



Queens Bus Network Redesign

PROPOSED FINAL PLAN

Queens Redesign Project Timeline



How Are We Redesigning the Bus Network?

Customer Priorities

We asked customers how we should prioritize our efforts to develop a better bus network. They answered with the four priorities below. These priorities are the goals for the redesign.



Reliable Service

Customers want to be able to rely on buses to arrive when expected



Better Connections

Customers want improved intra- and inter-borough connections



Faster Travel

Customers expressed concerns about delays, slow bus service, and congestion



Simplified Service

Customers want bus service that's simple and easy to understand

How Are We Redesigning the Bus Network?

Redesign Strategies

We have used the following strategies to help achieve the four customer priorities:

Simplify the Network with Improved Route Design

- Straighter and more direct routing
- New route types
- Less redundant service and fewer route variants

Enhance Connectivity

- Improve the bus network grid to create new connections
- Create new routes to address gaps in the bus network
- Strengthen interborough bus travel to the Bronx, Brooklyn, and Manhattan

Improve Frequency

- Build a better all-day frequent network
- Allocate service to align with routing changes and to better meet customer needs

Balance Bus Stops

- Increase stop spacing to speed up buses and improve reliability for customers
- Improve average stop spacing based on new route types

Expand Bus Priority with NYC DOT

- More busways, bus lanes, and other treatments to speed up service and improve reliability

Improve Transit Equity

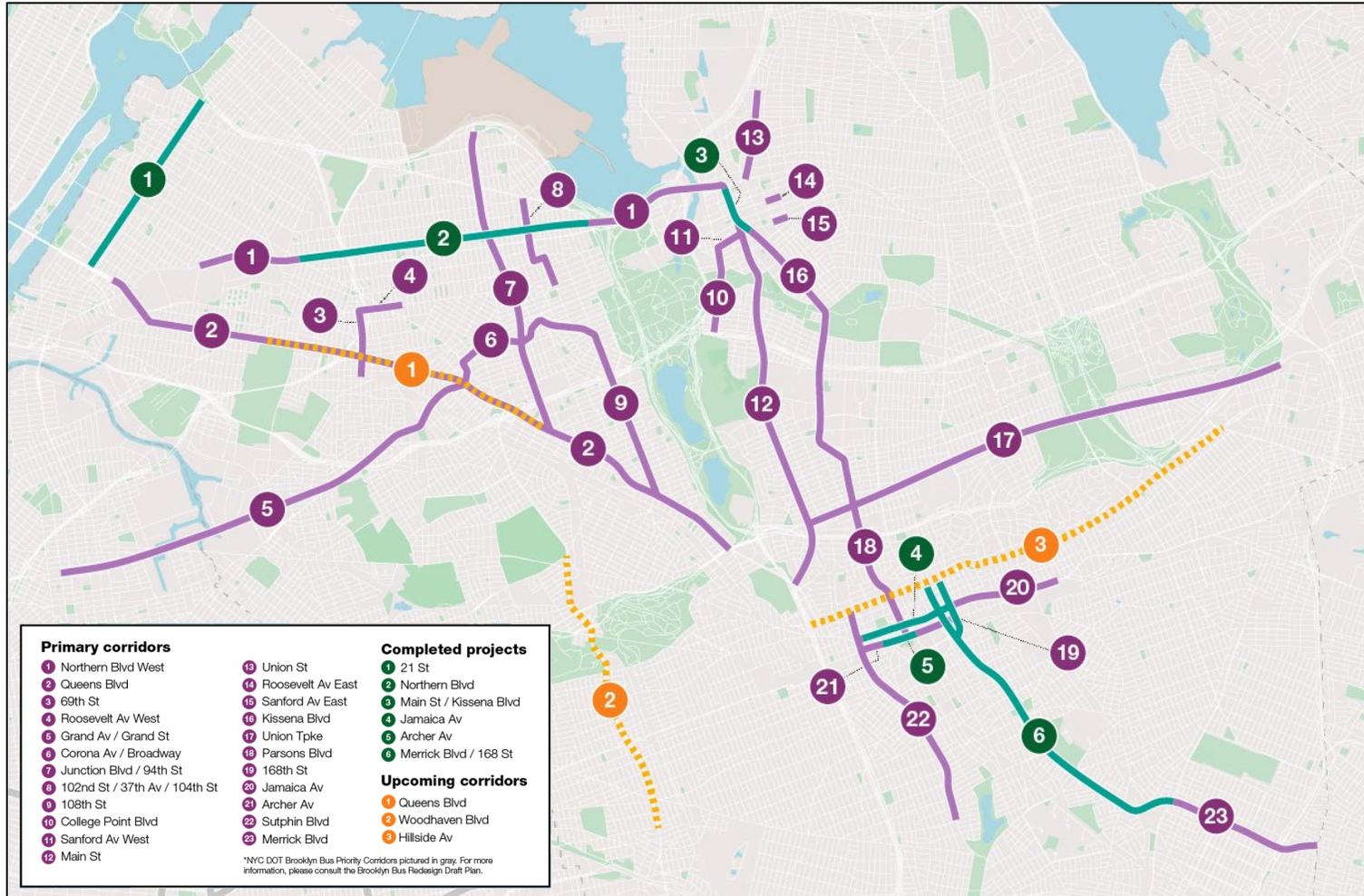
- Focus improvements in areas with greater need for transit service

