

Airport Access Study

Technical Advisory Committee Meeting #2

Tuesday, June 7, 2022

Agenda

- 1 Introductions
- 2 Project Status
- 3 Public Input #1 Review
- 4 Purpose and Need
- 5 Evaluation Criteria and Process
- 6 Conceptual Alternatives
- 7 Public Input #2 Planning

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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

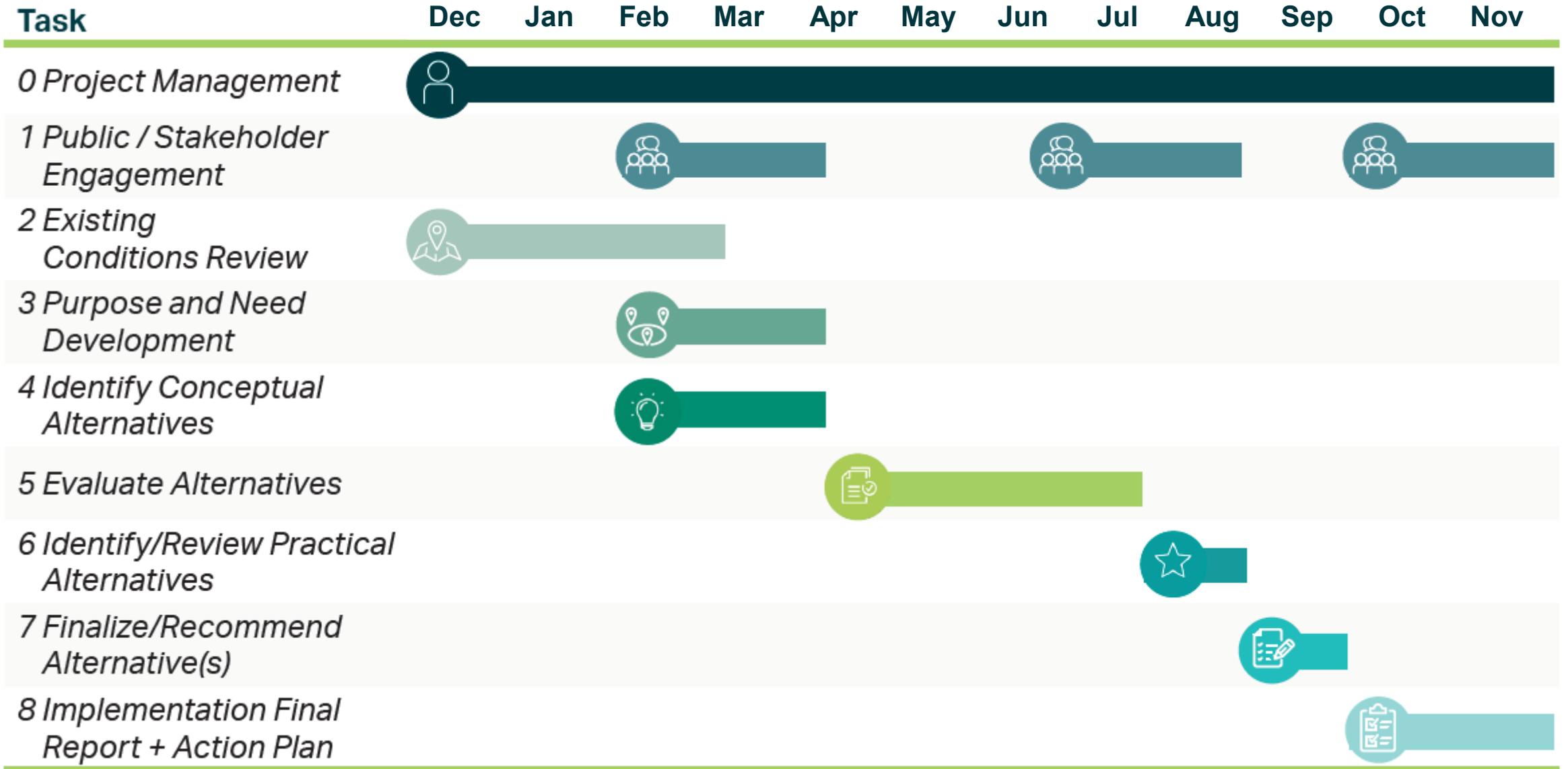
- **What:** Investigation of potential future ways to improve airport access
- **Where:** E Paris Avenue to the river, 28th Street to 68th Street
- **Why:** Growth, limited access routes, lack of direct expressway access



Study Area Boundaries
Jurisdictions

0 0.25 0.5 1 1.5 2 Miles

Schedule

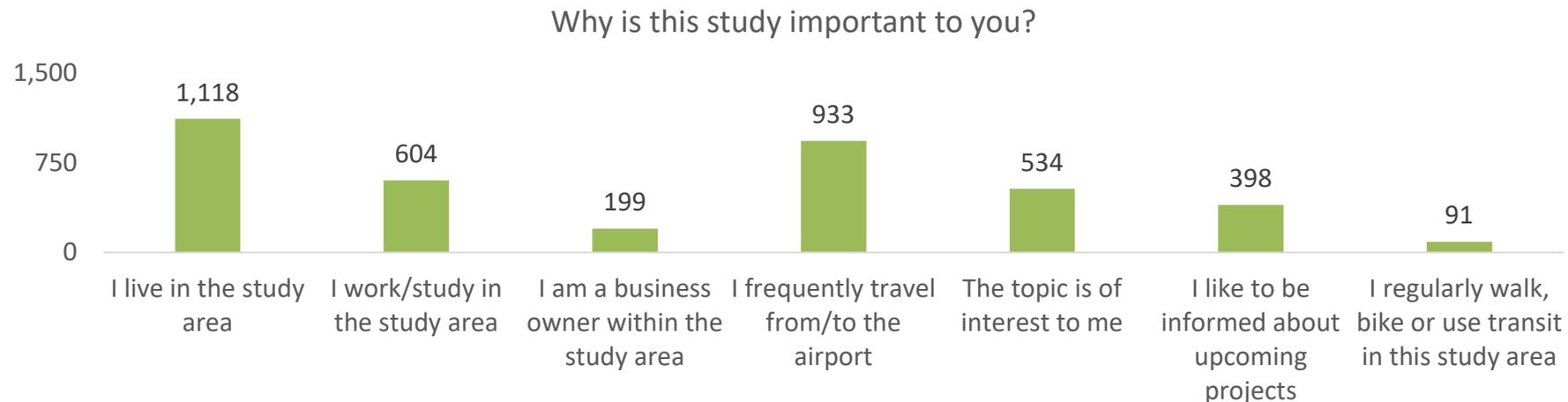


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Public Input #1 Review

Phase 1 Survey Summary

- Survey open from March 21 to April 30, 2022
- More than 7,000 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 3,000+ had residential zip codes within GVMC region
- Results on following slides indicate those from within region



