



LaGuardia Airport Access

Overview

LaGuardia Airport (LGA) is the only New York area airport not served by rapid transit. Local buses serving the airport are slowed by long passenger boarding times and by operating in mixed traffic on local streets. In May 2011 the LaGuardia Airport Access Alternatives Analysis began with the purpose of developing faster and more reliable transit service to LGA. This study has been a partnership among New York City Department of Transportation, MTA New York City Transit, MTA Bus Company and Port Authority of New York and New Jersey.

Bus Rapid Transit (BRT) was identified as the transit mode best suited to improving service to LGA. Under the Select Bus Service (SBS) brand name, BRT has been implemented successfully on Fordham Road in the Bronx, 34th Street and First and Second Avenues in Manhattan and Hylan Boulevard on Staten Island.

Study Goals

- Improve transit access to LGA
- Improve transit service in neighborhoods near LGA
- Provide transit improvements at a low cost and in a short timeframe



Proposed New Routes



Current Service Issues

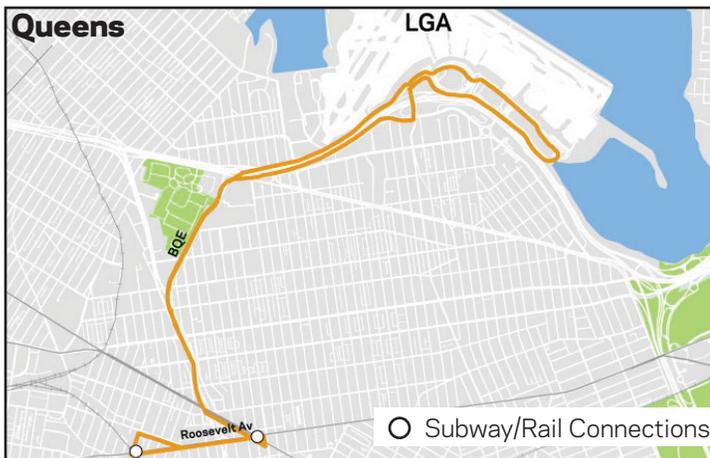
Long dwell times at bus stops
 Long signal delays
 Traffic congestion on 125th Street

Improvement Features

Limited stops
 Dedicated bus lanes
 Transit signal priority
 Off-board fare payment
 Luggage racks

Benefits

M60 SBS route: 20% faster to LGA
 Proposed Bronx SBS route: 40% faster
 Improved reliability



Current Service Issues

Long dwell times at bus stops
 Long signal delays
 Slow travel speeds on residential streets

Improvement Features

Limited stops
 Highway operation
 Transit signal priority

Benefits

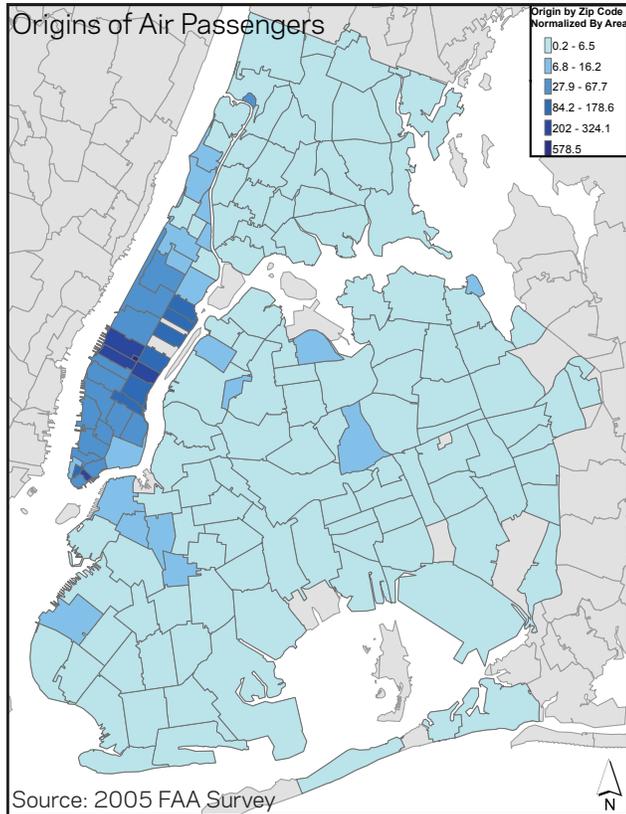
Over 40% faster than current local service
 Improved regional connectivity via LIRR and subways
 Improved local route reliability



LaGuardia Airport Access

Market Research

Air Passengers



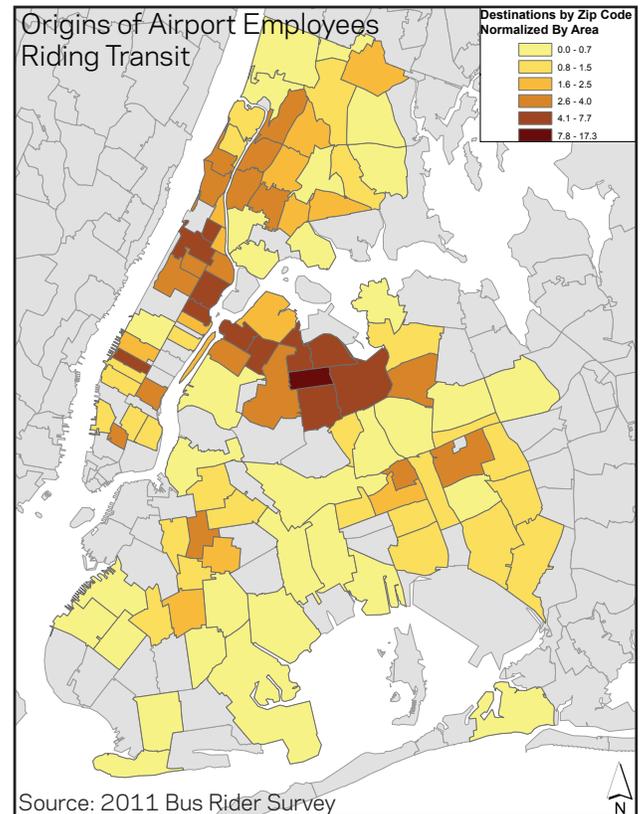
Most air passengers originate in the Manhattan core and currently travel by taxi or hired vehicle.

Leisure travel is a growing market at LGA, and leisure travelers are more likely to ride transit.

Non-Airport Bus Riders

Bus riders on LGA-bound routes not traveling to the airport are also a key market because their regular ridership helps to bolster the frequency of routes serving LGA. For example, nearly 10,000 daily riders of the M60 route are traveling entirely on 125th Street. Bus improvements would benefit more than 32,000 daily riders of all routes on this corridor through reduced delays and improved reliability.

Airport Employees



Most airport employees who commute by transit live in Queens, Upper Manhattan, or the Bronx.

Many employees ride transit, primarily the M60 and Q33. Shift times impact the ability to use transit

Public Outreach

- Bus Rider Survey: June 2011
- Employer Interviews: Fall 2011
- Community Advisory Committee: June 2011
- Public Meeting #1: June 2011
- Public Meeting #2: November 2011
- Public Meeting #3: October 2012

Next Steps

- Address stakeholder comments
- Select Locally Preferred Alignments
- Prepare Final Alternatives Analysis report
- Initiate detailed analysis along routes
 - Traffic and environmental analysis
 - Corridor Design
 - Curb Regulation planning
- Implementation in 2013/2014

www.nyc.gov/btr