Improve Accessibility

- Strengthen connections to ADA-accessible subway stations, fill gaps in the bus network, maintain bus stops where they are most needed, and work with NYC DOT to improve accessible bus stop conditions

How Are We Redesigning the Bus Network?

Expanding Bus Priority with NYC DOT



More busways, bus lanes, and other bus priority treatments to speed up service and improve reliability

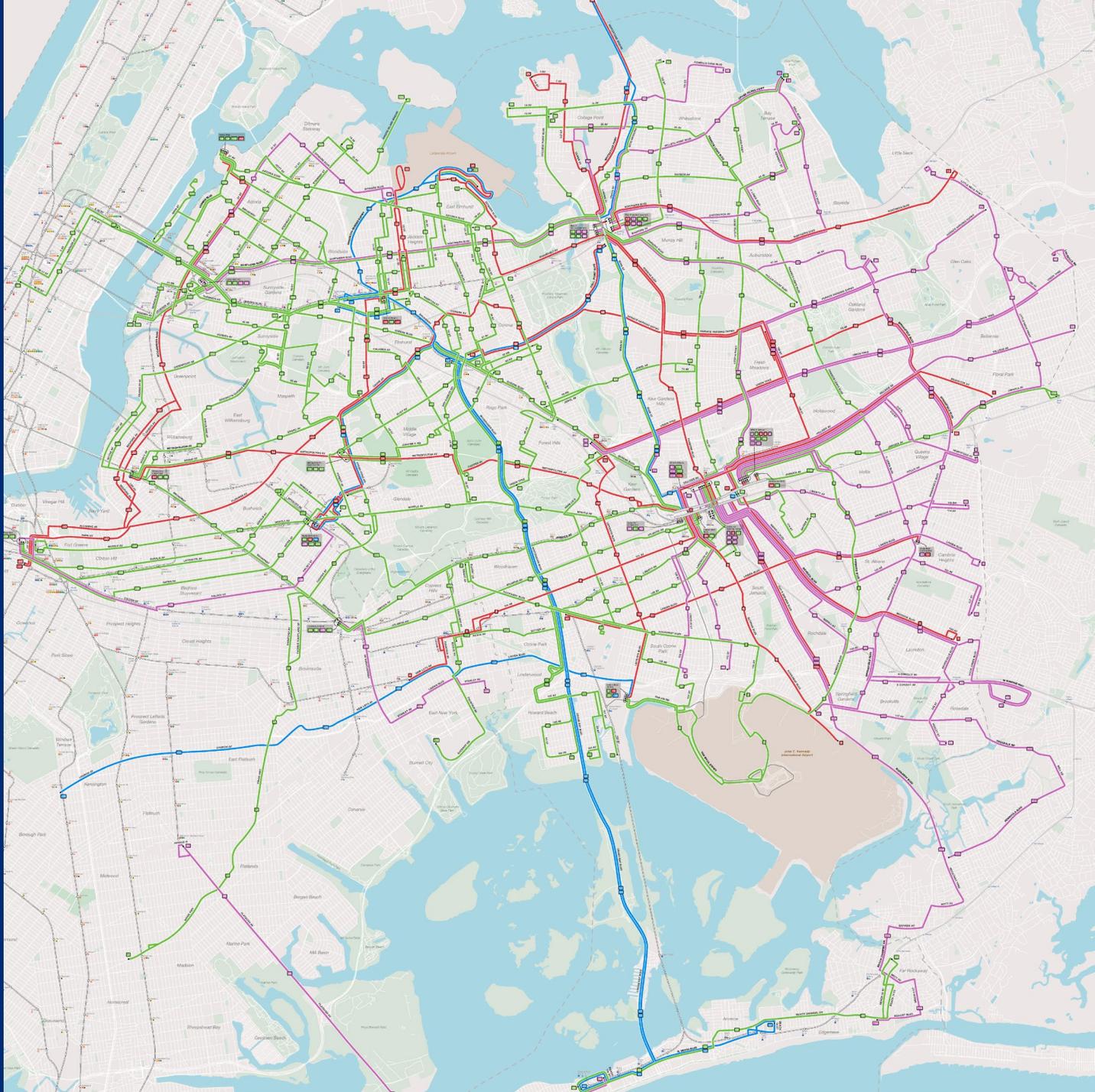
NYC DOT has identified 24 top ranked corridors to be studied for bus priority street improvements, using several criteria

Introducing the Proposed New Bus Network

121 total routes (vs. 113 existing)

91 Local routes (vs. 83 existing)

30 Express routes (vs. 30 existing)



Introducing the New Bus Network

Proposed Bus Stop Changes

Increasing bus stop spacing speeds up buses and improves reliability for customers

20 seconds saved per stop removed

83% of riders will continue to use the same stop

Since the New Draft Plan, the average bus stop spacing by route has decreased based on public comments, but it is still a significant improvement and should translate to better service throughout Queens.