Phase 1 Survey Summary

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

2000

1000

0

232

350

521

1333

556

At least once per week

Multiple days per month

Once every month or two

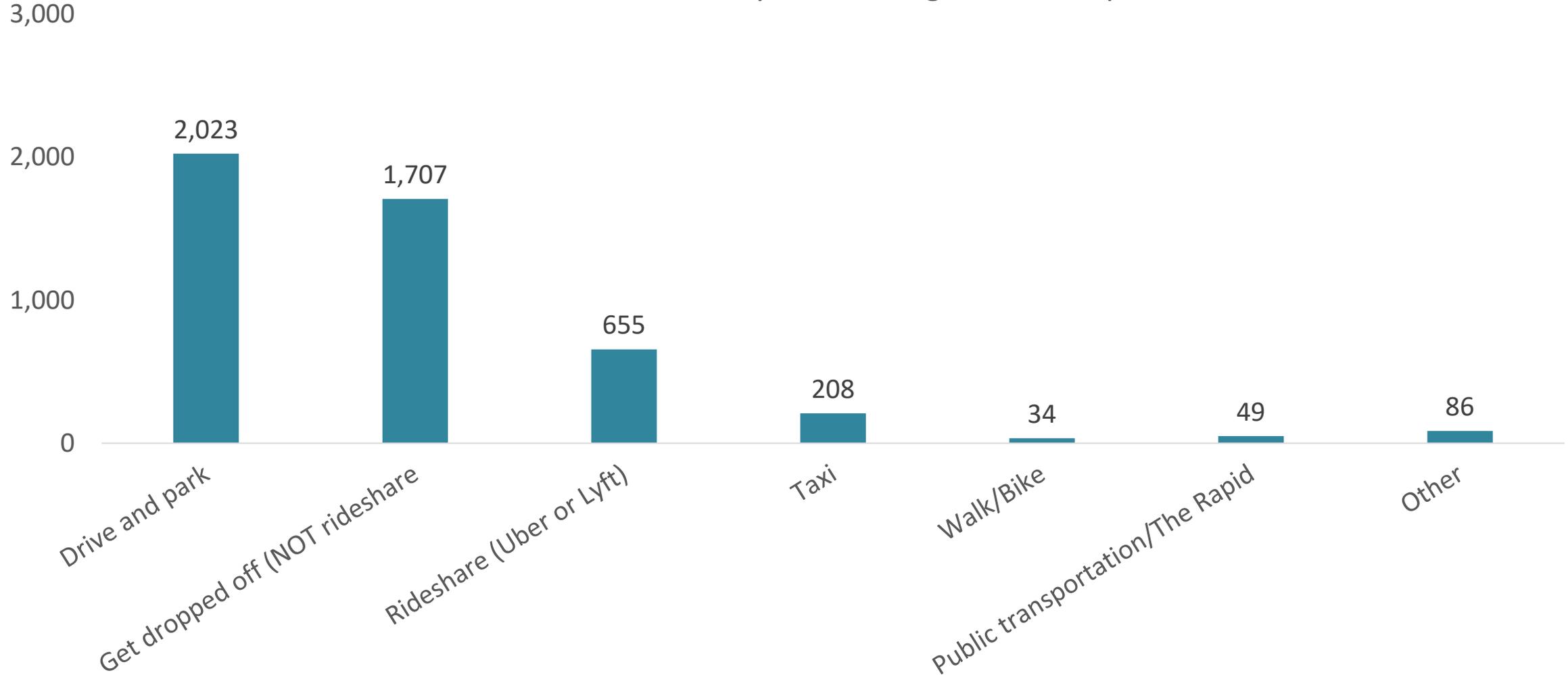
A few times per year

Once per year or less



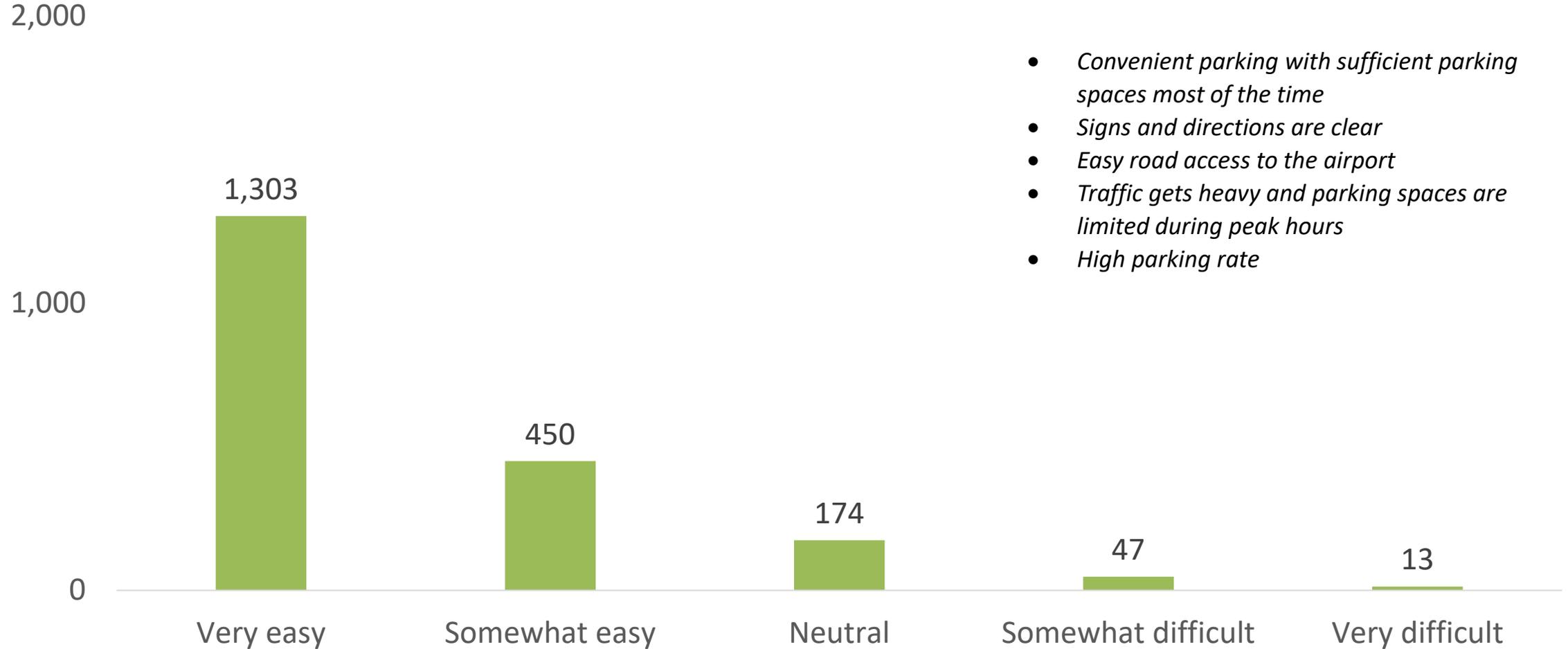
Phase 1 Survey Summary

Which modes have you used to get to the airport?



