

# Airport Access Study

Technical Advisory Committee Meeting #1

Friday, February 18, 2022

# Agenda

- 1 Introductions
- 2 Study Overview
- 3 Key Existing Conditions Findings
- 4 Purpose and Need (draft)
- 5 Conceptual Alternatives
- 6 Public Engagement Plan

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# Introductions

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# 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

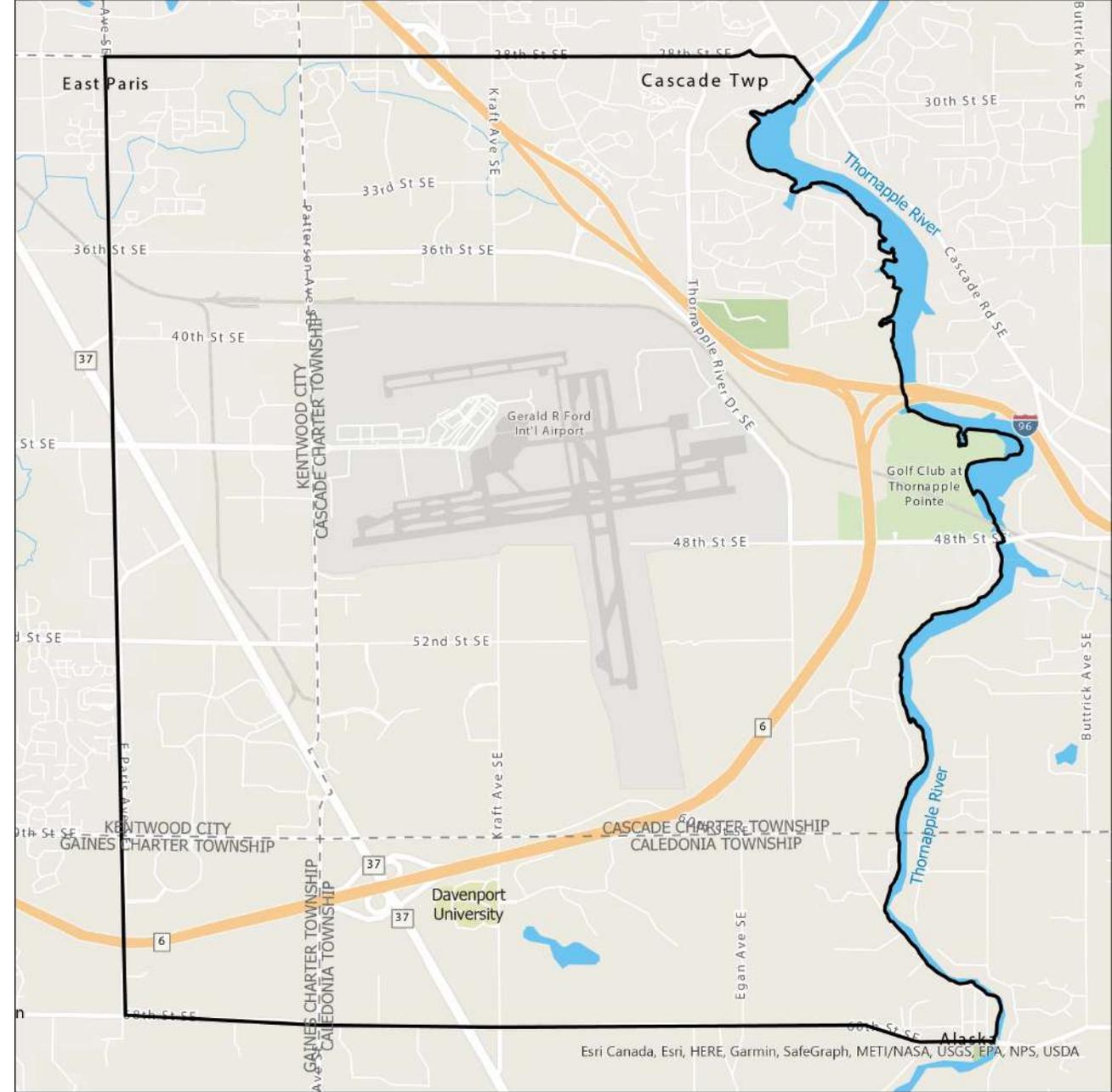
Organization / Agency	Name(s)
The Rapid	Nick Monoyios
Kent County	Al Vanderberg
The Right Place	Tim Mroz
GR Chamber	Josh Lunger
Experience GR	Doug Small

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# Study Overview

# Grand Rapids Airport Access Study

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



Study Area Boundaries

Jurisdictions

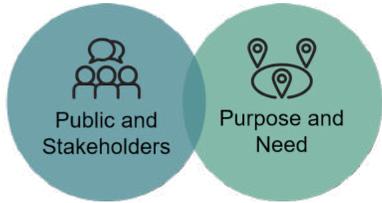
0 0.25 0.5 1 1.5 2 Miles



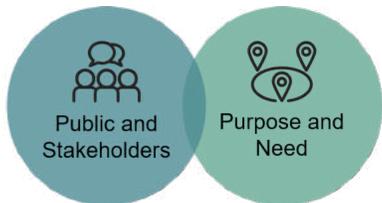
# Scope of Work



## Task 4 ▼ *Identification*



## Task 5 ▼ *Evaluation*



## Task 6 ▼ *Detailed Review*



Recommended Alternative(s)





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# Key Existing Conditions Findings

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## **Existing Conditions Overview**

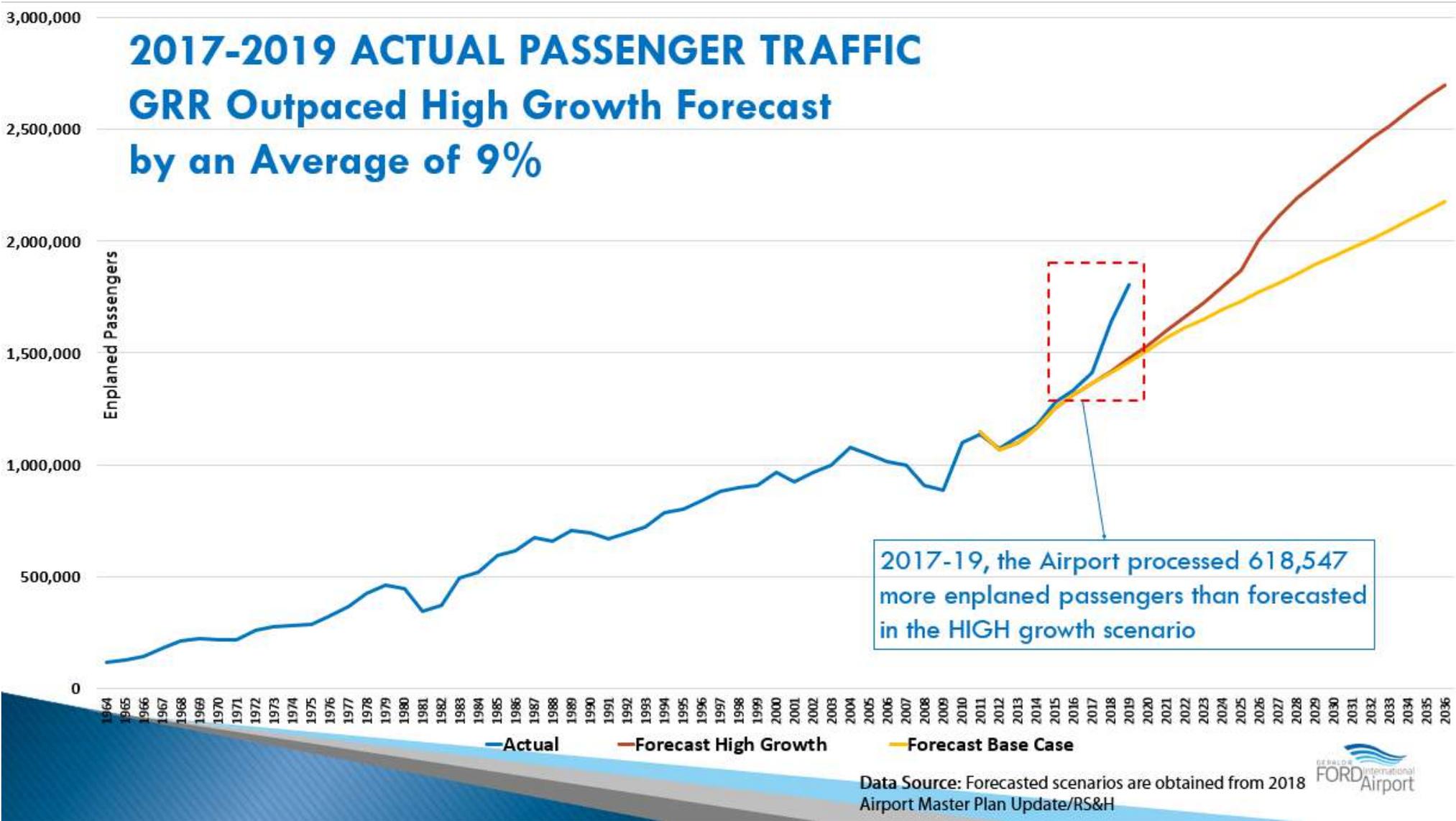
### **Purpose:**

- Understand options available for getting to/from the airport today
- Identify where people are coming from and how they're traveling

### **Methodology:**

- Reviewed previous plans and studies
- Analyzed data from GVMC and GRR
- Utilized mobile device-based data (Replica)

# Recent and Projected Airport Passenger Growth

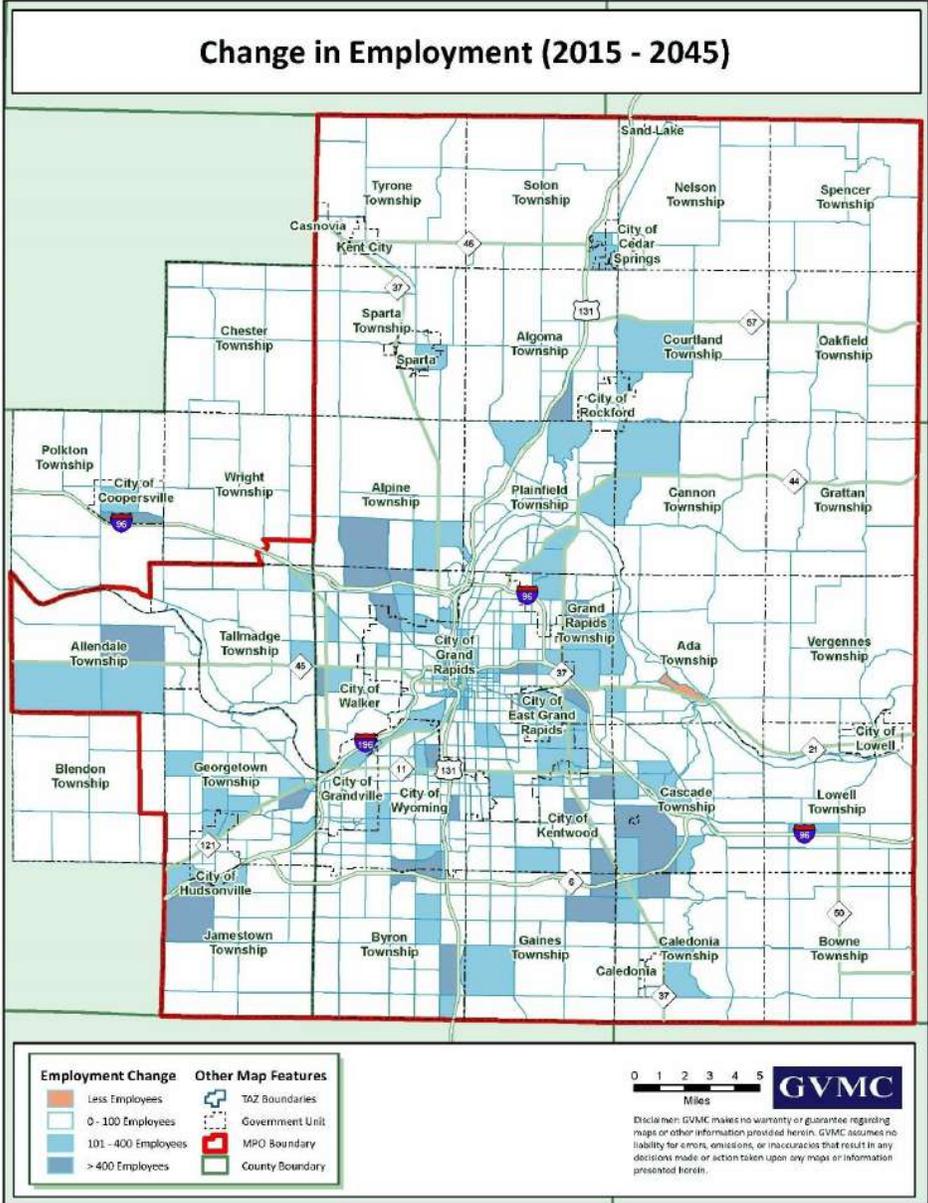
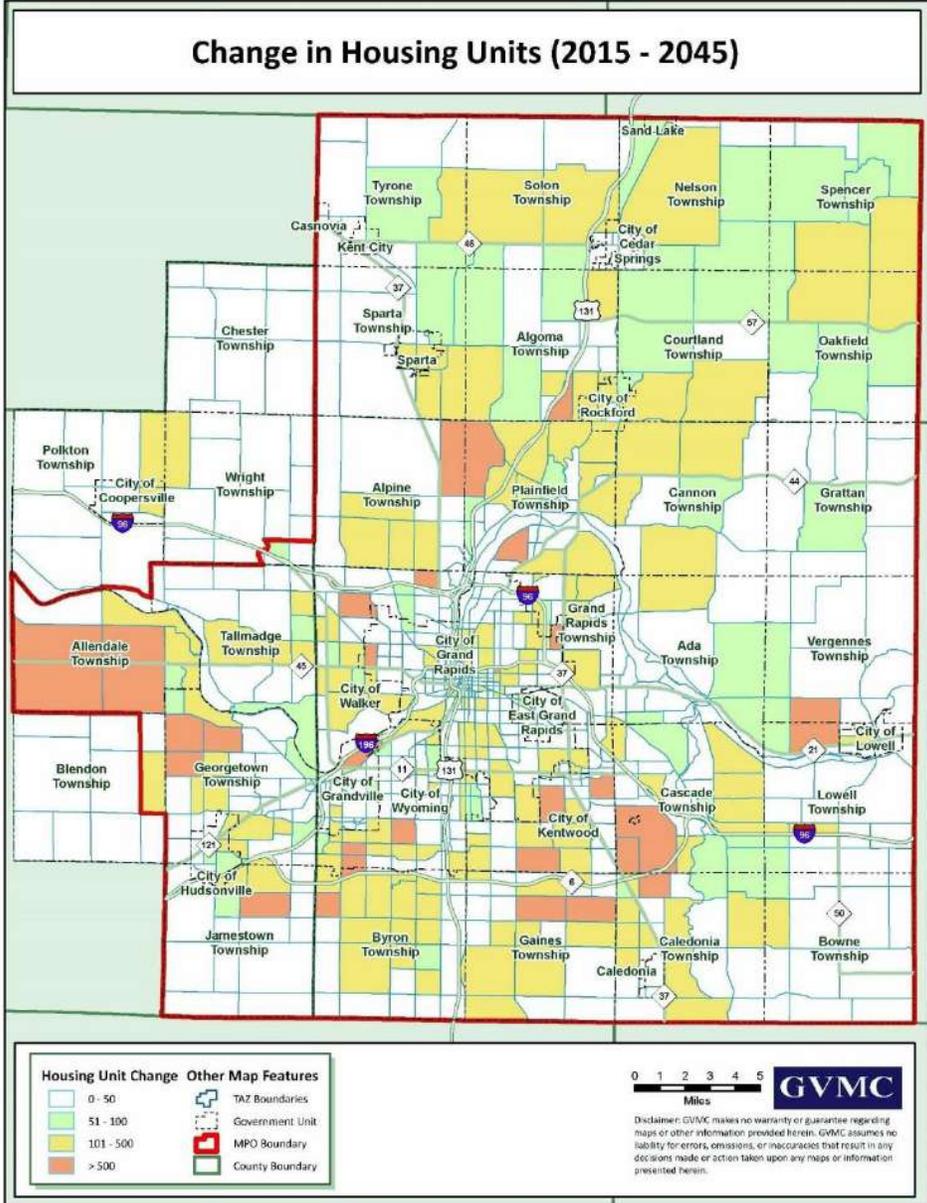


