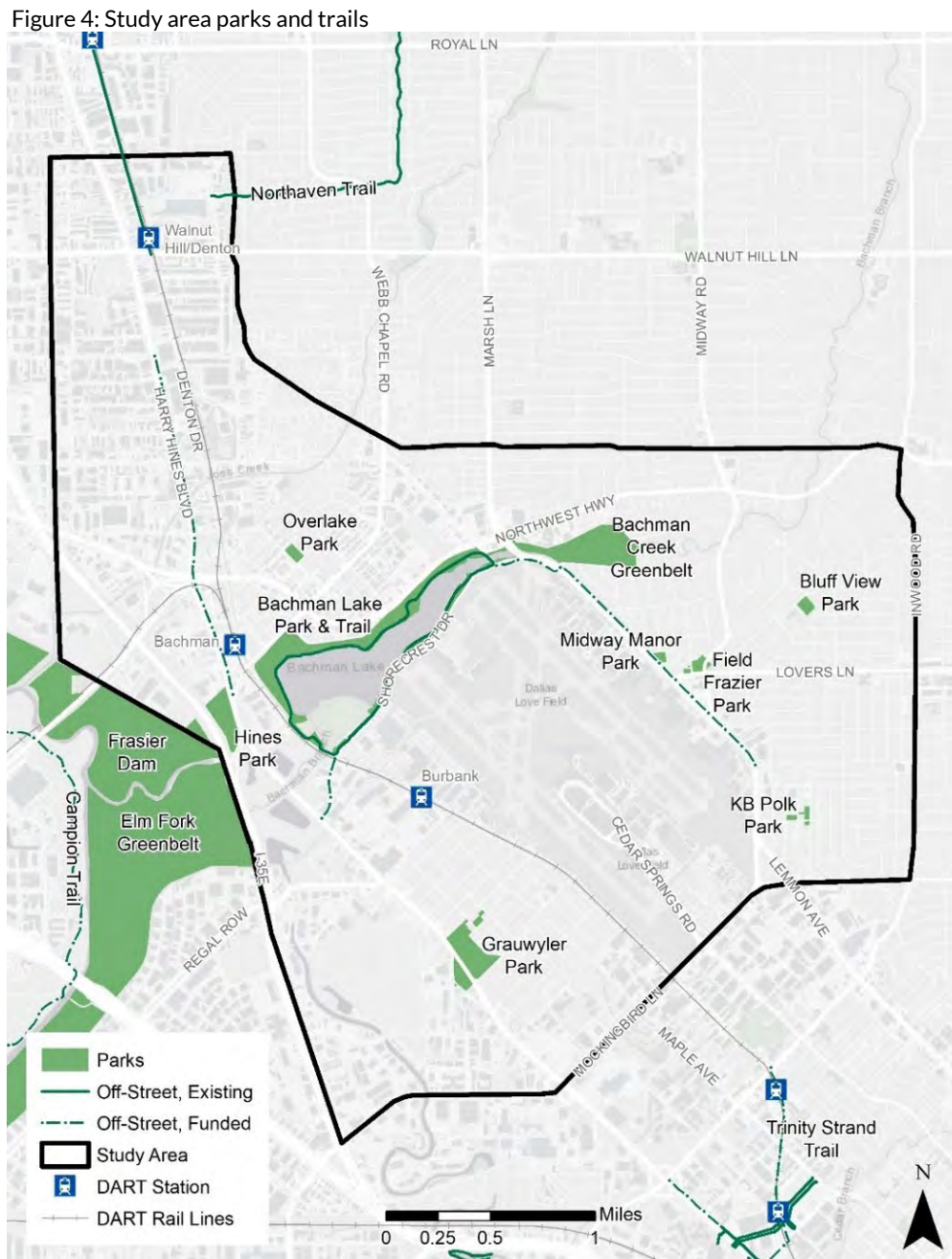


	Number	Percent of Total
<b>Workers employed in the Study Area</b>	59,172	82.1%
<b>Workers living in the Study Area</b>	13,812	19.2%
<b>Workers employed in Study Area but live outside</b>	58,302	80.8%
<b>Workers living in the Study Area but employed outside</b>	12,942	17.9%
<b>Workers living and employed in the Study Area</b>	870	1.2%
<b>Total employees living or working in Study Area</b>	72,114	100.0%

Source: US Census Bureau’s [OnTheMap tool](#)

### Recreational Assets

The study area contains nine parks and sits between existing and future regional multi-use trails including the Northaven Trail, Campion Trail (Irving), Trinity Strand trail, Elmfork Trinity River greenbelt, and Bachman Lake Trail. Through this Bachman Area Planning Study, public engagement indicates that residents hold significant value in having access to park space. Public investments in these recreational amenities can improve quality of life and provide general beautification, attracting new private investment and creating value for residents. A 2016 study of the Dallas parks system indicated Dallas parks generate over a \$600 million return on investment through tourism, real estate, and environmental value<sup>2</sup>. Figure 4 displays a map of the parks and trails most relevant to the study area.

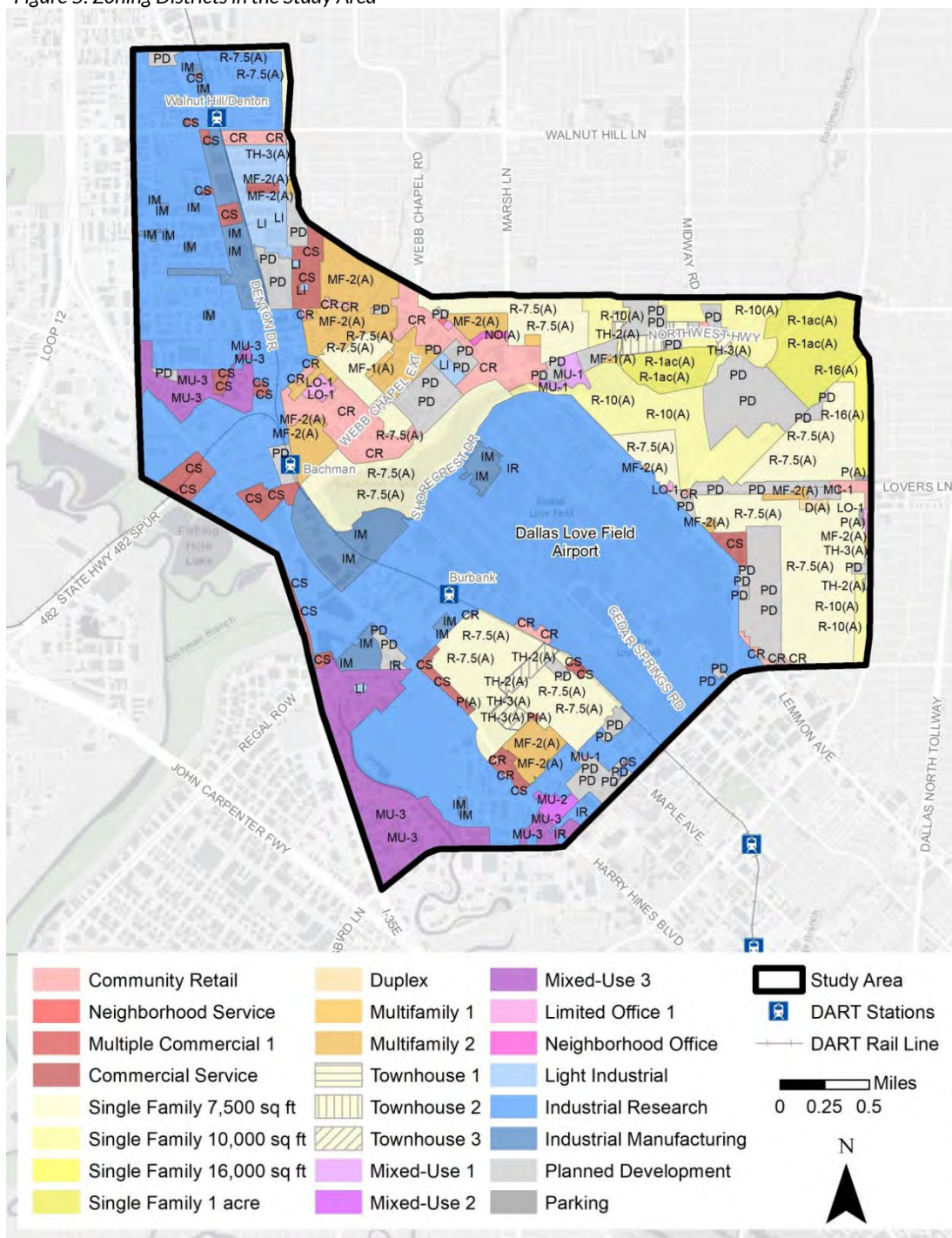


2: [Economic Value and Benchmarking Study of the Dallas Park System \(February 2016\)](#)

## Zoning

The study area contains 24 different zoning districts (see Figure 5). Almost half of the land in the study area is zoned for industrial use. The second most common land use zone category is single family residential (approximately 25 percent). The study area also has 34 planned development zones, which can vary widely in use. Additional land use specific studies may need to be conducted to evaluate re-zoning for new walkable development opportunities.

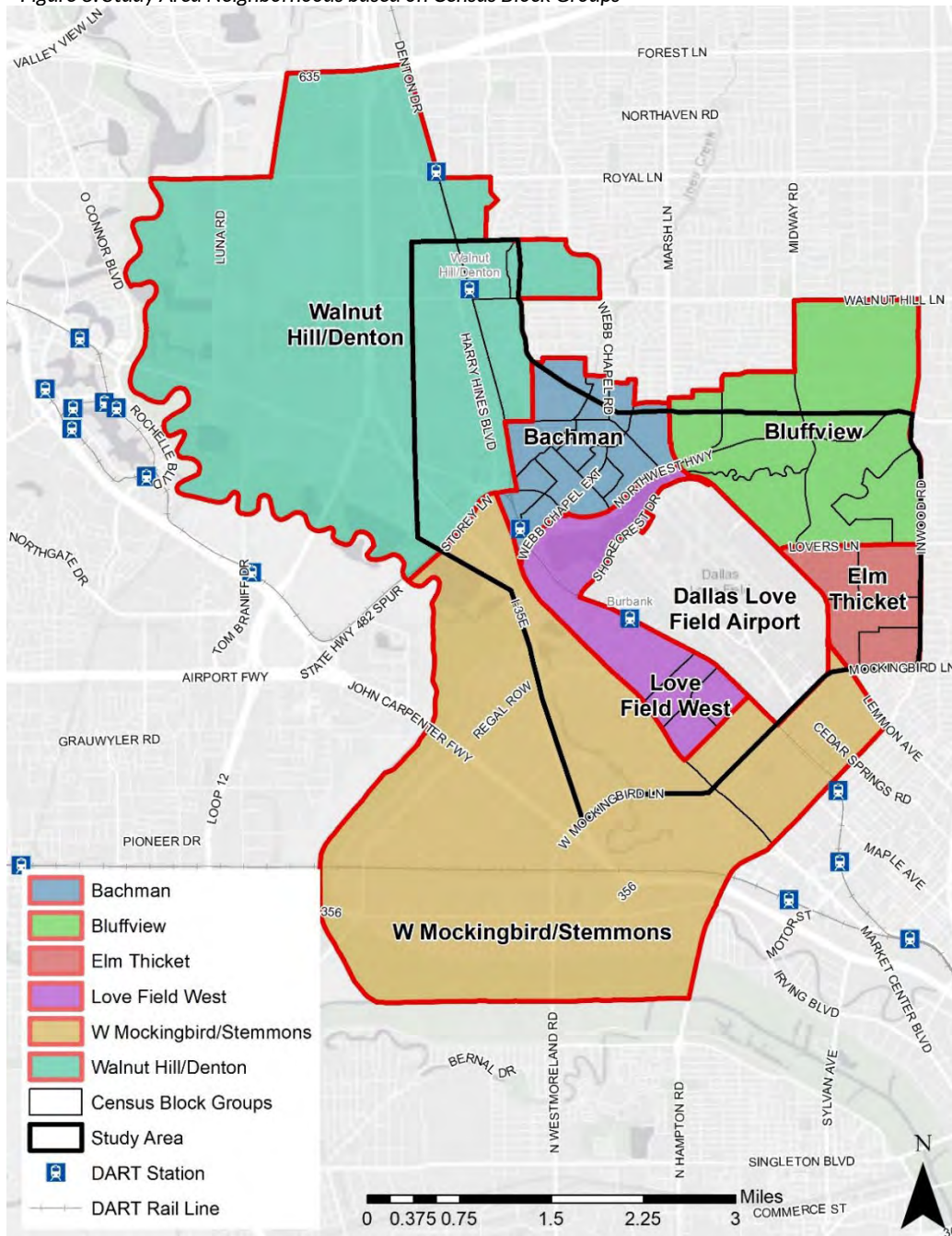
Figure 5: Zoning Districts in the Study Area



## Demographics

Understanding the characteristics of the population in the study area informs the economic development needs and market potential. Demographic data are based on Census block group level 2019 American Community Survey 5-year estimates and organized into six analysis neighborhoods created to provide a more descriptive summary of the large study area. See Figure 6 for a map of the analysis neighborhoods. It should be emphasized that Census estimates have varying levels of precision; therefore, all statistics in this section should be viewed as supporting information and less as definitive conclusions.

Figure 6: Study Area Neighborhoods based on Census Block Groups



The total population of the study area is over 51,000 residents. The highest population density in the study area is found in the Bachman neighborhood. This neighborhood also has the highest percentage of residents under 18 years of age, minority residents, limited English proficiency (LEP) residents, and zero-car households. It also has the lowest average household income and lowest percentage of residents over 65. Elm Thicket, Love Field West, W Mockingbird/Stemmons, and Walnut Hill/Denton are similar demographically with some unique characteristics. The Bluffview neighborhood is generally more affluent, older, and has fewer non-white residents.

Average household sizes in the study area neighborhoods vary from 1.8 people per household (W Mockingbird/Stemmons) to 3.2 people per household (Love Field West). Housing unit density and percent renter-occupied housing units are highest in the Bachman neighborhood although W Mockingbird/Stemmons has a similar rate of renter-occupied units. The Bluffview neighborhood has the highest percentage of owner-occupied housing units. Only one other neighborhood, Love Field West, is majority owner-occupied.

Driving alone is the most common commute mode in all neighborhoods and carpooling is the second most common mode in all neighborhoods except W Mockingbird/Stemmons. In the W Mockingbird/Stemmons neighborhood, walkers and transit users make up approximately 10 and 11 percent of commuters, respectively, while carpoolers only make up six percent of the commuting population. Bachman has the second-highest transit user rate at only six percent. According to this Census estimate, there are zero bicycle commuters in the study area.

The study area has an overall diverse population with sometimes major differences between neighborhood populations. Using this data can generally help target increased public investment in low-income and minority communities facilitating new economic development opportunities. See Figure 7 to compare statistics between analysis neighborhoods.

## Bachman Area Planning – Economic Development Technical Memorandum

Figure 7: Demographics, Housing, and Commuting data

Demographics							
Neighborhood	Bachman	Bluffview	Elm Thicket	Love Field West	W Mockingbird / Stemmons <sup>a</sup>	Walnut Hill / Denton <sup>a</sup>	Study Area
Total population	21,342	8,210	4,668	5,697	5,586	5,553	51,075
Population density (people/ sq. mile)	15,699	2,711	5,657	4,140	581	583	1,834
Average median age	29	42	39	37	36	34	34
% Over 65	3%	17%	10%	15%	12%	5%	9%
% Under 18	31%	20%	21%	26%	13%	28%	25%
% Labor force participation <sup>b</sup>	76%	69%	68%	63%	62%	78%	71%
% Unemployed <sup>b</sup>	4%	3%	4%	6%	12%	4%	5%
Average median household income <sup>c</sup>	\$34,701	\$126,049	\$37,168	\$48,722	\$43,024	\$65,495	\$57,215
% Less than high school diploma/GED <sup>d</sup>	63%	10%	21%	58%	12%	42%	39%
% High school diploma/GED <sup>d</sup>	24%	10%	25%	24%	22%	22%	21%
% Some college or higher <sup>d</sup>	13%	80%	54%	18%	66%	35%	40%
% Minority population	74%	29%	60%	68%	71%	67%	64%
% LEP population	54%	11%	6%	35%	5%	42%	34%
% LEP population – Spanish	54%	10%	5%	35%	2%	40%	33%
% Zero car households	15%	3%	3%	8%	12%	6%	10%
Housing							
Average household size	2.9	2.3	2.3	3.2	1.8	2.8	2.6
Total households	6,921	3,427	1,859	1,647	2,610	1,869	18,338
Housing unit density (units/sq. mile)	5,091	1,132	2,253	1,197	271	196	659
% Owner-occupied housing units	6%	73%	47%	59%	9%	31%	31%
% Renter-occupied housing units	94%	27%	53%	41%	91%	69%	69%
Commuting							
% Drive alone	57%	76%	88%	69%	70%	67%	67%
% Carpool	31%	10%	7%	29%	6%	27%	22%
% Transit	6%	1%	2%	1%	10%	1%	4%
% Bike	0%	0%	0%	0%	0%	0%	0%
% Walk	3%	1%	2%	1%	11%	2%	3%
% Other commute modes	3%	12%	1%	0%	3%	3%	4%
a: Neighborhood includes a large block group that lies primarily outside of study area							
b: Residents 16 or older excluding those in the armed forces							
c: Median household income of Census block groups in neighborhood divided by the number of Census block groups in the neighborhood							
d: Residents 25 or older							

