



# 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

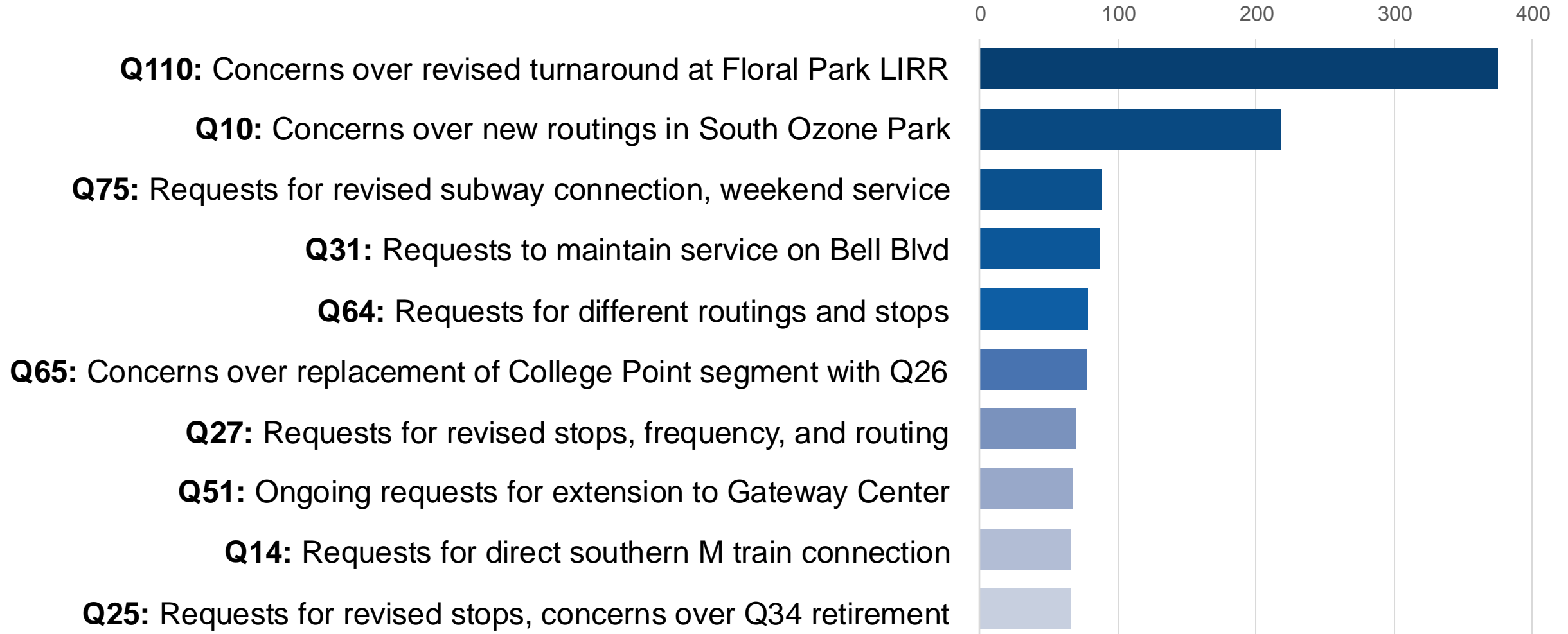
# Proposed Final Plan Outreach Summary

- ✓ **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

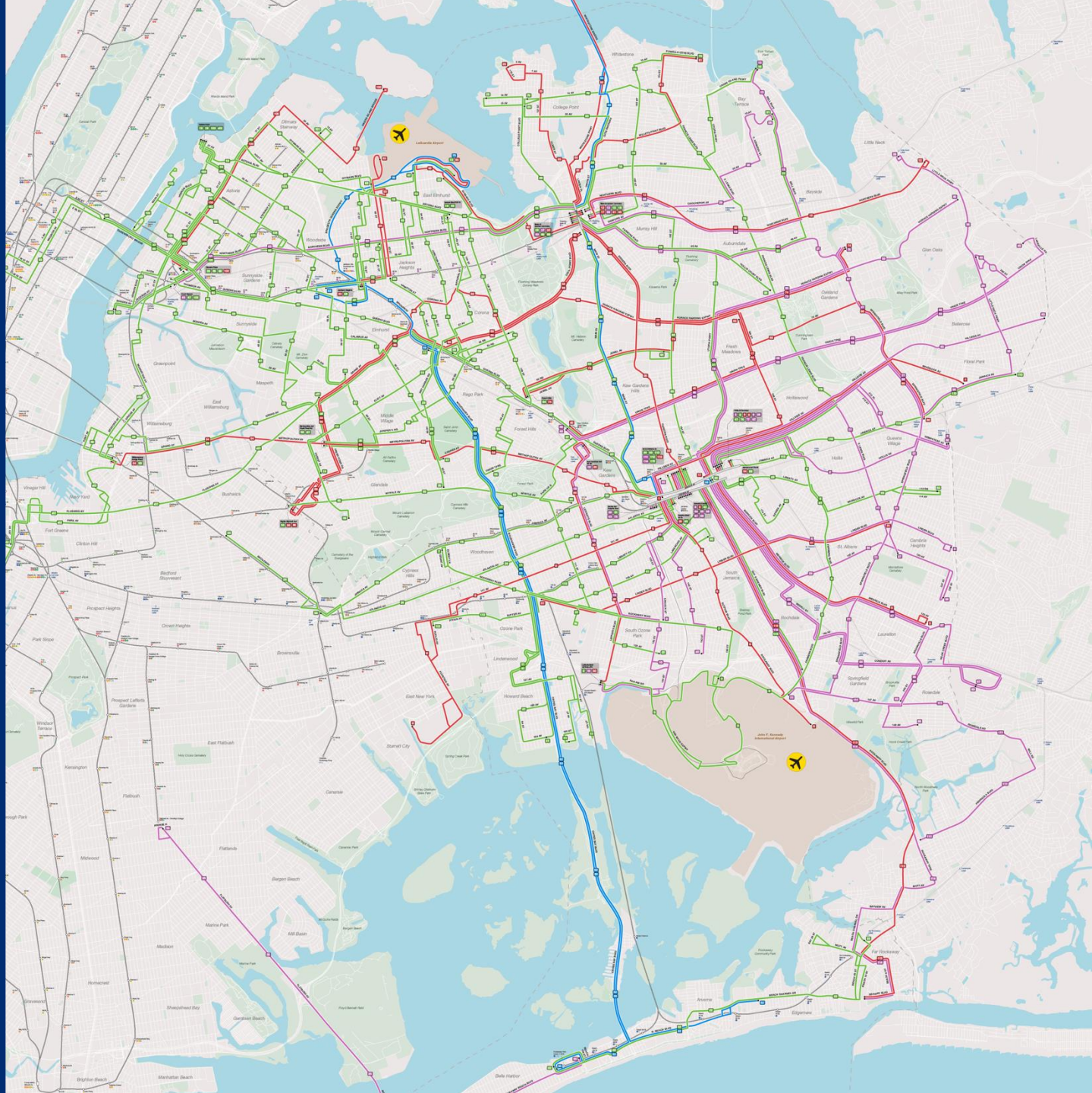
**124** total routes (vs. 113 existing)

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**94** Local routes (vs. 83 existing)

**30** Express routes (vs. 30 existing)

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# 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**

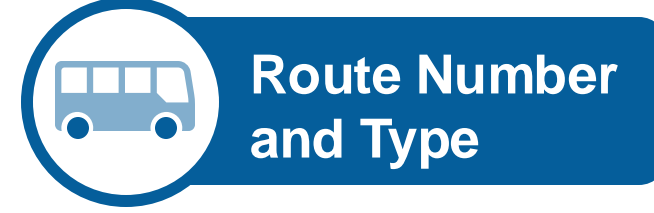
Increased

**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

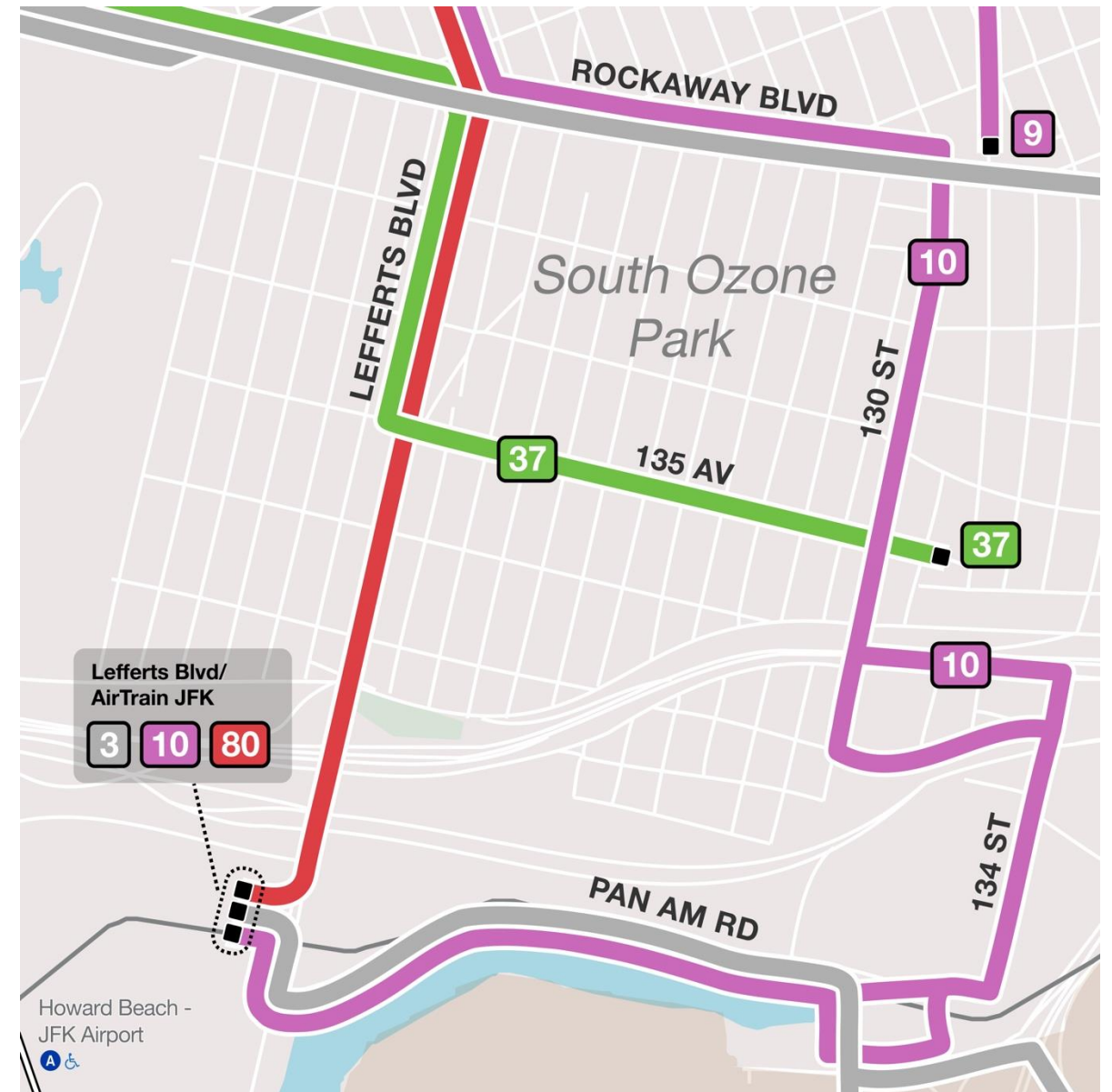
## South Ozone Park Highlights

### *Proposed Final Plan feedback*

- Broad-based concerns over replacement of **Q10** local branch along Rockaway Blvd and 130 St (2<sup>nd</sup> 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

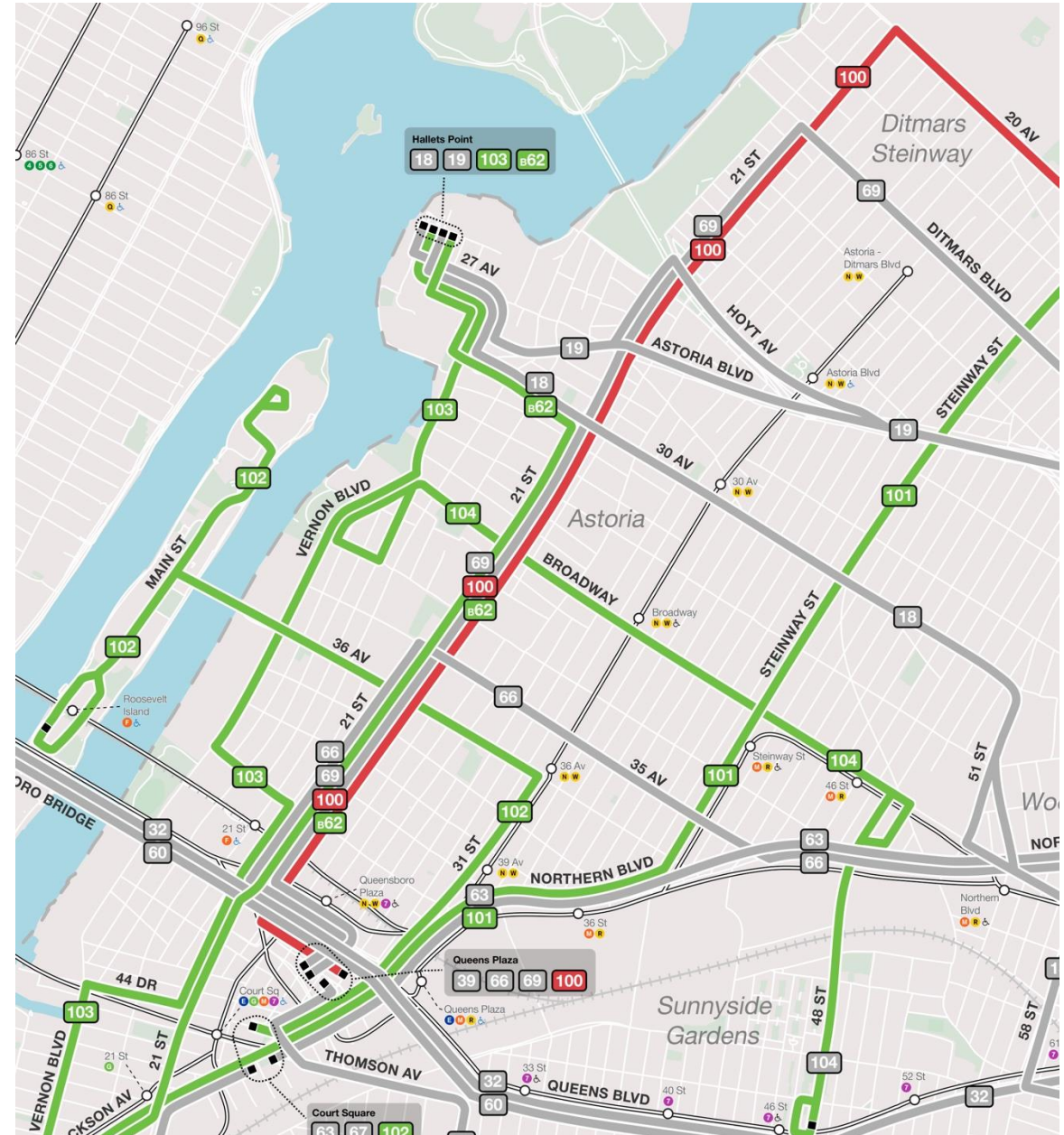
## Astoria and Long Island City Highlights

