

# Airport Access Study

Technical Advisory Committee Meeting #4

# Agenda

- 1 Introductions + Project Status
- 2 Recommended Alternatives
- 3 Public Engagement #3

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# Introductions + Project Status

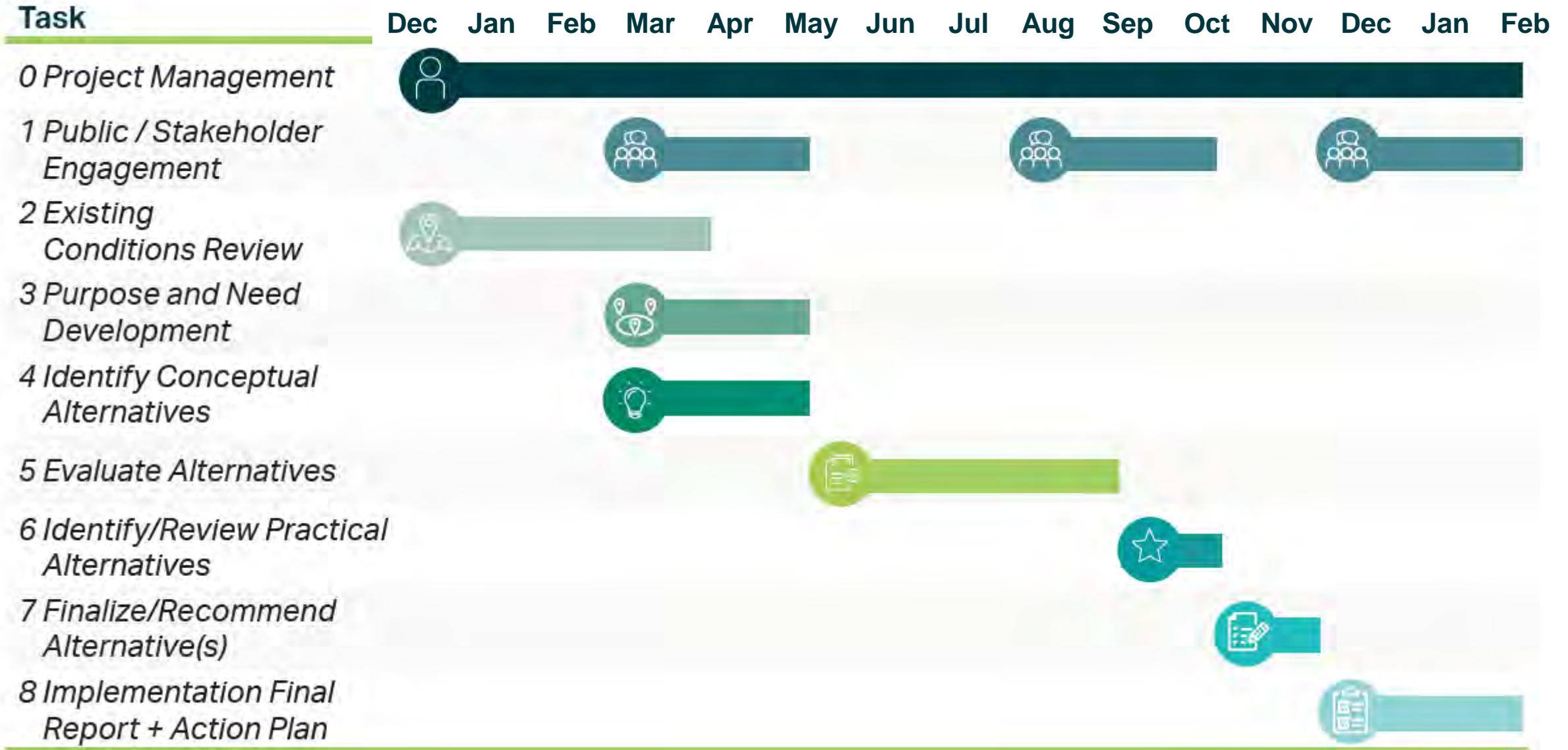
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# Technical Advisory Committee (TAC)

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

# Schedule



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# Recommended Alternatives

# Practical Alternatives

## Airport Roadway Access

### 1. Access Points from I-96/36<sup>th</sup> 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 48<sup>th</sup> Street and 60<sup>th</sup> Street

