



Queens Bus Network Redesign

Proposed Final Plan Addendum

December 2024

Why redesign the Queens bus network?

The bus network has not substantially changed in **several decades**

Queens buses move **~800,000** daily riders on **113** routes

Buses have become less reliable

- Average speeds have dropped **6%** since 2015
- Average wait time at stops has increased **15 seconds** since 2018



1981 Queens Bus Map



Timeline

How we redesigned the bus network

Rider Priorities

At the start of the project, riders identified the following **four priorities**:



Reliable Service

Riders want the bus to arrive dependably and consistently



Faster Travel

Riders want shorter travel times with less congestion



Better Connections

Riders are looking for improved connections to other transit lines, major destinations, and boroughs



Simplified Service

Riders want a bus network that is easy to understand

How we redesigned the bus network

Redesign Strategies

From the four rider priorities, we developed **seven strategies**:

Improve Route Design

- Straighten routes, add new route types, and reduce variants

Enhance Connectivity

- Create a stronger grid with new routes and better interborough connections

Improve Frequency

- Build a better all-day frequent network and rebalance service levels

Balance Bus Stops

- Improve stop spacing to increase speed and reliability

Expand Bus Priority with NYC DOT

- Collaborate on bus priority treatments across Queens

Improve Transit Equity

- Focus improvements in areas with greater transit need

Improve Accessibility

- Strengthen connections to ADA subway stations, fill in gaps in the network, keep important stops, and create new accessible bus stops with NYC DOT

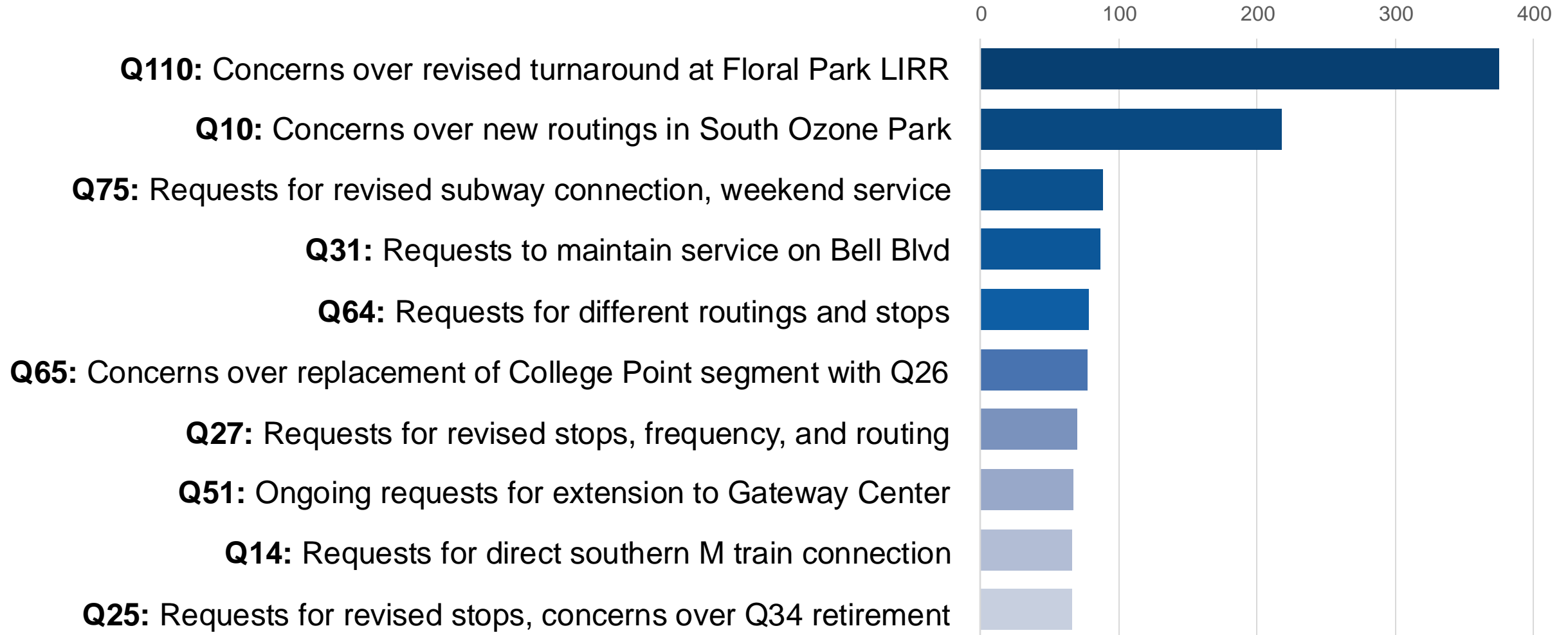
Proposed Final Plan Outreach Summary

- ✓ **22** Community Board presentations
- ✓ **22** stakeholder meetings
- ✓ **18** pop-up events
- ✓ **5** open houses
- ✓ **1** MTA public hearing



Proposed Final Plan Comment Summary

3,000+ received by the end of public comment period on July 26, 2024

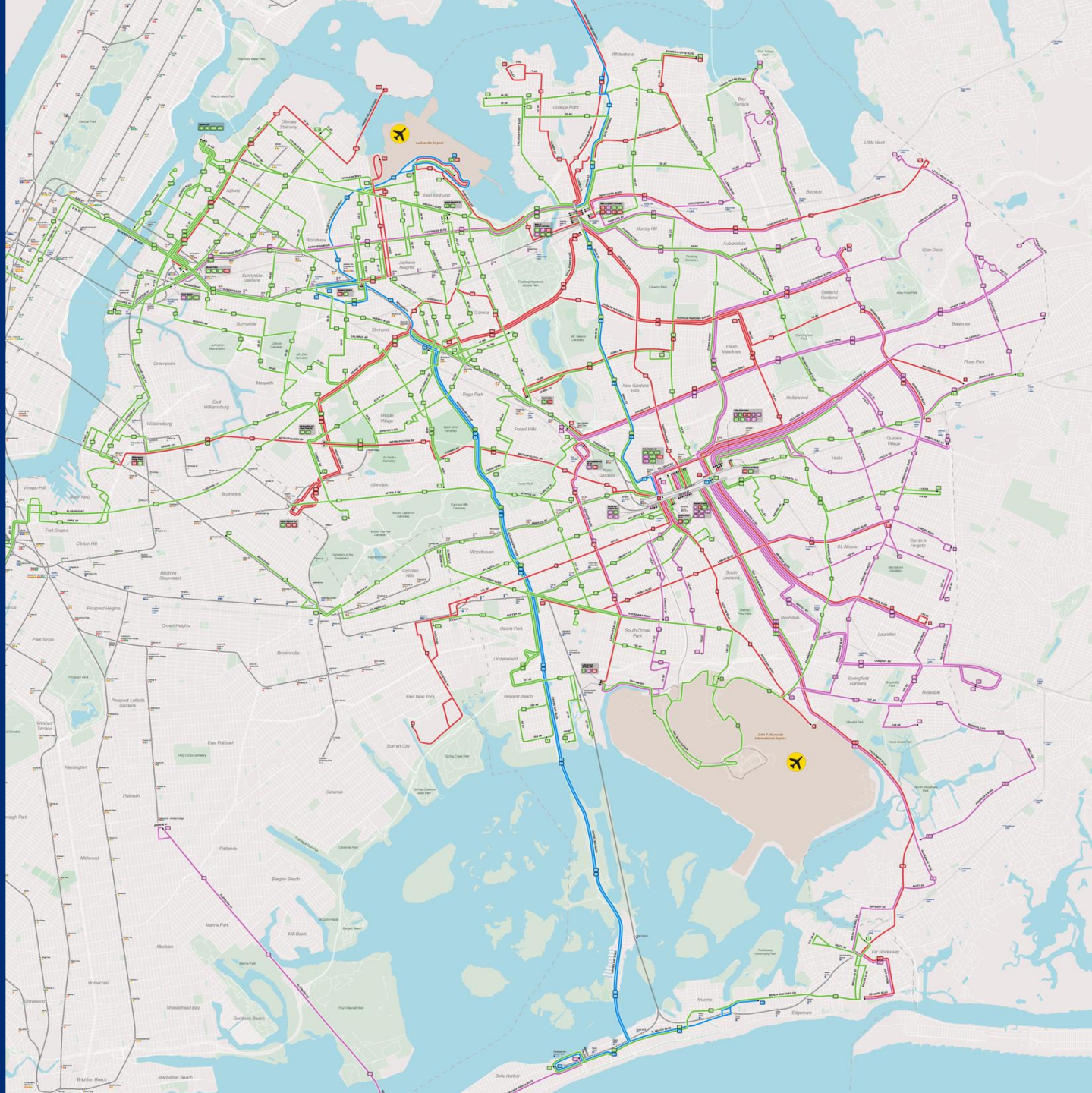


Introducing the Addendum Bus Network

124 total routes (vs. 113 existing)

94 Local routes (vs. 83 existing)

30 Express routes (vs. 30 existing)



Changes Riders Will See

124 total proposed routes (versus 113 existing)



58

No change

13

Minor change

a small adjustment to turnaround / layover or removing a turn or two

36

Major change

a route realignment



17

Increased

63

No change

29

Reallocated/decreased

some resources have been shifted to account for new routes, updated routings, and ridership patterns



8

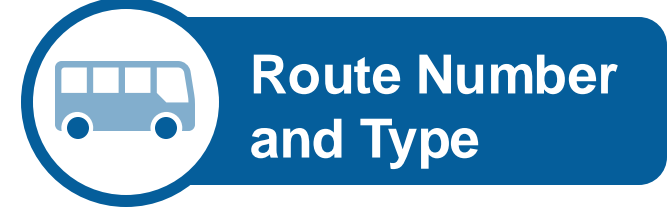
Increased

97

No change

4

Decreased



17

New routes

includes naming a variant or combining two different routes into a new route number

6

Route numbers retired/
repurposed

32

Route type change

from Local to Limited, from Local to Rush, etc.

Addendum Changes

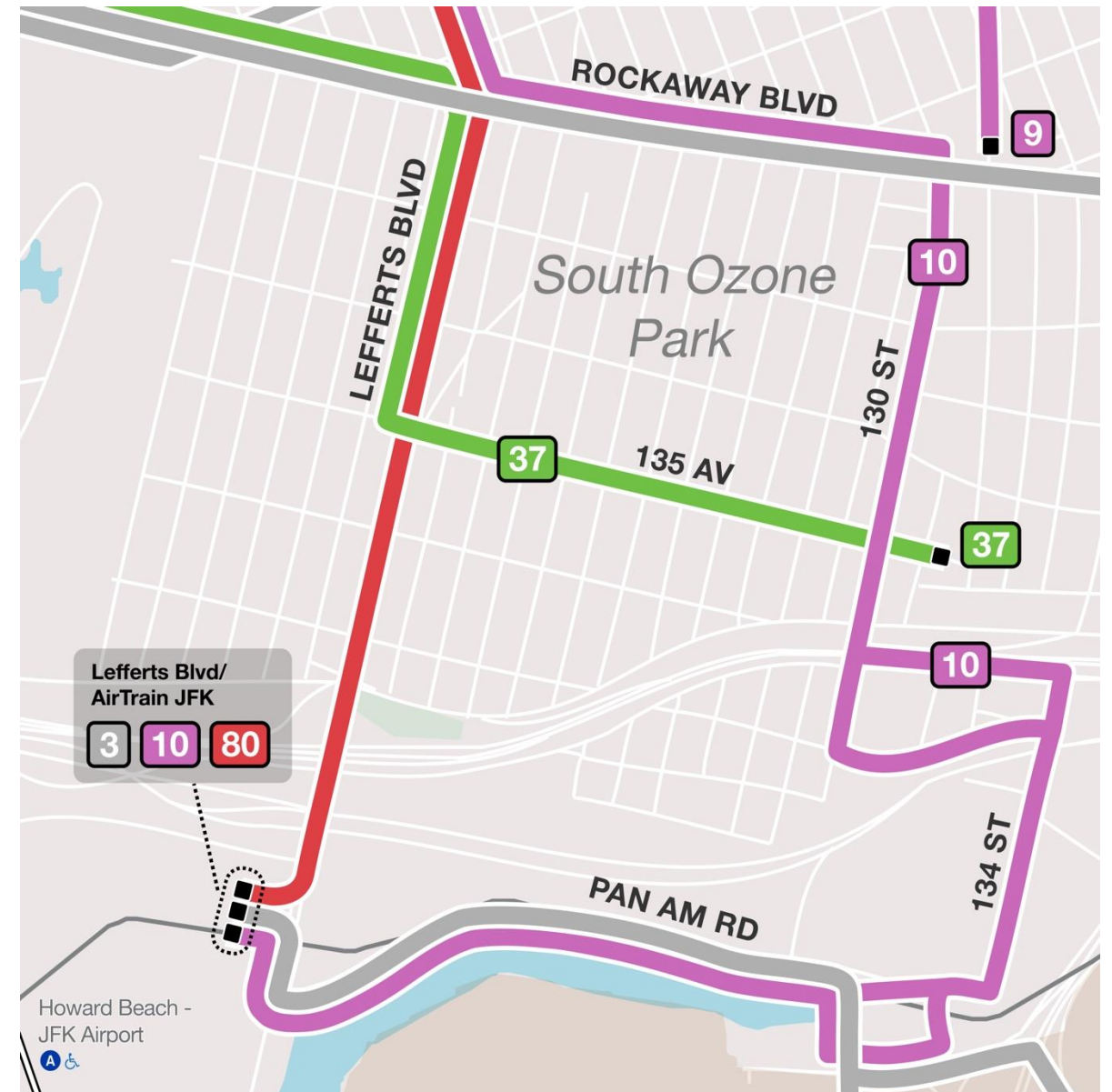
South Ozone Park Highlights

Proposed Final Plan feedback

- Broad-based concerns over replacement of **Q10** local branch along Rockaway Blvd and 130 St (2nd most commented route)
 - Requests for faster connections to community-preferred rail stations
- Interest in more robust Lefferts Blvd Limited service

Addendum

- Proposes Q10 Local as **Q10 Rush**
 - Faster connections to subway and LIRR
- Renumbers Q10 Limited as **Q80 Limited**
 - With expanded service spans and higher frequency
- **Q9** and **Q37** to maintain existing southern terminals



Addendum Changes

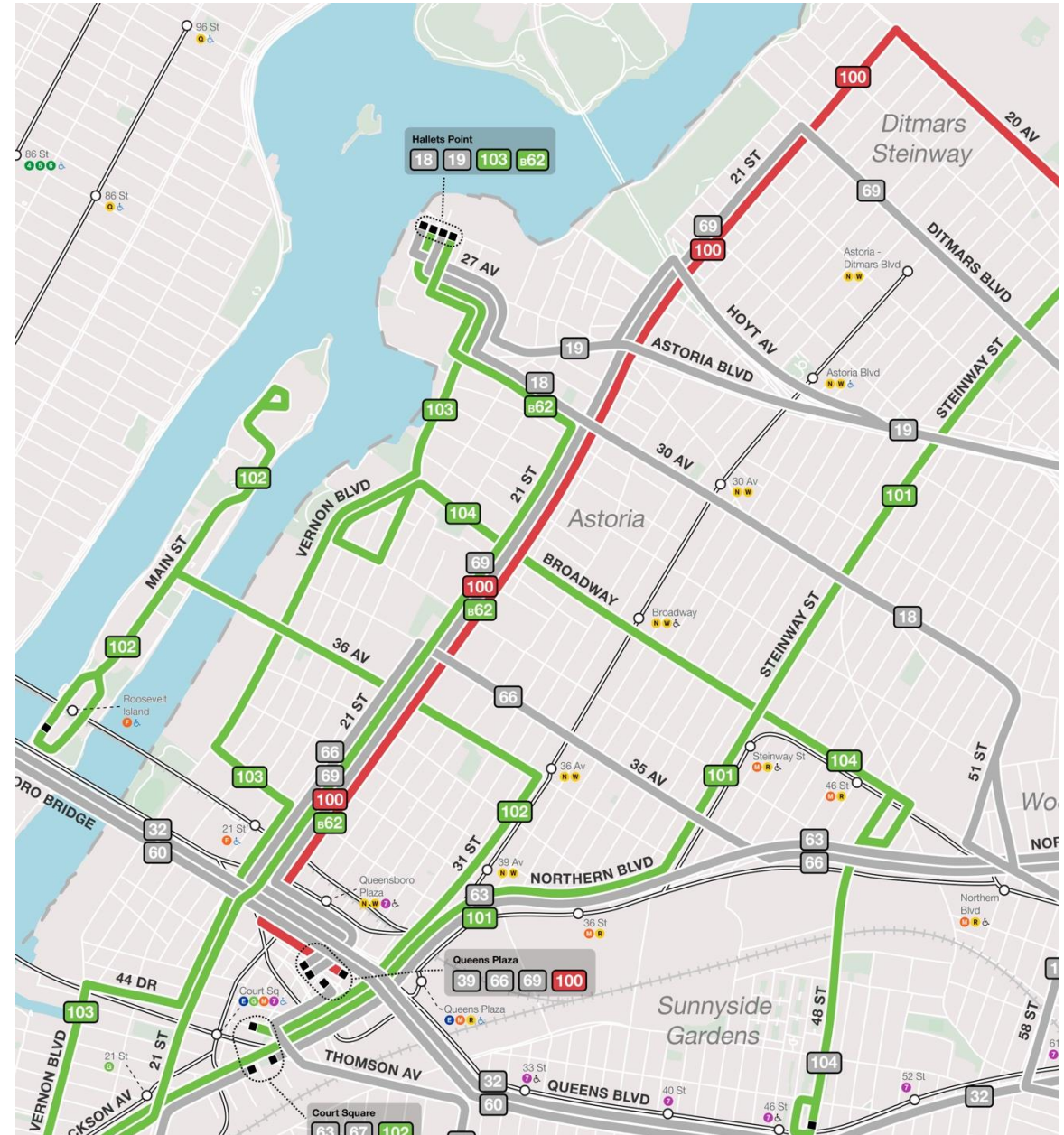
Astoria and Long Island City Highlights

Proposed Final Plan feedback

- Concerns from Roosevelt Island riders over lack of **Q102** connection to Queens Plaza
- Ditmars-Steinway riders opposed the discontinuation of the **Q100**
- Desire for maintained connection to Manhattan on either **Q101** or **Q103**

Addendum

- Proposes **Q102** with more direct routing to Queens Plaza
 - **Q104** maintains existing routing
- Restores existing **Q100**
 - Q105 proposal withdrawn
- Maintains from Proposed Final Plan:
 - **B62** extension along 21 St
 - **Q101** realignment to Hunters Point
 - **Q103** realignment along 21 St



Addendum Changes

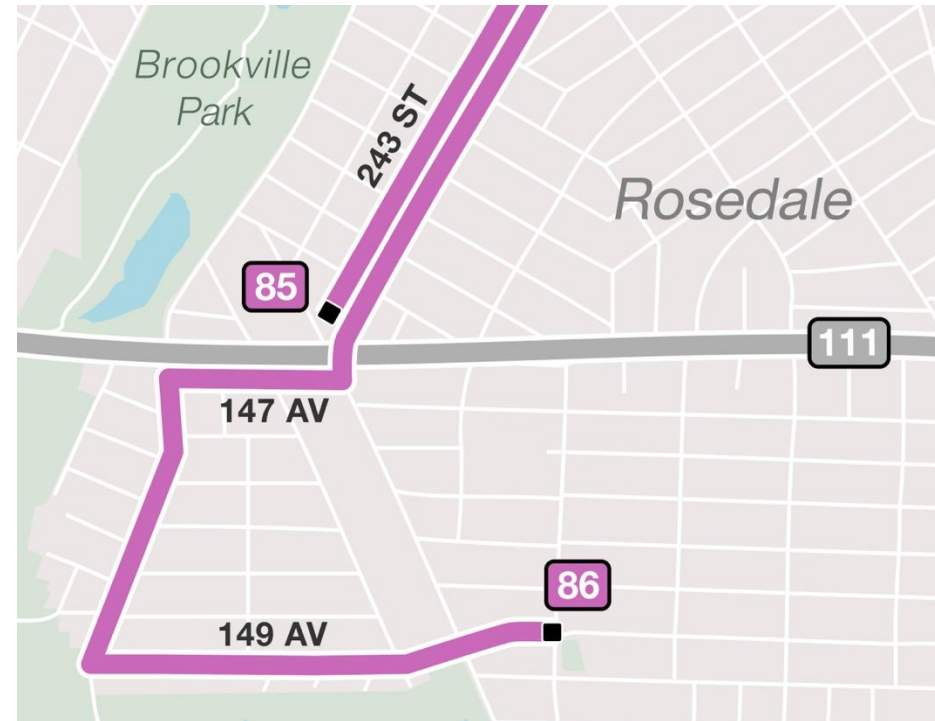
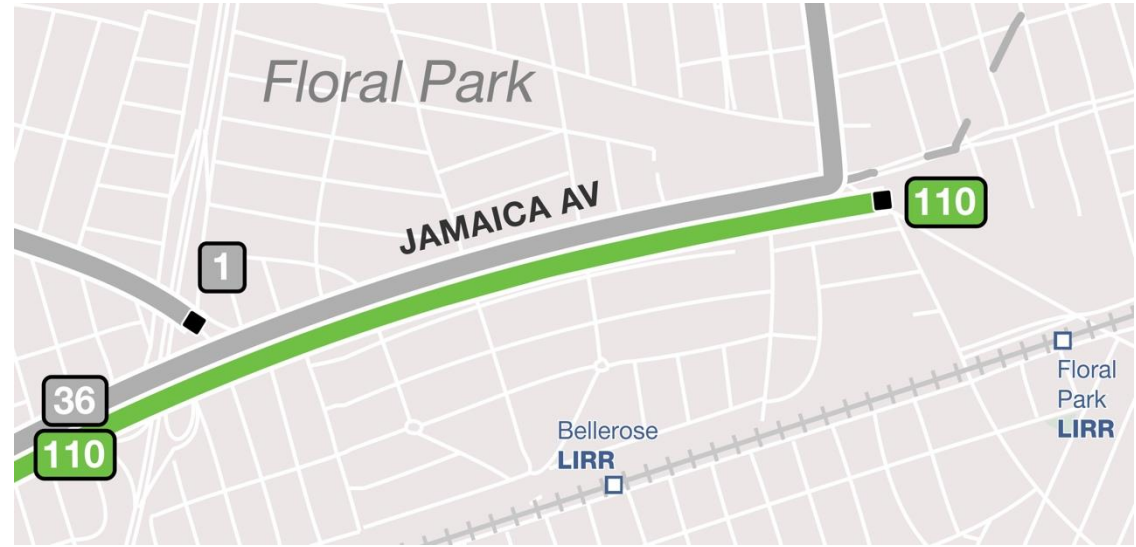
Floral Park and Rosedale Highlights