Source: GRR

Data Source: Forecasted scenarios are obtained from 2018 Airport Master Plan Update/RS&H

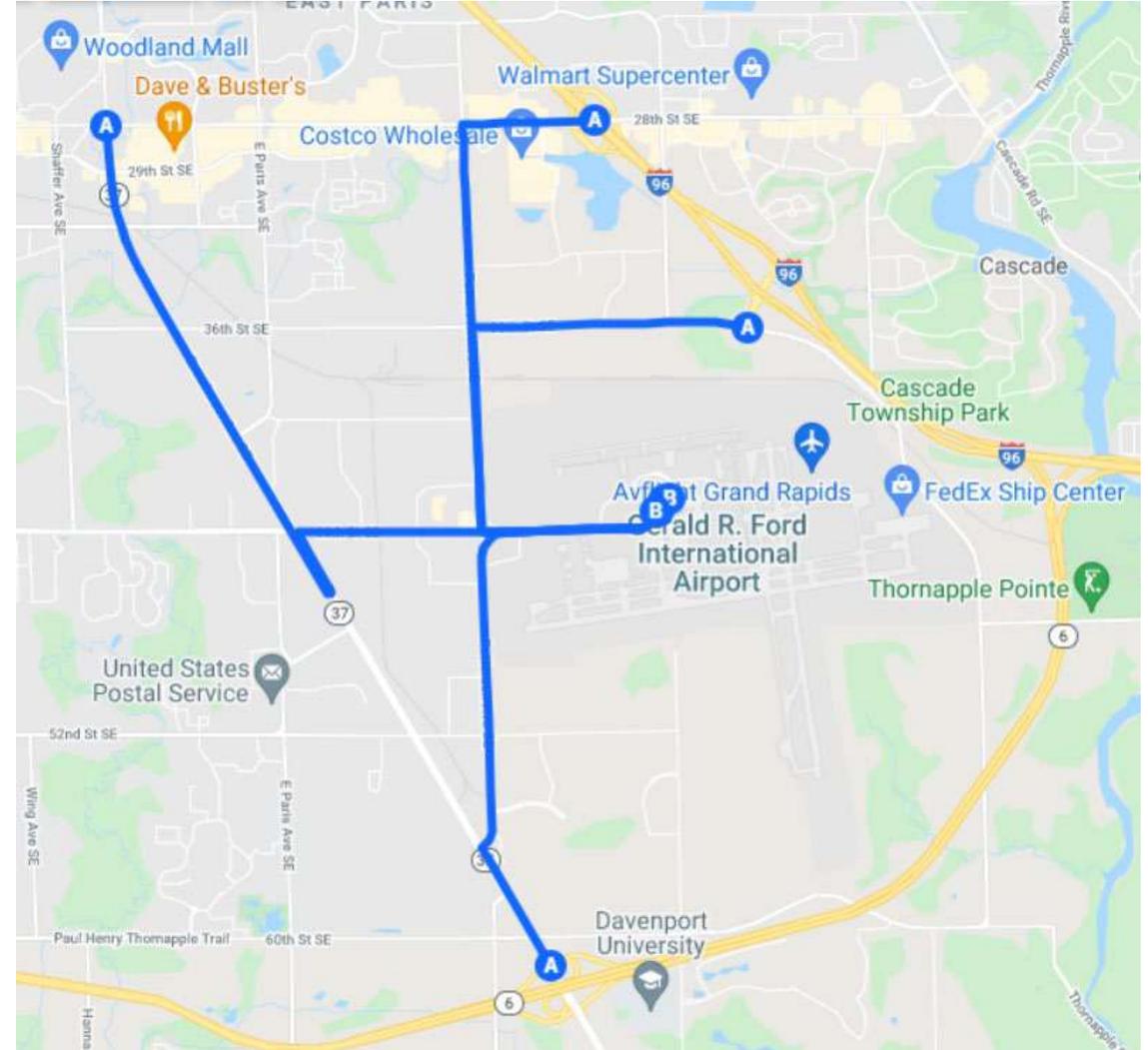


# Recent and Projected Household and Employment Growth



# Current Access Routes

To GRR From:	Peak Travel Time (Arrive by 9am)	Off-Peak Travel Time (Arrive by 9pm)
<b>M-6 &amp; M-37 (Broadmoor Avenue)</b>		
Via Patterson Avenue	4-7 minutes	4-6 minutes
<b>I-96 &amp; M-11 (28<sup>th</sup> Street)</b>		
Via Patterson Avenue	5-10 minutes	5-8 minutes
Via 36 <sup>th</sup> Street	6-10 minutes	6-9 minutes
Via Hotel Avenue and Patterson Avenue	6-12 minutes	7-10 minutes
<b>I-96 &amp; 36<sup>th</sup> Street</b>		
Via 36 <sup>th</sup> Street and Patterson Avenue	4-8 minutes	4-6 minutes
Via 33 <sup>rd</sup> Street and Patterson Avenue	6-10 minutes	6-9 minutes
<b>M-37 (Broadmoor Avenue) &amp; M-11 (28<sup>th</sup> Street)</b>		
Via Broadmoor Avenue	6-12 minutes	6-10 minutes
Via 28 <sup>th</sup> Street and Patterson Avenue	6-12 minutes	6-12 minutes
Via Patterson Avenue	7-12 minutes	7-12 minutes

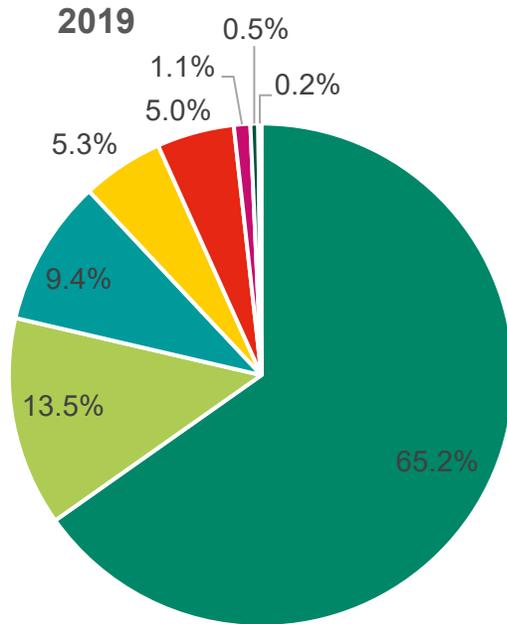


Source: Google Maps

# Current Access Modes

## Study Area

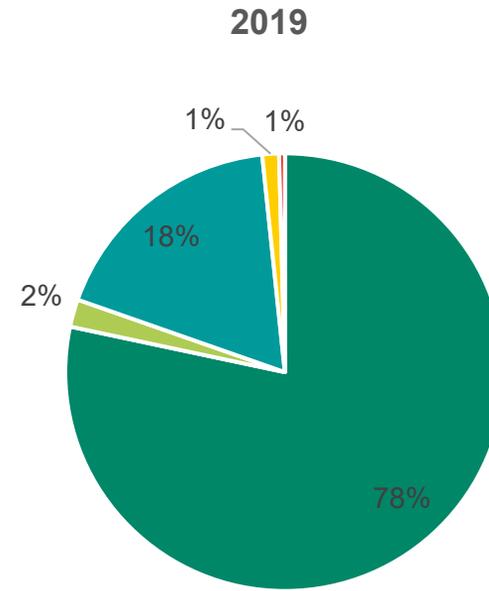
- Private auto
- Walking
- Commercial vehicle (freight)
- Unknown
- Auto passenger
- Taxi/TNC
- Public transit
- Biking



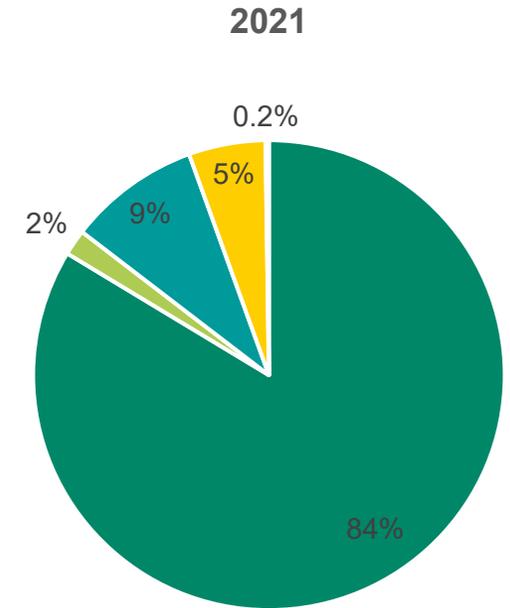
Source: September-November 2019 Replica Places data

## Airport

- Parking Tickets Issued
- Metro Cab Pick-Up/Drop-Offs
- Uber Pick-Up/Drop-Offs
- Lyft Pick-Up/Drop-Offs
- The Rapid Ridership