Throughout our analysis, we focused on addressing comments and on aligning average bus stop spacing with route type guidelines, rather than absolute numbers.

Local Routes (Green)

Connecting local neighborhoods

- Frequencies vary from high to low, depending on customer demand

“Rush” Routes (Purple)

Connecting outer borough neighborhoods quickly to bus and subway hubs

- More frequent during peak hours

Limited Routes (Red)

Serving high demand corridors with frequent service

- All day frequent service (most routes are 10 minutes-or-better between 6am and 9pm on weekdays)

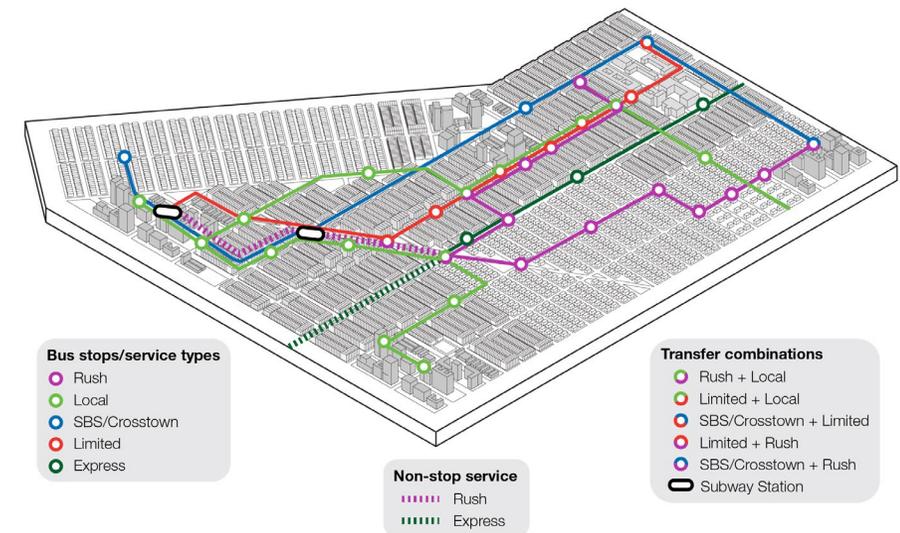
SBS or “Crosstown” Routes (Blue)

Connecting key destinations across longer distances

- All day frequent service (most routes are 10 minutes-or-better between 6am and 9pm on weekdays)

Existing versus Proposed Average Bus Stop Spacing by Route Type

Route Type	Existing Average Stop Spacing	Proposed Average Stop Spacing
Local	818 feet	1,151 feet
Limited	1,786 feet	1,277 feet
Rush	N/A	1,169 feet
SBS/Crosstown	3,231 feet	3,051 feet
Express	1,540 feet	1,647 feet