Proposed Final Plan feedback

- Concerns from Village of Floral Park residents about modified **Q110** terminal at LIRR station (most-commented route)
- Stakeholders proposed a different **Q86** extension in Rosedale

Addendum

- **Q110** will use existing Q36 terminal in Queens
- Extends **Q86** further into Rosedale via Brookville Blvd and 149 Av



Addendum Changes

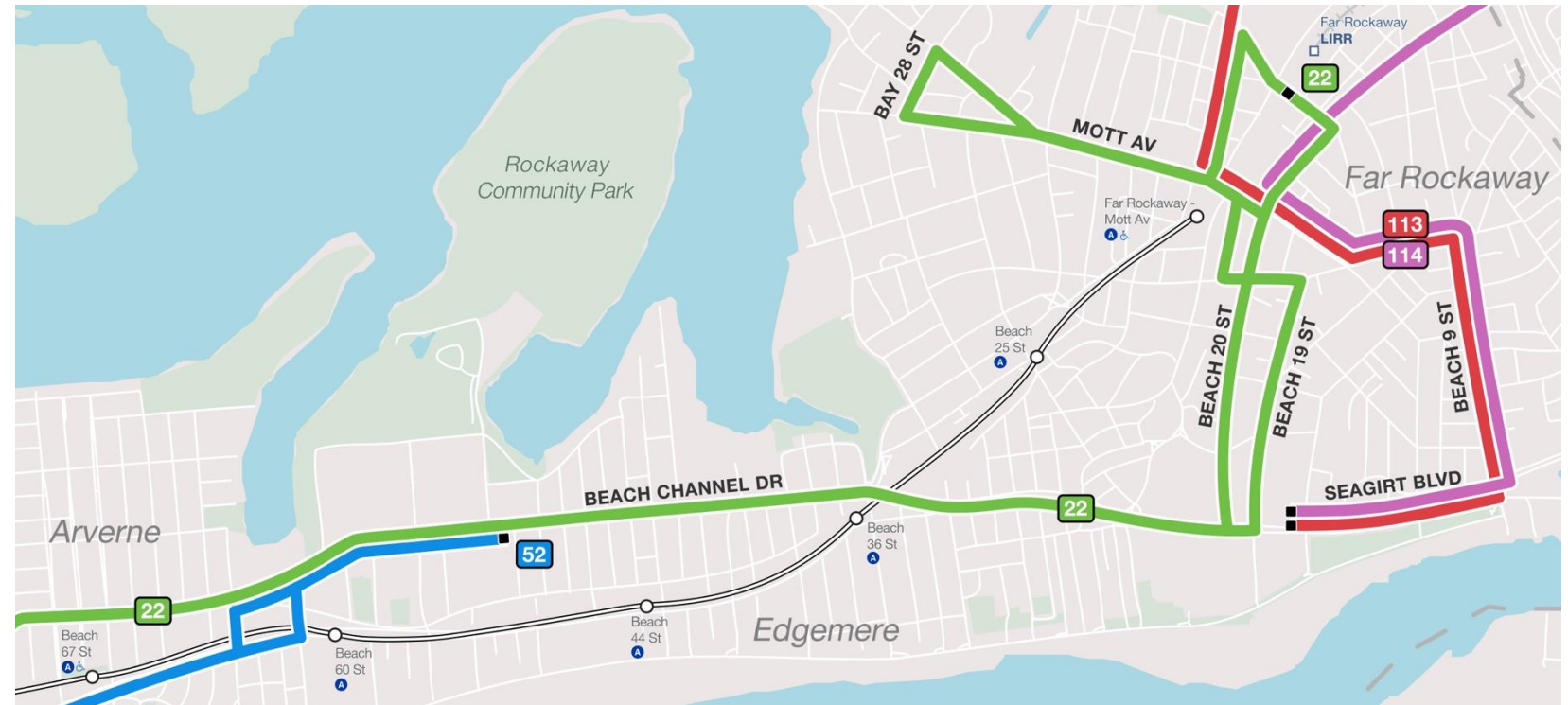
Rockaways Highlights

Proposed Final Plan feedback

- Interest from Bayswater residents in restored **Q22** “A” variant
- Request from Edgemere stakeholders for an extended **Q52** SBS

Addendum

- Adds limited number of **Q22** trips to Bayswater
- Extends **Q52** SBS further into Edgemere
- Maintains existing **Q113** Jamaica-Far Rockaway Limited



Addendum Changes

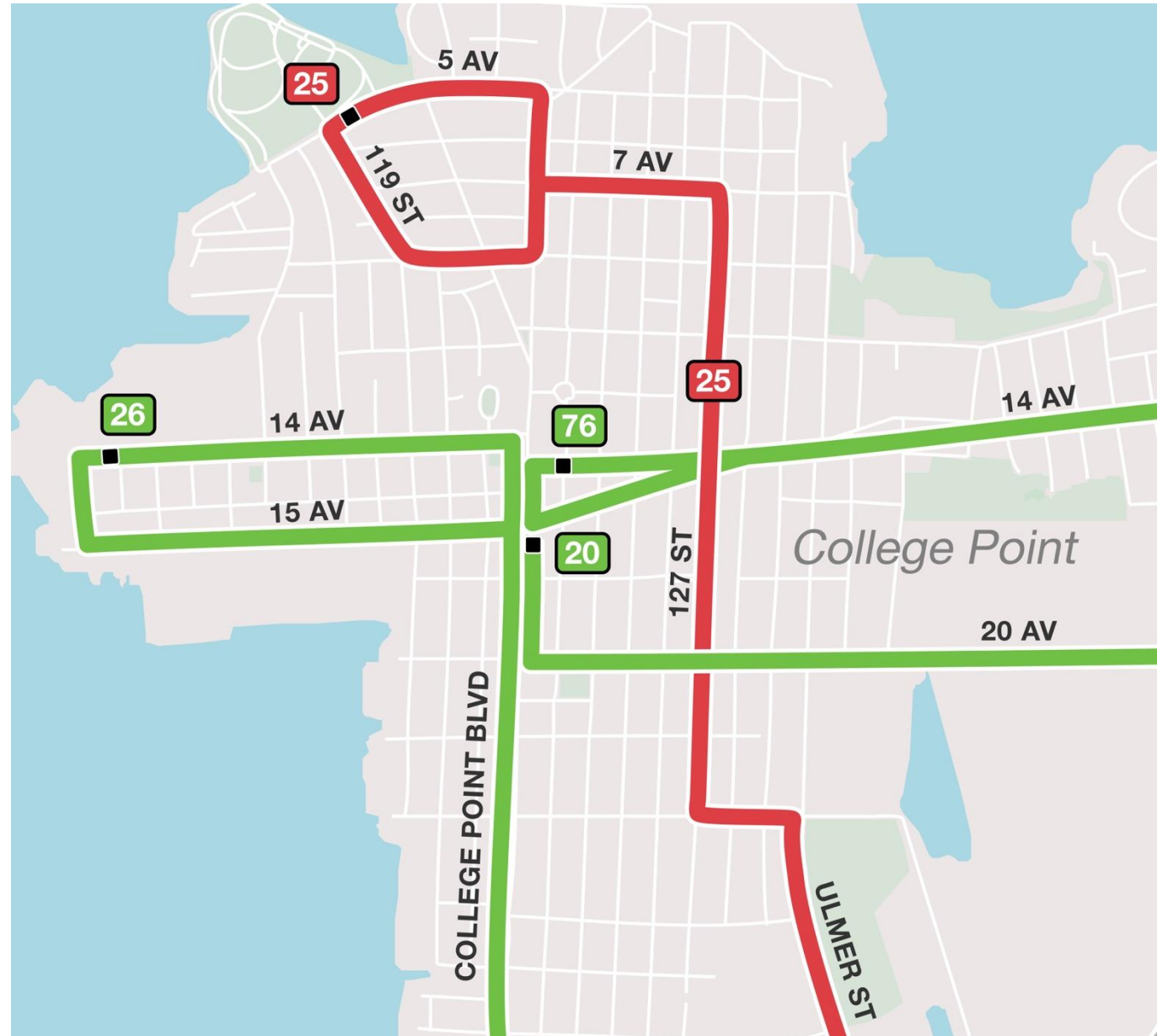
College Point Highlights

Proposed Final Plan feedback

- Q20A riders concerned with loss of access to 20 Av destinations
- College Point riders concerned with loss of direct **Q65** service to Jamaica and replacement with **Q26**

Addendum

- Swaps **Q76** and **Q20** ends to maintain 20 Av connections
 - Extends Q76 to College Point Blvd
- Maintains **Q65/Q26** swap due to reliability and operational improvements
 - College Point-Jamaica service will still be provided by the **Q25**



Addendum Changes

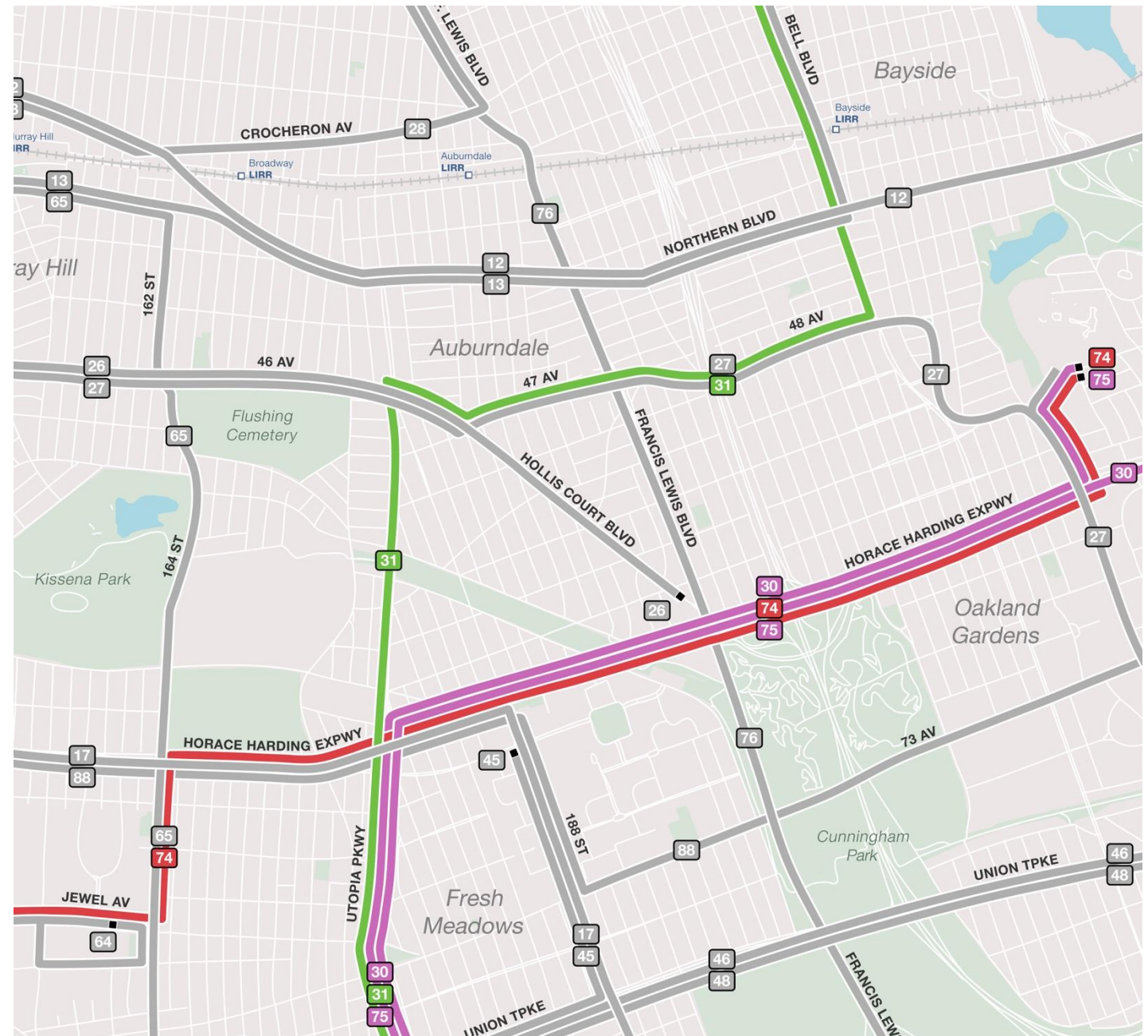
QCC and Bayside Highlights

Proposed Final Plan feedback

- Interest in alternative **Q75** Queens Blvd terminal with more subway connections and better ADA access (3rd most-commented route)
- Bayside stakeholders concerned with lack of **Q31** service on Bell Blvd south of 26 Av

Addendum

- Reroutes **Q75** to Jamaica
- Proposes NEW **Q74** between Forest Hills and QCC via Jewel Av
- Reroutes **Q31** to serve Bell Blvd from 48 Av to 23 Av



Addendum Changes

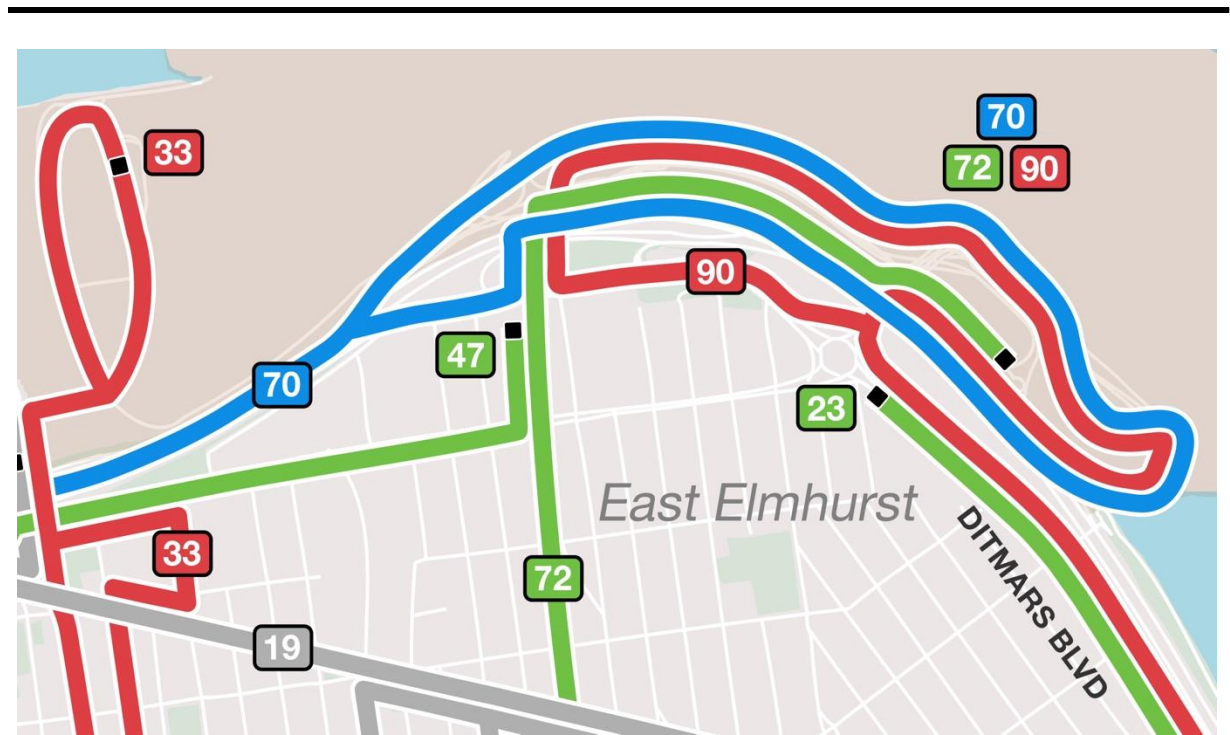
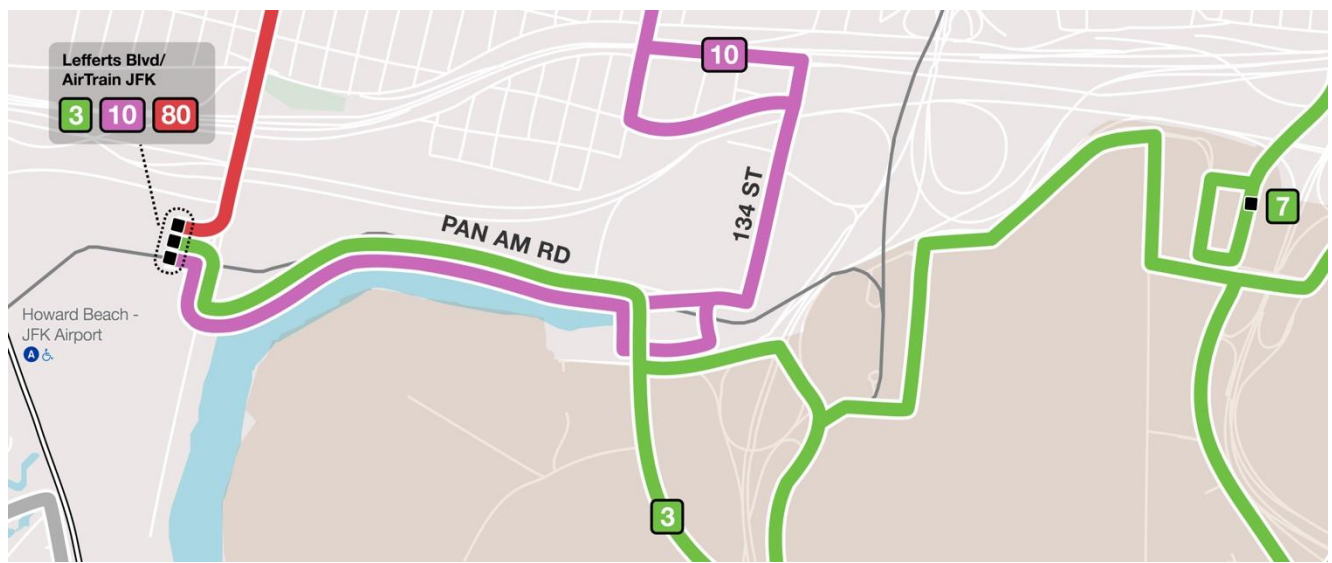
Airport Highlights

Proposed Final Plan feedback

- JFK
 - Stakeholder requests for revised **Q7** turnaround due to nearby redevelopment project
 - Requests for retained connection from Rockaway Blvd on **Q10** local branch
- LGA
 - Operational challenges of **Q50** extension

Addendum

- JFK
 - Reverses **Q7** turnaround
 - Maintains existing **Q10** local connection and adds new 24/7 **Q80** Lefferts Blvd Limited
 - Routings subject to change with JFK Redevelopment Program
- LGA
 - Maintains existing **Q50** Flushing terminal
 - Replaces LGA connection with NEW **Q90** between Flushing and Terminals B and C