Source: GRR



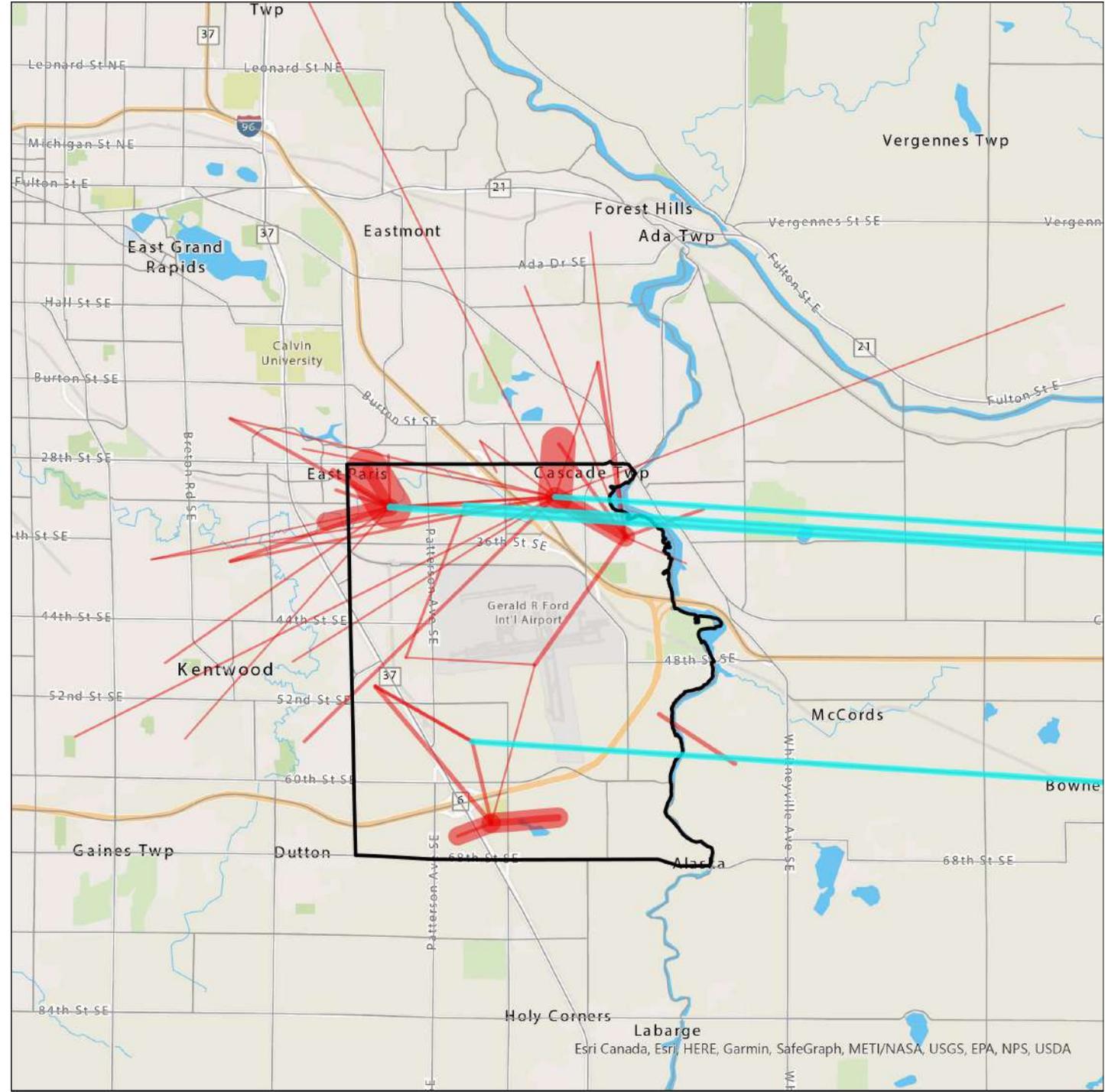
# Travel Flows

## Study Area TAZ Travel Flows

Percent of Total Trips

- 1%
- 5%
- 10%
- Out-of-Region Trips
- Traffic Analysis Zones (TAZs)
- ▭ Study Area Boundaries

Source: September-November 2019 Replica Places data



# Driving

## Crashes 2016-2020

Worst Injury in Crash

- ▲ Fatal injury (K)
- ▲ Suspected Serious Injury (A)

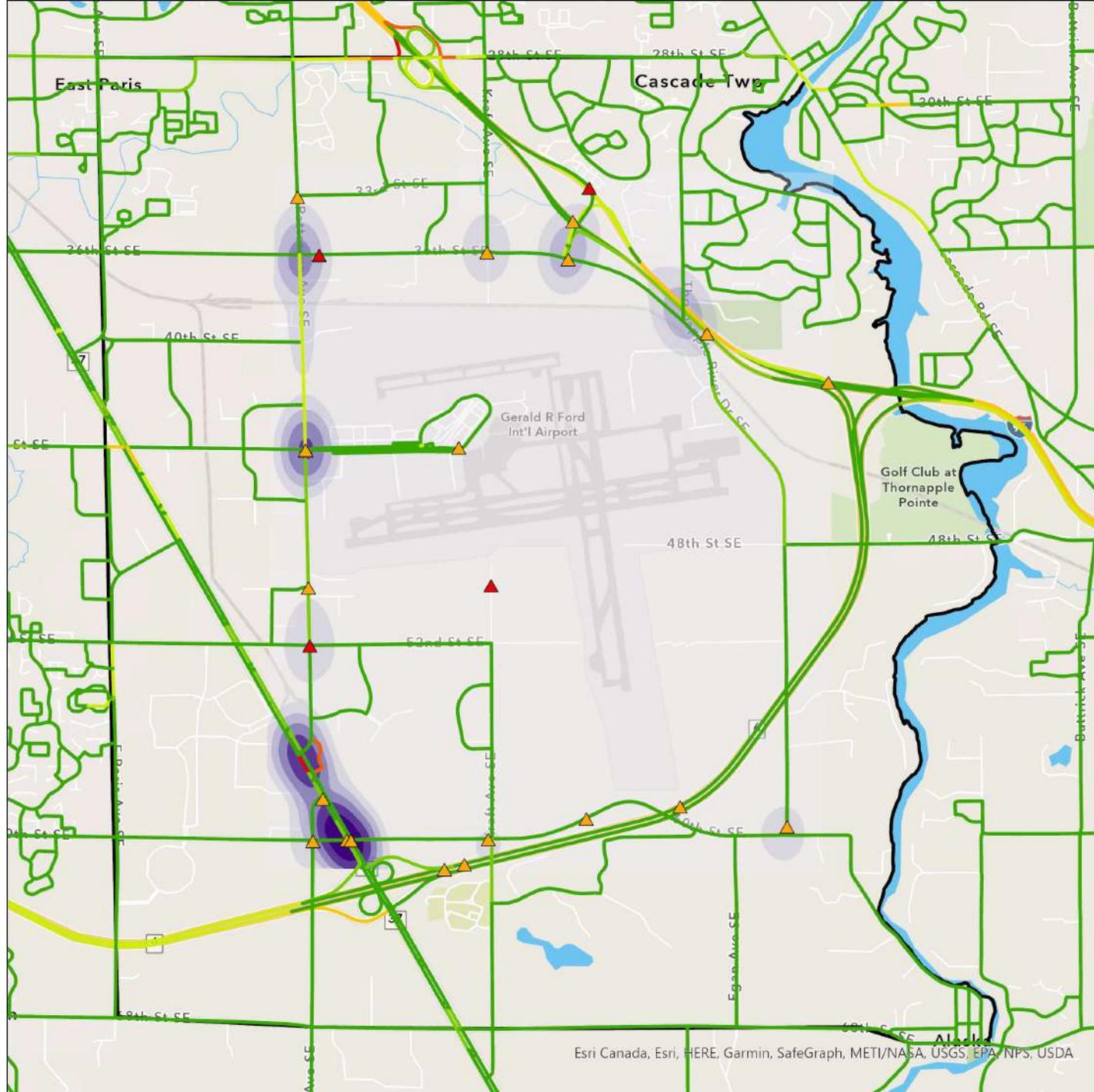
## Level of Service

- A (<0.60 V/C)
- B (0.60-0.10 V/C)
- C (0.70-0.80 V/C)
- D (0.80-0.90 V/C)
- E (0.90-1.00 V/C)
- F (>1.00 V/C)

## Crash Density 2016-2020

- Low
- High

Source: GVMC



# Walking and Biking

## Existing Nonmotorized Facilities

-  Crosswalk
-  Shared Use Path
-  Sidepath
-  Sidewalk

## Proposed Nonmotorized Facilities

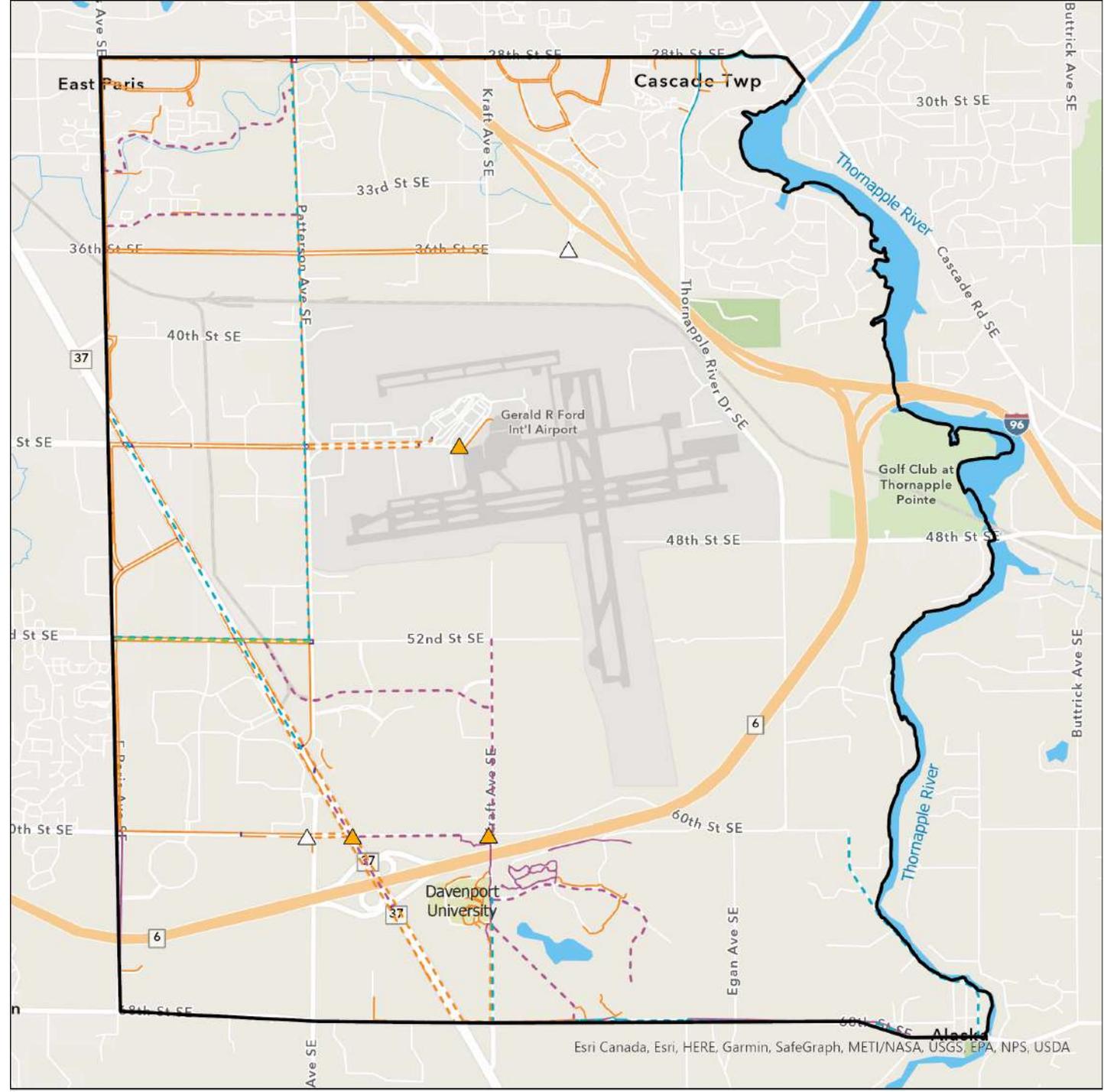
-  Crosswalk
-  Shared Use Path
-  Sidepath
-  Sidewalk
-  Bicycle Lane
-  Pedestrian Bridge

## Nonmotorized Crashes 2016-2020

Worst Injury in Crash

-  Fatal injury (K)
-  Suspected Serious Injury (A)
-  Suspected Minor Injury (B)
-  Possible Injury (C)

