

**THE AIRTRAIN AIRPORT ACCESS SYSTEM  
JOHN F. KENNEDY INTERNATIONAL AIRPORT  
AIRPORT ACCESS SERVICE**

- The JFK AirTrain airport access system interfaces with two existing regional transit systems; the Long Island Railroad (LIRR) at the Jamaica Station Complex, and, directly below the railroad Complex, the New York City Transit System (NYCT) Sutphin Boulevard Station. It also interfaces with the subway at the NYCT Howard Beach Station, directly adjacent to the airport's long term parking area.
- With these interfaces, AirTrain links up to ten of the eleven LIRR branches, "A", "E", "J" and "Z" NYCT train services and numerous city bus routes. This master plan provides two viable inter-modal connections for AirTrain patrons arriving from the airport, Manhattan, the four other New York City boroughs and Long Island.
- An AirTrain passenger departing Manhattan - from Penn Station via the LIRR - will arrive at the AirTrain Terminal at Jamaica Station, transfer to the AirTrain System, and arrive at the airport's Central Terminal Area (CTA) in eight minutes. The total trip time from Penn Station, Manhattan to JFK is approximately 40 minutes. A passenger taking the NYCT "A" train from downtown Manhattan will arrive at the AirTrain Terminal at Howard Beach station, transfer to the AirTrain System, and arrive in the CTA also in eight minutes. The total trip time from downtown Manhattan is approximately 70 minutes.
- Most AirTrain passengers accessing the regional transit network will travel to those points of origin by walking or via taxi, subway, bus or some other mode of ground transportation. Regardless of the system, including a "one seat ride" concept, the same access issue would apply.
- The AirTrain System is a custom "airport access" design developed to be physically compatible with the existing MTA Systems. The AirTrain vehicle is designed to accommodate baggage storage and baggage cart movement (and address ADA issues), provide essential airport information and present an image of premier signature service. The vehicle is also designed to operate exclusively on the AirTrain right-of-way, however, a future "one seat ride" vehicle would have the ability to operate on MTA and AirTrain rights-of way in conjunction with the AirTrain System.
- Although inter-modal transfer is required, two critical issues determine Airtrain's success: guaranteed trip time and the development of significant public spaces at the two regional connections. Gateway designs at the Jamaica Station and Howard Beach Station AirTrain Terminal interfaces will create a sense of arrival for the passenger and enhance the ease of transfer between systems.

**THE AIRTRAIN TERMINAL AT JAMAICA STATION  
THE JOHN F. KENNEDY INTERNATIONAL AIRPORT (JFK)  
AIRPORT ACCESS GATEWAY**

- The Long Island Railroad (LIRR) Jamaica Station Complex exists as a regional inter-modal transportation hub, and, as stated, serves ten of the eleven LIRR branches, New York City Transit's "E", "J" and "Z" train services and numerous city bus routes.
- Because of its regional transit infrastructure, and its proximity to JFK, this existing transit operation has been selected as the ideal facility to develop the AirTrain System's functional and symbolic gateway into the airport.
- AirTrain passengers arrive at the existing Complex by the above mentioned transit systems where, as a primary objective, the AirTrain Terminal provides the smoothest, most efficient inter-modal transfer possible.
- The functional planning of the AirTrain Terminal addresses the "seamless ride issue" by overriding the reality of passengers transferring from the existing "public transit systems" located at the Complex, to the AirTrain "airport access system". This is accomplished by creating public spaces that provide a high level of patron service and the civic image of arrival at the airport's transit gateway.
- The AirTrain system will arrive forty-four (44) feet above grade at the existing Jamaica Complex's south side. AirTrain passengers coming from the public transit systems will arrive below the street at subway level, from street level via car, taxi and city bus and above street level on the five LIRR platforms. They will then circulate south - horizontally and vertically- over to the AirTrain station, platform level fare zone.
- Two new public concourses will provide the horizontal and vertical paths of travel to the AirTrain station. The first is an environmentally controlled street concourse that links the subway mezzanine to street level. The second concourse is an open-air mezzanine /bridge above the LIRR platform zone, which creates a multi-level platform environment and will also serve as the railroad's new mezzanine waiting area and platform transfer function.
- Walking distances from these separate transit systems - again all located within the multi-modal Complex - average approximately 450 feet or two to four minutes in walking time to the AirTrain fare zone; including vertical circulation via maximum width escalators and large glass enclosed, glass elevators. As mentioned, the entire AirTrain operation is designed to accommodate baggage cart movements within the stations and the trains.
- Two signature-building components comprise the functional design and gateway image of the AirTrain Terminal. The first is the Portal Enclosure, an articulated train

station shed, which sits over the multi-level LIRR platform zone announcing a sense of arrival at the Complex. The second, the Vertical Circulation Building (VCB), a multi-story glass atrium space that serves as the horizontal and vertical collector for passengers arriving from street and subway level, and LIRR platform zone.