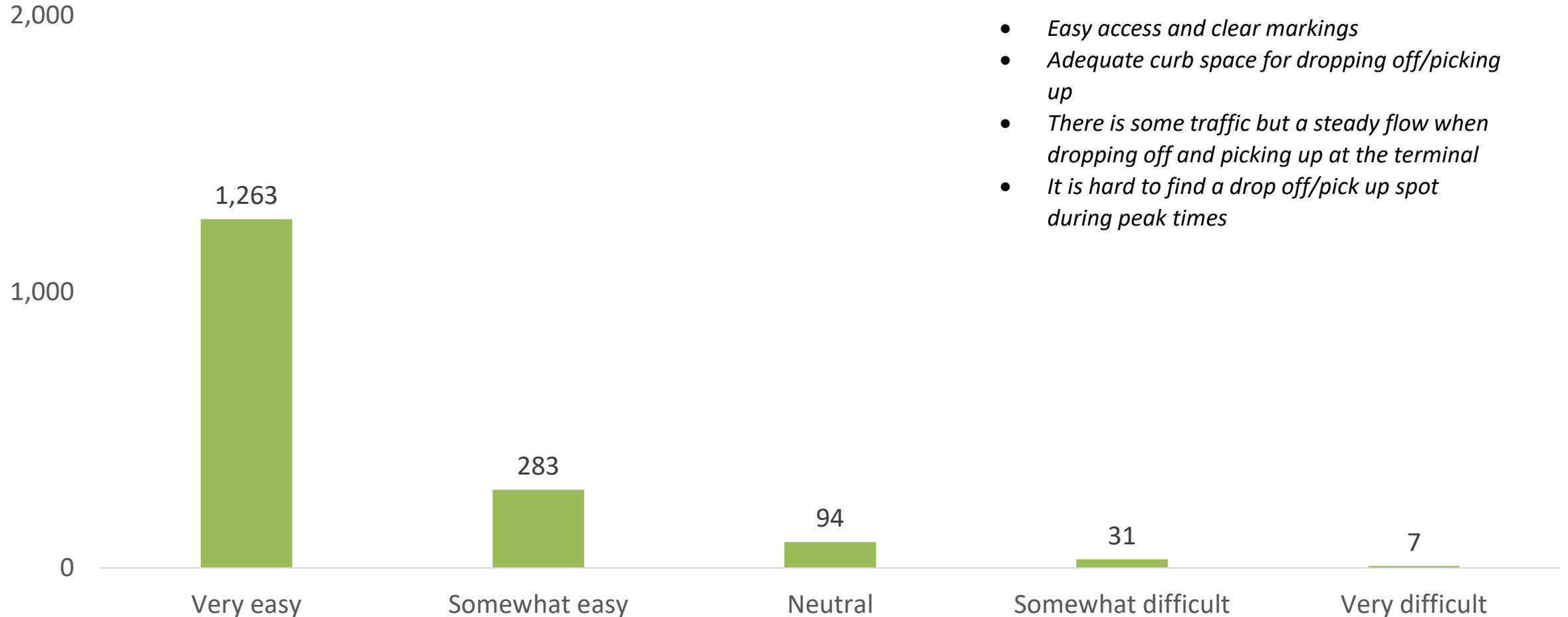
Phase 1 Survey Summary

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



Phase 1 Survey Summary

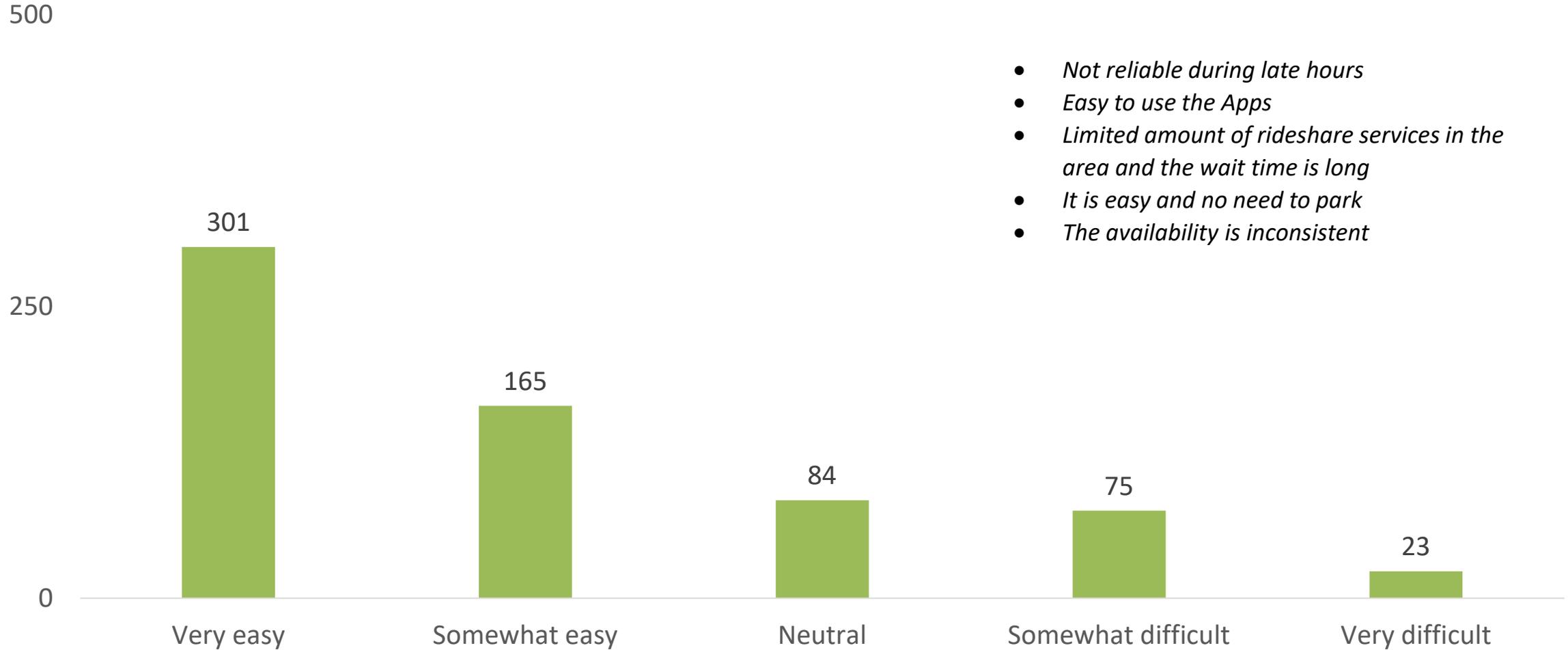
How easy was it for you to get to and from the airport by getting dropped off (NOT rideshare)?



- *Easy access and clear markings*
- *Adequate curb space for dropping off/picking up*
- *There is some traffic but a steady flow when dropping off and picking up at the terminal*
- *It is hard to find a drop off/pick up spot during peak times*

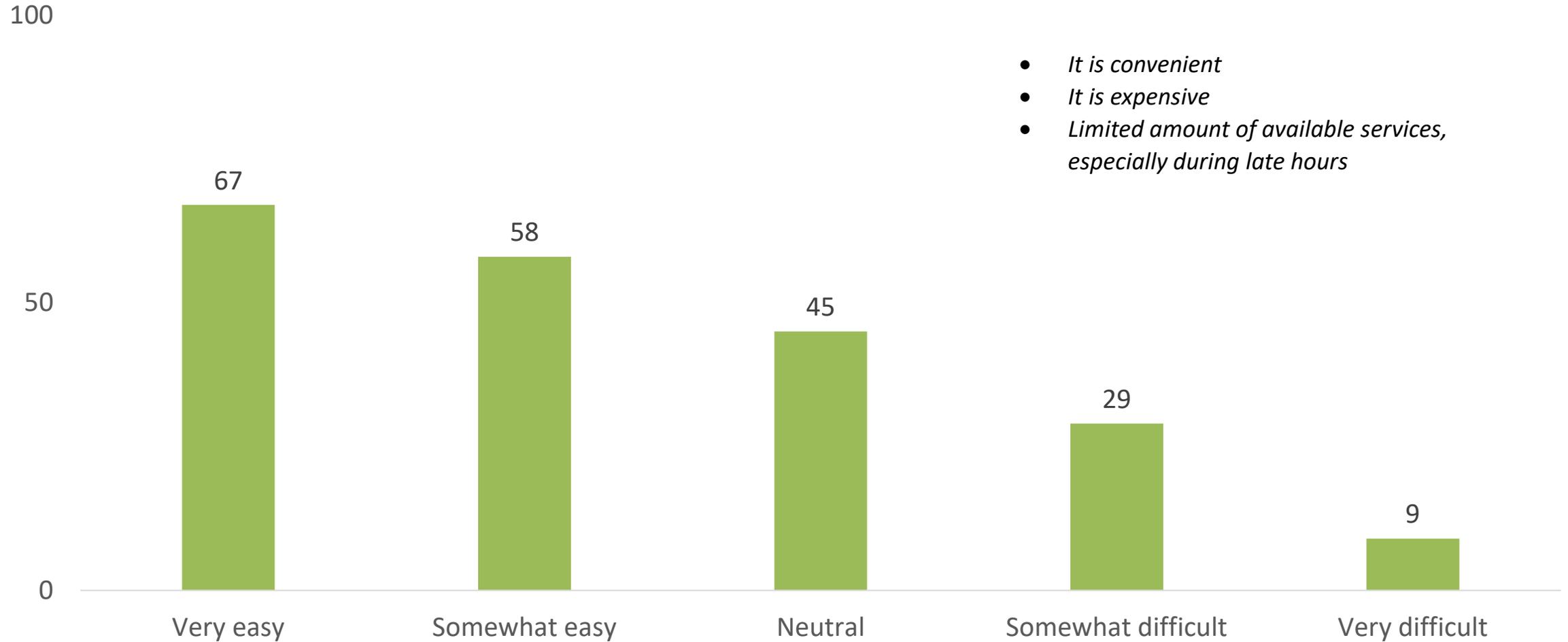
Phase 1 Survey Summary

How easy was it for you to get to and from the airport by rideshare (Uber and Lyft)?