Source: GVMC



# Transit

 The Rapid Bus Stops

## The Rapid Bus Routes

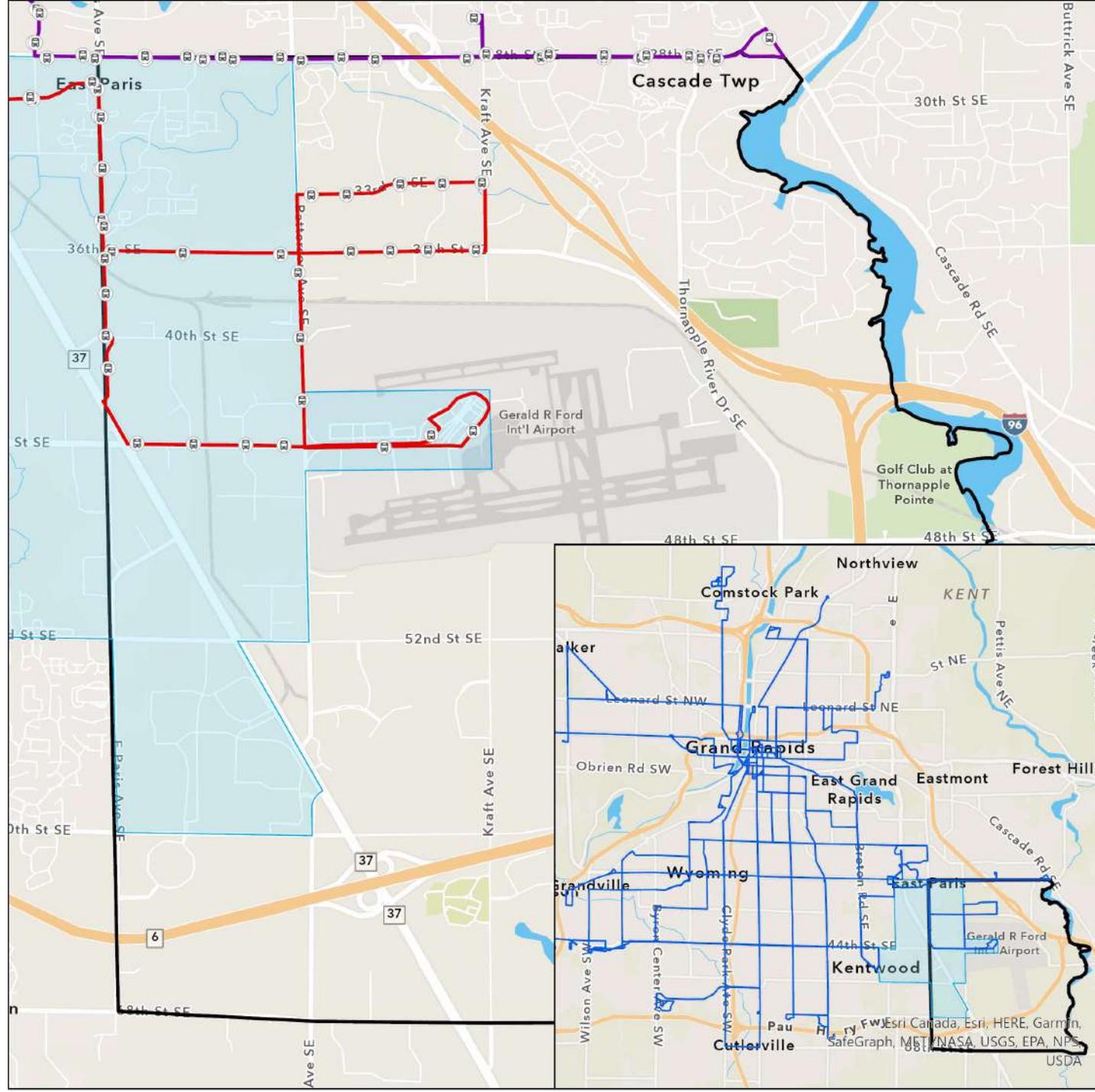
 Airport Industrial

 East 28th

 All Other Routes

 Kentwood On-Demand Zone

Source: The Rapid



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## Items for Further Investigation

- **GVMC Travel Demand Model:**

- 2015-2045 household and employment growth statistics
- Change in trips to the airport over time
- 2045 projected traffic volumes / LOS for roadways within the study area

- **MDOT:**

- Plans for additional lane on I-96
- Reconfiguration plans for the I-96/28th St and M-6/Broadmoor Ave interchanges

- **Gaines Township:**

- Description of planned land use and development (more up-to-date than Master Plan)

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# Purpose and Need

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# Improved airport access is needed due to:

Unreliable traffic conditions



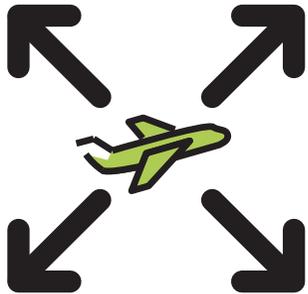
Indirect circulation from major expressways



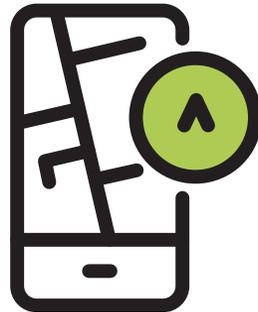
Safety and security



Airport expansion plans



Changing access patterns



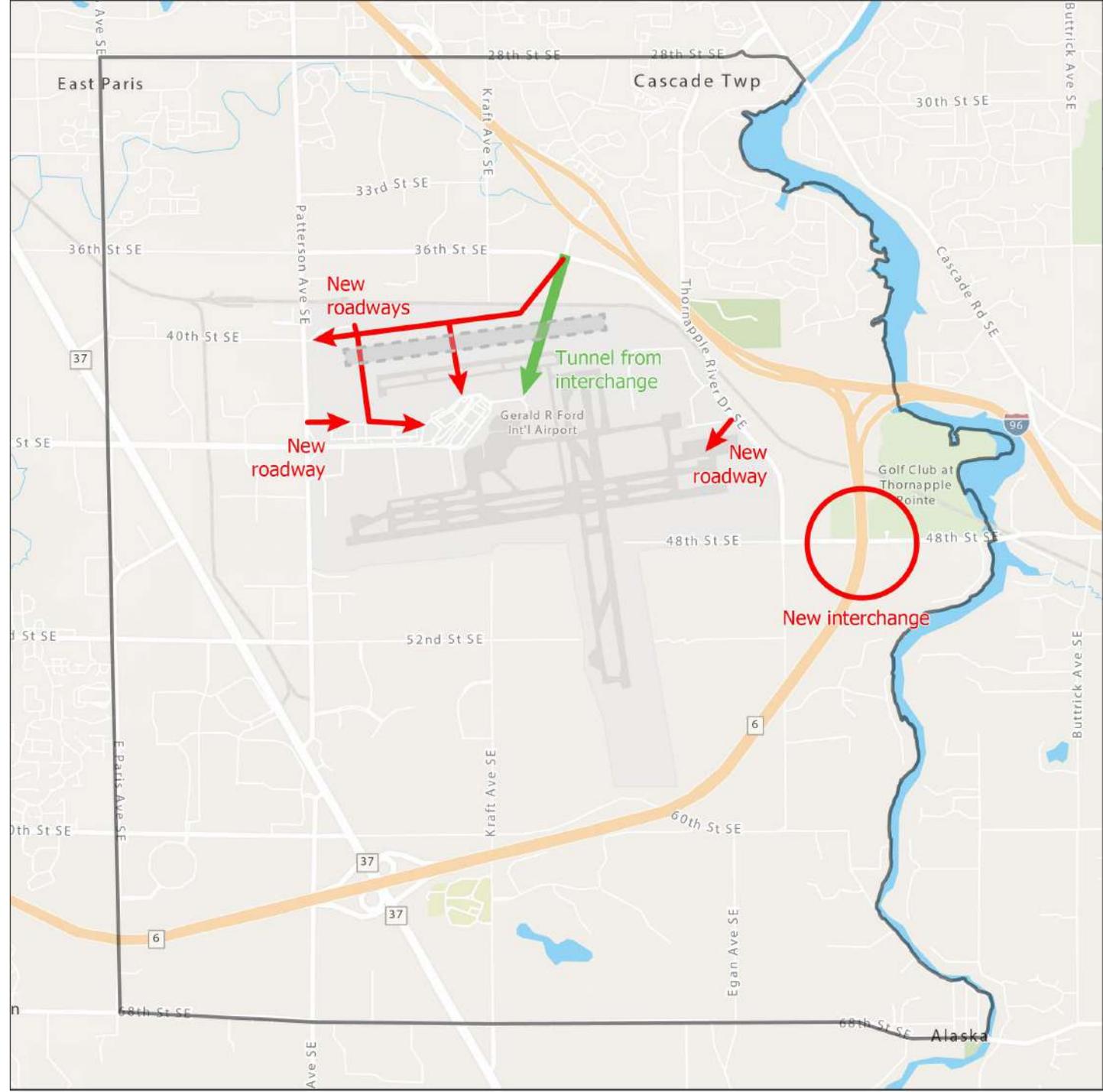
How to measure  
**SUCCESS** in terms  
of improving  
airport access?

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# Conceptual Alternatives

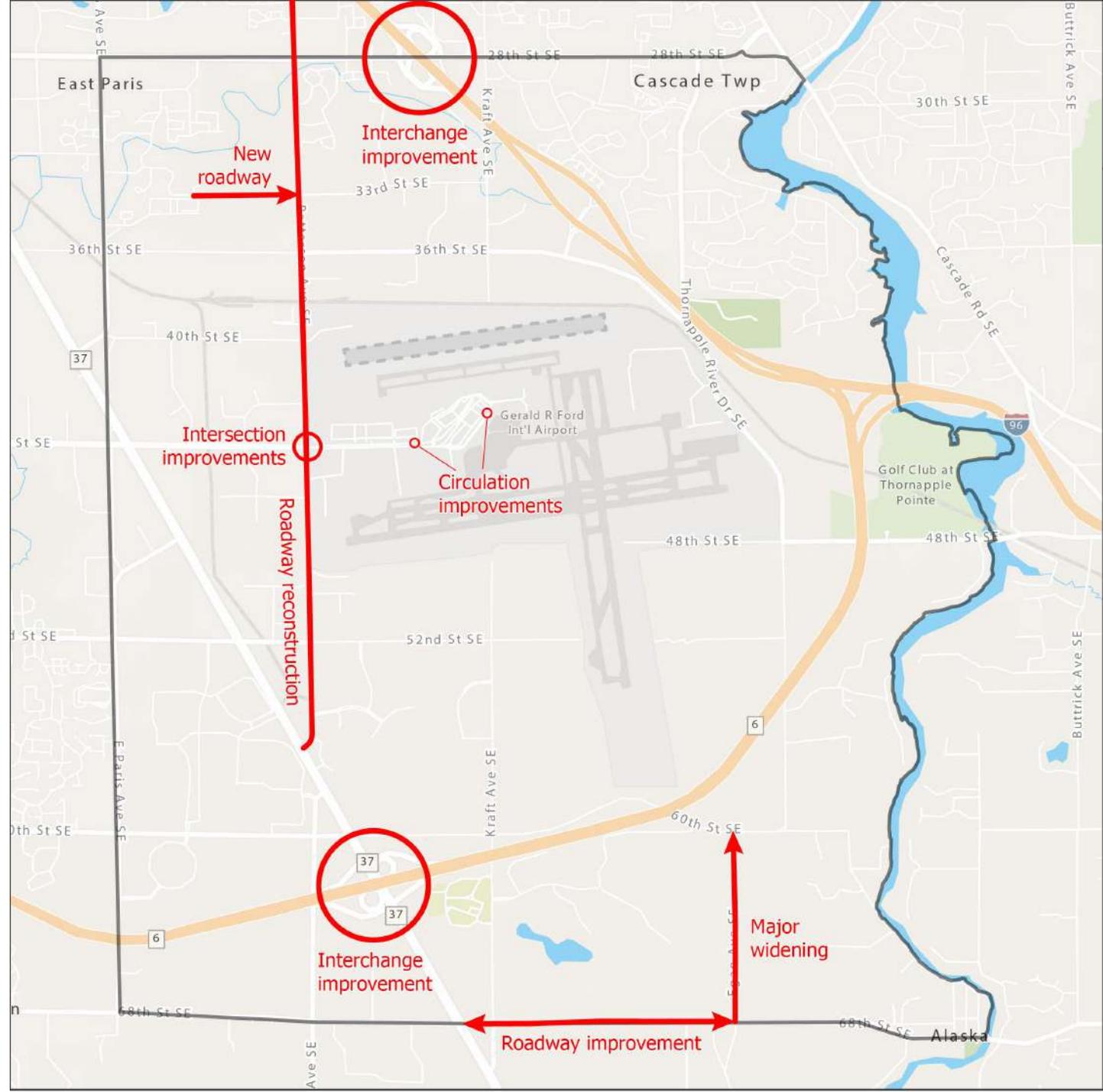
# Conceptual Alternatives

What other ideas should we consider for improving access to, and circulation around, the airport?



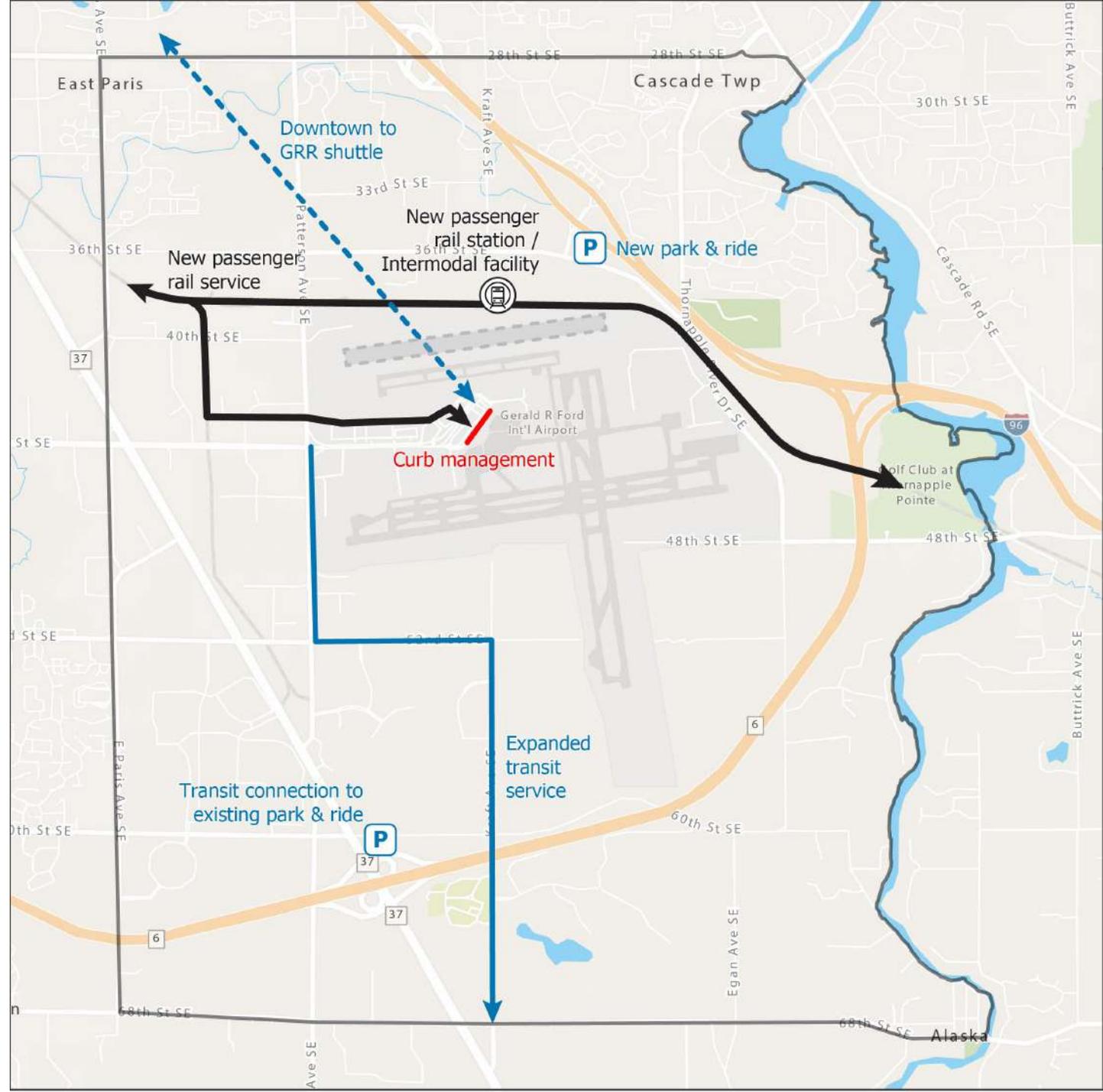
# Complementary Transportation Projects

What other ideas should we consider for improving access to, and circulation around, the airport?