### 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

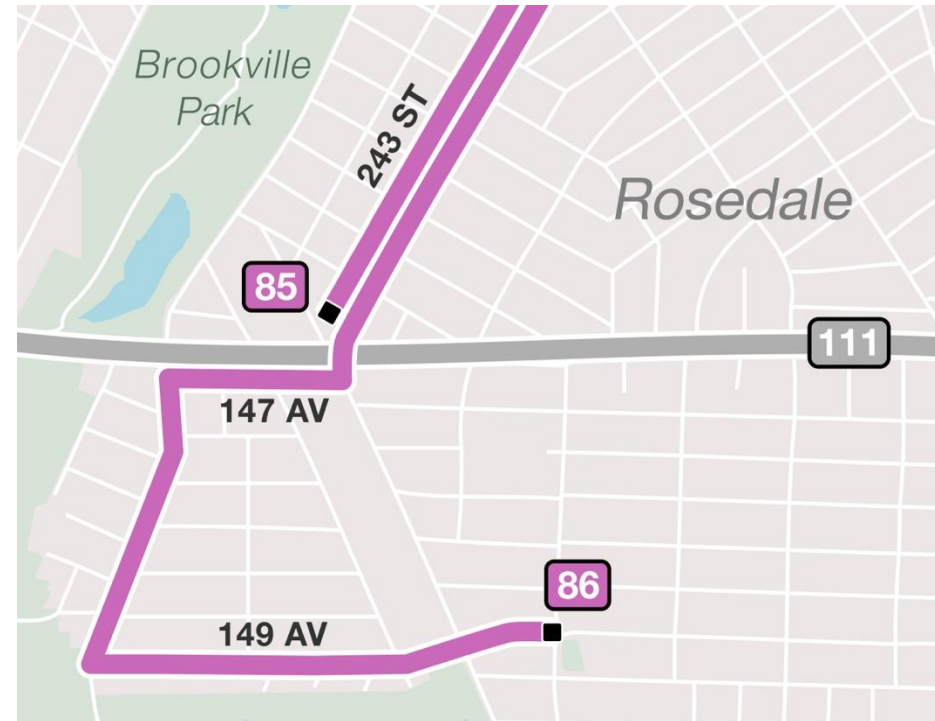
## Floral Park and Rosedale Highlights

### *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

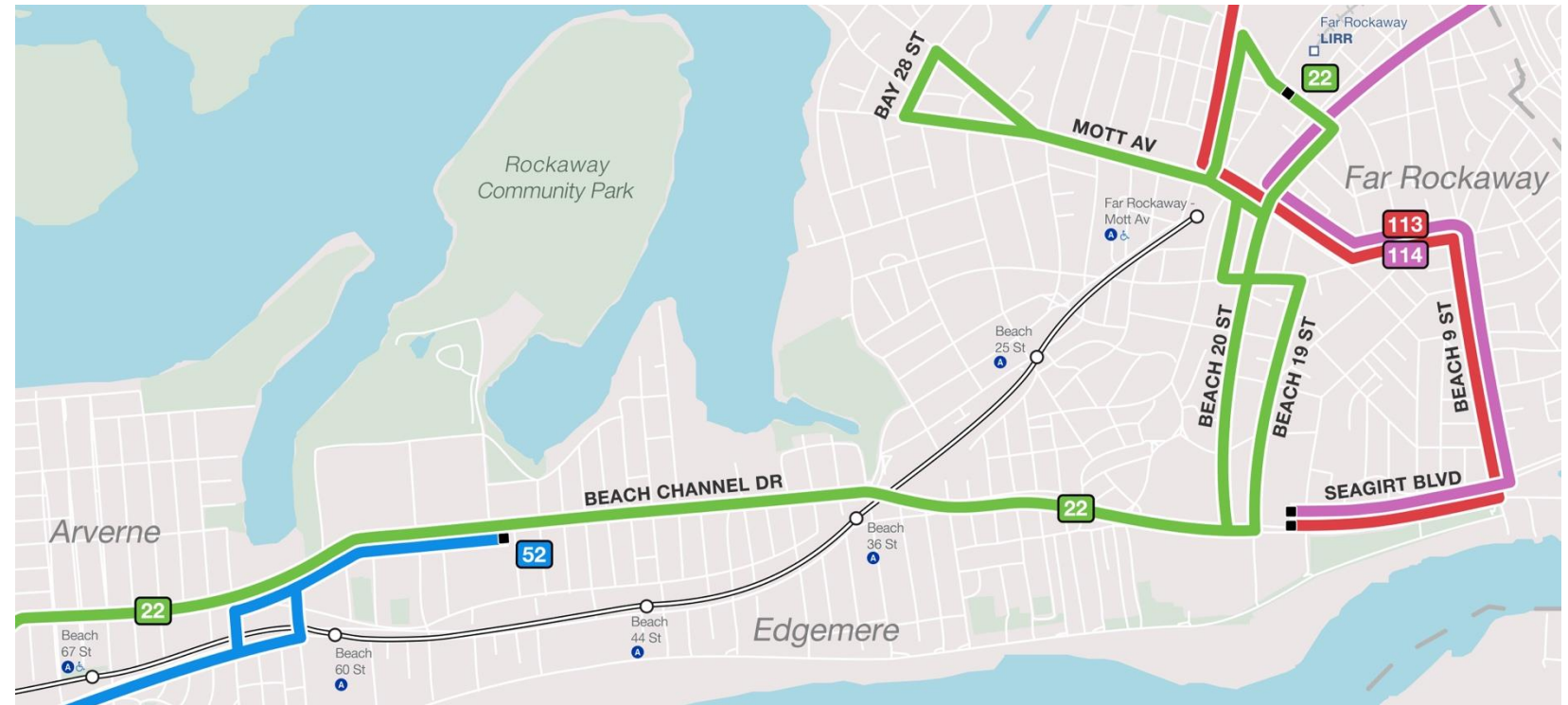
## Rockaways Highlights

### *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

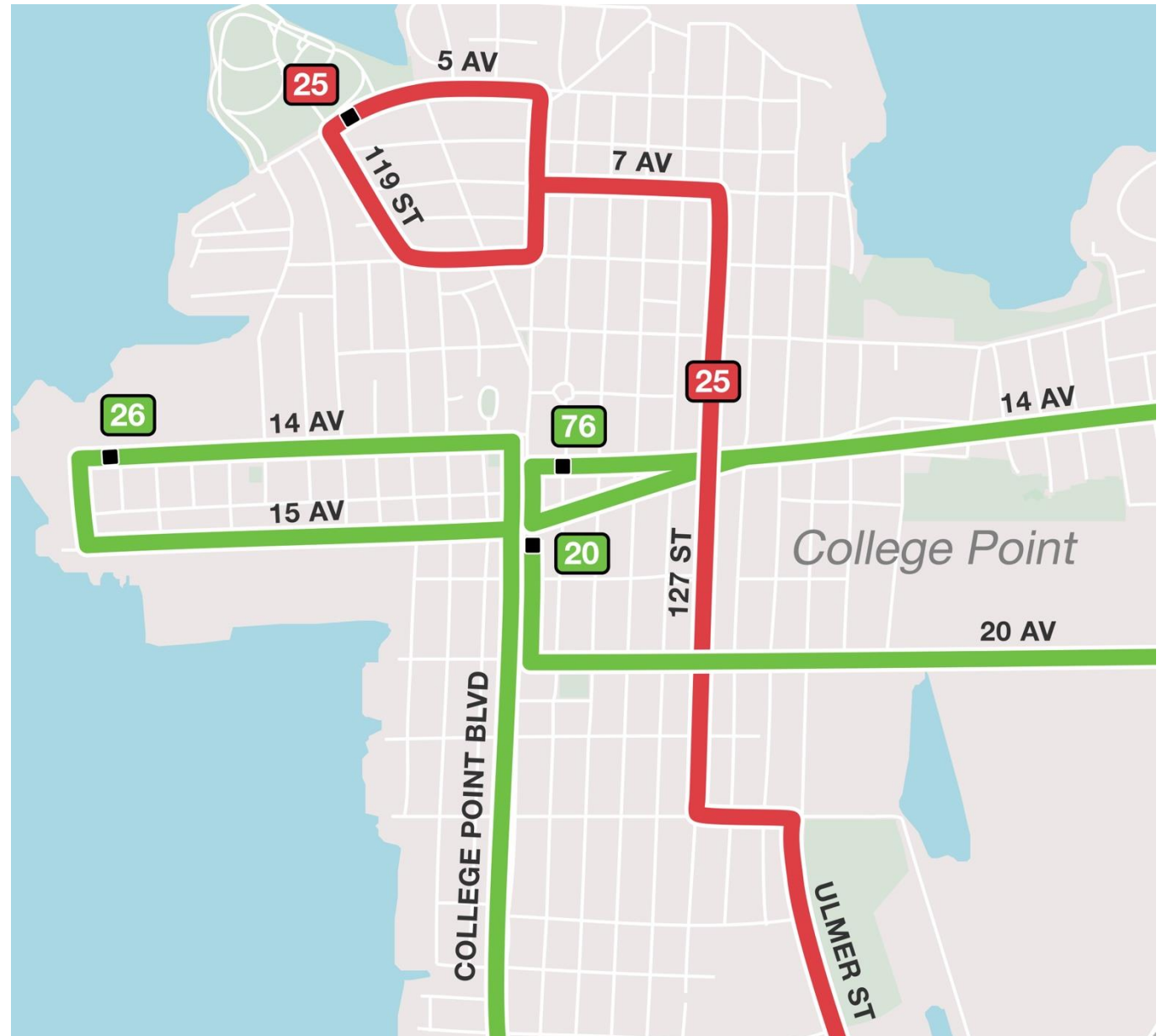
## College Point Highlights

### *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

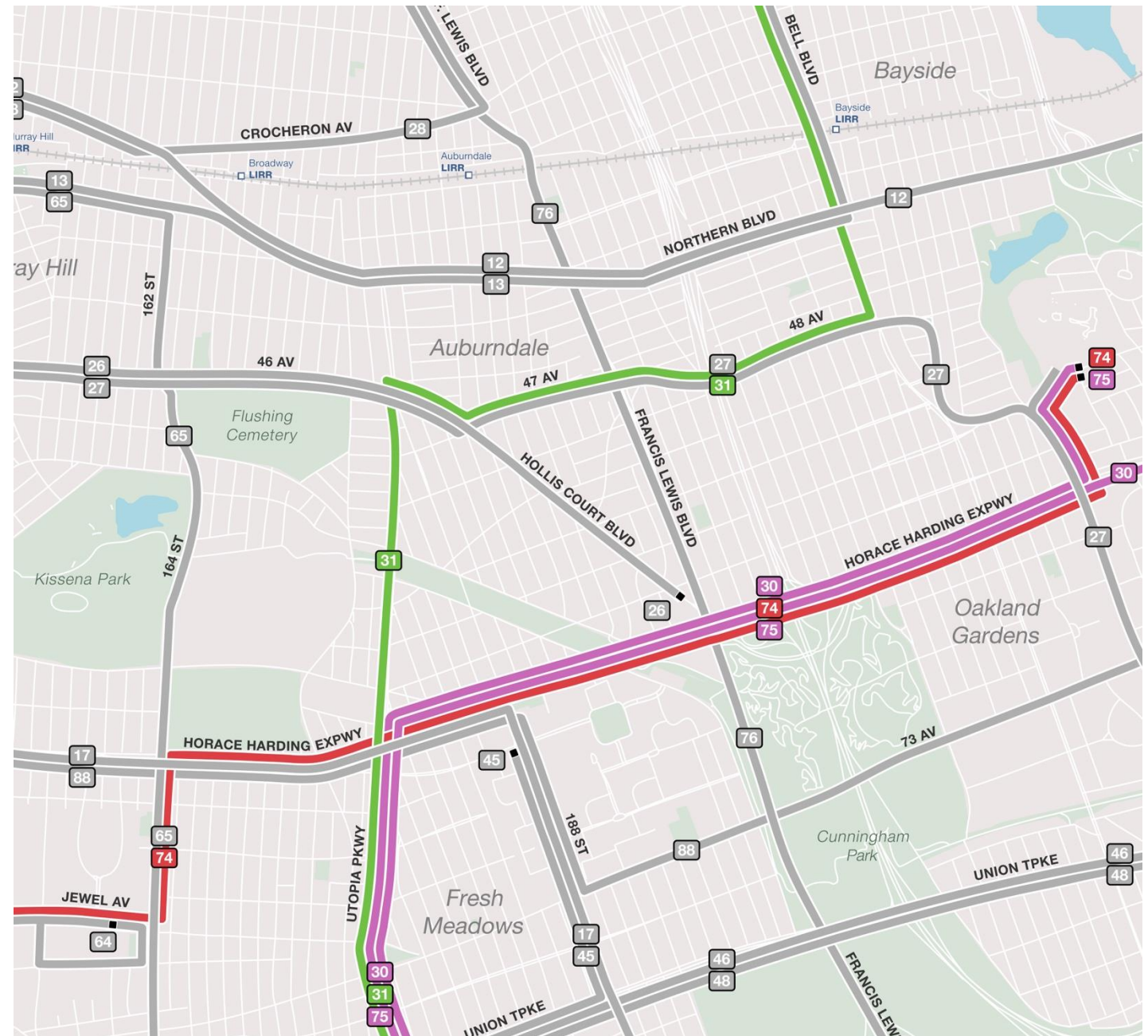
## QCC and Bayside Highlights

### Proposed Final Plan feedback

- Interest in alternative **Q75** Queens Blvd terminal with more subway connections and better ADA access (3<sup>rd</sup> 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

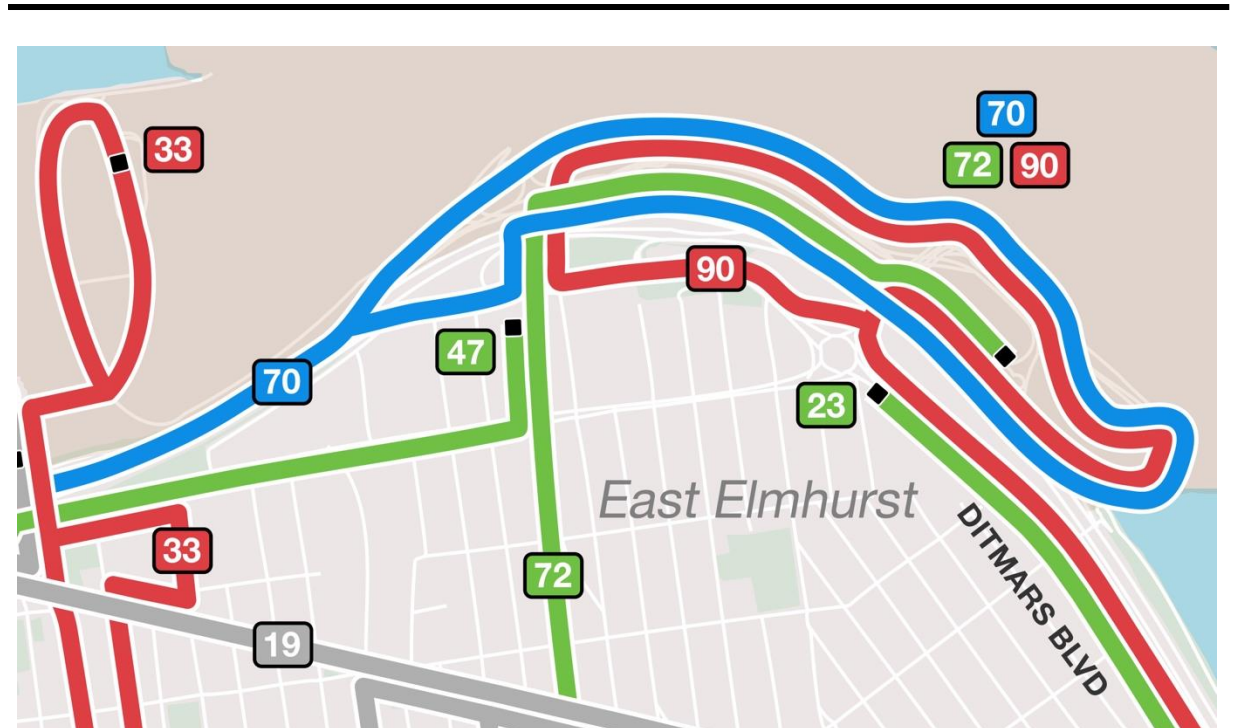
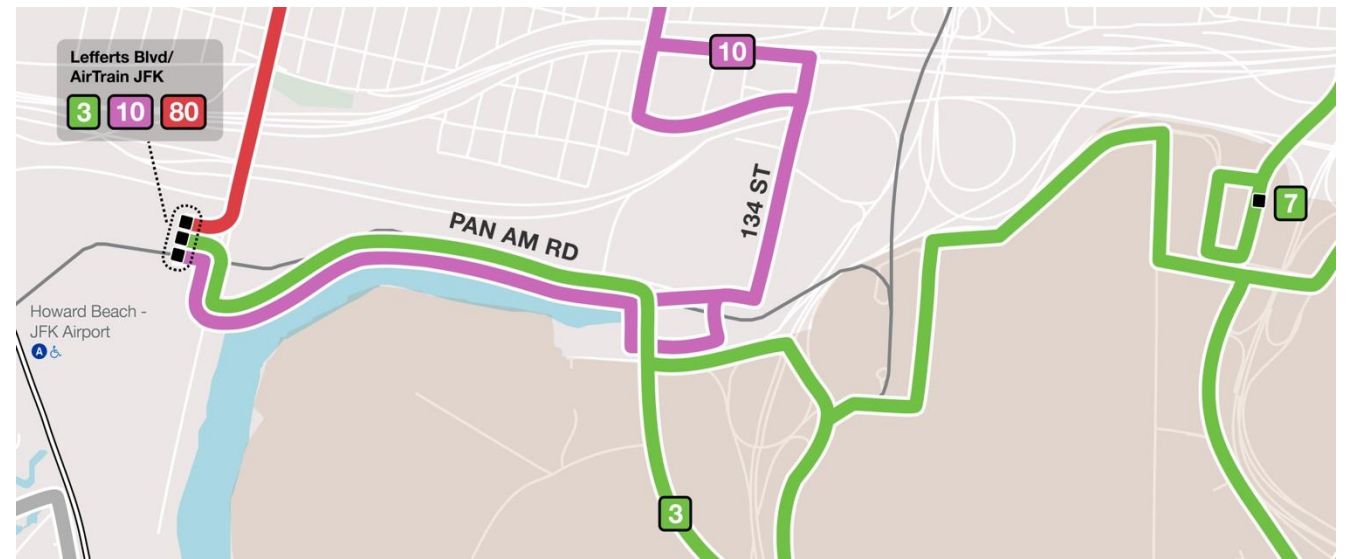
## Airport Highlights

### 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

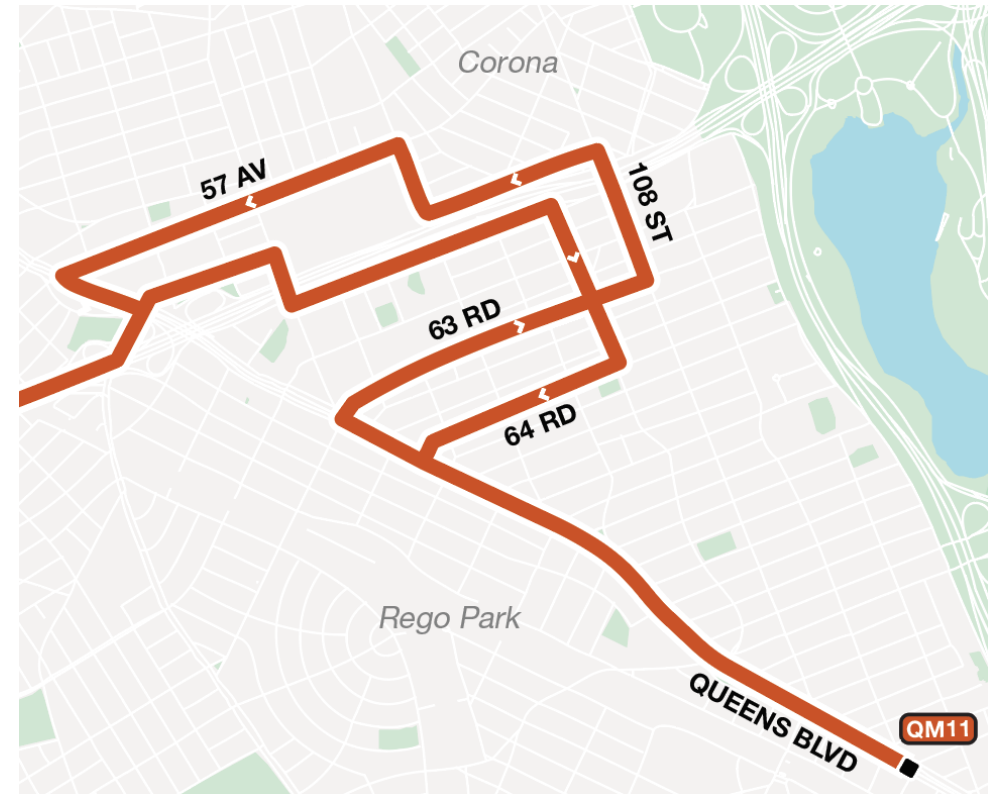
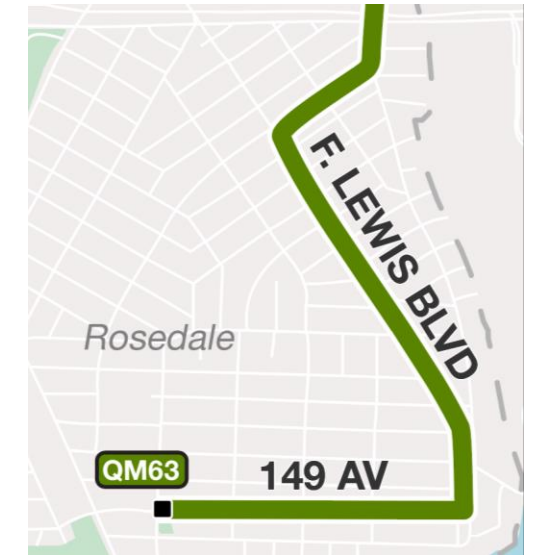
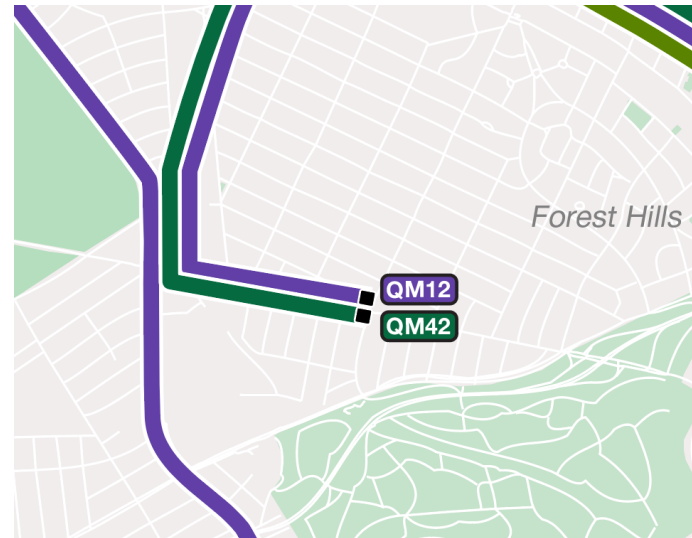
## Express Highlights

### *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





# Q1

## Hillside Avenue

Service between Bellerose and Jamaica

### PROPOSED ROUTE SUMMARY

The Q1 will be extended west along Hillside Av, providing all-day frequent service between Jamaica and Bellerose. The existing Springfield Blvd branch will be eliminated and replaced with the Q36.

### What's changed since the Proposed Final Plan?



Some Q1 trips only run between Hillside Av/ Springfield Blvd and Jamaica

### EXISTING ROUTES

Q1

### PROPOSED CONNECTIONS

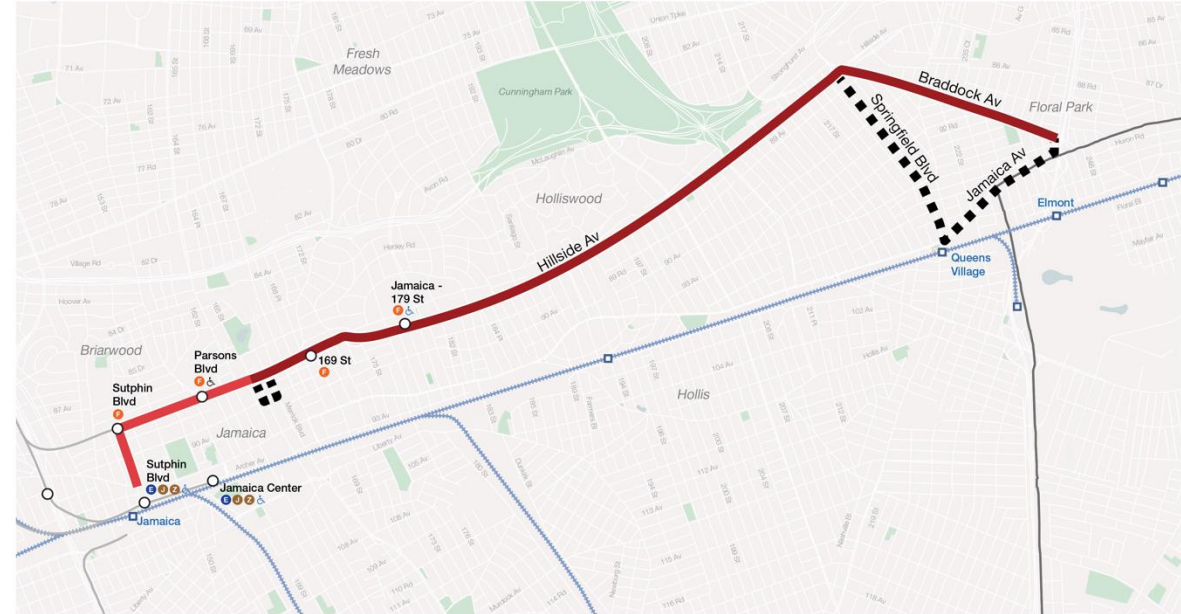
**E J Z F**

Q2, Q3, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q27, Q30, Q31, Q36, Q40, Q41, Q43, Q44-SBS, Q54, Q56, Q60, Q65, Q75, Q76, Q77, Q82, Q83, Q88, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 757 ft

Proposed: 1,453 ft



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

# Q2 Hollis Avenue

Service between Belmont Park and Jamaica

## PROPOSED ROUTE SUMMARY

The Q2 will maintain its existing routing between Belmont Park and Jamaica. The route will have limited-stop Rush service along 188 St, 187 Pl, and Hillside Av. The Q3 will provide local service along 187 Pl and 188 St. The Q1, Q3, and Q76 will provide local service on Hillside Av.

### What's changed since the Proposed Final Plan?

- Minor stop balancing

#### EXISTING ROUTES

Q2

#### PROPOSED CONNECTIONS

F

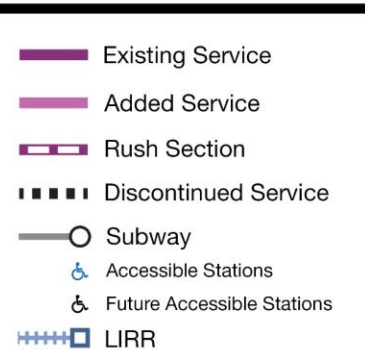
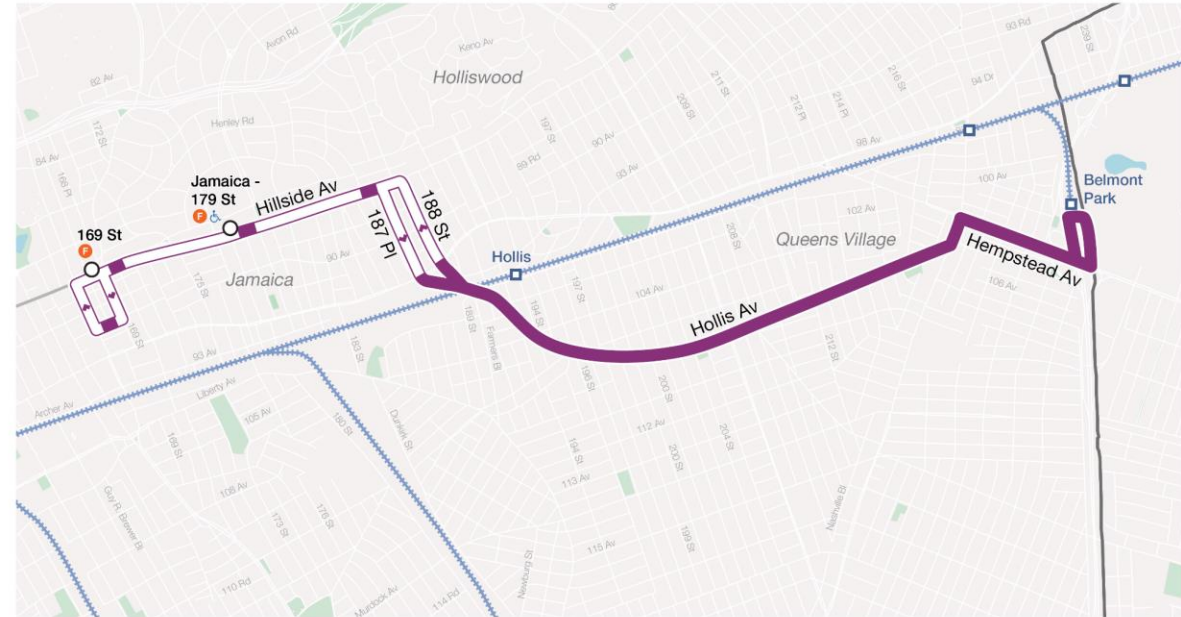
LIRR

Q1, Q3, Q6, Q8, Q9, Q17, Q27, Q30, Q31, Q36, Q41, Q43, Q54, Q56, Q75, Q76, Q77, Q82, Q110

#### AVERAGE STOP SPACING

Existing: 709 ft

Proposed: 899 ft





# Q3 Farmers Boulevard

Service between Jamaica and JFK Airport

## PROPOSED ROUTE SUMMARY

The Q3 will maintain its existing routing between Jamaica and JFK Airport.

