



Case Study: Indianapolis Airport

# Airport Transit Case Studies

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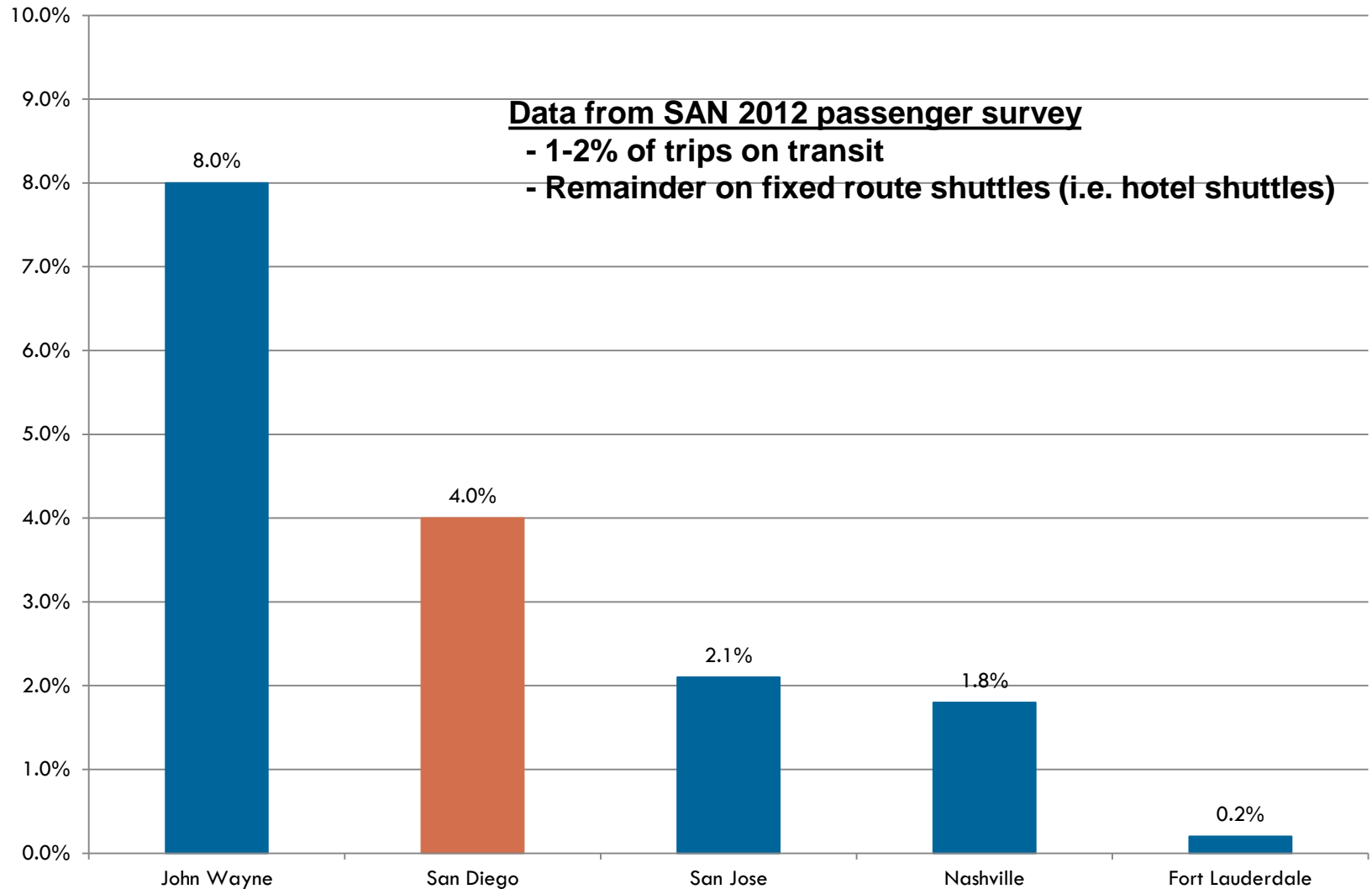
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# Choosing “Peers” for Transit Service

