

Airport Access Study

Technical Advisory Committee Meeting #3

Agenda

- 1 Introductions
- 2 Project Status
- 3 Public Input #2 Review
- 4 Practical Alternatives Analysis
- 5 Recommended Alternatives (Preliminary)
- 6 Next Steps

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Introductions

Technical Advisory Committee (TAC)

Organization / Agency	Name(s)
MDOT Grand Region	Dennis Kent Tyler Kent Art Green
GRR	Casey Ries Clint Nemeth
Kent County Road Commission	Steve Warren Wayne Harrall
Cascade Township	Brian Hillbrands
Kentwood	Terry Schweitzer Jim Kirkwood

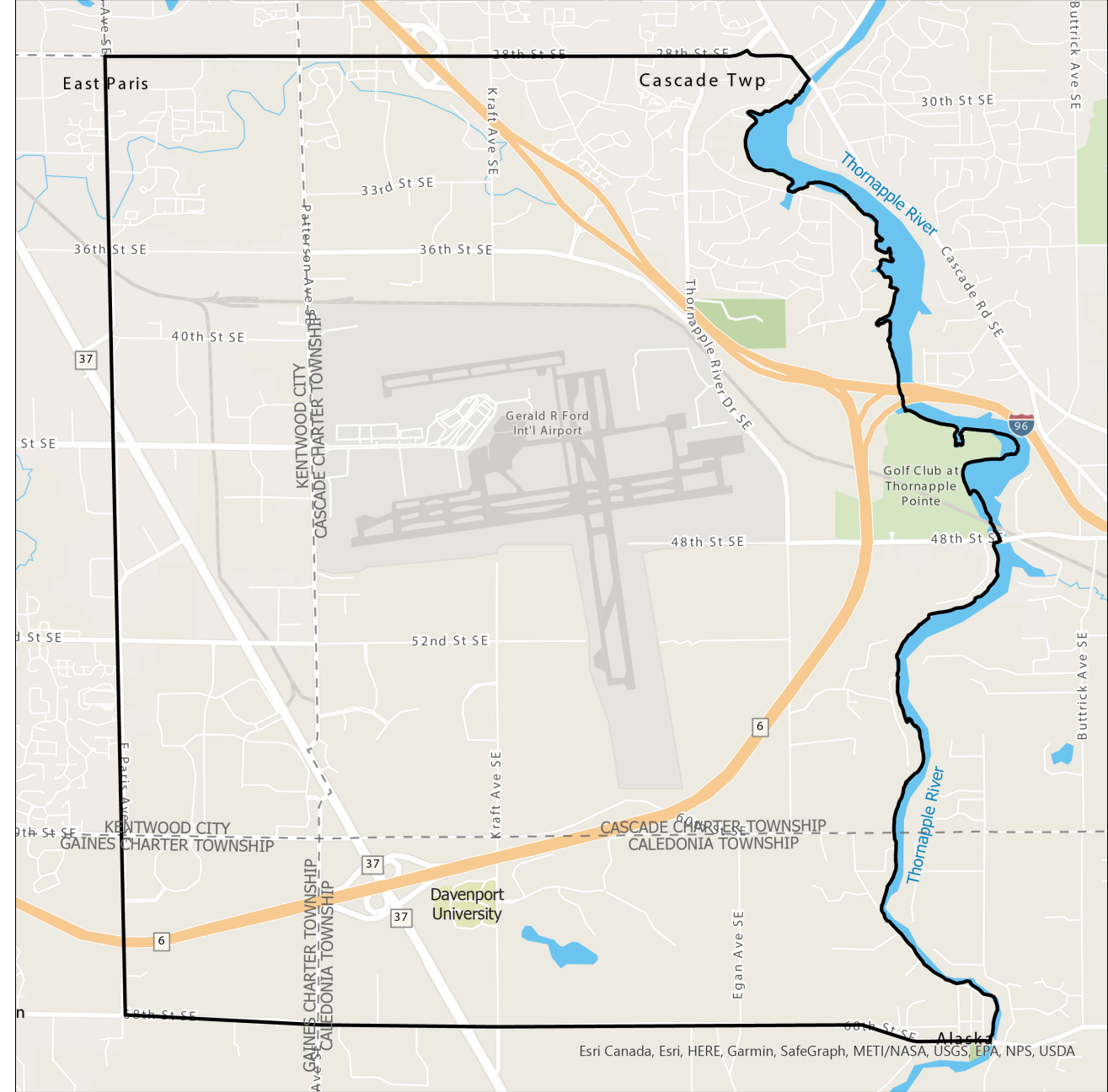
Organization / Agency	Name(s)
The Rapid	Nick Monoyios
Kent County	Al Vanderberg
The Right Place	Tim Mroz
GR Chamber	Josh Lunger
Experience GR	Doug Small

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Project Status

Grand Rapids Airport Access Study

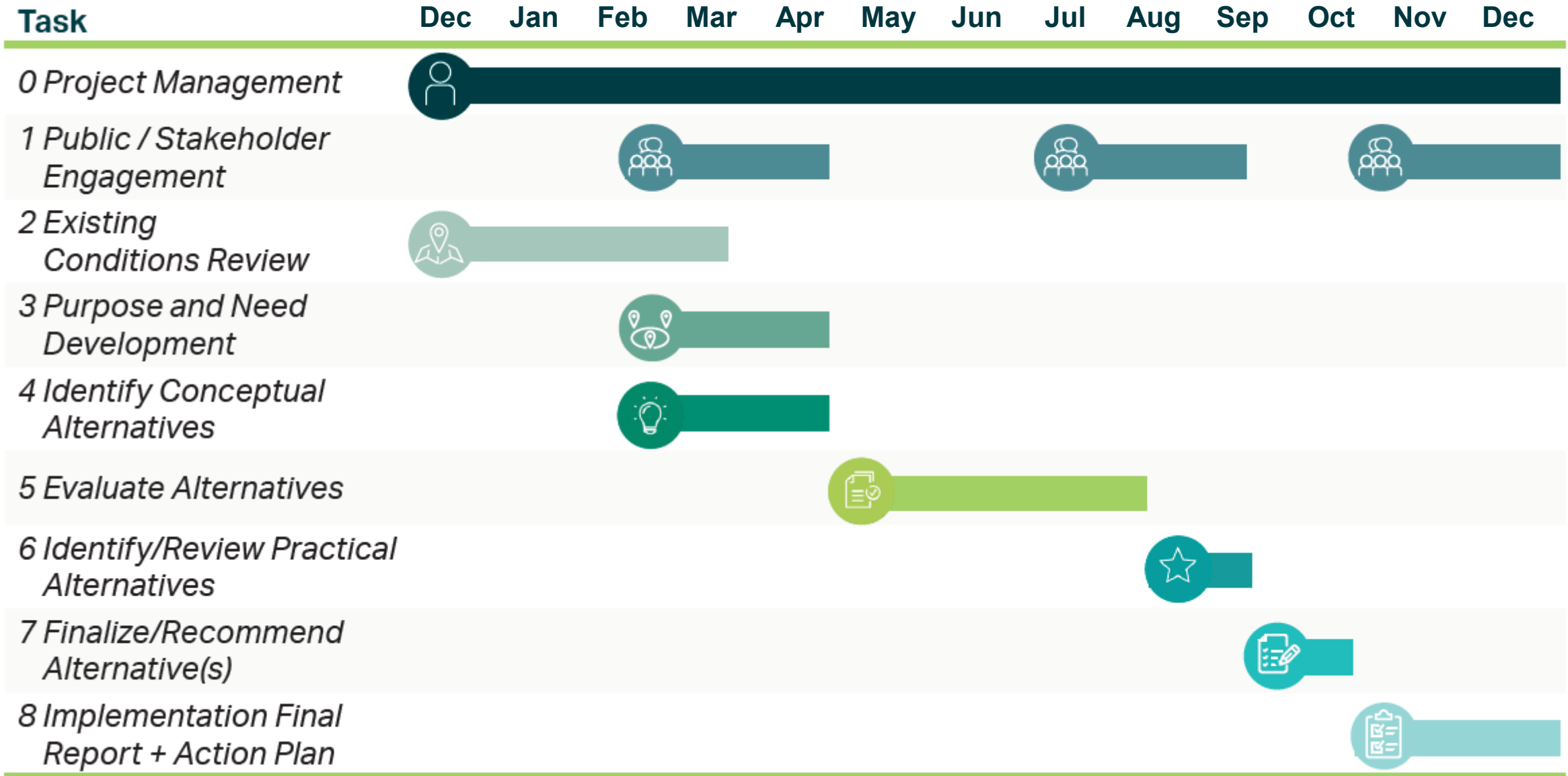
- **What:** Investigation of potential future ways to improve airport access
- **Where:** E Paris Avenue to the river, 28th Street to 68th Street
- **Why:** Growth, limited access routes, lack of direct expressway access



Study Area Boundaries
Jurisdictions

0 0.25 0.5 1 1.5 2 Miles

Schedule



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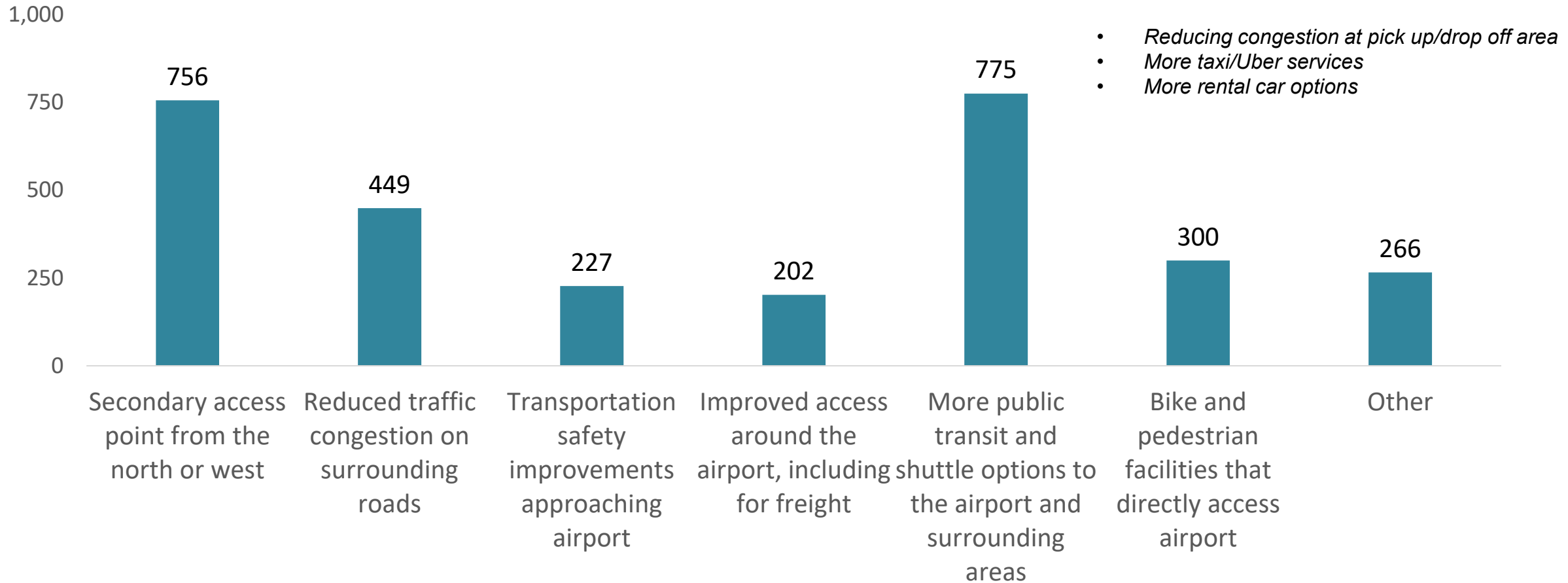
Public Input #2 Review