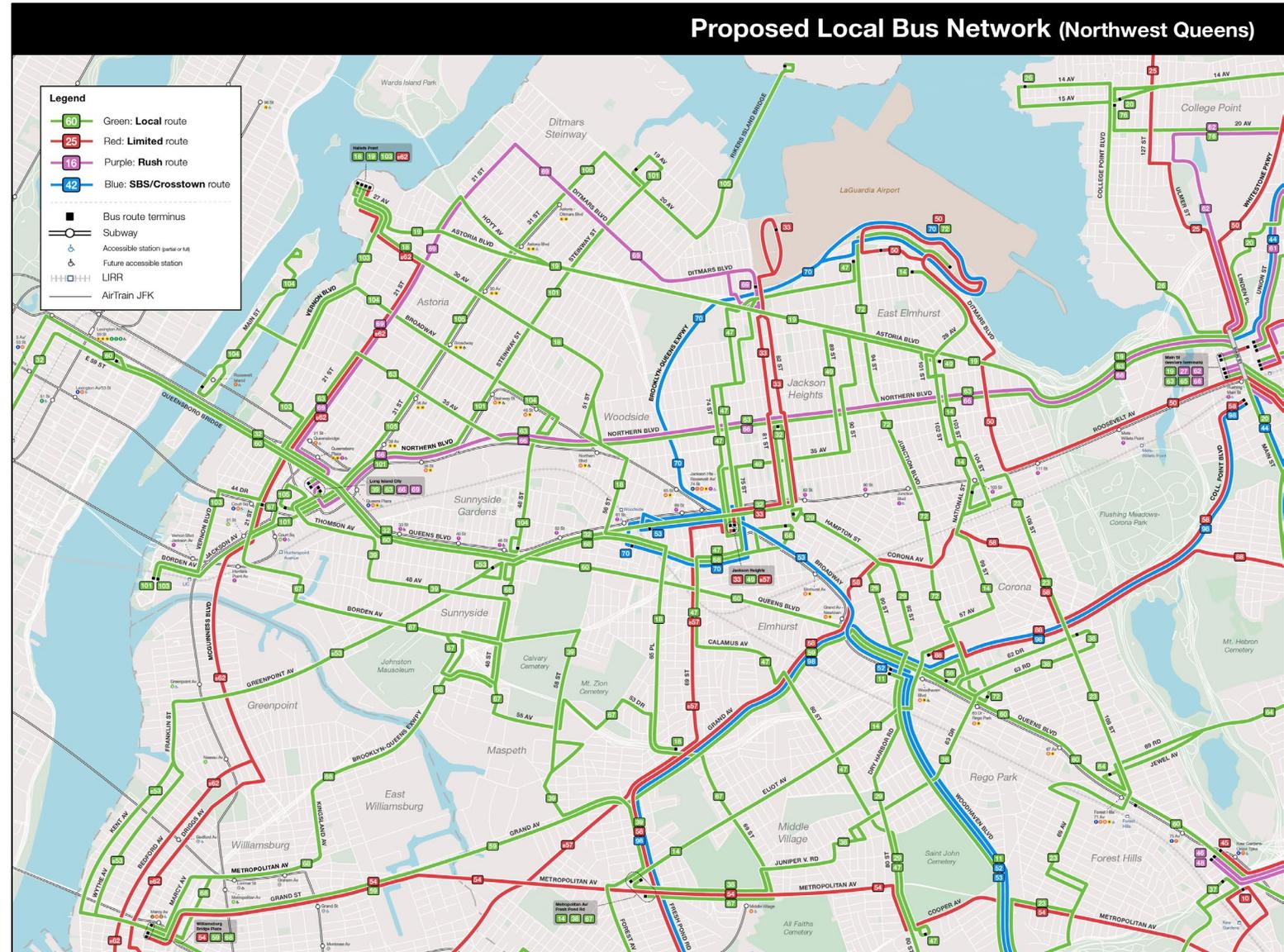


New Bus Network - Northwest Quadrant

Community Districts 1, 2, 3, 4

Key Changes in Northwest Queens

- New **Limited** routes provide frequent service on major corridors with stops spaced slightly further apart than Local routes, providing fast, frequent, consistent, and more reliable service (Q33, Q50, Q58, B62)
- Several new and modified interborough routes expand the reach of the bus network, making it easier to travel between Queens, Brooklyn, and the Bronx (B57, B62, Q50, Q68, Q98)
- Two new **Rush** routes provide faster and more direct service to the subway (Q66, Q69)
- One new **Crosstown** interborough route would provide faster service across longer distances and major destinations (Q98)
- One new route fills gaps in the bus network, creating new connections and improving accessibility (Q105)
- Some routes are straightened to reduce turns and deviations, providing more direct service and improving reliability and travel time (Q18, Q33, Q47, Q59, Q60, Q66)
- Other routes are extended, realigned, or shortened to provide new connections and improve speed and reliability (Q14, Q23, Q38, Q39, Q55, Q67, Q101, Q103, Q104)