# Options for Alternative Transportation

What other ideas should we consider for improving access to, and circulation around, the airport?



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# Public Engagement Plan

# Schedule

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

Meeting Schedule  
and Topics

1  Public  
TAC

2  Public  
TAC

3  Public  
TAC

**WE  
ARE  
HERE**

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

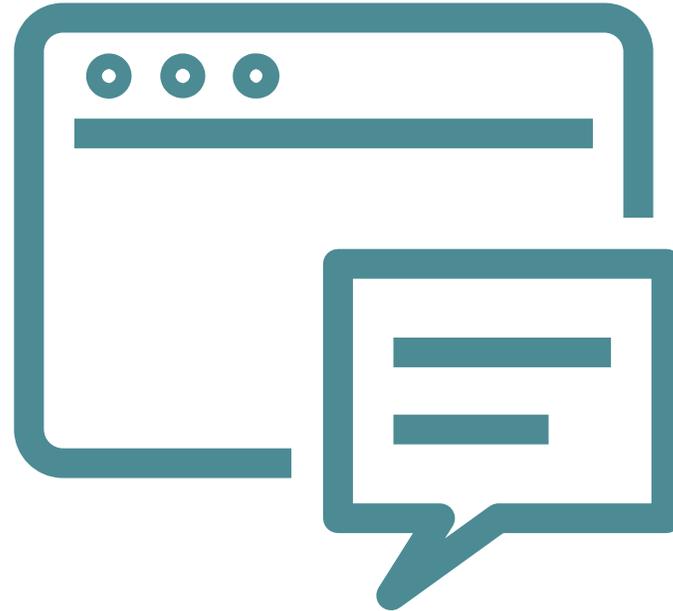
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# Public Engagement Methods

## Story Map with Built-In Survey

When: March-April

Where: GVMC website



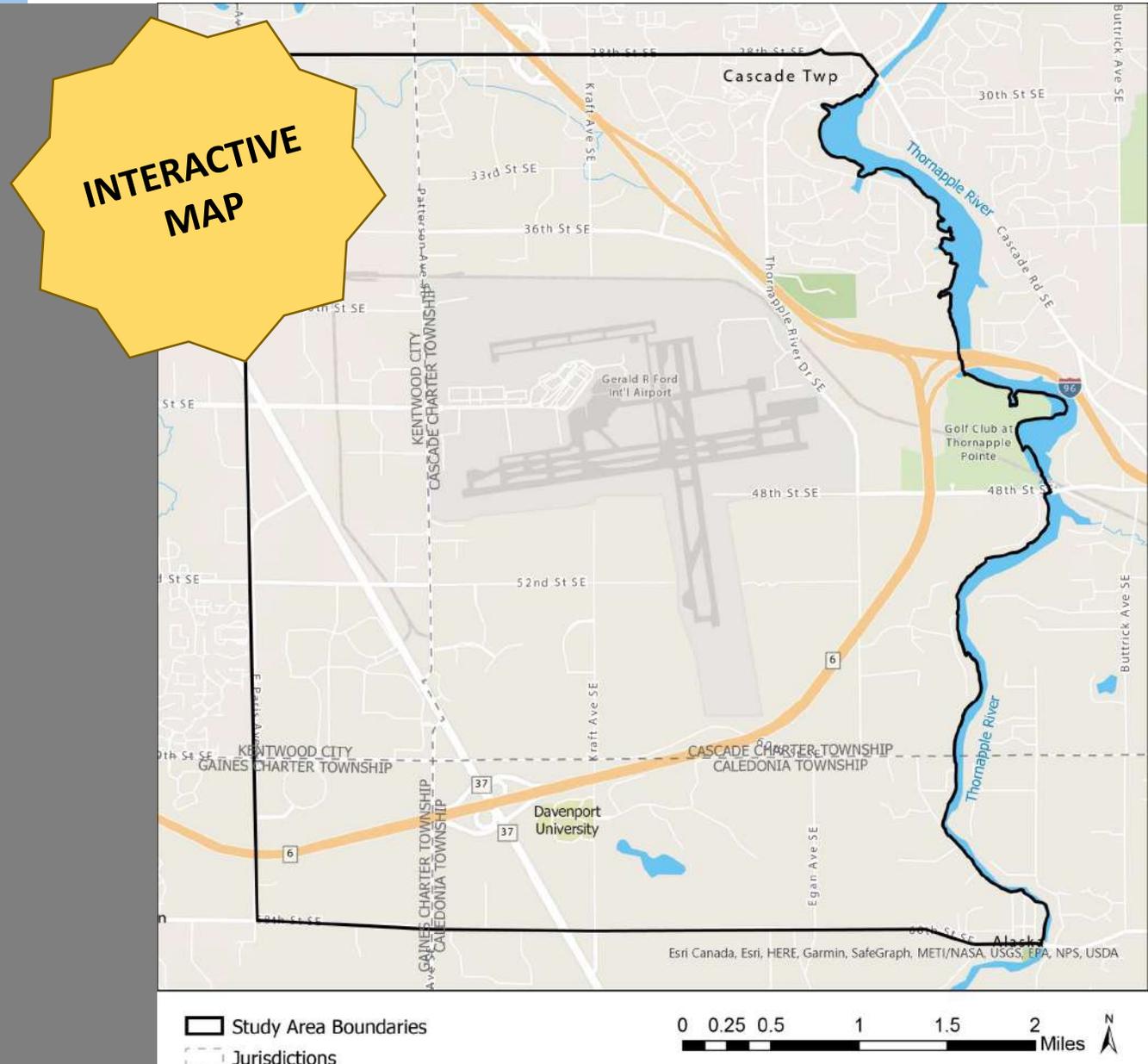
### 1. What's being studied and where?

The Grand Rapids Airport Access Study is investigating potential ways to improve airport access and circulation within the broader study area in the future by considering:

- Previous plans and studies
- Airport passengers, freight and cargo, security, and planned development
- Household and employment growth over time
- Land use and development plans
- Current and planned access routes and travel conditions for all modes of transportation

### 2. Why study airport access now?

### 3. What are the findings so far?



### 1. What's being studied and where?

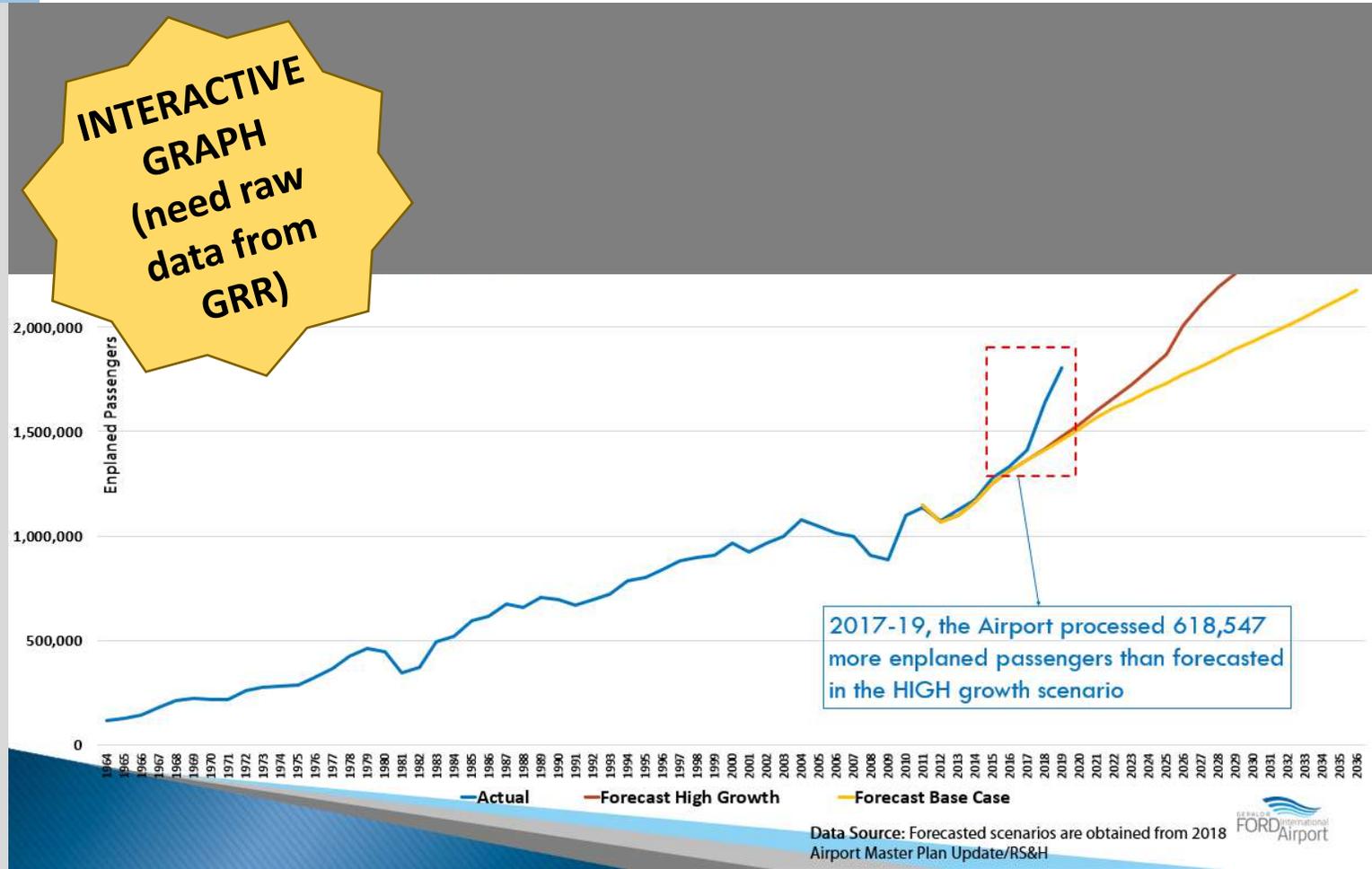
### 2. Why study airport access now?

Rapid growth and development is occurring at the airport and in the surrounding region.

Current access to the airport is limited to Oostema Blvd / 44<sup>th</sup> St and lacks direct highway access.

As greater demands are placed on the airport area into the future, ensuring adequate airport access is important to plan for today.