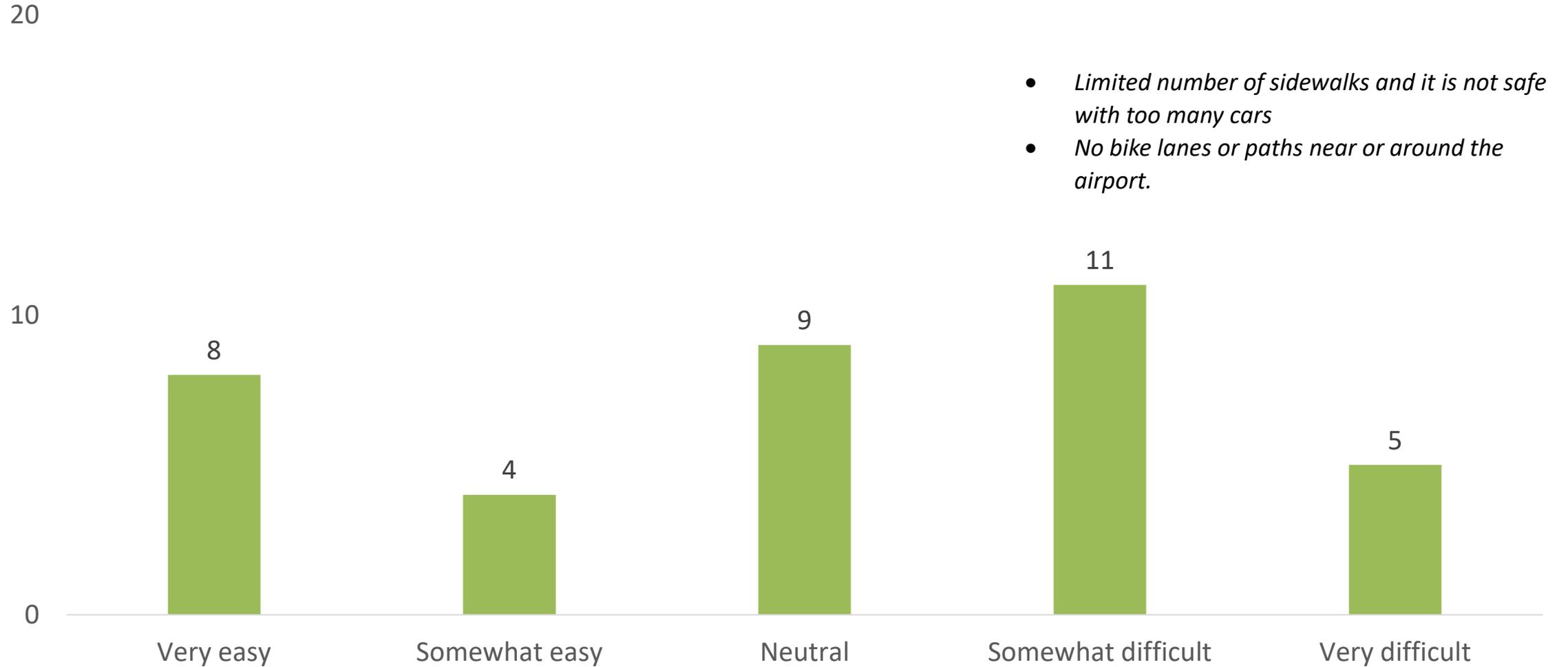
Phase 1 Survey Summary

How easy was it for you to get to and from the airport by taxi?



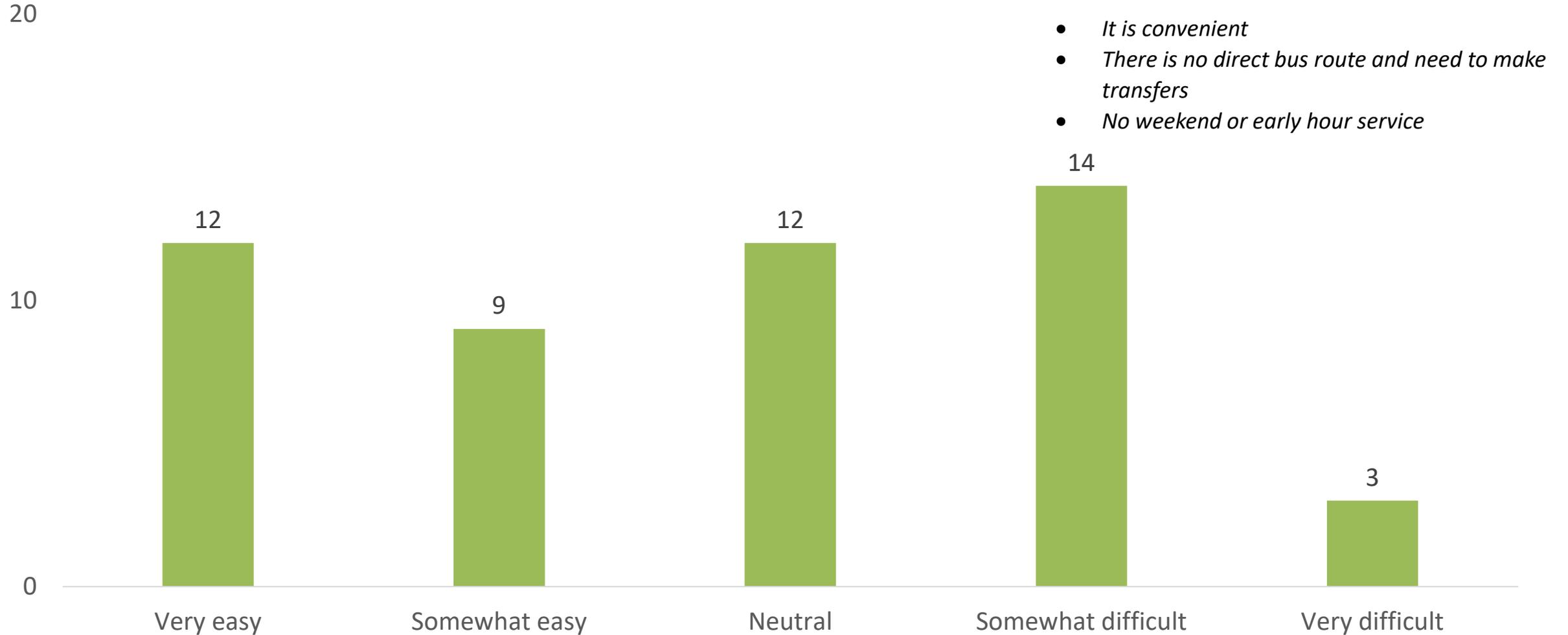
Phase 1 Survey Summary

How easy was it for you to get to and from the airport by walking/biking?



Phase 1 Survey Summary

How easy was it for you to get to and from the airport by public transportation/The Rapid?