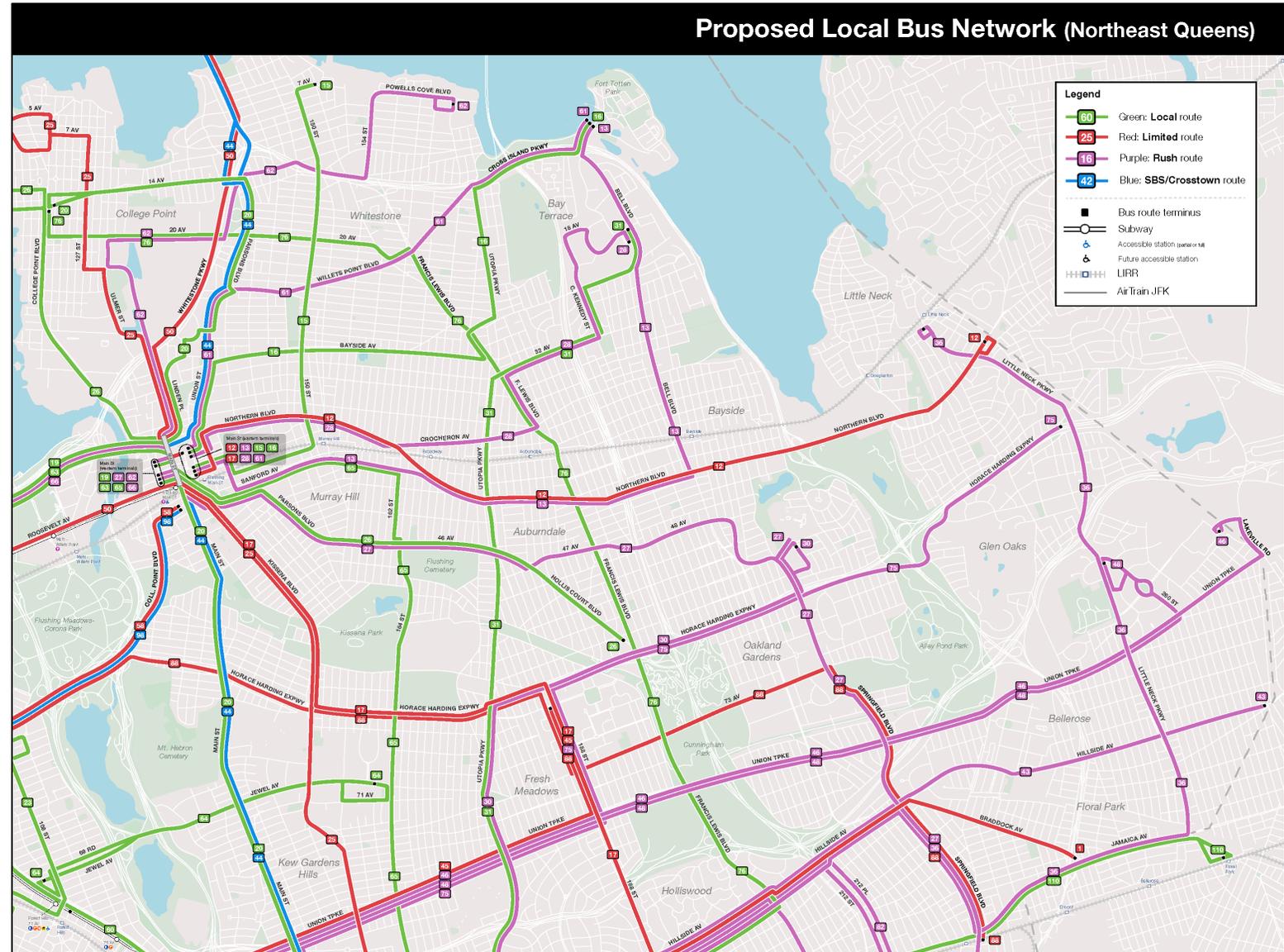


New Bus Network - Northeast Quadrant

Community Districts 7, 8, 11

Key Changes in Northeast Queens

- New **Rush** routes provide faster and more direct service to the subway, downtown Flushing, and Jamaica (Q13, Q27, Q28, Q30, Q36, Q43, Q46, Q48, Q61, Q62, Q75)
- New **Limited** routes provide frequent service on major corridors with stops spaced slightly further apart than Local routes, providing fast, consistent, and more reliable service, while complementing Rush routes (Q1, Q12, Q17, Q25, Q45, Q50, Q88)
- One new **Crosstown** interborough route provides faster service across longer distances, making it easier to travel between Northeast Queens and Brooklyn (Q98)
- Routes that currently operate multiple variations or branches with different destinations are split into separate routes to simplify service, so riders know which route to take and how often the bus comes (Q1, Q15, Q16, Q20, Q30, Q31, Q36, Q46, Q48, Q61, Q62, Q65, Q75)
- Some routes are straightened to reduce turns and deviations, providing more direct service, improving reliability and travel time (Q27, Q31, Q76)
- Other new routes fill gaps in the bus network, creating new connections, reducing travel time, and improving accessibility (Q31, Q61, Q62)