### 3. What are the findings so far?



1. What's being studied and where?

2. Why study airport access now?

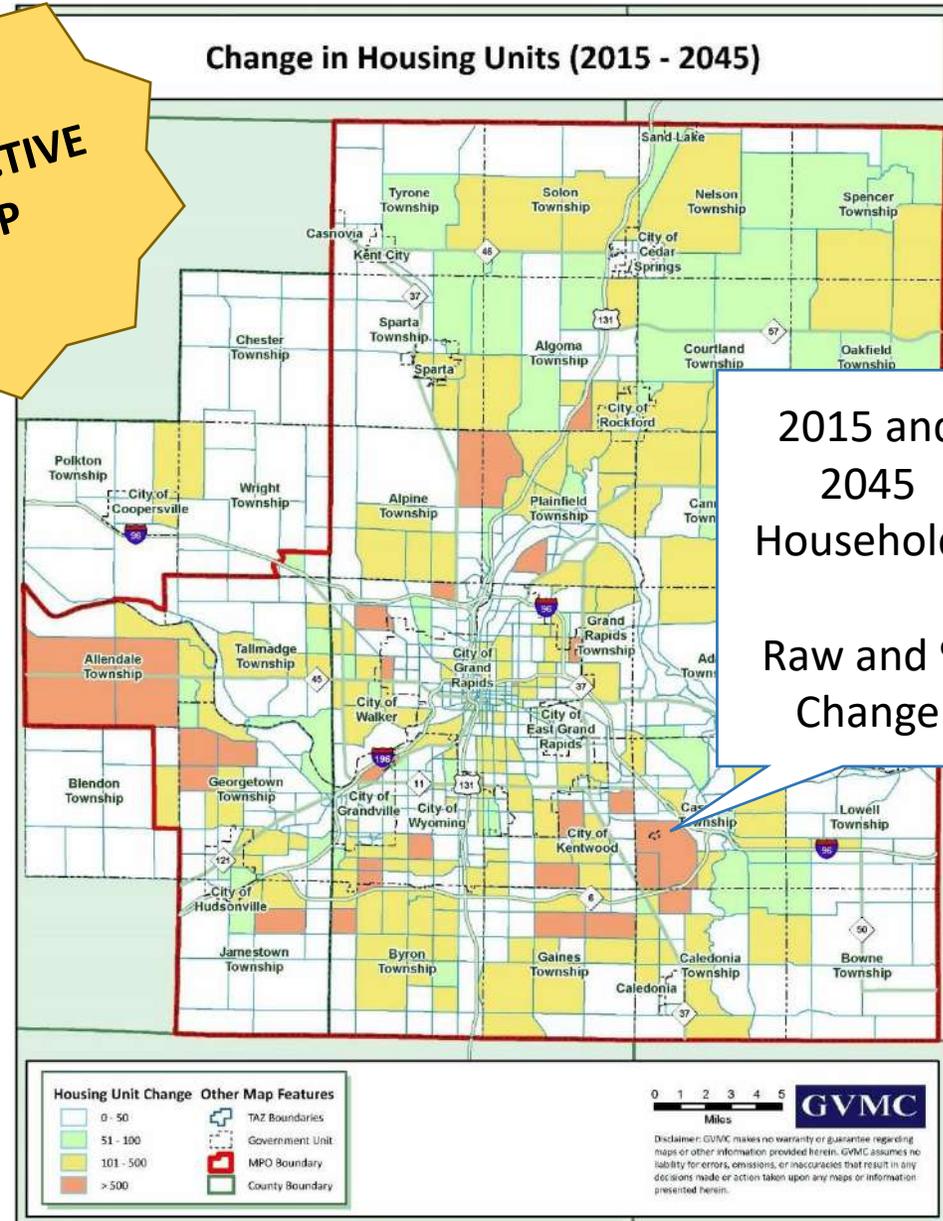
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3. What are the findings so far?

INTERACTIVE MAP



1. What's being studied and where?

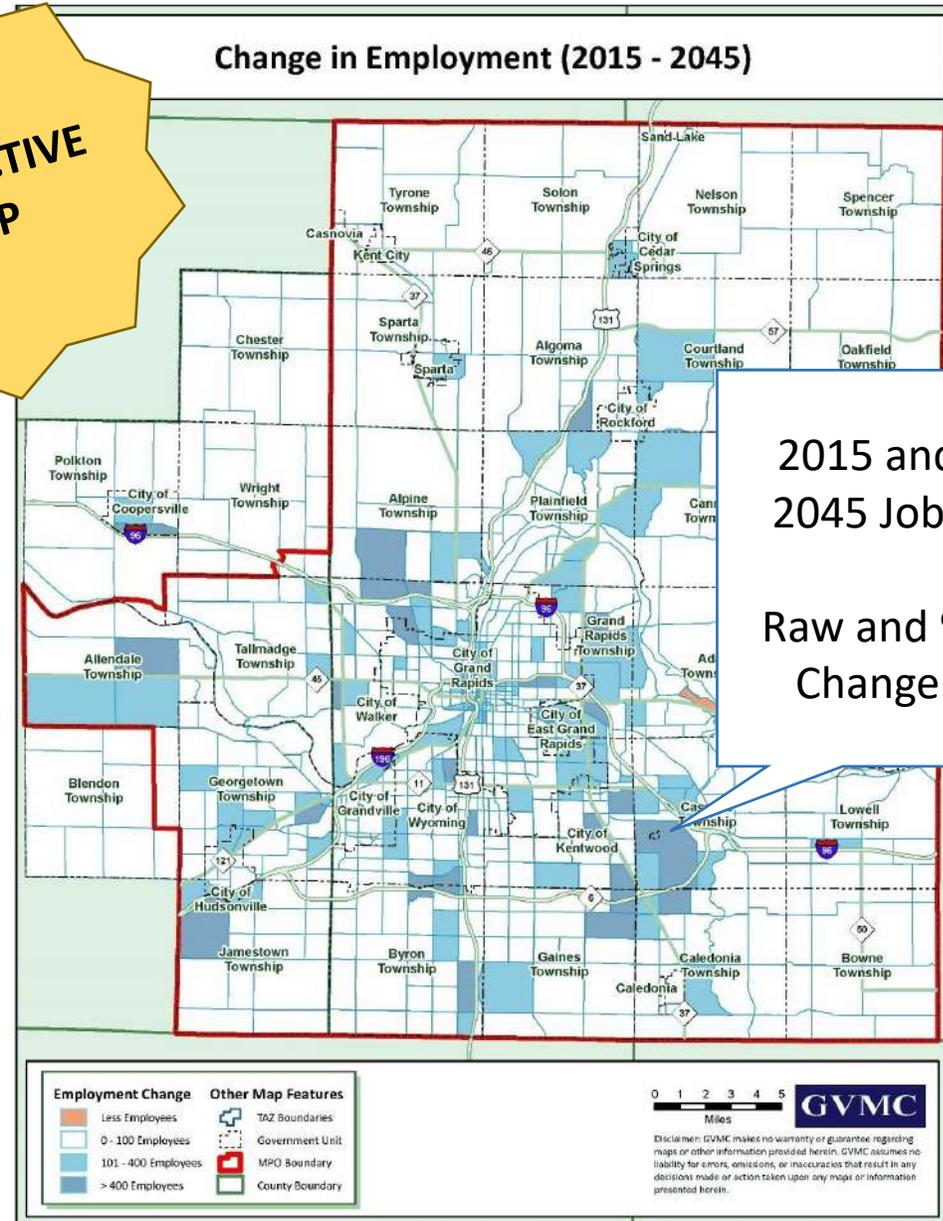
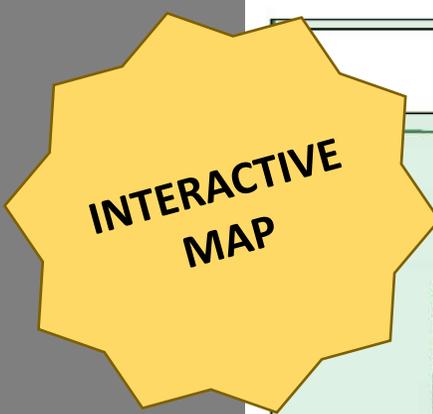
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3. What are the findings so far?



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Currently available driving routes are somewhat circuitous but do not take very long to travel, even during peak periods.

Current Access Modes

Travel Flows

Driving

Walking and Biking

Transit



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

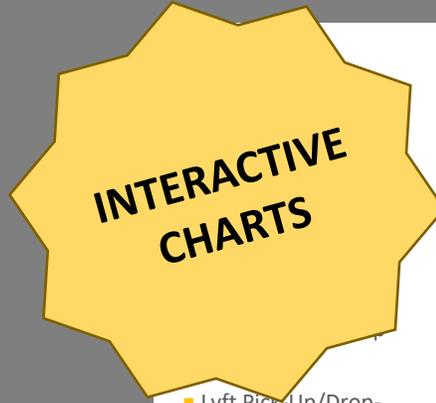
Private auto is the main mode for accessing the study area and the airport specifically, but rideshare (Uber/Lyft) plays a significant role in travel to the airport, and walking and freight play a significant role in travel within the study area.

Travel Flows

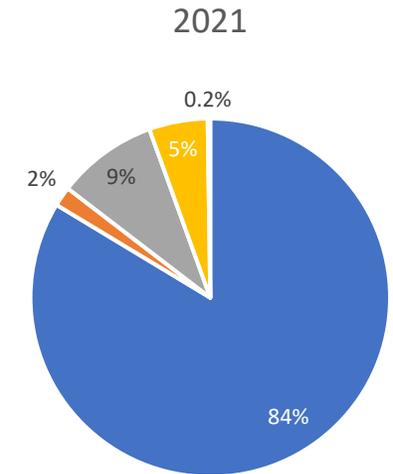
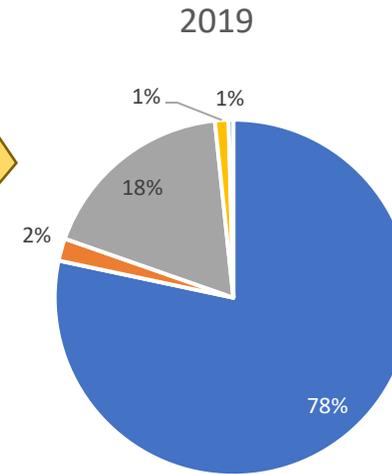
Driving

Walking and Biking

Transit

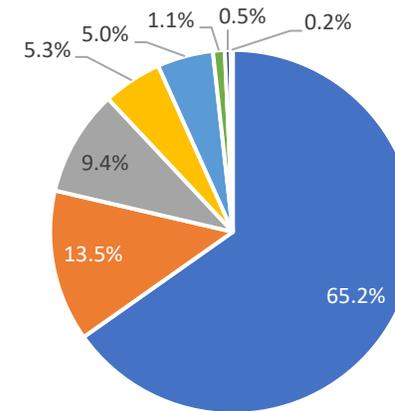


■ Lyft Pick-Up/Drop-Offs  
■ The Rapid Ridership



To the airport itself

To the study area



■ Private auto  
■ Walking  
■ Commercial vehicle (freight)  
■ Unknown  
■ Auto passenger  
■ Taxi/TNC  
■ Public transit  
■ Biking

1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

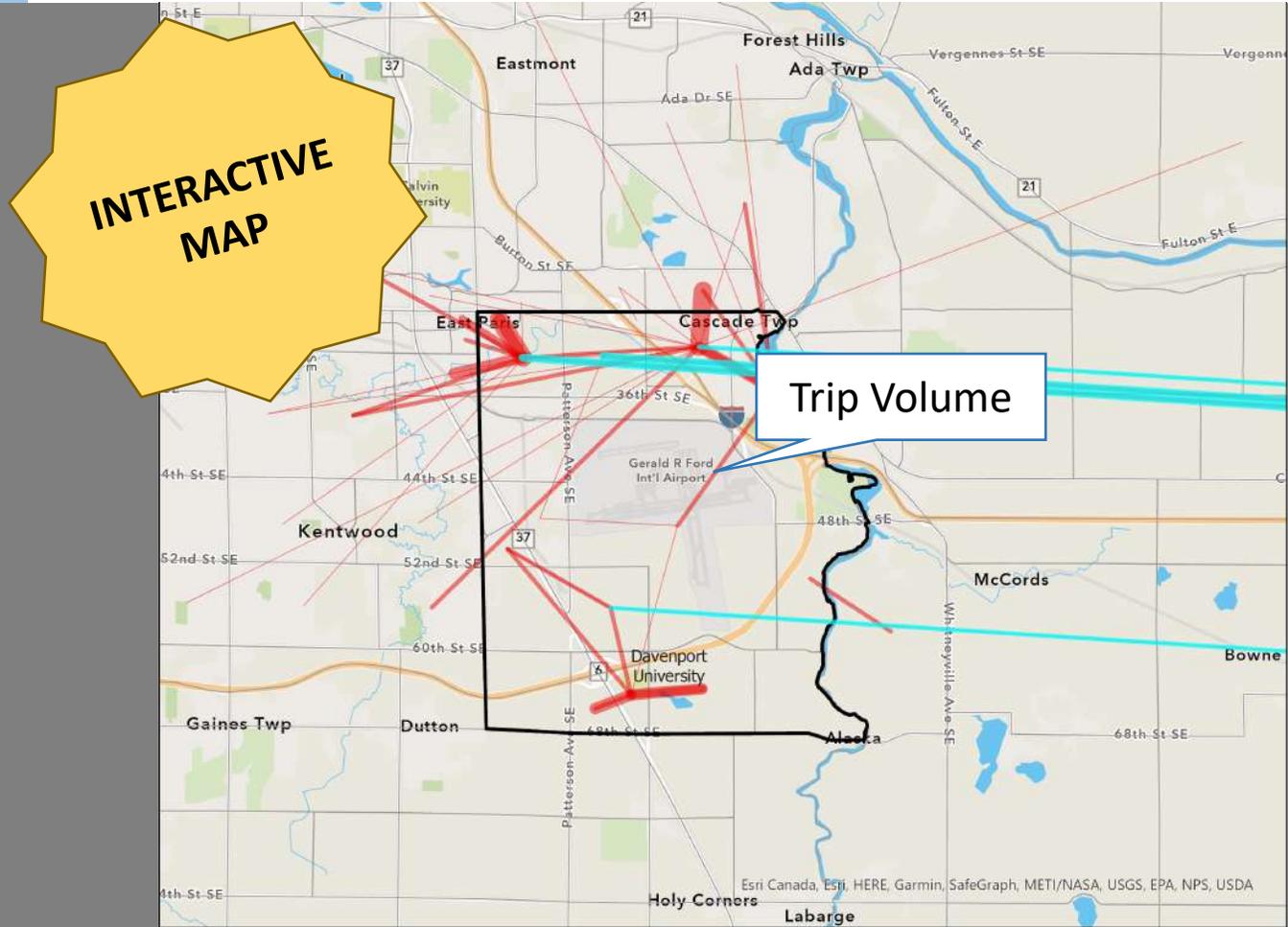
Travel Flows

Travel to the airport is a small part of the traffic generated to/from the study area, and much of the traffic occurs within the study area itself.