Addendum Changes

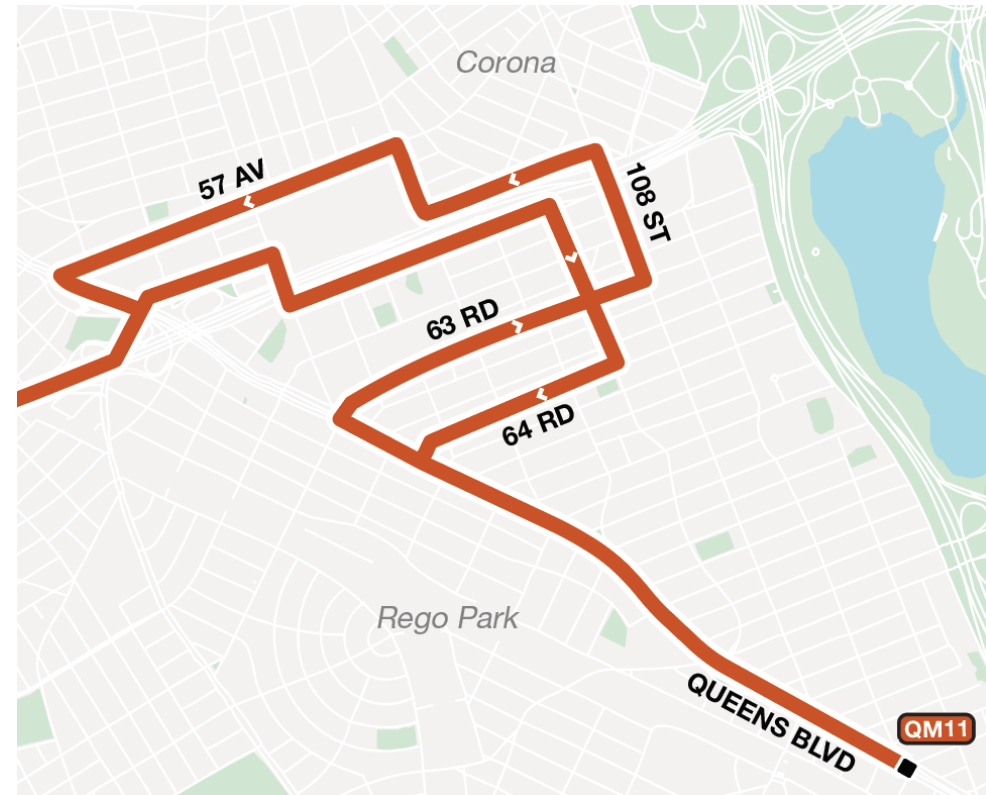
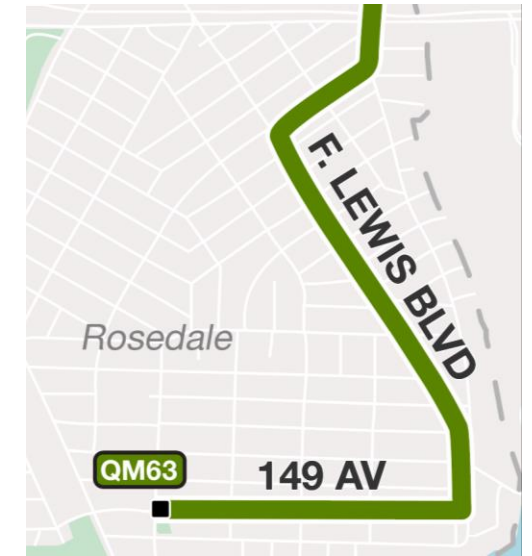
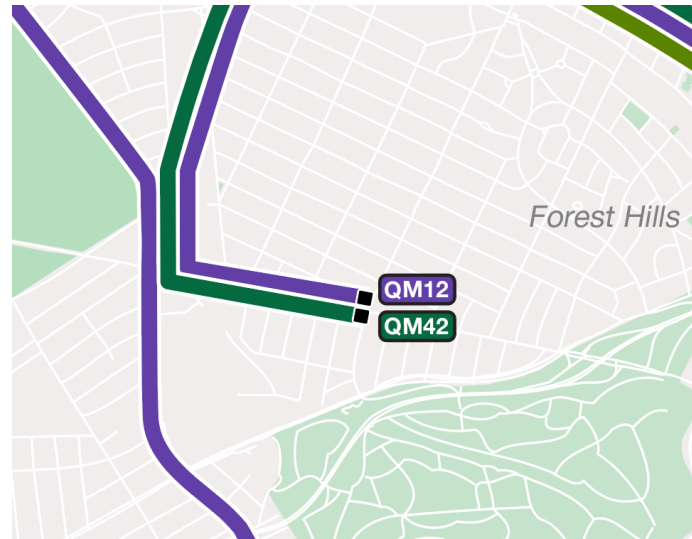
Express Highlights

Proposed Final Plan feedback

- Interest in revised Queens-bound **QM11** routing
- Requests for restored service at the southern end of the **QM12/QM42**
- Requests for retained Hook Creek Blvd service on the **QM63**

Addendum

- Revises and improves Queens-bound **QM11** routing
- Restores **QM12/QM42** service along Metropolitan Av
- Revises **QM63** routing in Rosedale



Addendum Changes

Changes outside Queens

- **Stops only:**
 - Brooklyn: **Q35**
 - Manhattan: **Q32**
 - Nassau County: **Q36, Q114**
- **Routing and stops:**
 - Brooklyn: **Q7, Q112**
 - Manhattan: **Q101, Q102**
 - Nassau County: **Q5, Q85, Q87, Q89, Q110**
- All changes to “**QM**” express routes will occur with QBNR
- Changes to the **B57** and **B62** will occur in Queens only
- All other changes to “**B**” routes in Queens and “**Q**” routes in Brooklyn will be part of the **Brooklyn Bus Network Redesign**



Next Steps

Addendum Outreach

Winter 2025

- Website updates with updated resources
- Trip Planner tool on the website
- Briefings with elected officials and other stakeholders
- One virtual town hall in early 2025

Board Vote

- Winter 2025

Implementation

- Two phases aligned with regular seasonal service changes
- Large-scale marketing and public education campaign
 - Digital and print materials
 - Briefings with elected officials, Community Boards and other stakeholders
 - Pop-up events at key locations
 - Extensive Customer Ambassador program





Q14 East Elmhurst – Ridgewood

PROPOSED ROUTE SUMMARY

The new Q14 will combine the Astoria Blvd-Roosevelt Av segment of the existing Q23 with the northern half of the existing Q38 to improve north-south connections between East Elmhurst and Ridgewood.

What's changed since the Proposed Final Plan?

-  Minor stop balancing
-  Southern terminal extended to Forest Av M train in response to public feedback and northern terminal shortened to Astoria Blvd (Q23 extended on 108 St and Ditmars Blvd)

EXISTING ROUTES

Q23, Q38

PROPOSED CONNECTIONS

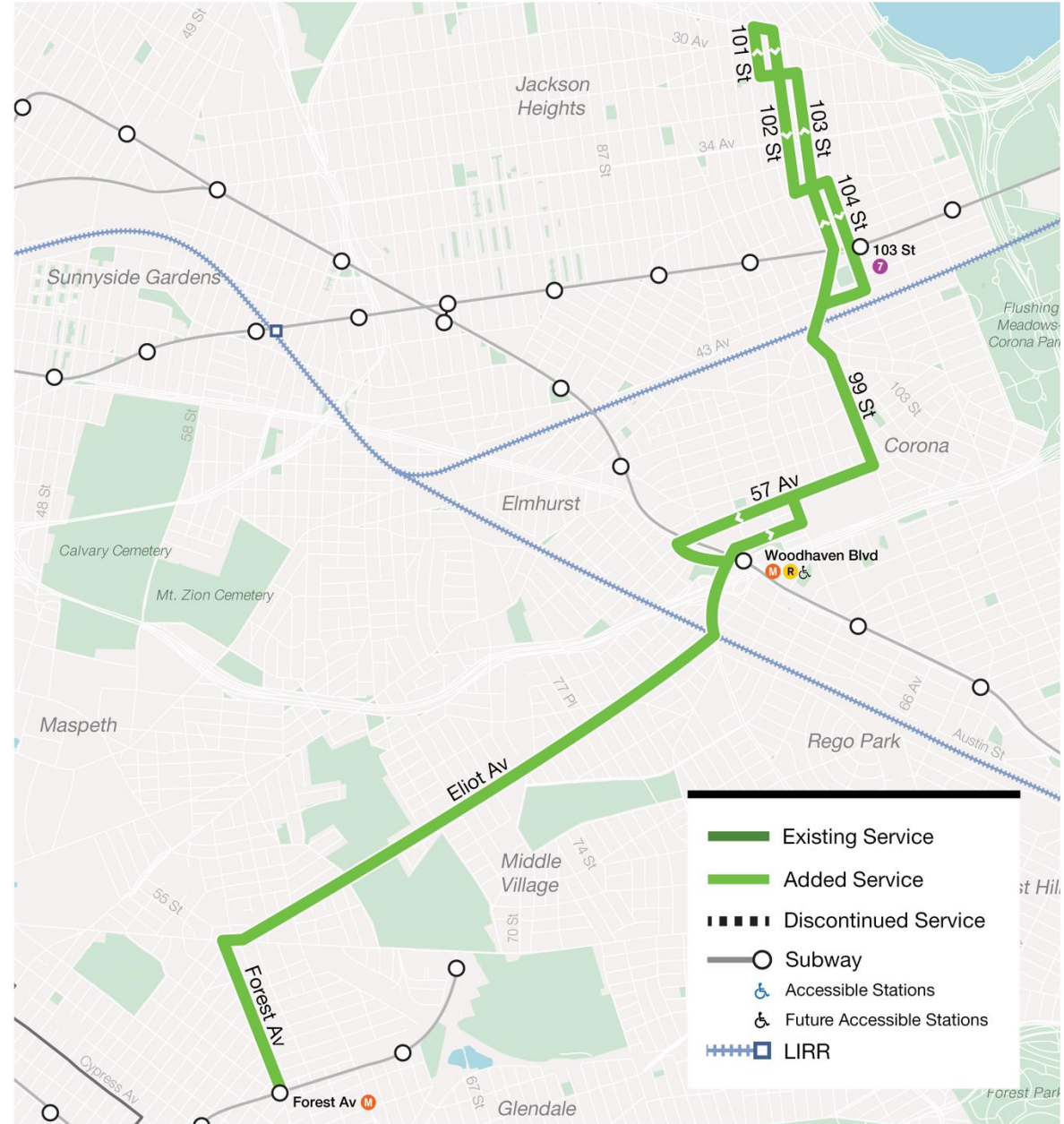
7 M R

B13, B20, Q11, Q19, Q29, Q38, Q39, Q47, Q49, Q52-SBS, Q53-SBS, Q54, Q58, Q59, Q60, Q63, Q66, Q67, Q72, Q88, Q98

AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,179 ft






Q18 Maspeth – Astoria

PROPOSED ROUTE SUMMARY

The Q18 will mostly maintain its existing routing between Maspeth and Astoria. The southern turnaround will be reconfigured to improve operations.

What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback
-  Restored existing routing along 69 St.
-  Changes related to the B57 will be explored further in the Brooklyn Bus Network Redesign

EXISTING ROUTES

Q18

PROPOSED CONNECTIONS

7 M N R W

LIRR

B62, Q19, Q32, Q47, Q53-SBS, Q58, Q59, Q60, Q63, Q66, Q67, Q69, Q70-SBS, Q98, Q100, Q101, Q103

AVERAGE STOP SPACING

Existing: 673 ft

Proposed: 1,089 ft



Q19 Astoria Boulevard

Service between Flushing and Astoria

PROPOSED ROUTE SUMMARY

The Q19 will maintain its existing routing between Flushing and Astoria.

What's changed since the Proposed Final Plan?

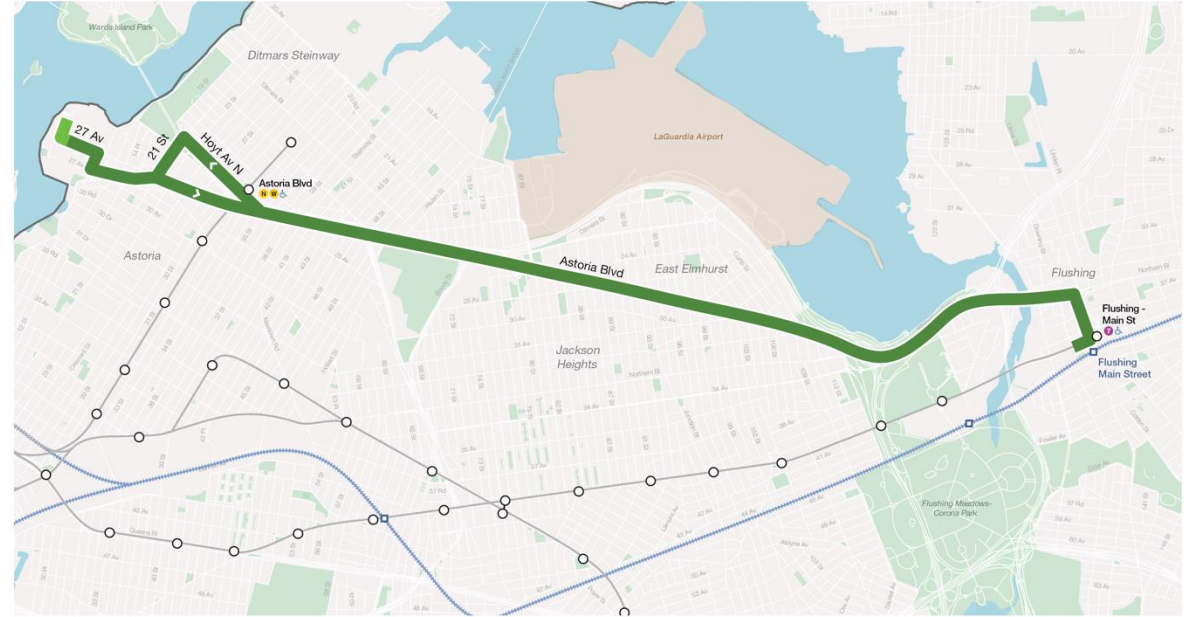
-  Minor stop balancing








EXISTING ROUTES
Q19

PROPOSED CONNECTIONS
7 N W
LIRR

B62, M60-SBS, Q12, Q14, Q17, Q18, Q20, Q23, Q25, Q26, Q27, Q33, Q44-SBS, Q47, Q49, Q50, Q61, Q65, Q69, Q72, Q90, Q100, Q101, Q103

AVERAGE STOP SPACING
Existing: 856 ft
Proposed: 1,194 ft



-  Existing Service
-  Added Service
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR



Q23 108th Street

Service between East Elmhurst and Forest Hills

PROPOSED ROUTE SUMMARY

The Q23 will be rerouted to 108 St and Ditmars Blvd north of 43 Av and to Yellowstone Blvd in Forest Hills to avoid congestion near Corona Plaza and on Austin St. Service on the existing Astoria Blvd-Roosevelt Av segment on 102/103 Sts will be provided by the new Q14. Service on 29 Av will be discontinued, but with both the Q14 and the Q23, riders in East Elmhurst and Corona will see more frequent bus service overall.

What's changed since the Proposed Final Plan?

-  Minor stop balancing
-  Service to East Elmhurst restored via existing Q48 routing on 108 St and Ditmars Blvd and rerouted from Austin St to Yellowstone Blvd in Forest Hills due to congestion and community requests

EXISTING ROUTES

Q23, Q48

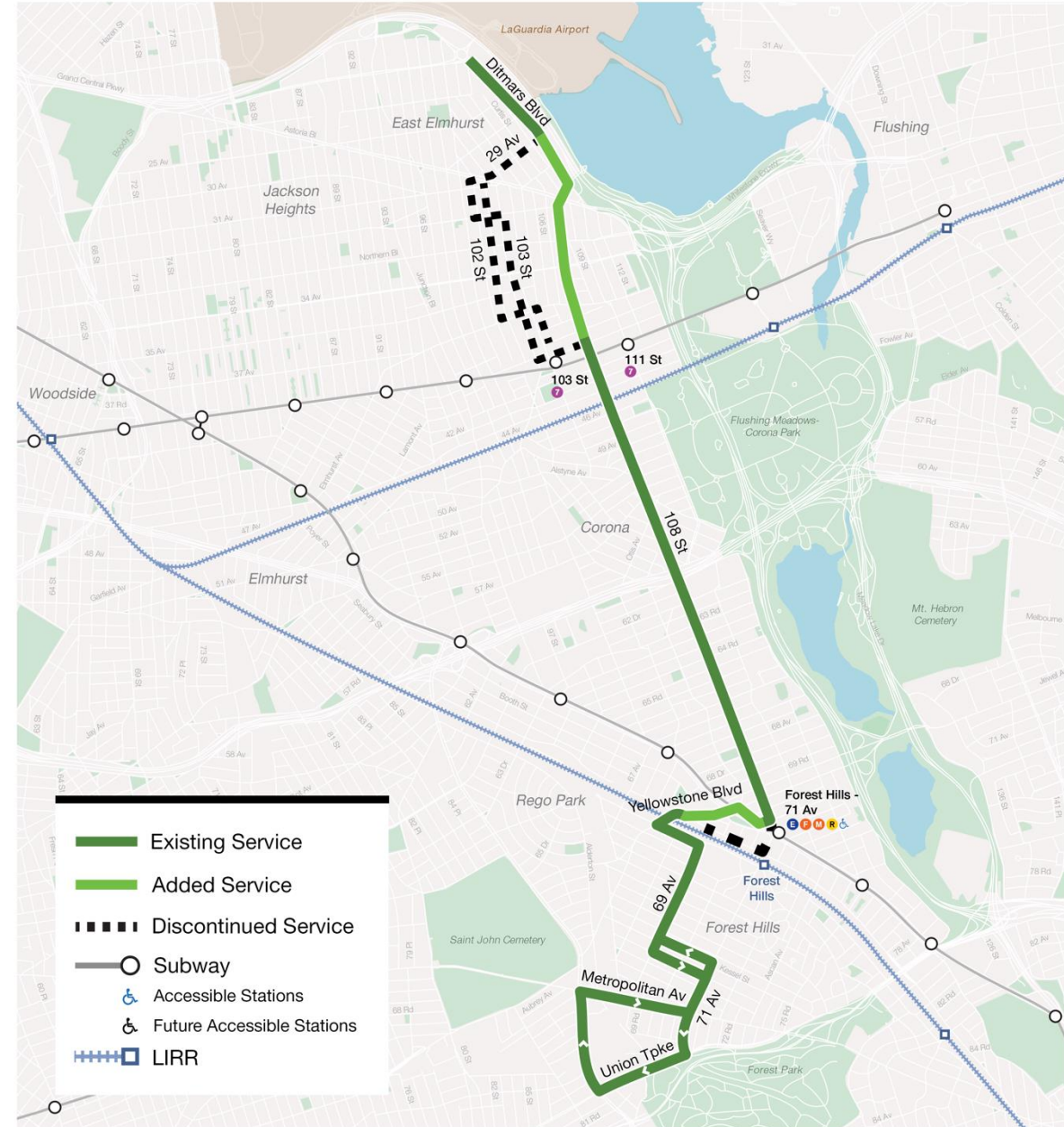
PROPOSED CONNECTIONS

E F M R

Q11, Q19, Q38, Q52-SBS, Q53-SBS, Q54, Q58, Q60, Q63, Q64, Q66, Q74, Q88, Q90, Q98

AVERAGE STOP SPACING

Existing: 698 ft
Proposed: 1,186 ft



Q29 Jackson Heights – Glendale

PROPOSED ROUTE SUMMARY

The Q29 will maintain its existing routing between Jackson Heights and Glendale.

What's changed since the Proposed Final Plan?

 Minor stop balancing

EXISTING ROUTES

Q29

PROPOSED CONNECTIONS

7 M R

Q11, Q14, Q32, Q33, Q38, Q47, Q52-SBS, Q53-SBS, Q54, Q55, Q58, Q59, Q60, Q88, Q98

AVERAGE STOP SPACING

Existing: 791 ft

Proposed: 1,098 ft



Q32 Jackson Heights – Penn Station

PROPOSED ROUTE SUMMARY

The Q32 will mostly maintain its existing routing except for a minor change approaching the Queensboro Bridge to avoid congestion.

What's changed since the Proposed Final Plan?



Minor stop balancing

EXISTING ROUTES

Q32

PROPOSED CONNECTIONS

1 2 3 4 5 6 7 B D F M E
N Q R W S

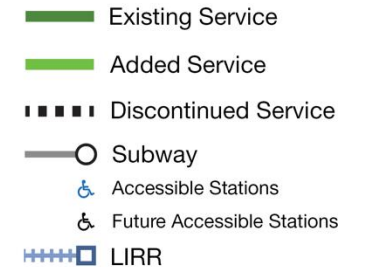
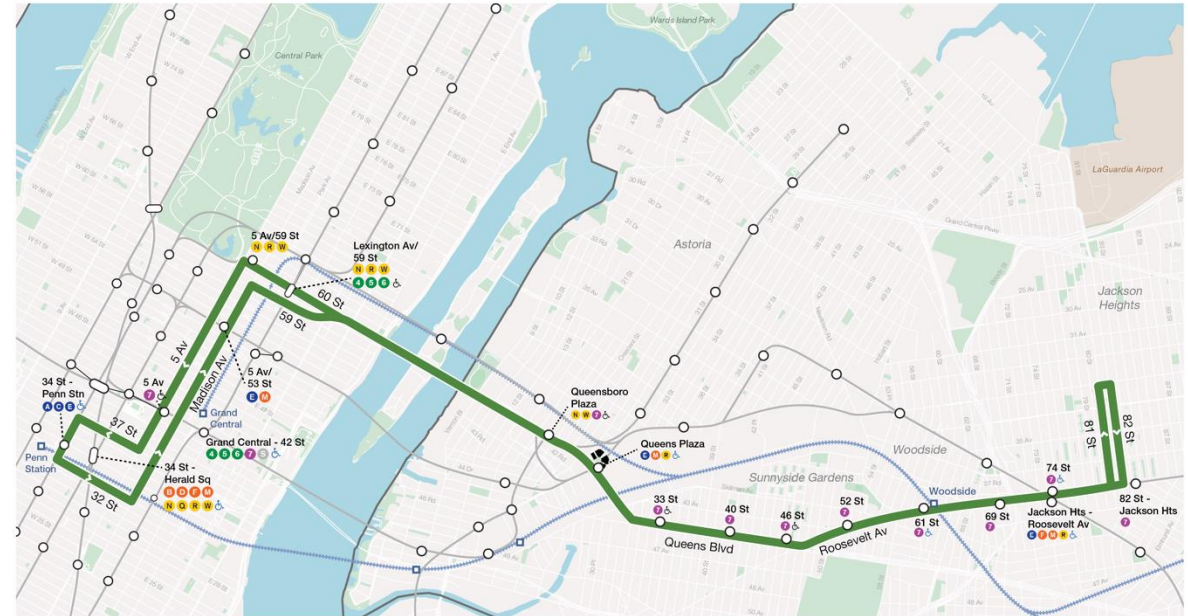
LIRR

B24, M1, M2, M3, M4, M5, M7, M15, M15-SBS, M20, M31, M34-SBS, M34A-SBS, M42, M50, M55, M57, M101, M102, M103, Q18, Q29, Q33, Q39, Q47, Q49, Q53-SBS, Q60, Q63, Q66, Q69, Q70-SBS, Q100, Q101, Q102, Q104

AVERAGE STOP SPACING

Existing: 733 ft

Proposed: 1,101 ft



Q33 LGA Terminal A – Jackson Heights

PROPOSED ROUTE SUMMARY

The Q33 will continue to serve 82 and 83 Sts but will be rerouted on its northern end to serve LaGuardia Airport Terminal A instead of 23 Av. Service on 23 Av will be discontinued and replaced by the Q47.