### What's changed since the Proposed Final Plan?

-  Stop changes at JFK Airport to account for Port Authority redevelopment project; minor stop balancing
-  Routing at JFK Airport subject to change with Port Authority redevelopment project

### EXISTING ROUTES

Q3

### PROPOSED CONNECTIONS

 F

LIRR

AirTrain JFK

B15, Q1, Q2, Q4, Q5, Q6, Q7, Q8, Q9, Q10, Q17, Q30, Q31, Q36, Q41, Q43, Q51, Q54, Q56, Q75, Q76, Q77, Q80, Q82, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 739 ft  
Proposed: 1,119 ft





# Q12 Northern Boulevard East

Service between Little Neck and Flushing

## PROPOSED ROUTE SUMMARY

The Q12 will be rerouted on its western end to provide all-day frequent service along Northern Blvd between Little Neck and Flushing. Existing Q12 service on Sanford Av will be discontinued and replaced by the Q13 and Q65.

### What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

### EXISTING ROUTES

Q12, Q13

### PROPOSED CONNECTIONS

7

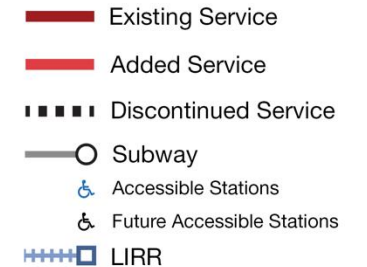
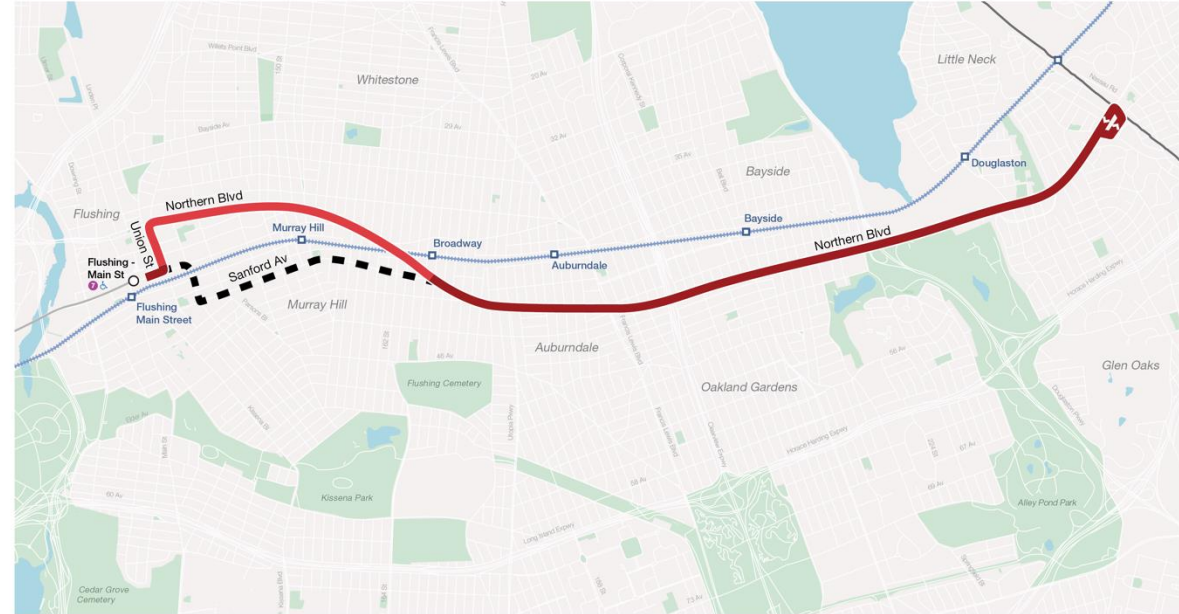
LIRR

Q13, Q15, Q16, Q17, Q19, Q20, Q25, Q26, Q27, Q28, Q31, Q36, Q44-SBS, Q50, Q61, Q63, Q65, Q66, Q76, Q90

### AVERAGE STOP SPACING

Existing: 884 ft

Proposed: 1,372 ft



# Q13 Bell Boulevard

Service between Fort Totten and Flushing

## PROPOSED ROUTE SUMMARY

The Q13 will be rerouted from Northern Blvd to Sanford Av approaching Flushing. The Q12 and Q28 will provide service on the discontinued segment of Northern Blvd.

The Q13 will have limited-stop Rush service along Northern Blvd and Sanford Av. The Q12 will provide local service on Northern Blvd and the Q65 will provide local service on Sanford Av.

## What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

### EXISTING ROUTES

Q12, Q13

### PROPOSED CONNECTIONS

7

LIRR

Q12, Q15, Q16, Q17, Q20, Q25, Q26, Q27, Q28, Q31, Q44-SBS, Q50, Q61, Q65, Q76, Q90

### AVERAGE STOP SPACING

Existing: 688 ft

Proposed: 1,149 ft








# Q15 150th Street

Service between Beechhurst and Flushing


## PROPOSED ROUTE SUMMARY

The Q15 will still serve 150 St between Beechhurst and Flushing via the existing Q15A routing. The route will be streamlined in Whitestone to reduce turns. Existing Q15 service on 154 St will be discontinued and replaced with the new Q61.

### What's changed since the Proposed Final Plan?

-  Minor stop balancing
-  Restored service to Beechhurst via 10 Av and Powells
-  Cove Blvd in response to public feedback and operational challenges

**EXISTING ROUTES**  
Q15, Q15A

**PROPOSED CONNECTIONS**  
 LIRR  
Q12, Q13, Q16, Q17, Q20, Q25, Q26, Q27, Q28, Q44-SBS, Q50, Q61, Q65, Q76, Q90

**AVERAGE STOP SPACING**  
Existing: 683 ft  
Proposed: 1,061 ft






# Q16 Fort Totten – Flushing

## PROPOSED ROUTE SUMMARY

The Q16 will still connect Fort Totten to Flushing via its existing Utopia Pkwy routing. Q16 service on Francis Lewis Blvd will be discontinued. Alternative service will be provided by the Q61 and Q76.

### What's changed since the Proposed Final Plan?

-  Minor stop balancing

### EXISTING ROUTES

Q16

### PROPOSED CONNECTIONS

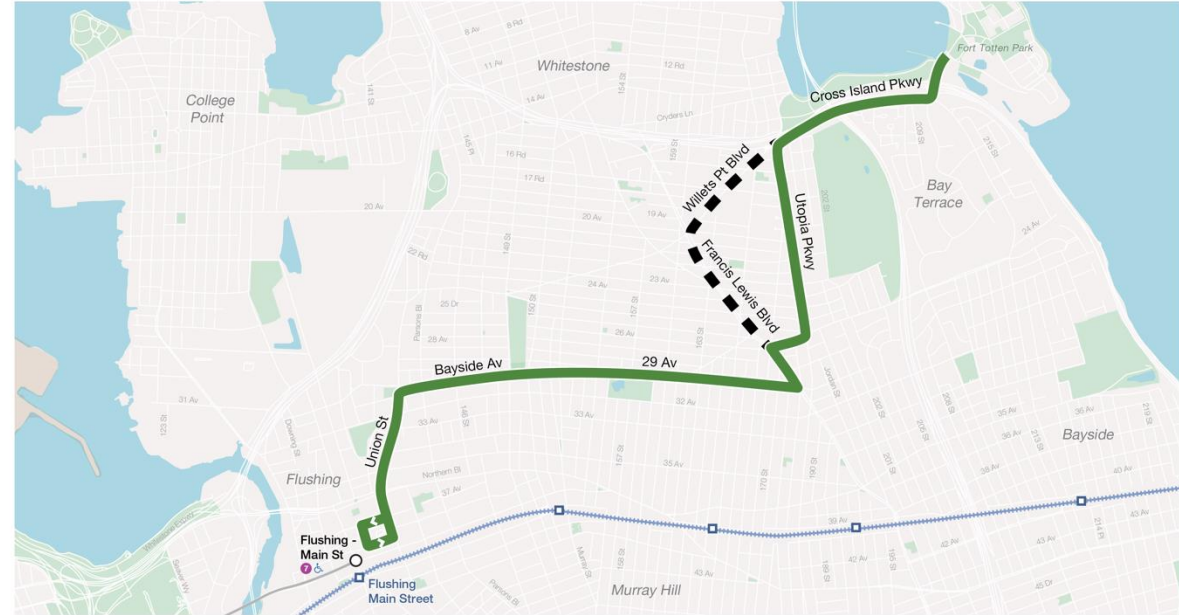
7








Q12, Q13, Q15, Q17, Q20, Q25, Q26, Q27, Q28, Q44, Q44-SBS, Q50, Q61, Q65, Q76, Q90

### AVERAGE STOP SPACING

Existing: 728 ft

Proposed: 1,128 ft




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

# Q17 Flushing – Jamaica

## PROPOSED ROUTE SUMMARY

The Q17 will maintain its existing routing between Flushing and Jamaica.

### What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

### EXISTING ROUTES

Q17

### PROPOSED CONNECTIONS

7 F

Q1, Q2, Q3, Q4, Q5, Q6, Q8, Q9, Q12, Q13, Q15, Q16, Q19, Q20, Q25, Q26, Q27, Q28, Q30, Q31, Q36, Q41, Q43, Q44-SBS, Q45, Q46, Q48, Q50, Q54, Q56, Q58, Q61, Q63, Q65, Q66, Q74, Q75, Q76, Q77, Q82, Q84, Q85, Q86, Q87, Q88, Q89, Q90, Q98, Q110

### AVERAGE STOP SPACING

Existing: 753 ft

Proposed: 1,217 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



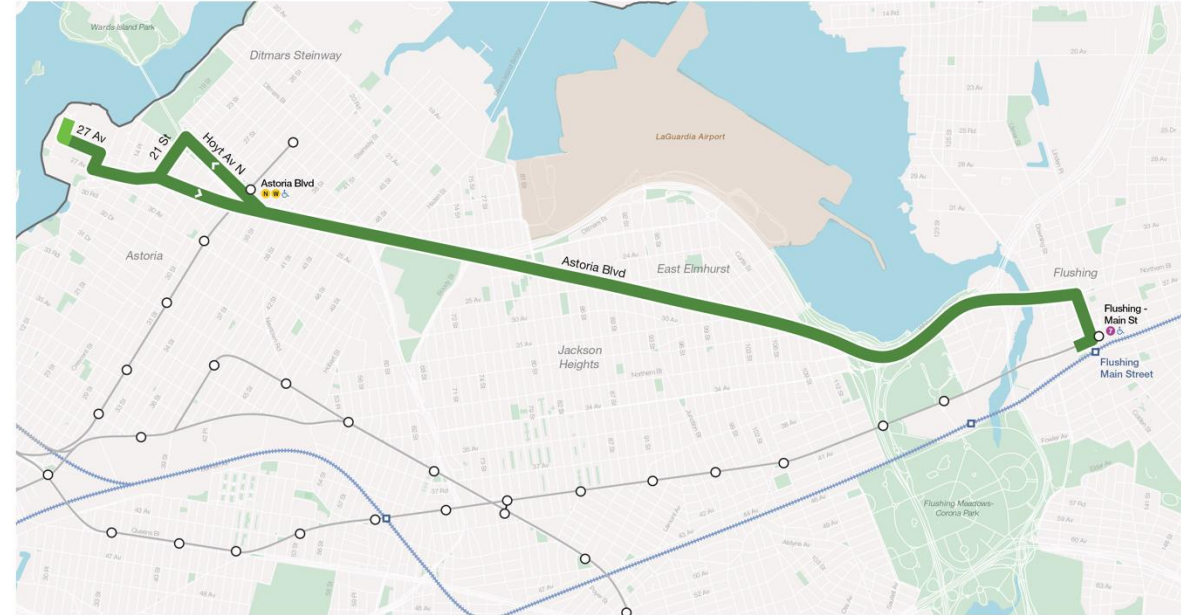
LIRR








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





# Q20 Main Street

Service between College Point and Jamaica

## PROPOSED ROUTE SUMMARY

The Q20 will connect College Point and Jamaica using the existing Q20A routing along 20 Av and Main St. Existing Q20B service on 14 Av will be discontinued and replaced by the Q76. To the south, the Q20 will approach Downtown Jamaica via Jamaica Av instead of Sutphin Blvd.

## What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback
-  Switched from Q20B to Q20A routing in College Point in response to public feedback

### EXISTING ROUTES

Q20A

### PROPOSED CONNECTIONS

**7 E F J Z**

LIRR

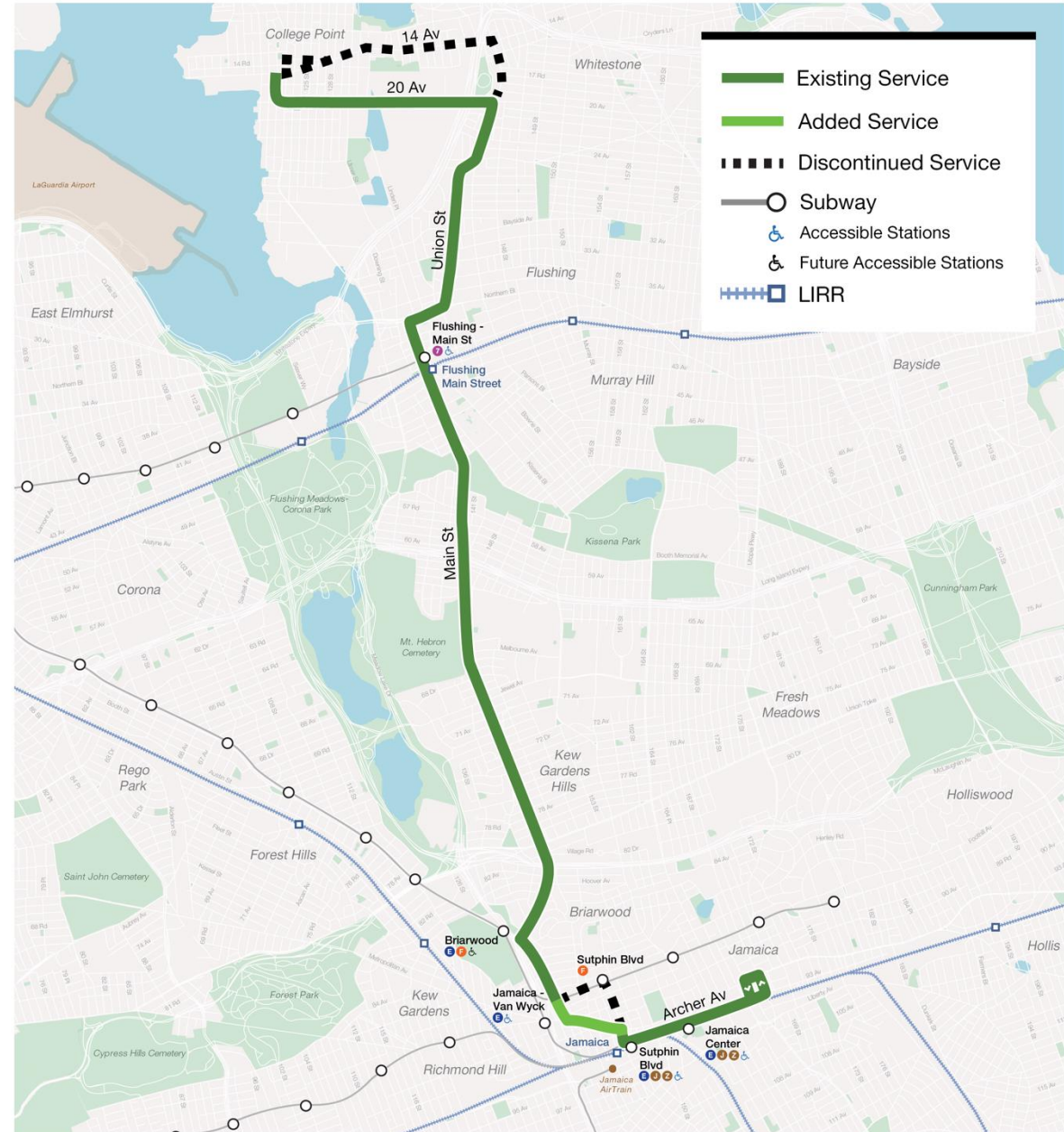
AirTrain JFK

Q1, Q4, Q5, Q6, Q8, Q9, Q12, Q13, Q15, Q16, Q17, Q19, Q24, Q25, Q26, Q27, Q28, Q30, Q31, Q40, Q41, Q42, Q43, Q44-SBS, Q45, Q46, Q48, Q50, Q54, Q56, Q58, Q60, Q61, Q63, Q64, Q65, Q66, Q74, Q75, Q76, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q90, Q98, Q110, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 791 ft

Proposed: 1,158 ft





# 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

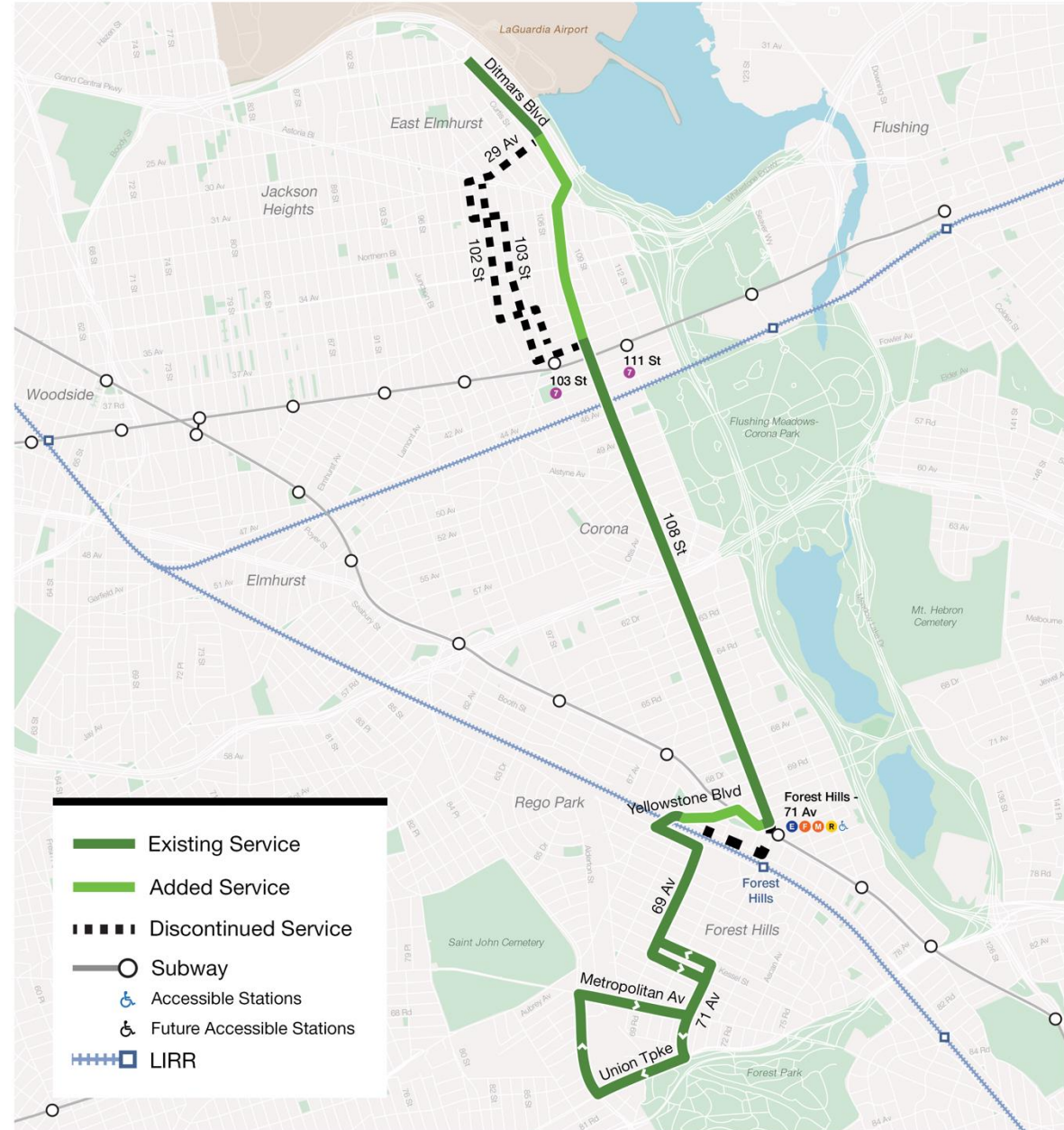
#### PROPOSED CONNECTIONS

**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





# Q25 Kissena / Parsons Boulevards

Service between College Point and Jamaica

## PROPOSED ROUTE SUMMARY

The Q25 will maintain its existing routing between College Point and Jamaica. The route will absorb existing Q34 trips to provide all-day frequent service along Kissena and Parsons Blvds. College Point riders will also see increased service.

### What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

#### EXISTING ROUTES

Q25, Q34

#### PROPOSED CONNECTIONS

**7 E F J Z**

LIRR

AirTrain JFK

Q1, Q4, Q5, Q6, Q8, Q9, Q12, Q13, Q15, Q16, Q17, Q19, Q20, Q24, Q26, Q27, Q28, Q30, Q31, Q40, Q41, Q42, Q43, Q44-SBS, Q45, Q46, Q48, Q50, Q54, Q56, Q58, Q60, Q61, Q63, Q64, Q65, Q66, Q74, Q75, Q76, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q90, Q98, Q110, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: 808 ft

Proposed: 1,234 ft





# Q26 College Point – Fresh Meadows

## PROPOSED ROUTE SUMMARY

The Q26 will be extended north to College Point, replacing Q65 service along College Point Blvd. In Flushing, the Q26 will be rerouted along Sanford Av and Main St. The route will expand to 24-hour service with increased frequencies. Overnight, the Q26 will only operate between College Point and Flushing.

### What's changed since the Proposed Final Plan?

 Minor stop balancing

**EXISTING ROUTES**  
Q26, Q27, Q65

**PROPOSED CONNECTIONS**  
**7**  
LIRR  
Q12, Q13, Q15, Q16, Q17, Q19, Q20, Q25, Q27, Q28, Q30, Q31, Q44-SBS, Q50, Q58, Q61, Q63, Q65, Q66, Q74, Q75, Q76, Q90, Q98

**AVERAGE STOP SPACING**  
Existing: 674 ft  
Proposed: 1,156 ft





# Q27 Flushing – Cambria Heights

## PROPOSED ROUTE SUMMARY

The Q27 will continue to connect Flushing to Cambria Heights but will be rerouted from Holly Av and Kissena Blvd to Parsons Blvd and Sanford Av to improve operations. The Q17 and Q25 will provide service along Kissena Blvd instead. The Q27 will have limited-stop Rush service from Utopia Pkwy to Flushing, where the Q26 will serve local stops. The Q27 will make local stops overnight along 46 Av and Parsons Blvd.