3a - 60th St

3c - Thornapple River Dr and 48th St

3d - 48th St

### 4. Patterson/44<sup>th</sup> Safety Enhancements

### 5. M-37/Patterson/60<sup>th</sup> 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, not recommended	

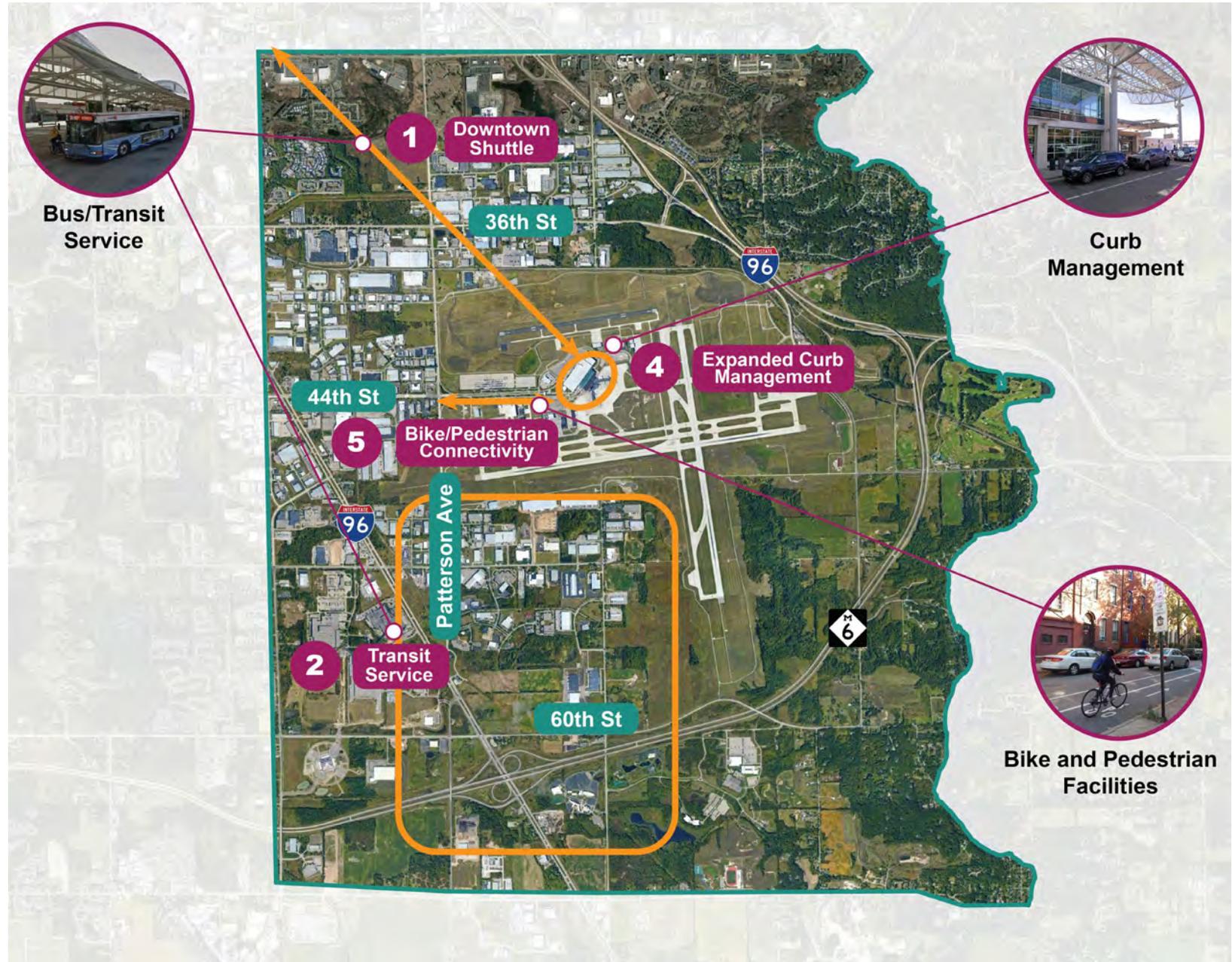
# Evaluation of Airport Roadway Access Alternatives

#	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, but close to M-37	Less compatible with airport and local 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 <sup>th</sup> bridge connection	Less compatible with local land use plan	Wetlands challenges may require mitigation	Relatively lower project cost; approx. \$15M	Relatively high support from public	Potential long-term recommendation	
		48th Street Full Interchange							
Connections to SE study area, 48 <sup>th</sup> bridge connection	In previous land use plan; plan update underway may change local focus		Wetlands challenges may require mitigation	Medium project cost; \$20M+	Relatively high support from public	Potential long-term recommendation			
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	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	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



