LaGuardia Airport Access

Agenda

Background
Purpose and Need
Goals & Objectives
Alternatives Analysis Process
Public Outreach
Next Steps
Transit Needs in NYC
June 2010

Table of Routes

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<th>Short List for Next Select Bus Service Route</th>
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Background

December 2010: NYCDOT receives Federal Transit Administration (FTA) grant to study transit access alternatives to LaGuardia Airport (LGA)

May 2011: Alternatives Analysis (AA) begins

Low-cost improvements within a short timeframe are focus of AA

NYCDOT working closely with

- New York City Transit
- Bus Company
- New York State Department of Transportation
Background

Process:
Identify all reasonable alternatives for transit to LGA
Select the alternative that best meets goals and objectives
AA will qualify the project for future FTA funding for Environmental Review, detailed Planning and Design etc
Community input will be crucial

First step: define needs and goals
Purpose and Need

LGA currently served by M60, Q33, Q47, Q48 and Q72 bus routes

Bus service often slowed by narrow streets, long dwell times
Over 2/3 of LGA passengers come from NYC, most from Manhattan.

Source: *Upgrading to World Class: The Future of the New York Region’s Airports*, Regional Plan Association, January 2011.
Over 85% of LGA passengers use taxi or private car. Driving to LGA from Manhattan can take over 45 minutes.

Much of western Queens lacks easy access to the subway for local travel.
What transit improvements would you like to see?
Goal: Improve Transit Accessibility to LGA

Example objectives:

Reduce travel time and improve reliability for airport trips for passengers from major commercial hubs

Reduce travel time for airport trips for employees

Accommodate future increases in airport travel

Increase transit mode share for airport trips

Reduce transit travel time for intra-neighborhood trips

Others?
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Goals and Objectives

Goal: Improve Transit In Western Queens

Example objectives:
Reduce transit travel time for trips between Western Queens neighborhoods
Improve transit reliability for trips between Western Queens neighborhoods
Accommodate future transit demand
Others?
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Goals and Objectives

Goal: Minimize Capital and Operating Impacts

Example objectives:
Minimize capital costs
Minimize operating costs
Implement within a five-year timeframe
Compatible with existing NYCT, MTABC, and NYCDOT operations
Compatible with existing and future on-airport operations and infrastructure

Others?
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Goals and Objectives

Goal: Enhance Community Character and Minimize Environmental Impacts

Example objectives:

Support existing and proposed development in LaGuardia Airport neighborhoods

Improve connections between residential and commercial uses

Improve pedestrian circulation and safety

Reduce vehicular congestion, emissions, and noise

Minimize construction impacts

Others?
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Alternatives Analysis Process

Spring 2011
- Document Review
  - Data Collection & Market Study
  - Goals and Objectives
  - Modal Alternatives
  - Public Outreach

Summer 2011
- Primary Screening

Fall 2011
- Potential Alignments
  - Public Outreach

Winter/Spring 2011-12
- Secondary Screening
  - Locally Preferred Alternative(s)
  - Public Outreach
Alternatives Analysis Process

Document Review
Data Collection & Market Study

Review of previous studies related to transit to LGA
Collection of current transit and traffic data

Market Study

- Bus Rider Survey
- Interviews with Airport and Airport-related Employers
- Review of PANYNJ Airport Employee and Passenger Surveys

First Public Meeting
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Public Outreach
LaGuardia Airport Access

Alternatives Analysis Process

Modal Alternatives

- Bus Rapid Transit
- Light Rail Transit
- Ferry
- Automated Guideway Transit
- Streetcar
- Heavy Rail
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Public Outreach
Metropolitan Transportation Authority

New York City Transit
Bus Company

Study Area

Primary Screening

Alternatives Analysis Process

Goals and Objectives lead to Evaluation Methodology

*Example:*

Goal: Improve Transit Access to LGA

Objective: Provide Connections to Existing Transit Service

Evaluation Metric: Number and quality of connections to existing transit network

Development and selection of preferred modal alternative
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Alternatives Analysis Process

Potential Alignments

Identification of Alignment Alternatives and Performance Measures

Conceptual Design and Operating Plans

Transit Ridership Modeling and Future Demand

Cost Estimates

On-Airport Design Options

Second Public Meeting
Connect LGA to one or more nearby commercial hubs:

1. Astoria (Queens)
1a. Harlem (Manhattan)
1b. The Hub (Bronx)
2. Midtown (Manhattan)
3. East Elmhurst/Jackson Heights (Queens)
4. Flushing (Queens)
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Public Outreach
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Alternatives Analysis Process

Detailed analysis of alignment alternatives

Evaluation metrics may include

- Ridership estimates
- Constructability
- Detailed cost estimates
- Environmental considerations

Third public meeting
Public Outreach

Public Meetings
Three meetings to be held throughout the study

Community Advisory Committee (CAC)
Engage key stakeholders in a group setting
Encourage participation in Public Meetings
Next Steps

Ongoing: Surveying and Data Analysis

Summer/Fall 2011:

- Initial Screening to determine Modal Alternative
- Finalize Market Study
- Develop Alignment Alternatives
Comments/Questions?

For more information
Email: LaGuardia@zetlin.com