## What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback
-  Restored existing southern turnaround

### EXISTING ROUTES

Q27

### PROPOSED CONNECTIONS

7

LIRR

Q1, Q2, Q4, Q12, Q13, Q15, Q16, Q17, Q19, Q20, Q25, Q26, Q28, Q30, Q31, Q36, Q43, Q44-SBS, Q46, Q48, Q50, Q51, Q58, Q61, Q63, Q65, Q66, Q74, Q75, Q76, Q77, Q82, Q83, Q84, Q88, Q90, Q98, Q110

### AVERAGE STOP SPACING

Existing: 673 ft

Proposed: 1,185 ft





# Q28 Bay Terrace – Flushing

## PROPOSED ROUTE SUMMARY

The Q28 will maintain its existing routing between Bay Terrace and Flushing. The route will have limited-stop Rush service along Northern Blvd, where the Q12 will serve local stops.

### What's changed since the Proposed Final Plan?

- Minor stop balancing

#### EXISTING ROUTES

Q28

#### PROPOSED CONNECTIONS

7

LIRR

Q12, Q13, Q15, Q16, Q17, Q20, Q25, Q26, Q27, Q31, Q44-SBS, Q50, Q61, Q65, Q76, Q90

#### AVERAGE STOP SPACING

Existing: 719 ft

Proposed: 1079 ft








# Q30 Little Neck – Jamaica

## PROPOSED ROUTE SUMMARY

The Q30 will mostly maintain its existing routing except for a minor change near Jamaica. The route will have limited-stop Rush service from Utopia Pkwy/Horace Harding Expwy to Jamaica, where the Q31 will serve local stops.

### What's changed since the Proposed Final Plan?

-  Minor stop balancing
-  Restored existing routing to Little Neck
-  Restored existing frequencies and service spans of Little Neck branch

### EXISTING ROUTES

Q30

### PROPOSED CONNECTIONS

**E F J Z**

LIRR

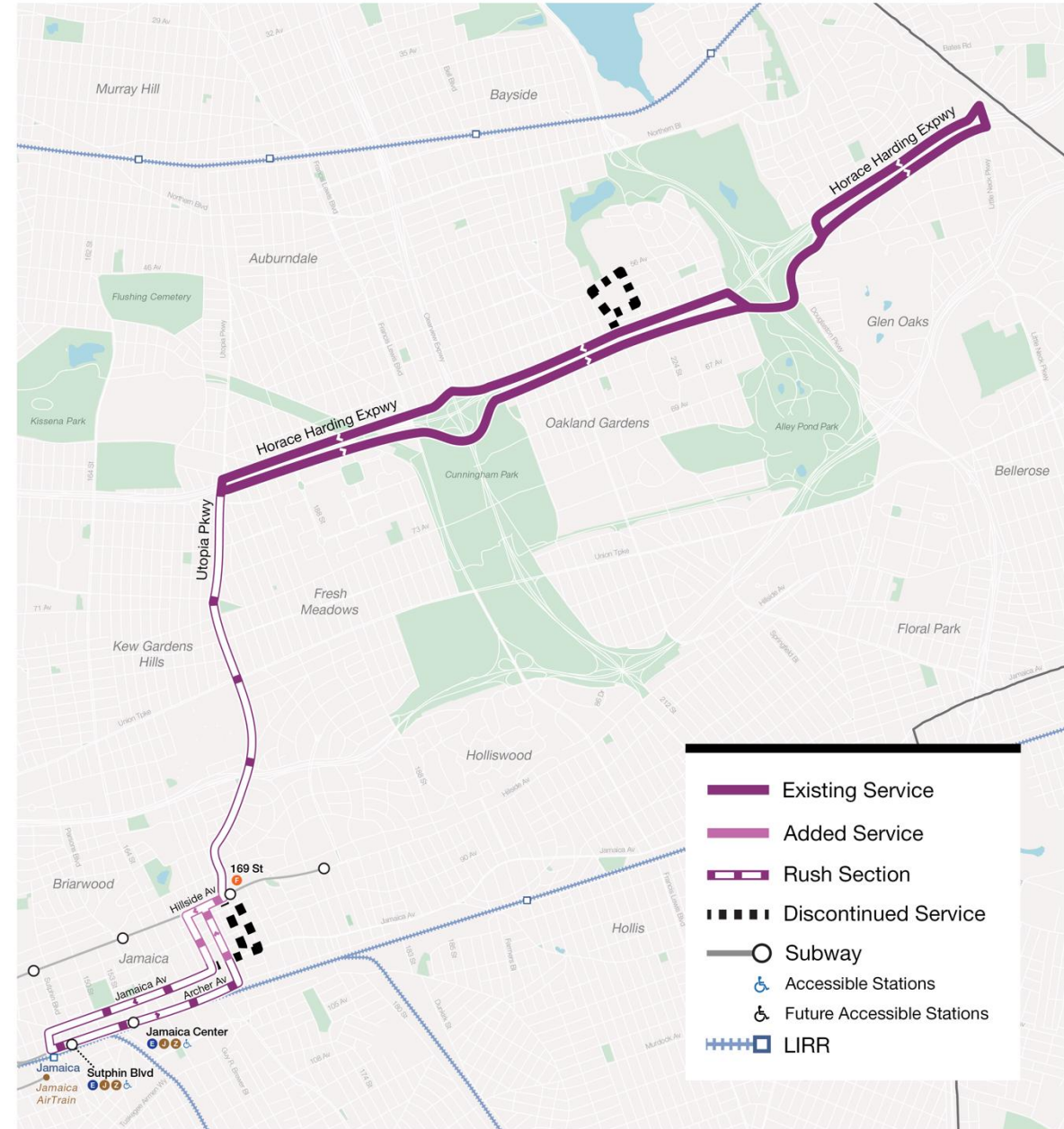
AirTrain JFK

Q1, Q2, Q3, Q4, Q5, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q26, Q27, Q31, Q36, Q40, Q41, Q42, Q43, Q44-SBS, Q45, Q46, Q48, Q54, Q56, Q60, Q65, Q74, Q76, Q77, Q82, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 835 ft

Proposed: 1,394 ft







# Q31 Utopia Parkway

Service between Bay Terrace and Jamaica

## PROPOSED ROUTE SUMMARY

The Q31 will be rerouted to serve more of Bell Blvd, terminating at The Bay Terrace Shopping Center. Alternative service in the discontinued area will be provided by the Q16, Q28, and Q76. In Jamaica, Bay Terrace-bound buses will travel on Archer Av instead of Jamaica Av. School trips to Bayside HS will be maintained.

## What's changed since the Proposed Final Plan?

-  Minor stop balancing
-  Existing service along 47/48 Avs and Bell Blvd restored and extended north to The Bay Terrace Shopping Center

### EXISTING ROUTES

Q31

### PROPOSED CONNECTIONS

**E F J Z**

LIRR

AirTrain JFK

Q1, Q2, Q3, Q4, Q5, Q6, Q8, Q9, Q12, Q13, Q17, Q20, Q24, Q25, Q26, Q27, Q28, Q30, Q36, Q40, Q41, Q42, Q43, Q44-SBS, Q45, Q46, Q48, Q54, Q56, Q60, Q65, Q74, Q75, Q76, Q77, Q82, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 762 ft

Proposed: 1,163 ft





# Q36 Little Neck Parkway

Service between Little Neck and Jamaica

## PROPOSED ROUTE SUMMARY

The Q36 will be rerouted in Queens Village from 212 St/212 Pl and Jamaica Av to Hillside Av and Springfield Blvd. The Q82 will replace service on 212 St/212 Pl and the Q110 will replace service on Jamaica Av. The Q36 will have limited-stop Rush service along Hillside Av, where the Q1, Q3, and Q76 will serve local stops. On weekends, the Q36 will now operate its full route to Little Neck LIRR.

## What's changed since the Proposed Final Plan?

 Added weekend service

### EXISTING ROUTES

Q1, Q36

### PROPOSED CONNECTIONS

 LIRR

Q1, Q2, Q3, Q6, Q8, Q9, Q12, Q17, Q27, Q30, Q31, Q41, Q43, Q46, Q48, Q54, Q56, Q75, Q76, Q77, Q82, Q88, Q110

### AVERAGE STOP SPACING

Existing: 780 ft

Proposed: 1,251 ft




# Q43 Floral Park – Jamaica

## PROPOSED ROUTE SUMMARY

The Q43 will maintain its existing routing between Floral Park and Jamaica. The route will have limited-stop Rush service on Hillside Av west of Braddock Av. The Q1, Q3, and Q76 will serve local stops on Hillside Av west of Braddock Av.

### What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

#### EXISTING ROUTES

Q43

#### PROPOSED CONNECTIONS

**E F J Z**

LIRR

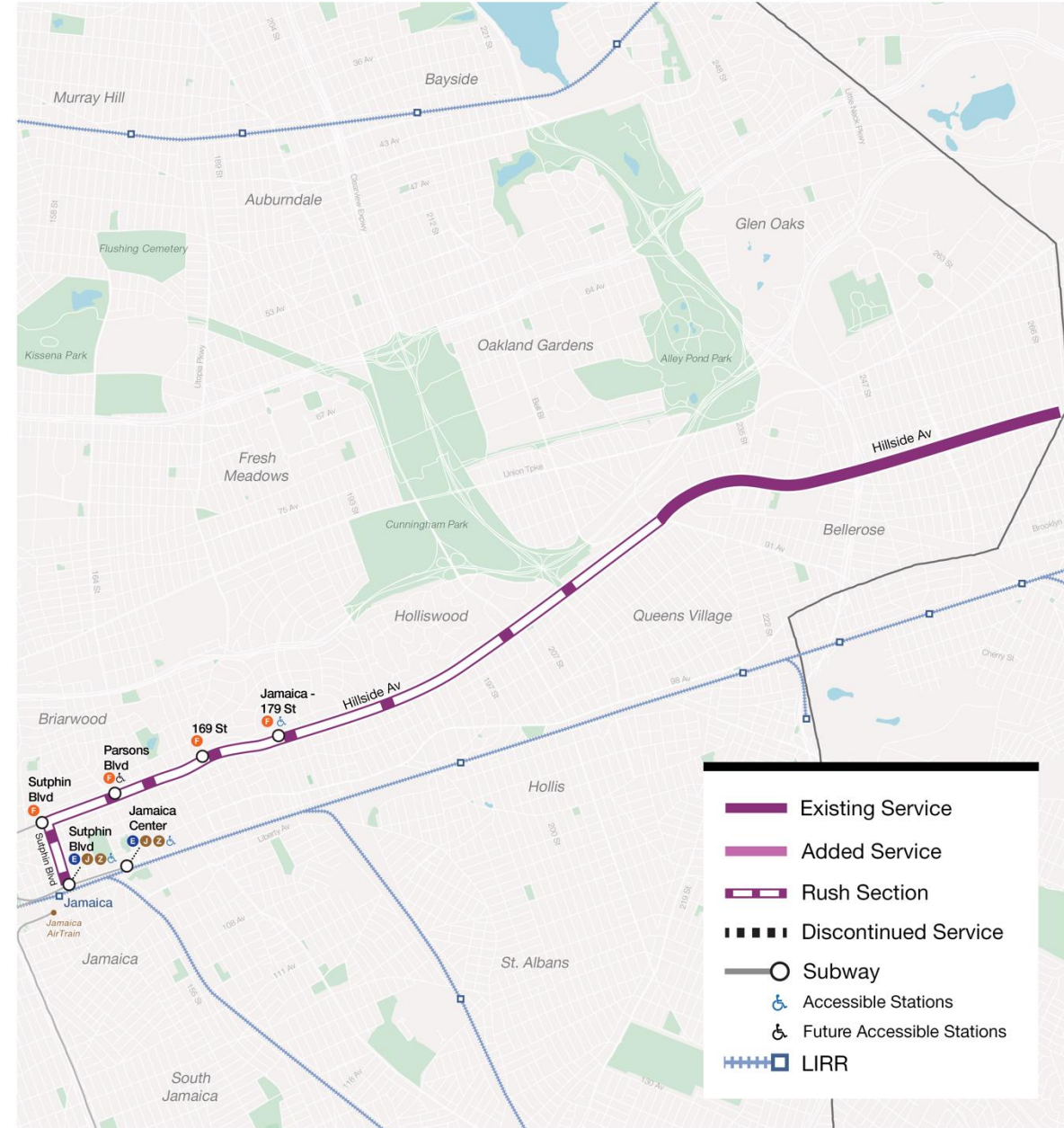
AirTrain JFK

Q1, Q2, Q3, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q27, Q30, Q31, Q36, Q40, Q41, Q44-SBS, Q54, Q56, Q60, Q65, Q75, Q76, Q77, Q82, Q83, Q88, Q110, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: 777 ft

Proposed: 1,062 ft





# Q44 Bronx Zoo – Jamaica

## PROPOSED ROUTE SUMMARY

The Q44 will maintain its existing routing between the Bronx Zoo and Jamaica.

### What's changed since the Proposed Final Plan?

No changes

#### EXISTING ROUTES

Q44

#### PROPOSED CONNECTIONS

2 5 6 7 E F J Z

LIRR

AirTrain JFK

Bx4, Bx4A, Bx5, Bx9, Bx11, Bx21, Bx22, Bx36, Bx39, Bx40, Bx42, Q1, Q4, Q5, Q6, Q8, Q9, Q12, Q13, Q15, Q16, Q17, Q19, Q20, Q24, Q25, Q26, Q27, Q28, Q30, Q31, Q40, Q41, Q42, Q43, Q45, Q46, Q48, Q50, Q54, Q56, Q58, Q60, Q61, Q63, Q64, Q65, Q66, Q74, Q75, Q76, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q90, Q98, Q110, Q112, Q115

#### AVERAGE STOP SPACING

Existing: 1,935 ft

Proposed: 1,935 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

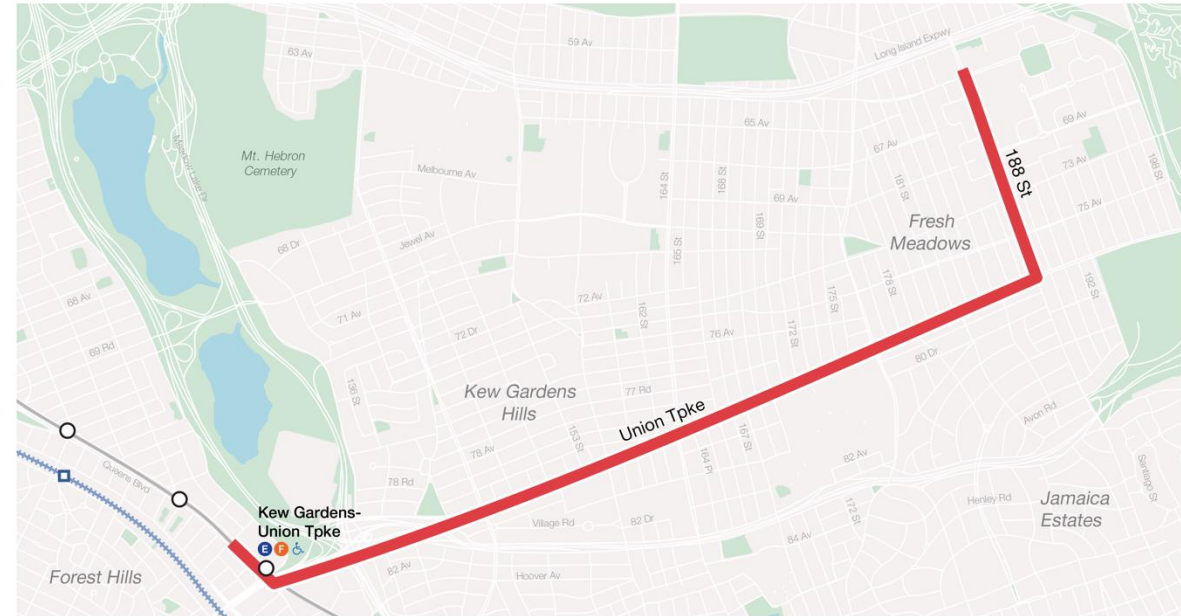
E F

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

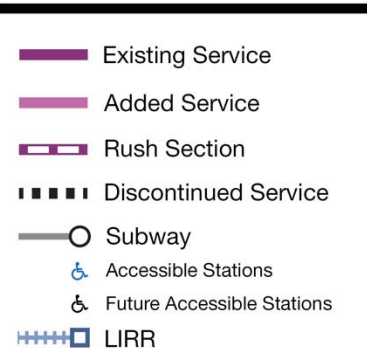
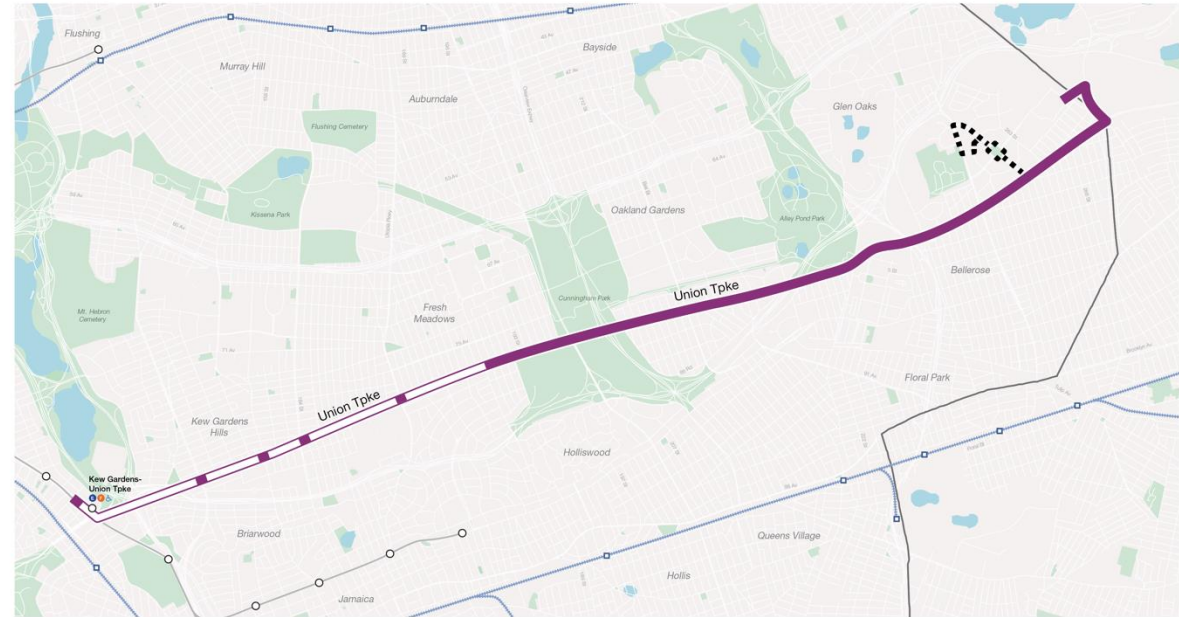
**E F**

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




# 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

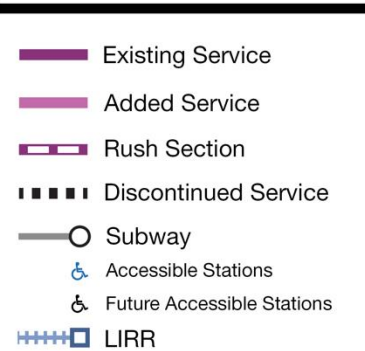
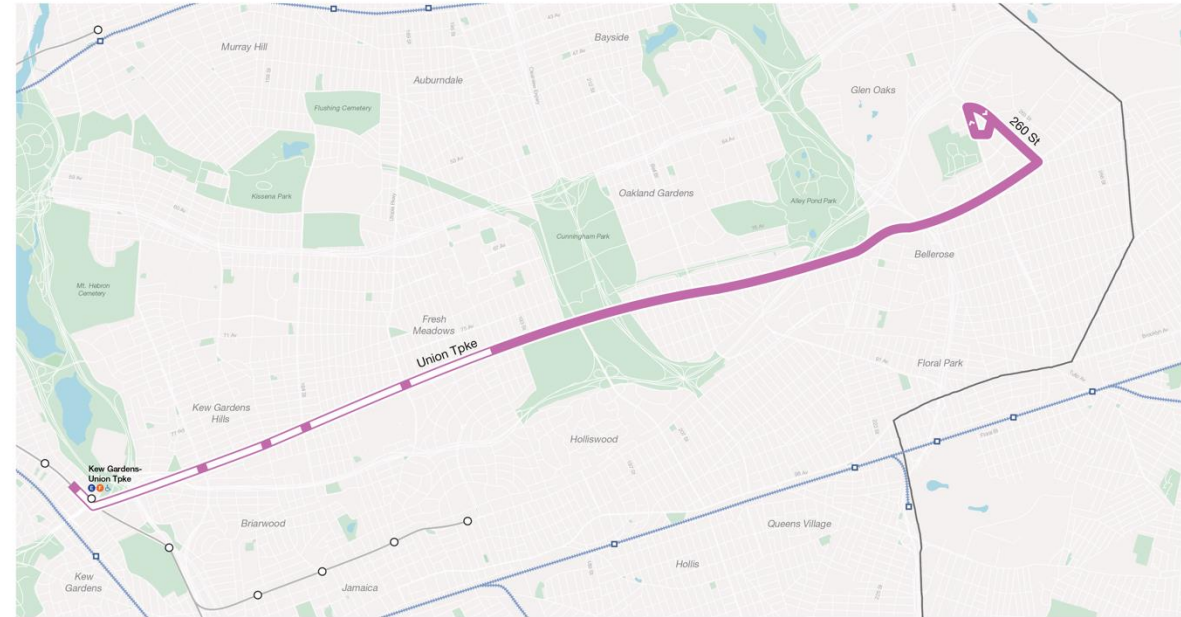
**E F**