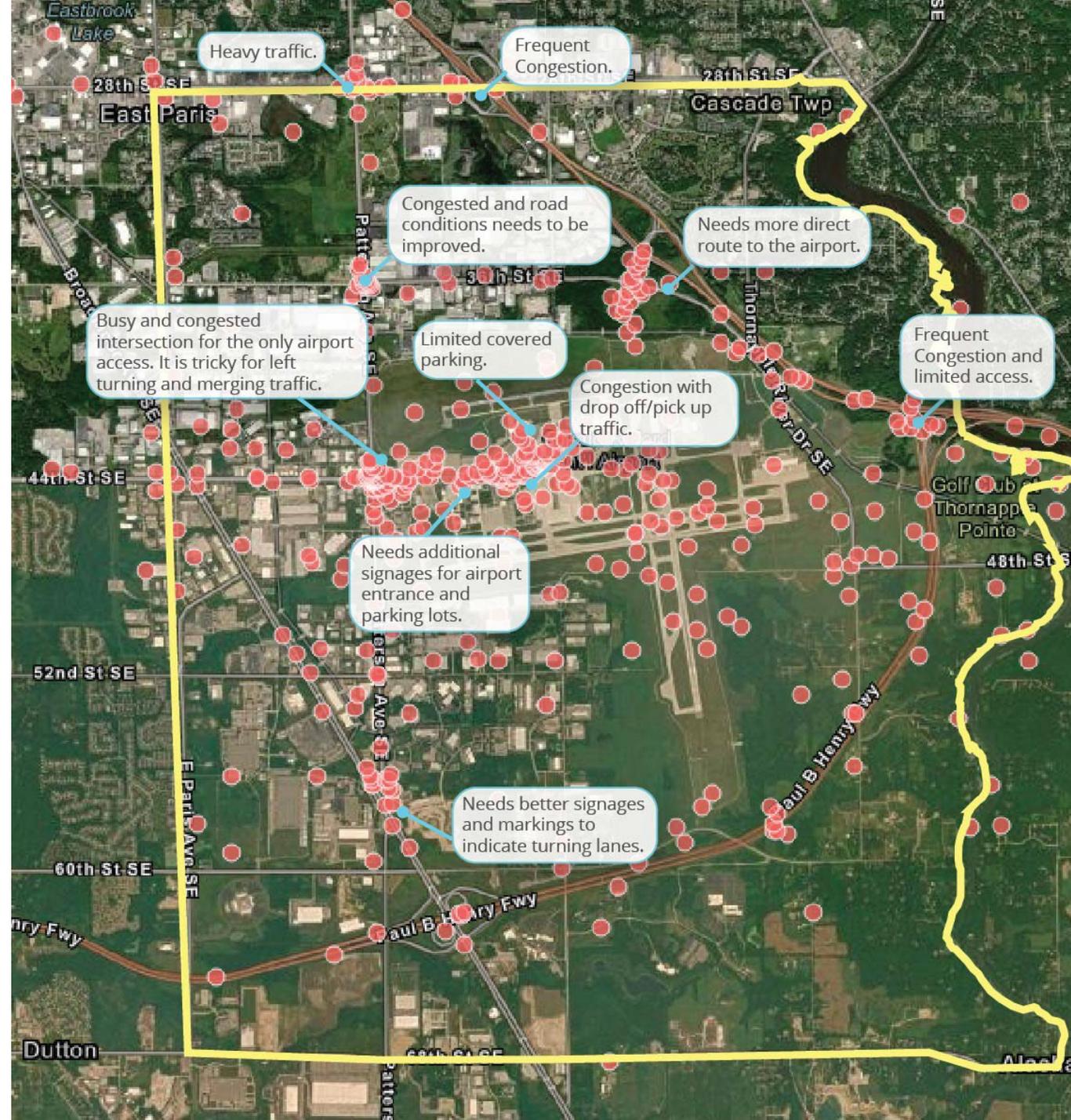


Phase 1 Survey Summary

- Asked about the impacts of certain elements on people's trip to the airport:
 - Indirect driving route
 - Limited alternative options
 - Parking
 - Traffic Congestion
- For each, a majority (80%+) indicated that they did not consider these as current problems limiting their ability to access the airport

Phase 1 Survey Summary

Map-Based Comments



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Purpose and Need

Project Needs

Limited Access Points
to Airport's Core



Indirect Circulation (around Airport
and from Major Expressways)



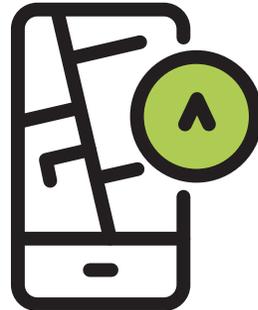
Providing for Surrounding
Growth and Development



Support for
Airport Expansion Plans



Expansion of Convenient
Access Options



Project Purpose

“**Expand multi-modal access options** for the GR Ford International Airport and **improve the connectivity** of the surrounding local road and freeway network, in order to **facilitate future airport expansion** and **accommodate regional growth** and development (increasing population and jobs) in southeastern Kent County.”

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Evaluation Criteria & Process

Proposed Evaluation Process

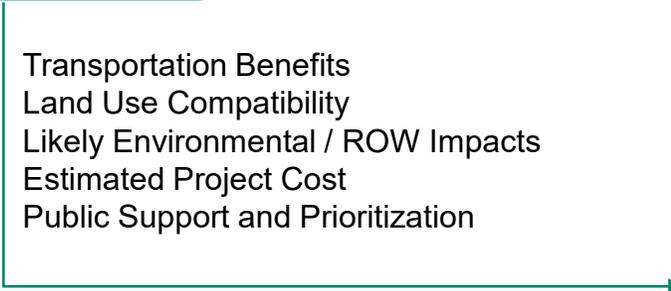
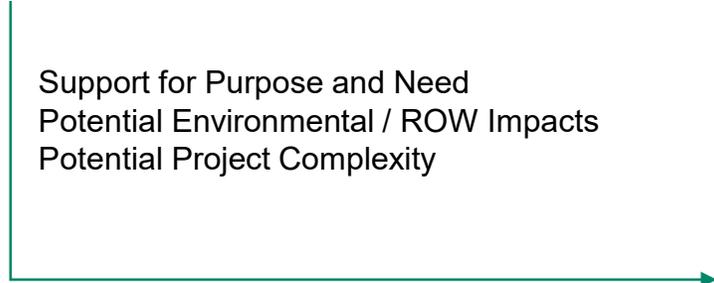
**Conceptual
Alternatives**

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

**Practical
Alternatives**

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

**Recommended
Alternative(s)**



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Conceptual Alternatives

Conceptual Alternatives

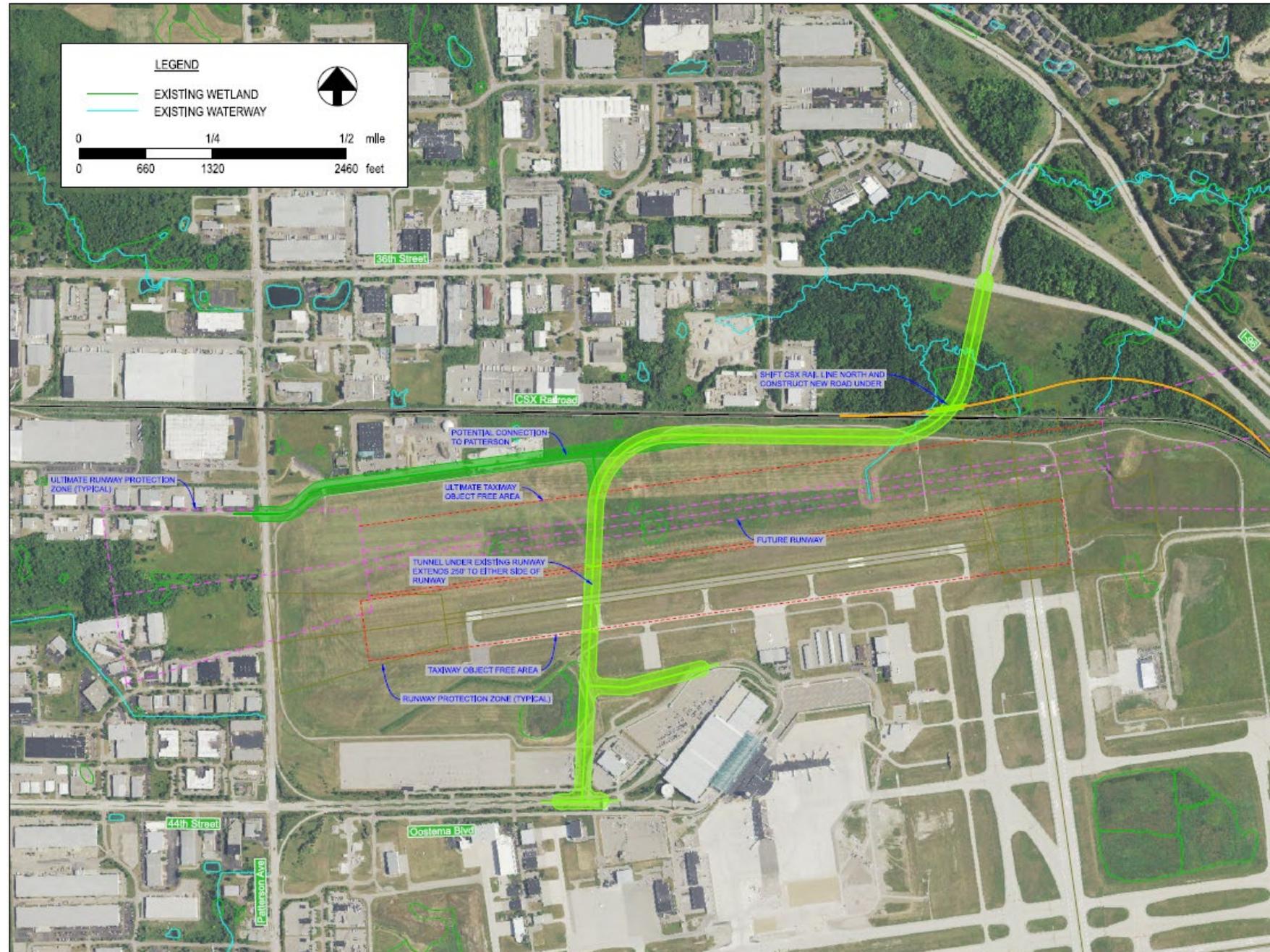
Airport Roadway Access

1. Enhanced 36th Street Access (direct)
2. Enhanced 36th Street Access (indirect)
3. M-6 / 48th Street Interchange
4. M-6 / 60th Street Interchange
5. Ring Road Connector (possibly paired with 60th Street Interchange)
6. Secondary Freight Access Point
7. 44th / Patterson Intersection Enhancements
8. M-37 / Patterson / 60th Intersection Enhancements