Phase 2 Survey Summary

- Survey open from August 1, 2022 to September 9, 2022
- Over than 6,000 responses received (*participation jumped when Airport provided link for their customers accessing wifi*)
- Because of the number of respondents from airport, there were numerous out-of-region respondents. Approximately 2,000+ had residential zip codes within GVMC region
- Results on following slides indicate those from within region

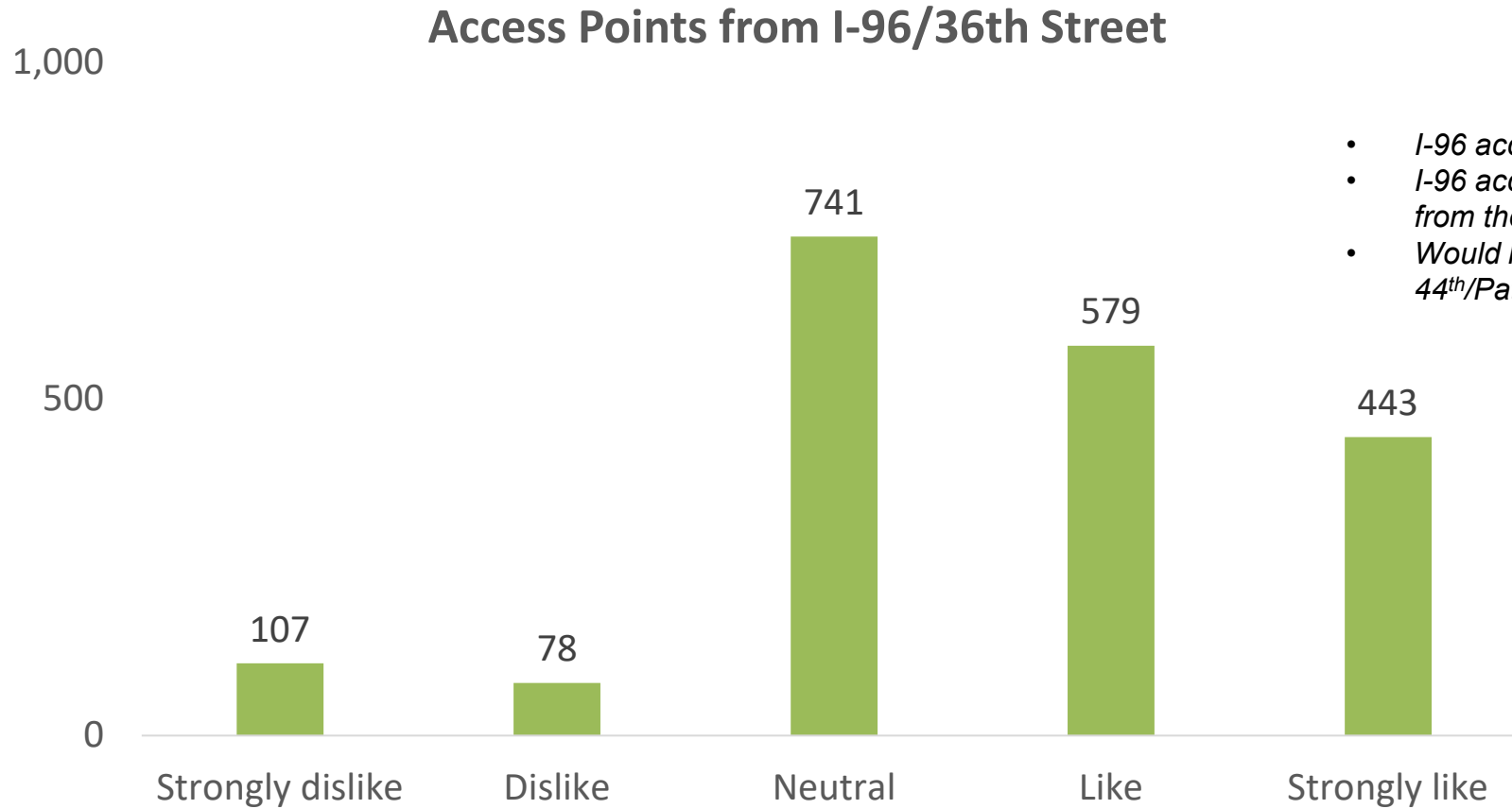
Phase 2 Survey Summary

What are the top 2 airport access improvements you would like to see?



Phase 2 Survey Summary

Airport Roadway Access

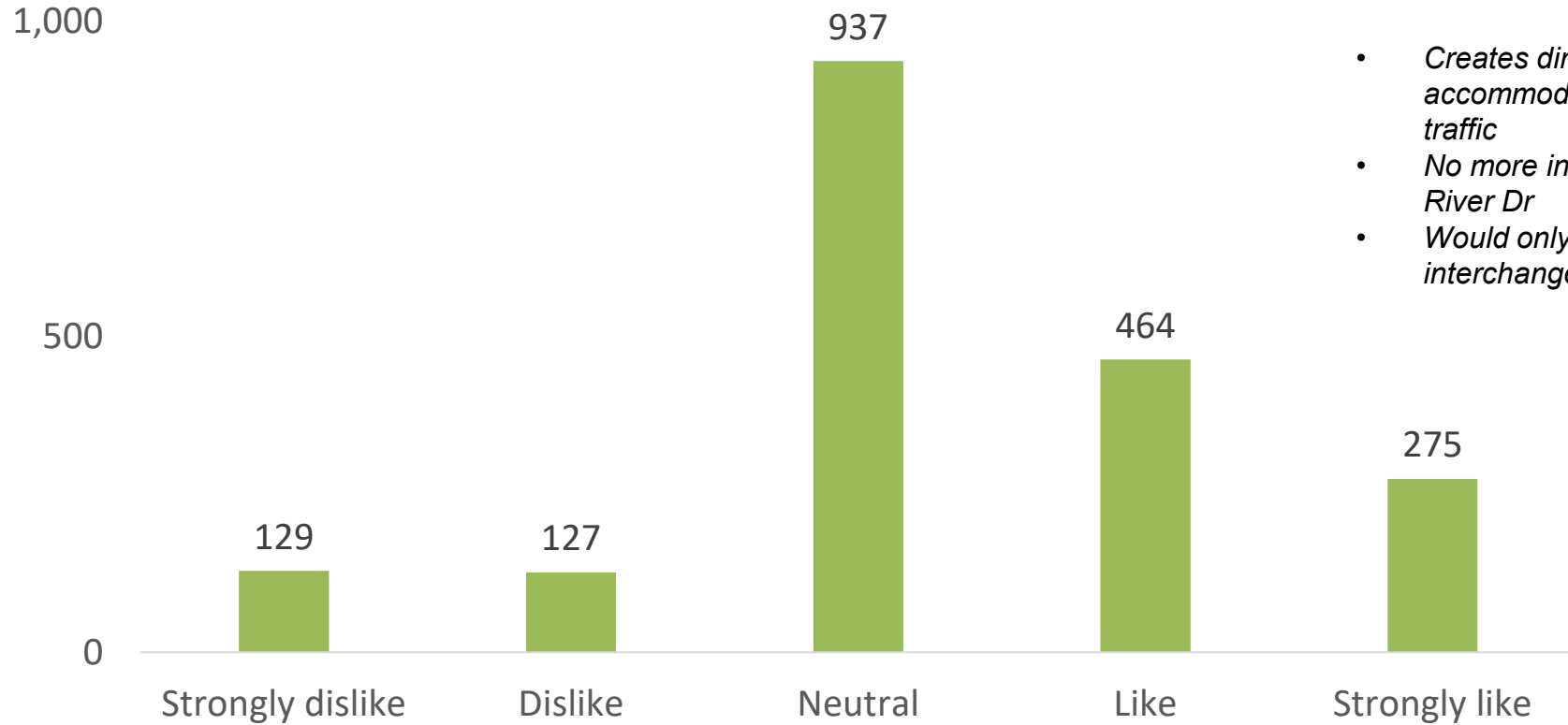


- *I-96 access makes the most sense*
- *I-96 access might attract passengers from the East of Grand Rapids*
- *Would likely help relieve congestion on 44th/Patterson*