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








# 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





# 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**

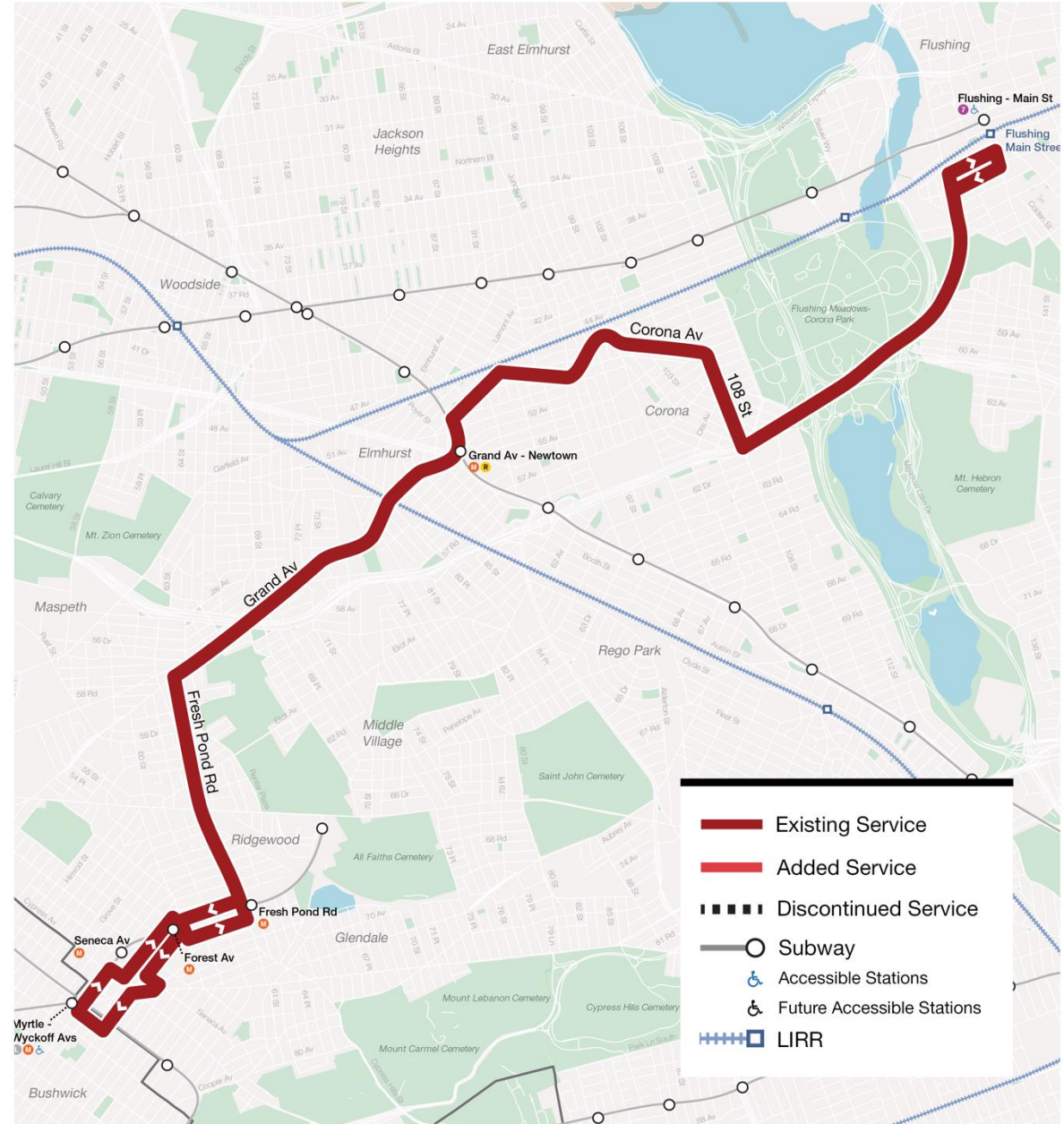
LIRR

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





# 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

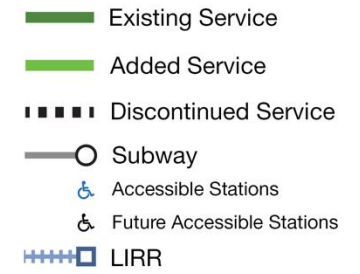
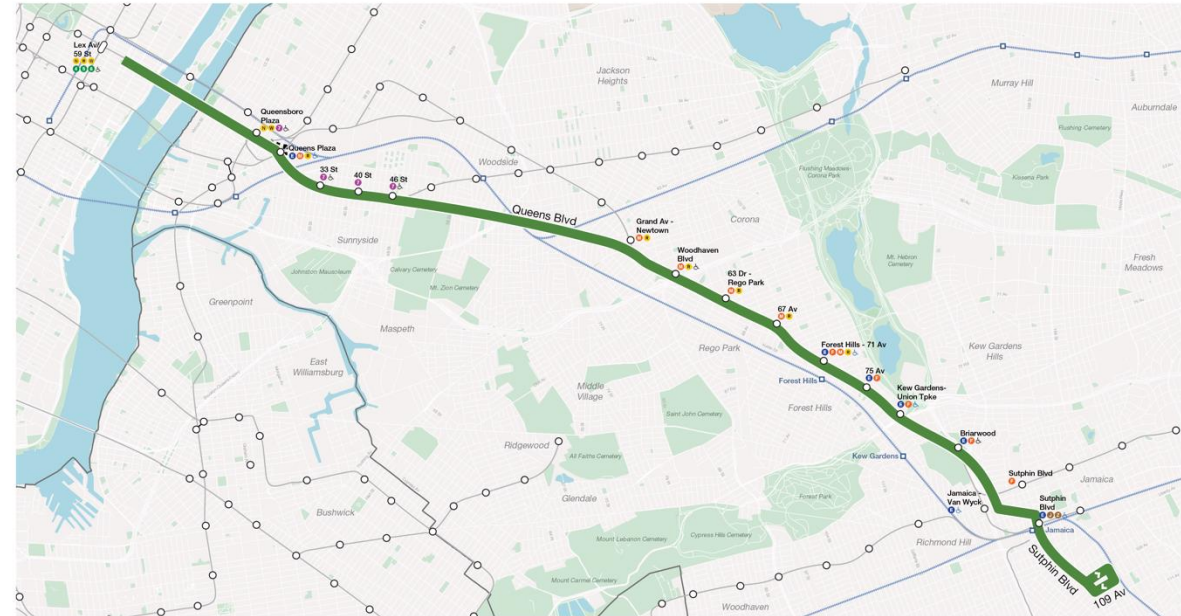
AirTrain JFK

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






# Q61 Beechhurst – Flushing

## PROPOSED ROUTE SUMMARY

The new Q61 will connect Beechhurst to Flushing, providing new service along Willets Point Blvd. The route will replace existing Q15 service in Beechhurst and existing Q34 service in Linden Hill.

### What's changed since the Proposed Final Plan?

-  Minor stop changes to improve accessibility
-  New limited-stop routing replaces existing Q15 service in Beechhurst and existing Q34 service in Linden Hill
-  Added new weekend service in Linden Hill

### EXISTING ROUTES

Q15, Q34

### PROPOSED CONNECTIONS

7

Q12, Q13, Q15, Q16, Q17, Q19, Q20, Q25, Q26, Q27, Q28, Q44-SBS, Q50, Q63, Q65, Q66, Q76, Q90

### AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,660 ft






# 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?

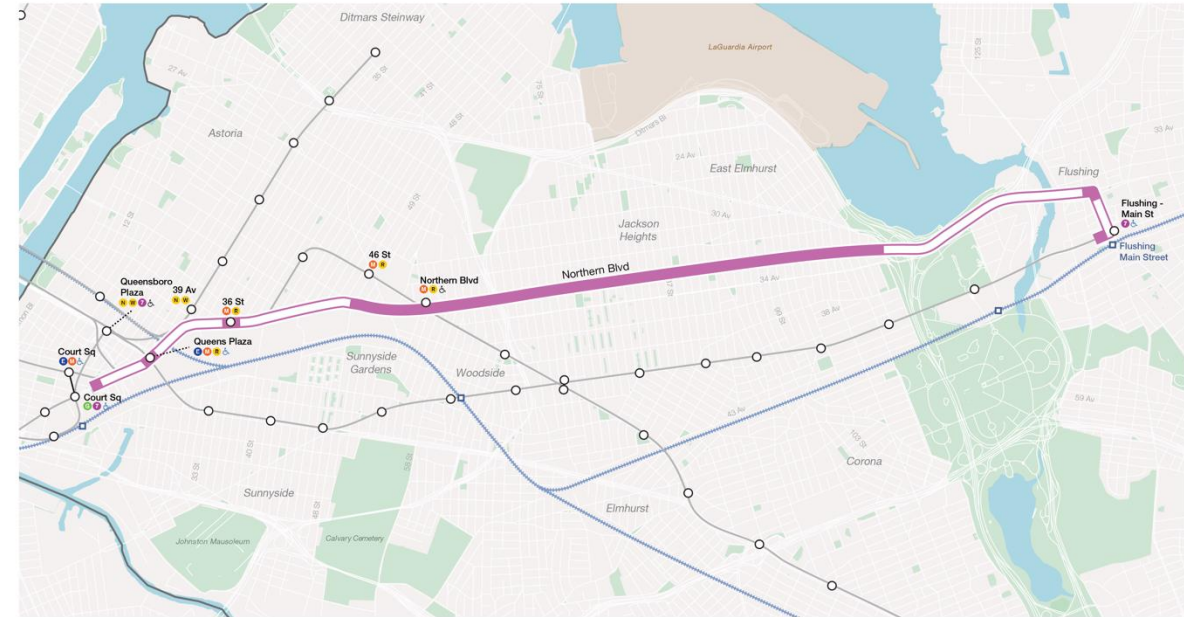
 Swapped route labels with Q66 in response to public feedback









**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



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

# Q64

## Jewel Avenue

Service between Electchester and Forest Hills

### PROPOSED ROUTE SUMMARY

The Q64 will maintain its existing routing between Electchester and Forest Hills. The new Q74 will also provide service on Jewel Av with new connections to Fresh Meadows and Queensborough Community College.

### What's changed since the Proposed Final Plan?



Jewel Av will see the same level of service as in the PFP with some trips shifted to the new Q74

#### EXISTING ROUTES

Q64

#### PROPOSED CONNECTIONS

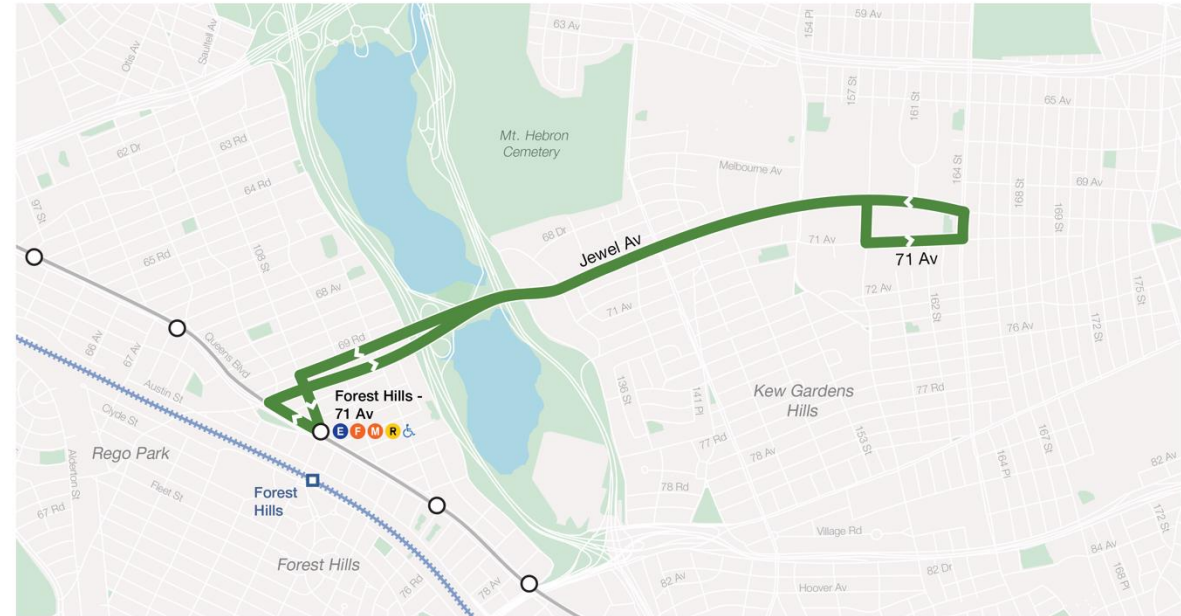
E F M R

Q20, Q23, Q25, Q44-SBS, Q60, Q65, Q74

#### AVERAGE STOP SPACING

Existing: 661 ft

Proposed: 1,017 ft



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



# Q65 164th Street

Service between Flushing and Jamaica

## PROPOSED ROUTE SUMMARY

The Q65 will be shortened to Flushing. In Flushing, the Q65 will be rerouted from 45 Av and Bowne St to 162 St and Sanford Av to replace Q12 service. Alternative service near Flushing Hospital will be provided by the Q26 and Q27. Q65 service from College Point to Flushing will be discontinued and replaced by the Q26 to improve reliability.

## What's changed since the Proposed Final Plan?

- Minor stop changes in response to public feedback

### EXISTING ROUTES

Q65

### PROPOSED CONNECTIONS

7 E F J Z

LIRR

AirTrain JFK

Q1, Q4, Q5, Q6, Q8, Q9, Q12, Q13, Q15, Q16, Q17, Q19, Q20, Q24, Q25, Q26, Q27, Q28, Q30, Q31, Q40, Q41, Q42, Q43, Q44-SBS, Q45, Q46, Q48, Q50, Q54, Q56, Q58, Q60, Q61, Q63, Q64, Q66, Q74, Q75, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q90, Q98, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 918 ft

Proposed: 1,315 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

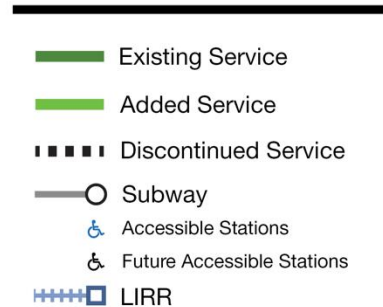
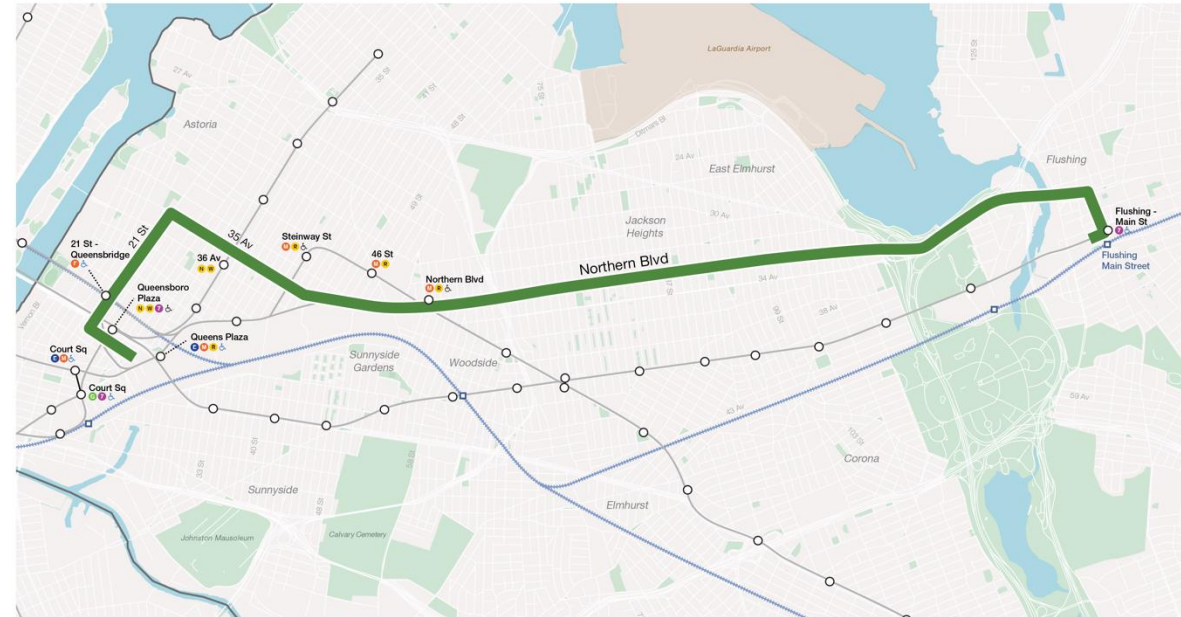
**EXISTING ROUTES**  
Q66

**PROPOSED CONNECTIONS**  
7 E F M N R W

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






# Q74 QCC – Forest Hills

## PROPOSED ROUTE SUMMARY

The new Q74 will connect Queensborough Community College to Forest Hills via Horace Harding Expwy and Jewel Av. The route will complement the Q30, Q64, and new Q75, providing new and improved connections for Eastern Queens.

### What's changed since the Proposed Final Plan?

 New route introduced in response to public feedback

#### EXISTING ROUTES

Q30, Q64

#### PROPOSED CONNECTIONS

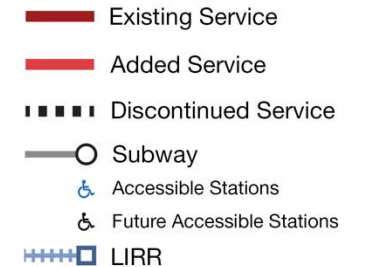
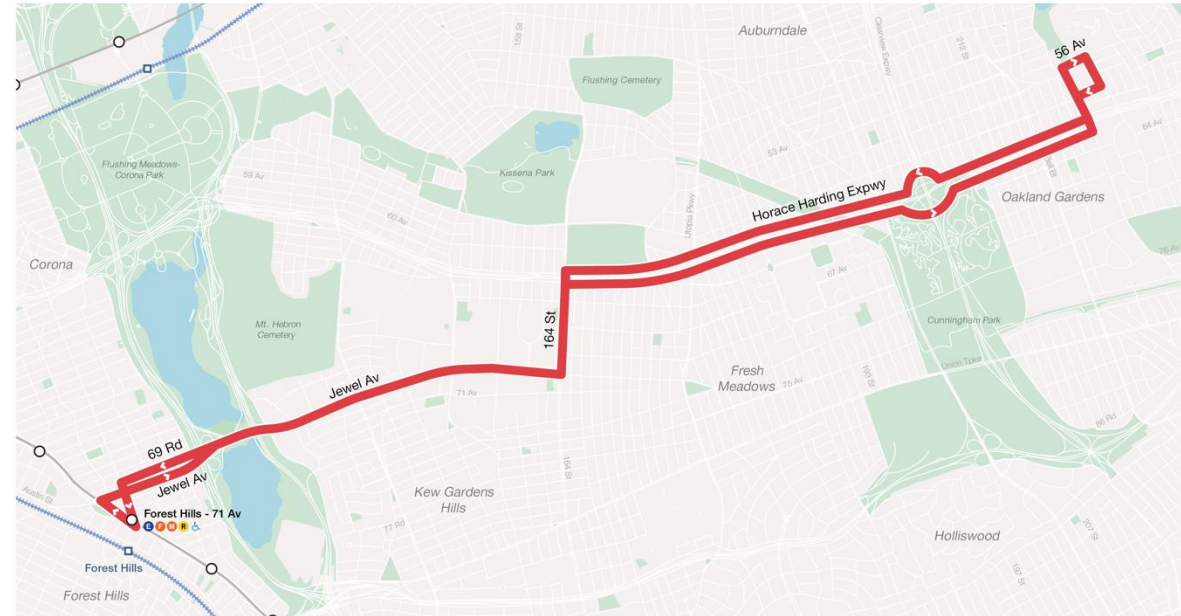
**E F M R**

Q17, Q20, Q23, Q25, Q26, Q27, Q30, Q31, Q44-SBS, Q45, Q60, Q64, Q65, Q75, Q76, Q88

#### AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,929 ft



# Q75 QCC – Jamaica

## PROPOSED ROUTE SUMMARY

The new Q75 will replace existing Q30 short trips between Queensborough Community College and Jamaica. The route will have limited-stop Rush service along Utopia Pkwy, where the Q31 will serve local stops.

### What's changed since the Proposed Final Plan?

✚ Now connects Queensborough Community College to Jamaica in response to public feedback; for service between QCC and Forest Hills, see the new Q74

#### EXISTING ROUTES

Q30

#### PROPOSED CONNECTIONS

E F J Z

LIRR

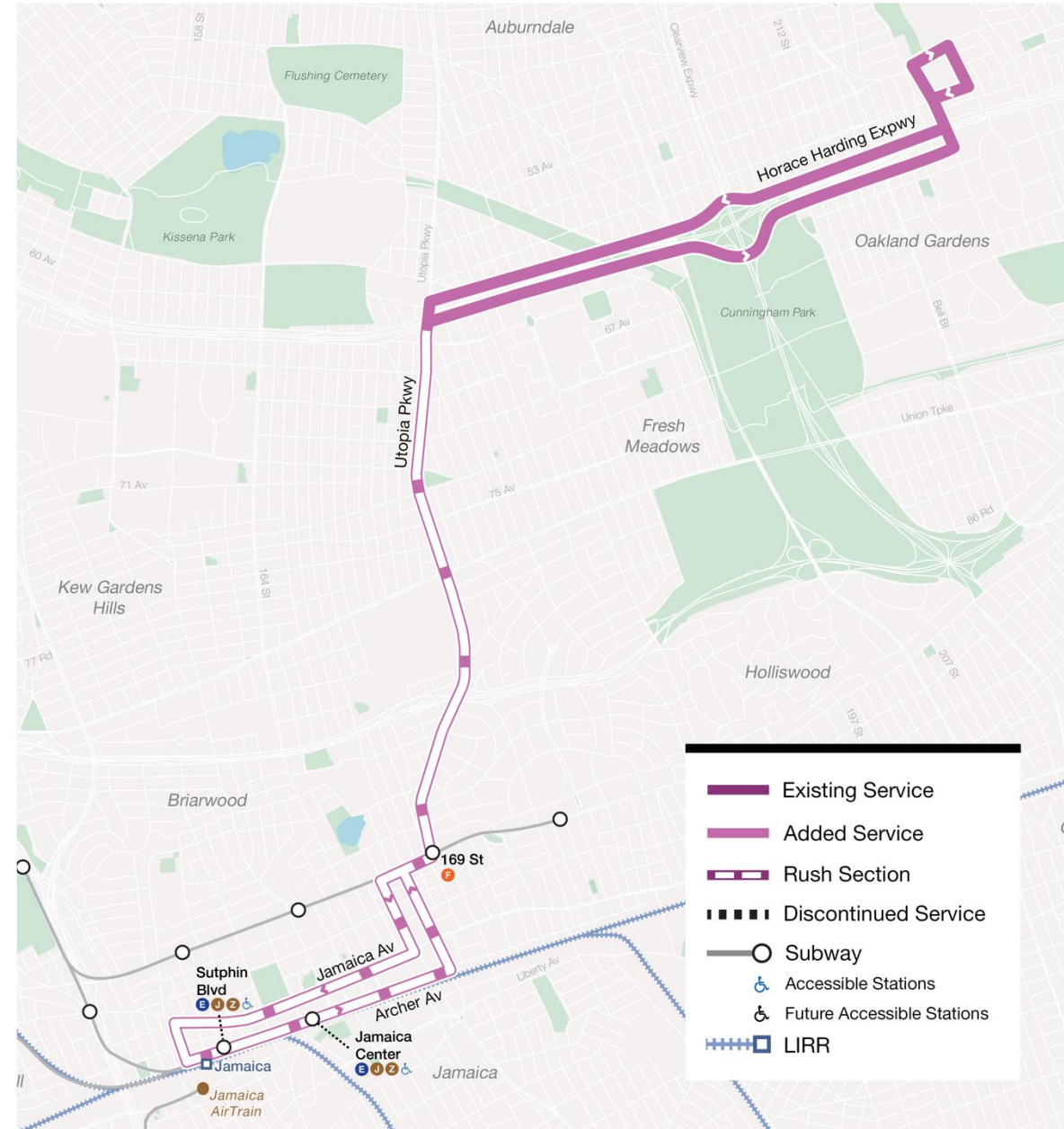
AirTrain JFK

Q1, Q2, Q3, Q4, Q5, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q26, Q27, Q30, Q31, Q36, Q40, Q41, Q42, Q43, Q44-SBS, Q45, Q46, Q48, Q54, Q56, Q60, Q65, Q74, Q76, Q77, Q82, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q110, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,340 ft







# Q76 Francis Lewis Boulevard North

Service between College Point and Jamaica

## PROPOSED ROUTE SUMMARY

The Q76 will continue to serve Francis Lewis Blvd, but will be rerouted from 20 Av to 14 Av in College Point to replace existing Q20B service. The Q20 will continue to serve 20 Av.