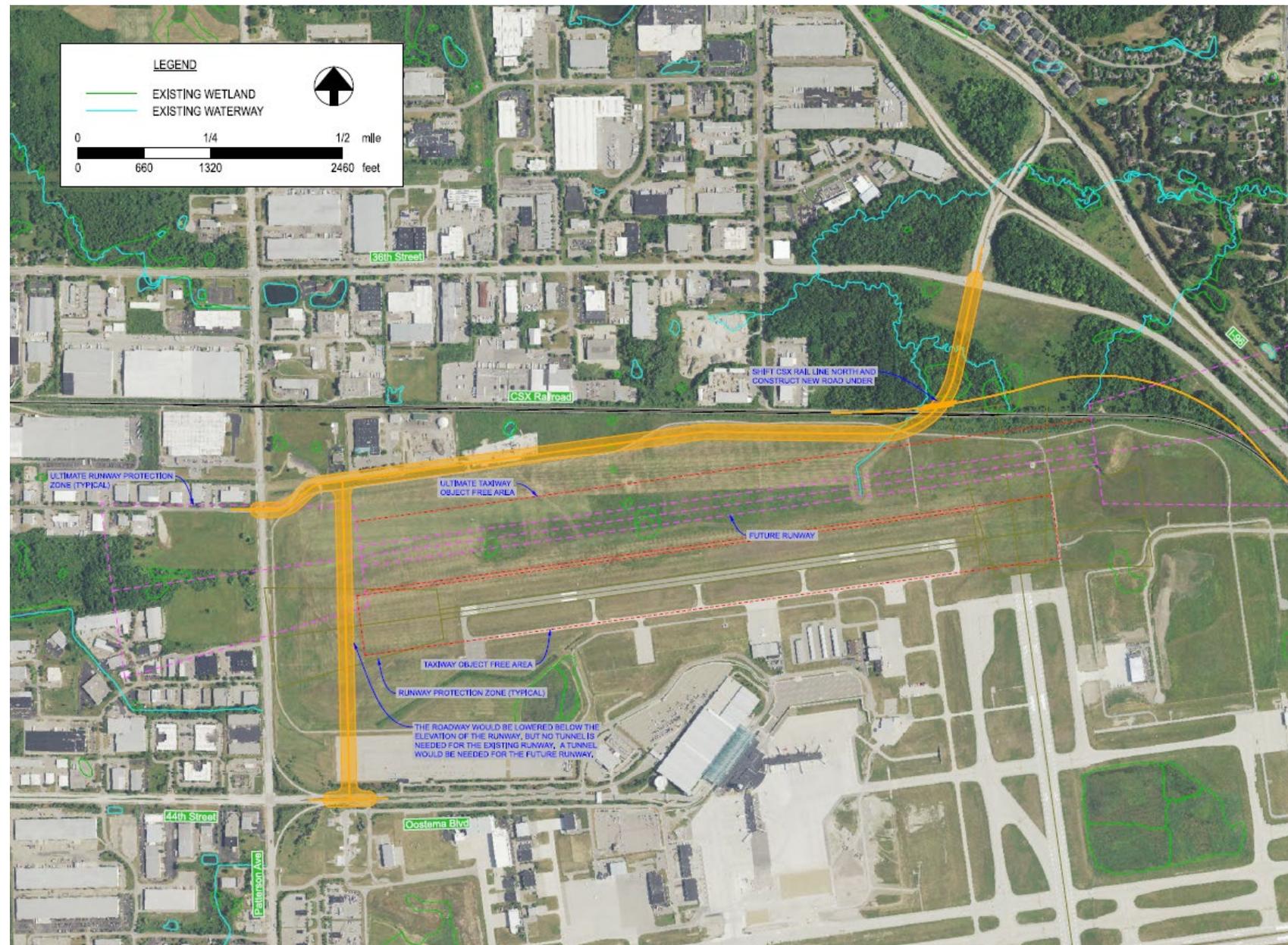
Alternative 1: 36th Street Access (direct)

- Roadway creates direct connection from 36th Street
- Avoids parking expansion zone on north side of terminal
- Includes tunnel below current and future expanded runway



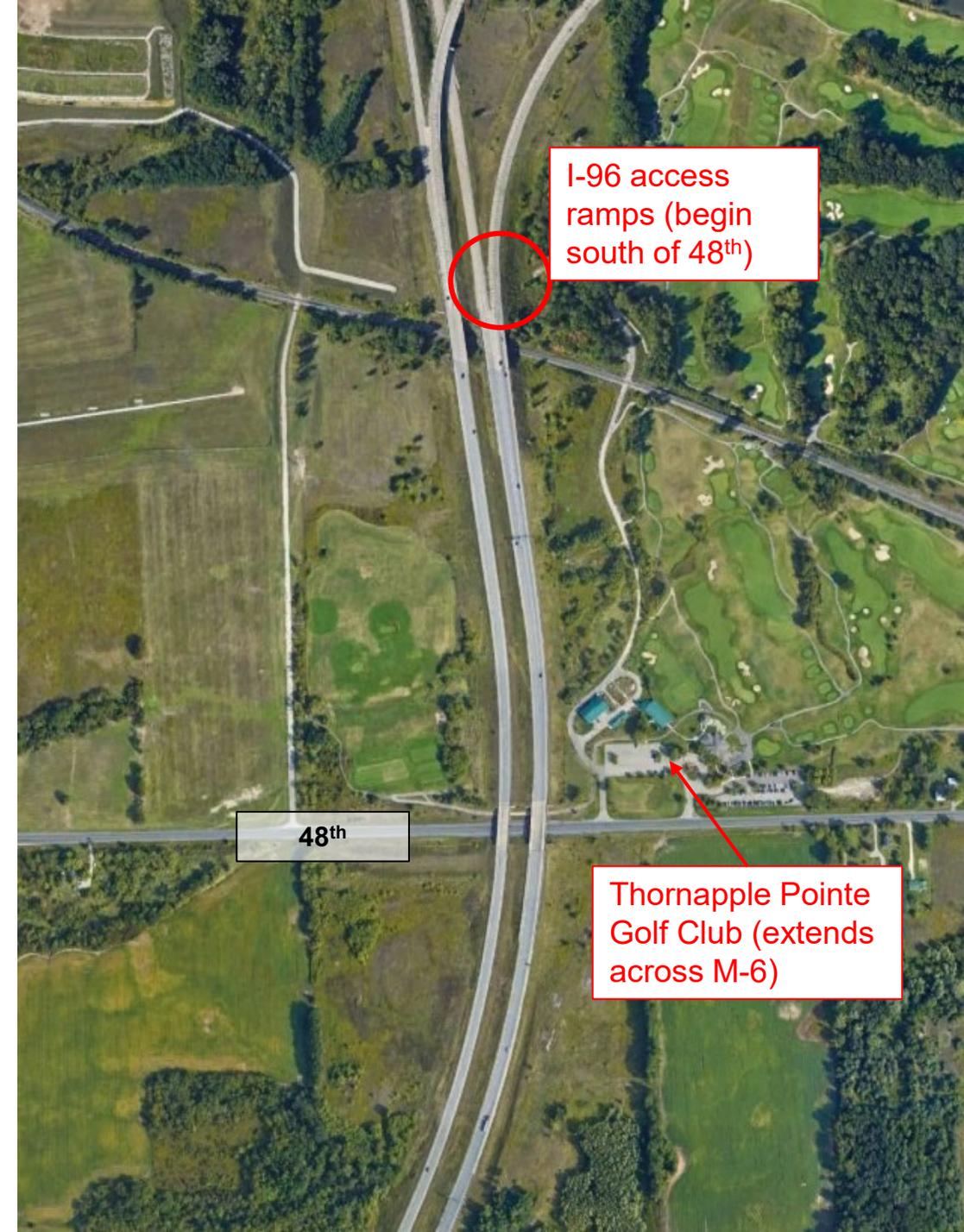
Alternative 2: 36th Street Access (indirect)