Phase 2 Survey Summary

Airport Roadway Access

Airport Access Points from Thornapple River Drive

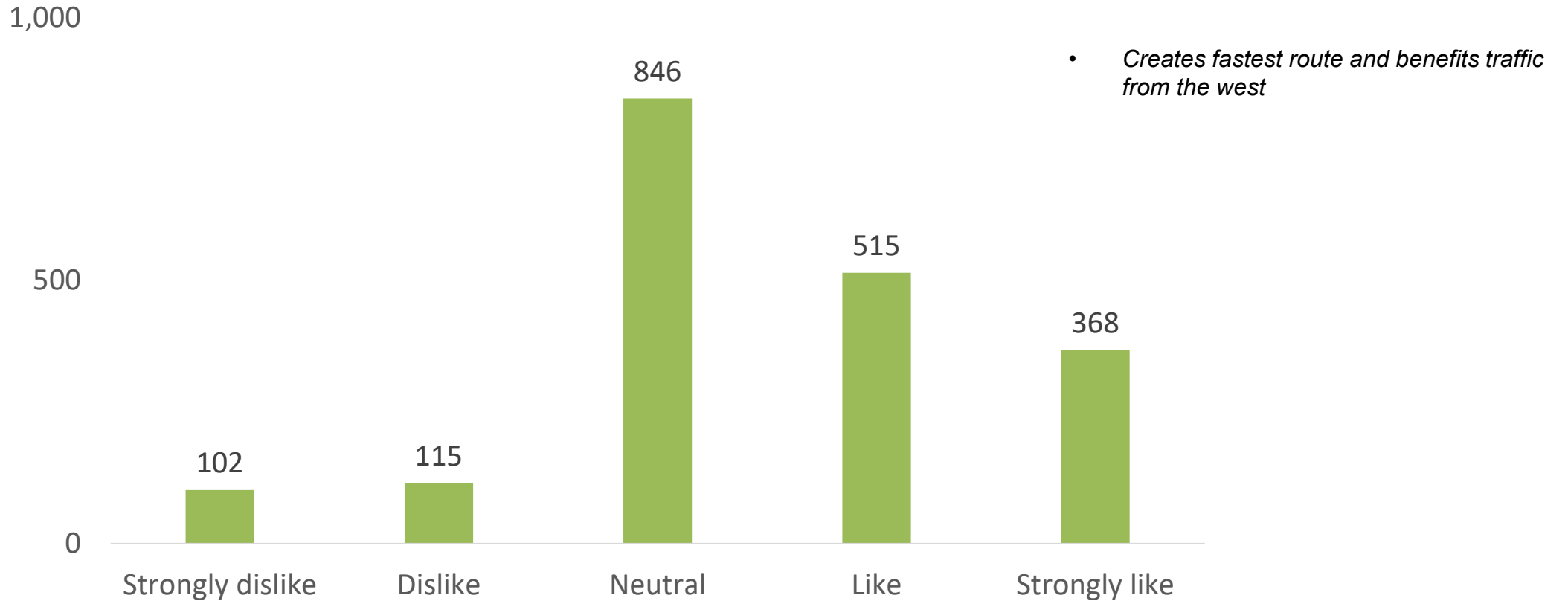


- *Creates direct access and as the potential to accommodates both freight and passenger traffic*
- *No more increased traffic on Thornapple River Dr*
- *Would only access Thornapple if a new interchange is added on M-6*

Phase 2 Survey Summary

Airport Roadway Access

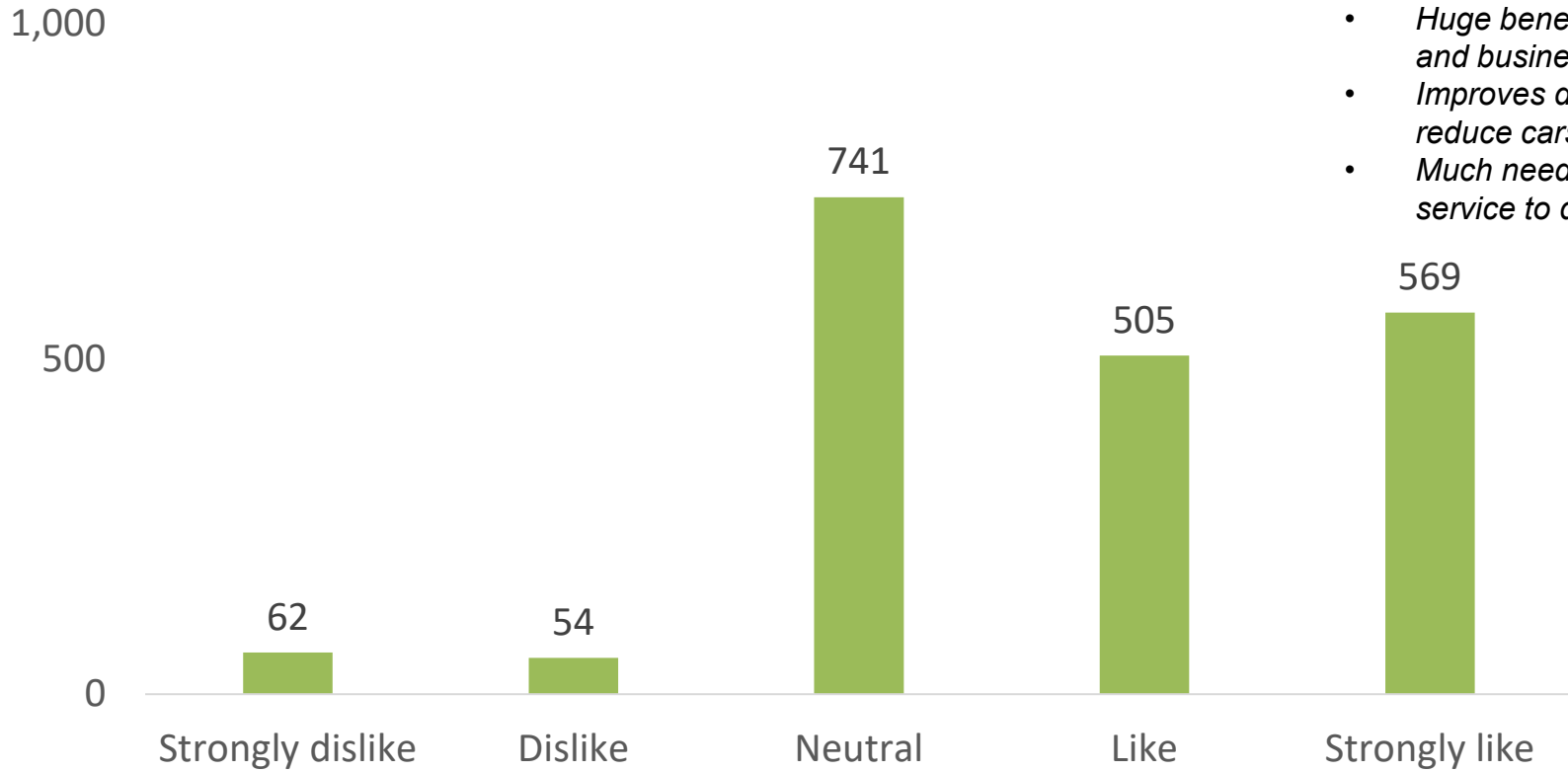
M-6 Interchange near 48th Street and 60th Street



Phase 2 Survey Summary

Multi-modal Enhancements

Direct Shuttles Between Downtown Grand Rapids and the Airport

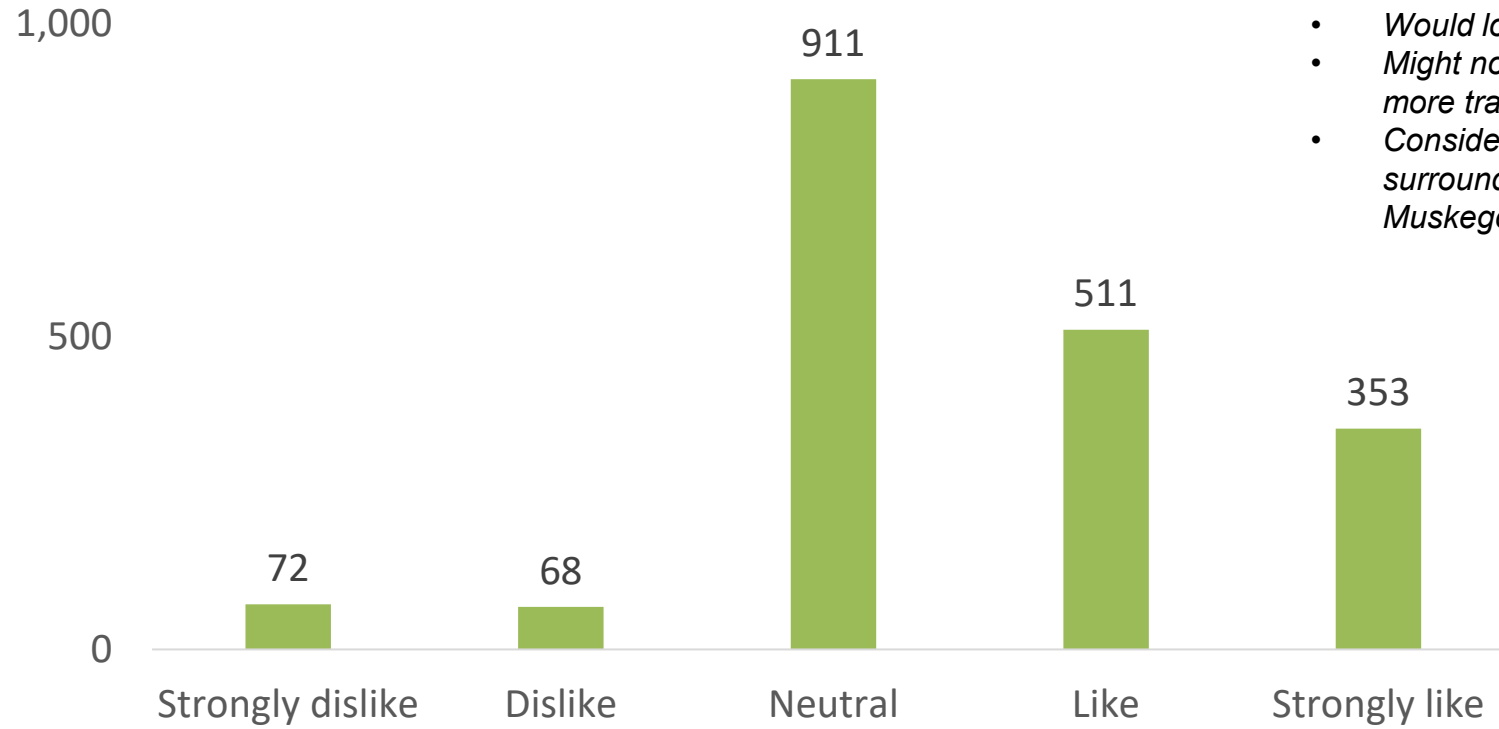


- *Huge benefit to the convention center, hotels and businesses in downtown*
- *Improves downtown business and helps reduce cars at the airport*
- *Much needed to improve current indirect bus service to downtown*