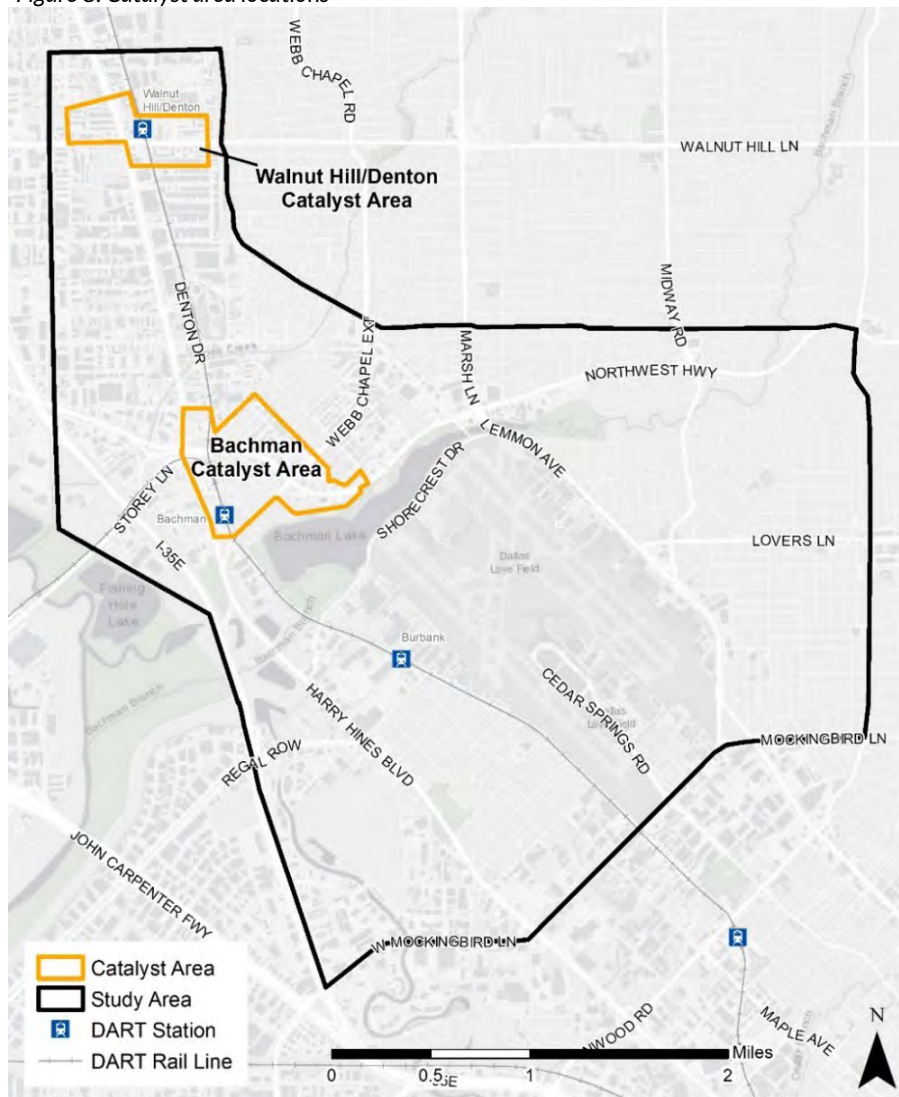


### Catalyst Areas

Using stakeholder input and focusing on areas needing new investment with vacant or underused land, two economic catalyst areas were identified within the study area. The first encompasses Northwest Highway from Harry Hines Boulevard to Timberline Drive and includes Bachman Station and Overlake Park. Its land uses are primarily multi-family housing, commercial property, and vacant property. The second catalyst area is based around the Walnut Hill/Denton Station and is primarily composed of industrial and commercial properties. Both catalyst areas, while currently underinvested, have potential to be impactful to the wider community. Figure 8 shows the location of the catalyst areas within the study boundary.

Dallas Central Appraisal District property data (2021) was utilized to find parcels in the two catalyst areas that have improvement values greater than their land values. Properties where the land is more valuable than the buildings on it (improvements) is used as a draft estimate of land likely to redevelop if greater demand can be incentivized. Detached single-family residential properties and public parks were excluded in this analysis.

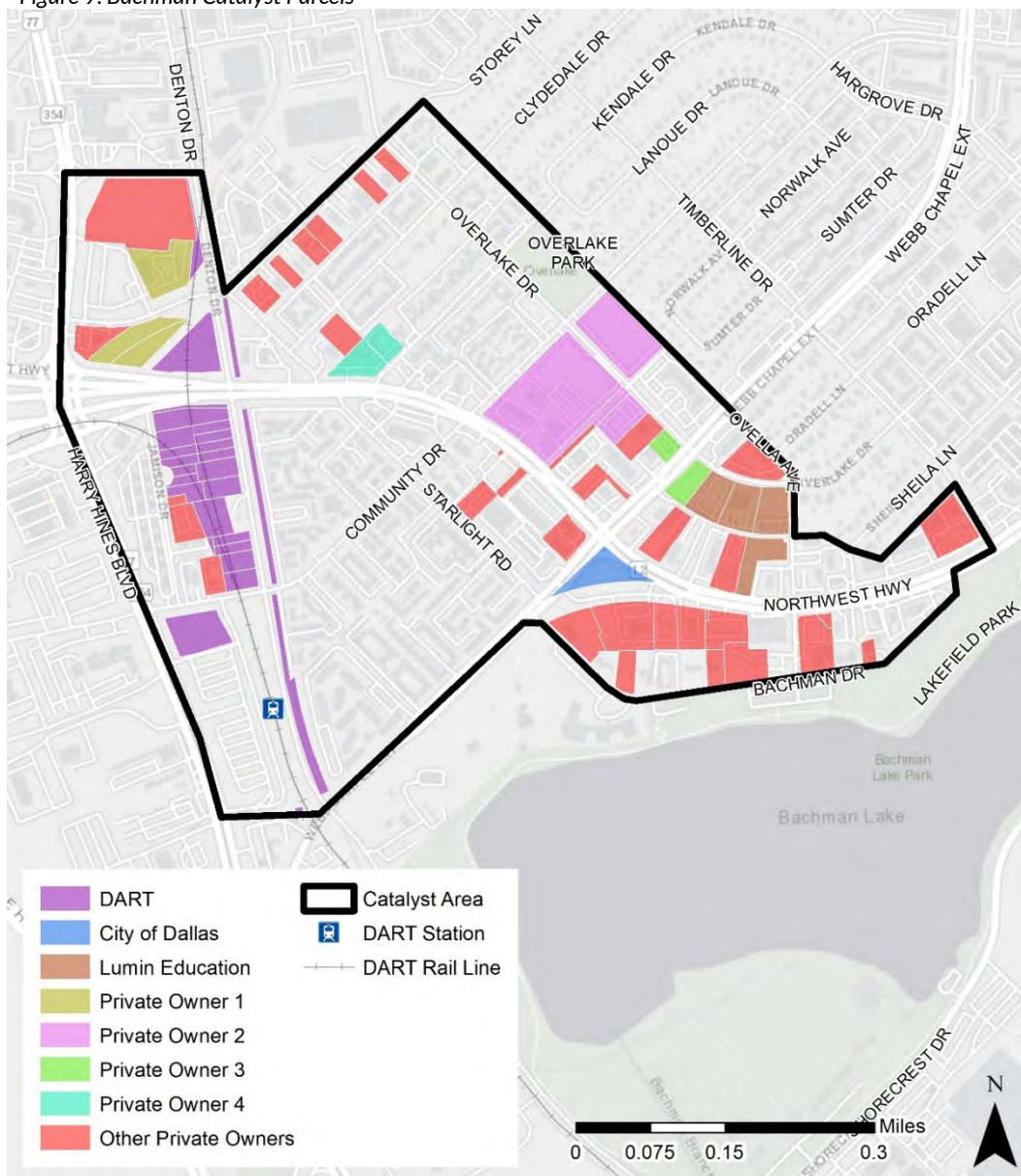
Figure 8: Catalyst area locations



## Bachman Catalyst Area Parcels

Using the methodology described previously, 83 parcels totaling approximately 57 acres in the Bachman area were identified as possible catalytic development sites. Although not all are totally vacant, DART owns 29 parcels (3.5 vacant acres) in the study area. The City of Dallas owns a single 1.2-acre vacant parcel at the corner of Northwest Highway and Webb Chapel Extension and Lumin Education, a non-profit education organization, owns almost four acres of mostly vacant land in a cluster of four parcels in the area as well. There are also four private owners who each own key vacant or neighboring parcels in the area that could be redeveloped. Regulations related to Love Field Airport’s runway protection zones need to be considered in redevelopment plans. Overall, fractured ownership in the area will hinder redevelopment, however, several vacant properties present an opportunity for new development without displacement of existing businesses. Figure 9 displays the parcels of interest.

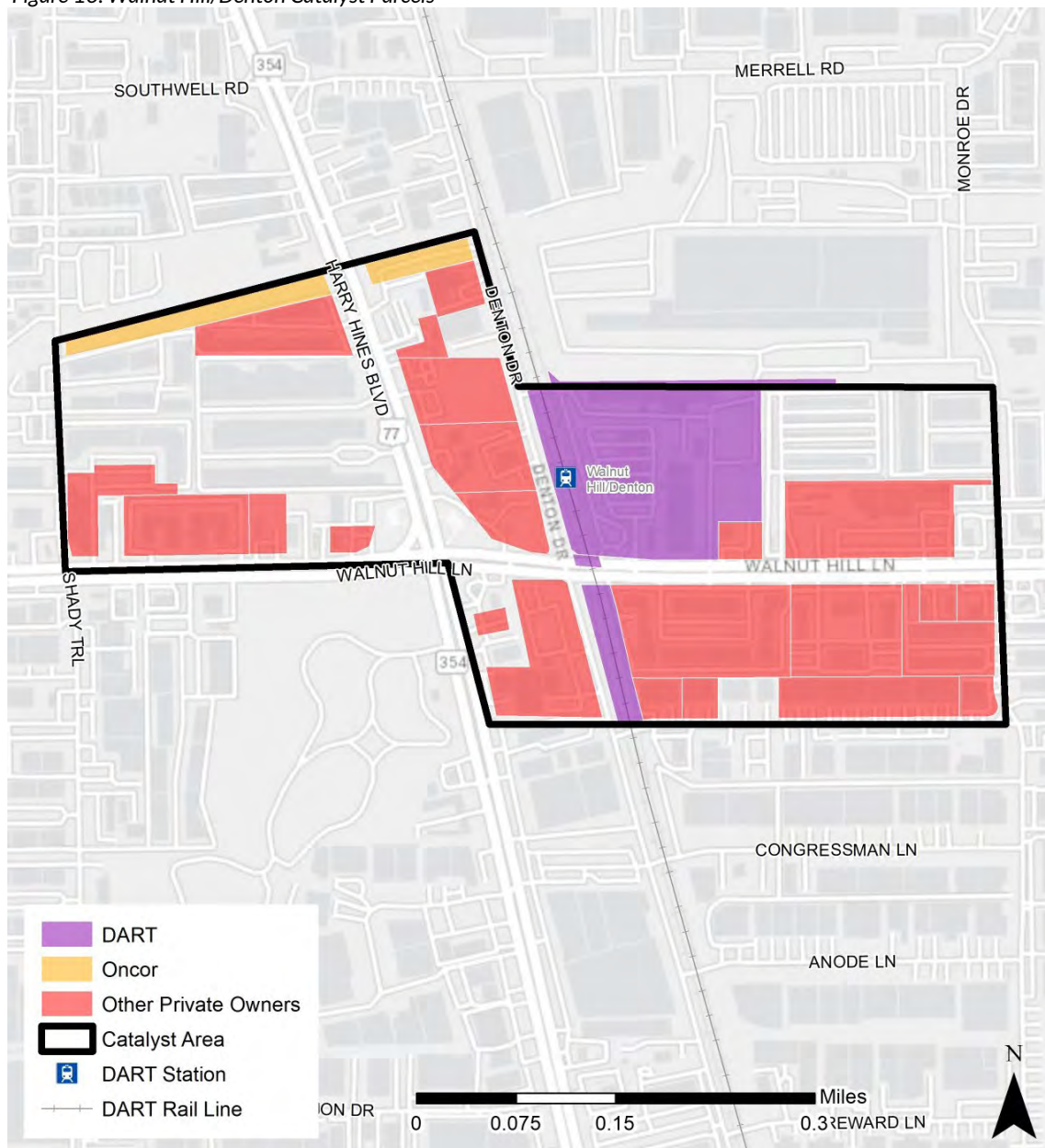
Figure 9: Bachman Catalyst Parcels



### Walnut Hill/Denton Catalyst Area Parcels

Using the methodology described previously, 28 parcels, totaling approximately 60 acres in the Walnut Hill/Denton area were identified as possible catalytic development sites. Three of these parcels (14.8 acres) are owned by DART, including the rail station park-and-ride lot (269 parking spaces on 13.4 acres). While no vacant sites exist in this area, lower value buildings and underutilized parking lots with redevelopment potential are common. Given the proximity of the rail station, transit-oriented development may be realized here as well, however, like the Bachman catalyst area, fractured ownership will hinder redevelopment. Figure 10 displays the parcels of interest. See Transit memo for more information on light rail station redevelopment and the Past Plans, Funding, and Ongoing Local Government Coordination memo for a summary of the Urban Land Institute’s study of the area on the project website: [www.NCTCOG.org/BachmanArea](http://www.NCTCOG.org/BachmanArea).

Figure 10: Walnut Hill/Denton Catalyst Parcels



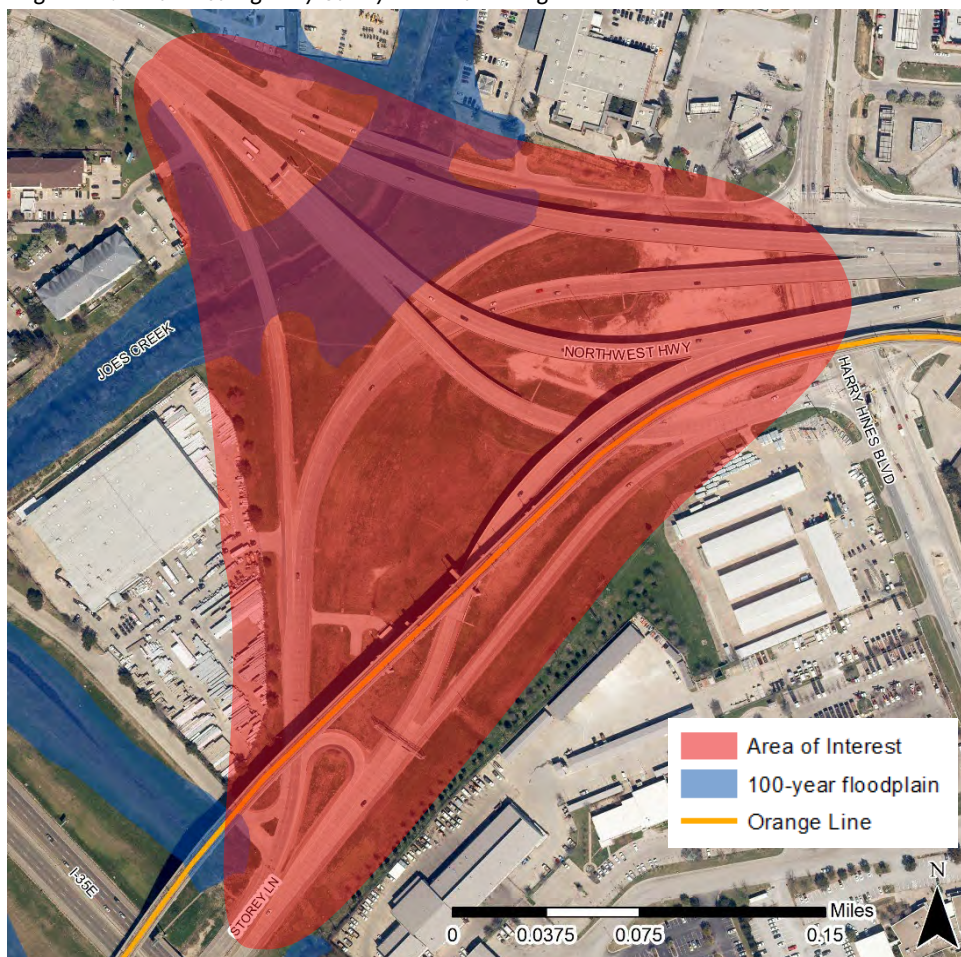
### Area Transportation-Centered Opportunities

Changes in roadway design combined with land use led by public-private partnerships are one method to lead economic development. Additionally, investments in more context sensitive roadways which feature a better public space centered around more walkable and bike friendly streets and trails could increase the appeal of this centrally located area. Four transportation-centered redevelopment opportunities that could be realized in the Bachman Area are presented here.

#### Northwest Highway-Storey Lane-Harry Hines Boulevard Interchange

The interchange between Northwest Highway (State Highway Loop 12), Storey Ln (State Highway 482 Spur), and Harry Hines Blvd is of special interest regarding economic development potential. Currently, the interchange includes nine ramps that cross over each other and a DART light rail line (Orange Line). The interchange also occupies about 33 acres of land, including a section of Joes Creek and its 100-year floodplain. It is estimated that the reconstruction of the ramps to a simpler configuration could open approximately 20 acres of land to be redeveloped. With flooding concerns on parts of Northwest Highway, this land could also be used as recreational green space to help with stormwater mitigation. Longer-term, there may be opportunity for private redevelopment. Figure 11 displays the area of interest along with the 100-year floodplain.