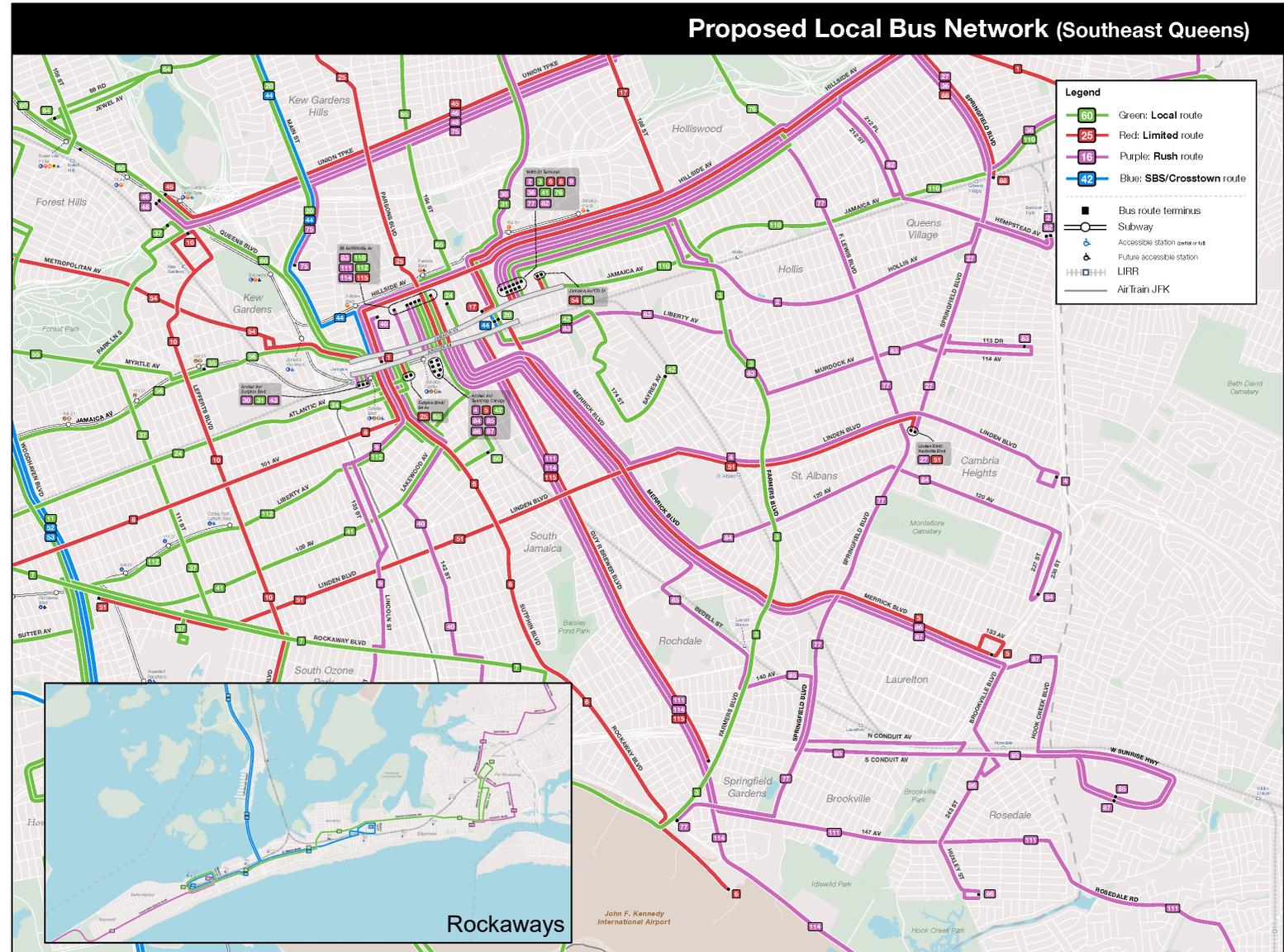


New Bus Network - Southeast Quadrant

Community Districts 12, 13, 14

Key Changes in Southeast Queens

- New **Rush** routes provide faster and more direct service to the subway, downtown Flushing, and Jamaica (Q2, Q4, Q27, Q36, Q40, Q43, Q77, Q82, Q83, Q84, Q85, Q86, Q87, Q111, Q114)
- New **Limited** routes provide all-day frequent service on major corridors with stops spaced slightly further apart than Local routes, providing fast, consistent, and more reliable service, while complementing Rush routes (Q1, Q5, Q6, Q17, Q25, Q88, Q115)
- One new route fills a gap in the bus network, creating new connections, reducing travel time, and improving accessibility across Southeast Queens (Q51)
- Routes that currently operate multiple variations or branches with different destinations are split into separate routes to simplify service, so riders know which route to take and how often the bus comes (Q1, Q5, Q20, Q30, Q36, Q82, Q85, Q86, Q87, Q111, Q115)
- Other routes are straightened, extended, realigned, or shortened to provide new connections and improve speed and reliability (Q1, Q5, Q7, Q22, Q26, Q27, Q35, Q36, Q77, Q86, Q110, Q114)