What's changed since the Proposed Final Plan?



Restored existing northbound routing along 83 St; Northbound routing in East Elmhurst subject to change with the NYC DOT Astoria Blvd Capital Project

EXISTING ROUTES

Q33

PROPOSED CONNECTIONS

7 E F M R

M60-SBS, Q19, Q29, Q32, Q47, Q49, Q53-SBS, Q63, Q66, Q69, Q70-SBS

AVERAGE STOP SPACING

Existing: 705 ft

Proposed: 1,242 ft



Q38 Rego Park – Maspeth

PROPOSED ROUTE SUMMARY

The Q38 will be split in two and will no longer operate as a loop. Service between Rego Park and Maspeth will be maintained. Service on the existing northern half of the route will be replaced by the Q14, providing new connections between East Elmhurst and Ridgewood.

What's changed since the Proposed Final Plan?

-  Minor stop balancing

EXISTING ROUTES

Q38

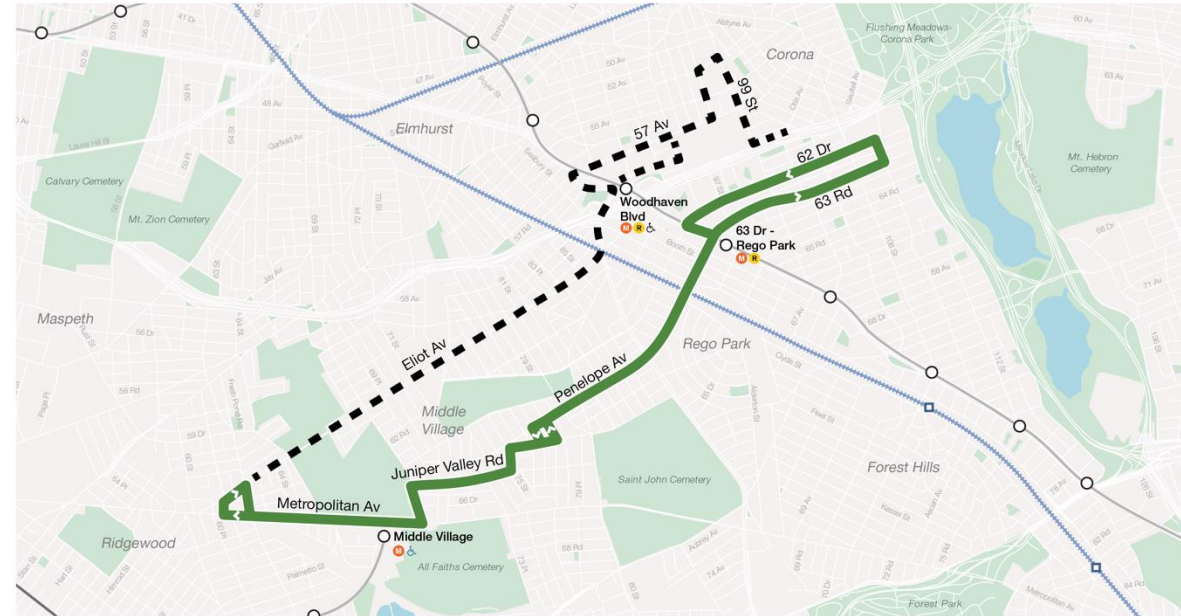
PROPOSED CONNECTIONS








M R

Q11, Q14, Q23, Q29, Q39, Q47, Q52-SBS, Q53-SBS, Q54, Q58, Q59, Q60, Q67, Q72, Q88, Q98

AVERAGE STOP SPACING

Existing: 767 ft
Proposed: 987 ft




-  Existing Service
-  Added Service
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR

Q39 Long Island City – Glendale

PROPOSED ROUTE SUMMARY

The Q39 will mostly maintain its existing routing between Long Island City and Glendale. The northern turnaround will be revised to use Jackson Av in both directions, terminating at Queens Plaza.

What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback

EXISTING ROUTES

Q39

PROPOSED CONNECTIONS

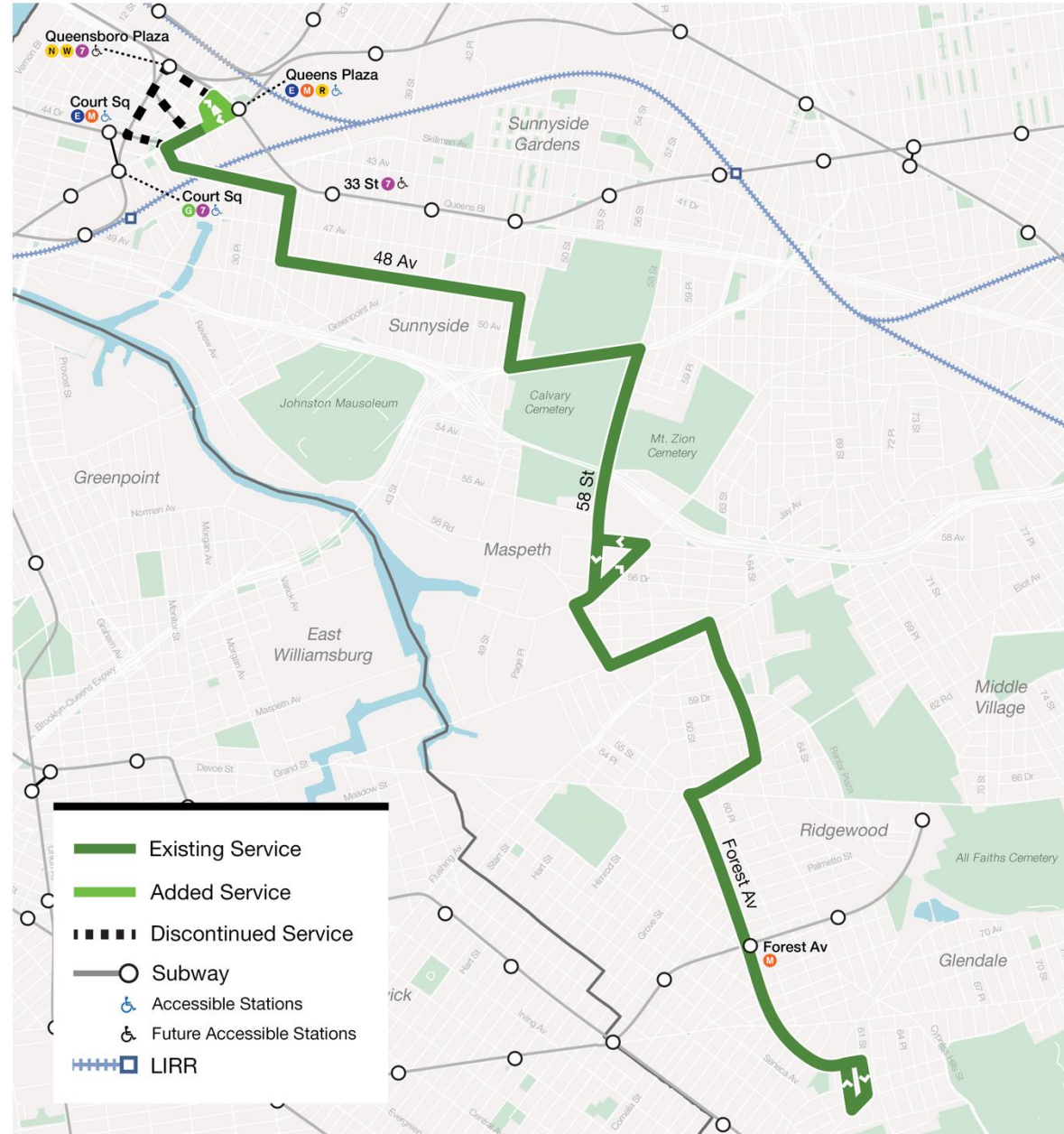
7 E G M N R W

B13, B20, B24, B38, B57, Q14, Q32, Q38, Q54, Q55, Q58, Q59, Q60, Q63, Q66, Q67, Q69, Q98, Q100, Q101, Q102

AVERAGE STOP SPACING

Existing: 824 ft

Proposed: 1,189 ft



Q45 Union Turnpike

Service between Fresh Meadows and Kew Gardens

PROPOSED ROUTE SUMMARY

The new Q45 will provide all-day frequent service along Union Tpke and create a new direct connection between 188 St and Kew Gardens.

What's changed since the Proposed Final Plan?

No changes

EXISTING ROUTES

Q46

PROPOSED CONNECTIONS

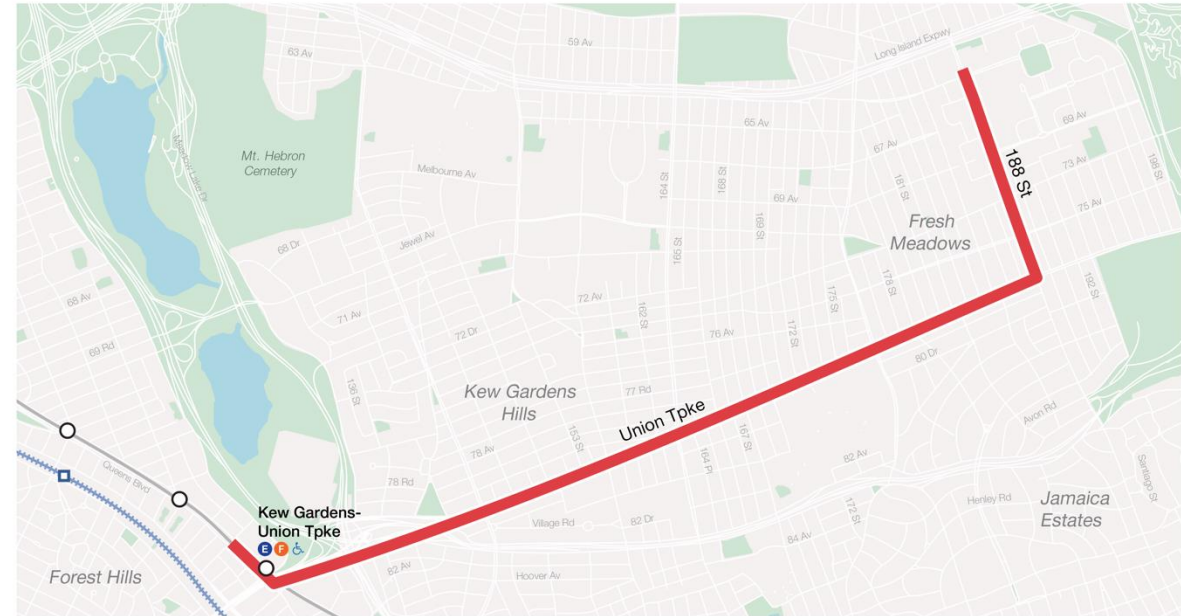
E F

Q10, Q17, Q20, Q25, Q30, Q31, Q37, Q44-SBS, Q46, Q48, Q60, Q65, Q74, Q75, Q80, Q88

AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,451 ft



- Existing Service
- Added Service
- ▬▬▬▬ Discontinued Service
- Subway
- ♿ Accessible Stations
- ♿ Future Accessible Stations
- ▬▬▬▬ LIRR

Q46 LIJ Hospital – Kew Gardens

PROPOSED ROUTE SUMMARY

The Q46 will maintain its existing routing between Long Island Jewish Medical Center and Kew Gardens. The existing Glen Oaks branch will be discontinued and replaced by the new Q48. The Q46 will have limited-stop Rush service along Union Tpke west of 188 St, where the Q45 will serve local stops.

What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

EXISTING ROUTES

Q46

PROPOSED CONNECTIONS

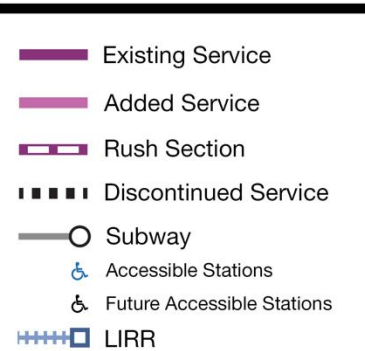
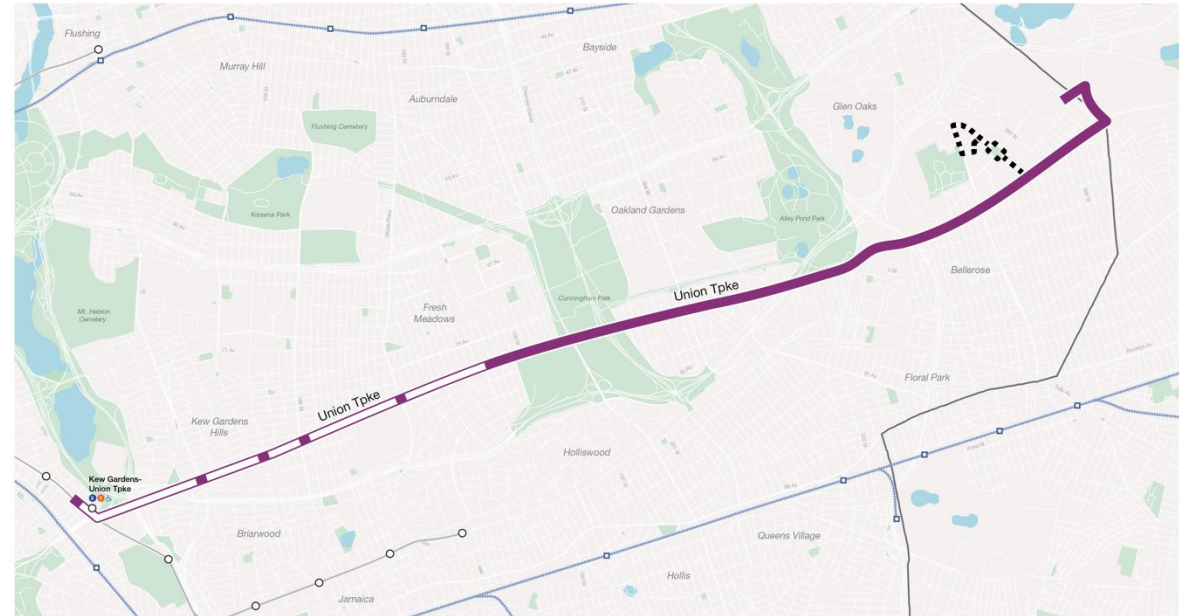
E F

Q10, Q17, Q20, Q25, Q27, Q30, Q31, Q36, Q37, Q44-SBS, Q45, Q48, Q60, Q65, Q75, Q76, Q80, Q88

AVERAGE STOP SPACING

Existing: 860 ft

Proposed: 1,251 ft



Q47 East Elmhurst – Glendale

PROPOSED ROUTE SUMMARY

The Q47 will be rerouted through Woodside and Jackson Heights and extended along 23 Av to the existing Q33 terminal at 94 St/Ditmars Blvd. Q47 service to LaGuardia Airport Terminal A will be discontinued and replaced by the Q33. The Q47 will serve Bulova Corporate Center from Astoria Blvd and 80 St on all trips.

What's changed since the Proposed Final Plan?

 Stop changes in response to public feedback

EXISTING ROUTES

Q33, Q47

PROPOSED CONNECTIONS

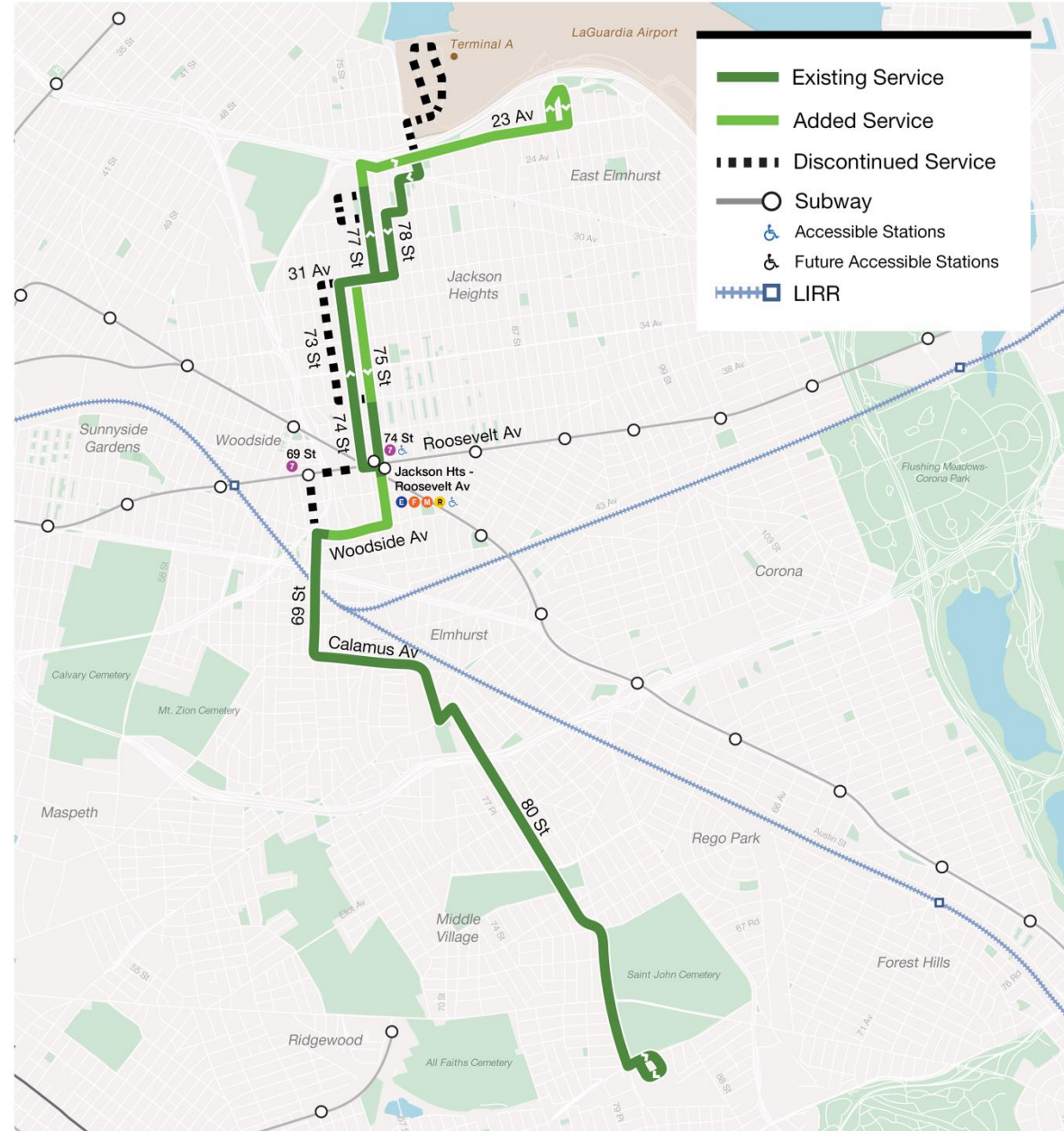
7 E F M R

M60-SBS, Q14, Q18, Q19, Q29, Q32, Q33, Q38, Q49, Q53-SBS, Q54, Q58, Q59, Q60, Q63, Q66, Q69, Q70-SBS, Q72, Q98

AVERAGE STOP SPACING

Existing: 824 ft

Proposed: 1,037 ft




Q48 Glen Oaks – Kew Gardens

PROPOSED ROUTE SUMMARY

The new Q48 will serve the existing Glen Oaks branch of the Q46. The route will have limited-stop Rush service along Union Tpke west of 188 St, where the Q45 will serve local stops.