Figure 11: Northwest Highway-Storey Lane Interchange



### Complete Streets and Road Diets

Research and case studies suggest that road diets and complete streets can increase economic development potential and values on surrounding properties. Additionally, it may also increase retail sales for businesses along the improved corridor.<sup>3,4,5</sup>

A road diet consists of reducing the number or width of vehicular travel lanes to improve safety and increase non-vehicular modes of travel. Road diets are most often applied to street segments with too many lanes for the level of traffic using the segment. The City of Dallas and TxDOT Dallas District have preliminarily discussed the possibility of reducing lanes on Northwest Highway to soften the barrier between the neighborhood and Bachman Lake Park caused by the roadway and to improve user safety. This modification would provide additional right-of-way for the construction of amenities such as continuous sidewalks with separation from the curb, street trees, and pedestrian lighting.

A complete street is a street that facilitates multiple modes of transportation, usually a combination of vehicles, transit, pedestrian, and bicycles. Safety is prioritized over vehicle speeds through various interventions such as vehicle lane narrowing, sidewalk and bike lane construction, accessible transit stops, and more. Numerous streets in the Bachman neighborhood such as Community Drive and Overlake Drive may be good candidates for this design as well as Shorecrest Drive, which is already included in the Dallas County 7<sup>th</sup> Call MCIP. See the “Past Plans, Funding, and Ongoing Local Government Coordination” document on [www.NCTCOG.org/BachmanArea](http://www.NCTCOG.org/BachmanArea) for more funded complete street projects.

### Trail-Oriented Development

There is evidence that bicycle trails can increase property values and retail sales and decrease commercial vacancies in the areas the trails are constructed. However, there is also evidence that bicycle infrastructure can increase rent in areas that have a low supply of bicycle-friendly streets.<sup>6</sup>

The proximity of the study area to established regional trails is an asset that could be capitalized on through trail-oriented development. The feasibility of trail-oriented development in the study will be clearer following the completion of currently underway studies.

### Transit-Oriented Development

Two of the three rail stations in the study area have large, highly underutilized park-and-ride lots.<sup>7</sup> These lots could be redeveloped eventually for TOD but due to the economic conditions of the area, it is an unlikely short-term achievement. For further information regarding TOD in the study area, see the Bachman Area Planning Transit memo on the project website:

[www.NCTCOG.org/BachmanArea](http://www.NCTCOG.org/BachmanArea).

3: [The Economic Benefits of Sustainable Streets, NYCDOT](#)

4: [Road Diet Case Studies, FHWA](#)

5: [Road Diets Economic Impacts, FHWA](#)

6: [Active Transportation and Real Estate: The Next Frontier, Urban Land Institute](#)

7: [TOD Property Inventory, DART](#)

### Recommendations

The City of Dallas should consider initiating an economic redevelopment plan that comprehensively examines the market and community needs of the Bachman area with a focus on leveraging transportation investments to support affordable housing, land use, environmental hazards, crime, anti-displacement, and other social or environmental goals. A more detailed plan would examine the current market, new City of Dallas economic policy, possible zoning changes, and options for public-private partnerships that can support the area.

Areas of specific focus for economic development include the Walnut Hill/Denton Station Area and the Bachman Neighborhood/Bachman Station Area and major roadways including Northwest Highway where road diets and complete streets can help catalyze development interest.

Public Engagement Appendix

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### Public Meeting #1 Engagement Methods Feedback Form Responses

Below are the verbatim comments made in response to the information presented during Public Meeting #1 – October 1, 2020. The goal of this form was to solicit feedback on methods of engagement during the pandemic. Seventeen individuals responded to this feedback form.

#### English responses

<p><b>1. Who else do you think we should speak with about the study? Such as specific neighborhood associations, community-based organizations, places of worship, or others? What could be done to increase ...</b></p>
<p>The Dallas Rowing Club (Richard Misdorn/Lauren Centeno), Founder's Rowing Club (Matt Naifeh)(schools that utilize the lake as an after school sports activity -they have young drivers - school administrators and coaches should be contact as it is a safe environment issue due to potential increase in traffic) The Hockaday School (William Forteith coach, St. Mark's School of Texas (Pitts Yandell coach) , Episcopal School of Dallas (Adam Jones coach), parent communities associated with the rowing programs. Citizens of Bluffview, Elm Thicket North Park Association  <a href="https://www.elmthicketnorthpark.com/about_us">https://www.elmthicketnorthpark.com/about_us</a> , Greenway Parks (John Mullen - Donated funds for boathouse and is a trails advocate), Local library, Groundworks Dallas has been active in the area  <a href="https://groundworkdallas.org/staff">https://groundworkdallas.org/staff</a></p>
<p>Friends of North Haven Trail -<a href="https://northaventrail.org/board-members">https://northaventrail.org/board-members</a></p>
<p>"1. Elm Thicket/North Park Neighborhood Association: <a href="http://www.elmthicketnorthpark.com/">www.elmthicketnorthpark.com/</a> Pres. Jonathan Maples                  2. Love Field West Neighborhood Association: Portia Cantrell/Miriam Dominguez                  3. Bradford Estates Neighborhood Association: Andrew Macha/<a href="mailto:amacha@flash.net">amacha@flash.net</a>                  4. Bachman/Northwest Highway Community Association/ Joe Carreon/469-544-6764                  5. Friends of Bachman Lake/Susanna Brown, President/<a href="mailto:susanna.brown@me.com">susanna.brown@me.com</a>"</p>
<p>National Parks and Friends of Bachman Lake have contacts for the key leaders in the Bachman Area.</p> <p>Specifically must include the following neighborhoods: Love Field West, Elm Thicket, Bachman-Northwest Hwy Community Association, Bradford Estates, Chapel Downs, Shorecrest, Bluffview, Briarwood Community, Devonshire, Midway Hollow, Preston Hollow, Walnut Hill Association, Cochran Chapel, Sparkman.</p> <p>Organizations / Churches: Dallas Rowing Club, Bachman Lake Together (fantastic group), Buckner Family House, Cristo Rey Church, Northwest Dallas Business Association, Groundwork Dallas, Friends of Northaven Trail, Texas Trees Foundation, Trust for Public Lands. All library managers and recreation center managers in the study area so they can print/promote the material.</p>
<p>Check on Nextdoor.com for neighborhoods in the immediate area of the planning zone. Residents of each neighborhood can help amplify messages and other media. Also, implement a multi-faceted communication effort to span email, print, social and other digital media based on a theme of giving the community a say in their future.</p>
<p>Backman Lake together, Cristo rey Church, La fundacion de Cristo.</p>
<p>Neighborhood Associations near Inwood and Lovers, Park Cities, Love Field, etc</p>
<p>City Lab School - There are many students in D6 that attend this high school and having them be part of a process that directly affects where they live would be very inspiring. Key contacts at City Lab would be: Peter Goldseteing (<a href="mailto:pgoldstein@dallasisd.org">pgoldstein@dallasisd.org</a>) and Rachel Hardaway. (<a href="mailto:rhardaway@dallasisd.org">rhardaway@dallasisd.org</a>). The newly elected DISD trustee for the area, Joe Carreon (<a href="mailto:Carreon.tx@gmail.com">Carreon.tx@gmail.com</a>) would also be instrumental in getting student engagement.</p>
<p>Try to reach more neighbors through Nexdoor.com (Shorecrest)</p>



<p><b>2. Any suggestions for outreach to the community as we conduct public involvement efforts (e.g. use of email lists, web sites, ideal times and locations for meetings)? What virtual methods such as so...</b></p>
<p>Engage people at the bus stops, the DART station, local Mexican restaurants, the Recreation Center. The person engaging them needs to be a Spanish speaker. This is one of the most low-income, predominately Spanish speaking communities in Dallas. This effort needs to reflect their needs and priorities, not their wealthier neighbors or outside influencers.</p>
<p>Library, online, community centers - bachman and Elm thicket North Park (KB Polk Rec Center)</p>
<p>Friends of Bachman Lake has co-ordinated outreach to the 10 or 11 neighborhood groups in the Love Field area as part of their well-attended monthly "Neighborhoods in the Know" ZOOM call initiative.</p>
<p>Facebook, Instagram, Friends of Bachman Lake website. NextDoor using City account Crime Watch newsletters (ie Midway Hollow, Briarwood, Friends of Bachman Lake) Offer to hold 'neighborhood' online meetings / forums Facebook Live meetings (Neighbors in the Know hosted by Friends of Bachman Lake) Printed materials (distribute at Hallowheels on 10/31, libraries, rec centers)</p>
<p>Need to find a creative way to communicate to those not on a digital medium, such as older residents. Sadly, due to COVID-19, use of libraries for video presentations or "zoom" type sessions aren't likely, but there needs to be a way to cast information outward to audiences not connected via the internet. This is where we miss community TV on cable.</p>
<p>Facebook, bachman lake community facebook group</p>
<p>Next Door app</p>
<p>Find ways to engage through non-traditional methods. Attend school meetings, go to laundry mats, etc</p>
<p>social media, e-mails and of course virtual meetings</p>
<p>Website with blogs, summarize blogs into 2 or three sentences (with link back to the website) for social media. Suggest use Hoot Suite to schedule posts on twitter, LinkedIn, Instagram and Facebook. Get a 3 person volunteer group of photographers who will send photos to a Google account so social media team can use.</p>

<p><b>3. What kind of barriers make it hard for your community to attend public meetings (in-person or virtually)? What kind of cultural or language barriers may need to be overcome?</b></p>
<p>Lack of vehicle, non-English language speaking.</p>
<p>access to internet, spanish and korean speaking interpreters important,</p>
<p>Spanish language outreach is critical in the Bachman area. I wouldn't rule out producing Spanish language :29 Public Service Announcements on the local Spanish language TV and radio stations.</p>
<p>Lack of internet, language (Spanish vs English), lack of safe access for walking to the venues where a public may be held. Many people work late hours and are now having to home school, so 'live' events are a challenge.</p>
<p>Dual language is practically a must. The inclusion of our diverse residents is often hindered by a lack of outreach. Need to seek out community leaders for Spanish and other language speakers to discuss the most effective ways to communicate. Because many residents are essential workers have late hours, meeting times are often a challenge. Perhaps holding multiple communication sessions would give folks options. Also, consider packaging brief video and audio pieces for distribution via social media. Even those not connected will know someone who is.</p>
<p>We have to have someone who speaks the language. Evening hours for meetings and or morning</p>
<p>Language and Work</p>
<p>Right now in person is a 'no-no', due to Covid-19, virtual meetings is the only way right now.</p>

Spanish Responses

<b>1. ¿Con quién más crees que deberíamos de hablar sobre el estudio? ¿Como asociaciones de vecinos, organizaciones comunitarias, lugares religiosos, u otros? ¿Qué se podría hacer para aumentar su conoc...</b>
Vecinos que viven en la area de casas y departamentos
Lugares religiosos
Con la comunidad
organizaciones comunitaria, más publicidad en redes sociales
Non-profit, iglesias, dueños de negocios.
Pienso que todos los grupos antes mencionados son importantes, además podrían hablar con la prensa y medios de televisión para poder llegar a más personas.

<b>2. ¿Algunas sugerencias para el alcance a la comunidad mientras llevamos a cabo esfuerzos de participación pública (por ejemplo, el uso de listas de correo electrónico, sitios web, horarios y lugares...</b>
Talves publicidad en radio y tv en español
Facebook
Facebook Creo que mucha gente lo usa y se puede compartir la información
Anuncios en el radio y tv. Y en facebook, bolantes
Zoom, Facebook, Messenger, WhatsApp,
Vuelvo a hacer mención de los medios porque no a toda la gente se le facilita el uso de la tecnología.

<b>3. ¿Qué tipo de barreras dificultan la asistencia de su comunidad a reuniones públicas (en persona o virtualmente)? ¿Qué tipo de barrera culturales o idioma se deben superar?</b>
Idioma,horarios flexibles y muchas personas no sabemos mucho de tecnología
Idioma
Cuidado de niños
El idioma, falta de información a la comunidad,transporte o internet
El transporte, el idioma, menores de edad que algunas familias desean participary no tienen con quien dejar a sus hijos, estatus migratorio(la gente tiene miedo), la mayoría de las reuniones no son unclusivas ni equitativas.
Creo que la falta de información sobre el tema, la mayoría de la comunidad no está enterada de los cambios que se quieren hacer en el área, pero sobretodo no teneidea de lo que nos afectará. También creemos que debido a nuestra "situación migratoria" no tenemos voz y voto en éste tipo de asuntos. Y por último definitivamente sería también la falta de interés de la comunidad, que pienso es precisamente porque no tenemos un conocimiento apropiado sobre el tema.

### Public Meeting #3 Feedback Form Results

Below are the 114 verbatim comments made in response to the information presented during Public Meeting #3 – August 5, 2021. The goal of this feedback form was to solicit opinions on ideas presented during the third public meeting. Major themes included support for bicycle/pedestrian infrastructure improvements and opposition to a recreational island as well as a northern airport entrance.

Name (Optional)	Comment (Required)	Zip code (Required)
	<p>The four options put forward in this presentation were all very car centric. Hopefully we can be open minded enough to think of alternatives.</p> <p>Just because we made a bad decision in the past (regarding not putting a DART station in the airport), we should not be closed off to the idea that the potential best way to reduce car traffic into the airport is by fixing our mistake.</p> <p>It would go a long way with TXDOT and the City if NCTCOG could model what would happen to car traffic in the area if we moved a station into the airport. If it does show a reduction for all neighborhoods (and not just those on the S/SE sides as the current models show), the City and TXDOT would hopefully be open to the idea.</p> <p>Thanks for the presentation.</p>	75229
	<p>NCTCOG's plans would destroy Bachman Lake. The island is cute and all, but would it really make up for the 2+ more lanes of traffic they want to put between the lake and Love Field.</p> <p>Time to look at alternative modes of getting to Love Field besides car - like DART Light Rail.</p> <p>During the call one of the NCTCOG members said he wished DART had a station at Love Field. Now is the time to make this happen, before we make another bad decision and ruin Bachman Lake!</p> <p>And what is a "Land Bridge"?</p>	75229
	<p>Please do not put traffic on Shorecrest. This is a local treasure. Please look at a western entrance.</p>	75229
	<p>The route from I-35 using Regal Row and then Burbank to Denton as an alternative for a second entrance to the airport looks good on a map as a direct route. But I have to point out that Burbank is a residential street. There are homes there, and residents would be impacted by the additional traffic, which is already increased by the location of the DART rail station between Burbank and Wyman. This should be a consideration.</p>	75235

## Bachman Area Planning – Public Engagement Appendix

Name (Optional)	Comment (Required)	Zip code (Required)
Eric Haney	<p>There seems to be an overall mismatch in the scope of things suggested by community input and the scope of ideas presented. Simple implementations of HAWK crossings, continuous sidewalks, and trail connections would meet many of the requests -- however, a land-bridge and an island were proposed. While these would certainly be nice amenities, they seem to shoot past the requirement with no mention of the cost-to-benefit ratio.</p> <p>I have tried to be well-read on this subject and it is still very unclear to me why a 2nd entrance to Love Field is on the table, let alone one that requires widening a road through a park. Traffic volumes on Mockingbird have been stable (numbers directly from NTCOG site) for the last decade including several years post Wright Amendment, which was cited several times in the Q&amp;A as a massive shift. Lacking this baseline or any assumptions in forecasted growth means there is no way to quantify what exactly is being gained by any expansion. Also, there seems to be a baked-in assumption to the analysis that saving minutes for a driver going to the airport is worth more than the safety and comfort of citizens using the lake -- this seems especially disconnected from reality when you consider the entire process of unloading-ticketing-security-boarding of a plane. The delta benefit to travelers for a small traffic gain is negligible, the downsides to locals is high, and the cost to implement a tunneled 2nd entrance is high.</p>	75229
Waymon D. "Wade" Hyde	I strongly support the concept of narrowing Northwest Highway to four lanes by creating new traffic access points to the west and also encouraging crosstown traffic to divert to LBJ and other corridors. Furthermore, I support the development of urban park space, bike pathways, and sidewalks along Northwest Highway. I also envision DART extending a streetcar or dedicated BRT via NWH as well, connecting the Bachman Station (green) with Preston Center, North Park, the Park Lane Station (red), and White Rock Station (blue), as well as possibly Love Field.	75220
	Please please please do not but an entrance to Love Field on the North end by the lake. We don't have that many parks in Dallas. Please find another solution - say on the west side directly off of 35.	75229
Christian Yoss	Logistically, it seems apparent the new northern access point for Love Field needs to be on the north side of NW Hwy (by Webb Chapel @ the Kens Muffler location) in order to accomodate traffic from I-35, NT Tollway and I-75. NW Hwy needs to be improved and expanded to include pedestrian/bicycle safety and access. Both a pedestrian bridge and People mover tunnel should take people over or under Backman Lake Recreation Area. Parking and Walking path could be constructed at the Bachman Dart Station. (or a lighrail, electric shuttle similar to what is used at to encircle DFW) could take people from The Dart Station at both Burbank and Bachman Dart Stations to AND THRU the Tunnel built on the North Side of NW Hwy near Webb Chappel.	75209
	Please note that traffic calming (lane reduction) requests have been submitted to the City of Dallas for Marsh and Midway. This may affect the results of the traffic analysis for a Shorecrest entrance.	75220