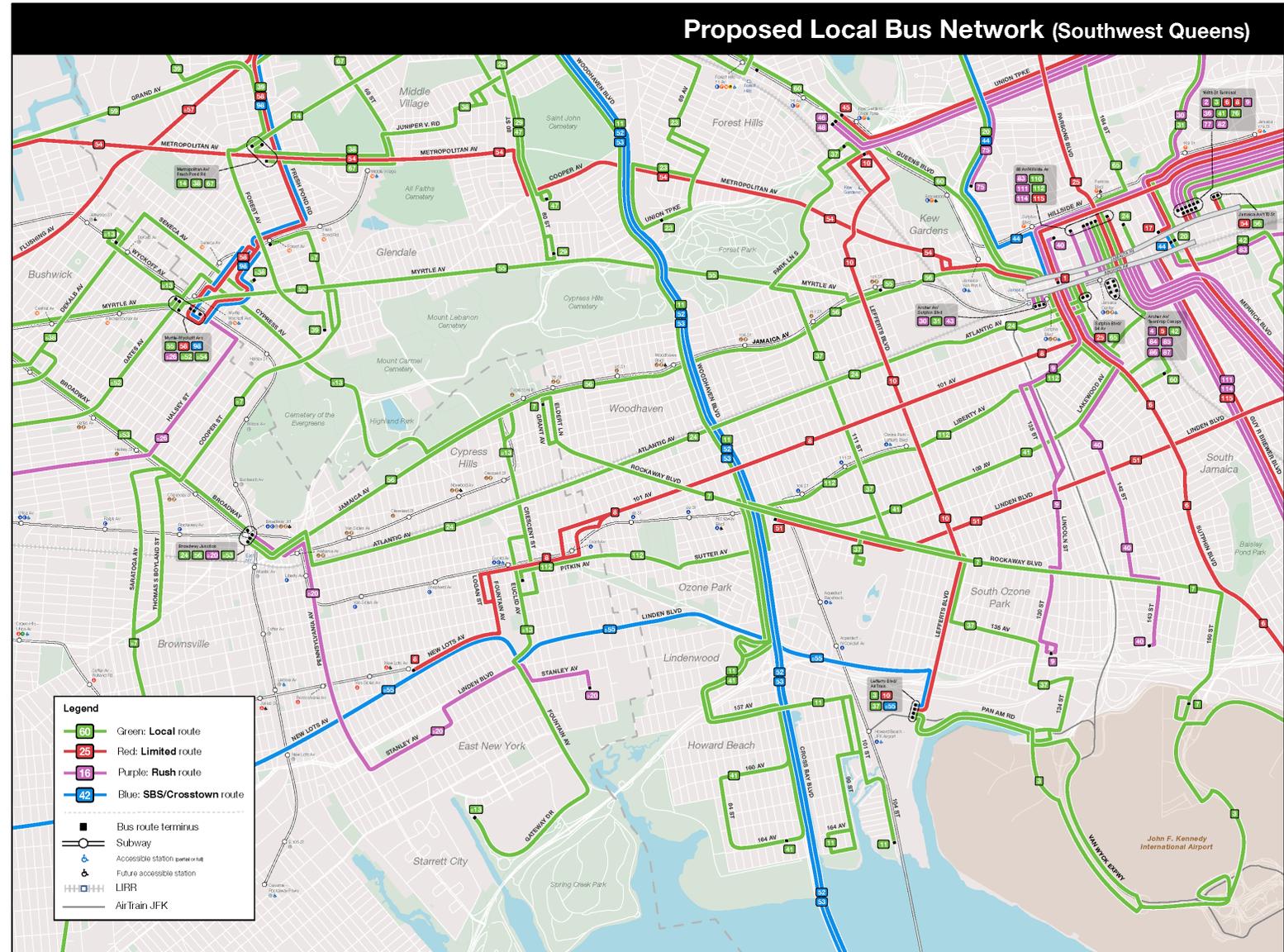


New Bus Network - Southwest Quadrant

Community Districts 5, 6, 9, 10

Key Changes in Southwest Queens

- New **Rush** routes provide faster and more direct service to the subway and Jamaica (Q9, Q40)
- New **Limited** routes provide all-day frequent service on major corridors with stops spaced slightly further apart than Local routes, providing fast, consistent, and more reliable service, while complementing Rush routes (Q6, Q8, Q10, Q54)
- New and modified **Local** and **Limited** routes expand the reach of the bus network, making it easier to travel between Queens and Brooklyn (Q7, Q8, Q112)
 - Several Brooklyn Bus Network Redesign routes also improve these connections (B7, B13, B55)
- Other routes are straightened, extended, realigned, or shortened to provide new connections and improve speed and reliability (Q7, Q8, Q9, Q10, Q11, Q24, Q37, Q41, Q55, Q112)