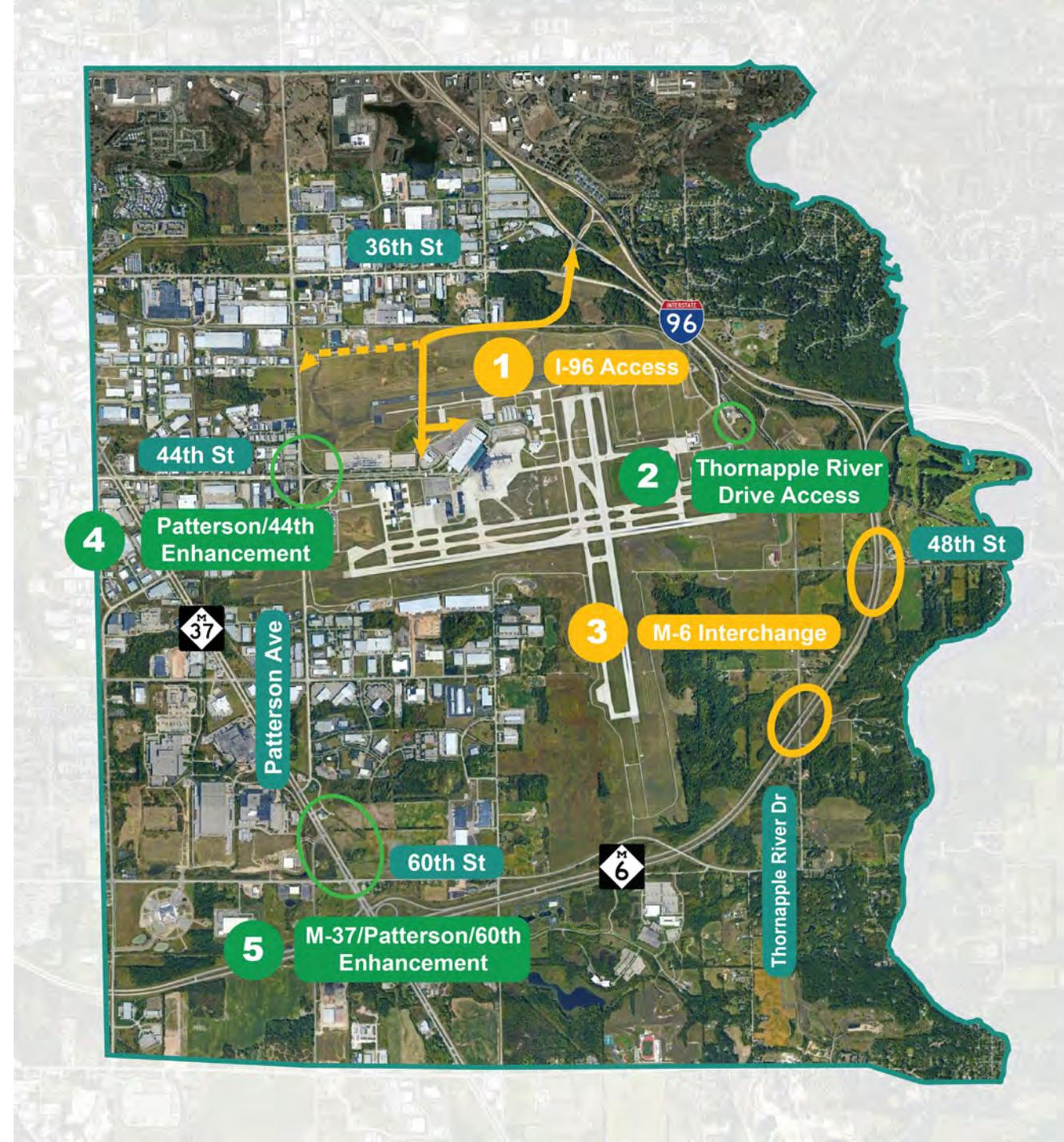
# Evaluation of Multi-Modal Access Alternatives

#	Alternative	Transportation Benefit	Planning / Land Use Compatibility	Environmental/ROW 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	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	Long-term consideration
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 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	Lower project cost	Relatively high support from public	Recommended project option