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Name (Optional)	Comment (Required)	Zip code (Required)
Russell Cosby	Extremely concerned about estimates for increases in traffic on Shorecrest between Lemmon and Midway, which is entirely residential. We've lived there (4014 Shorecrest) for 37 years and this would be a huge negative impact on our quality of life. There should be NO increase in traffic thru our neighborhood. All residential streets need to terminate at Lemmon to protect the neighborhood and avoid cut thru traffic that we've fought since we've lived there.	75209
Stephen Frels	No airport access on Shorecrest Dr! Strict enforcement of airplane noise in the evening!	75235
	No north airport entrance at Shorecrest! What are you thinking? Is the goal to destroy more neighborhoods with excessive traffic and noise?	75209
	The current noise pollution levels are unacceptable. My 3 year old daughter awoke in tears and terrified we were going to die.  STOP!!!!!!!  The noise pollution has become worthy of a legal battle.  Please buckle your seatbelts. The neighborhood is ready for this all to stop.	75220
	don't like the idea of changing the entry to Love field- NW Hwy is a major East-West traffic & needs to remain so.	75209
Linda Carlson	This idea of a 4 lane road on Shorecrest is an option that is not feasible for so many reasons. I can only wonder why this is on the table in the first place since it requires a longer tunnel and a new highway interchange in green space at the Frazier Dam Recreation Area - green space that is precious in our area. I also need safe access for my kids at Bachman Lake who are looking forward to the new skate park that will be built there. This option is disruptive and costly more than it is practical. I would request consideration for an entrance toward Burbank Station that ties into Harry Hines and ultimately I-35.	75229
Joe Carreon, Bachman Neighborhood President & Dallas ISD Trustee	<ul style="list-style-type: none"> <li>&gt; Supportive of efforts to increase walkability of the Bachman community.</li> <li>&gt; Supportive of simplifying 482/Harry Hines.</li> <li>&gt; NOT supportive of any northern Love Field Entrance</li> <li>&gt; NOT supportive of any entrance which would increase traffic to the Bachman community. It appears the shorecrest entrance would increase traffic on Lombardy, an important pedestrian artery for children walking to school.</li> <li>&gt; NOT supportive of the expansion of shorecrest to 4-lanes.</li> </ul> <p>For further thoughts, do not hesitate to reach out: 469-544-6764</p>	75220
Nicci Roessler	Noise Pollution from airport.	75209
	There was not much focus in the presentation about the need to create safe passage for the regional attractions (skate park and aquatic center) to/from the DART station.	75209

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Name (Optional)	Comment (Required)	Zip code (Required)
Jay Hartnett	Narrowing Northwest Highway is the dumbest idea i have heard. Nice work trying to punish the rest of the citizens of Dallas. So a few people can go to the park in August.	75229
	The airport was designed with only one entrance off Mockingbird lane there should be no change to this design.	75220
Adam Jones, Crew Program Director at The Episcopal School of Dallas	A 3.2-acre island will have a significant negative impact on the five youth rowing programs that share the already small lake. Please consider the meaningful work being conducted by these programs prior to moving forward with a recreational island.	75229 (Work)
	<p>An additional entrance to Love Field from the North will have negative impacts on the neighborhoods and more importantly, Bachman Lake with more traffic on the streets- Shorecrest Dr, Webb Chapel and Marsh Lane.</p> <p>Furthermore it's an unnecessary risk to the security of the airfield, as it opens up more points of risk. A risk that Love Field has experienced in the last few years with a person gaining illegal access to the airport and aircraft.</p> <p>As a resident of Royal Hills I am NOT in favor of the proposed airport entrance. I am in favor of the proposed developments of the Bachman Lake trails and connecting them to more Dallas area trails.</p>	75229
Leah Gold	<p>I do not support the proposed 2nd entrance to Love Field. It would negatively impact arguably the best Northwest Dallas park. We specifically drive to the park because of it's tranquility. It is an oasis in a city with few other green spaces that are enthusiastically enjoyed by ethnically and economically diverse communities. To mess up our community to help folks who live beyond the city limits violates the public trust and denigrates those of us who live here &amp; love Dallas.</p> <p>The diligence is also lacking. Insufficient consideration was made of alternative ways to improve flow to the airport. Inexhaustive examples include: improving the road and traffic patterns on Marsh and a shuttle to transport people from existing DART stops to the airport. Let's "yes and" our existing infrastructure --as this would be prudent, cost effective, &amp; respectful to those who live here.</p> <p>I cannot believe this project is being seriously considered.</p>	75229

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Name (Optional)	Comment (Required)	Zip code (Required)
J. Gold	<p>The argument for this second entrance is not grounded in data; it's a story devoid of facts. While I don't have the resources to conduct an independent traffic study, I can offer Google Maps and my own observations:</p> <p>Our friends at Google show that this new entrance isn't needed. If you plug in an address in Carrollton, Plano, or any other northern suburb into Google Maps as your starting point and Dallas Love Field as the destination, you can play around with the departure time to see the projected traffic. Guess what? The in-town traffic to the airport is never bad.</p> <p>My anecdotal experience backs up Google Maps' projection. Many mornings, I drive down Marsh/Lemmon to Mockingbird past the airport. Many evenings, I drive up Mockingbird and Lemmon/Marsh past the airport. I have never seen congestion sufficient to justify this extravagant "second entrance" proposal. To the extent roadway changes are needed, it's merely improving the turnoff from Lemmon onto Mockingbird. This is hardly unique to the airport route, but if you really want to reduce congestion, improve road surfacing and better synchronize traffic lights.</p> <p>There are so many better things for well-meaning citizens and businesses to do than push for this devastating solution to a non-existent problem.</p> <p>To the extent comments aren't robust, I'd attribute that to (1) this being a crazy proposal that people who live in town don't take seriously and (2) Covid-19/delta variant limiting the ability to socialize the proposal.</p>	75229
MD Ramsay	<p>The worst part of that (for me) is that proposal would ruin Bachman Lake and the natural ecosystems of ALL plant, entomological, and animal life relating to it. Sad that the current engineers are not trained in ecology as there were in the past.</p> <p>That is also a flood disaster (for us waiting to happen) due to all of our northern estuaries (creeks) we are living around. Our runoff will congest with no proper southern lake reservoir to possible receive it. Certainly not "natural."</p> <p>I will vote with my one opinion, but... ya'll feel free to copy/paste for yourselves. As it is a vote.</p>	75229

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Name (Optional)	Comment (Required)	Zip code (Required)
	<p>Suggestions for the green space and pedestrian/bike improvements at the lake are wonderful.</p> <p>BUT DO NOT DIMINISH the Lake by putting a North Entrance for cars on Love field! This is a terrible idea for the lake - Dallas is car-centric enough, you need to do more to emphasize pedestrian areas like the lake and making them more accessible, not diminish them by increasing airport traffic through it. You will destroy the livability of the nearby neighborhoods for the negligible benefit of people driving from up north.</p> <p>Please also be more transparent about what business interest is pushing the Love Field North Entrance idea and why they have such a clear channel to our public offices, at the expense of what is good for the people who live in the nearby apartments and homes. The persistent, inevitable push for a North Entrance - what private profit is pushing this idea that will come at a public cost?</p>	75229
Joseph Hollinshead	<p>1. adding a north entry and massively increasing traffic along shorecrest would result in massive traffic congestion, more automobile exhaust pollution, noise, and trash pollution and ruin the already sensitive natural eco system of Bachman lake. The air quality from the pollution would make it dangerous for runners, walkers. The noise and traffic would ruin the current natural serenity of the lake and surrounding park.</p> <p>I can't think of anything worse then trying to run around the beautiful Bachman lake on a friday afternoon with traffic all around and inhaling smog.</p> <p>2. An eastern or widening the south entry that avoids Shorecrest would be best for the lake park</p> <p>3. Building a recreational island or feature in Bachman Lake is a waste of money and not needed. It would be better spent to focus on the greenspace around the lake and park, and also dredge and make a deep lake to stock with fish and build out a better natural ecosystem. This seems like a cosmetic distraction in the presentation to draw attention away from the issue at hand and that is directing a massive amount of traffic into Shorecrest rd.</p>	75229
	<p>A recreational island is a horrible idea. We are trying to get rid of an island on the east end why do we want one on the west. Do we want to give the homeless a new place to camp? Who will patrol the island of iniquity at night? North Entrance still being discussed? Who keeps pushing ideas that they citizens and neighbors don't want. Whose agenda is this exactly? Why do we keep paying for presentations and large scale studies that have not public support.</p>	75209
Stephen Frels	<p>NO airport access from Shorecrest Dr and Bachman Lake Park!</p>	75235



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Name (Optional)	Comment (Required)	Zip code (Required)
Jay Narey	Adamantly opposed to ANY North Entrance/Exit to Love Field. Of the 6 "modeled" access points - the only remotely acceptable option is # 6 along Denton Drive. I believe the traffic models are incorrect. Northwest Highway - which already has high traffic volume would more than double. Entrance/Exit should remain as is at Mockingbird Lane. I DO support some sort of connecting trail connection however between Northaven Trail and Bachman Lake Park Trail but this should NOT include vehicle traffic in any way.	75220
Amy Martin	I ride my bike at Bachman several times a week. My wish would be for the new entrance to Love Field to be from Lemmon or Denton Drive instead of Shorecrest (or a bridge over Bachman!). Increasing the size of lanes and traffic volume on Shorecrest would be detrimental to the Lake environment. Lemmon is large enough to handle the increase in traffic as is. Bachman Lake trail should be linked to Northaven Trail and/or Campion Trail. An "island on the lake" should be something undertaken only after enhancing the existing amenities of Bachman Lake Park. A land bridge over Northwest Hwy. to link Bachman Lake to the Runway 13L/31R Protection Zone is a great idea that would make more green space for communities around Bachman Lake. This is a much better idea than an "island on the lake"!	75209
Susana Herrera	I do not like the idea of a recreation island at all. The mess at the lake is horrible with the small amount of people there are now. The wildlife needs to be taken into consideration and the lake is too small when you think about the other ideas that are already in place with the water parks, etc. The though of the trash we have there and building areas to place more people so we have more even in the lake and around it. Seems too much for such a small area. Put more tables where there are now. There are plenty of areas for people to use now. Land that can be used now, but please leave the water as is.	75220
Bethany Herrera	Pedestrian bridge: The proposed water park-type development at Bachman Lake will further increase foot traffic, most especially by children with and without their parents. Traffic on NW Hwy already is horrendous; the bridge will save lives.  Recreational island: The lake is not large enough to support this, especially in addition to other development already proposed. It would disrupt present recreational uses of the lake by area families and others, increase trash pollution, and have a serious detrimental impact on wildlife.  Love Field entrance: The only proposed site not already overly congested to the point of strangulation is the Shorecrest area.	75220
Becky	No North Entrance to Love Field. Add more green space to Bachman Lake the only park in the area. We do not need more traffic in the area! The south entrance is enough. Rework the south entrance and leave the Bachman Lake alone!!!	75220

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Name (Optional)	Comment (Required)	Zip code (Required)
Linda Carlson	Why are Burbank Ave (Dart Station here) and an improved Mockingbird interchange not feasible alternatives anymore? This current North Entrance plan is too disruptive to the lake, park, community along Shorecrest and creates more safety issues for drivers and citizens. I took NW Hwy for years to work (west bound from Preston Ave) and it is always a horrible cluster at rush hours AM/PM - already an unsafe option for park users. So why push so hard for a North entrance? It feels dishonest to me.	75229
Allison Blankenship	Why is the Burbank entrance with the existing DART station no longer an option? I do NOT want the increased NW Hwy traffic in my neighborhood. Please preserve Bachman Lake for all of us to enjoy!!!	75229
edward a malinoski	Just remember one important rule. To get anything done with the City of Dallas, you must show a continued commitment to your objectives, and keep the heat on the city officials.	75219
John Culin	Fully supportive of the north entrance to Love Field, this is absolutely needed.	75229
	Any changes that add to traffic in surrounding neighborhoods such as on shorecrest and Capps in between Lemmon and Midway is an awful idea and will be opposed by all residents in the area.  I still do not fully understand the need to make changes to the entrance. The current entrance which I drive by daily works great.	75209
Wendi Mueller	Bachman Lake is one of the few natural areas we have in this part of the metroplex. Locals use the lake for walking, running, biking, & rowing. Families play at the playground & picnic at the pavilion. The area is already too congested with far too few sidewalks & bike lanes & far too many lanes of traffic. While it is enjoyable watching the planes take off & land from Love Field, there is NOT a need for another entrance that disrupts the lake & those of us who enjoy it.	75229
Carrie Schweitzer	I very much want to limit any further degradation of the water and land habitat of Bachman Lake that roadway and other construction will bring. That being said, I disapprove of the recreational island proposed in the meeting. Better to improve the habitat by partnering with TX Parks and Wildlife and to educate public of environmental benefits.	75214 but former resident of Community Dr. where I used Bachman Lake walking trail frequently.

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Name (Optional)	Comment (Required)	Zip code (Required)
Caroline Bradley	I DO NOT WANT Bachman Lake to be considered for an expanded North Entrance to Love Field. The Bachman Lake Area and park is a WONDERFUL place for the surrounding community to escape the hustle-and-bustle of the city. Nature is NOT ours to destroy for our own convenience. Far too many people living in our community use and love the Bachman Lake Area for it to be altered for the convenience of those who don't live in its surrounding area. Why is improving the Mockingbird Lane interchange not an option anymore? It's already there, just improve it! What about the Burbank area? These are city spots that already exist—why is green space being considered instead?? Our community does NOT need or want more traffic—especially traffic from those who are only passing through to get to & from the airport! More traffic would destroy the peaceful recreational green spaces we have at Bachman Lake. Not only would the noise and concrete destroy the natural ambience, but it would also physically destroy the area inhabited by so many plants and animals. Does Dallas not care about nature at all anymore? Does our city really want to put roads, concrete, vehicles, traffic, and pollution ahead of the lives of plants, animals, and its communities who enjoy them?? PLEASE DO NOT do this to the Bachman Lake Area and its surrounding community!!!!	75229
Nancy oliver	The number of people on all the improved trails (katy trail, northhaven, white rock) should be evidence of how much we need more trails and more access. Make bachman easier to get to on foot and bike. Turn northeast hwy into a pedestrian and bike friendly road. Now there are bus stops with literally no reasonable access. What a waste of money. Stop the blatant discrimination against people who can't of chose not to drive everywhere. NO! To an additional entrance to Love Field. We don't need it or want it. I utilize the airport and have no problem with the current entrance. Promises were made and broken about Love Field. It is time that stops. We have an opportunity to turn around the reputation of this city.	75220
Jayce	This will drive even more traffic on NW Hwy. Why is the Burbank entrance (already has a DART station) and an improved Mockingbird Interchange for access to 35 no longer an option?	75229
David Belter	I am against the 3 a acre island in the lake and against the Shorecrest airport access	75230 - member Dallas Rowing Club located on Shorecrest

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Name (Optional)	Comment (Required)	Zip code (Required)
Jane Imfeld	<p>Having the island at the recreation center would create some issues for the rowers that row out of Dallas Rowing Club. That club has been there since 1988 and not to mention high school rowing programs from private to public school kids. I understand it would be great to have an island but we have to consider an other solution so it won't ruin the opportunity for the athletes out on the water. If anything I would propose an island that could be over Bachman lake and the rowers could row underneath the island, including motor boats (launches) that we use. We as rowers are already struggling with the sediment island by the landing light - please accept this request.</p> <p>Thank you, Jane Imfeld</p>	75409
Richard Misdorn	The recreational island appears to be an absurd idea. Who will maintain it when the City can't maintain the current lake or grounds and apparently can't even empty the trash on a timely basis? The only crazier proposal I heard of recently involves the campaign for another entrance to Love Field from NW Highway.	75235
Jacqueline McKay	Leave Bachman Lake alone!!!!	75229
	Please do not decrease the size of the lake or the park. It is such a great resource for our community.	75229
Karen Fields!	Garbage! No consideration was given to the businesses and residents who will be impacted by the construction traffic and noise as well as the subsequent traffic that would increase after completion of this greed project! The environmental impact would devastating on all the wildlife that lives in and around Bachman Lake and Creek. Where will people exercise and relax on the weekends? All because the airport greed crew wants to increase their profits? NO THANKS!	75220
Donna Marquet	Please do not expand the access to Dallas Love Field through Bachman Lake.	75229
	Preserve the green space please!	75229
Ward Skinner	Idea #7 doesn't pass the cost/benefit smell test. I recommend a No vote.	75230
Hagan	The idea of building an island in Bachman lake is spectacularly awful. There is already an island forming in the lake because the lake hasn't been dredged in 20 years. If another is added and the current one isn't removed it will cause significant issues for the hundreds of people who use the lake for rowing and effectively destroy the Dallas Rowing Club.	75235
	I would not like an island in the middle of Bachman lake.	75225
	No to the recreation island. No!	75206

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Name (Optional)	Comment (Required)	Zip code (Required)
Mary Catherine Ranspot	I am in complete disagreement with building an island in the middle of the lake. First it is a huge waste of money. The lake itself has wonderful amenities that funds should be used to maintain/improve. Next, the lake is actively used every single day by 5 different rowing clubs serving the youth through adults in their 80's. By taking away multiple acres, you will increase the chances of collision as this lake is already too busy with the amount of rowers using the water at one time. We need to prioritize REMOVAL of the other "island" by completing the dredge of the lake, so the rowers and kayakers can have more water. Please do not REMOVE our waterways.	75218
	Please do not put an island inside Bachman Lake. It will block the rowers who already use the lake. The people who use the lake for parties and picnics don't typically clean up after themselves. Most of their trash ends up in the lake. Please use the money for this proposal for something useful. Thank you.	75220
Susan Cowger	I am opposed to an island in the lake.	75220
	An island in Bachman lake would be detrimental to the recreational activities occurring at the lake hosted by Dallas Rowing Club. And island would make the lake smaller, a smaller lake would essentially render the lake unrowable for the juniors team practice. If the juniors do not have a lake to row on, they lose a chance for college scholarships. I would hate to see hopeful students be robbed of such an opportunity. I started rowing at DRC in high school, and because of rowing, I was awarded a full scholarship to row in college. Back then, the lake was bigger than it is now, and each year the lake gets smaller. If plans are to be made at the lake, first and foremost it would be to make the lake bigger. Dredge the lake so it is safer for rowing, and there is ample space to row. Currently, there are five different juniors teams that row out of DRC. Altogether, that makes over 100 students who are hopeful to ear a college rowing scholarship. Making the lake smaller with an island would make the lake unrowable for multiple teams to practice, and would would rob hopeful students of a bright future.	75225
Susan	Bachman island idea with greatly restrict waterway access and exercise opportunities. Rowing would be ruined at the lake.	75236
Max Atha	We row here and this would cause conflicts.	75205
	The island is a terrible idea. Don't do this.	75205
	Not recommend at all. Will create more rubbish and pollute the lake.	75205