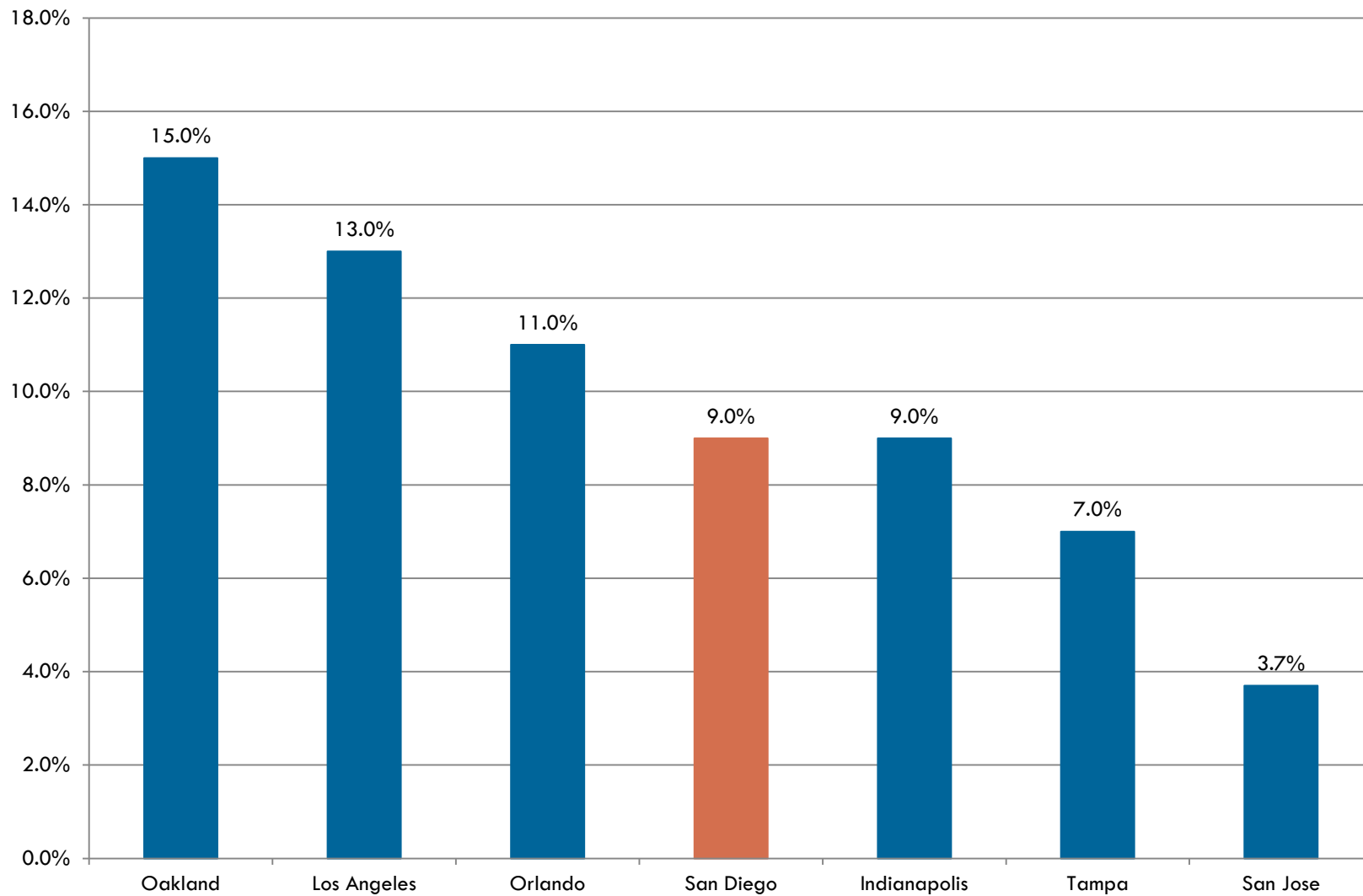
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- Close in airports – no more than 10 miles from CBD
- At least 50% and no more than 200% of SAN passengers
- Dominated by originating trips (not transfers)
- No direct rail service or direct fixed guideway service on site.
- LAX FlyAway included as a potential model.

# San Diego's Transit/Fixed Route Shuttle Mode Share Compares Favorably with Many Peer Airports



# SAN Shared Ride Mode Share is Consistent with Peers





# Frequency and Directness of Connections Attracts the Most Riders

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- Conversion from bus to rail at OAK appears to be doubling transit ridership to the airport.
- FlyAway service provides very direct point to point service, but that service model has limitations
- Airport transit passengers are less price sensitive than other transit riders
- Employee transit trips are dependant on Transportation Demand Management (TDM) policies including parking policy, as well as span, frequency and cost.