Phase 2 Survey Summary

Multi-modal Enhancements

Expanded transit service to developing areas of Cascade/Caledonia

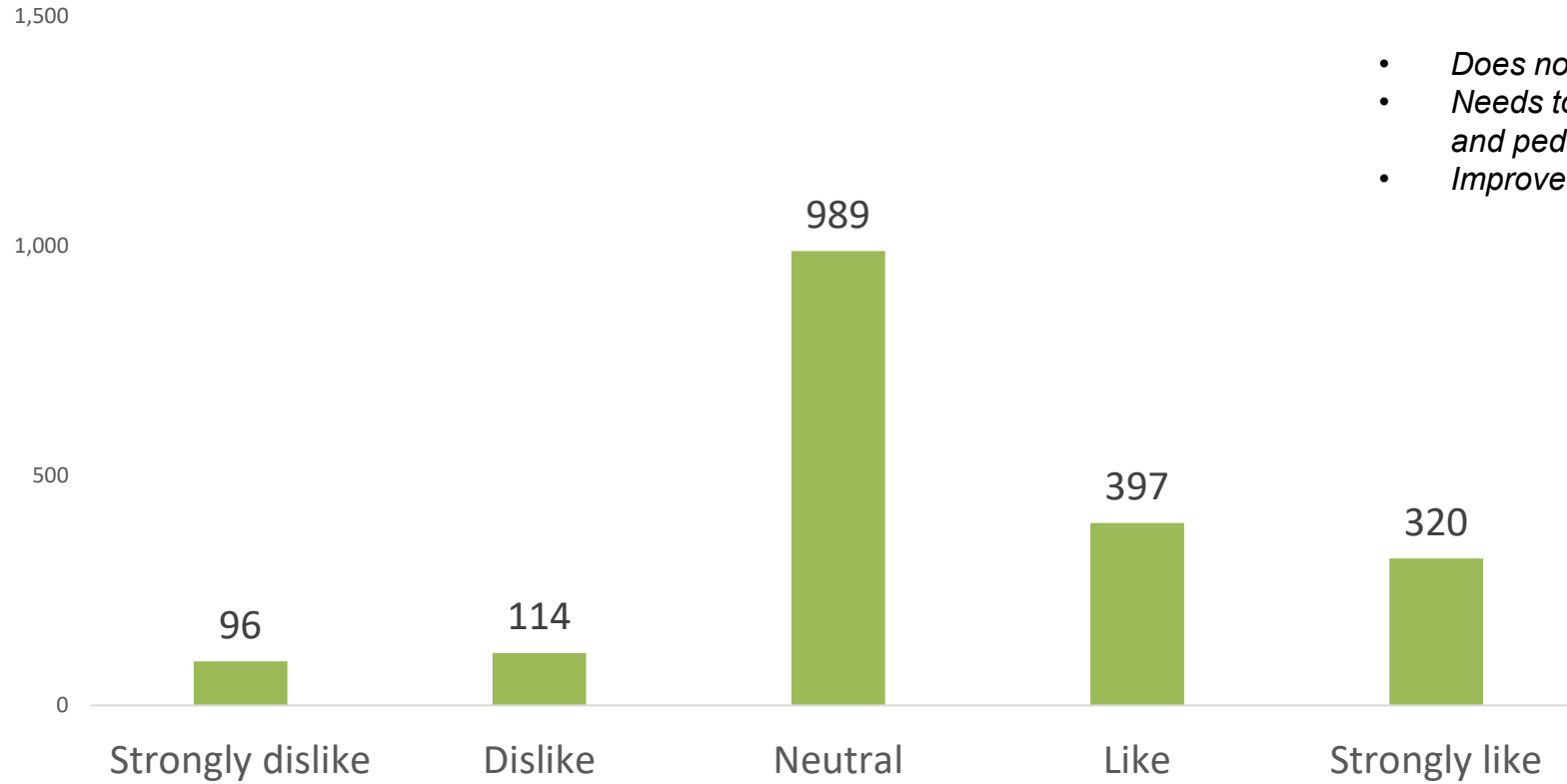


- *Would love an extended transit service*
- *Might not have an immediate need for more transit services*
- *Consider transit service to other surrounding areas (e.g. Holland, Muskegon)*

Phase 2 Survey Summary

Multi-modal Enhancements

Pedestrian and bike facilities directly accessing the Airport



- *Does not seem practical*
- *Needs to have complete and safe bike and pedestrian network*
- *Improve bike facilities at the airport*

Phase 2 Survey Summary – GRR Employees

- A total of 134 GRR employees filled out this survey
- The survey results show similar pattern to local participants, with the ratings of all alternatives more positively skewed
- Support on improving transportation safety and improving bike and pedestrian facilities approaching the airport
- *“Improving employee parking lot connections to airport terminals”* is frequently mentioned in the comments

Phase 2 Survey Summary

- Overall high support for set of practical alternatives suggested by the Study
- Highest support for “*Access Points from I-96/36th Street*” and “*Direct Shuttles between Downtown Grand Rapids and the Airport*”
- Congestion issues at the pick-up/drop-off area is also highlighted in the comments

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Practical Alternative Analysis

Proposed Evaluation Process

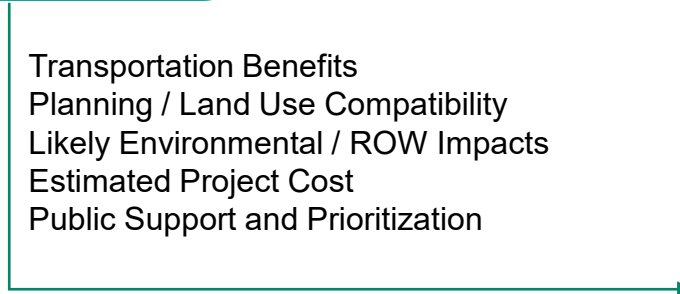
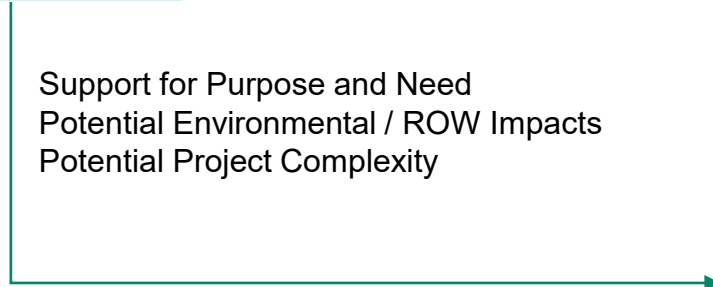
**Conceptual
Alternatives**

Support for Purpose and Need
Potential Environmental / ROW Impacts
Potential Project Complexity

**Practical
Alternatives**

Transportation Benefits
Planning / Land Use Compatibility
Likely Environmental / ROW Impacts
Estimated Project Cost
Public Support and Prioritization

**Recommended
Alternative(s)**



Practical Alternatives

Airport Roadway Access

1. Access Points from I-96/36th Street

1a - Direct Access

1b - Indirect Access

2. Access Points from Thornapple River Dr

2a - Secondary Freight Access

2b - Air Cargo Drive Access

3. M-6 Interchange near 48th Street and 60th Street

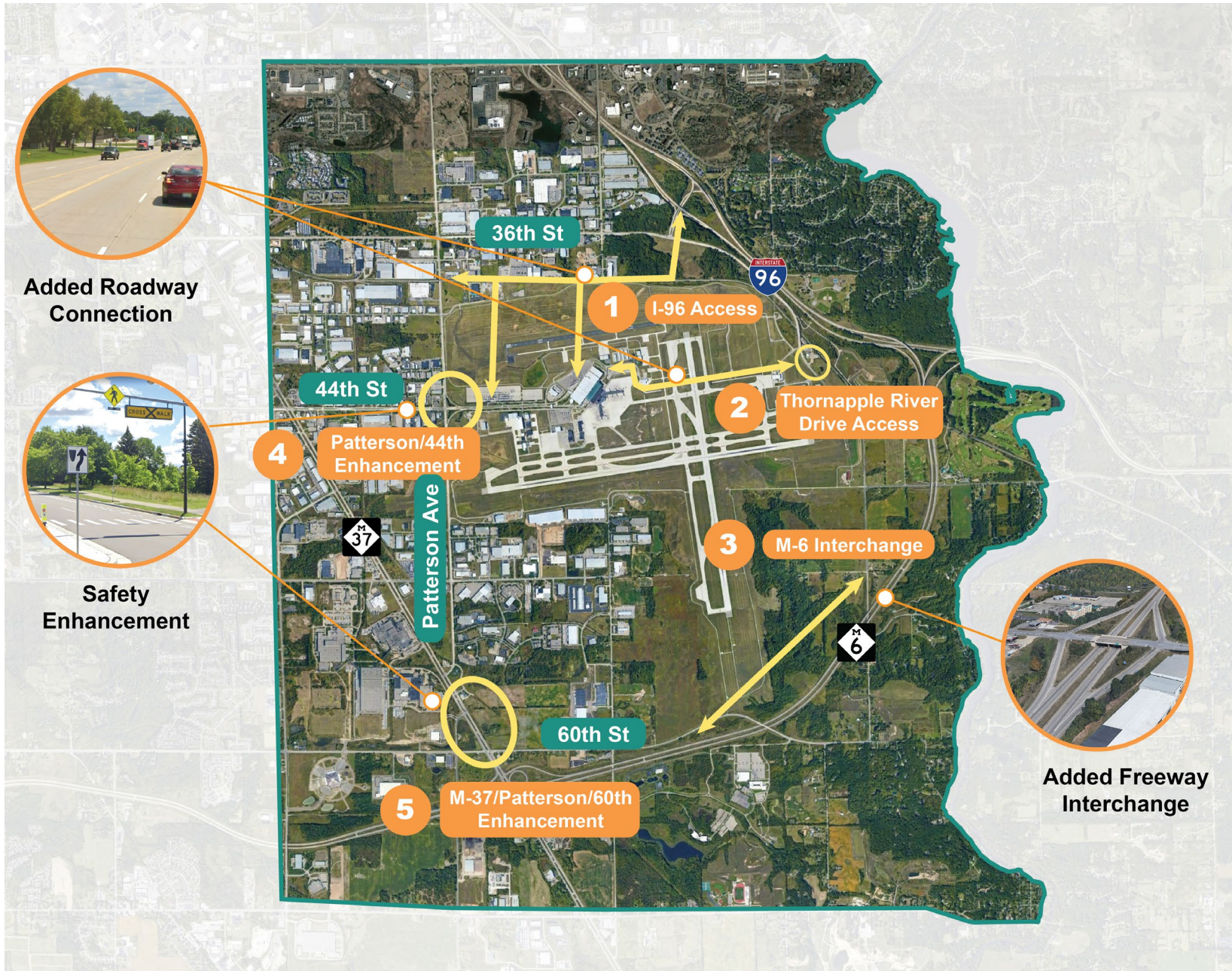
3a - 60th St

3c - Thornapple River Dr and 48th St

3d - 48th St

4. Patterson/44th Safety Enhancements

5. M-37/Patterson/60th Intersection Enhancements



Evaluation of Airport Roadway Access Alternatives

#	Alternative	Variations	Transportation Benefit	Planning / Land Use Compatibility	Environmental/ ROW Impacts	Estimated Project Cost	Public Support and Prioritization	Overall Rating	
1	I-96/36th Street Access	Direct I-96/36th Street Access							
			Provides most direct access from I-96	Compatible and could be phased in with Airport plans	Wetlands challenges may require mitigation	High project cost, \$100M+	Highest support from public	High benefits, higher costs	
		Indirect I-96/36th Street Access							
			Provides access from I-96 but does not save significant time	Compatible and could be phased in with Airport plans	Wetlands challenges may require mitigation	High project cost, \$100M+	Medium support from public	Not recommended	
2	Thornapple River Drive Access	Secondary Freight Access							
			Adds new access for only freight traffic	Part of Airport Master Plan	Minimal wetland/waterway impact	Low project cost	Medium support from public	Highly recommended	
		Air Cargo Drive Access							
			Provides new access from I-96 and M-6	Requires reconfiguration of airport uses	Minimal wetland/waterway impact	High project cost; infrastructure and airport reconfig.	Favorable input from public	Complex and high-cost project, potential benefits	

