

# CRAIN'S NEW YORK BUSINESS

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## Getting to JFK

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A one-seat ride between Manhattan and John F. Kennedy

## International Airport is feasible

To the editor:

A one-seat ride between Manhattan and John F. Kennedy International Airport is feasible from a technical standpoint and would be very important for the economic well-being of the New York metro area (“**‘One’ thing missing from Cuomo’s JFK plan,**”).

In 2001 AECOM, a well-regarded engineering firm, studied a range of options for a one-seat ride at the behest of the Metropolitan Transportation Authority and recommended that a fleet of dedicated railcars that could negotiate AirTrain’s sharp curves and steeper grades be designed and used to provide an attractive one-seat-ride service between Penn Station and JFK.

The AECOM study was never made public,

although the nonprofit that I head, the Institute for Rational Urban Mobility, obtained a copy.

More recently, students at the NYU Wagner School of Public Service produced a study that discussed the benefits and costs of restoring a 3.5-mile segment of the disused Long Island Rail Road Rockaway Beach Branch to allow for the same one-seat ride. That study also explored some preliminary design concepts for incorporating a hiking and biking trail along the rail line in Queens.

The challenges are not technical but institutional. In the past the MTA and the Port Authority of New York and New Jersey refused to advance this project because each agency wanted to retain its autonomy and not share in the project's cost.

Gov. Andrew Cuomo, who controls the MTA and has veto power over the Port Authority,

is in an excellent position to advance a one-seat ride as proposed by AECOM. It's time for him to take action.

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Inline Play

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