# Mineta San Jose International Airport (SJC)

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- 3 miles northwest of downtown San Jose
- 98% origin-destination flights, 2% connecting (2012)
- 4,074,697 passenger boardings in 2012
- 2,987 employees
- Dedicated bus connection to Light Rail.
- 3.7% of airport trips by transit
  - 2.1% by bus
  - 1.6% by van

# Oakland International Airport (OAK)

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- 5 miles south of downtown Oakland; 11 miles east of San Francisco
- 4,921,502 passengers in 2012
- 8,000 employees
- 15% of airport trips by transit (2008)
  - 9% rail with bus connection
  - 6% bus or van
- Early data suggests that direct rail service may double transit ridership.

# Orlando International Airport (MCO)

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- 8 miles southwest of downtown Orlando
- 17,159,144 passengers (2012)
- 18,000 employees
- 11% of airport trips by bus and van (2008)
- Half of those trips are shuttles to hotels and Disney.
- Proposed people mover and future rail station on site.



# John Wayne Airport (SNA)

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- Located 35 miles southeast of Los Angeles and 5 miles of downtown Santa Ana, CA
- 4,380,215 passengers (2012)
- 98% origin-destination passengers, 2% connecting (1998)
- 3,626 employees
- Frequent shuttle to Metrolink to LA and San Bernardino. Shuttle service to Anaheim/Disney.
- 8% of airport trips by transit (2008)

# Indianapolis International Airport (IND)



- Opened 1931
- Located 7 miles southwest of downtown Indianapolis
- 10,000 employees
- 94% origin-destination passengers (1998)
- 3,565,217 passenger boardings in 2012
- Served by point to point private services and frequent downtown bus service. Go Shuttle is \$10.
- 9% of airport trips by bus or van (2008)

# Fort Lauderdale International Airport (FLL)



- Three miles southwest of downtown Fort Lauderdale
- 86% origin-destination passengers, (1998)
- 11,444,558 million passenger boardings in 2012
- Over 12,500 employees
- Served by local bus and SUN Trolley rubber tire shuttle.
- Very low transit mode share of 0.2%.

# Nashville International Airport (BNA)

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- 6 miles southeast of downtown Nashville
- 4,494 employees (2001)
- 81% origin-destination passengers (2001)
- 4,795,794 passenger boardings (2012)
- Hourly express bus service to downtown. 1.8% of airport trips by bus (2009). Transit service used largely by employees.

# Tampa International Airport (TPA)

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- 5 miles west of downtown Tampa
- 7,500 employees
- 90% origin-destination passengers
- 8,215,487 passenger boardings (2012)
- 30 minute local bus service with long service span. 7% of airport trips by bus or van (2008)
- Local bus service serves more employees than travelers.

# FlyAway, Los Angeles International Airport (LAX)

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- 12 miles southwest of downtown Los Angeles
- 66% origin-destination passengers, 34% connecting (2006)
- 50,000 employees
- 31,364,408 passenger boardings (2012)
- 13% of airport trips by bus or van (2008)





# Fly Away Fares

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- \$8.00 to Van Nuys, Union Station, Santa Monica and Hollywood; \$10.00 to Westwood.
- Employee Monthly Pass < ----**\$120.00**---- >
- Two children age 5 and under may ride free with each paying adult
- Tickets can be purchased on line in advance. Tickets may be purchased at the bus with Visa, MasterCard or American Express credit or debit cards. Metro EZ transit pass is also accepted.
- Tickets are valid 30-days from the date of purchase and are not considered a “reservation”





# Fly Away Operations

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- FlyAway was originally the result of a law suit settlement over the impacts of airport expansion.
- Operations are contracted to private operators for turnkey operations
- Parking availability and regulations vary by site. Parking can cost an additional \$10 - \$15 per day.
- Transit subsidies are available to employees at LAX to encourage employee use.
- The goal is to cover all costs through fares, but deficits have run up to \$5M per year. Fare increases are intended to cover costs, but this remains a goal.
- LAWA expects to pilot new routes with the goal of having 10+ routes in operation eventually.

# Transit Services to be Further Explored for SAN

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- Short term fixes
  - Explore connections at Old Town Station
  - Harbor hotel area shuttles
  - Improve branded connection to downtown
  - Improve wayfinding and passenger information
  - Sell a “car free” San Diego experience
  
- Medium term improvements
  - FlyAway style partnership with private operators, especially on I-5 corridor, also consider I-15 and 805.
  - Create a sense of arrival at Middletown station and connect to frequent RAC shuttle. Improvements can be implemented with or without a full intermodal station and HSR.
  
- Longer term
  - Consider impacts of a full intermodal station north of airport
  - Identify opportunities (if any) for direct trolley service to the airport.

# Thank You!



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