What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

EXISTING ROUTES

Q46

PROPOSED CONNECTIONS

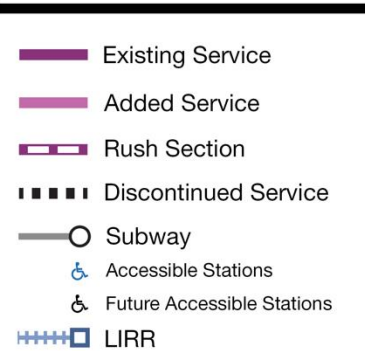
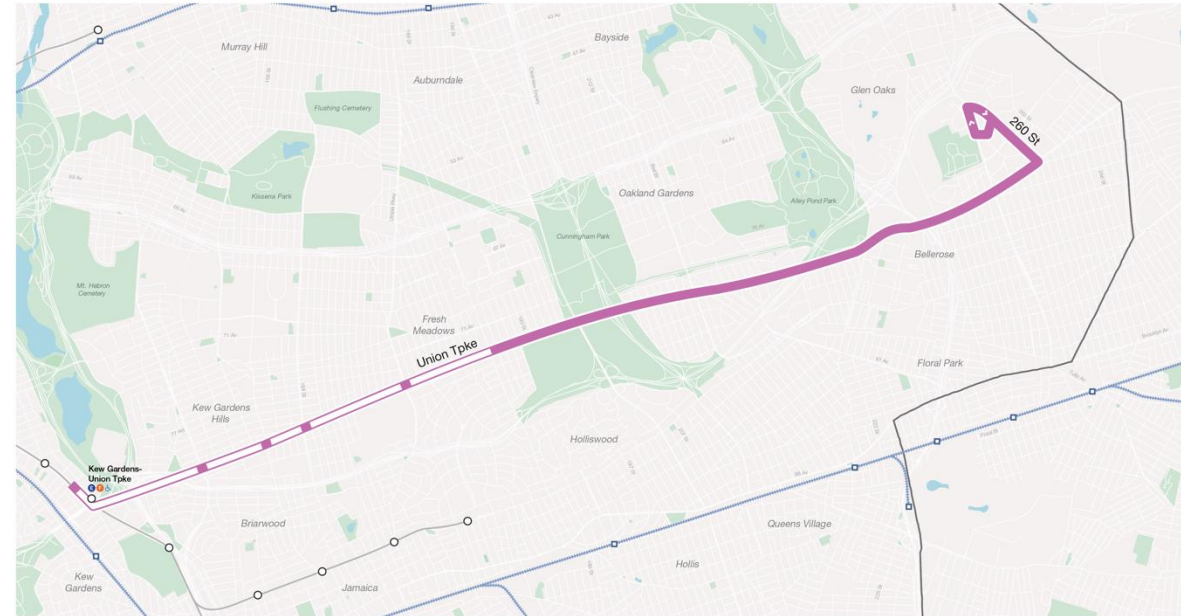
E F

Q10, Q17, Q20, Q25, Q27, Q30, Q31, Q36, Q37, Q44-SBS, Q45, Q60, Q65, Q75, Q76, Q80, Q88

AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,237 ft




Q49 East Elmhurst – Jackson Heights

PROPOSED ROUTE SUMMARY

The Q49 will maintain its existing routing between East Elmhurst and Jackson Heights.

What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback

EXISTING ROUTES

Q49

PROPOSED CONNECTIONS

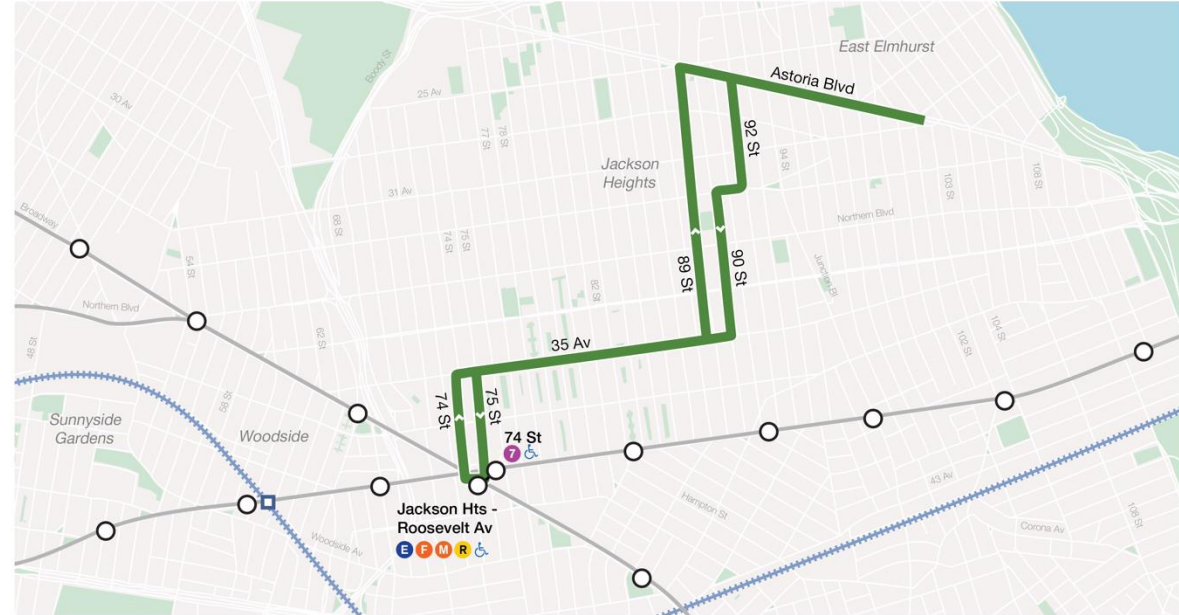
7 E F M R








Q14, Q19, Q32, Q33, Q47, Q53-SBS, Q63, Q66, Q70-SBS, Q72

AVERAGE STOP SPACING

Existing: 627 ft

Proposed: 953 ft






-  Existing Service
-  Added Service
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR

Q50 Co-op City/Pelham Bay – Flushing

PROPOSED ROUTE SUMMARY

The Q50 will maintain its existing routing between Co-op City/Pelham Bay and Flushing. The route will have new overnight service between Pelham Bay and Flushing.

What's changed since the Proposed Final Plan?

-  Added stops at Whitestone Expwy/14 Av to improve connections for College Point and Whitestone riders
-  Restored existing routing due to operational challenges near LaGuardia Airport
-  Restored existing daytime frequencies

EXISTING ROUTES

Q50

PROPOSED CONNECTIONS

6 7

Bx5, Bx8, Bx12, Bx12-SBS, Bx24, Bx25, Bx26, Bx28, Bx29, Bx30, Bx38, Bx40, Bx42, Q12, Q13, Q15, Q16, Q17, Q19, Q20, Q25, Q26, Q27, Q28, Q44-SBS, Q61, Q63, Q65, Q66, Q76, Q90

AVERAGE STOP SPACING

Existing: 1,879 ft
Proposed: 1,946 ft




Q52 Elmhurst – Edgemere

PROPOSED ROUTE SUMMARY

The Q52 will be extended further east to Beach 50 St in Edgemere. The first stop northbound will be OMNY-only.

What's changed since the Proposed Final Plan?

 Route extended east to Beach 50 St

EXISTING ROUTES

Q52

PROPOSED CONNECTIONS

A J Z M R S

Q7, Q8, Q11, Q14, Q22, Q23, Q24, Q29, Q38, Q41, Q51, Q53-SBS, Q54, Q55, Q56, Q59, Q60, Q88, Q98, Q112

AVERAGE STOP SPACING

Existing: 2,802 ft

Proposed: 2,684 ft



Q53 Woodside – Rockaway Park

PROPOSED ROUTE SUMMARY

The Q53 will maintain its existing routing between Woodside and Rockaway Park.

What's changed since the Proposed Final Plan?

No changes

EXISTING ROUTES

Q53

PROPOSED CONNECTIONS

7 A E F M J Z R S

LIRR

Q7, Q8, Q11, Q14, Q18, Q22, Q23, Q24, Q29, Q32, Q33, Q35, Q38, Q41, Q47, Q49, Q51, Q52-SBS, Q54, Q55, Q56, Q58, Q59, Q60, Q70-SBS, Q88, Q98, Q112

AVERAGE STOP SPACING

Existing: 2,814 ft

Proposed: 2,814 ft





Q58 Flushing – Corona – Ridgewood

PROPOSED ROUTE SUMMARY

The Q58 will maintain its existing routing between Flushing and Ridgewood. The new Q98 will complement the Q58 with a more direct connection between the two terminals via Horace Harding Expwy.

What's changed since the Proposed Final Plan?

-  Minor stop balancing
-  Restored some off-peak weekday and weekend trips in response to public feedback

EXISTING ROUTES

Q58

PROPOSED CONNECTIONS

L M R

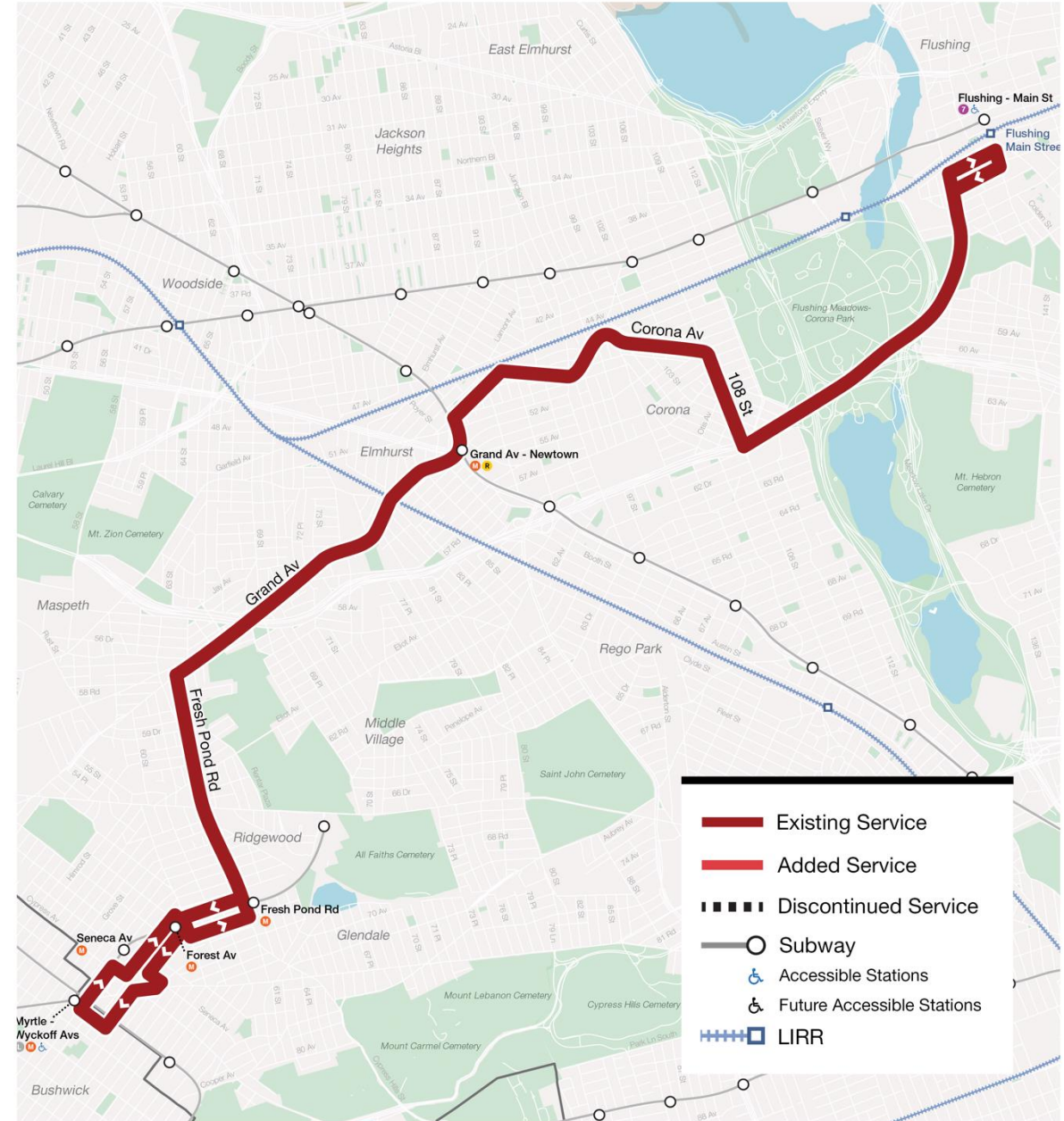
LIRR

B13, B20, B26, B38, B52, B54, B57, Q14, Q17, Q18, Q20, Q23, Q25, Q26, Q27, Q29, Q38, Q39, Q44-SBS, Q47, Q53-SBS, Q54, Q55, Q59, Q60, Q65, Q67, Q72, Q88, Q98

AVERAGE STOP SPACING

Existing: 694 ft

Proposed: 1,366 ft



Q59 Grand Avenue / Grand Street

Service between Rego Park and Williamsburg

PROPOSED ROUTE SUMMARY

The Q59 will maintain its existing routing between Rego Park and Williamsburg.

What's changed since the Proposed Final Plan?



Existing routing in Queens restored pending NYC DOT Queens Blvd Capital Project changes



Changes to the Q59 in Brooklyn will be part of the Brooklyn Bus Network Redesign

EXISTING ROUTES

Q59

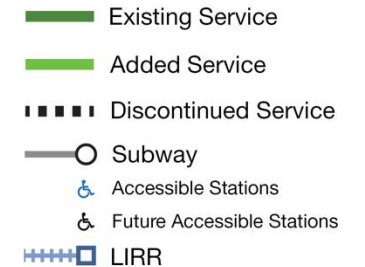
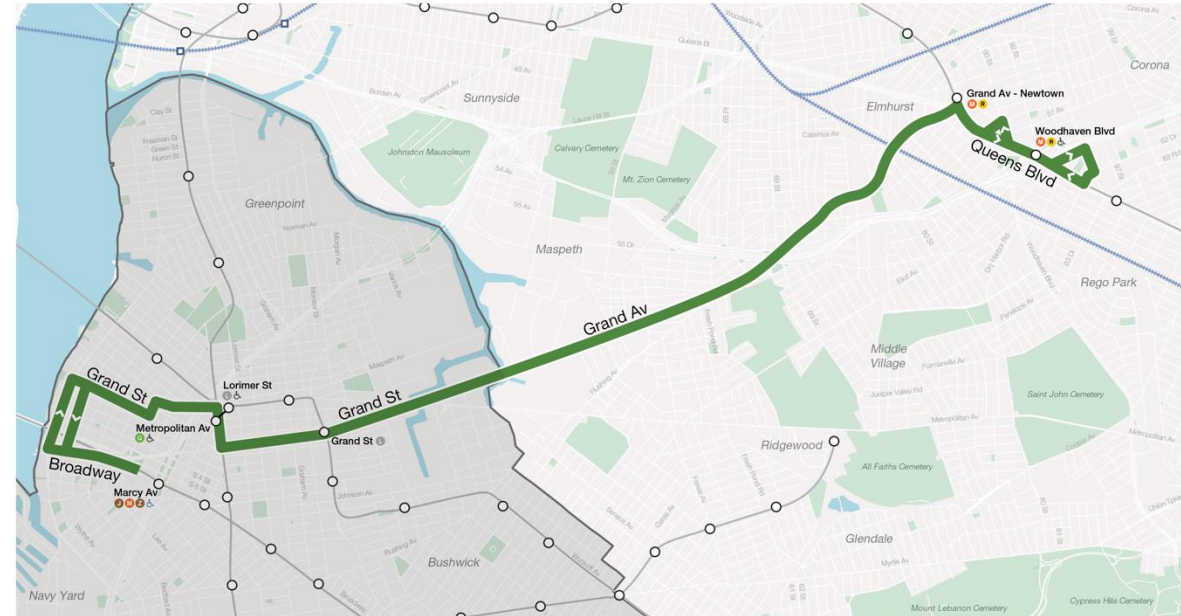
PROPOSED CONNECTIONS

G J Z L M R

B24, B32, B39, B43, B44, B44-SBS, B46, B48, B57, B60, B62, Q11, Q14, Q18, Q29, Q38, Q39, Q47, Q52-SBS, Q53-SBS, Q54, Q58, Q60, Q67, Q72, Q88, Q98

AVERAGE STOP SPACING

Existing: 831 ft
Proposed: 1,015 ft



Q60


Queens Boulevard

Service between South Jamaica and the Upper East Side

PROPOSED ROUTE SUMMARY

The Q60 will mostly maintain its existing routing except for a minor change approaching the Queensboro Bridge to avoid congestion. Bus stop locations on Queens Blvd are under further review as part of the NYC DOT Queens Blvd Capital Project.

What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

EXISTING ROUTES

Q60

PROPOSED CONNECTIONS

7 E F M J Z N R W

LIRR

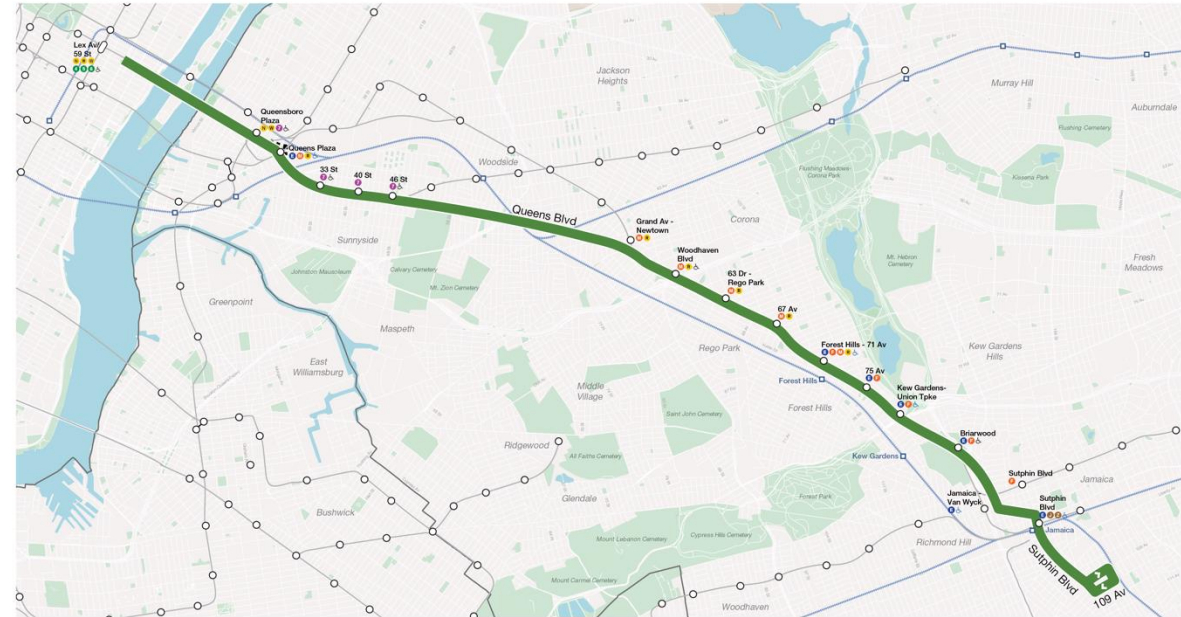
AirTrain JFK








B24, M15, Q1, Q6, Q8, Q9, Q10, Q11, Q14, Q18, Q20, Q23, Q24, Q25, Q29, Q30, Q31, Q32, Q37, Q38, Q39, Q40, Q41, Q43, Q44-SBS, Q45, Q46, Q47, Q48, Q52-SBS, Q53-SBS, Q54, Q56, Q58, Q59, Q63, Q64, Q65, Q66, Q69, Q72, Q74, Q75, Q80, Q88, Q98, Q100, Q101, Q102, Q104, Q112

AVERAGE STOP SPACING

Existing: 919 ft

Proposed: 1,130 ft



-  Existing Service
-  Added Service
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR


Q63 Northern Boulevard West

Service between Flushing and Long Island City

PROPOSED ROUTE SUMMARY

The new Q63 will run the length of Northern Blvd between Flushing and Long Island City. The route will have limited-stop Rush service on Northern Blvd between Main St and 114 St and on Northern Blvd/Jackson Av between 49 St and Court Square. The Q66 will serve local stops between Main St and 114 St. The Q101 will serve local stops between 49 St and Court Square. The Q63 will make local stops between the Rush segments.

What's changed since the Proposed Final Plan?

 Swapped route labels with Q66 in response to public feedback

EXISTING ROUTES

Q66

PROPOSED CONNECTIONS

7 E G M R

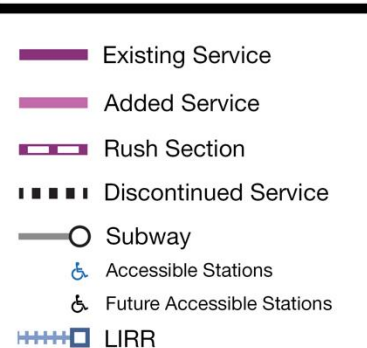
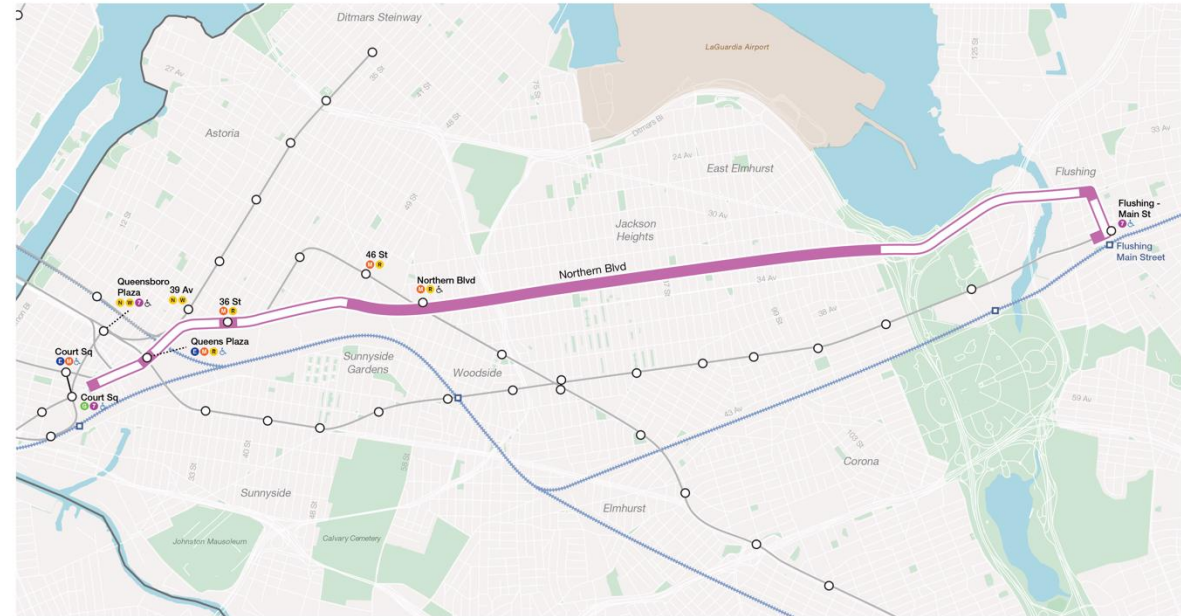
LIRR

Q12, Q14, Q17, Q18, Q20, Q23, Q25, Q26, Q27, Q32, Q33, Q39, Q44-SBS, Q47, Q49, Q50, Q60, Q61, Q65, Q66, Q67, Q69, Q72, Q90, Q100, Q101, Q102, Q104

AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,084 ft




Q66 Northern Boulevard West / 35th Avenue

Service between Flushing and Long Island City


PROPOSED ROUTE SUMMARY

The Q66 will maintain its existing routing between Flushing and Long Island City. The new Q63 will also provide new Rush service along Northern Blvd.