# Recommended Alternatives

## Airport Roadway Access

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



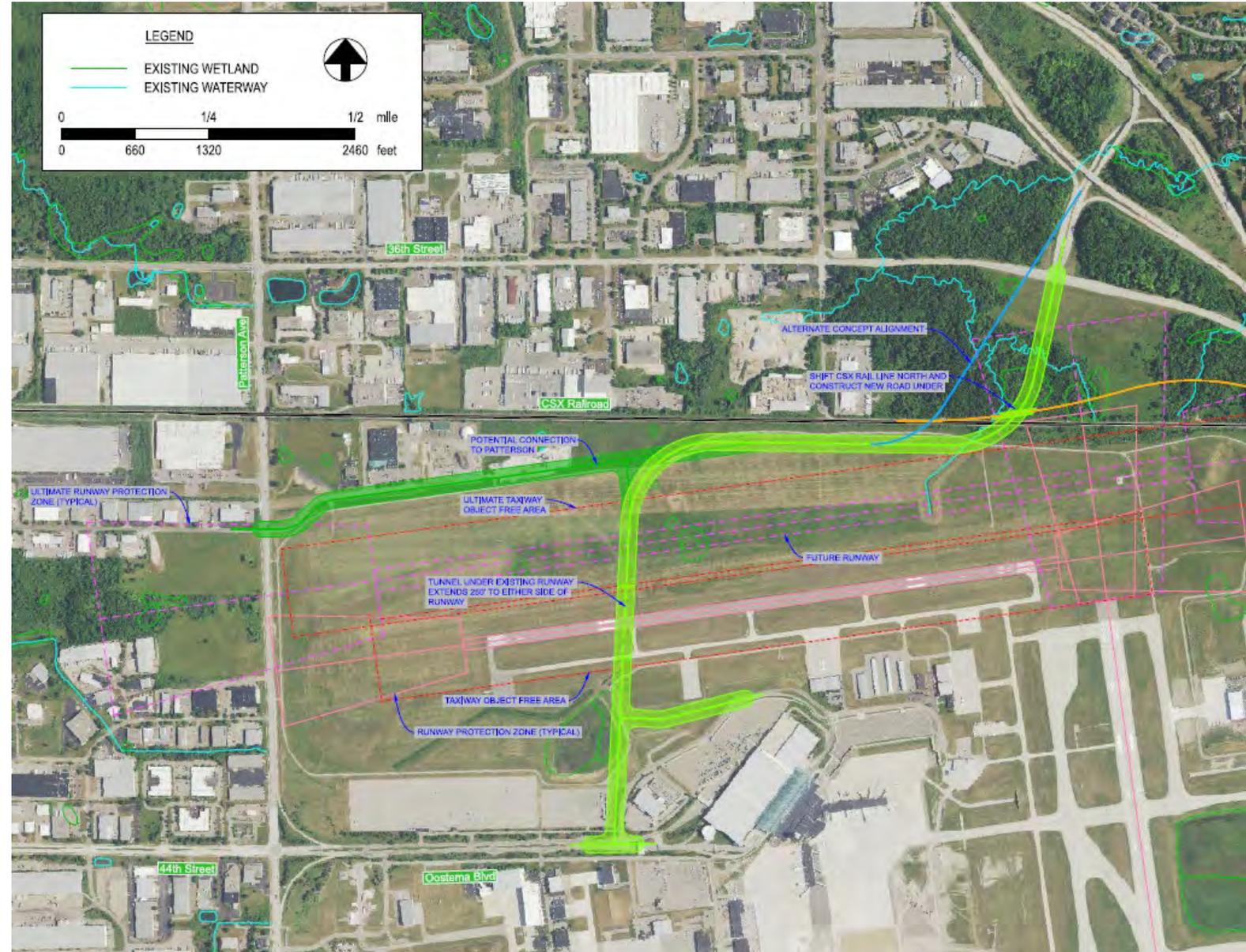
# Recommended Alternatives

## Airport Roadway Access

### I-96/36<sup>th</sup> Street Access - *Direct Access*

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

*Timeline for implementation may be linked to implementation of ultimate runway plans on north side of airport.*



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## 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 48<sup>th</sup> Street Partial Interchanges

- Long-term (*requires additional study to determine demand and preferred configuration*)
- Project cost estimate: \$13M-\$17M



## Recommended Alternatives

### Airport Roadway Access

#### M-6 Interchange - 48<sup>th</sup> Street Full Interchange

- Long-term (*requires additional study to determine demand and preferred configuration*)
- Project cost estimate: \$20M-\$25M



# Recommended Alternatives

## Airport Roadway Access

### Patterson Avenue/44<sup>th</sup> Street Enhancement

- Near-term
- Project cost estimate: Pending (concept under development)

*Project includes re-configuration of the Patterson / 44<sup>th</sup> Intersection to accommodate development of Airport parcels and future growth of airport traffic.*