Name (Optional)	Comment (Required)	Zip code (Required)
Andrew Matheny	<p>As a Board member for the Friends of Bachman Lake, I agree strongly with the ideas of right-sizing the overbuilt interchanges at Northwest Highway/Harry Hines and reducing Northwest Highway to four lanes around Bachman Lake. A recreational island is a fantastic idea. A land bridge is also a great idea.</p> <p>With respect to an alternate entrance to the Airport, I made comments during the presentation that the NCTCOG's traffic model seemed unrealistic in assuming that traffic patterns would favor I-35E over the Dallas North Tollway. As it stands today, an airport passenger traveling from West Plano/Frisco has a 23 minute drive from the Dallas North Tollway versus 35 minutes by taking the longer route via I-35E. And as much as I want to see improvements around Bachman Lake, I think access to Love Field is incredibly important from a regional perspective (not to mention protecting economic development potential for the City of Dallas) is just as important.</p> <p>To that end, I think the best solution for all parties is constructing 1-2 fly-over(s) connecting Northwest Highway and Lemmon Avenue. We could accomplish this by:</p> <ul style="list-style-type: none"> <li>-Demolishing the Marsh Lane overpass to re-envision the Marsh/Northwest Highway intersection as a four-way at-grade intersection. This would also free up land to solve the problem of missing sidewalks on Marsh Lane around the shopping centers.</li> <li>-Extend the four-lane reduction of Northwest Highway past Marsh/Lemmon, creating space for fly-over's columns in the median</li> <li>-Rebuild the Lemmon Avenue bridges over Bachman Creek to efficiently move airport traffic from Lemmon back to Northwest Highway</li> <li>-If more space is needed, the segment of Shorecrest from Webb Chapel to Lemmon could be demolished</li> <li>-Trail connections under the new bridges to apartments to the east and Bachman Creek greenbelt would be constructed</li> </ul> <p>Northwest Highway's ample capacity makes it a natural preferred route for airport traffic coming from the Dallas North Tollway, leaving Mockingbird to handle traffic coming from I-35E. A Lemmon Avenue alternate entrance also creates very logical traffic flows should an emergency or other event require closure of the airport's main entrance on Mockingbird Lane (in fact, the Mockingbird/Lemmon diamond intersection should probably be redesigned to make full use of this idea).</p> <p>If I can offer any clarification on this idea, feel free to contact me at 972-774-2529</p>	75220

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Name (Optional)	Comment (Required)	Zip code (Required)
Joseph Konon	<p>All of the proposed improvements regarding sidewalks, bike paths, etc. would be a vast improvement on what we have now. I live in Midway Hollow and I have biked over to Bachman Lake several times, forced to use side streets in order to avoid dangerous traffic. Dedicated bike paths or at the least, good sidewalks would be ideal. Regarding a north entrance to Love Field, the least intrusive path would be access via Denton Drive which is mostly commercial already and ideal proximity to I-35. However consideration should be given to the residential community to the east of Denton Drive to ensure these people are not displaced. In the event the Shorecrest Drive option is selected, it should not encroach on Bachman Park nor take any green space away. I believe it is imperative that should the Shorecrest plan be selected that the Webb Chapel bridge be CLOSED to vehicular traffic, forcing people to use the traffic signal access from Lemmon, OR to restructure the Marsh/Lemmon overpass to include access to Shorecrest from there (or both). Keeping the Webb Chapel bridge open to traffic would add to congestion and would likely encourage people to "cut through" to get to the north entrance at an already congested intersection. The Webb Chapel bridge could be converted to foot traffic/bike path usage adding valued space to Bachman Lake park and maintaining the integrity of the park itself. The "land bridge" over Northwest Highway is a great idea to provide safe access to neighborhoods to the north and beyond. Perhaps a well designed DART stop could be integrated into the design to encourage people to consider taking public transportation to the park. And finally, if not already in place, ongoing financial support of the park should be provided by the city (or the airport budget) for important maintenance such as dredging, flood control and sanitation. Any proposed north entrance plan has a direct impact on the park and it is vital to ensure any "improvements" do not detract from this beloved and popular green space. One more note - creating additional green space in the runway 13L/31R protection zone would be lovely for anyone accessing the park but should not be considered a replacement for any green space that might be compromised elsewhere in the park. Residents will use this space for ACCESS but I think it highly unlikely that anyone would be camping out for a picnic directly under massive 737s flying overhead. The noise alone is deafening (and it would be interesting to actually test the noise level to determine if it could be detrimental). Thank you!</p>	75220
Evan Gumbel	<p>Do not build a recreation island in Bachman lake. It will have significant negative impact on the recreational activities such as fishing, rowing, kayaking, and canoeing. Boat launch facilities already exist on the lake and are more than adequate.</p>	76104

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Name (Optional)	Comment (Required)	Zip code (Required)
Pat McLaughlin	The proposed new island in the lake will greatly interfere with crew (rowing) activity on the lake, which is scenic and of interest to ALL users of this recreational area, whether rowers or onlookers. If this cannot be converted to a narrow strip of park along the edge of the lake, the channel next to the existing shore should be made wide enough, and the connecting bridges high enough, to permit the passage of the largest drew shells used on the lake. This would not require significant enlargement, and should be coordinated with the Dallas Rowing Club.	75207
	I don't think adding even one of the thought-about islands in Bachman lake is an efficient use of resources. It needs to be cleaned up starting with the dredging of the land mound on the south side of the lake. I also think that the development of two islands would get in the way of the rowing that goes on in the lake.	75275
	I find the proposed North entry to Love field an over reach and unnecessary exercise. Focus on the South entrance and adding DART access to the airport if you want to do something.	75229
	This island is unnecessary and will make the lake more dangerous for small watercraft to navigate. I do not think this should be built.	75219
Mike McCue	I liked some of the ideas but I am totally opposed to a entrance to Love Field from NW Highway	75220
	The lake is too small already to accommodate an island. As a user of the lake and park for the past 20 years, I'd like to see more lake water, not less. I'm opposed to placing land inside the lake.	75225
Theresa J Searles	Taxpayer dollars are better spent keeping the lake and surrounding area cleaned. There is significant land area around Bachman Lake that can be utilized; why add more space when the other areas are not properly maintained. Dallas Rowing Club is a not-for-profit organization that offers an avenue into the sport of rowing to youths that may otherwise not have the means to do so. The lake is highly utilized and taking away any of the current space would only reduce the available water space.	75225
Jacqueline Freeman	I am opposed to the addition of any island for Bachman lake. I am a member of the Dallas Rowing Club and the addition of an island would reduce the water surface for rowing. I'd prefer the money be spend on dredging the lake and ongoing clean-up in and around the lake. Also, the bridge on Webb Chapel extension could be expanded to provide to provide some distance and/or barriers between the cars and pedestrians/cyclists that use the Bachman Trail. This is a very dangerous section of the trail.	75209



## Bachman Area Planning – Public Engagement Appendix

Name (Optional)	Comment (Required)	Zip code (Required)
Patrick F. Hamner	Please drop the plans to build an island in Bachman Lake. The Dallas Rowing Club and high school rowing programs row through that area on a daily basis and the island would be a major disruption to our rowing lanes. The Corp of Engineers is about to dredge the lake (October '21 - '22) which will make it far more useable for rowing, paddle boarding, fishing, and kayaking. After dredging, we hope to be able to hold regattas in Dallas again and attract rowing clubs from Austin, Oklahoma City, Houston, New Orleans, Tulsa, Kansas City and Little Rock - which would boost tourism in Dallas on the weekend of regattas. Any confiscation of space in the lake would be detrimental to its use as a high quality rowing venue. White Rock is a much larger lake - why not go over there and build an island in areas where it is too shallow for rowing to take place? - PFH	75225
Tim Dickey	<ol style="list-style-type: none"> <li>1. Four lane Shorecrest--This enormous increase in traffic will have a serious negative impact on Bachman Lake Park.</li> <li>2. Recreational island- BAD IDEA! Outside COG scope, does nothing for mobility.</li> <li>3. Instead, in the same generous spirit, consider investing in improved mobility around the new Regional Aquatic Center and the Bachman Skatepark.</li> <li>4. Why no brief on co-ordination with DART? Safe passage from Bachman Lake Park to the DART Bachman station will be critical once the regional attractions open in 2022-23.</li> <li>5. The area encircled by the orange oval in the slide at 21:31, called "Northwest Highway Context Sensitive Focus Area" would be a good place to consider doing something to improve the look and feel of this jewel of a park. Better than a recreational island. This area is the natural entryway to the park from the northwest side, but there's nothing monumental about it. When the Regional Aquatic Center and the Bachman Skatepark open, this sleepy corner of Bachman is going to have an exponential increase in traffic.</li> </ol>	75220
Tim Dickey	Build an elevated passageway from the DART Bachman station to the northwest corner of Bachman Lake Park. Something smooth and graceful, no switchbacks.	75220
Tim Dickey	When Michael M. said to the community on the August 5 call, "A four lane Shorecrest is something you guys need to noodle around." I noodled and noodled and I don't like the concept of four lanes of Shorecrest North Entrance traffic. roaring by, and cutting into the park. Chris Reed said, "We eliminated all non-northern entry options", then added that the airport eliminated the Denton Drive option, but gave no explanation about why. How about a huge tunnel into Love Field under Shorecrest, and it could come out on that big Sonny Oates property on the north end.	75220

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Jose R. Gonzalez	I believe that there is enough space already around Bachman lake to build any additional entertainment or work out sections. Building a recreation island would reduce the area were hundreds of athletes train, practice and enjoy rowing on daily basis... ages from 15 all the way up to ~80 years old. Multiple nationalities, ethnic and income groups. Practicing this sport in Dallas improves health on people who practice it and opens college opportunities for the younger athletes. Multiple rowers from this lake are ranked top 10 in USA in their respective category. I hope my thoughts are considered and please reach out to me in case of any questions.	75061
	It sounds like you are trying to make a 6 Flags over Bachman, rather than enriching the park. - Find a way to enhance walking and biking. - If you want a Northside entrance to Love Field, make it at Lemmon Ave, just South of NW Hwy. - Change the flight patterns of SWA so other neighborhoods have the opportunity to experience the noise and air pollutions. Jets could come in over Preston Rd, Strait Lane, Inwood Rd, Midway, etc. Cut out the eco-disrimination.	75220
Tirzah Pool	I think there are enough walking trails around the lake already, and the exercise stations are nice, and adding an island to an already small lake will not benefit the area. I think clearing out the island on the East side of the lake is a much higher priority.	75206
Lauren Lombard	Adding additional entry points for Love Field on Northwest Hwy, Shorecrest, or Lemmon Ave will cause additional traffic in areas that are already high traffic areas. This would also negatively affect Bachman Lake and the surrounding park.	75229
Lauren Centeno coachlauren.drc@gmail.com	The proposed island off the Bachman Rec Center would significantly hinder the water traffic for high school rowing teams that train at Lake Bachman. Dallas Rowing Club Juniors is a rowing team for athletes across the Dallas-Fort Worth Metroplex, including several schools local to Bachman area. By adding another land obstacle in our already small lake, athlete safety and performance will be negatively impacted. I'm the head coach for the DRC Juniors team - please reach out to me if you have any questions about the impact DRC Juniors has on high school students and the local community. Thank you! coachlauren.drc@Gmail.com	76131
Luis Barron	Adding more traffic to an already congested Northwest Highway is a terrible idea. Making any changes to Bachman Lake, one of the few parks in the area, to accommodate more traffic is a terrible idea. I have lived in this neighborhood for 11 years, and fly out of Love Field many times a year, and I have never had traffic issues from the south entrance. Please stop looking for a solution to a problem that doesn't exist.	75220
	Yes to a pedestrian bridge. Yes to an airport entrance. No to narrowing NW Hwy.	75218

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	Anything proposed by the NCTCOG is usually designed to benefit everyone in the region except the citizens of Dallas, so I have zero hopes that something beneficial for Dallas residents will actually result from this. In short, there shouldn't be a northern entrance to Love Field, Shorecrest should remain 2 lanes, and Bachman Lake should be left alone.	75229
	Remove the giant loop 12 interchange or shrink it. Remove car lanes on Loop 12, add bus rapid transit lanes.	75218
Patrick Doll	<p>Building a bridge across Bachman Lake is unconscionable and will only serve to ruin a much-needed park for the families of Dallas to the only benefit of commute times for suburban commuters to Love Field. Any redevelopment of additional entrances to Love Field must consider the significant impact to the surrounding neighborhood.</p> <p>Any additional entrance to Love Field should also factor in connectivity to the DART network. This connectivity is currently abysmal and, frankly, an embarrassment to the City of Dallas.</p> <p>I do support the proposed recreational island in Bachman Lake and the reduction in lanes along Northwest Highway.</p>	75219
	I am very worried about the protection Frasier Dam and Hines Park from a proposed new interchange at I-35	75019
NNMOORE	<p>NO NORTH ENTRANCE &lt; IT'S ALREADY A TRAFFIC MESS&lt; BUILDING A BRIDGE OVER THE LAKE WILL RUIN WHAT LITTLE NATURAL EXPERIENCE WE HAVE, WE NEED MORE TREES&gt; NO NORTH ENTRANCE!!!!!!If you must put a new entrance somewhere..Please put a New entry to Love field on Denton Drive where the DART Tunnel was planned to be installed. Denton Drive has Less traffic than Northwest Hwy, and Mockingbird.. and would be the perfect place to dig a tunnel or reconfigure a new entrance. Mockingbird lane is never as crowded as Northwest Hwy is. I've lived and used Bachman Lake weekly for all 30+ years, PLEASE&gt;&gt;Do not ruin what little natural area we have on this side of town with a North Entrance.</p>	75220
Adam Socki	The idea of adding another roadway to the airport is bad. The idea is further a bad one because it will impact the nice park.	75208
	<p>No to the North Entrance! Refigure DART stop and dig the tunnel on Denton Drive if you must have another entrance, do not RUIN what little Natural area we have in this area of town. A bridge over the lake is HORRIBLE !!</p> <p>We do not need more traffic on Northwest HWY, we need more trees and places where people can relax and take walks. Reduce traffic, reduce noise, reduce concrete, Dig a tunnel if you need a new entrance. NO TO THE NORTH ENTRANCE!!!</p>	75220
	I have no concerns.	75205
christopher helm	Do not do this.	75209

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Name (Optional)	Comment (Required)	Zip code (Required)
Adam Pressler	I strongly oppose a northern entrance to the airport. Reducing lanes on NW and removing the HH/482 monstrosity is desirable. I have no idea what a "land bridge" is, but if it's a pedestrian walkway, then I oppose it. A grade level, light regulated crossing would be better.	75240
Daniel Huerta	I personally don't see a need for an additional entry into Love Field, but as long as it doesn't create a physical or environmental impact on Bachman Lake Park I'm ok with the proposed plan.	75208
	I am extremely concerned about the impact of building constructing a new north entrance to Dallas Love Field through or directly adjacent to Bachman Lake along Shorecrest. The region needs to do a better job of protecting our scarce, precious parklands from encroachment. The idea of sacrificing portions of a park serving a predominantly lower-income, minority clientele to provide an airport shortcut for a predominantly white, higher-income group of suburban airport passengers reeks of environmental racism.	75220
	While I agree that access and traffic circulation needs to be improved at Love Field, it is extremely disappointing that only scenarios are being explored to improve direct vehicle access via a roadway tunnel, without prioritization of direct transit access improvements. If an underground roadway tunnel is feasible, then certainly a direct light rail tunnel connection could be explored. There are just too many required transfer points and inefficient wait times to make transit a truly viable mode for most Love Field passengers, yet we continue to pour money into making vehicle access as easy as possible. I do not support these current scenarios, as the long-term transportation priorities for the airport and the City of Dallas need to be focused on making our city more livable and sustainable, not further auto-oriented.	75206
Doyle Rader	The creation of a northern entrance to Love Field is wholly unnecessary. Not only are the "safety" concerns fabricated and overblown, the addition of a roadway through a park is a throwback to racist road and land use policies of the 20th century. At no point should Dallas or the regional council consider paving parkland. It's an affront to surrounding communities and flies in the face of CECAP, Dallas' environmental initiative.	75218
	Too expansive with very little value for users given short distance and cost of tolls.	75206
	A recreational island would pose a danger to the many boaters that use the lake currently and to others unfamiliar with the traffic pattern. There is already enough of a walking trail around the lake.	75218
Chris	This appears to be an expensive project with little economic return. If better access to Love Field is the goal, funds should be spent on improving DART connectivity. Improving DART access could be done thru 1) a direct link to Love via new Orange line tunnel @ Love, 2) more DART remote parking options with bus service, and/or 3) more frequent DART bus service to Love field.	75219