## What's changed since the Proposed Final Plan?

-  Changed routing to serve Cross Island Pkwy and 14 Av in response to public feedback
-  Added weekend service for riders on 14 Av

### EXISTING ROUTES

Q20B, Q76

### PROPOSED CONNECTIONS

**F**  
 Q1, Q2, Q3, Q6, Q8, Q9, Q12, Q13, Q15, Q16, Q17, Q20, Q25, Q26, Q27, Q28, Q30, Q31, Q36, Q41, Q43, Q44-SBS, Q46, Q48, Q50, Q54, Q56, Q61, Q74, Q75, Q77, Q82, Q88, Q110

### AVERAGE STOP SPACING

Existing: 833 ft  
 Proposed: 1,180 ft



# Q77 Francis Lewis Boulevard South

Service between Jamaica and Springfield Gardens

## PROPOSED ROUTE SUMMARY

The Q77 will be extended south to provide new service along Springfield Blvd and 147 Av. The route will have limited-stop Rush service along Hillside Av, where the Q1, Q3, and Q76 will serve local stops.

### What's changed since the Proposed Final Plan?

No changes

#### EXISTING ROUTES

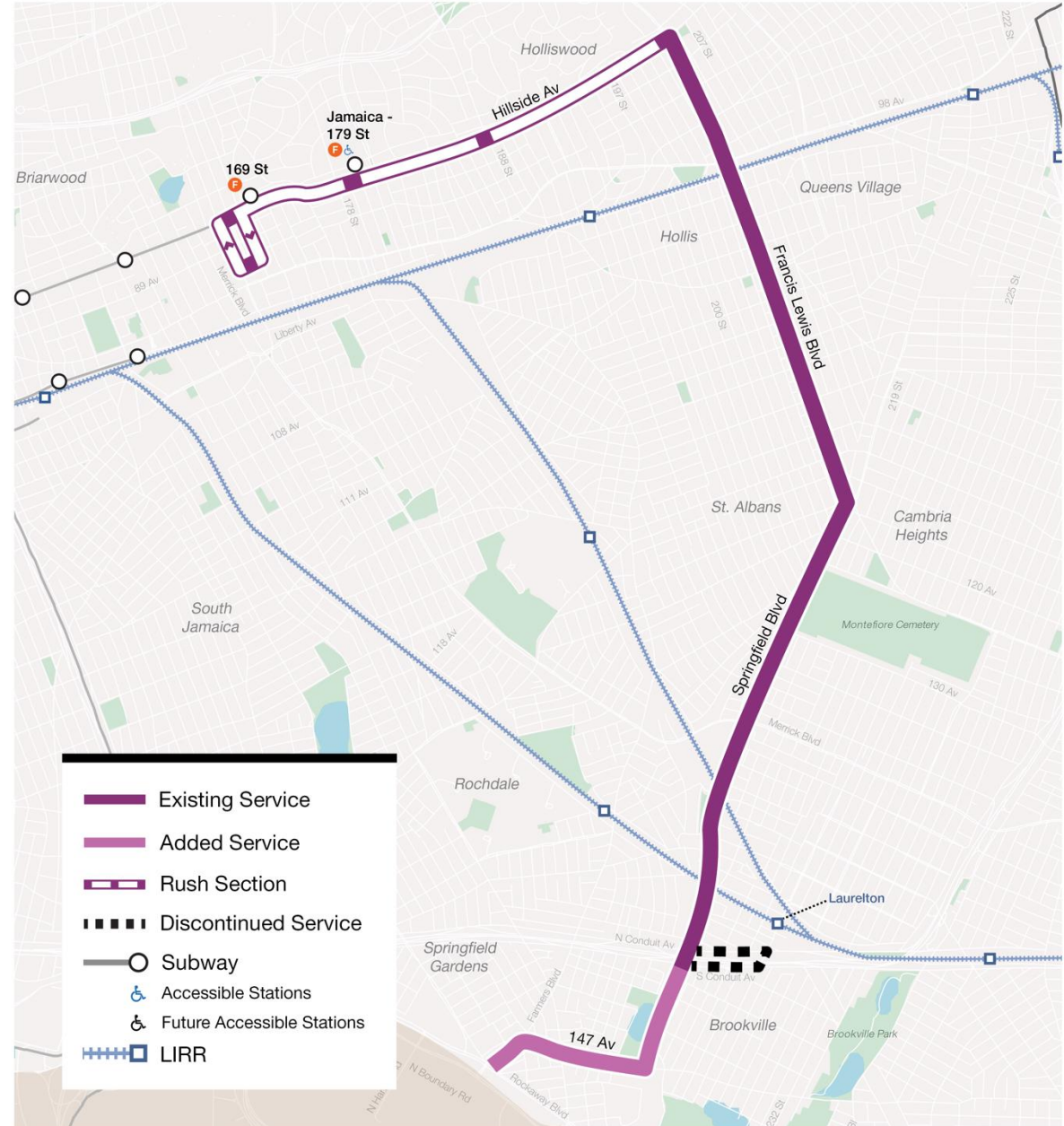
Q77

#### PROPOSED CONNECTIONS

**F**  
 Q1, Q2, Q3, Q4, Q5, Q6, Q8, Q9, Q17, Q27, Q30, Q31, Q36, Q41, Q43, Q51, Q54, Q56, Q75, Q76, Q82, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q113, Q114

#### AVERAGE STOP SPACING

Existing: 788 ft  
 Proposed: 1,056 ft





# Q82 Belmont Park – Jamaica

## PROPOSED ROUTE SUMMARY

The new Q82 will connect Belmont Park to Jamaica, replacing Q110 service on Hempstead Av and Q36 service on 212 St/212 Pl. The route will have limited-stop Rush service on Hillside Av, where the Q1, Q3, and Q76 will serve local stops.

### What's changed since the Proposed Final Plan?

-  Minor stop balancing

#### EXISTING ROUTES

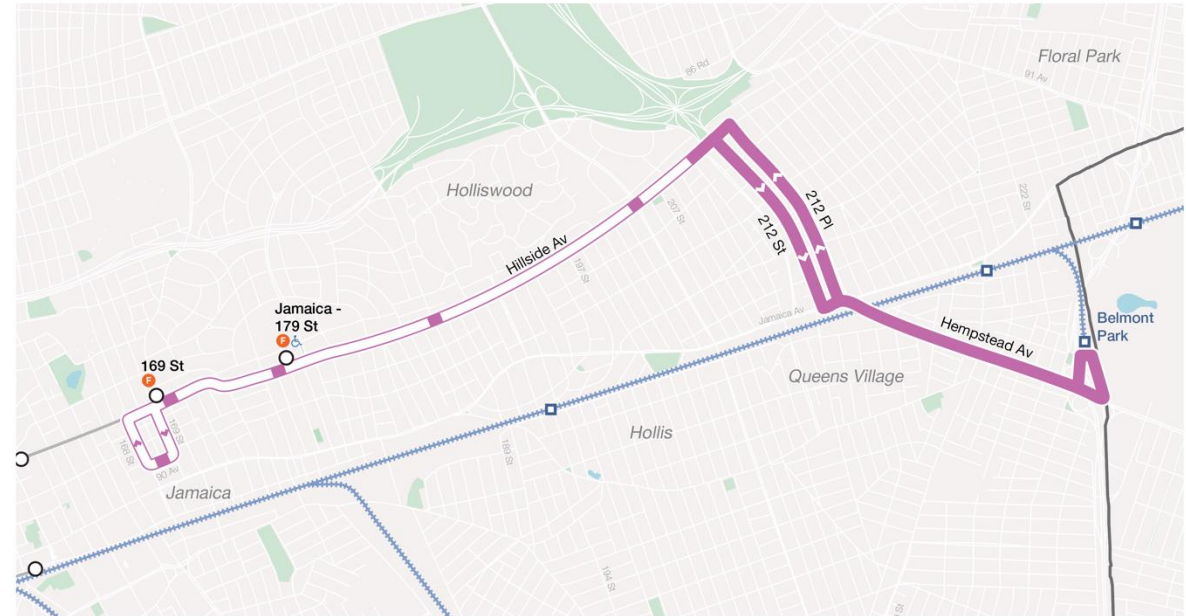
Q36, Q110









#### PROPOSED CONNECTIONS

**F**  
 Q1, Q2, Q3, Q6, Q8, Q9, Q17, Q27, Q30, Q31, Q36, Q41, Q43, Q54, Q56, Q75, Q76, Q77, Q110

#### AVERAGE STOP SPACING

Existing: N/A  
 Proposed: 1,314 ft



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



# Q83 Liberty/Murdock Avenues

Service between Cambria Heights and Jamaica

## PROPOSED ROUTE SUMMARY

The Q83 will maintain its existing daytime routing between Cambria Heights and Jamaica. Overnight, the route will no longer travel to the Queens Village LIRR station and will instead provide new 24/7 service for riders on 113 Dr/114 Av.

### What's changed since the Proposed Final Plan?

-  Revised stops along Liberty and Archer Aves in response to public feedback
-  Changed route type from Rush to Local

### EXISTING ROUTES

Q83

### PROPOSED CONNECTIONS

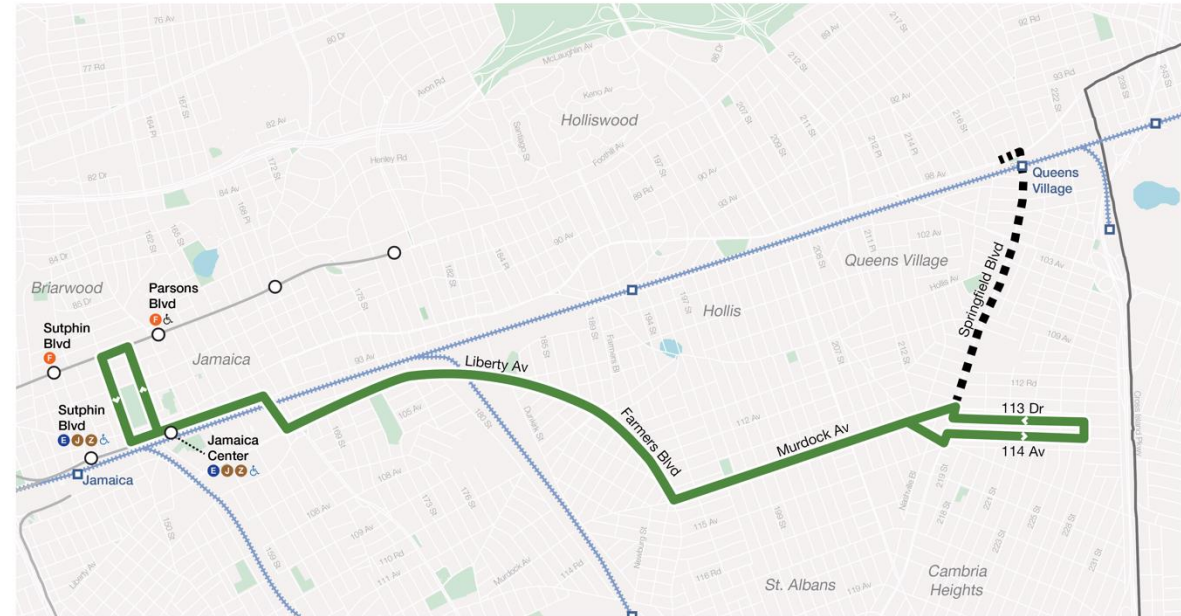
**E F J Z**








Q1, Q3, Q4, Q5, Q6, Q8, Q9, Q20, Q24, Q25, Q27, Q30, Q31, Q41, Q42, Q43, Q44-SBS, Q54, Q56, Q65, Q75, Q77, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 729 ft

Proposed: 1,092 ft



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





# 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**

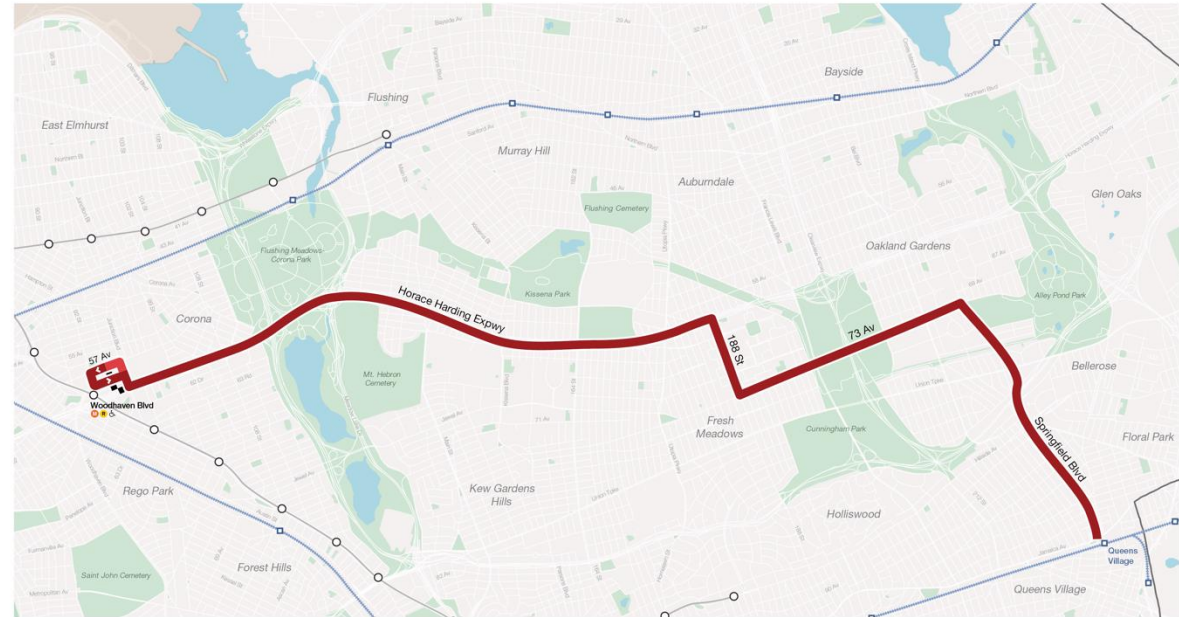
LIRR








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

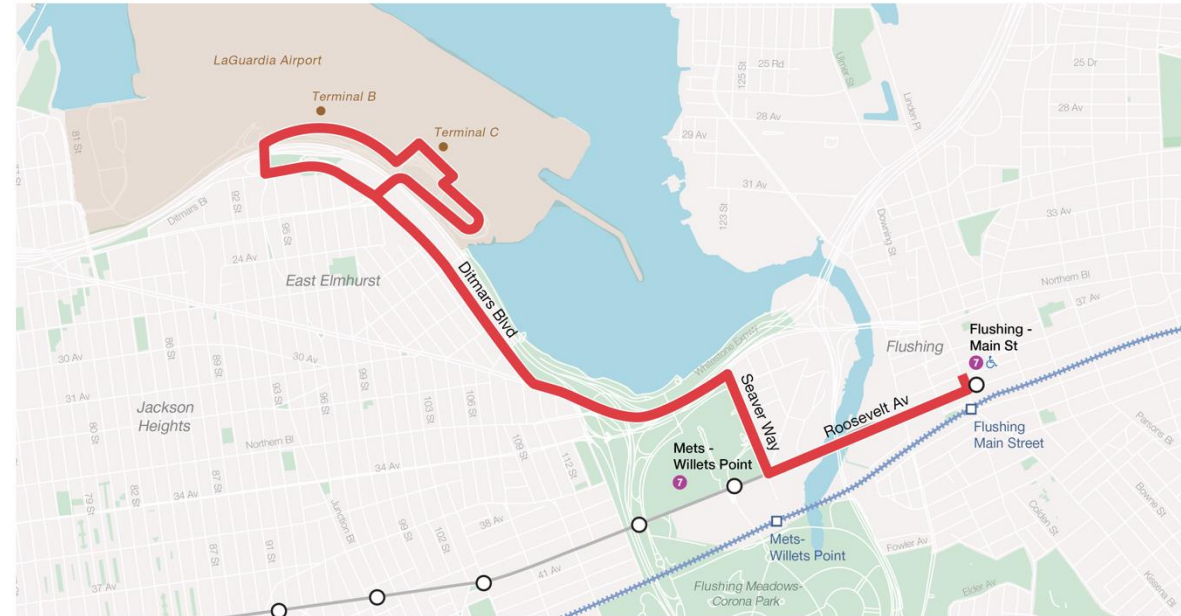
LIRR



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



# Q111 Jamaica – Rosedale

## PROPOSED ROUTE SUMMARY

The Q111 will maintain its existing routing between Jamaica and Rosedale. The Q111 will have limited-stop Rush service on Guy R. Brewer Blvd. The new Q115 will make local stops along Guy R. Brewer Blvd. Current Q111 short trips between Jamaica and Farmers Blvd will be served by the Q115. Between the Q111, Q113, Q114, and Q115, the Guy R. Brewer Blvd corridor will have more service compared to today. Existing Peninsula Blvd trips will be maintained.

### What's changed since the Proposed Final Plan?

No changes

### EXISTING ROUTES

Q111

### PROPOSED CONNECTIONS

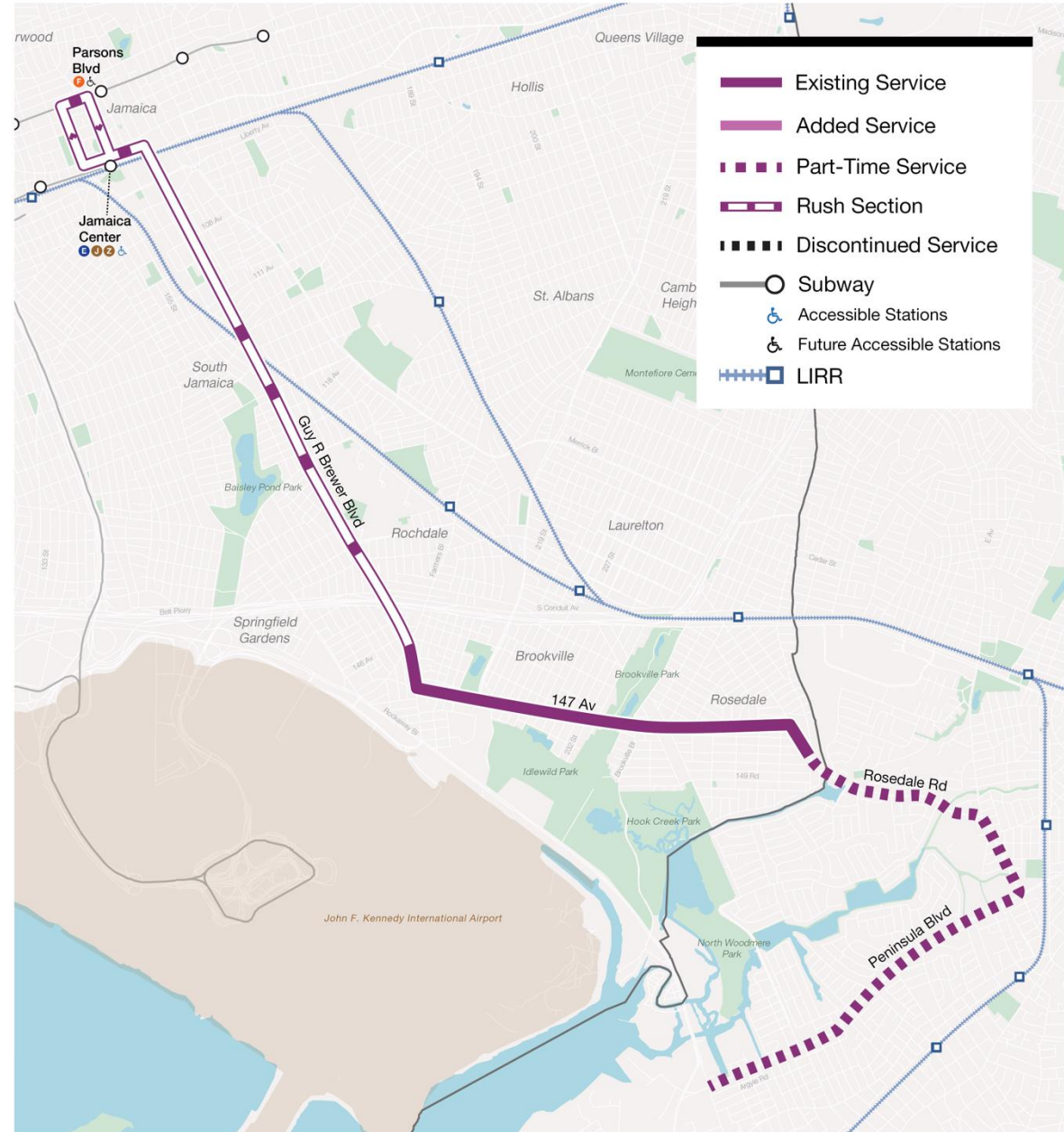
**E F J Z**

Q1, Q3, Q4, Q5, Q6, Q8, Q9, Q24, Q25, Q30, Q31, Q41, Q42, Q43, Q51, Q56, Q65, Q75, Q77, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 762 ft

Proposed: 1,112 ft





# Q115



## Guy R. Brewer Boulevard

Service between Jamaica and Springfield Gardens

### PROPOSED ROUTE SUMMARY

The new Q115 will provide all-day frequent service along the Guy R. Brewer Blvd corridor between Jamaica and Springfield Gardens. The route will replicate existing Q111 Farmers Blvd short trips.

### What's changed since the Proposed Final Plan?

-  Minor stop revisions
-  Changed route type from Limited to Local due to stop spacing

#### EXISTING ROUTES

Q111

#### PROPOSED CONNECTIONS

**E F J Z**

Q1, Q3, Q4, Q5, Q6, Q8, Q9, Q20, Q24, Q25, Q30, Q31, Q41, Q42, Q43, Q44-SBS, Q51, Q54, Q56, Q65, Q75, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114

#### AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,095 ft



# QM1

## Fresh Meadows – Midtown via 6th Avenue

### PROPOSED ROUTE SUMMARY

The QM1 will maintain its existing routing between Fresh Meadows and Midtown Manhattan.