- Creates more indirect connection from 36th, travelling around end of ultimate runway footprint
- Does not have significantly more direct path than 36th to Patterson, but adds some redundancy and avoids 44th / Patterson intersection
- At end of runway roadway would stay below grade to avoid interference with runway protection zone



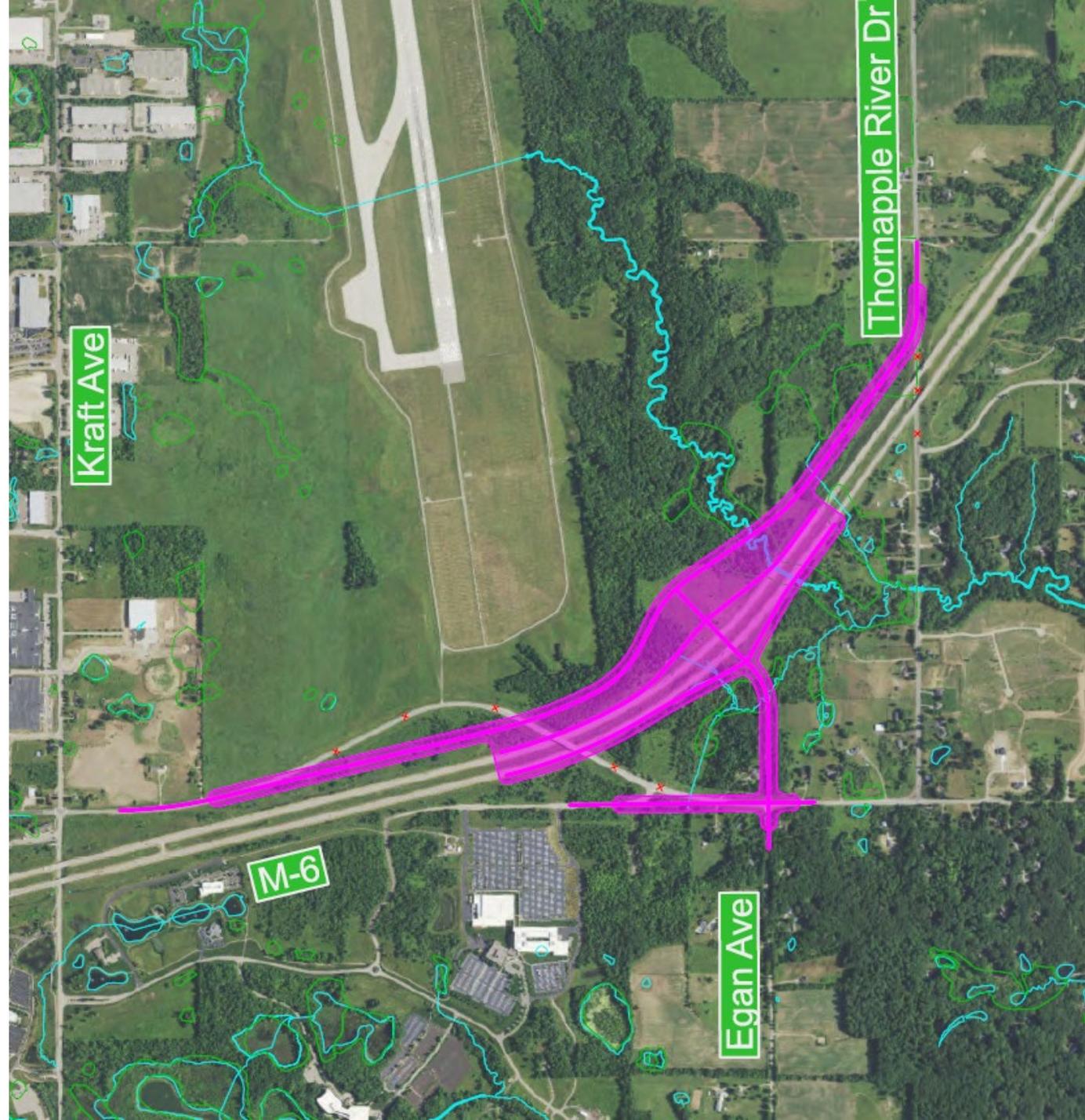
Alternative 3: M-6/48th Street Interchange

- New interchange at this location would likely require reconfiguration of I-96/M-6 interchange
- 2.5 miles from current 36th Street interchange on I-96



Alternatives 4/5: M-6 / 60th Street Interchange and Ring Road

- Provides new access point for developing industrial area at south end of airport; could help separate freight traffic from passenger traffic
- Ring Road could better support adjacent land uses by removing business travel from residential areas to the east, and supporting campus development activity in Caledonia
- Less than 2 miles from current M-37 interchange on M-6



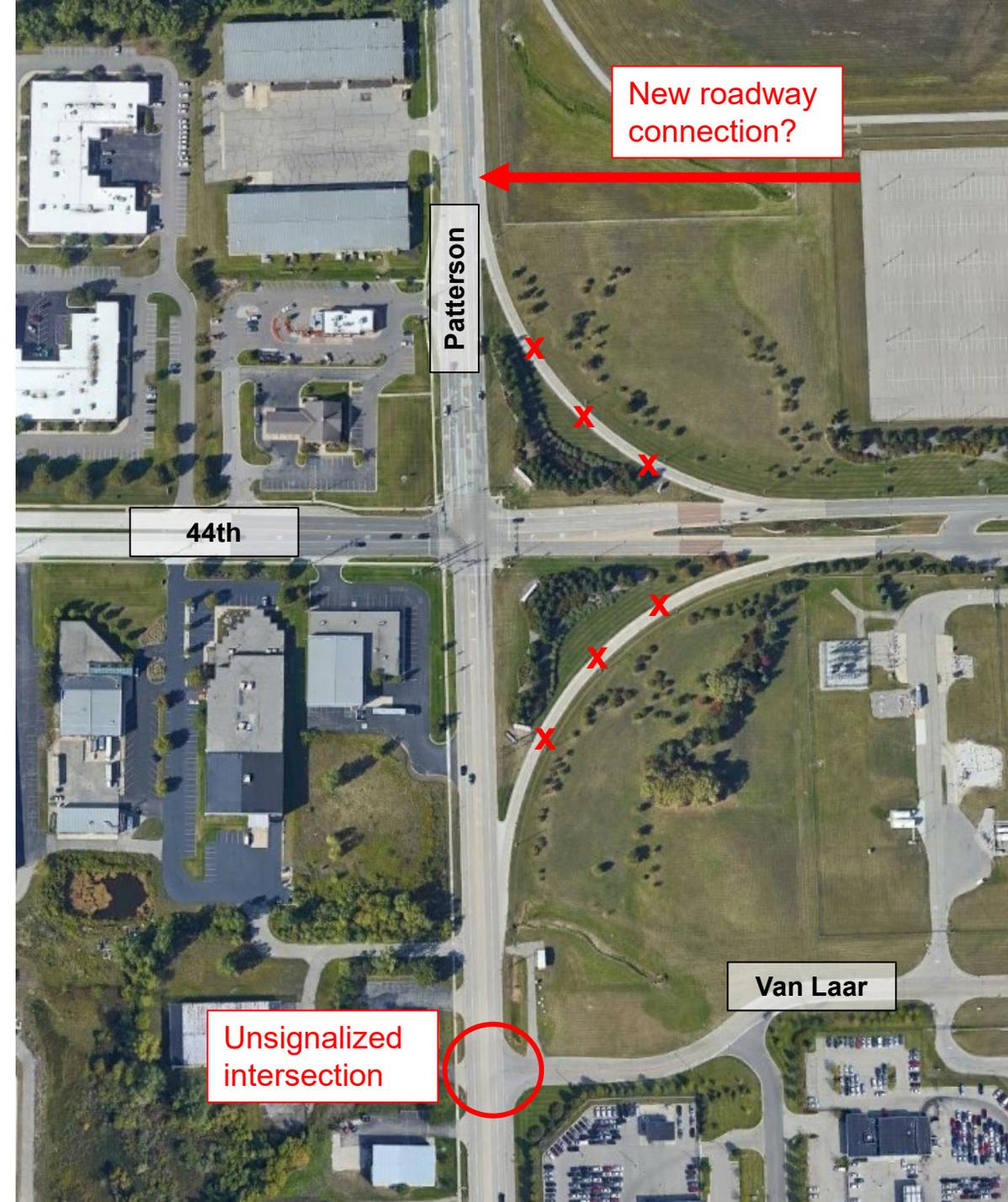
Alternative 6: Secondary Freight Access Point