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Name (Optional)	Comment (Required)	Zip code (Required)
Kathy Brown	Could you please explain how the Raceway/I intersection affect the Frasier Dam Recreational Area and the Harry Hinds Park and Lake. These two areas over the last 7 years have been transformed from illegal dumping grounds to parks that people can enjoy and wildlife thrive. As you know areas like this are critical during Covid and boarder underserved neighborhoods. If there will be disruptive to either of these areas we encourage you to choose another alternative.	75209
Laura Schlier	No north entrance. Vote against a north airport entrance. Put in a park, greenways, water park.	75229
	Needs bicycle connectors from the east to west - SMU area to the Trinity strand / Trinity trails area. The old / existing Bachman trail is not sufficient and has no good connections to residential / back streets for cyclists.  I oppose a new northern entrance to Love Field. It's really not a problem to drive to the other side of the airport, and, a northern entrance would fundamentally change the urban green space of Bachman lake, while forming yet another cutoff of western Dallas from eastern Dallas. .	75081
Joshua Moser	Was there any consideration for tunneling a link between the airport terminal and Burbank DART Station? If we truly want to activate more transit use and ease people off the roads, this seems like a more efficient use to create. Minneapolis and Denver do similar connections to their airport transit stations.	75206
	Please do not create a roadway (expressway) adjacent to the lake. This area should be a safe zone for all people (kids, bicyclists, etc.) to enjoy along a lake front not for cars to cut or zip through to reach a destination. Imagine all of the pollutants adjacent to the lake. What are the impacts to the ecological corridor? Please reconsider place a roadway in this case something that is meant to be an expressway cutting across Bachman Lake Area. My family enjoys this area year around and don't want to see it overtaken by vehicles.	75227

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Name (Optional)	Comment (Required)	Zip code (Required)
Dorie Cranshaw	<p>1. Your analysis completely misses the impact of tollway traffic which would get off at NW Hwy vs Mockingbird. It is a relocation of volume, not a reduction. Those who use the tollway to get to Love will NOT be going to either Marsh or 35 as your charts seem to indicate. Instead you create a bigger bottleneck at NW Hwy and the Tollway and a very dangerous intersection at NW Highway and Lemmon</p> <p>2. Widening Shorecrest would be prohibitively expensive unless you plan to take parkland which should be forbidden. Plus increased traffic on Shorecrest will create noise which will reduce the tranquil nature of the park.</p> <p>3. I am against the island in the middle of Bachman Lake: the park itself isn't well maintained. Fantasy to think that more features will be better maintained.</p> <p>4. Glad to see you gave up the idea of a bridge over Bachman Lake.</p> <p>5. North entry for use by emergency vehicles only is the answer. Build a "bust through" gate and connect to Denton Drive makes the most sense.</p> <p>6. If you are overly concerned with traffic at Mockingbird and Cedar Springs, review a rotary design.</p> <p>In short, I don't think you are ANYWHERE near a solution for this "problem".</p>	75209
	Keep traffic away from the northern side of the community. There can easily be an alternative entrance on Lemmon Ave.	75220
Donald Word	<p>Thank you for your sincere work and presentation. I feel that this is simply a solution looking for a problem. I agree that there are some problems but not this enormous in scope. I am now active at Bauchman Lake Park and have been weekly since 1964. I run, row or bicycle at the park. It would be terrible to contaminate the air with more lanes of traffic. It is now a multi-purpose park that is used and enjoyed by a wonderful cross section of citizens.</p> <p>No bridge park. No island. NO NORTH ENTRY - NONE - NO North Entry - NONE NONE NONE</p>	75209
james works	The presentation captures it well. Connectivity to Bachman lake for bikes/pedestrians is terrible. go try to ride a bike there from adjacent neighborhoods. There is also a huge opportunity to activate the greenbelt along shorecrest with a hike/bike trail. it's really not of much use now but is beautiful and a trail would make it an amazing asset to the city and neighborhoods.	75230
	Do not add a suburban road shortcut along a park	75208
	I feel strongly that a Northern entrance to Love Field should consider the Dallas taxpayers and neighborhood residents before the convenience of people trying to get to the airport quickly from Collin and Denton counties. Mini-highways have proven to be a failure of transit design and should be avoided at all cost, and public transit options should be expanded. Connecting to Denton Drive could facilitate DART access to love field. Bicycle and inclusive/accessible infrastructure should also be implemented to the maximum extent possible, while preserving the Bachman Lake and Elm Fork slices of nature that give Dallas residents a reprieve from the concrete, asphalt, big-box stores and strip malls in the area.	75235

### Public Meeting #4 Feedback Form Results

Below are the 33 verbatim comments made in response to the information presented during Public Meeting #4 – December 14<sup>th</sup>, 2021. The goal of this feedback form was to solicit opinions on ideas presented during the fourth public meeting. Major themes included support for bicycle/pedestrian infrastructure improvements and opposition a northern airport entrance and reconfiguring Shorecrest into four lanes.

Name (Optional)	Comment (Required)	Zip code (Required)
Margo keeler	I like that there is more thought being given to bike and ped access an would like to understand if there is a time table on getting sidewalks finally on Lemon ave. I do like the potential bridges over NWH for Pedestrians. Please make these Bike and Ped areas protected from traffic I have watched 3 hit and runs to cyclist this year. We want people to ride bikes and walk but it is hard in Dallas. But I am excited about the proposed additions. :)	75209
	Not in favor of any northside airport access, particularly with the negative impacts to Bachman Lake. Widening Shorecrest Drive will ruin the park experience. The facts provided do not support the need for this.	75223
Eric Haney	<p>Pro</p> <ul style="list-style-type: none"> <li>- Trail and Park access, especially to Northaven Trail</li> <li>- Sidewalk Improvements in nearby neighborhoods</li> <li>- Signals / crossings for Northwest Highway</li> <li>- Webb Chapel bridge pedestrianization (crowd comment) -- reduces use of Shoreline as a speedway / shortcut</li> <li>- DART station development into more than parking lot</li> </ul> <p>Con</p> <ul style="list-style-type: none"> <li>- Land Bridge -- connects to a "non-place", people are not going to go significantly out of their way to use a bridge, regardless of how nice. Unless Runway Protection Zone is going to be developed, this is a poor investment</li> <li>- Love Field 2nd Entrance</li> <li>- Failed to state need in quantitative manner</li> <li>- Qualitative need was "people from the north can't wait"</li> <li>- Shorecrest as a 4 lane road is a safety disaster waiting to happen. Needs traffic calming as is</li> <li>- Webb Chapel Ext directly across from lake was not suggested for any improvements. Heavy population density, oversized road, and no ped / bike support</li> </ul> <p>Undecided / Needs More Detail</p> <ul style="list-style-type: none"> <li>- Interchange improvements -- good in theory, but I worry about details.</li> <li>- NW Highway / Loop 12 -- lots of space to reclaim but needs treatment as street, not highway</li> <li>- Marsh and NW Highway -- some space for ramp / signal improvements, but anything else is going to require taking land. This area needs less concrete and more openness not to be treated like a highway interchange</li> </ul>	75229

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Name (Optional)	Comment (Required)	Zip code (Required)
María	No quiero entrada al aeropuerto por el lado de Bachman lake I do not want entrance to the airport on the side of Lake Bachman	75220
Maria	Presentar en español o con interpretación, el grueso de la población que vive en BL es hispano parlante y no se esta incluyendo esta comunidad. No apoyo el acceso al aeropuerto ya que va a afectar la vida y estabilidad del lago y los residentes del área. Sugiero hagan su nuevo acceso sobre la avenida Lemmon.	75220
	No estoy de acuerdo con el nuevo acceso al aeropuerto.	75220
	No me gustaría por que aria mas trafico del que ya hay!	75006
Denisse Gutierrez	I'm against the creation of a second entrance to the airport, I live in this area, on Hidalgo dr. And I know the traffic will be horrible, also prices and taxes will rise for sure, please consider another solution not involving that second entrance	75220
	Que no tienen ninguna informacion en español y la comunidad es hispano parlante.	75220
Anthony Page	I believe that adding a new northern entrance to Love Field along Shorecrest would do extreme environmental damage to Bachman Lake Park and destroy the park's ambiance. This seems like a very bad idea driven by the misguided notion that park land is "free" and "wasted space."	75204
David Sarama	The opportunities to better connect the neighborhood to the lake, while also improving pedestrian safety and cycling mobility are quite exciting. The efforts to add a 2nd entrance to the airport seems contrary to those as it continues the car-dependent culture of Dallas. Any additional entrance, in my opinion, should be focusing on ride-share and public transit.	75229
Clint Harris	I would like to see NW Hwy lane reduction continue to Midway Blvd. This would help create a safer environment for area residents and allow for the creation of safe pedestrian and bicycle lanes that have a buffer from vehicular traffic. Existing sidewalks on NW Hwy come perilously close to passing vehicles and room for a buffer would make the corridor much more friendly for alternative forms of transportation and connect Midway to Bachman Lake recreation.	75220



Name (Optional)	Comment (Required)	Zip code (Required)
Dorie Cranshaw	<p>THINGS I LIKE : 1- the new neighborhood park on the north side of NW Highway. 2- The very attractive land bridge between the new park and Bachman Lake.</p> <p>THINGS I DONT LIKE &amp; WHY: 1- Against the plan to reduce NW Highway from 6 lanes to 4. This will increase delays along the route. If this is truly the only way to get bike lanes, I'm still against the reduction. 2- Against the idea of transferring NW Highway maintenance from the State to the City/County. NW Highway is now reasonably well maintained. Instead look at Lemmon Avenue which the City maintains...it's a mess of cracks and potholes. Giving the City more miles to maintain, especially heavily travelled miles is a recipe for a mess. 3- Against making Shorecrest 4 lanes. The only way to do this is take land from either property owners on the south side or the park on the north. Also the airport property there is a high berm with retaining wall so it would be a very expensive proposition. 4- Against messing with the "spaghetti mix" at this time. You've got enough to do with the Love Field project don't mess up access to 114 and 183 too.</p> <p>THINGS THAT REQUIRE MORE STUDY - 1- You have yet to make the case for the need for a north entry except for emergency access. You try and push the project saying it will reduce vehicle miles. No, it will relocate them. 2- Show me a plan that just allows for emergency access from the north or west side. 3- Traffic from the north will NOT come down 35. No one in their right mind living in Plano or Frisco would get off the Tollway, get on 635 and then get on 35. What they would do is get off the Tollway at NW Highway instead of Mockingbird. You have yet to show the huge and negative impact on NW Highway. The Preston Center folks are already incensed with the traffic at the Tollway and NW Highway. Tell them there will be thousands more cars daily and they will go ballistic. 4- If there was a north entrance, what will you do about the dangerous intersection of NW Highway turning left onto Lemmon?</p> <p>In short, this CANNOT be your final meeting with the Community with so many unanswered questions and new poorly thought out proposals. Back to the drawing boards, fellas.</p>	75209

Name (Optional)	Comment (Required)	Zip code (Required)
Susanna Brown	<p>PAGE 1 OF SNB'S COMMENTS:</p> <p>The NCTCOG work has provided good insight to the needs of the community and will provide clarity to the City of Dallas on items that need to be address. Because we now have this great community feedback (mapping, surveys), it would be fantastic if NCTCOG could re-order their recommendations to reflect the priorities of the community.</p> <p>The good:</p> <ul style="list-style-type: none"> <li>- We have community input on issues in the area!</li> <li>- We now know the locations of all pedestrian, bicycle and vehicle crashes (see 3/25 NCTCOG presentation).</li> <li>- We have confirmation that improvements at Harry Hines, Spur 482 and NW Highway are needed</li> <li>- The reconstruction of Lemmon Ave bridge</li> <li>- A concept for a bridge at NW Highway to connect to the lake.</li> <li>- Road diets and not just on NW Highway!</li> <li>- Identification of all the sidewalks that need to be installed in the area</li> <li>- The NCTCOG proposals considered the need to help drive economic development in the area.</li> </ul> <p>Missing and Needed:</p> <ul style="list-style-type: none"> <li>- The pedestrian / cycling bridge which would connect Bachman Lake park’s new regional skate and aquatic facilities (they are being built) to the DART station needs to be a priority. This bridge should be designed to also connect over to Hines Park and the Frasier Dam Recreation area, similar to the Northaven Trail over I-75. Councilman Narvaez had indicated to the community that the NCTCOG plan would help address this concern and it doesn’t.</li> <li>- Public Transportation: The plan for a people mover is mentioned but details are missing. The recommendation verbiage on p. 37 seems in fact to favor vehicular traffic, as it states that public transit should not conflict with other modes. It seems that a people mover should be at the top of the recommendations and should be pursued regardless of a decision for a north entrance. Burbank and Inwood DART stations should be considered for the APM, not Bachman given that Bachman will be a recreational focused station</li> <li>- Road diets are needed on Marsh, Denton Dr, Midway, Walnut Hill and Webb Chapel Ext. A road diet on Lemmon is less of a priority because of the planned and funded sidewalks and bike lanes.</li> <li>- Reconstruction of the Denton bridge at NW Highway is missing from the recommendations and needs to include a pedestrian/cycling option. What is circled as #3 in the ‘spaghetti’ area (p. 21) does not include revisiting this bridge, nor is it on the TXDoT coordination list (p.34)</li> <li>- There are no recommendations for Denton Dr and how to</li> </ul>	75220

Name (Optional)	Comment (Required)	Zip code (Required)
	<p>improve the accessibility of the Love Field West neighborhood to the park and to trails. This neighborhood was 'locked' in with the DART rail line and decisions made by the airport about land-use have reduced their options even further. Can Denton be made a one-way road and have a road diet to implement a pedestrian/cycling lane?</p> <ul style="list-style-type: none"> <li>- There are no recommendations on this list for enhancements along Mockingbird Road to improve entrance/exits to Love Field and to address the accident prone area at Mockingbird / Lemmon / Airdome Drive. The 3/25 NCTCOG identified this interchange as problematic, yet is silent on recommendations. This needs to be a priority.</li> <li>- P 19, 20 and p 23 - The analysis for a pedestrian bridge over NW Highway and the work for Webb Chapel Bridge should go hand-in-hand. The pedestrian bridge over NW Hwy needs to safely connect to eastward to the pedestrian/cycling lanes that would be created by a road diet on Marsh and NW Highway.</li> <li>- It is unclear why two vehicular bridges over Bachman Lake are needed (Lemmon and Webb Chapel). Reconstructing Lemmon needs to be a priority and should handle the load from Webb Chapel Bridge / Shorecrest. Also, if the bridge at Lemmon is rebuilt. There needs to be engagement with DWU to construct a silt catch-station that can be easily cleaned, thus avoiding the dredging nightmares at Bachman Lake.</li> </ul>	
Susanna Brown	<p>PAGE 2 OF SNB'S COMMENTS</p> <ul style="list-style-type: none"> <li>- NCTCOG makes a lot of caveats on p 20 regarding the land bridge and challenges with the FAA defined runway protection zone. Thus, it would be good for NCTCOG to note in its recommendations to the City of Dallas, that short-term solutions to protect citizens should be implemented by building sidewalks and installing more cross-walks at NW Highway (ie at Timberline, at Thornberry).</li> <li>- Although the reduction of traffic flow on NW Hwy is welcome, it is unclear in the presentation whether this will continue East of Lemmon Ave. The entirety of NW Highway needs to follow the same design, thus this recommendation needs to clearly state that it is dependent on the adoption of the NW Highway Feasibility Study (P.34). In fact, all the analysis on Shorecrest and the alternate entrance seems predicated on reducing NW Highway. This seems to be putting</li> </ul>	75220

Name (Optional)	Comment (Required)	Zip code (Required)
	<p>the cart before the horse. Work on a 4-lane NW Highway should not start until the completion of the broader analysis is done.</p> <ul style="list-style-type: none"> <li>- Because NCTCOG was also looking at opportunities to improve the economic development of the area (p.32), it would good to add a 'stretch goal' recommendation for the City of Dallas that proposes they move the Sanitation Department NW Transfer Station and maybe even the DART garage from the area. This is a prime location that can become mixed-use development and green spaces, especially given the roadway enhancement proposed. Having a dump and garages next to recreation and a major entrance point to the City, is not good. A rezone recommendation is needed from NCTCOG</li> <li>- Shorecrest should be improved but kept as a two-lane road with a cycling lane and road-side parking for Bachman Lake. It should not be made 4-lanes.</li> </ul> <p>LOVE FIELD SPECIFIC</p> <ul style="list-style-type: none"> <li>- The Bachman Area design appears predicated on an airport north entrance. The community needs work that is needed in the Bachman Area needs to be separated from the airport entrance. As such, the Love Field entrance project needs to be postponed until the other projects are implemented successfully</li> </ul> <p>For NCTCOG's consideration:</p> <ul style="list-style-type: none"> <li>- There is a huge amount of space under the over passes in Zone 3 for the recommendations. It would be fantastic to figure out if this green space can be activated as a planned flood zone with cypress trees to help offset the loss of flood plains and the heat cone from all the cement in the area.</li> <li>- Regarding the reconstruction of Lemmon Ave bridge, at one point in the past this was the location considered for a direct airport alternate entrance, versus dumping cars onto Shorecrest. Why was a detailed analysis on this option not pursued? option #4 on page #26</li> <li>- It seems like the answers for a western entrance off of Denton were predicated on an 'entrance' that services both cars and people. Can this not just be a 'people only' entrance location of the APM from Burbank station?</li> </ul>	
	<p>All these leads me to an untold dirty secret that the city and the airlines are looking to pack more flights into the schedule at Love. Why else would push a North entrance. Traffic in the area especially Northwest Highway will not get better with MORE cars coming in on Northwest Highway to the airport. I and all my Bluffview neighbors oppose this.</p>	75209