### What's changed since the Proposed Final Plan?

-  Minor stop balancing

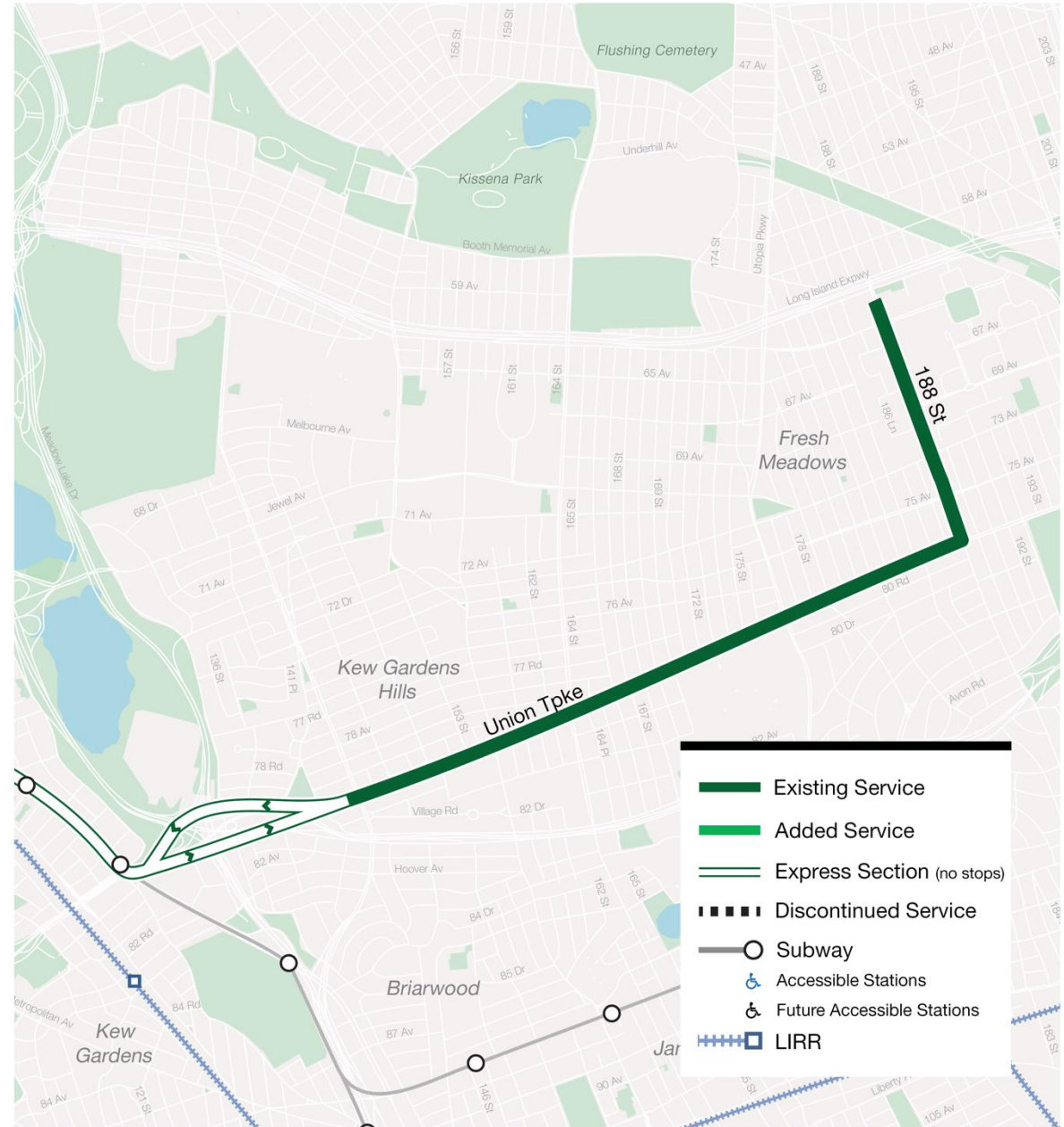
#### EXISTING ROUTES

QM1

#### AVERAGE STOP SPACING

Existing: 1,386 ft

Proposed: 1,580 ft





# QM2 Bay Terrace – Midtown

via Cross Island Parkway/6th Avenue

## PROPOSED ROUTE SUMMARY

The QM2 will maintain its existing routing between Bay Terrace and Midtown Manhattan. Some frequencies will decrease due to low ridership. Existing weekend trips through Linden Hill will be maintained.

### What's changed since the Proposed Final Plan?

 Restored existing routing along 59 St in Manhattan

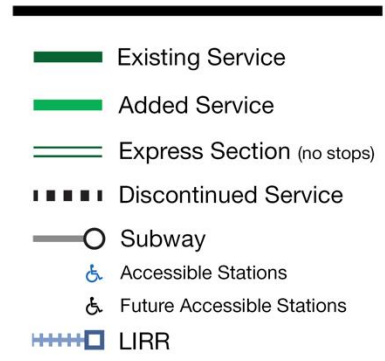
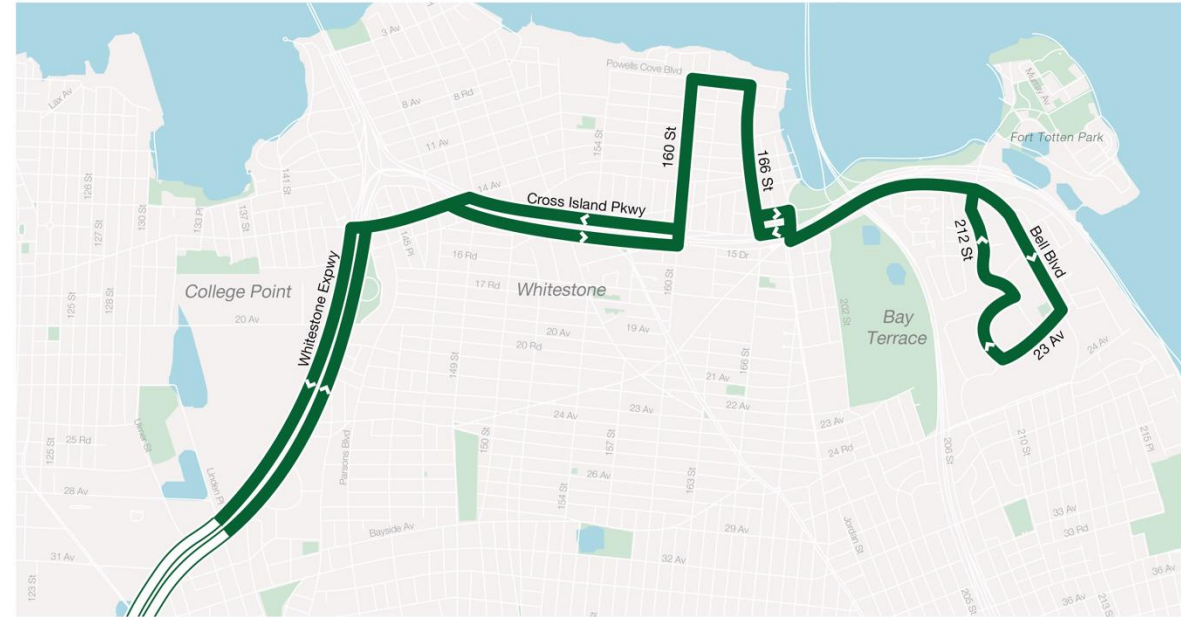
#### EXISTING ROUTES

QM2

#### AVERAGE STOP SPACING

Existing: 1,847 ft

Proposed: 1,736 ft



# QM4 Electchester – Midtown

via 6th Avenue

## PROPOSED ROUTE SUMMARY

The QM4 will maintain its existing routing between Electchester and Midtown Manhattan. Weekday AM peak frequencies will decrease and service spans will be adjusted to match ridership patterns.

## What's changed since the Proposed Final Plan?

-  Minor stop balancing

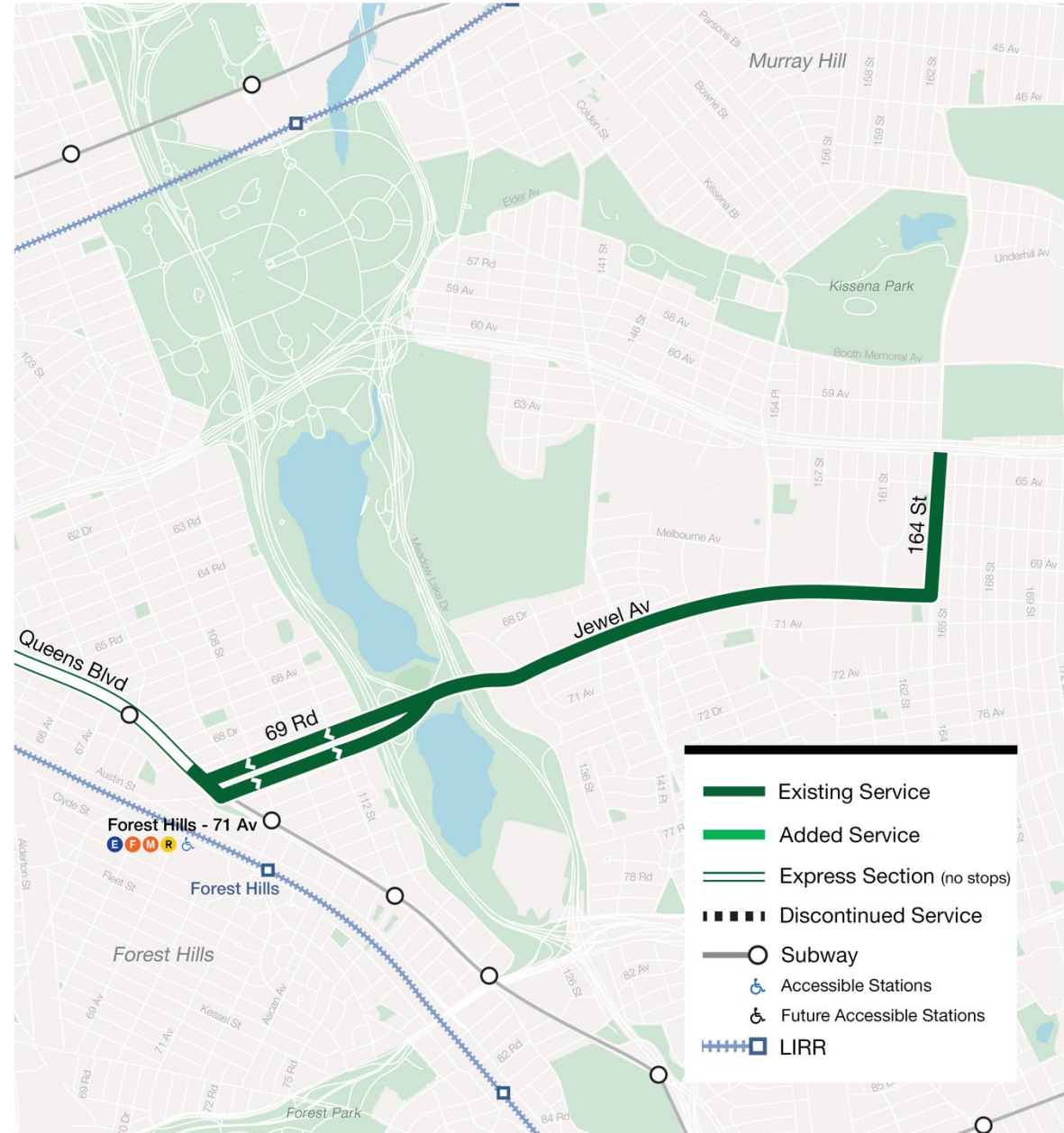
### EXISTING ROUTES

QM4

### AVERAGE STOP SPACING

Existing: 1,128 ft

Proposed: 1,458 ft





# QM5

## Glen Oaks – Midtown via 6th Avenue

### PROPOSED ROUTE SUMMARY

The QM5 will maintain its existing routing between Glen Oaks and Midtown Manhattan. Some weekday frequencies will decrease and service spans will be adjusted to match ridership patterns. Existing super express trips from Midtown will be maintained.

### What's changed since the Proposed Final Plan?



Minor stop balancing

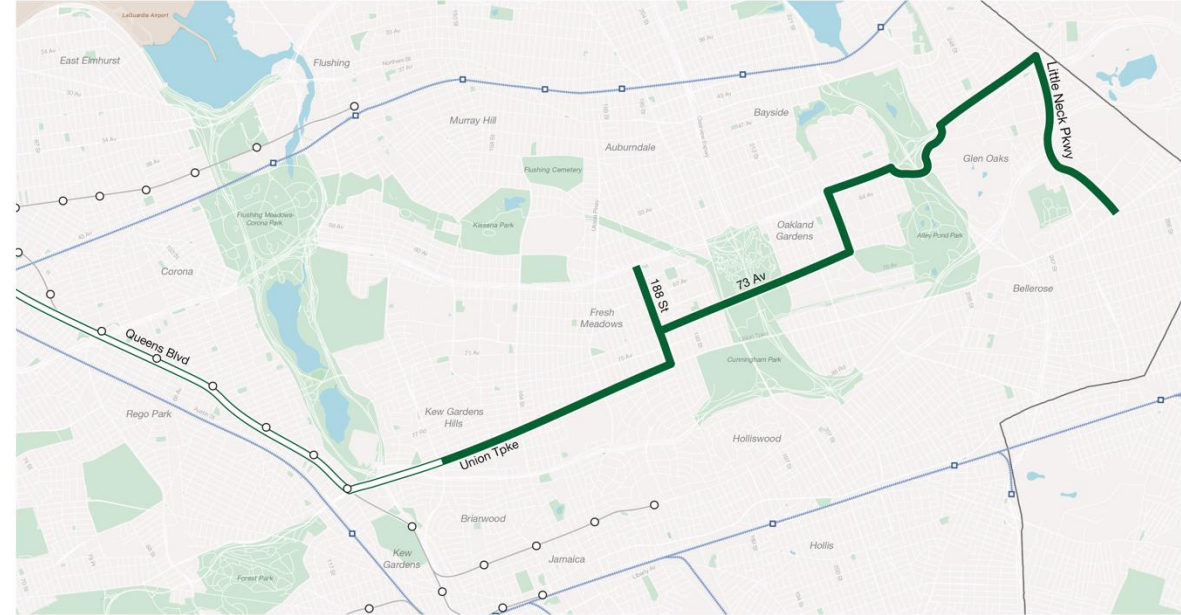
#### EXISTING ROUTES

QM5

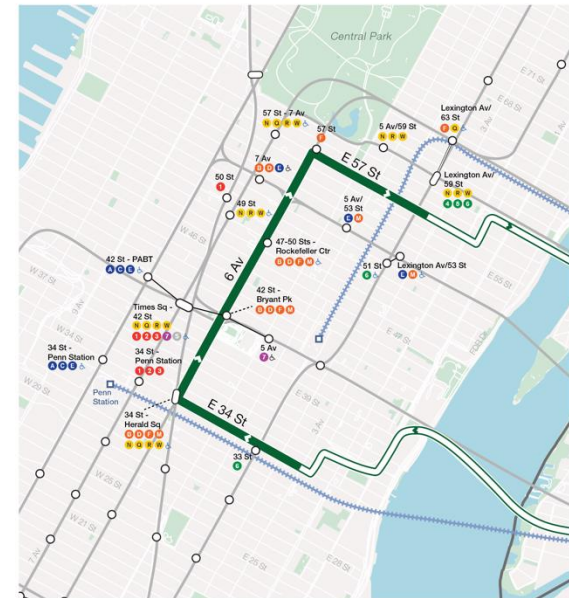
#### AVERAGE STOP SPACING

Existing: 1,310 ft

Proposed: 1,590 ft



- Existing Service
- Added Service
- Express Section (no stops)
- Discontinued Service
- Subway
- Accessible Stations
- Future Accessible Stations
- LIRR



# QM6 North Shore Towers – Midtown via 6th Avenue

## PROPOSED ROUTE SUMMARY

The QM6 will maintain its existing routing. On weekdays, the route will run nonstop on Union Tpke west of 188 St, where other express bus services will still stop. Service spans will be adjusted to match ridership patterns but the number of QM6 trips will stay the same.

### What's changed since the Proposed Final Plan?

No changes

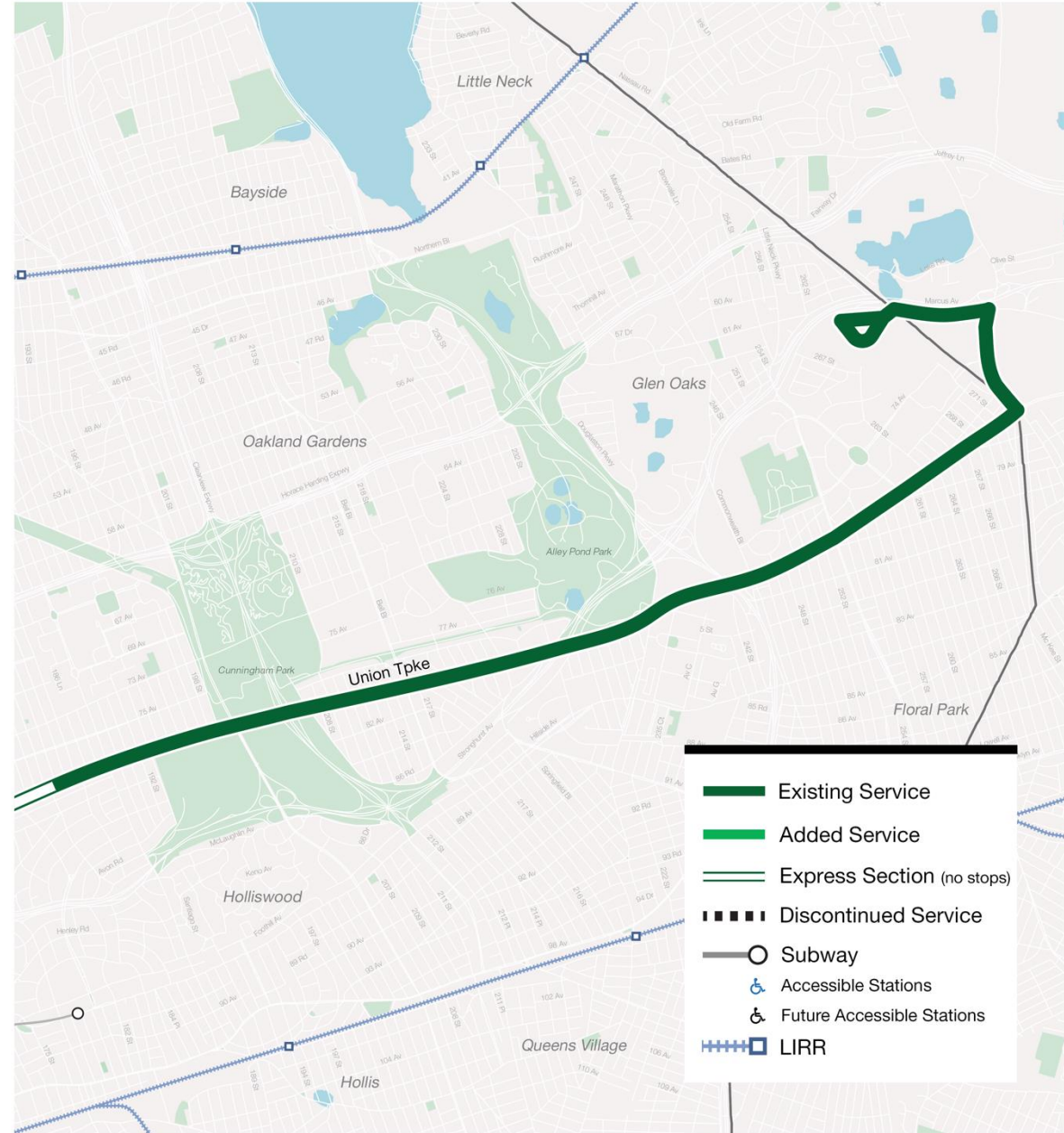
#### EXISTING ROUTES

QM6

#### AVERAGE STOP SPACING

Existing: 1,802 ft

Proposed: 1,917 ft



- Existing Service
- Added Service
- Express Section (no stops)
- Discontinued Service
- Subway
- Accessible Stations
- Future Accessible Stations
- LIRR



# QM7 Fresh Meadows – Downtown

## PROPOSED ROUTE SUMMARY

The QM7 will maintain its existing routing with a new stop at E 34 St/1 Av to serve east side employment centers.

## What's changed since the Proposed Final Plan?

- Minor stop balancing

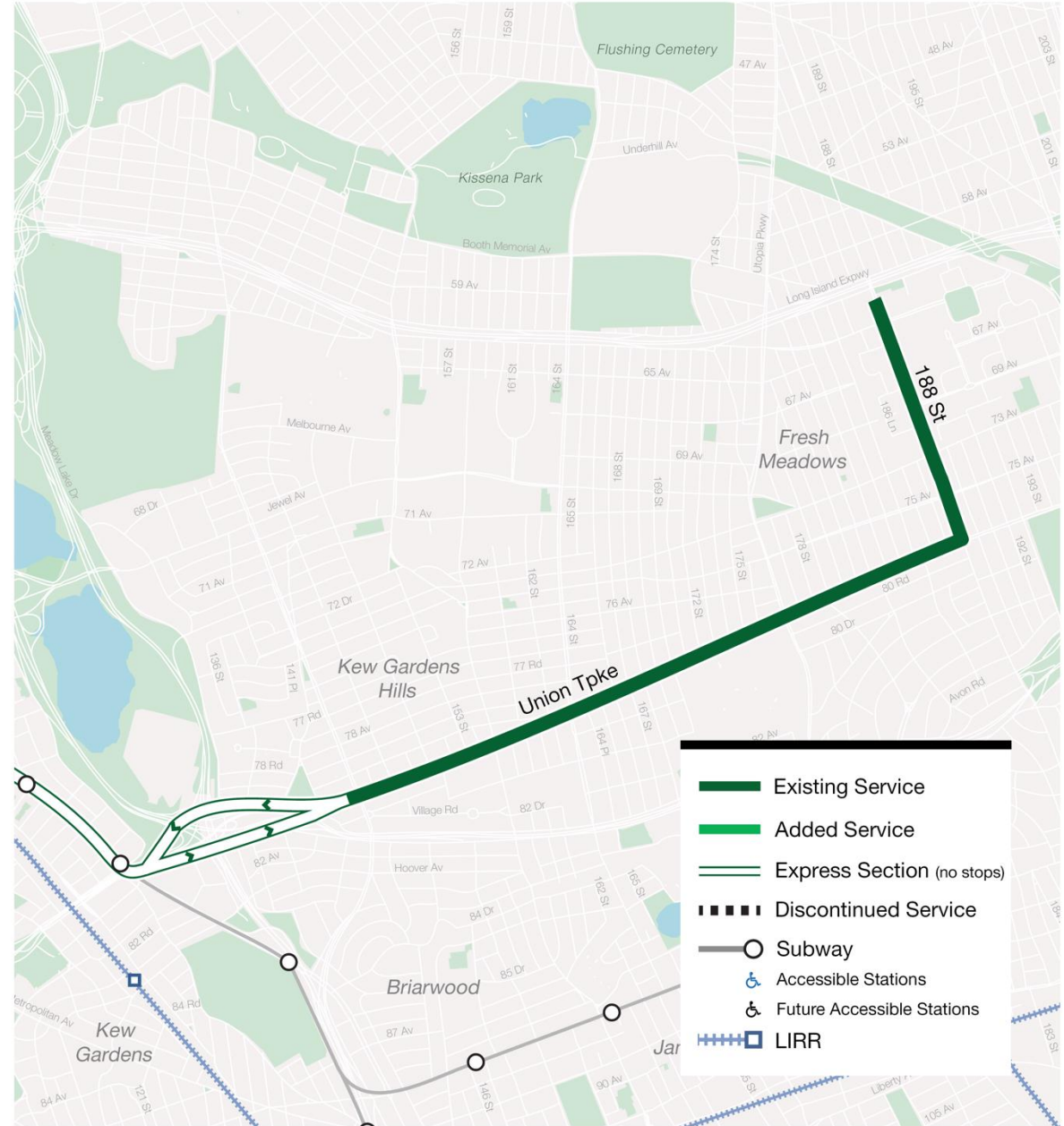
### EXISTING ROUTES

QM7

### AVERAGE STOP SPACING

Existing: 1,342 ft

Proposed: 1,410 ft



# QM8 Glen Oaks – Downtown

## PROPOSED ROUTE SUMMARY

The QM8 will maintain its existing routing with a new stop at E 34 St/1 Av to serve east side employment centers. Service spans will be adjusted to match ridership patterns but the number of QM8 trips will stay the same. Existing super express trips from Downtown will be maintained.