# Recommended Alternatives

## Airport Roadway Access

### M-37/Patterson Avenue/60<sup>th</sup> Street Safety Enhancements

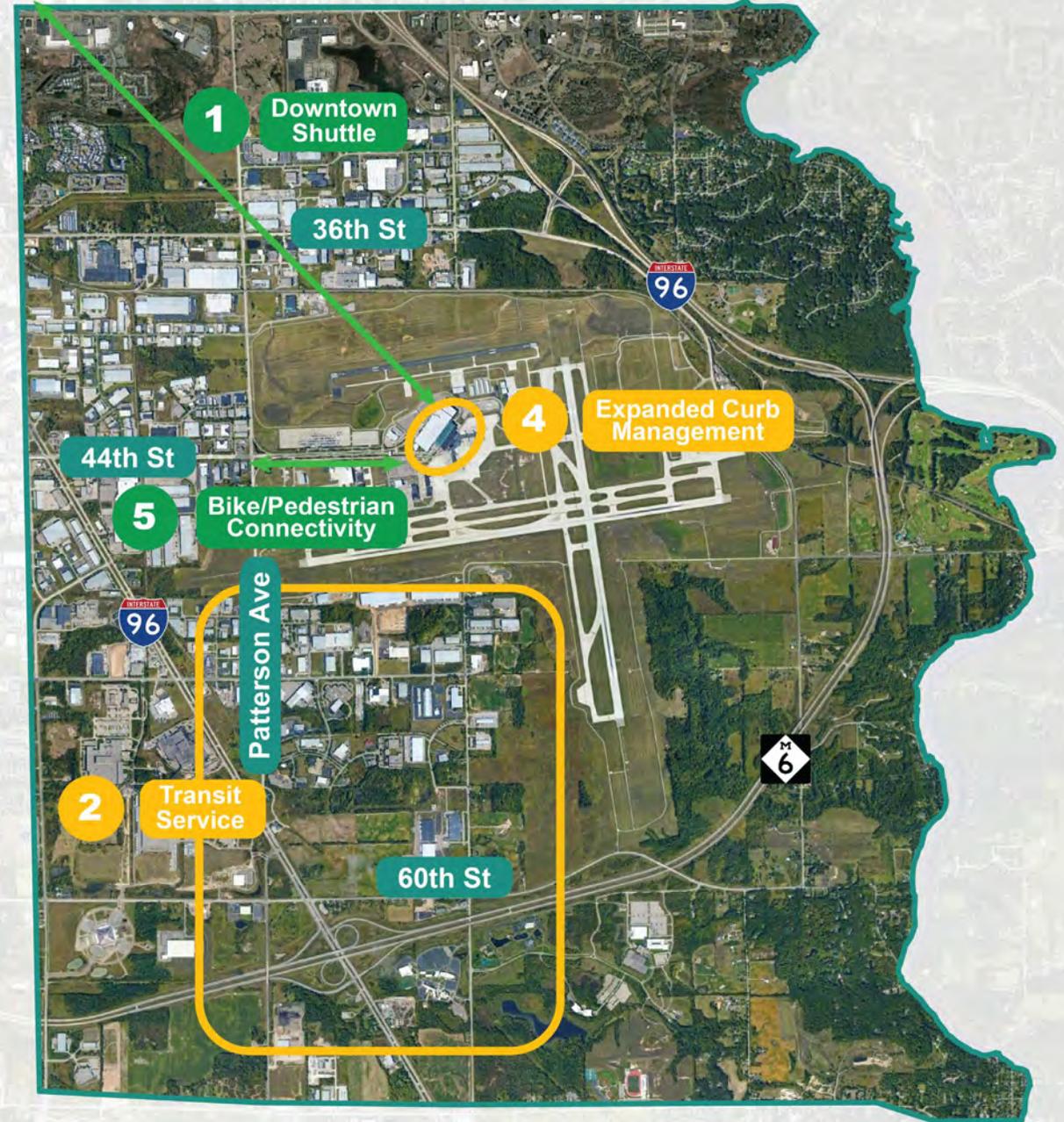
- Near-term
- Project cost estimate: <\$1 million (added to planned MDOT project)



# Practical Alternatives

## Multi-Modal Enhancements

1. Downtown Express Bus / Shuttle (Near-term)
2. Expanded Transit Service (Cascade / Caledonia) (Long-term)
4. Expanded Curb Management (Long-term)
5. Pedestrian / Bike Connectivity Enhancements (Near-term)