Name (Optional)	Comment (Required)	Zip code (Required)
	<p><b>TxDOT:</b></p> <ul style="list-style-type: none"> <li>- Rebuild and expand the Denton Ave bridge at NW Highway. Include pedestrian/cycling lanes.</li> <li>- Bridge at Lemmon Ave bridge, Lemmon Ave / Shorecrest intersection and the Lemmon Ave / NW Highway interchange needs to be rebuilt</li> <li>- Northwest Highway needs sidewalks for people mobility</li> </ul> <p><b>Love Field Access:</b></p> <ul style="list-style-type: none"> <li>- This project has not truly reached out to the community for engagement. The entire project should be put on hold until the community is actively engaged. I went to an early Good Neighbor Program meeting and it was clear they thought they had a plan already in place, without having actively engaged the community. This is not, by definition, being a good neighbor.</li> </ul> <p>Do not sacrifice Bachman Lake and the surrounding communities to Love Field. Impact studies from potential access above or around Bachman Lake to nature and neighborhoods need to be completed and presented, with community members' active participation and input/ recommendations. Noise and air pollution will forever change this beautiful area.</p> <p><b>Public Involvement:</b></p> <ul style="list-style-type: none"> <li>- Assign someone from NCTOG to coordinate work given the complexity of coordination across the various governmental entities.</li> </ul> <p><b>Economic development:</b></p> <ul style="list-style-type: none"> <li>- Economic development opportunities exist along the DART Green Line at Walnut Hill and also west of Bachman Lake, where the city has the NW Transfer Station and DART bus garage. NCTCOG should recommend that this area be rezoned to residential/mixed-use</li> </ul> <p><b>Bicycle/Pedestrian Trails:</b></p> <ul style="list-style-type: none"> <li>- Design a pedestrian/cycling bridge from Bachman Lake Park to the Bachman DART Station and then over I-35 to the Frasier Dam (like the one Northhaven Trail is building over I-75).</li> </ul> <p><b>Northwest Highway Redesign/ Pedestrian Cap:</b></p> <ul style="list-style-type: none"> <li>- Safe access across NW Highway needs to be a priority. Cora's walks and bridges.</li> </ul> <p><b>Harry Hines Boulevard:</b></p> <ul style="list-style-type: none"> <li>- Build wide and usable sidewalks or cycling lanes along both sides of Harry Hines. Harry Hines work following the corridor study should be a priority given the pedestrian/cycling</li> </ul>	<p>75209-3921</p>

## Bachman Area Planning – Public Engagement Appendix

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Name (Optional)	Comment (Required)	Zip code (Required)
	<p>component and need for safe walking options for kids to/from schools to the area north of Bachman Lake</p> <p>Transit:</p> <ul style="list-style-type: none"><li>- Mockingbird Lane enhancements to improve the Lemmon Ave/Airdome drive intersection.</li><li>- Lane reduction recommendations for Denton, Marsh, Midway, Walnut Hill, and Larga/Community. With the planned sidewalks and also the Lemmon Ave trail from Shorecrest to Mockingbird, a lane reduction along Lemmon may not be needed.</li></ul>	

Name (Optional)	Comment (Required)	Zip code (Required)
Garrett Boone	<p>Part 1 of 2 from Garrett Boone</p> <p>The design presented for the north entrance focuses too narrowly on vehicle or transportation needs and seems tone deaf to community demands for more green space and safe access to those green spaces as well as the businesses in that area.</p> <p>No compelling case for the north entrance has been made</p> <ol style="list-style-type: none"> <li>1. No comprehensive interviews of Love Field users presented that confirms the assertion that the airport entrance at Cedar Springs and Mockingbird is a failed intersection.</li> <li>2. No documentation of airlines requesting the need for a north entrance presented at public meetings. No statement from them that traffic issues were hampering their operations or discouraging potential flyers</li> <li>3. My personal testimony: 30 to 40 trips to and from Love Field every year. Never seen a problem.</li> <li>4. What is the driving force for a North entrance? Not at all clear at public meetings.</li> <li>5. Mentioned in the last public zoom meeting that the 2nd entrance was needed to respond to a potential airport disaster. That could be taken care of by adding an emergency access road to Webb Chapel or Shorecrest from the tarmac.</li> <li>6. Negative Impact on low-income neighborhoods in Northwest Dallas and their signature park to the north; Bachman Lake Park</li> <li>7. Creating a four-lane road out of two lane, very winding Shorecrest for busy and hurried airport traffic is a dangerous adjacency for Bachman Park .</li> <li>8. Noise and resulting air pollution of this roadway would significantly impact park experience. Northwest Highway has a wide buffer zone from par, Shorecrest none.</li> <li>9. It is inconceivable that such a road would be proposed on the west side of White Rock Lake. The uproar would be deafening. It is no more appropriate for Bachman.</li> <li>10. Bachman Lake Park would then be walled in on 3 sides by enormously busy roadways.</li> <li>11. Access to Bachman Lake Park is already hazardous, dangerous, and difficult. The additional traffic on Shore Crest, Webb Chapel, and Northwest Highway, even reduced to 4 lanes, would make access more difficult and more costly to overcome. Rather than addressing community concerns it would make those concerns more pronounced.</li> <li>12. Shifting traffic from the entrance at Cedar Springs and Mockingbird could be seen to continue the long-standing practice of solving transportation problems by putting burdens on low-income neighborhoods, raising the specter of racial equity.</li> </ol>	75205

Name (Optional)	Comment (Required)	Zip code (Required)
Garrett Boone	<p>Part 2 of 2 from Garrett Boone</p> <p>Negative Environmental impact on the revitalization of the wetlands, meadows, and forests of the Elm fork corridor</p> <ol style="list-style-type: none"> <li>1. The connection of Shorecrest to I-35 , via southbound Harry Hines access ramp would damage the signature part of the rejuvenation of 1000 acres of forests, wetlands, and meadows in the Elm fork corridor: Frasier Dam Recreation Area and Hines Park. This project was approved by the parks department in 2014 and is in the latter stages of completion.</li> <li>2. Proposed ramp would pass over the middle of Hines Park, an 11-acre protected wetland according to Texas Parks and Wildlife biologist, Sam Kieschnick resulting construction would destroy most of the wetlands and the ecosystem it supports.               <ol style="list-style-type: none"> <li>1. an important treasure trove of nature, destroying most of the wetlands and ecosystem it supports.</li> <li>2. Building the elevated ramp could compromise or potentially eliminate access to the Frazier Dam Recreation Area, 110-acre urban forest recently celebrated in an article in the Dallas Morning News It was created because of tens of thousands of hours of volunteers, \$4 million in nonprofit funding, and the work of nonprofit Groundwork Dallas in building trails and amenities in this forest.</li> </ol> </li> <li>3. The Trinity River was historically considered a good place to dump anything you didn't want anywhere else. There is a growing realization that the natural habitat in the Trinity River is our most important natural asset and needs to be protected. The Elm fork project has been undoing the consequences of 100 years of that old thinking. The impact of the North entrance runs counter to that new view of the Trinity and takes a significant step backward.</li> <li>4. This project is not necessary, negatively impacts the green space Park for Northwest Dallas, threatens the rejuvenation of the Elm Fork River corridor.</li> </ol>	75205
	<p>A North entrance to Love Field is a doomsday scenario for those of us who live near Northwest Highway. It spells the troubled end to much of the valuable recreation and green space are at Bachman. My neighbors and I feel this is not a real answer to "traffic problems" but a Trojan horse for more air traffic and brutal LA style traffic.</p>	75209



Name (Optional)	Comment (Required)	Zip code (Required)
Keith and Kathryn Rabuse	<p>Hello. Thank you for giving us the opportunity to comment. We have several observations, and will try to be clear but brief:</p> <ol style="list-style-type: none"> <li>1. Regarding a second entry to Love Field: We make many trips to the airport and have NEVER had difficulty or traffic back up going into the entrance. We question the assumption that a second vehicular entrance is necessary.</li> </ol> <p>We DO feel there was a strategic mistake not connecting DART directly to the airport. The type of long term planning this Study should really envision is an improved transformative future use, which we think needs to consider reduced use of cars by individuals on the airport proper. Why not use remote parking/drop off with people mover as the primary strategic plan for the long term at Love Field; located appropriately it could serve the purpose of addressing car traffic AND linking to DART. There are precedents for this approach at other major airports.</p> <ol style="list-style-type: none"> <li>2. Reducing Northwest Highway to 4 lanes, and adding a 4 lane higher load street to the south side of Bachman Lake: We seriously question the assumption that Love Field traffic is creating the major traffic load on Northwest Highway - certainly some traffic is going there, however, as a regular user of that artery, we see very low numbers of cars turning off NW Hwy in the direction of Love Field - those intersections are not what is creating traffic flow issues. Changing NW Hwy should require addition of a service road on each side for accessing the businesses. This would be an improvement and would help improve traffic flow by removing the constant curb cuts along the thoroughfare. We are not supportive of adding traffic load on the south side of Bachman Lake - it would essentially take the park atmosphere away from Bachman Lake.</li> <li>3. "Spaghetti Junction" west of Bachman Lake: We are supportive of the suggestion to do an urban planning initiative to spur development and to simplify traffic flow in this area. Would love to see this happen. Would also like to see the trash businesses removed on the other side of 35.</li> <li>4. Marsh Lane as a N-S artery to Love Field and downtown - it already serves that purpose. Marsh Lane is in dire need of major repair. Improving the quality of the road surface should be a priority of the city no matter what. The easy transition between Marsh to Lemmon is something works really well, so lets not 'fix' what's not broken.</li> <li>5. Bridge over NW Hwy to Bachman Lake: It isn't clear if this proposed design is an improvement or not. It seems like it's breaking up the park rather than enlarging and improving it.</li> </ol>	75229

## Bachman Area Planning – Public Engagement Appendix

Name (Optional)	Comment (Required)	Zip code (Required)
Michael Cintron	<p>This is a great foundation for transformative change. Still wondering why the airport priorities were front and center when they were least popular. Community needs should guide any airport plans, not the other way around. All in all, good changes coming.</p> <p>Specifically, I would like more emphasis on connecting walk, work, living options from each of the DART Green Line stations (Royal, Walnut Hill/Denton, Bachman) to the respective residential boundaries in order to bridge the ugly and unsafe path to each station by foot or bike. The tornado was a major opportunity and I fear this could be squandered as the same types of businesses creep back up. Get the City to rezone this area and get the warehouses and huge parking lots out!</p> <p>Doing this can also create a natural connection to the biking and pedestrian paths from Northaven Trail, down Denton Drive to Bachman, then westward to Hines Park and Frasier Dam.</p> <p>Reducing lanes (road diets) in necessary thoroughfares could offer space for bike lanes.</p> <p>Sidewalks are needed all along Northwest Highway.</p> <p>Any reduction or diet for NW HWY and widening of Shorecrest must consider the fact that this could push local, non-airport traffic to secondary streets.</p> <p>Any concrete or asphalt pour must be countered with tree planting and greening up. This could be along medians and sidewalks as well as buffering Bachman Lake Park along Shorecrest from noise/traffic by buttressing the green/asphalt border with more vegetation. In other words, a net green effect.</p> <p>Thank you!</p>	75220

Name (Optional)	Comment (Required)	Zip code (Required)
<p>Tim Dickey</p>	<p>1. One thing I like about the COG study proposals is the focus on solving the pedestrian/cycling safety nightmare in the areas identified in the study, north, east and west of the Bachman Lake Area, particularly along Northwest Highway, Harry Hines, Lemmon Avenue (no sidewalks or bike lanes), and north-south connectors like Marsh Lane and Webb Chapel. This area has HORRIBLE non-vehicular access. For example, the lack of sidewalks and protected bike lanes on Webb Chapel from Northwest Highway north to Forest Lane means that there’s no way for a pedestrian or cyclist to safely travel this route. Same for Northwest Highway and long stretches of Harry Hines, south of Shorecrest.</p> <p>These issues are not new. See APPENDIX for excerpts from already-done City of Dallas studies recommending a pedestrian bridge and improved pedestrian and cyclist conditions in the COG study area in 1988, 1992, 1999 and 2005:</p> <p>2. The study apparently does not address the access and mobility impact of the construction of two huge regional recreational attractions that will bring hundreds of people to the northwest corner of Bachman Lake Park: The \$8 million Regional Family Aquatics Center and the \$4 million Bachman Skatepark—neither of which has a parking plan. The placement of the Regional Skatepark in this location was largely predicated on its proximity to the DART Bachman Green Line station. How can we better connect the DART Bachman Station to Bachman Lake Park? This should be a top priority.</p> <p>3. In the August 5, 2021 public input meeting, Michael Morris said, emphasizing the importance of community input in finalizing the mobility plan, “If there is not community interest in a 4-lane Northwest Highway, I need to know it.”</p> <p>Then what about the overwhelming community lack of interest in—and outright opposition to—the expansion of Shorecrest Drive to four lanes? In the first meeting, Mr. Morris said, (paraphrasing), “The community needs to seriously consider whether or not you want to expand Shorecrest to four lanes.” Survey says: Considered and rejected.</p> <p>In the August 5 meeting, Chris Reed justified the expansion of Shorecrest from two lanes to four, citing the 1991 Dallas Thoroughfare Plan.</p> <p>Fair questions: a. If the expansion of Shorecrest was pre-ordained by this 20-year-old plan, why was the community asked to consider whether we wanted Shorecrest to be expanded to four lanes?</p> <p>b. Did the outdated 1991 thoroughfare plan take into consideration the impact on Bachman Lake Park?</p>	<p>75220</p>

Name (Optional)	Comment (Required)	Zip code (Required)
	<p>c. Was this recommendation from 20 years ago part of Love Field’s long-term plan to create a North Entry? Was that what caused the 1991 plan to recommend expanding Shorecrest to four lanes?</p> <p>d. The 1991 thoroughfare plan pre-dates the significant addition of three Green Line Light Rail stations in the area, so its recommendations are out-of-date in that regard.</p> <p>4. The new RACEWAY plan:</p> <ul style="list-style-type: none"> <li>• Not addressed so far: What will be the impact on Hines Park?</li> <li>• Not addressed so far: What will be the impact on the Frazier Dam Recreational Area?</li> <li>• If the Raceway Plan harms these nature areas, I vote NO</li> <li>• RACEWAY plan’s stated goal in the August 5 public meeting was: “How to provide efficient Love Field access via Shorecrest while also reducing Loop 12 traffic.”</li> <li>• Is the sole purpose of the RACEWAY reconstruction to facilitate the North Entry to Love Field via Shorecrest?</li> <li>• What does it mean when COG says the RACEWAY plan will provide “...improved geometry to optimize signal timing for turning movements.”?</li> </ul> <p>5. Regarding the “Spur 348/Loop 12/Spur 482 Spaghetti” issue:</p> <ul style="list-style-type: none"> <li>• It is unclear what the reconfiguration of this huge interchange would look like, but it’s an interesting concept.</li> <li>• Are we sure that the stated possible Economic Development opportunities provided by re-doing this large interchange would be beneficial? More development means more traffic.</li> <li>• Is there a plan to address the flooding of the streets in this area, particularly around Loop 12 and Harry Hines?</li> </ul>	

Name (Optional)	Comment (Required)	Zip code (Required)
<p>Tim Dickey</p>	<p>APPENDIX:            HISTORIC BETTER-MOBILITY EXPECTATIONS THE COMMUNITY HAS LONG BEEN LED TO BELIEVE WERE REASONABLE AND POSSIBLE:</p> <p>1988—“Love Field North Land Use Study”</p> <ul style="list-style-type: none"> <li>• P.77—Recommendation regarding (then) proposed Light Rail line:               <ul style="list-style-type: none"> <li>o “Despite which line is chosen, access should be provided to Bachman Lake Park. This would help ease an increasing parking problem as well as provide additional access to the park and to the Bachman Recreation facility.”</li> </ul> </li> </ul> <p>December 2021—The DART Green Line exists, and the Bachman station still has no safe access to the park from the station, none planned—33 years later.</p> <ul style="list-style-type: none"> <li>• P.72—Recommendation concerning any proposed redevelopment of the area immediately north of Bachman Lake west to Denton Drive:               <ul style="list-style-type: none"> <li>o Item #4: “...proposed development should include the following features: Pedestrian linkages between the proposed development, the proposed DART station, and Bachman Lake Park.</li> </ul> </li> <li>• P.80 Recommendation to the community:               <ul style="list-style-type: none"> <li>o “Each subarea within the study area should form a Homeowners Association and register with the city (DONE—30 years ago).</li> <li>o 2. “...it is the policy of the city to encourage alternative means of transportation and the use of mass transportation</li> </ul> </li> </ul> <p>v RECOMMENDATION: “The Department of Public Works in conjunction with DART should assess the construction of a bike trail/pedestrian connection between any proposed DART rail service station and Bachman Lake Park. Such a connection should include a crosswalk on Denton Drive between Shorecrest Drive and Northwest Highway.            December 2021: 33 years later, still no connection.</p> <p>1999—“Northwest Highway Urban Design Study”--</p> <ul style="list-style-type: none"> <li>• P. 24: “Pedestrian Bridge: The construction of a pedestrian bridge over Northwest Highway in the vicinity of Timberline (Figure 16) would eliminate a potentially dangerous situation and provide a venue for north/south connections to employment and mass transit opportunities. The bridge’s (sic) should be designed and incorporated into the Bachman Lake Park as a natural extension from the residential community. Bridge materials and colors selected should reflect the park and streetscape scheme.            22 years later, still no pedestrian bridge</li> <li>• Study also calls for (p.21) an “Improved gateway area at Lemmon Avenue”</li> </ul>	<p>75220</p>