Evaluation of Airport Roadway Access Alternatives

#	Alternative	Variations	Transportation Benefit	Planning / Land Use Compatibility	Environmental/ ROW Impacts	Estimated Project Cost	Public Support and Prioritization	Overall Rating	
3	M-6 Interchange	60th Street Interchange and Ring Road							
			Better connections to SW study area, close to M-37	Partially compatible with airport and land use plans	Wetlands challenges may require mitigation	Medium project cost; \$20M+	Relatively high support from public	Less potential benefit and planning consistency	
		Thornapple River Drive and 48th Street Partial Interchanges							
			Connections to SE study area, 48 th bridge connection	Compatible with local land use plan	Wetlands challenges may require mitigation	Relatively lower project cost; approx. \$15M	Relatively high support from public	Potentially recommended option; lower costs	
		48th Street Full Interchange							
			Connections to SE study area, 48 th bridge connection	Part of local land use planning	Wetlands challenges may require mitigation	Medium project cost; \$20M+	Relatively high support from public	Potentially recommended option; higher benefits	
4	Patterson Avenue /44th Street Enhancements	N/A							
			Likely congestion and safety benefits	Supports airport and land use plans	Minimal wetland/waterway impact	Relatively low project cost	Medium support from public	Likely recommended option	
5	M-37/Patterson Avenue/60th Street Intersection Enhancements	N/A							
			Focuses on safety improvements	Builds on current MDOT program	Minimal wetland/waterway impact	Relatively low project cost	Medium support from public	Likely recommended option	

Practical Alternatives

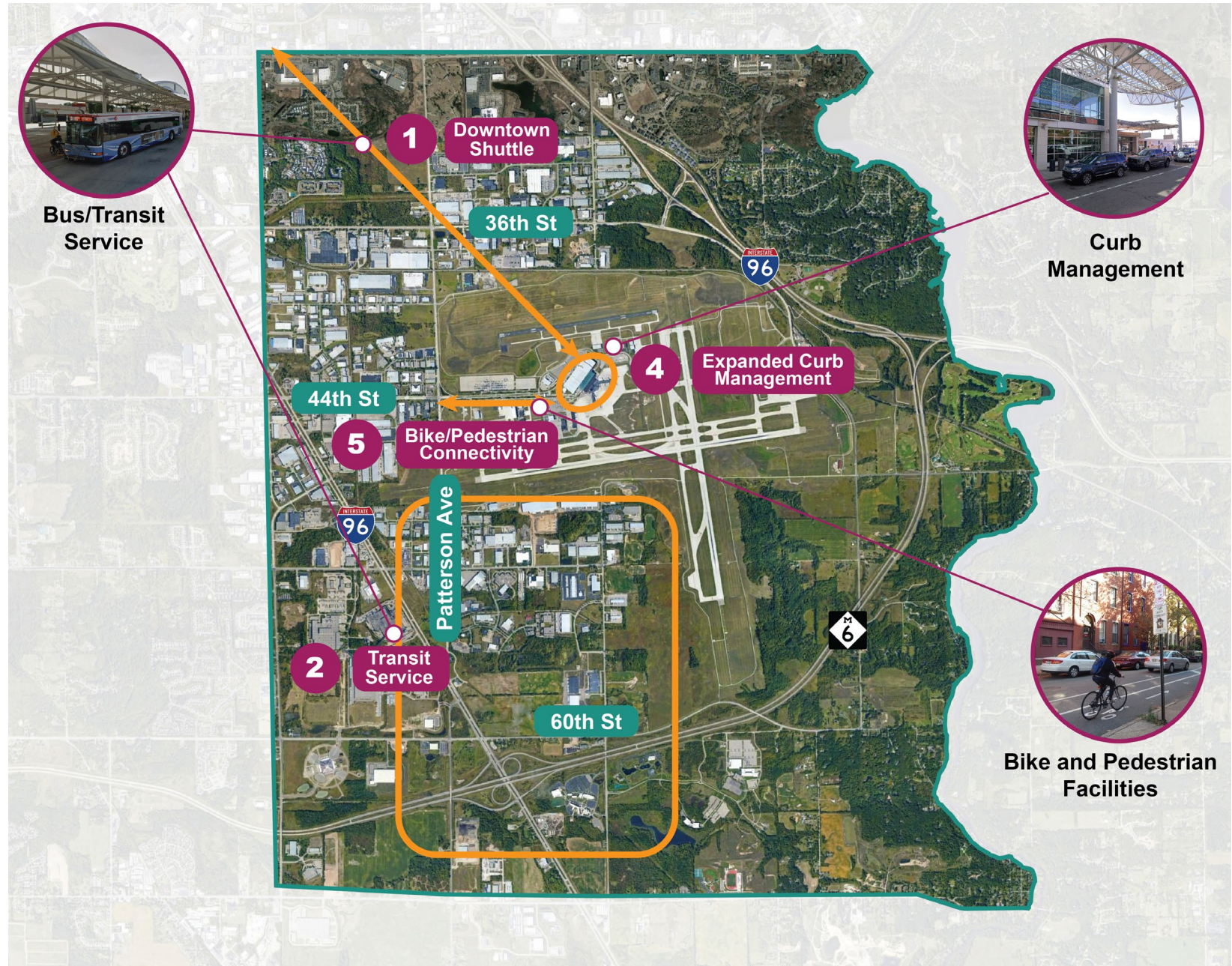
Multi-Modal Enhancements

1. Downtown Express Bus / Shuttle

2. Expanded Transit Service (Cascade / Caledonia)

4. Expanded Curb Management

5. Pedestrian / Bike Connectivity Enhancements



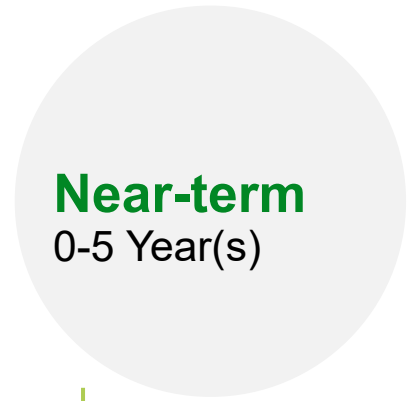
Evaluation of Multi-Modal Access Alternatives

#	Alternative	Transportation Benefit	Planning / Land Use Compatibility	Environmental/RO W Impacts	Estimated Project Cost	Public Support and Prioritization	Overall Rating
1	Downtown Express Bus/Shuttle						
		Provides new direct route from downtown to airport	Consistent with Airport and other plans	Minimal wetland/waterway impact	Medium operational cost; will depend on chosen concept	Highest support from public	Likely recommended project option
2	Expanded Transit Service (nearby airport)						
		Improves transit options, does not add direct Airport route	Compatible with plans; no documented jurisdiction support	Minimal wetland/waterway impact	Medium operational project cost	Relatively high support from public	Potentially recommended option; may be longer-term
4	Expanded Curb Access/Management						
		Improves terminal traffic, does not add access	Part of the Airport Plan	Minimal wetland/waterway impact	Low project cost	Medium support from public	Likely long-term; implemented by Airport with expansion
5	Pedestrian/Bike Connectivity Enhancements						
		Improves pedestrian/bike networks and facilities	Part of the Airport Plan	Minimal wetland/waterway impact	Low project cost	Relatively high support from public	Likely recommended project option; integrated into planning

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Recommended Alternatives (Preliminary)