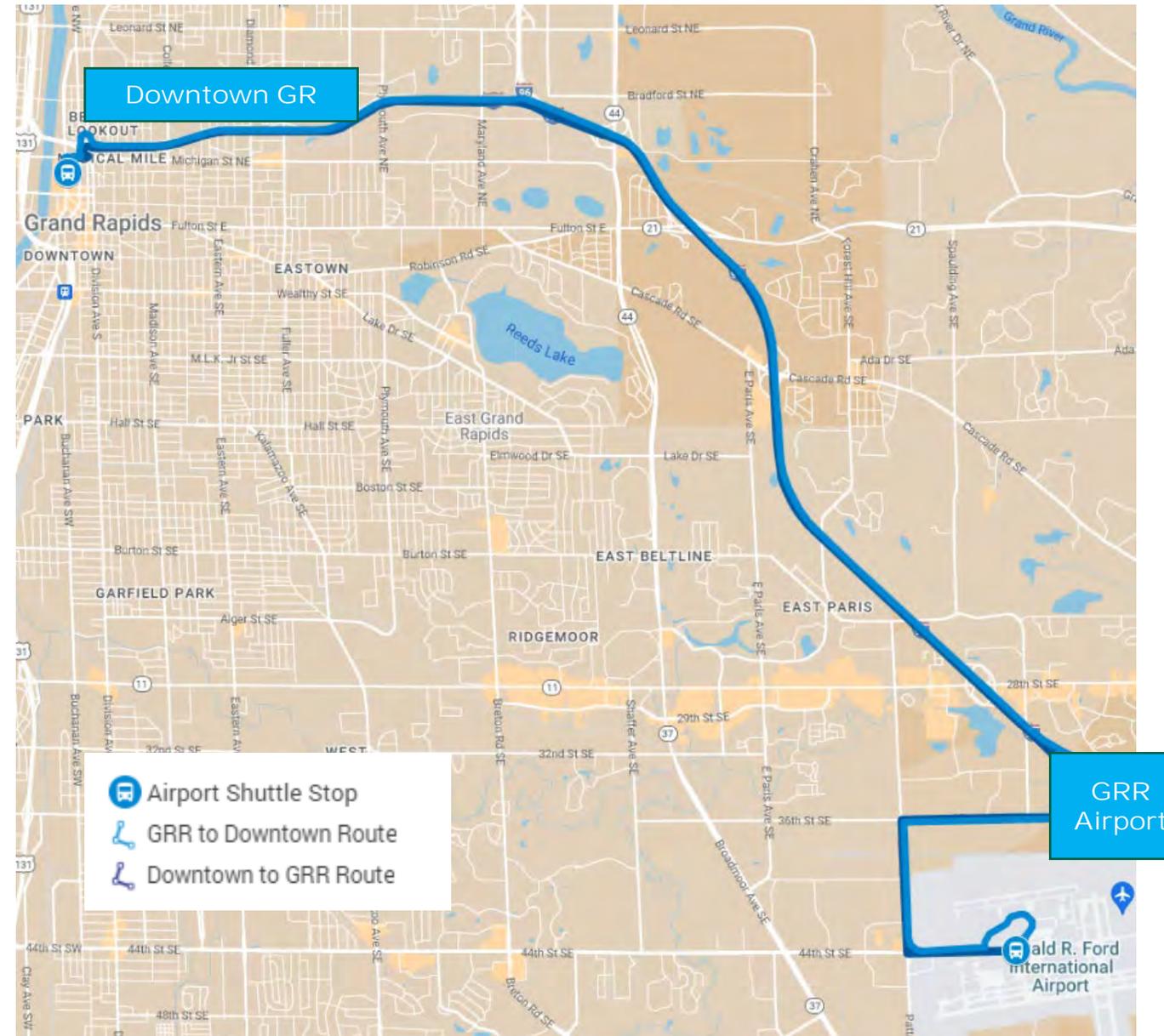
# Recommended Alternatives

## 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



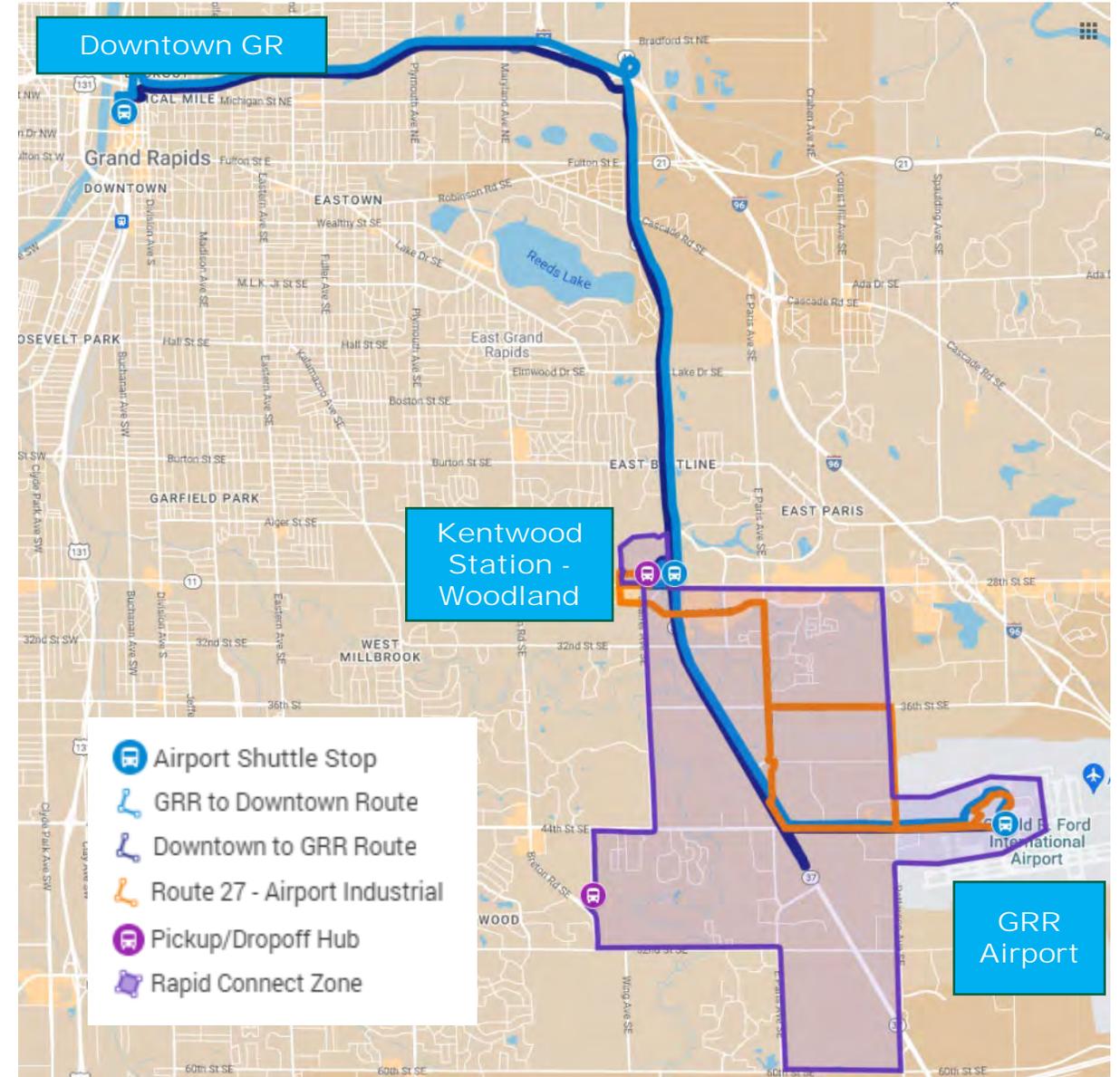
# Recommended Alternatives

## 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)

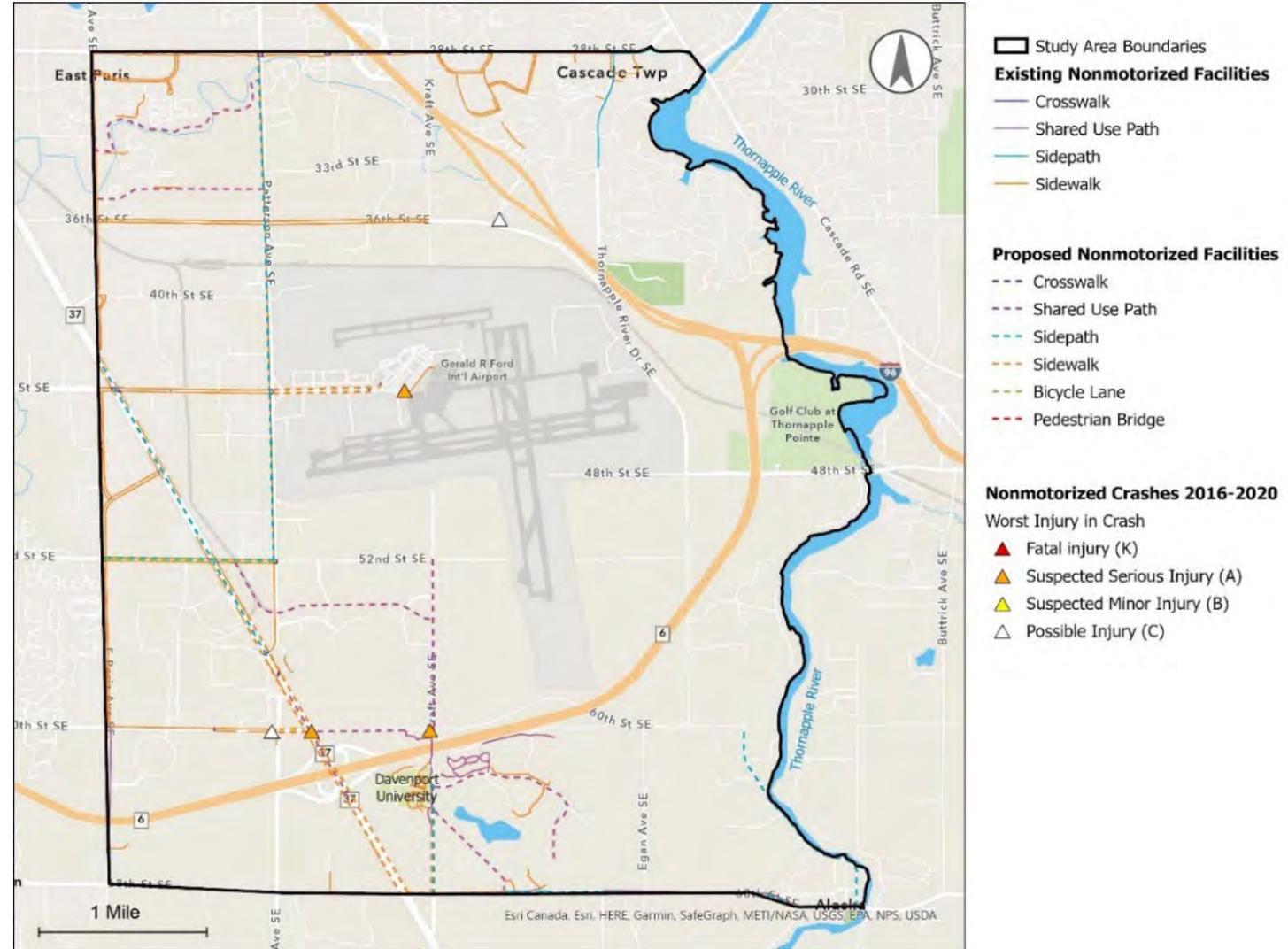


# Recommended Alternatives

## Multi-Modal Enhancements

### Pedestrian / Bike Connectivity Enhancements 2019 Airport Master Plan Update

- Sidewalks along 44<sup>th</sup> Street/Oostema Boulevard from Patterson Avenue to West Michigan Aviation Academy
- New nonmotorized facilities are also planned along Patterson Avenue, Broadmoor Avenue (M-37), in the 52<sup>nd</sup> Street and Kraft Avenue corner of the Four Corners, and in the Davenport University area