What's changed since the Proposed Final Plan?

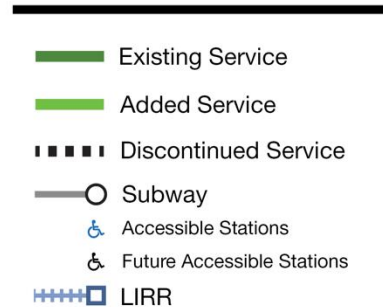
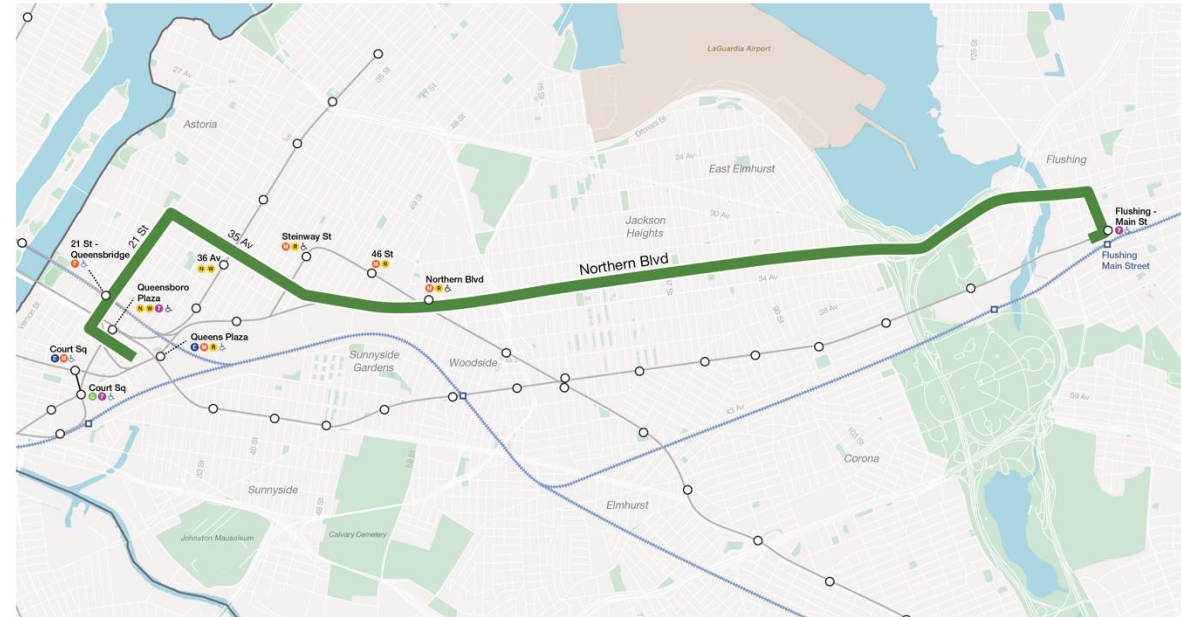
 Swapped route labels with Q63 in response to public feedback

EXISTING ROUTES
Q66

PROPOSED CONNECTIONS

 LIRR

B62, Q12, Q14, Q17, Q18, Q20, Q23, Q25, Q26, Q27, Q32, Q33, Q39, Q44-SBS, Q47, Q49, Q50, Q60, Q61, Q63, Q65, Q69, Q72, Q90, Q100, Q101, Q102, Q103, Q104

AVERAGE STOP SPACING
 Existing: 1,109 ft
 Proposed: 1,098 ft





Q67 Ridgewood – Long Island City

PROPOSED ROUTE SUMMARY

The Q67 will mostly maintain its existing routing but will terminate at Court Square instead of Queens Plaza to improve reliability.

What's changed since the Proposed Final Plan?

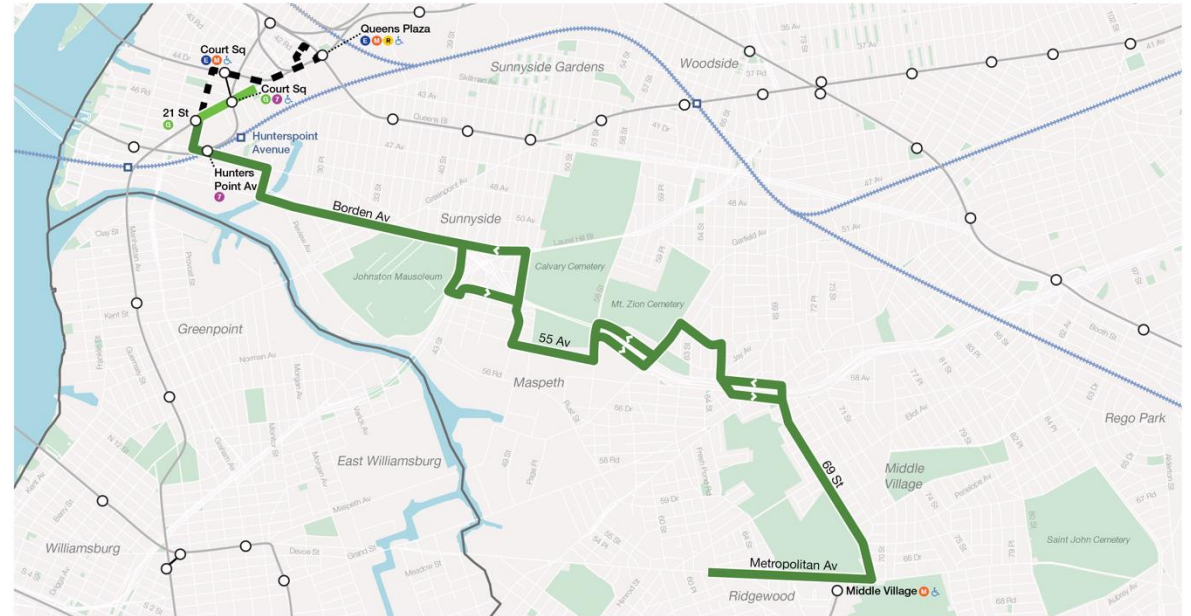
-  Minor stop changes in response to public feedback
-  New turnaround in Long Island City to improve operations








EXISTING ROUTES
Q67

PROPOSED CONNECTIONS
7 E G M
LIRR

B24, B32, B62, Q14, Q18, Q39, Q54, Q58, Q59, Q63, Q98, Q101, Q102

AVERAGE STOP SPACING
Existing: 850 ft
Proposed: 1,244 ft





-  Existing Service
-  Added Service
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR

Q69 East Elmhurst – Long Island City

PROPOSED ROUTE SUMMARY

The Q69 will mostly maintain its existing routing but will terminate near Queens Plaza instead of Court Square to improve reliability.

What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback
-  Route type changed from Rush to Local

EXISTING ROUTES

Q69

PROPOSED CONNECTIONS

7 E F M N R W

B62, M60-SBS, Q18, Q19, Q32, Q33, Q39, Q47, Q60, Q63, Q66, Q100, Q101, Q102, Q103, Q104

AVERAGE STOP SPACING

Existing: 728 ft

Proposed: 1,000 ft



Q70

LaGuardia Link

Service between LaGuardia Airport and Woodside

PROPOSED ROUTE SUMMARY

The Q70 will maintain its existing routing between LaGuardia Airport and Woodside.

What's changed since the Proposed Final Plan?

No changes

EXISTING ROUTES

Q70

PROPOSED CONNECTIONS

7 E F M R

LIRR

Q18, Q32, Q33, Q47, Q49, Q53-SBS, Q72

AVERAGE STOP SPACING

Existing: 3,708 ft

Proposed: 3,708 ft




Q72 Junction Boulevard

Service between LaGuardia Airport and Rego Park

PROPOSED ROUTE SUMMARY

The Q72 will maintain its existing routing between LaGuardia Airport and Rego Park.

What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

EXISTING ROUTES

Q72

PROPOSED CONNECTIONS

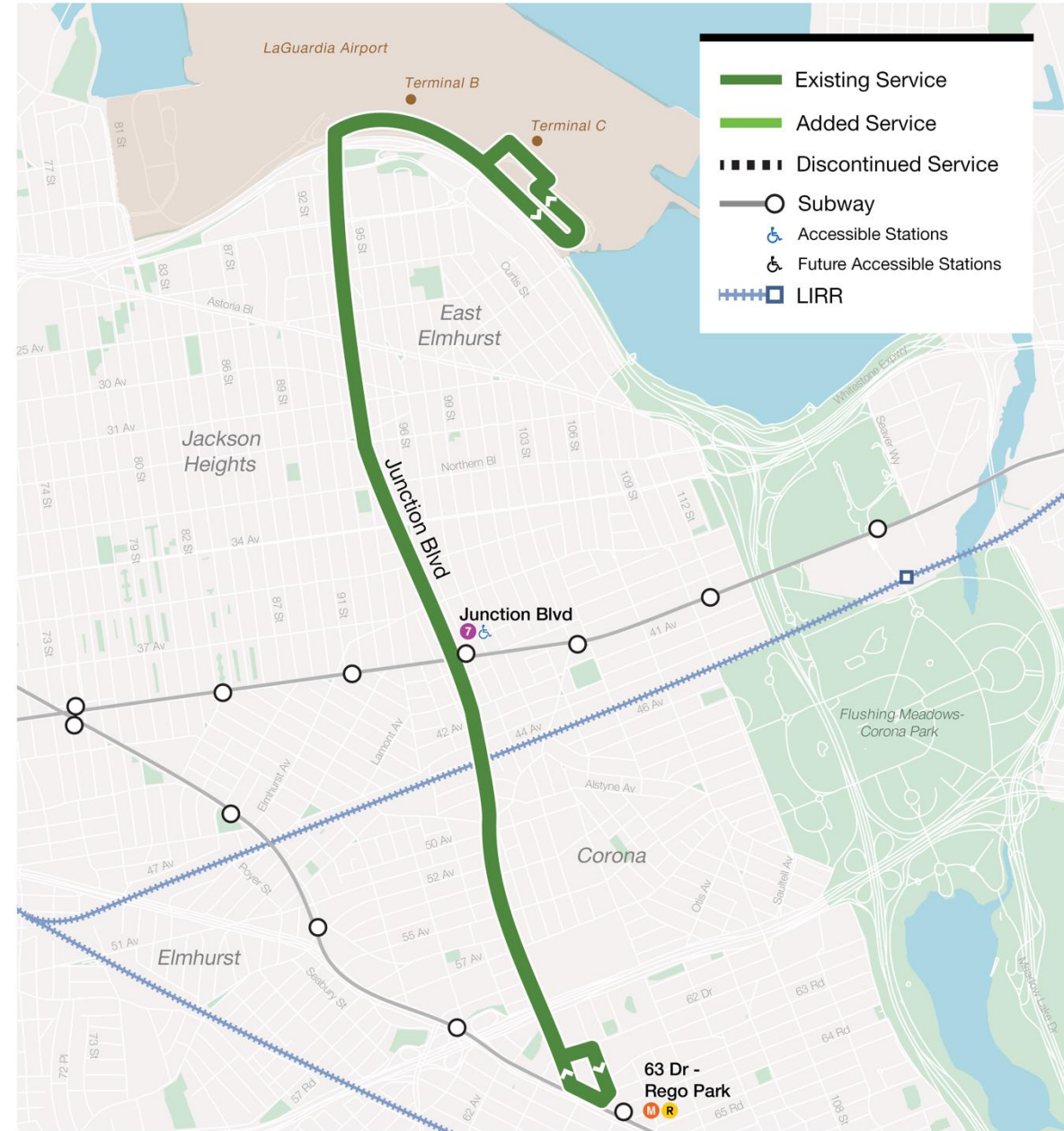
7 M R

M60-SBS, Q14, Q19, Q38, Q47, Q49, Q58, Q59, Q60, Q63, Q66, Q70-SBS, Q88

AVERAGE STOP SPACING

Existing: 725 ft

Proposed: 1,079 ft





Q88 Queens Village – Elmhurst

PROPOSED ROUTE SUMMARY

The Q88 will maintain its existing routing except for a minor western turnaround change in Elmhurst, where the route will now use Junction Blvd instead of 94 St to improve operations. The new Q74 will also provide new connections from Fresh Meadows to Jewel Av and Forest Hills.

What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback
-  Revised turnaround in Elmhurst to improve operations

EXISTING ROUTES

Q88

PROPOSED CONNECTIONS

M R

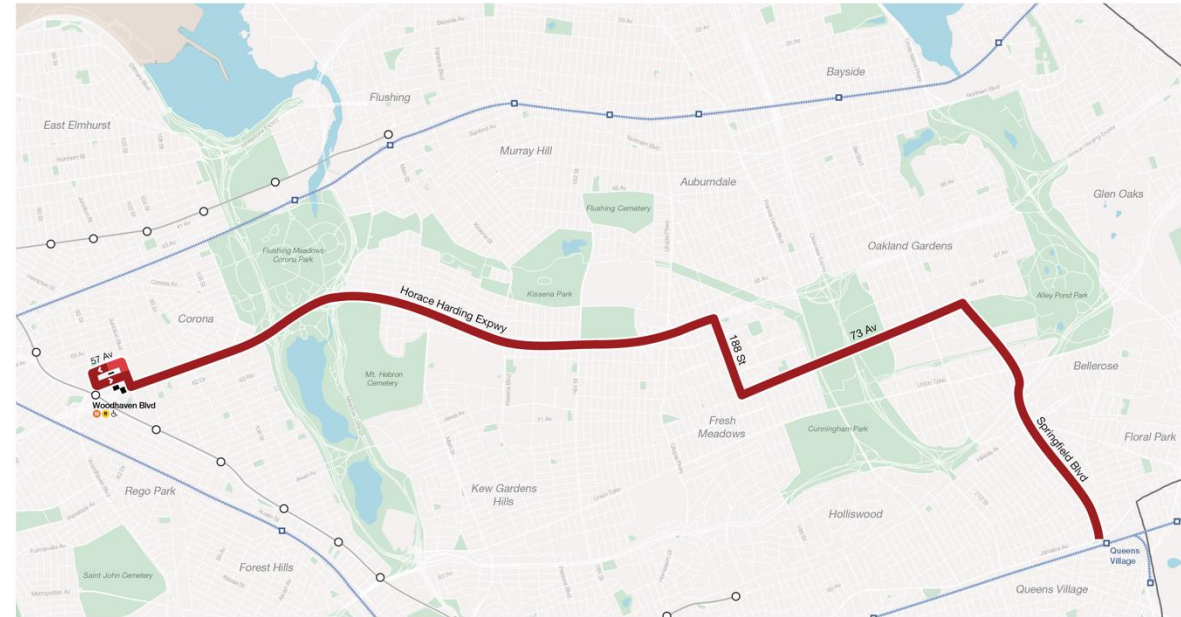
LIRR








Q1, Q11, Q14, Q17, Q20, Q23, Q25, Q27, Q29, Q30, Q31, Q36, Q38, Q43, Q44-SBS, Q45, Q46, Q48, Q52-SBS, Q53-SBS, Q58, Q59, Q60, Q65, Q72, Q74, Q75, Q76, Q98, Q110

AVERAGE STOP SPACING

Existing: 777 ft

Proposed: 1,253 ft




-  Existing Service
-  Added Service
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR

Q90 Flushing – LGA Airport

PROPOSED ROUTE SUMMARY

The new Q90 will replace existing Q48 service between Flushing and LaGuardia Airport with a faster, more direct service through Willets Point to avoid congestion in Corona. Q48 service on 108 St will be replaced by the Q23. Stops on Seaver Way are subject to change due to new development.

What's changed since the Proposed Final Plan?

 New route proposal due to withdrawn Q50 extension

EXISTING ROUTES

Q48

PROPOSED CONNECTIONS

7

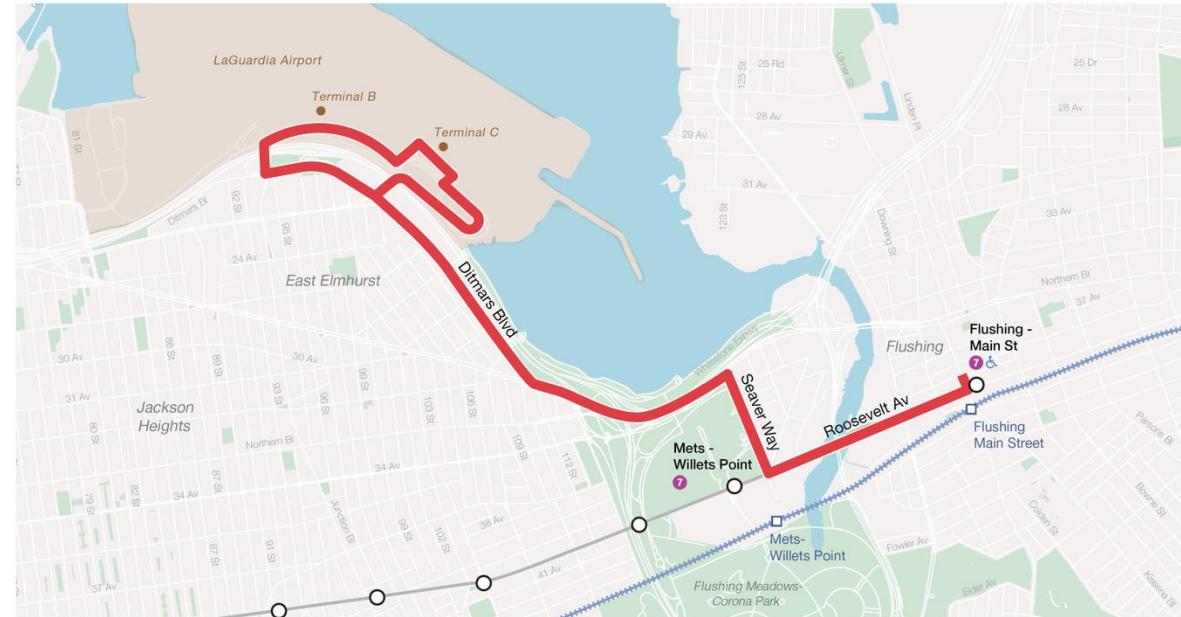
LIRR








Q12, Q17, Q19, Q20, Q23, Q25, Q26, Q27, Q44-SBS, Q50, Q61, Q63, Q65, Q66, Q70-SBS

AVERAGE STOP SPACING

Existing: N/A

Proposed: 2,656 ft





-  Existing Service
-  Added Service
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR

Q98 Flushing – Rego Park – Ridgewood

PROPOSED ROUTE SUMMARY

The new Q98 will provide a more direct alternative to the Q58, connecting Flushing to Ridgewood via Horace Harding Expwy and Queens Blvd.

What's changed since the Proposed Final Plan?