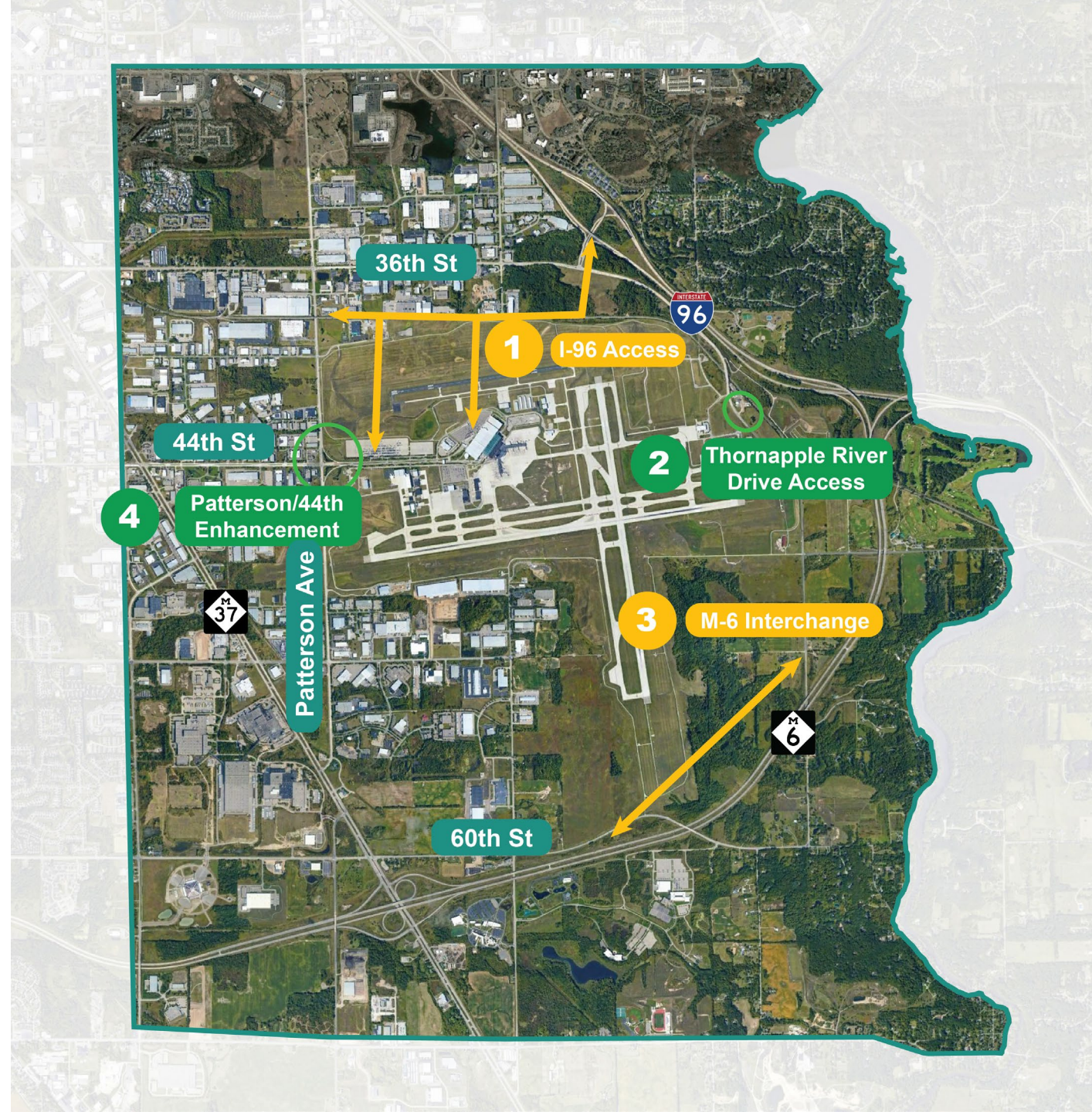
Timeline for Implementation



Recommended Alternatives

Airport Roadway Access

- 1. Access Points from I-96/36th Street**
1a - Direct Access (**Medium-term**)
- 2. Access Points from Thornapple River Drive**
2a - Secondary Freight Access (**Near-term**)
- 3. M-6 Interchange near 48th Street and 60th Street**
3c - Thornapple River Drive and 48th Street (**Medium-term**)
3d - 48th Street (**Medium-term**)
- 4. Patterson/44th Enhancements (**Near-term**)**
- 5. M-37/60th/Patterson Enhancements (**Near-term**)**



Recommended Alternatives

Airport Roadway Access

I-96/36th Street Access - *Direct Access*

- Medium-term
- Project Cost Estimate: \$130M-\$170M

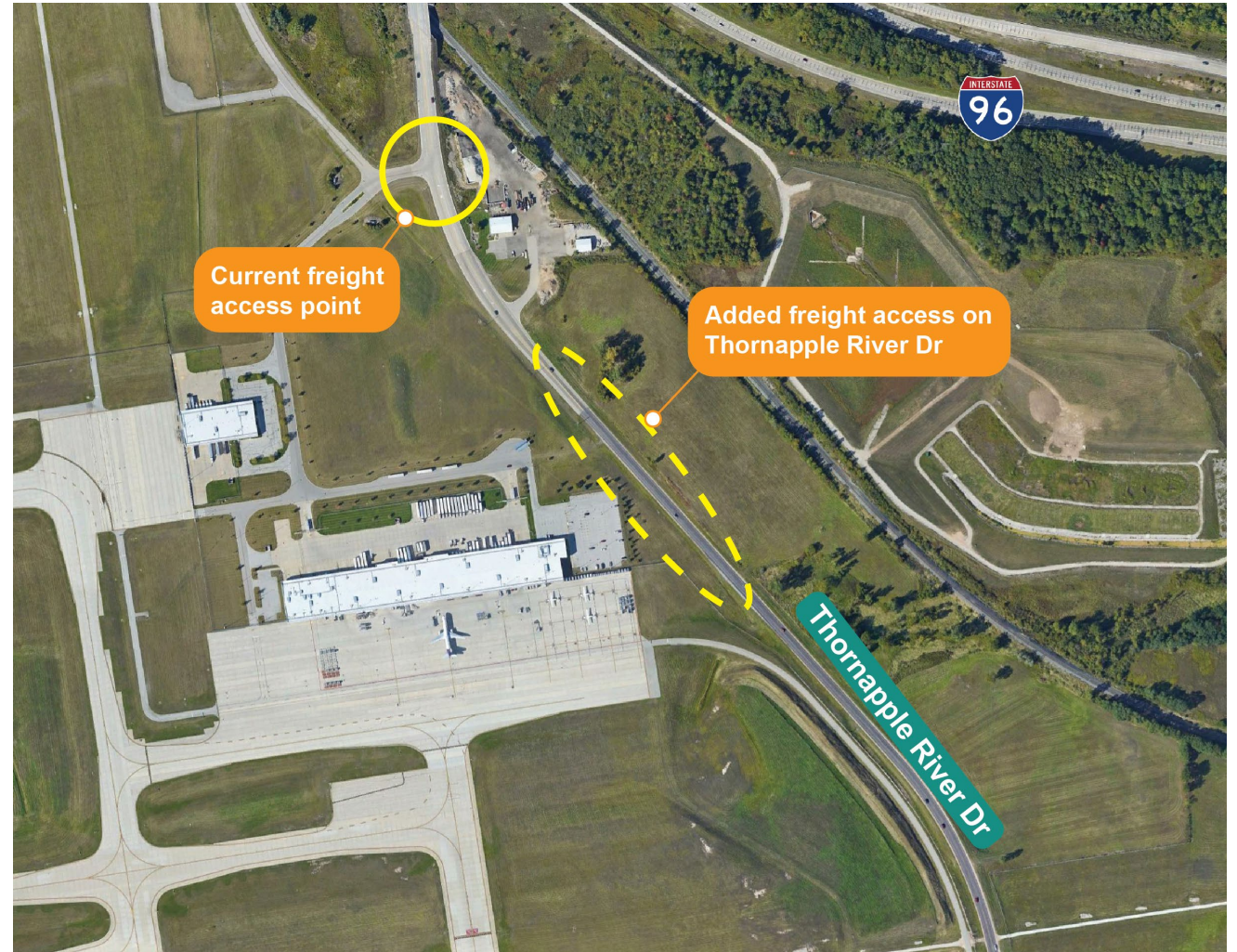


Recommended Alternatives

Airport Roadway Access

Thornapple River Drive Access - *Secondary Freight Access*

- Near-term
- Project Cost Estimate: \$2 million



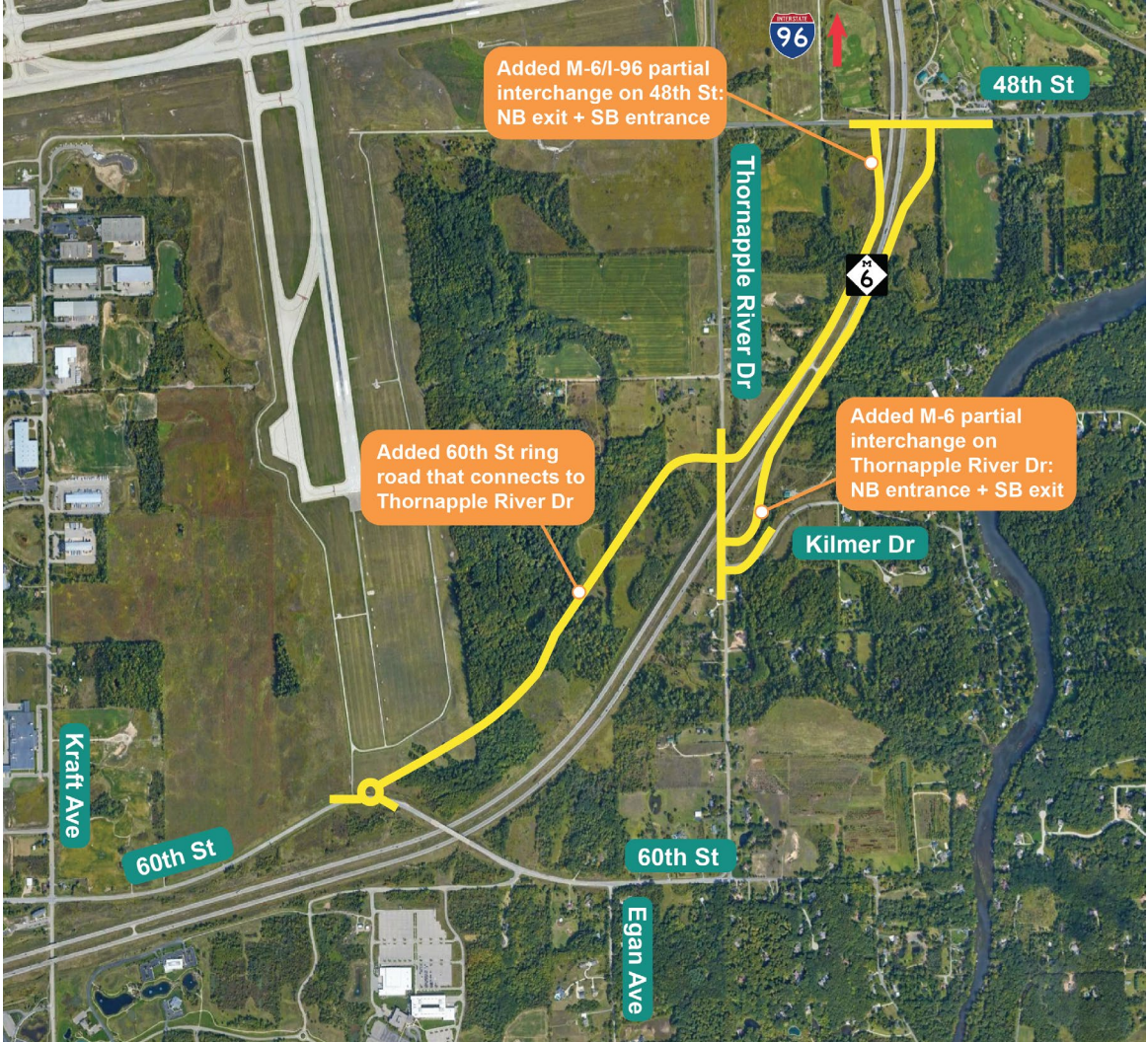
Recommended Alternatives

Airport Roadway Access

M-6 Interchange - Thornapple River Drive and 48th Street Partial Interchanges

- Medium-term
- Project Cost Estimate: \$13M-\$17M
(Optional ring road add-on: \$8M-\$10M)