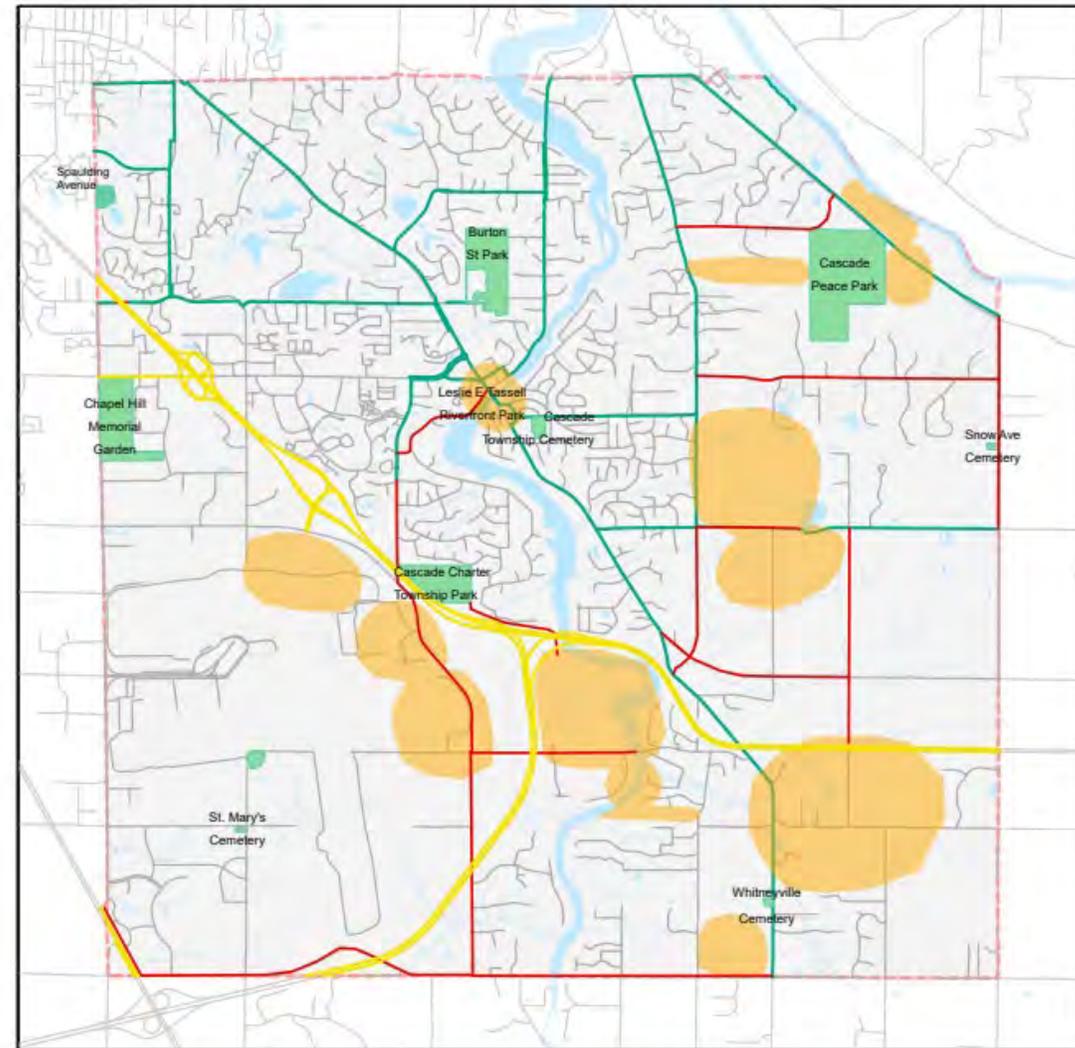
# Recommended Alternatives

## Multi-Modal Enhancements

### Pedestrian / Bike Connectivity Enhancements

#### *Cascade Township Strategic Plan 2022*

- Proposed trail extensions along 60<sup>th</sup> Street and 48<sup>th</sup> Street



### Future Parks Target Areas

Cascade Charter Township, Kent County, Michigan  
September 14, 2022

#### LEGEND

- Proposed Trail Extensions
- Existing Non Motorized Trails
- Proposed Park Acquisition Areas
- Existing Parks - Modified selection



Data Source: Michigan Geographic Data Library 2022, Grand Valley Metropolitan Council REGIS 2022, McKenna 2022.

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# Public Input #3

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## Overview

- During this phase, participants will learn about the Recommended Alternative(s), as well as the subsequent actions needed to advance them.
- FAQ documentation will help explain the concept or any remaining design issues, and activities will involve question-and-answer sessions for participants.

# Public Engagement Schedule



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



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# Engagement Activities

## Project Public Meeting

- *In-person or virtually* for the public to learn about the Recommended Alternative(s), timeline for implementation
- A question-and-answer session will be held to respond public comments

## Project Web Page

- Phase 2 engagement results will be provided on the project web page
- A link to the Story Map and a comment submission form will be provided on the web page to gather public input

## Story Map

- Recommended Alternatives – Which alternatives would you like to see implemented? Rank by timeline (near future to far future)
- Comment section for each Recommended Alternative – Additional thoughts and/or questions

## Stakeholder Meetings

- Additional key stakeholder engagement will be conducted as needed/requested
- Key stakeholders include Infrastructure owners, Cities/Townships, GVMC Board

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# Next Steps