-  Changed route type from SBS/Crosstown to Limited
-  Moved some off-peak weekday and weekend trips back to the Q58 in response to public feedback

EXISTING ROUTES

Q58

PROPOSED CONNECTIONS

L M R

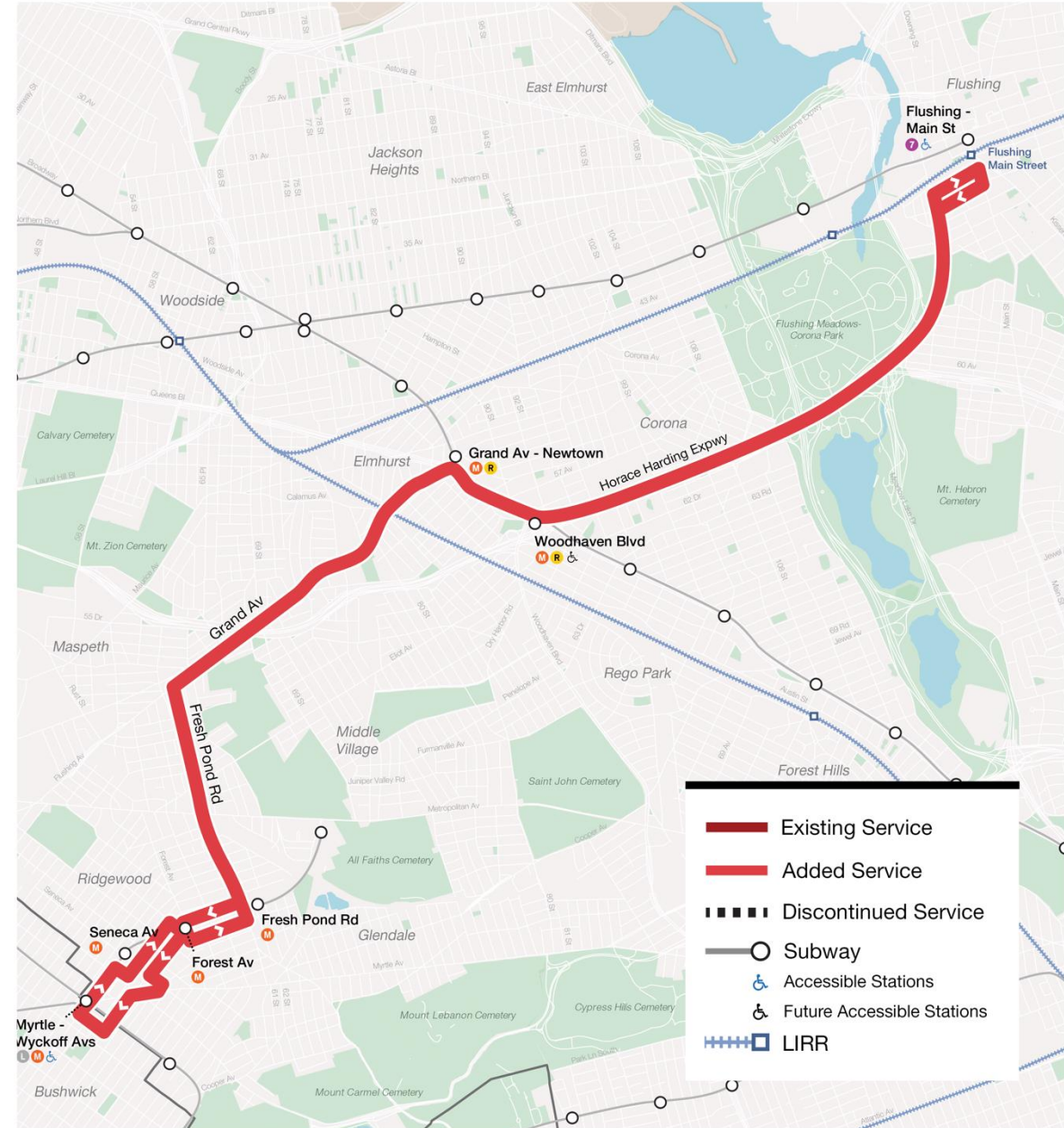
LIRR

B13, B20, B26, B38, B52, B54, B57, Q11, Q14, Q17, Q18, Q20, Q23, Q25, Q26, Q27, Q29, Q38, Q39, Q44-SBS, Q47, Q52-SBS, Q53-SBS, Q54, Q55, Q58, Q59, Q60, Q65, Q67, Q88

AVERAGE STOP SPACING

Existing: N/A

Proposed: 2,494 ft




Q100 Rikers Island – Long Island City

PROPOSED ROUTE SUMMARY

The Q100 will maintain its existing routing between Rikers Island and Long Island City.

What's changed since the Proposed Final Plan?

 Restored route due to public feedback

EXISTING ROUTES

Q100

PROPOSED CONNECTIONS

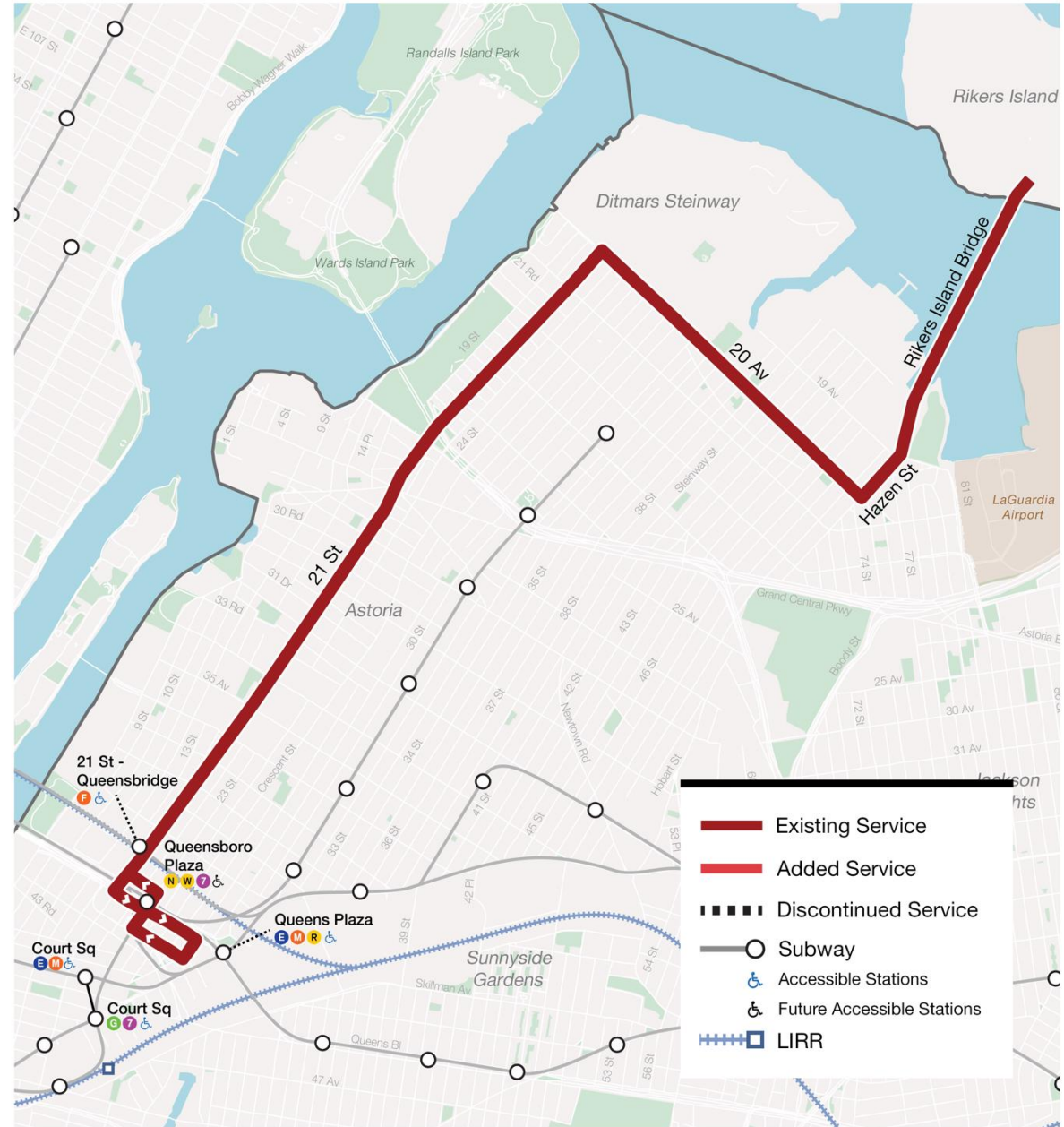
7 E F M N R W

B62, Q18, Q19, Q32, Q39, Q60, Q63, Q66, Q69, Q101, Q102, Q104

AVERAGE STOP SPACING

Existing: 2,980 ft

Proposed: 1,579 ft



Q101

Steinway Street

Service between Astoria and Hunters Point

PROPOSED ROUTE SUMMARY

The Q101 will continue to serve Steinway St but will be rerouted on both ends. At its northern end, the route will be shortened to 37 St. The Q100 will provide alternative service to riders along the existing 20 Av segment. At its southern end, the Q101 will be rerouted from Manhattan to Hunters Point via Jackson Av to avoid congestion on the Queensboro Bridge and improve reliability. Service to Manhattan will still be provided via a transfer to the subway, Q32, or Q60.

What's changed since the Proposed Final Plan?



Minor stop changes to improve connections



Southern turnaround adjusted due to street infrastructure changes

EXISTING ROUTES

Q101, B62

PROPOSED CONNECTIONS

7 E G M N R W

LIRR

B32, B62, M60-SBS, Q18, Q19, Q32, Q39, Q60, Q63, Q66, Q67, Q69, Q100, Q102, Q103, Q104

AVERAGE STOP SPACING

Existing: 845 ft

Proposed: 1,075 ft



Q102


36th Avenue / Roosevelt Island

Service between LIC and Roosevelt Island

PROPOSED ROUTE SUMMARY

The Q102 will now connect Long Island City and Roosevelt Island with a new, more direct routing. In Queens, the route will start at Court Square, traveling to Roosevelt Island via Jackson Av, 31 St, and 36 Av. On Roosevelt Island, the route will be shortened to terminate at the Roosevelt Island Tramway. The N/W trains will provide service along 31 St, and the Q18 will still serve 30 Av. Service through Queensbridge will still be provided by the Q103.

What's changed since the Proposed Final Plan?

 Q102 restored with new routing due to public feedback

EXISTING ROUTES

Q102

PROPOSED CONNECTIONS

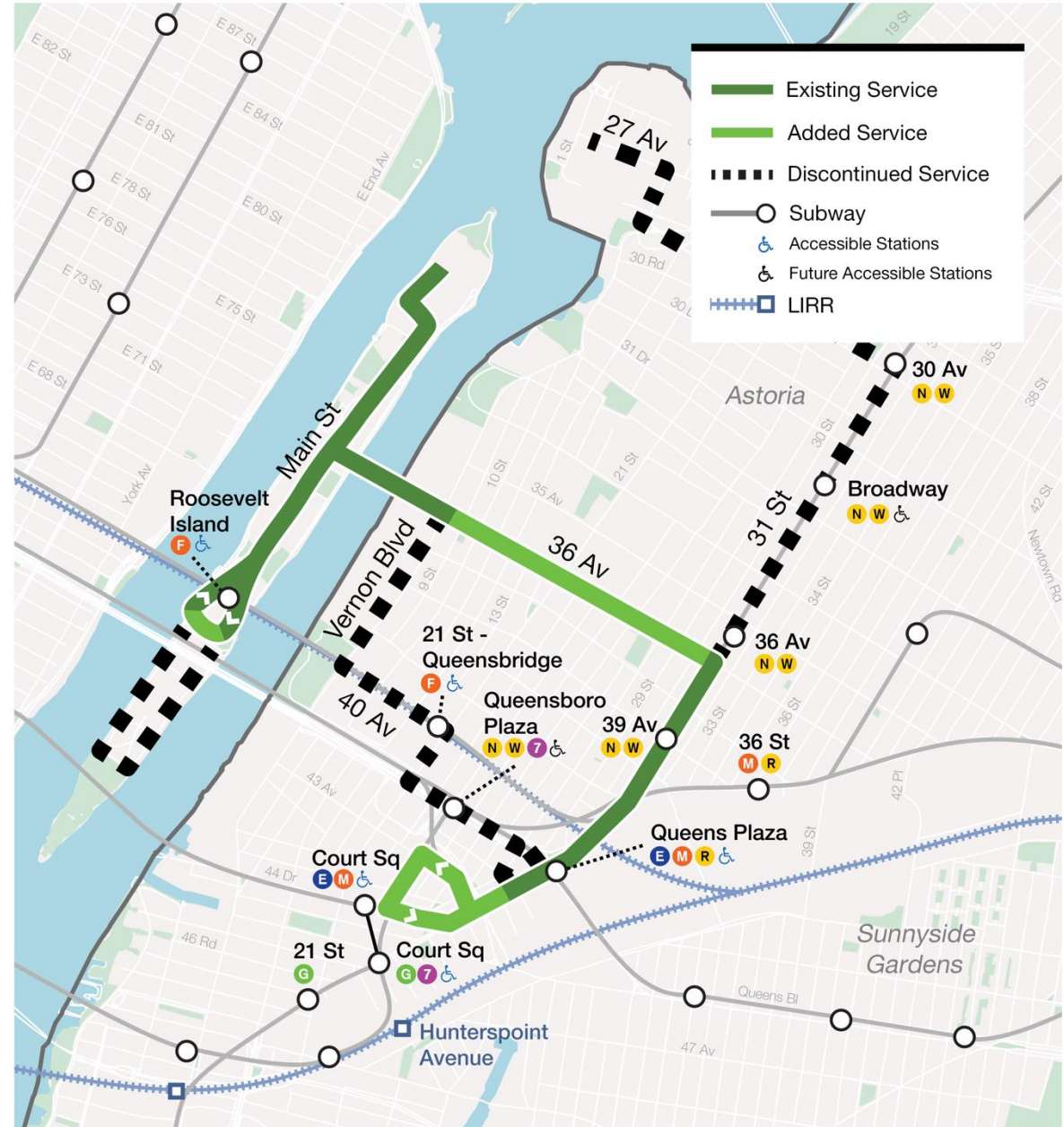
7 E F M G N R W

B62, Q32, Q39, Q60, Q63, Q66, Q67, Q69, Q100, Q101, Q103

AVERAGE STOP SPACING

Existing: 870 ft

Proposed: 1,228 ft



Q103

Vernon Boulevard

Service between Astoria and Hunters Point

PROPOSED ROUTE SUMMARY

The Q103 will be rerouted south of Queensbridge to better connect with the Court Square subway station. The route will also be extended west to the waterfront to provide better transit access for Hunters Point riders.

What's changed since the Proposed Final Plan?

-  Minor stop balancing

EXISTING ROUTES

Q103

PROPOSED CONNECTIONS

7 E F M

LIRR

B32, B62, Q19, Q66, Q69, Q100, Q101, Q102, Q104

AVERAGE STOP SPACING

Existing: 730 ft

Proposed: 1,094 ft



Q104


Broadway

Service between Sunnyside and Astoria

PROPOSED ROUTE SUMMARY

The Q104 will maintain its existing routing between Sunnyside and Astoria.

What's changed since the Proposed Final Plan?

 Restored existing routing

EXISTING ROUTES

Q104

PROPOSED CONNECTIONS

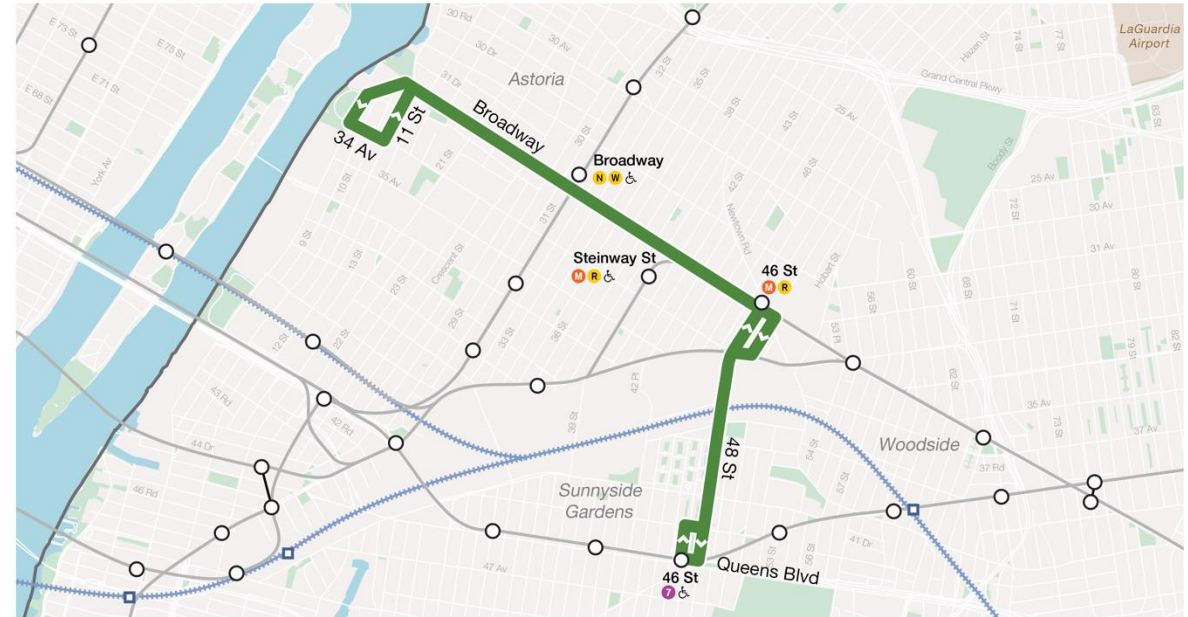
7 M N R W








B24, B62, Q32, Q60, Q63, Q66, Q69, Q100, Q101, Q103

AVERAGE STOP SPACING

Existing: 670 ft

Proposed: 1,065 ft




-  Existing Service
-  Added Service
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR


B57 Maspeth – Red Hook

PROPOSED ROUTE SUMMARY

The B57 will maintain its existing routing between Maspeth and Red Hook.

What's changed since the Proposed Final Plan?

 Restored existing routing in Brooklyn and Queens; changed route type to Local to match existing Brooklyn route type

 All B57 changes in Brooklyn and routing changes in Queens will be part of the Brooklyn Bus Network Redesign

EXISTING ROUTES

B57

PROPOSED CONNECTIONS

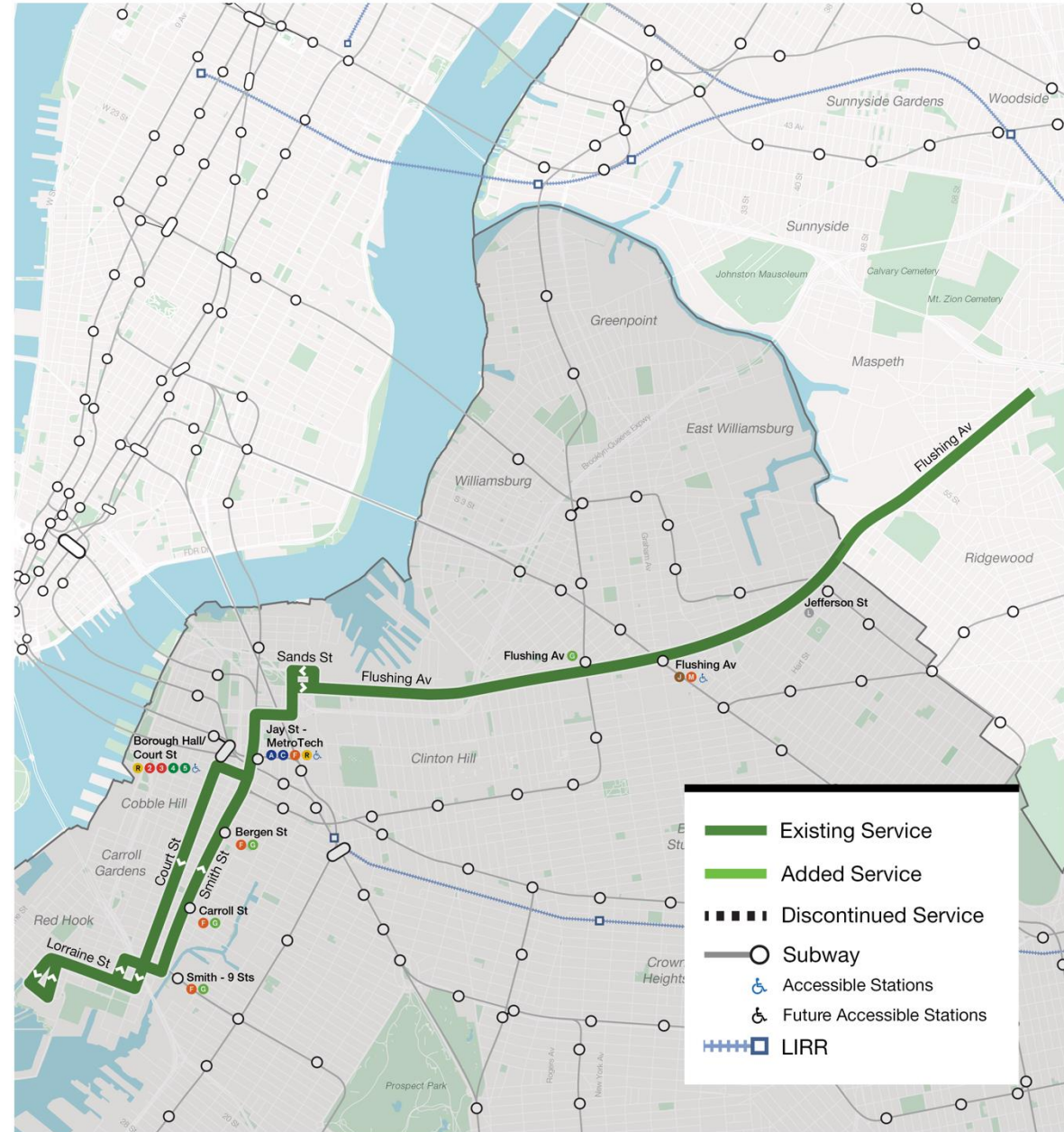
4 5 A C F M G J L R

B15, B25, B26, B38, B41, B43, B44, B44-SBS, B45, B46, B47, B48, B52, B54, B60, B61, B62, B63, B65, B67, B69, B103, Q39, Q54, Q58, Q59, Q98

AVERAGE STOP SPACING

Existing: 807 ft

Proposed: 913 ft






B62 Astoria – Downtown Brooklyn

PROPOSED ROUTE SUMMARY

The B62 will be rerouted and extended along 21 St in Queens, terminating at the Astoria Houses. The Q101 will replace existing service along Jackson Av.

What's changed since the Proposed Final Plan?