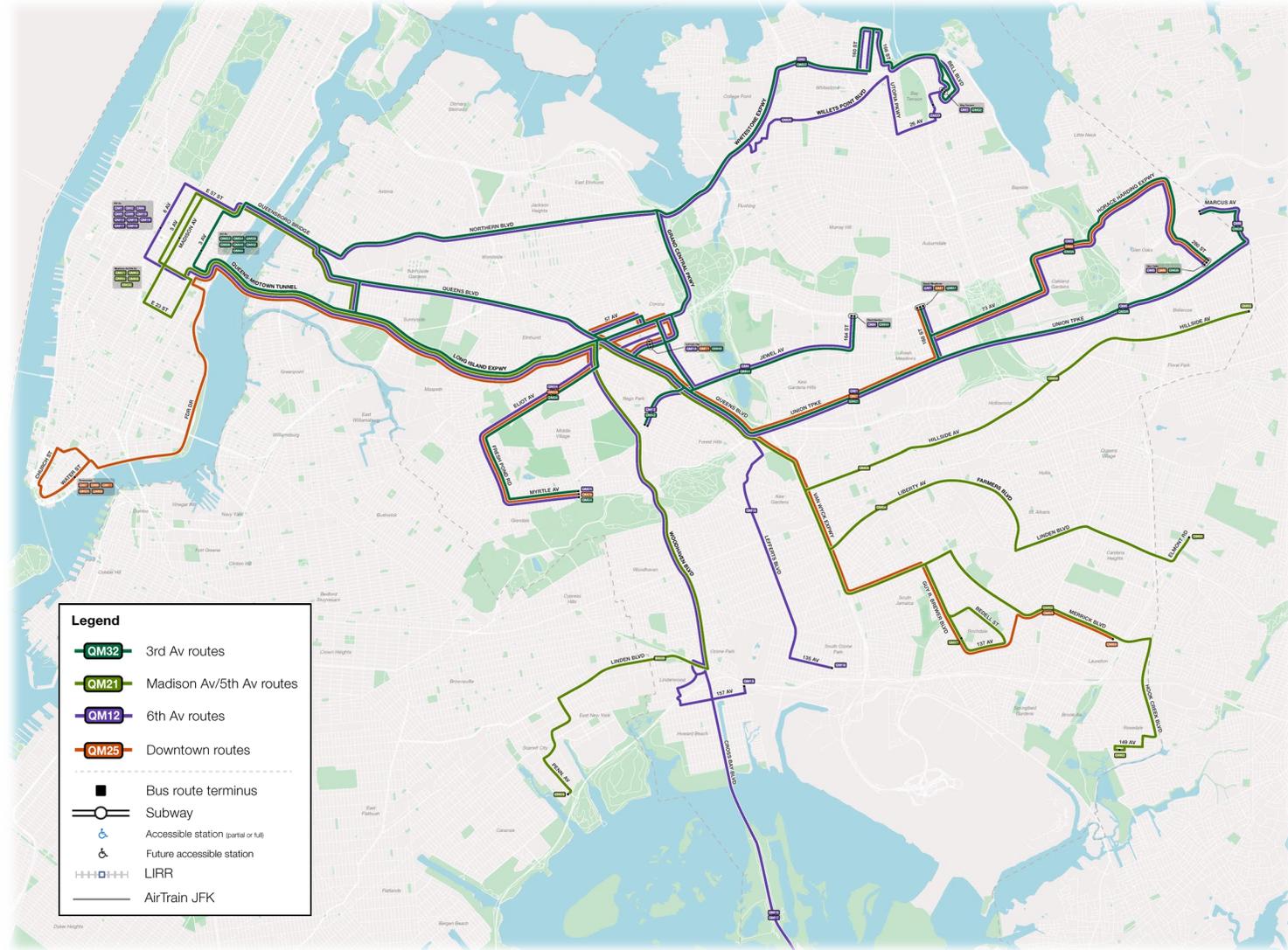


Introducing the New Bus Network

Overview of the Proposed Express Bus Network Changes

Route Changes

- 30 proposed express routes
- 1 new route (QM65 Southeast Queens to Downtown Manhattan)
- 1 discontinued route due to low ridership (QM3 Northern Blvd, alternate service provided by the Q12, Q13, Q36, or LIRR)
- 1 route extended (QM64)
- 1 route realigned/straightened in Queens (QM63)
- 2 routes shortened (QM12, QM42)
- 3 routes with modified Manhattan routing (QM63, QM64, QM68)
- Minor bus stop balancing changes
- Routes color-coded by Manhattan destination (3 Av, Madison Av, 6 Av, Downtown)
- All Downtown-bound routes would now stop at E 34 St & 1 Av near NYU Langone
- All “X” express route labels renamed to “QM”
- Most express routes have minor frequency reductions due to low ridership on some trips (both pre- and post-pandemic)



Next Steps

Redesign team reviews all feedback and makes revisions to proposals

Proposed Final Addendum

- Following the public hearing, if there are any significant revisions made to the proposals in the Proposed Final Plan, the MTA will publish a Proposed Final Plan Addendum summarizing those final changes based on public feedback.

Board Vote

- The MTA Board will hear and vote on the proposed redesign of the Queens Bus Network.

Implementation

- If approved, the MTA would begin the process of implementation.
- Due to the size of the Queens bus network, implementation is anticipated to take several months of both internal work and external work in coordination with NYC DOT. The MTA will conduct a large-scale public education campaign in the weeks leading up to implementation and immediately following.



Queens Bus Network Redesign

Thank you

Project website:
mta.info/queensbusredesign