Driving

Walking and Biking

Transit



**TAZ Travel Flows**

Typical Weekday Trips

- 102 - 150
- 151 - 250
- 251 - 500
- 501 - 1,000
- 1,001 - 1,938

□ Traffic Analysis Zones (TAZs)

▭ Study Area Boundaries

— Out-of-Region Trips



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

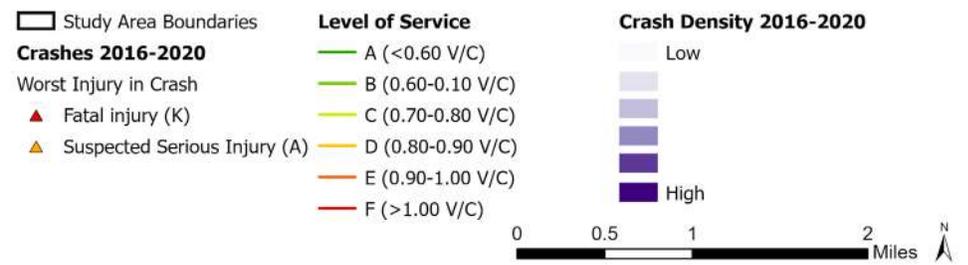
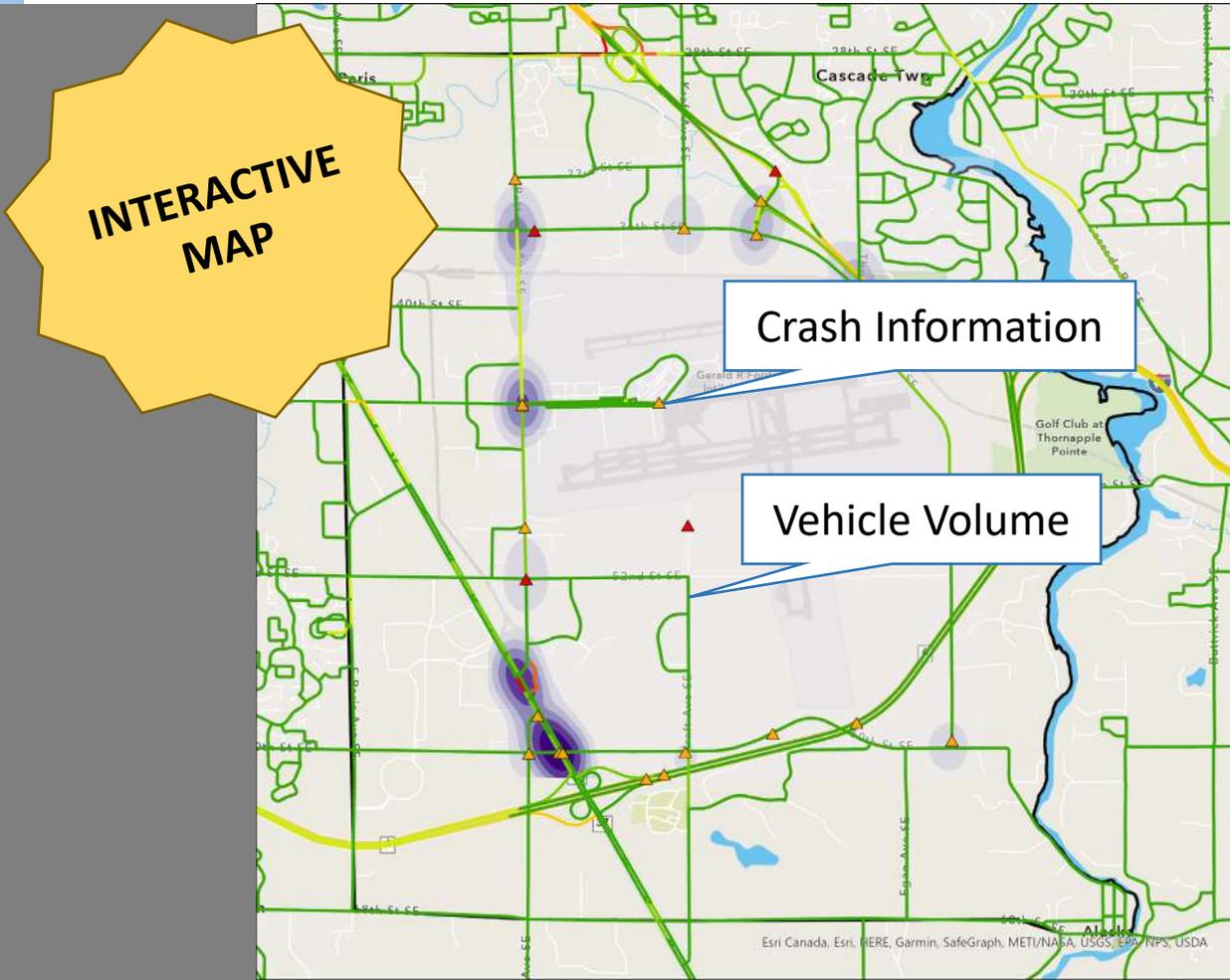
Travel Flows

Driving

There are no significant traffic or safety issues, although operations could be improved at M-37 (Broadmoor Ave) & Patterson Ave and at the I-96/28th St interchange. Safety could be improved along M-37 (Broadmoor Ave) and Patterson Ave.

Walking and Biking

Transit



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

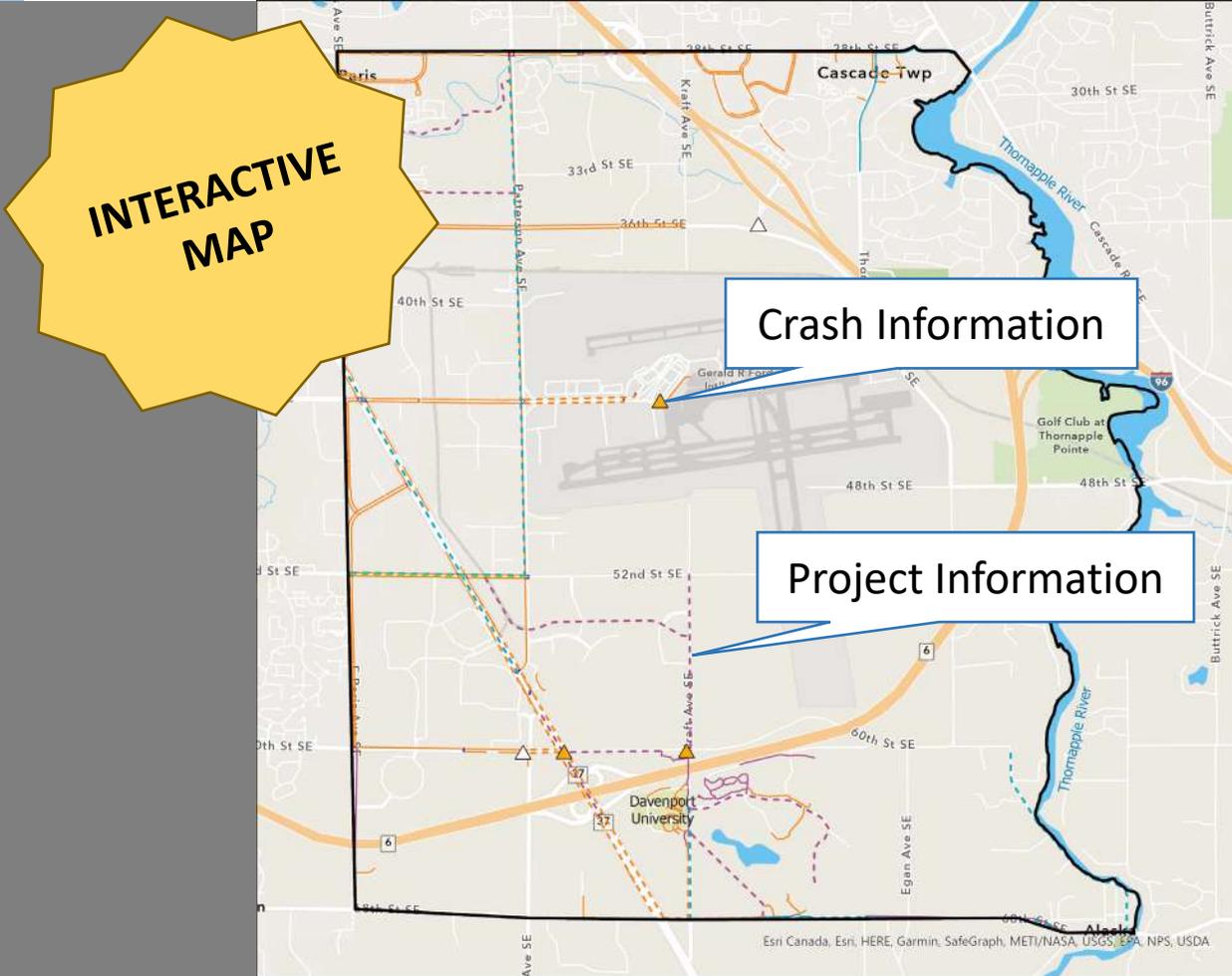
Travel Flows

Driving

Walking and Biking

Many new facilities are planned for the area to improve walkability and bike-ability, including along the airport's entrance road, and especially in the southwest corner near Davenport University.

Transit



1. What's being studied and where?

2. Why study airport access now?

3. What are the findings so far?

Current Access Routes

Current Access Modes

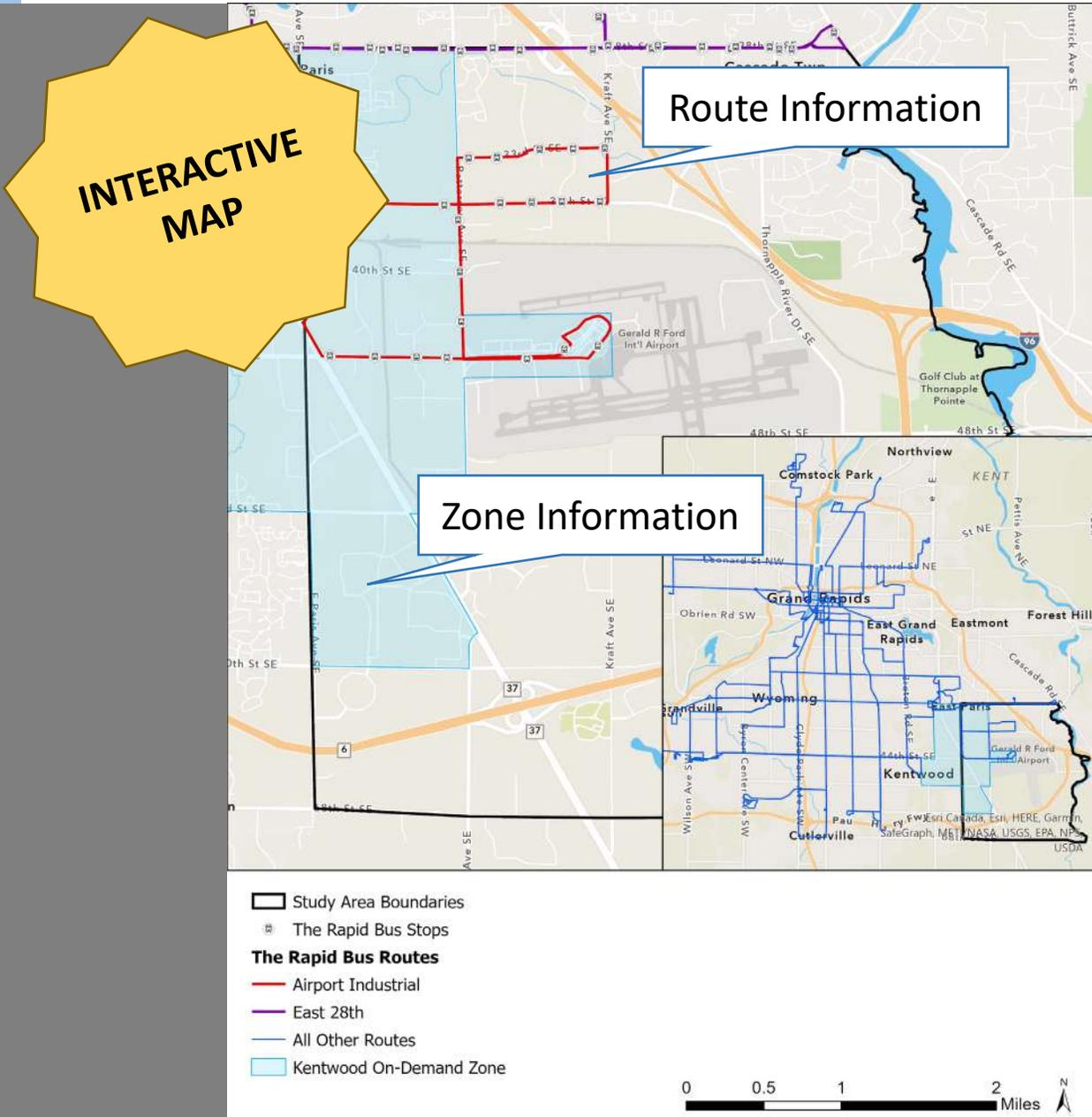
Travel Flows

Driving

Walking and Biking

Transit

The Rapid recently updated transit options to the airport with reconfigured fixed route service on the Airport Industrial Route 27 as well as a new on-demand zone served by microtransit.