- Would add redundancy in access for growing cargo operations hub



Alternative 7: Patterson / 44th Intersection Enhancements

- Current (and future) gateway to GRR
- Planned removal of right-turn drives
- Planned new roadway connection to surface parking areas
- Significant crash activity
- Incomplete pedestrian network



Alternative 8: M-37 / Patterson / 60th Intersection Enhancements

- Primary pathway to GRR from south and M-6
- Highest crash activity within study area
- Planned widening (lane-add) along M-37
- Incomplete pedestrian network



Evaluation of Airport Roadway Access Alternatives

#	Alternative	Support for P+N	ROW/Env Impacts	Complexity
1	36 th St. Access (direct)	High	Medium	High
		Provides most direct additional connection to Airport from I-96.	May require additional ROW and could impact wetlands.	Will require significant tunnel to avoid current (and potentially future) runway.
2	36 th St. Access (indirect)	Medium (?)	Medium	Medium
		Provides more direct access and redundancy, may not save significant time.	May require additional ROW, but can likely avoid wetland areas.	Project would require avoiding (and staying below) runway protection zones.
3	M-6 / 48 th Interchange	Low	High	High
		Improves access to west (freight) side of airport only.	Existing golf course and properties constrain interchange option.	Proximity to I-96 access ramps would require significant alterations to access.
4	M-6 / 60 th Interchange	Medium	High	High
		Improves access to SW-side commercial / business area, separates passenger traffic.	Would require significant new right-of-way.	Would be costly and require reconfiguration of roadways in the area.
5	Ring Road Connector	Medium	Medium	High
		Creates improved connection around airport; supports economic development	Would likely require new right-of-way but mostly exist within current public ROW.	Would require reconfiguration of roadways in the area, may only pair with #3 above.
6	Secondary Freight Access	Low	Low	Low
		Creates redundancy in freight access, limited other benefits. Part of airport plan.	Will create connection primarily on airport property.	Likely small-scale investment compared to others on list.
7	Patterson / 44 th Intersection	High	Low	Low
		Enhancements to primary airport gateway to support multi-modal access and safety.	Potential enhancements within existing ROW or on airport property.	Likely small-scale investment compared to others on list.
8	M-37 / Patterson / 60 th Intersection	Medium	Low	Low
		Enhances safety and operations on a primary airport pathway.	Potential enhancements would focus on existing ROW.	Likely small-scale investment compared to others on list.

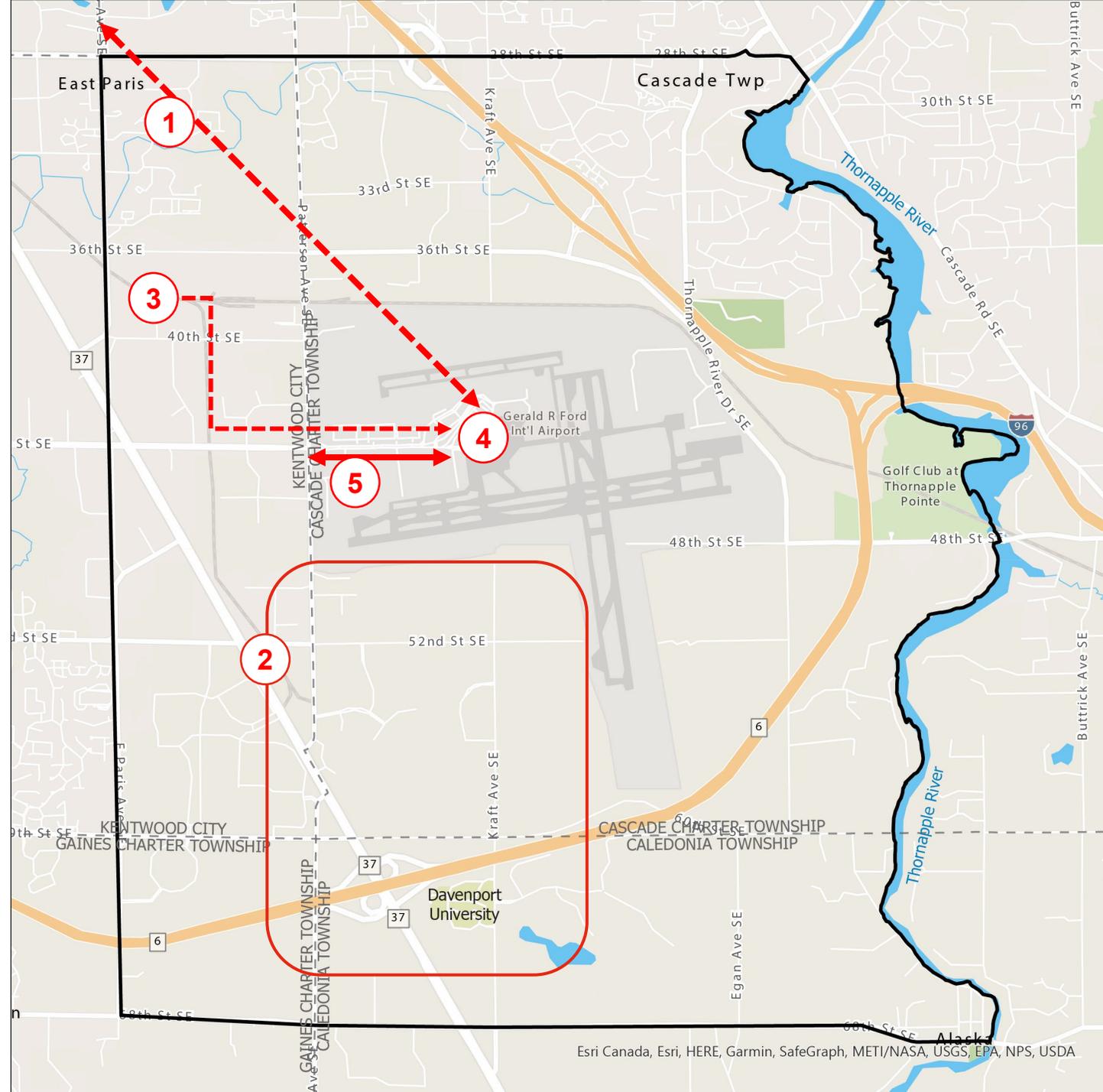
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Conceptual Alternatives

Multi-Modal Access Features

1. Downtown Express Bus / Shuttle
2. Expanded Transit Service (Cascade / Caledonia)
3. Passenger Rail Service
4. Expanded Curb Access / Management
5. Pedestrian / Bike Connectivity Enhancements



Evaluation of Multi-Modal Access Alternatives

#	Alternative	Support for P+N	ROW/Env Impacts	Complexity
1	Downtown Express Bus / Shuttle	Medium	Low	Medium
		Expands access to core areas of Grand Rapids.	Would not be expected to have any related impacts.	Would require additional service funding for The Rapid (or other provider).
2	Expanded Transit Access	Low	Low	Medium
		Would increase access to businesses within study area, but not necessarily improve airport access.	Would not be expected to have any related impacts.	Would require expanded service area or service agreement for The Rapid.
3	Passenger Rail Service	Medium	High	High
		Adds significant new airport travel option; would require detailed study of benefits.	Would require new agreement to utilize private railroad for public transit service.	Likely to have significant costs; would introduce unfamiliar service type.
4	Expanded Curb Access / Management	Medium	Low	Medium
		Separation of arrivals from departures could improve capacity at terminal.	Would not be expected to have any related impacts.	May need significant new investment to separate traffic at terminal.
5	Pedestrian / Bike Connectivity	Medium	Low	Low
		Would expand opportunity to access airport from the east	Would not be expected to have any related impacts.	Could be constructed within or adjacent to current interchanges.

Evaluation of Multi-Modal Access Alternatives

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5	Pedestrian / Bike Connectivity	Medium	Low	Low
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REMOVE

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Public Input #2

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

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

WE
ARE
HERE

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

Public Engagement Methods

Story Map with Built-In Survey

When: July-August

Where: GVMC website

Activities:

- Review / confirm project needs
- Rate / rank / comment on options
- Provide demographic information



Help us spread the word!

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

