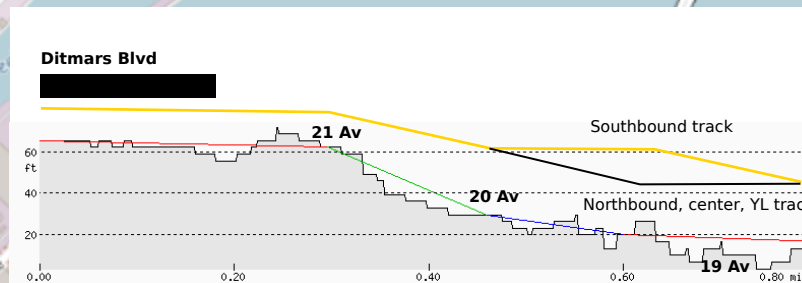


N Extension to LaGuardia Airport

I've chosen an elevated station at Terminal B. No Terminal C station is proposed, and this alignment renders an extension to Terminal C or points east infeasible. Subway stations are long, and alignment requirements are substantial. An airport circulator system (maybe even the Backwards AirTrain) or improvements to the current buses could serve to bring passengers to the subway station. The elevated station is a very short walk from Terminal B, and the elevated station should be less costly than an underground alternative.

Two intermediate stations are proposed, 45th St-Employee Parking and 21 Av-Terminal A. Both have airport-adjacent uses, broadening the funding base, but are intended to be useful to others as well, with 45th St being close to several recent developments in addition to its industrial sites, and 21 Av being a relatively dense area for its current lack of rapid transit. Any alignment closer to Terminal A but not travelling under the runway would interfere with the fuel tanks along Bowery Bay Extension and/or the substation along 81 St



45 St-Employee Parking

N

Astoria-Ditmars Blvd

N

Reconstruct
Ditmars Blvd as
a side-platform
station

21 Av-Terminal A

N

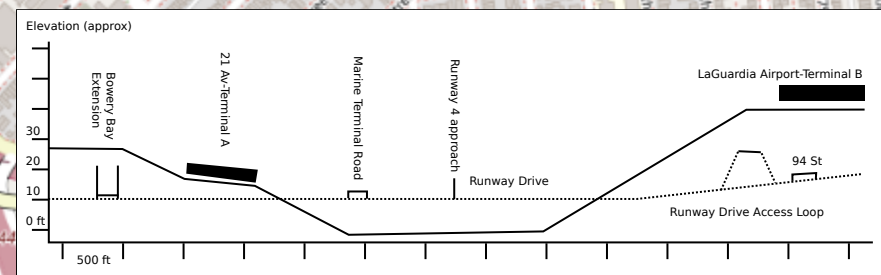
LaGuardia Airport-Terminal B

N

Elevated station adjacent
to Terminal B Garage

Tracks emerge in
construction lot
adjacent to
Runway Drive

Cut and cover tunnel under
Runway Drive and GCP shoulder
Total length < 2000 ft



Astoria Blvd

NW

30 Av

NW

New switches allow Astoria
Boulevard to be used as a
two-track terminal during
construction, and to
terminate W trains on the
center track