1. Please fill out the survey to the right.

2. See what others are saying.

Before the COVID-19 pandemic (2019), what did you travel to the airport for?

Select all that apply.

International travel

School (West Michigan Aviation Academy)

Work

Domestic travel

Picking up / dropping off other people

Other

1. Please fill out the survey to the right.

2. See what others are saying.

Before the COVID-19 pandemic (2019), how frequently did you travel to the airport?

At least once per week

Multiple days per month

Once every month or two

A few times per year

Once per year or less

1. Please fill out the survey to the right.

2. See what others are saying.

Which modes have you used to get to the airport?

Select all that apply.

Drive and park

Get dropped off (NOT rideshare)

Rideshare (Uber or Lyft)

Taxi

Walk

Bike

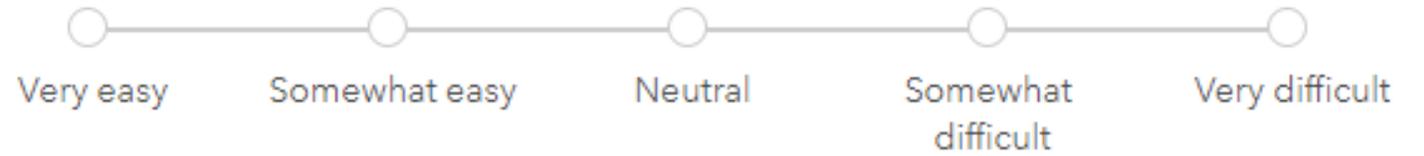
Public transportation / The Rapid

Other

1. Please fill out the survey to the right.

2. See what others are saying.

How easy was it for you to get to and from the airport \*by driving and parking\*?

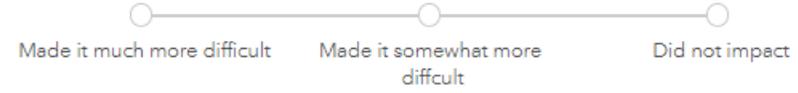


Why did you choose that rating?

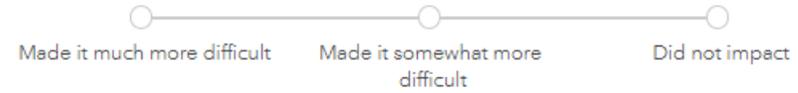
1. Please fill out the survey to the right.

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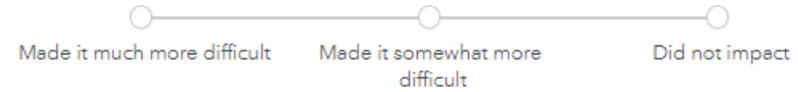
How much did an **INDIRECT DRIVING ROUTE** impact your ability to easily access the airport?



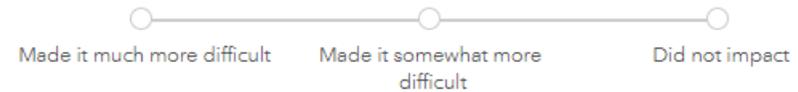
How much did **LIMITED WALKING OR BIKING PATHS** impact your ability to easily access the airport?



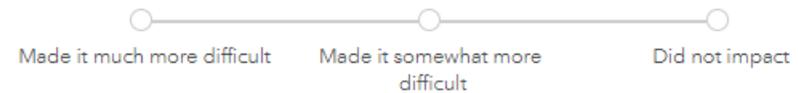
How much did **PARKING** impact your ability to easily access the airport?



How much did **TRAFFIC CONGESTION** impact your ability to easily access the airport?



How much did **LIMITED TRANSIT SERVICE** impact your ability to easily access the airport?

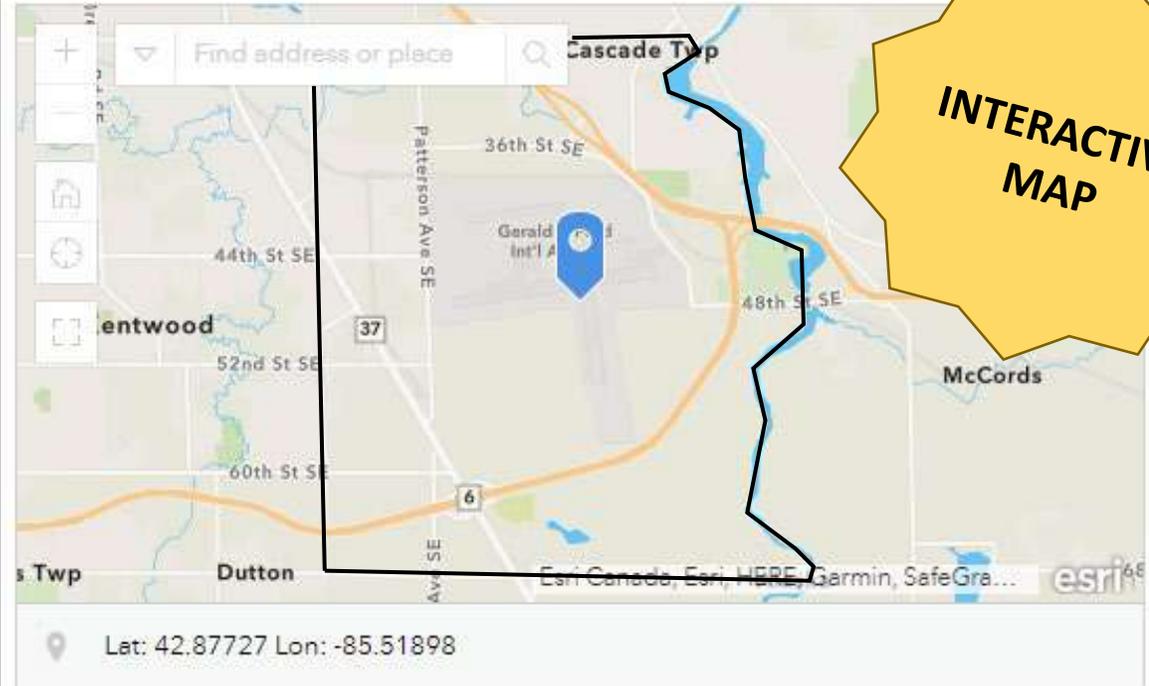


1. Please fill out the survey to the right.

2. See what others are saying.

Where do you see challenges or opportunities for improvement?

Place the pin in the approximate location.



The image shows a screenshot of a web-based interactive map. The map displays the Geraldton area, including streets like 36th St SE, 44th St SE, 48th St SE, 52nd St SE, and 60th St SE, and roads like Patterson Ave SE and Highway 37. A blue location pin is placed near the Geraldton International Airport. A yellow starburst graphic with the text "INTERACTIVE MAP" is overlaid on the right side of the map. The map interface includes a search bar at the top with the text "Find address or place", a scale bar on the left, and a status bar at the bottom showing coordinates: "Lat: 42.87727 Lon: -85.51898".

Provide a description of the challenge/opportunity you marked on the map.

**1. Please fill out the survey to the right.**

2. See what others are saying.

### Demographic Questions

Please answer the following questions to help us understand who we're hearing from. This section of the survey is optional, and all information will remain confidential.

**What zip code do you live in?**

Please input 5 characters

**What is your race?**

Choice 1

Choice 2

Choice 3

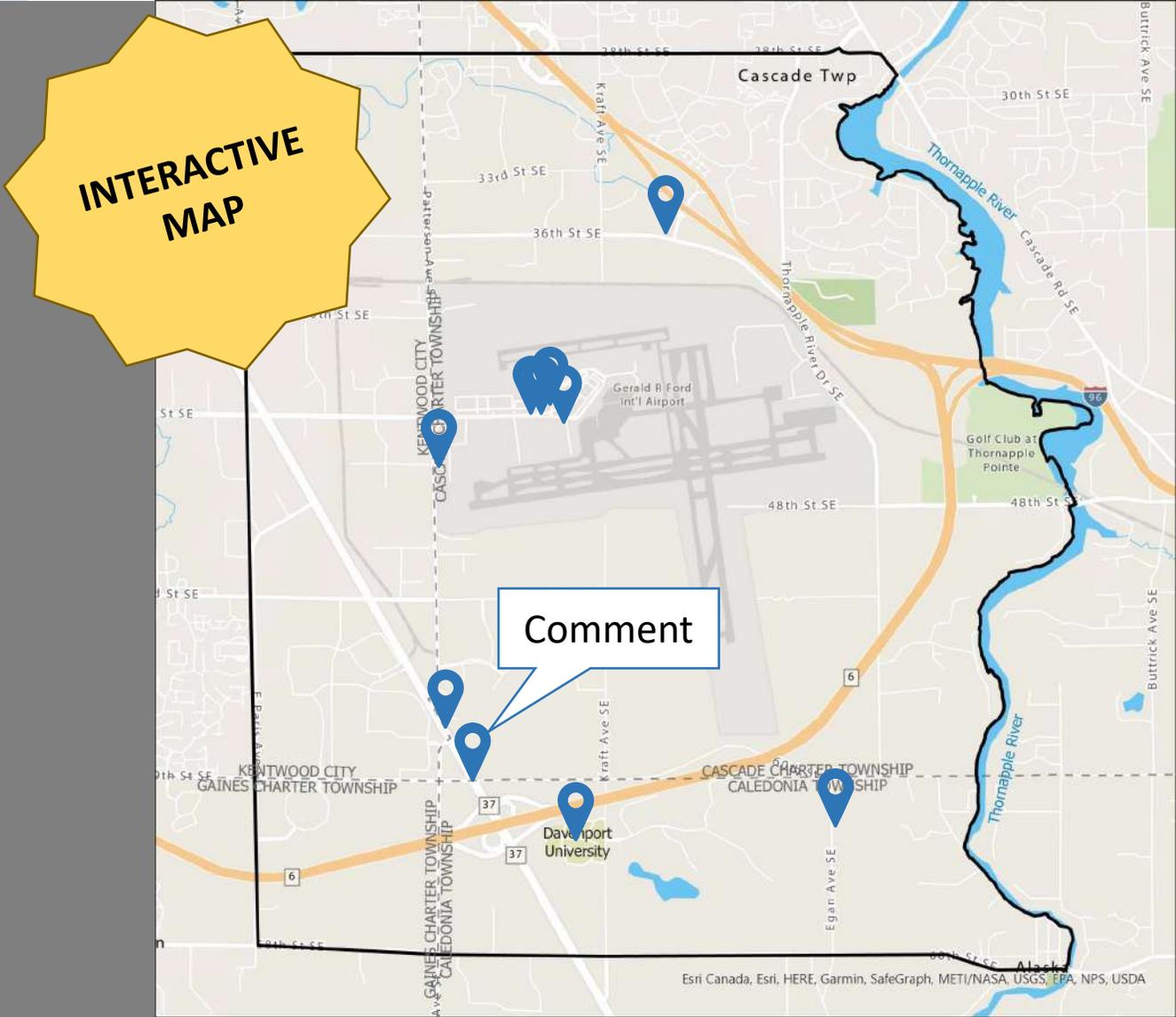
**What is your household income?**

Choice 1

Choice 2

Choice 3

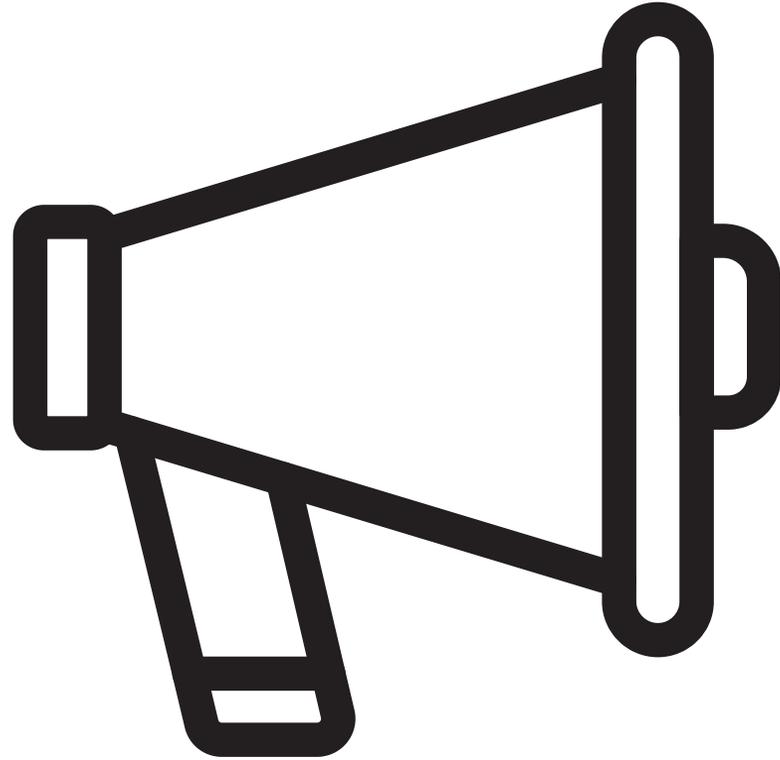
1. Please fill out the survey to the right.
2. See what others are saying.



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## Help us spread the word!

- Distribute paper flyers
- Share to mailing lists and on social media
- Announce at meetings



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# Homework

Review the Existing Conditions Summary and provide feedback to Laurel by **Friday, March 4**

## Grand Rapids Airport Access Study

Technical Memorandum: Existing Conditions Summary