Key Choice



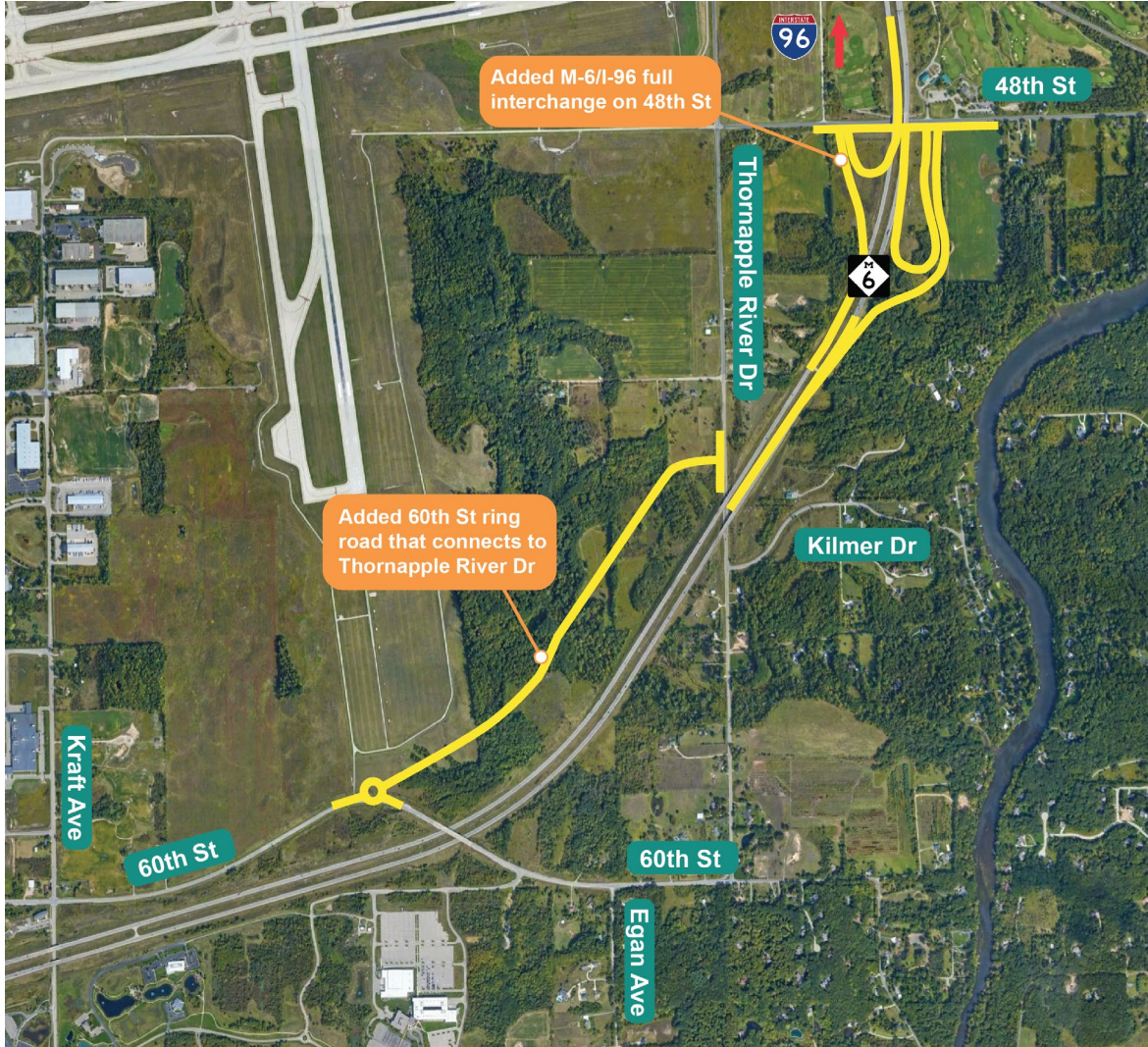
Recommended Alternatives

Airport Roadway Access

M-6 Interchange - 48th Street Full Interchange

- Medium-term
- Project Cost Estimate: \$20M-\$25M
(Optional ring road add-on: \$8M-\$10M)