-  Minor stop changes to improve connections
-  Changed route type to Local to match existing Brooklyn route type
-  Changes to the B62 in Brooklyn will be part of the Brooklyn Bus Network Redesign

EXISTING ROUTES

B62

PROPOSED CONNECTIONS

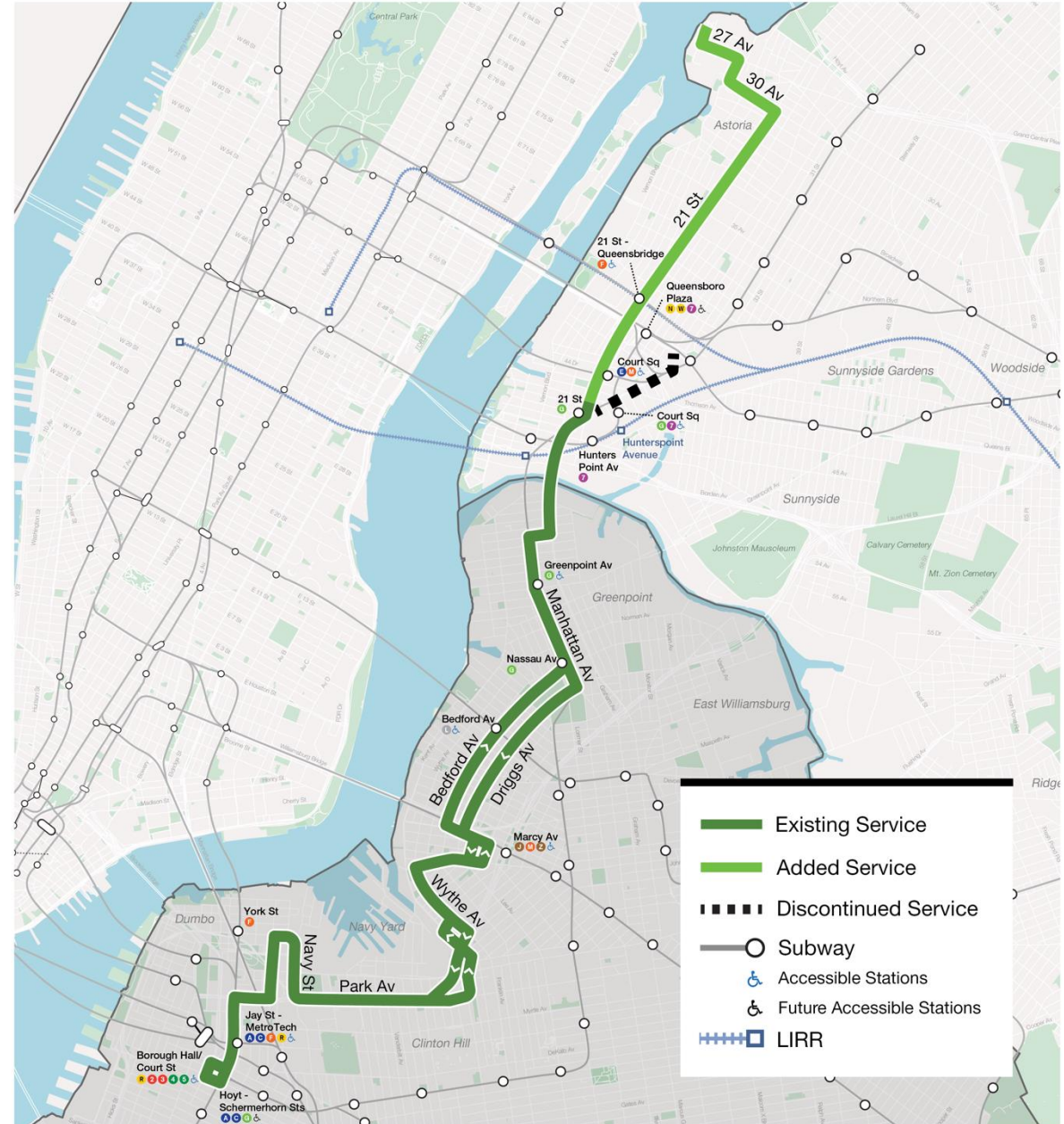
2 3 7 A C E F M G
J Z L R

B24, B25, B26, B32, B38, B39, B41, B43, B44, B44-SBS, B45, B46, B48, B52, B54, B57, B60, B61, B65, B67, B69, B103, Q18, Q19, Q54, Q59, Q66, Q67, Q69, Q100, Q101, Q102, Q103, Q104

AVERAGE STOP SPACING

Existing: 869 ft

Proposed: 1,014 ft



QM10 LeFrak City – Midtown

via 6th Avenue

PROPOSED ROUTE SUMMARY

The QM10 will maintain its existing routing between LeFrak City and Midtown Manhattan. PM peak frequencies will decrease and service spans will be adjusted to match ridership patterns.

What's changed since the Proposed Final Plan?

No changes

EXISTING ROUTES

QM10

AVERAGE STOP SPACING

Existing: 1,211 ft

Proposed: 1,279 ft




QM11 Forest Hills – Downtown

PROPOSED ROUTE SUMMARY

The QM11 will maintain its existing Manhattan-bound routing. Queens-bound service will be streamlined through Forest Hills to provide a more direct travel path. The route will have a new stop at E 34 St/1 Av to serve east side employment centers.

What's changed since the Proposed Final Plan?

 Revised Queens-bound routing in response to public feedback

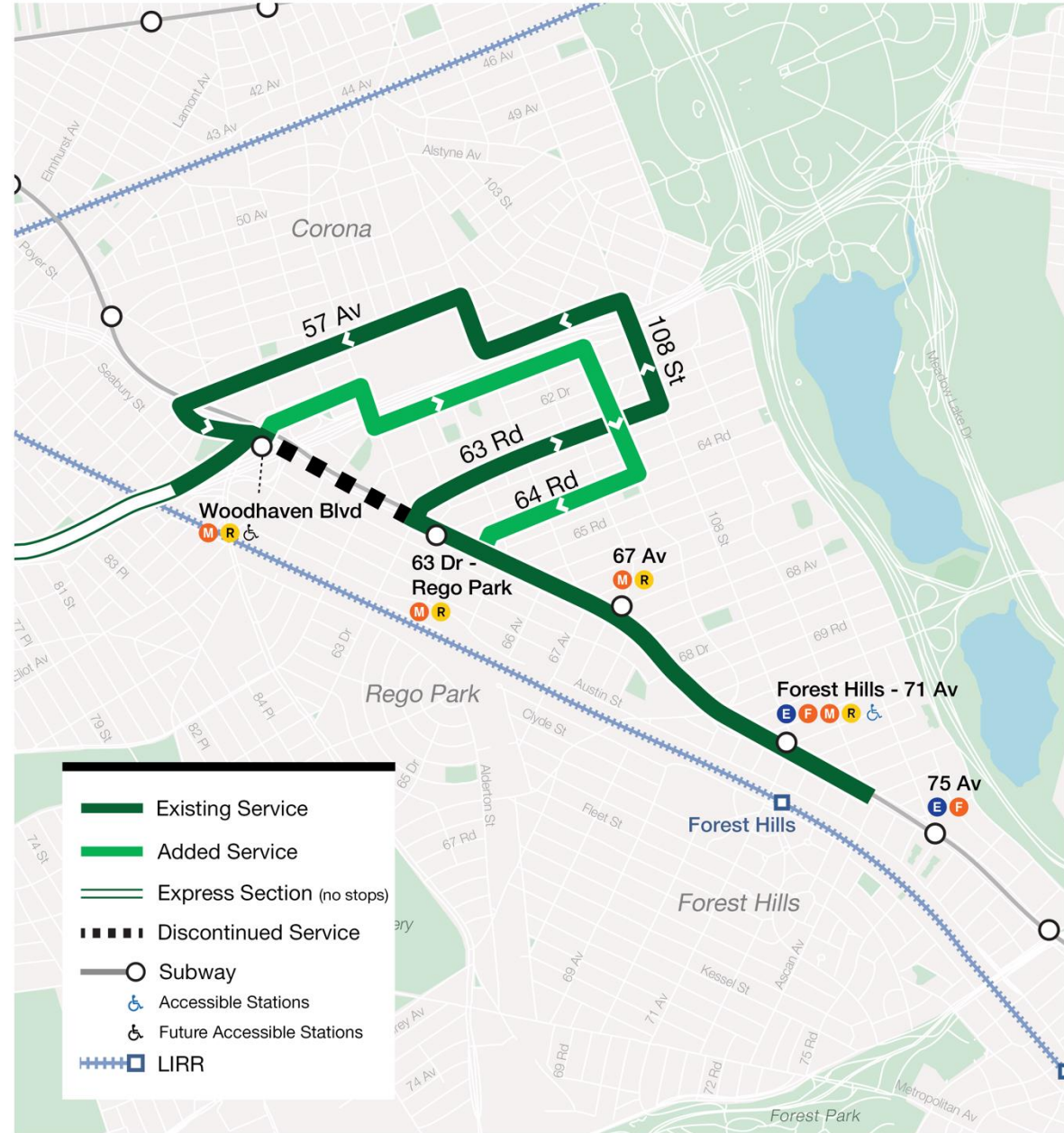
EXISTING ROUTES

QM11

AVERAGE STOP SPACING

Existing: 1,456 ft

Proposed: 1,365 ft



QM12 Forest Hills – Midtown

via 6th Avenue

PROPOSED ROUTE SUMMARY

The QM12 will be shortened to Metropolitan Av/71 Rd due to low ridership. Service on the discontinued segment will be provided by the Q23 and QM15. Frequencies will decrease slightly to match ridership patterns.

What's changed since the Proposed Final Plan?

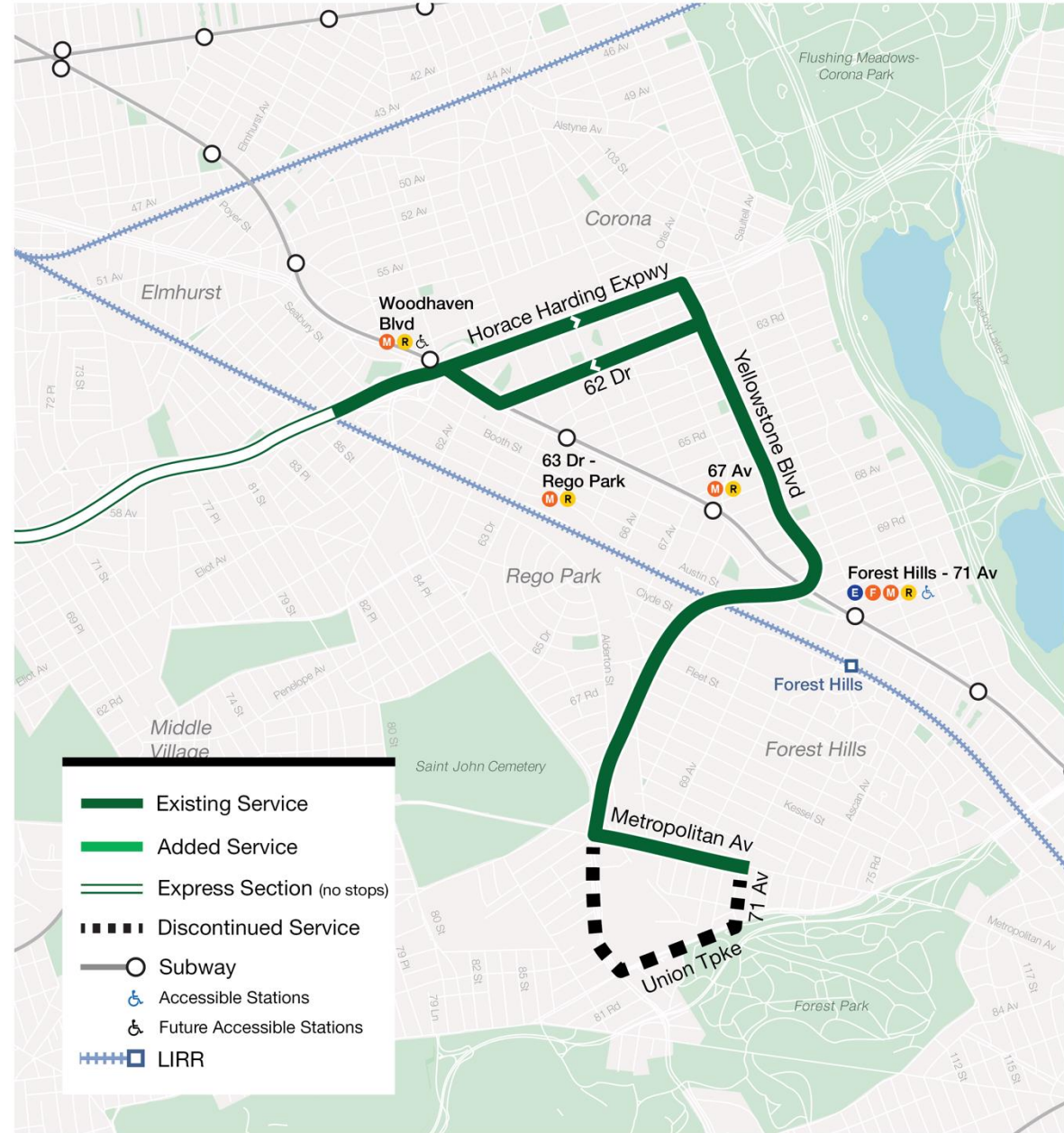
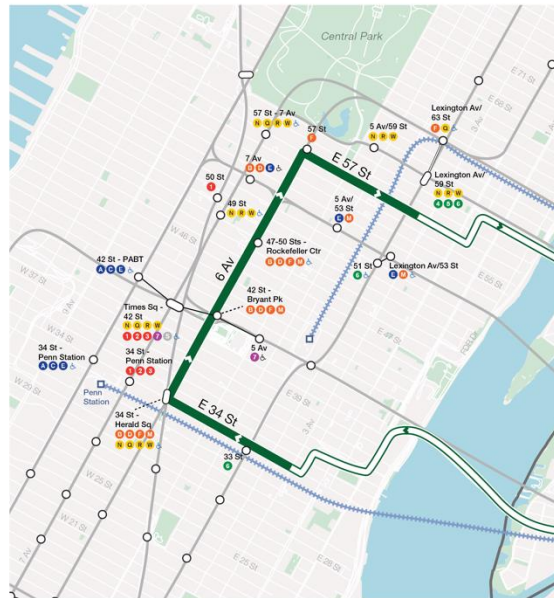
-  Minor stop balancing
-  Restored service on Metropolitan Av in response to public feedback

EXISTING ROUTES

QM12

AVERAGE STOP SPACING

Existing: 1,407 ft
Proposed: 1,500 ft



QM40 LeFrak City – Midtown

via 3rd Avenue

PROPOSED ROUTE SUMMARY

The QM40 will maintain its existing routing between LeFrak City and Midtown Manhattan.

What's changed since the Proposed Final Plan?

No changes

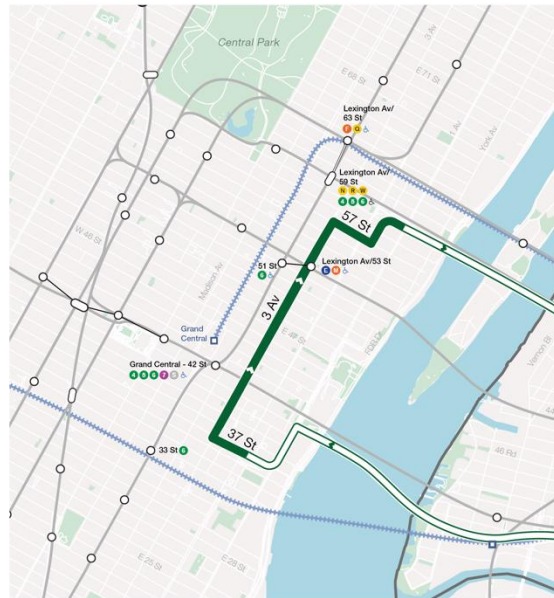
EXISTING ROUTES

QM40

AVERAGE STOP SPACING

Existing: 1,208 ft

Proposed: 1,302 ft





QM42 Forest Hills – Midtown

via 3rd Avenue

PROPOSED ROUTE SUMMARY

The QM42 will be shortened to Metropolitan Av/71 Rd due to low ridership. Service on the discontinued segment will be provided by the Q23 and QM15. Peak frequencies will decrease and service spans will change due to low ridership.

What's changed since the Proposed Final Plan?

-  Minor stop balancing
-  Restored service on Metropolitan Av in response to public feedback

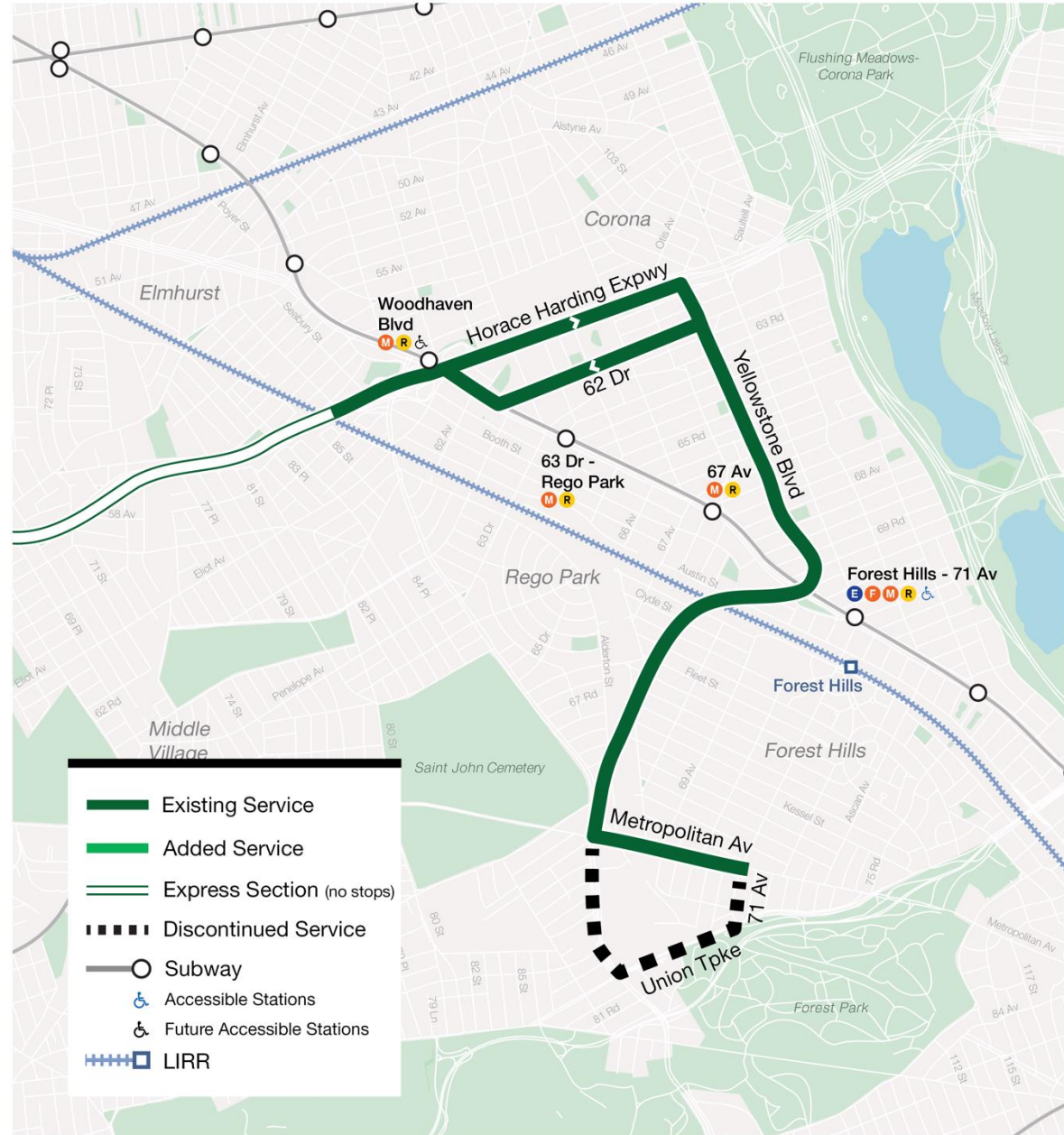
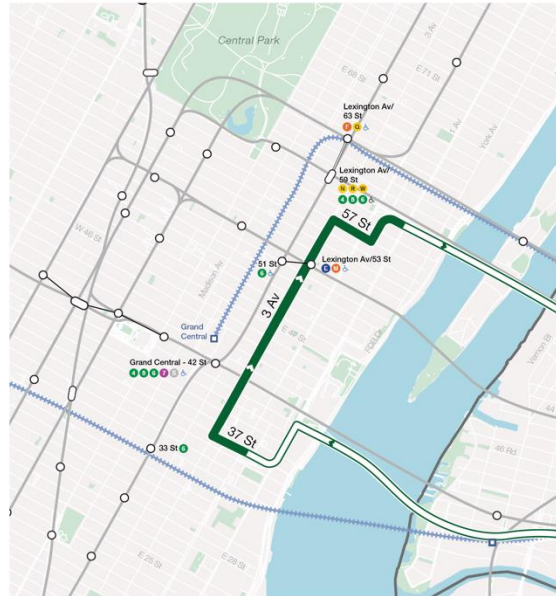
EXISTING ROUTES

QM42

AVERAGE STOP SPACING

Existing: 1,471 ft

Proposed: 1,601 ft



Thank you!



mta.info/queensbusredesign