Name (Optional)	Comment (Required)	Zip code (Required)
	<p>2005—“Bachman Lake/West Northwest Highway Needs Assessment Study</p> <ul style="list-style-type: none"> <li>• p.9: “Implement 1999 Design Study Recommendations: The recommendations found within the 1999 Northwest Highway Urban Design Study promote neighborhoods, open space and a positive commercial identity....pedestrian-friendly linkages and supporting economic development...”</li> <li>• p.15: Recommendation #5: “Enhance linkages between various land uses and sub-districts.               <ol style="list-style-type: none"> <li>a. Study the possibility of a pedestrian bridge to overpass Northwest Highway.</li> <li>b. Develop a pedestrian-friendly loop between Bachman Lake Park and commercial and residential areas.</li> </ol> </li> <li>• P. 65: 3. Pedestrian Bridge Across West NW Highway at Bachman Lake Park               <p style="margin-left: 40px;">“A specific recommendation within the 1999 Urban Design Study needs special consideration (bold added). The construction of a pedestrian bridge over Northwest Highway in the vicinity of Timberline Street See Graphic 5.1 and Appendix F) would help address concerns about neighborhood residents crossing Northwest Highway to access Bachman Park, as well as provide north/south connections to employment and mass transit. (16 years after this second recommendation for a pedestrian bridge--still no action from the City of Dallas.)</p> <p>“In 1999, the proposed pedestrian bridge was submitted for TEA-21 funding consideration (as a pedestrian, multi-modal project). However, due to its late inclusion and competition from other, longer-standing City and regional projects, the proposed pedestrian bridge did not secure federal funding.”</p> <p>“The Steering Committee recommends the City of Dallas to once again submit the pedestrian bridge for federal funding when the new cycle of federal TEA-based project/enhancement call-for-proposals requests occur in 2006.</p> </li> </ul>	

Name (Optional)	Comment (Required)	Zip code (Required)
Susana	<p>Las propuestas de NCTCOG necesitan modificaciones ya que no se enfocan suficientemente en las necesidades de la comunidad</p> <p>Coordinación con TxDOT                      * FALTA: el trabajo que se necesita para reconstruir y expandir el puente de Denton Dr sobre la NW Hwy. Esto tiene que incluir protecciones para peatones y ciclistas.                      * FALTA: la reconstrucción del puente Lemmon Ave y la construcción de aceras para peatones y ciclistas                      * FALTA: todas las aceras necesarias en la NW Highway y la Harry Hines                      * DE MENOR PRIORIDAD: Cualquier trabajo en la I35E y Harry Hines.</p> <p>Acceso a Love Field                      * DE MENOR PRIORIDAD - Las necesidades de la comunidad deben completarse antes de cualquier trabajo que beneficie a Love Field. No queremos que Shorecrest se convierta en una avenida de cuatro carriles.</p> <p>Desarrollo Economico                      * FALTA: Una recomendación por parte de NCTCOG que se cierre/mueva el basurero de la ciudad que esta al lado del parque (NW Transfer Station) y que esta area sea residencial/uso-mixto                      * FALTA: Una recomendación por parte de NCTCOG que se cierre/mueva o limite el tamaño del garaje de buses de DART. Esta area puede ser residencial o de uso mixto</p> <p>Senderos para Bicicletas/Peatones                      * FALTA: Es de gran prioridad que haya un acceso seguro del lago Bachman hacia el oeste, donde esta el Bachman DART Station, el parque Hines y el parque Frasier Dam                      * FALTA: Controles de velocidad que protejan a peatones y ciclistas en las calles mas transitadas. Esto incluye un limite en el numero de carriles de automobiles, mas cross-walks en las calles principales que cruzan calles como Timberline y Larga                      * FALTA: Todas las aceras y rutas de ciclismo en las calles del area al norte del lago Bachman, en la NW Highway y en la Harry Hines                      * ALTA PRIORIDAD: Toda esta sección es de la mas alta prioridad para la comunidad!!</p> <p>Rediseño de Northwest Highway Redesign/ Puente Peatonal                      * PRIORIDAD: El acceso seguro es de gran prioridad, además de un puente peatonal, se necesitan cross-walks como en la Timberline</p> <p>Transporte</p>	75229

## Bachman Area Planning – Public Engagement Appendix

Name (Optional)	Comment (Required)	Zip code (Required)
	<p>* FALTA: Una recomendación por parte de NCTCOG que la ciudad de Dallas haga mejoras necesarias en la Mockingbird / Lemmon Ave / Airdrome</p> <p>* FALTA: Recomendaciones que se bajen los números de vías en la Denton, Marsh, Midway, Walnut Hill</p> <p>* DE BAJA PRIORIDAD: Que se pongan aceras en la Lemmon Ave ya que se esta construyendo un sendero peatonal. Hay otras necesidades mucho mas importantes que estas aceras</p> <p>* PRIORIDAD: Es mas importante que la ciudad de Dallas primero complete un acceso de DART al aeropuerto Love Field antes de que se haga cualquier construcción para una entrada alterna. El acceso de DART debe ser por medio de la estación Burbank o de la Inwood.</p>	



## Bachman Area Planning – Public Engagement Appendix

Name (Optional)	Comment (Required)	Zip code (Required)
Ryan Brown	<p>With the bike path being added to Denton Drive the Denton Ave Bridge over NW Highway needs to be expanded and rebuilt with pedestrian/bike lanes.</p> <p>The Lemmon Ave bridge and Shorecrest intersection needs to be improved.</p> <p>There needs to be sidewalks along Northwest Hwy</p> <p>There needs to be pedestrian/cycling bridge from Bachman Lake Park to the Bachman DART Station and then to the Frasier Dam similar to Northaven trail over US75</p> <p>There needs to be sidewalks/cycling lanes along both sides of Harry Hines</p> <p>Mockingbird lane enhancements to improve the Lemmon Ave/Airdome intersection</p> <p>Road Diets on multiple roads around Bachman Lake Area</p> <p>There needs to be true public engagement related to the changes and enhancements</p> <p>DART transit options should be completed prior to any pursuit of an alternate airport entrance.</p> <p>Harry Hines pedestrian/cycling component should be a Priority so kids and parents can have a safe walking option from schools to area apartments</p> <p>Safe access across NW Highway needs to be a priority</p>	75220

Name (Optional)	Comment (Required)	Zip code (Required)
<p>Maria Boccalandro</p>	<p>TxDOT Coordination</p> <ul style="list-style-type: none"> <li>• MISSING: Rebuild and expand the Denton Ave bridge at NW Highway, ensure this includes pedestrian/cycling lanes</li> <li>• MISSING: Reconstruction of Lemmon Ave bridge, Lemmon Ave / Shorecrest intersection and the Lemmon Ave / NW Highway interchange</li> <li>• MISSING: Sidewalks along Northwest Highway</li> <li>• LOWER PRIORITY: The redesign of IH 35E at Harry Hines should be a lower priority. Until a plan for an alternate entrance is approved, this work would be premature</li> </ul> <p>Love Field Access</p> <ul style="list-style-type: none"> <li>• LOWEST PRIORITY: This entire section should be a lower priority until community needs are met. The City needs to prove it can deliver on addressing all the community needs that have been ignored for over 30 years.</li> </ul> <p>Public Involvement</p> <ul style="list-style-type: none"> <li>• MISSING: A central point person from NCTCOG needs to be assigned to champion the work given the complexity of coordination across the various governmental entities.</li> </ul> <p>Economic development</p> <ul style="list-style-type: none"> <li>• MISSING: NCTCOG should provide a rezoning recommendation to the City of Dallas to make the land where the NW Transfer Station and DART bus garage are located into residential/mixed-use.</li> </ul> <p>Bicycle/Pedestrian Trails</p> <ul style="list-style-type: none"> <li>• MISSING: Design a pedestrian/cycling bridge from Bachman Lake Park to the Bachman DART Station and then over I-35 to the Frasier Dam (like the one Northhaven Trail is building over I-75). Build a bridge over the Frasier Dam to the Campion Trail</li> <li>• MISSING: See road diet recommendations under the Transit section</li> <li>• HIGHEST PRIORITY: All items in this section should be pursued aggressively for delivery to the community</li> </ul> <p>Northwest Highway Redesign/ Pedestrian Cap</p> <ul style="list-style-type: none"> <li>• PRIORITY: Safe access across NW Highway needs to be a priority. Crosswalks and bridges.</li> </ul> <p>Harry Hines Boulevard</p> <ul style="list-style-type: none"> <li>• MISSING: Wide and usable sidewalks or cycling lanes along both sides of Harry Hines.</li> <li>• PRIORITY: Harry Hines work following the corridor study should be a priority given the pedestrian/cycling component and need for safe walking options for kids to/from schools to the area north of Bachman Lake</li> </ul>	<p>75019</p>

Name (Optional)	Comment (Required)	Zip code (Required)
	<p>Transit</p> <ul style="list-style-type: none"> <li>• MISSING: Mockingbird Lane enhancements to improve the Lemmon Ave/Airdome drive intersection. This should be a high priority item</li> <li>• MISSING: Lane reduction recommendations for Denton, Marsh, Midway, Walnut Hill, and Larga/Community and keeping Shorecrest at two lanes with road-side parking for the park</li> <li>• NOT NEEDED: With the planned sidewalks and also the Lemmon Ave trail from Shorecrest to Mockingbird, a lane reduction along Lemmon is probably not needed</li> <li>• PRIORITY: The first bullet regarding DART transit options, should be completed prior to pursuing an alternate airport entrance plan. Ideally the Burbank DART station should be the location of a people-mover to/from Love Field (along Denton Dr to Mockingbird). There should be with a Ride Share pick-up / drop-off location at the DART station to alleviate the congestion from Ride Share at the terminal. The Bachman station needs to become a trail access station to the Frasier Dam, Bachman Lake trail and Bachman Lake amenities (skate park, regional aquatic center)</li> </ul>	

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Andrew Matheny	<p>As a board member of the Friends of Bachman Lake, I support many of the great ideas including the suggestions involving Bachman Lake Park, a land bridge over Northwest Highway, lane reductions along Northwest Highway, and studying the overbuilt interchange at Northwest Highway and Harry Hines.</p> <p>Regarding the Love Field alternate entrance, NCTCOG should expand its recommendation to explicitly include Lemmon Avenue as an option to be explored by the City of Dallas.</p> <p>I believe Love Field will ultimately need a second entrance to maintain the airport's long-term success in the coming decades as the region's population grows to become larger than Chicago in the next 15 years.</p> <p>Easy access to Love Field has been a boon for economic development in the Dallas urban core, helping the City win corporate relocations that might otherwise have gone to Las Colinas or other suburbs that offer close proximity to DFW International Airport. Fortifying this competitive advantage will ensure Dallas' long-term success.</p> <p>A Lemmon Avenue entrance can offer a true win-win compromise that satisfies all parties. In fact, needed roadway improvements to support a Lemmon entrance—such as grade separation at Northwest Highway and Marsh/Lemmon—may in fact be necessary to support other priorities such as lane reductions along Northwest Highway.</p> <p>I fear, however, that a Shorecrest Drive entrance from I-35 will meet much public resistance due to its impact to the north side of Bachman Lake. Focusing the conversation on one option may ultimately leave this critical infrastructure in political limbo while the costs of delay only compound. On the other hand, encouraging the City/Airport/TxDOT to explore all options can lead to a more robust consensus forming process as multiple options can be explored and evaluated.</p>	75220
G. Langston	<p>PRIORITY: The first bullet regarding DART transit options, should be completed prior to pursuing an alternate airport entrance plan. Ideally the Burbank DART station should be the location of a people-mover to/from Love Field (along Denton Dr to Mockingbird). There should be with a Ride Share pick-up / drop-off location at the DART station to alleviate the congestion from Ride Share at the terminal. An alternate airport entry should be a last resort. Transporting people from the DART station is a reasonable, cost-effective solution with less environmental impact.</p> <p>Adding sidewalks, trails, etc., to Bachman Lake Park does not address the noise, air, soil and water pollution, all of which can be avoided by having at an offsite location as described above.</p>	75220

Name (Optional)	Comment (Required)	Zip code (Required)
Kathy Brown	<p>TxDOT Coordination</p> <ul style="list-style-type: none"> <li>• MISSING: Rebuild and expand the Denton Ave bridge at NW Highway, ensure this includes pedestrian/cycling lanes</li> <li>• MISSING: Reconstruction of Lemmon Ave bridge, Lemmon Ave / Shorecrest intersection and the Lemmon Ave / NW Highway interchange</li> <li>• MISSING: Sidewalks along Northwest Highway</li> <li>• LOWER PRIORITY: The redesign of IH 35E at Harry Hines should be a lower priority. Until a plan for an alternate entrance is approved, this work would be premature</li> </ul> <p>Love Field Access</p> <ul style="list-style-type: none"> <li>• LOWEST PRIORITY: This entire section should be a lower priority until community needs are met. The City needs to prove it can deliver on addressing all the community needs that have been ignored for over 30 years.</li> </ul> <p>Public Involvement</p> <ul style="list-style-type: none"> <li>• MISSING: A central point person from NCTCOG needs to be assigned to champion the work given the complexity of coordination across the various governmental entities.</li> </ul> <p>Economic development</p> <ul style="list-style-type: none"> <li>• MISSING: NCTCOG should provide a rezoning recommendation to the City of Dallas to make the land where the NW Transfer Station and DART bus garage are located into residential/mixed-use.</li> </ul> <p>Bicycle/Pedestrian Trails</p> <ul style="list-style-type: none"> <li>• MISSING: Design a pedestrian/cycling bridge from Bachman Lake Park to the Bachman DART Station and then over I-35 to the Frasier Dam (like the one Northhaven Trail is building over I-75). Build a bridge over the Frasier Dam to the Campion Trail</li> <li>• MISSING: See road diet recommendations under the Transit section</li> <li>• HIGHEST PRIORITY: All items in this section should be pursued aggressively for delivery to the community</li> </ul> <p>Northwest Highway Redesign/ Pedestrian Cap</p> <ul style="list-style-type: none"> <li>• PRIORITY: Safe access across NW Highway needs to be a priority. Crosswalks and bridges.</li> </ul> <p>Harry Hines Boulevard</p> <ul style="list-style-type: none"> <li>• MISSING: Wide and usable sidewalks or cycling lanes along both sides of Harry Hines.</li> <li>• PRIORITY: Harry Hines work following the corridor study should be a priority given the pedestrian/cycling component and need for safe walking options for kids to/from schools to the area north of Bachman Lake</li> </ul>	75209

Name (Optional)	Comment (Required)	Zip code (Required)
	<p>Transit</p> <ul style="list-style-type: none"> <li>• MISSING: Mockingbird Lane enhancements to improve the Lemmon Ave/Airdome drive intersection. This should be a high priority item</li> <li>• MISSING: Lane reduction recommendations for Denton, Marsh, Midway, Walnut Hill, and Larga/Community and keeping Shorecrest at two lanes with road-side parking for the park</li> <li>• NOT NEEDED: With the planned sidewalks and also the Lemmon Ave trail from Shorecrest to Mockingbird, a lane reduction along Lemmon is probably not needed</li> <li>• PRIORITY: The first bullet regarding DART transit options, should be completed prior to pursuing an alternate airport entrance plan. Ideally the Burbank DART station should be the location of a people-mover to/from Love Field (along Denton Dr to Mockingbird). There should be with a Ride Share pick-up / drop-off location at the DART station to alleviate the congestion from Ride Share at the terminal. The Bachman station needs to become a trail access station to the Frasier Dam, Bachman Lake trail and Bachman Lake amenities (skate park, regional aquatic center)</li> </ul>	
Wendi Mueller	I think the primary focus should be on preserving green space & making it even more accessible, mainly by completing all missing sidewalks in the area so pedestrians can safely walk or jog to/around the lake and parks. Also, dedicated bike lanes would increase the likelihood of cyclists using the area in a safe manner.	75229

Name (Optional)	Comment (Required)	Zip code (Required)
A. Bristol	<p>Concern of increased traffic flowing into Shorecrest Neighborhood by adding a new airport entrance near Shorecrest Drive, adding additional traffic lanes by Bachman Lake and the improvements near Lemmon Ave and Lovers Lane. We already have traffic cutting through the neighborhood. Both Shorecrest Drive and Capps Road have drivers speeding through with pedestrians having to watch for their safety. Shorecrest Neighborhood is a highly walkable neighborhood. By adding lanes to Shorecrest Drive along Bachman Lake and the improvements on Lovers Lane near Lemmon will increase other drivers who do not live in the neighborhood to utilize the neighborhood as a shortcut. There is no benefit for the residents to have more cars passing through that do not live in the neighborhood. If the residents wanted to have such a neighborhood, they would consider living in more of a commercial setting with shops, restaurants etc. If a new airport entrance is needed, consider the Denton side of the airport. More room for traffic vs Lemmon and Northwest Hwy, which is already congested with heavy traffic, And there aren't homes located directly near the airport as there are on the Lemmon Ave side. Shorecrest residents already sacrifice night and day by accepting to deal with the noise of the adjacent Love Field airport. The residents sacrifice this to enjoy their beautiful heavily treed neighborhood. The residents not only sacrifice but pay higher taxes to live in the beauty of Shorecrest neighborhood. When voting on improvements, think about the residents. Think as if you were a resident of this beautiful neighborhood and whether an improvement would disturb what attracts one to live in such a neighborhood. We agree improvements need to happen. But adding traffic lanes and another airport entrance is definitely not thinking for all the residents who call Shorecrest their home. It's already been accepted to have all the added changes to Lemmon Avenue. That in itself is a compromise. Put yourself in the shoes of a Shorecrest resident. Vote wisely. Thank you.</p>	75209

Bachman Area Planning – Public Engagement Appendix

Name (Optional)	Comment (Required)	Zip code (Required)
Donald Word	<p>Parks make great cities. Parks are nurturing. We do not need more and wider roads to and surrounding our parks.</p> <p>Parks make great cities. Parks are nurturing. We do not need a highway interchange in Frasier Dam Area and Hines Park.</p> <p>Parks make great cities. Parks are nurturing. We do not need a north entrance to Love Field.</p> <p>Parks make great cities. Parks are nurturing.</p> <p>We do need a task force representing all parties to move forward.</p>	75209