Key Choice

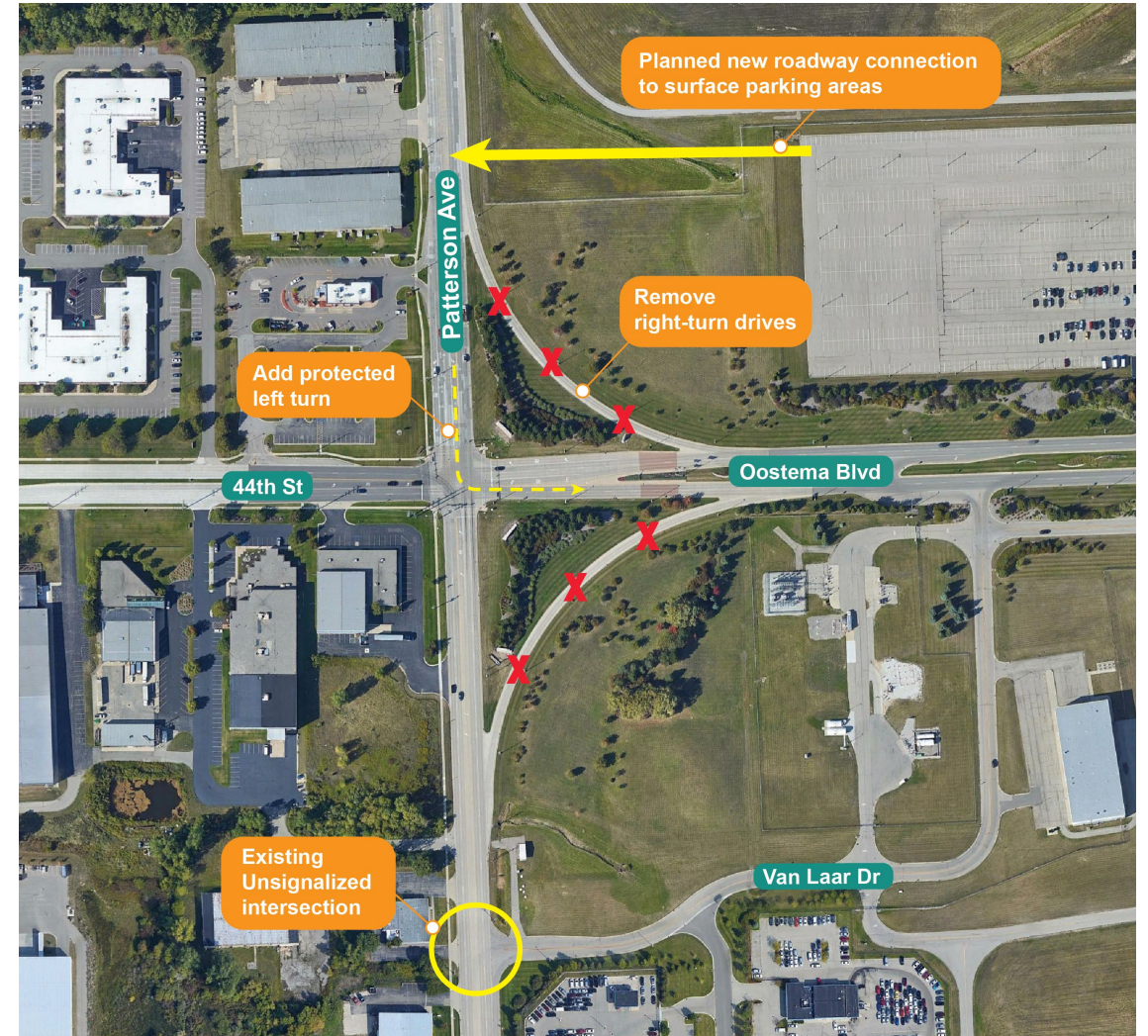


Recommended Alternatives

Airport Roadway Access

Patterson Avenue/44th Street Enhancement

- Near-term
- Project Cost Estimate: Pending

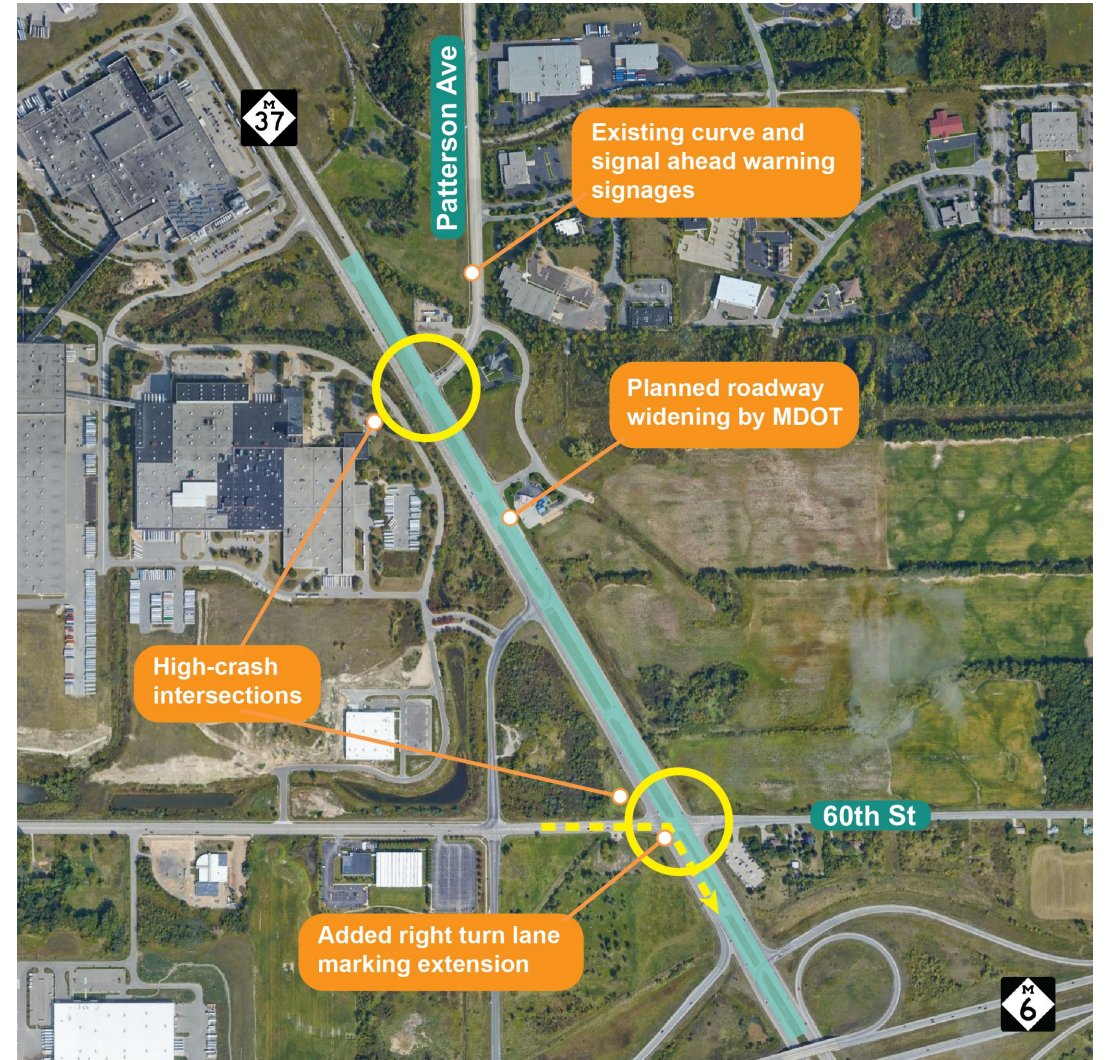


Recommended Alternatives

Airport Roadway Access

M-37/Patterson Avenue/60th Street Enhancement

- Near-term
- Project Cost Estimate: Pending



Practical Alternatives

Multi-Modal Enhancements

1. Downtown Express Bus / Shuttle
(Near-term)

2. Expanded Transit Service (Cascade /
Caledonia) (Medium-term)

4. Expanded Curb Management
(Medium-term)

5. Pedestrian / Bike Connectivity
Enhancements (Near-term)



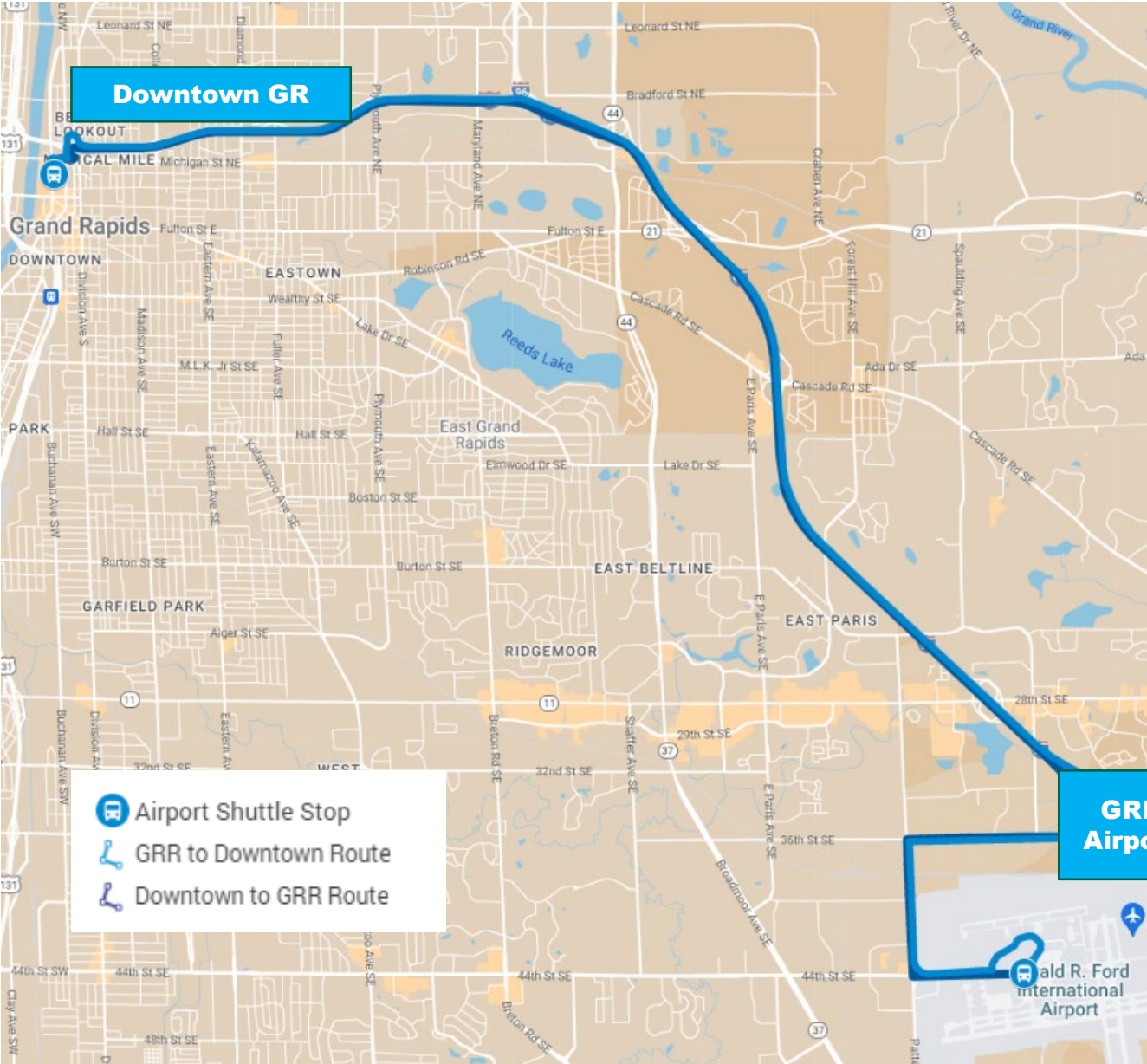
Key Choice

Recommended Alternatives

Multi-Modal Enhancements

Downtown Express Bus / Shuttle
Scenario 1 – Direct GRR & Downtown Shuttle

- Travel Distance: 14.4 miles
- Travel Time: 30 minutes
- 19 minutes driving + ~4 minutes stopping + ~7 minutes recovery (one-way)
- Frequency: 30 minutes
- Vehicles: 2 coach buses
- Service Span: 6am – 10pm, 7 days/week
- Fare: \$10-\$15 (would be set to minimize impact)
- Operated by private service provider, e.g. coach bus operator
- Operating Cost: Assumes \$155 per hour for private provider; \$1.81m/year



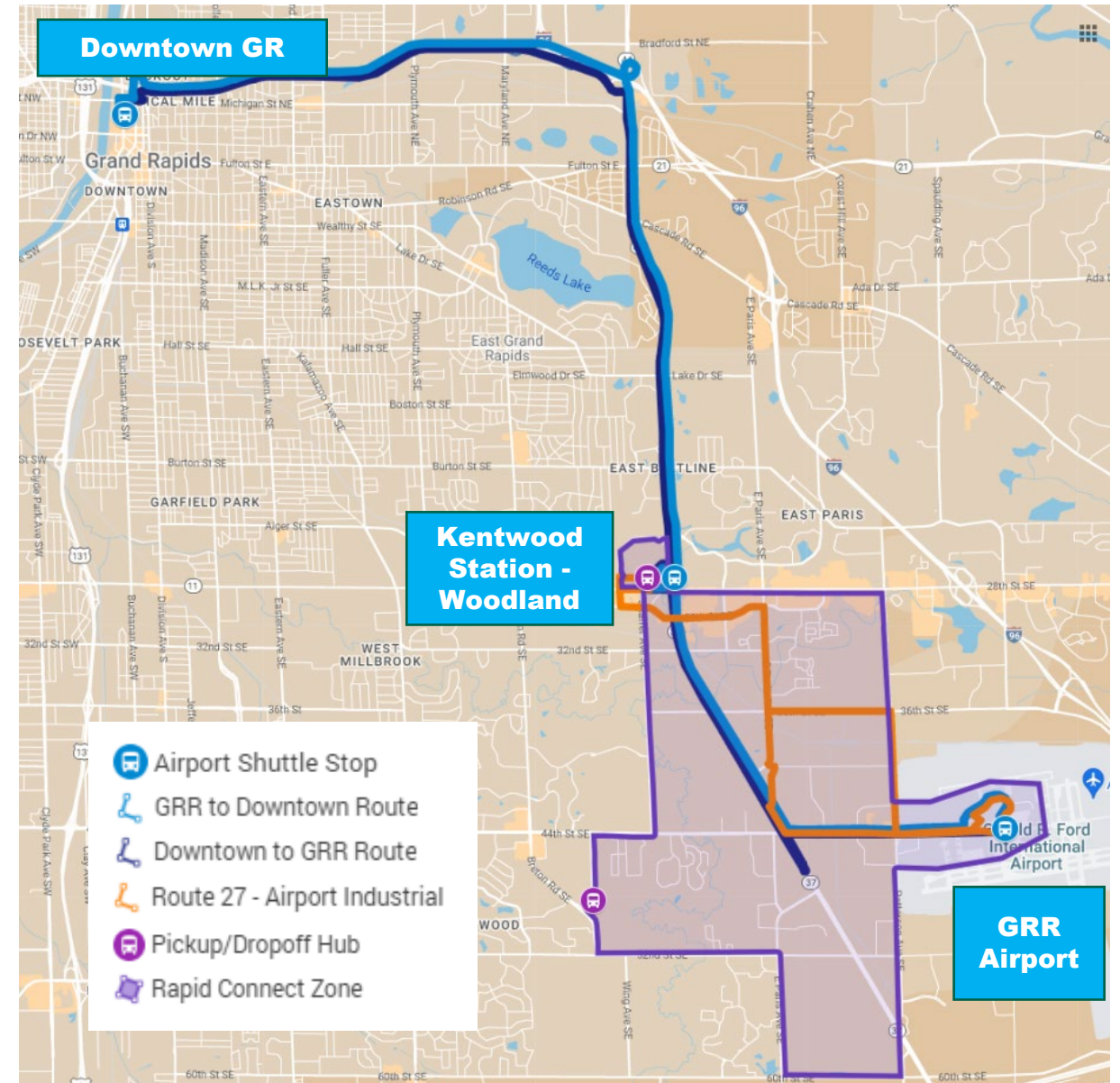
Recommended Alternatives

Multi-Modal Enhancements

Downtown Express Bus / Shuttle

Scenario 2 – GRR & Woodland & Downtown Shuttle

- Travel Distance: 13.6 miles
- Travel Time: 45 minutes (one way)
- 25 minutes driving + ~6 minutes stopping + ~14 minutes recovery
- Frequency: 30 minutes
- Vehicles: 3 standard buses
- Service Span: 6am – 10pm, 7 days/week
- Fare: \$1.75
- Extension of The Rapid system; replaces Route 27 (Rapid Connect Zone covers other Route 27 stops)
- Operating Cost: Assumes \$92 per hour for additional service hours. \$800k to \$1.2m/year (factoring in removal of Route 27)



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Next Steps

Development of Recommended Alternatives

- Review / confirm project recommendations with key implementing stakeholders (e.g., Airport, MDOT, County, The Rapid)
- Document Practical Alternatives Screening in memorandum
- Further refine design assumptions and implementation cost estimates for recommended projects; integrate into implementation plan

Public Engagement Schedule

Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

Meeting Schedule and Topics

1  Public
TAC

2  Public
TAC

3  Public
TAC

1

Identify



Key findings from existing conditions, draft Purpose and Need, conceptual alternatives



Ranking and rating of needs, location-based issues identification, feedback on conceptual alternatives

2

Examine

Practical alternatives and their pros/cons

Voting/budgeting and comments on practical alternatives

3

Advise

Recommended alternative(s), next steps toward project implementation

Comments on recommended alternative(s) and buy-in



For each phase: TAC meeting, public meeting, and online survey