- Once in the VCB, before entering the fare zone, AirTrain passengers will be provided with various other airport passenger amenities and information services, including the potential for baggage check.
- An exclusive AirTrain street level vehicular pick up/drop off zone will be located on the 94<sup>th</sup> Avenue side of the Terminal to accommodate a “kiss and fly” function where passengers can be dropped off or picked up by ground transportation choosing to avoid the Van Wyck Expressway.
- Finally, the Jamaica business community has observed that the AirTrain Terminal development at Jamaica Station may provide the potential for future economic development activity in the Jamaica Center area.

### **THE AIRTRAIN AIRPORT ACCESS SYSTEM BAGGAGE CHECK STRATEGY**

- The ability for AirTrain passengers to check their baggage is proposed to occur at two locations; at Penn Station in Manhattan, and within the AirTrain Terminal at the Long Island Railroad Jamaica Station Complex.
- Planning for a designated airline service zone has been incorporated into the Main Ticketing Hall in the Penn Station, Farley Building Master Plan. Planning for a designated airline service zone is incorporated into the Jamaica Station Airtrain Terminal within the Vertical Circulation Building, AirTrain Lobby, adjacent to the AirTrain Station fare zone.
- A Port Authority Aviation Department Baggage Sub-Committee has been formed. The Sub-Committee, comprised of staff from the Port Authority Aviation Department and Airport Access Program, airline representation and the current inter-terminal baggage transfer operators at JFK have been evaluating alternative strategies for transporting baggage to the airport from both locations once it has been checked by the passenger.
- A preliminary study has been performed to assess baggage transport methodologies and required transport agency interfaces, including the Port Authority, LIRR and the Penn Station Redevelopment Corporation. Budgetary cost estimates and time analysis studies are under development. Preliminary discussions have also been held with the Federal Aviation Administration concerning security and regulatory issues.

**THE AIRTRAIN AIRPORT ACCESS SYSTEM  
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AIRPORT CIRCULATOR SERVICE**

- The AirTrain on-airport circulator service substantially replaces ground transportation, i.e., shuttle bus operations that currently transport passengers and airport employees around the airport roadway network.
- Nine separate AirTrain stations will serve the on-airport circulator service: six stations are located in the airport CTA, interfacing with the nine existing terminal buildings; three stations serve off-CTA locations, one at the car rental site and two in the long term parking areas. One of these stations links up to the AirTrain Terminal at the NYCT “A” train Howard Beach station, thus functioning as a long term parking station and an Airport Access Terminal interface.
- All nine stations provide enclosed, environmentally controlled spaces at three levels within a high quality public environment. All have grade level, glass enclosed lobbies and glass enclosed platforms. The six CTA stations have elevated, glass enclosed connectors with moving walkways that link the station to the terminal building. All stations provide maximum width escalators. Glass enclosed, glass elevators move passengers vertically in a safe, secure manner and accommodate baggage cart movement throughout the AirTrain System, from stations to cars and eventually to the terminal building.
- “Departing” passengers and airport employees parking in long term parking areas will use the AirTrain as a free ground transportation system to circulate from parking to the CTA – the trip time is approximately eight minutes to the first terminal building - thereby significantly reducing their travel time from long term parking. This also improves the roadway network by removing on-airport bus operations, which clog the CTA frontage zones.
- “Arriving” passengers seeking car rental facilities will use the AirTrain as free ground transportation to circulate to car rental facilities, again reducing their trip time and removing bus traffic.
- “Arriving” passengers seeking connecting flights at another terminal will transfer from one terminal to another utilizing the free AirTrain airport circulator system.
- Individuals meeting and greeting arriving passengers or seeing departing passengers off on their flights can park anywhere in the CTA and use the free AirTrain service to circulate around the CTA to another terminal.
- By utilizing the Airtrain System to connect the airport CTA - an eight minute round trip - AirTrain will also stimulate economic development and airline competition by allowing the individual terminal complexes to function as one large facility. As an

example, airlines located in different buildings can create partnerships because of AirTrain's ease of inter-terminal transfer.