## What's changed since the Proposed Final Plan?

-  Minor stop balancing

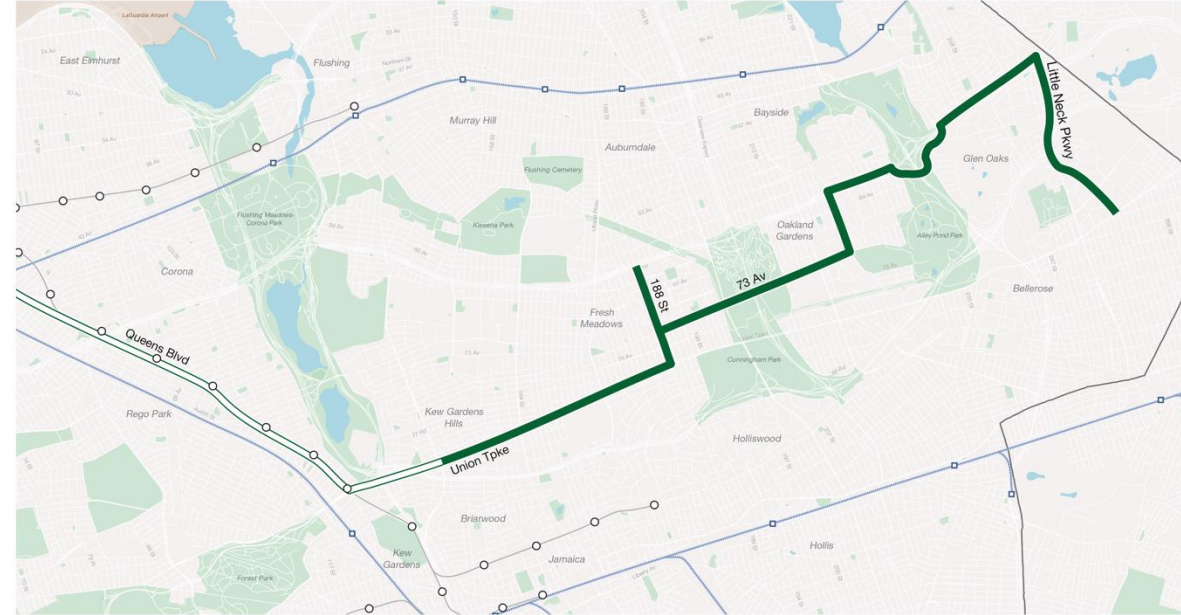
### EXISTING ROUTES



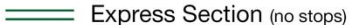
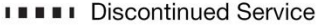

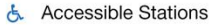
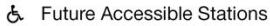

QM8

### AVERAGE STOP SPACING

Existing: 1,224 ft

Proposed: 1,493 ft



-  Existing Service
-  Added Service
-  Express Section (no stops)
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR







# QM20 Bay Terrace – Midtown

via Willets Point Boulevard/6th Avenue

## PROPOSED ROUTE SUMMARY

The QM20 will maintain its existing routing between Bay Terrace and Midtown Manhattan. Peak and midday frequencies will decrease to match ridership patterns. Existing super express trips from Midtown will be maintained.

### What's changed since the Proposed Final Plan?

-  Minor stop changes to match new local service on Willets Point Blvd
-  Restored existing routing along 59 St in Manhattan

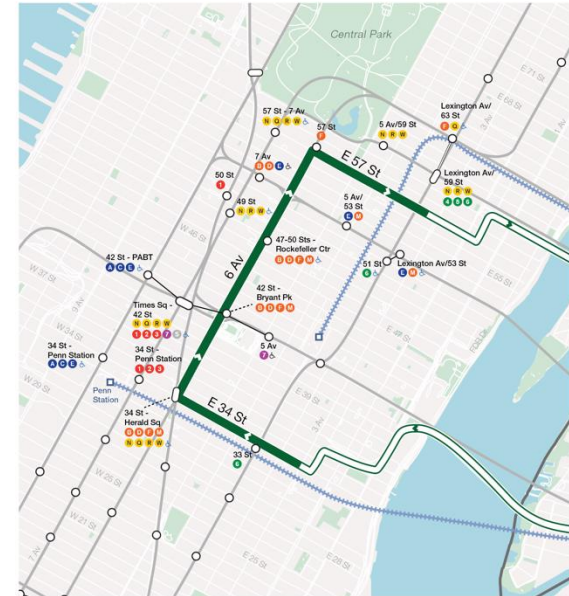
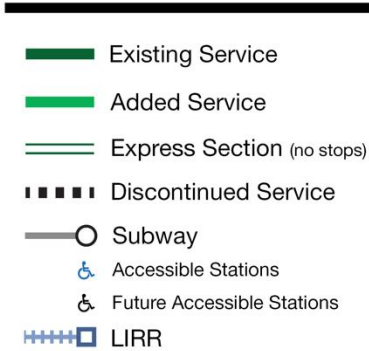
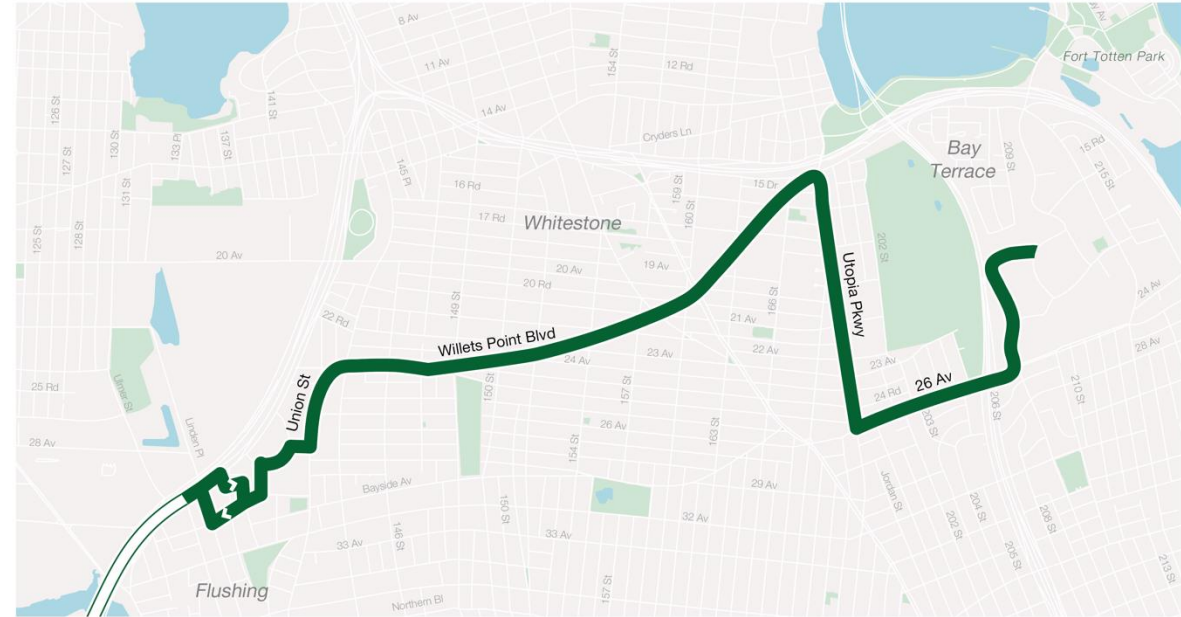
### EXISTING ROUTES

QM20

### AVERAGE STOP SPACING

Existing: 1,245 ft

Proposed: 1,466 ft



# QM21 Rochdale – Midtown

via Madison Avenue

## PROPOSED ROUTE SUMMARY

The QM21 will maintain its existing routing between Rochdale and Midtown Manhattan. Peak frequencies will decrease slightly to match ridership patterns.

### What's changed since the Proposed Final Plan?

No changes

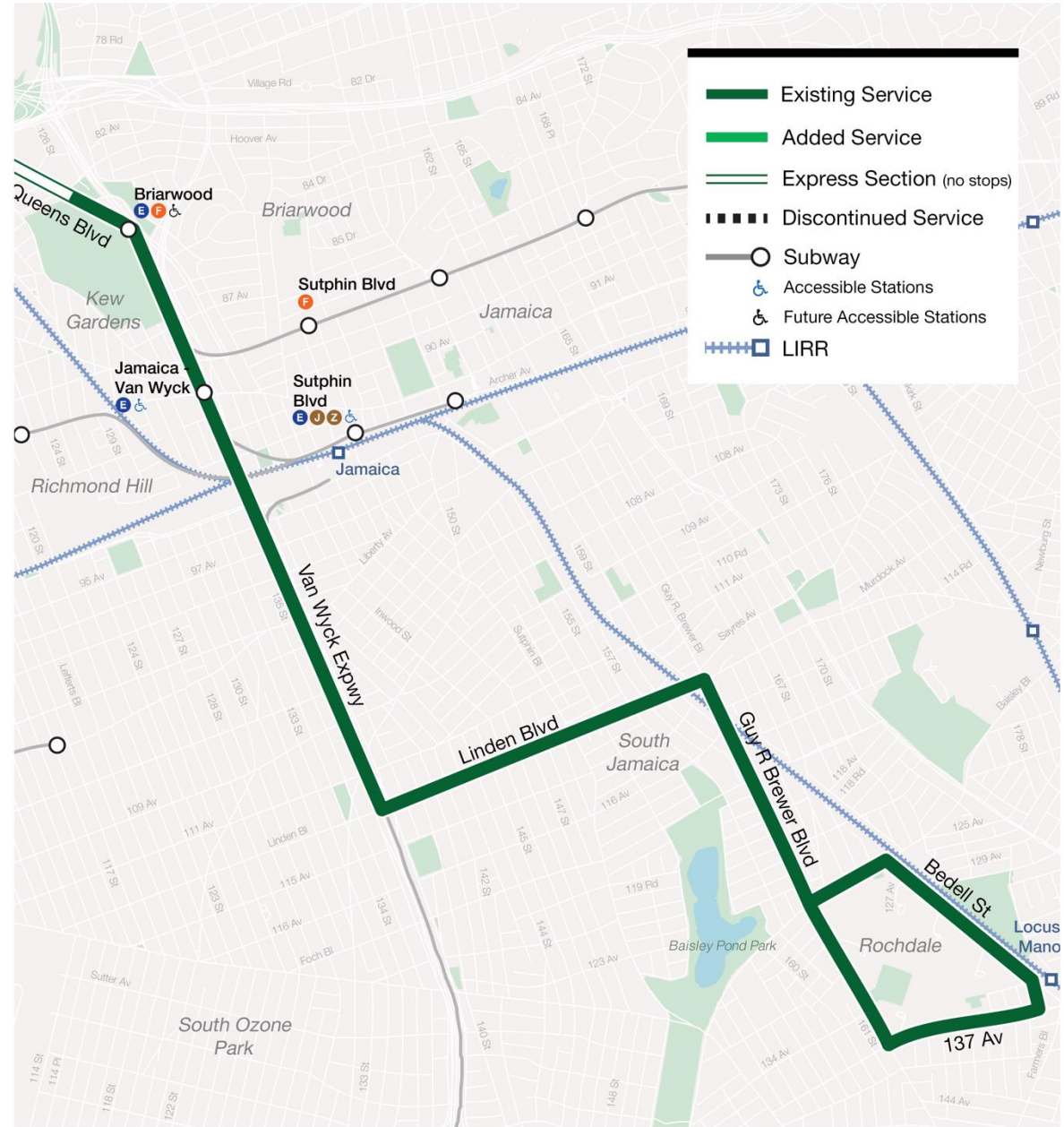
#### EXISTING ROUTES

QM21

#### AVERAGE STOP SPACING

Existing: 1,709 ft

Proposed: 1,832 ft





# QM31 Fresh Meadows – Midtown via 3rd Avenue

## PROPOSED ROUTE SUMMARY

The QM31 will maintain its existing routing between Fresh Meadows and Midtown Manhattan.

## What's changed since the Proposed Final Plan?

-  Minor stop balancing

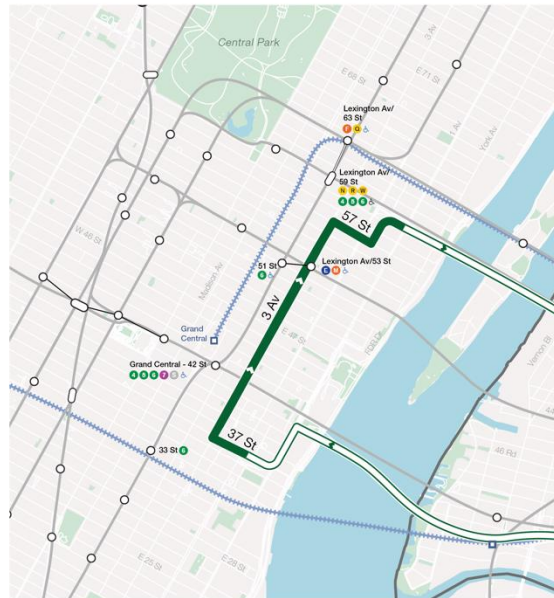
### EXISTING ROUTES

QM31

### AVERAGE STOP SPACING

Existing: 1,445 ft

Proposed: 1,618 ft



# QM32 Bay Terrace – Midtown

via Cross Island Parkway/3rd Avenue

## PROPOSED ROUTE SUMMARY

The QM32 will maintain its existing routing between Bay Terrace and Midtown Manhattan. Peak frequencies and spans will change to match ridership patterns. Queens-bound service in the AM peak will be discontinued.

### What's changed since the Proposed Final Plan?

No changes

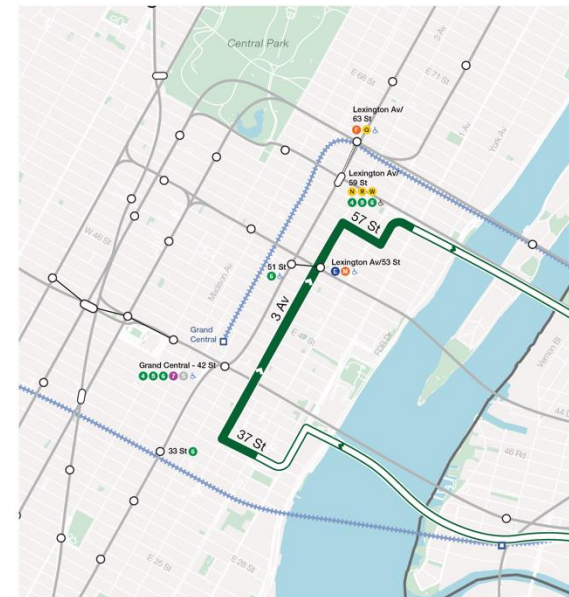
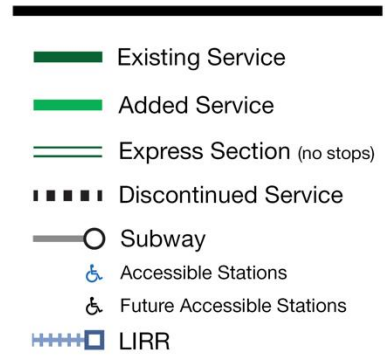
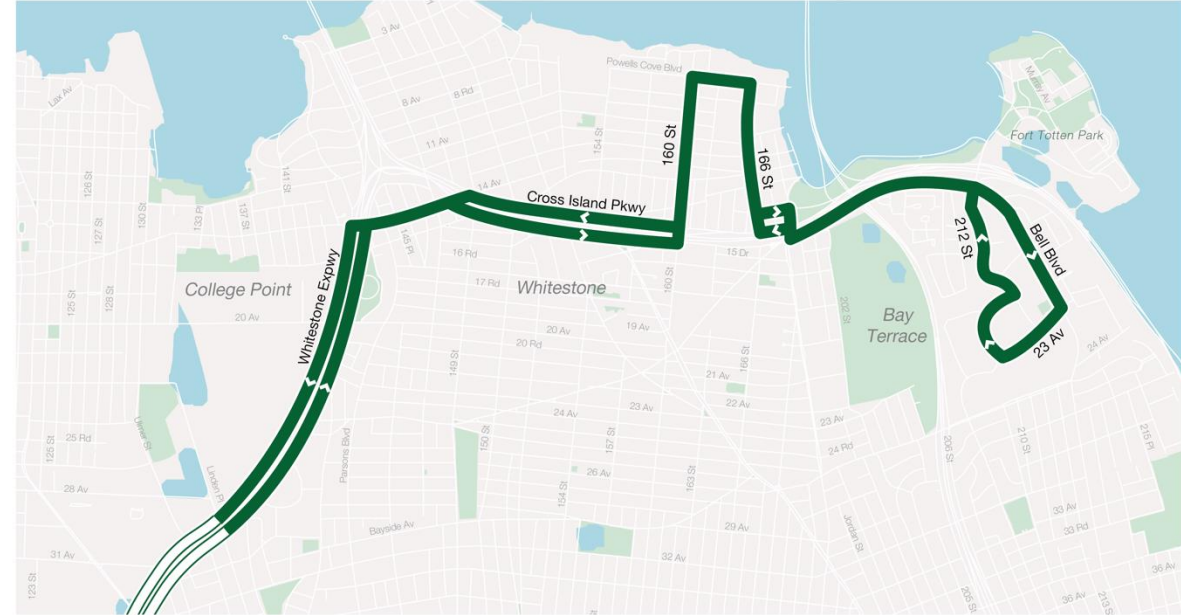
#### EXISTING ROUTES

QM32

#### AVERAGE STOP SPACING

Existing: 1,778 ft

Proposed: 1,820 ft





# QM35 Glen Oaks – Midtown via 3rd Avenue

## PROPOSED ROUTE SUMMARY

The QM35 will maintain its existing routing between Glen Oaks and Midtown Manhattan.

## What's changed since the Proposed Final Plan?

-  Minor stop balancing

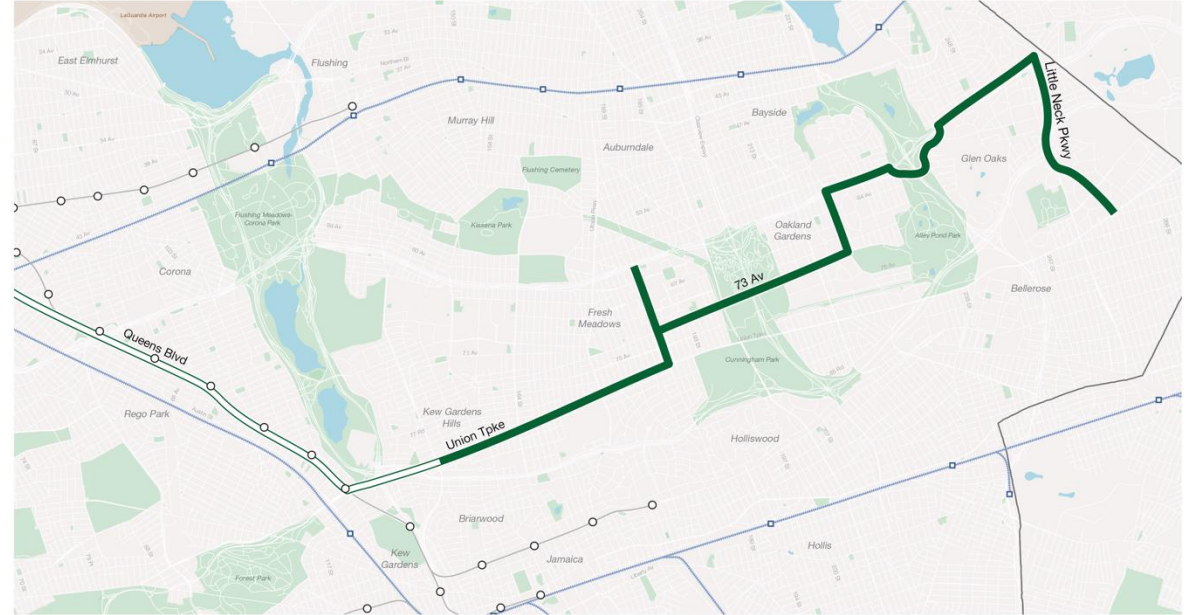
### EXISTING ROUTES



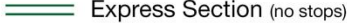





QM35

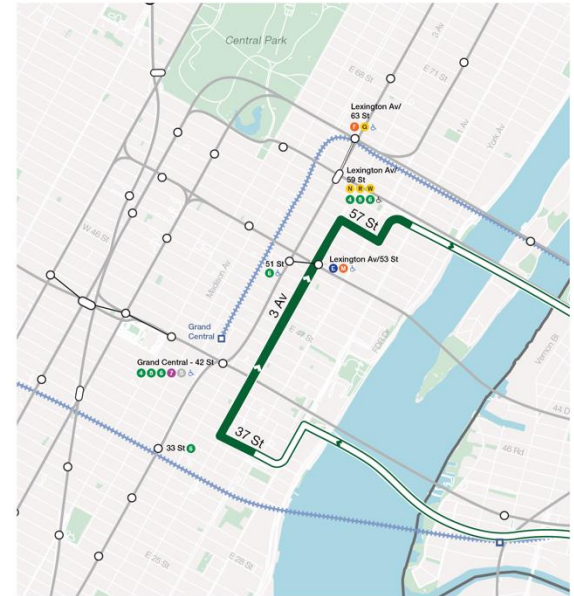
### AVERAGE STOP SPACING

Existing: 1,255 ft

Proposed: 1,584 ft



-  Existing Service
-  Added Service
-  Express Section (no stops)
-  Discontinued Service
-  Subway
-  Accessible Stations
-  Future Accessible Stations
-  LIRR



# QM36 North Shore Towers – Midtown

via 3rd Avenue

## PROPOSED ROUTE SUMMARY

The QM36 will maintain its existing routing between North Shore Towers and Midtown Manhattan. The route will no longer make stops west of 188 St, where other express bus services will still stop. AM peak frequencies will increase and service spans will change.

### What's changed since the Proposed Final Plan?

No changes

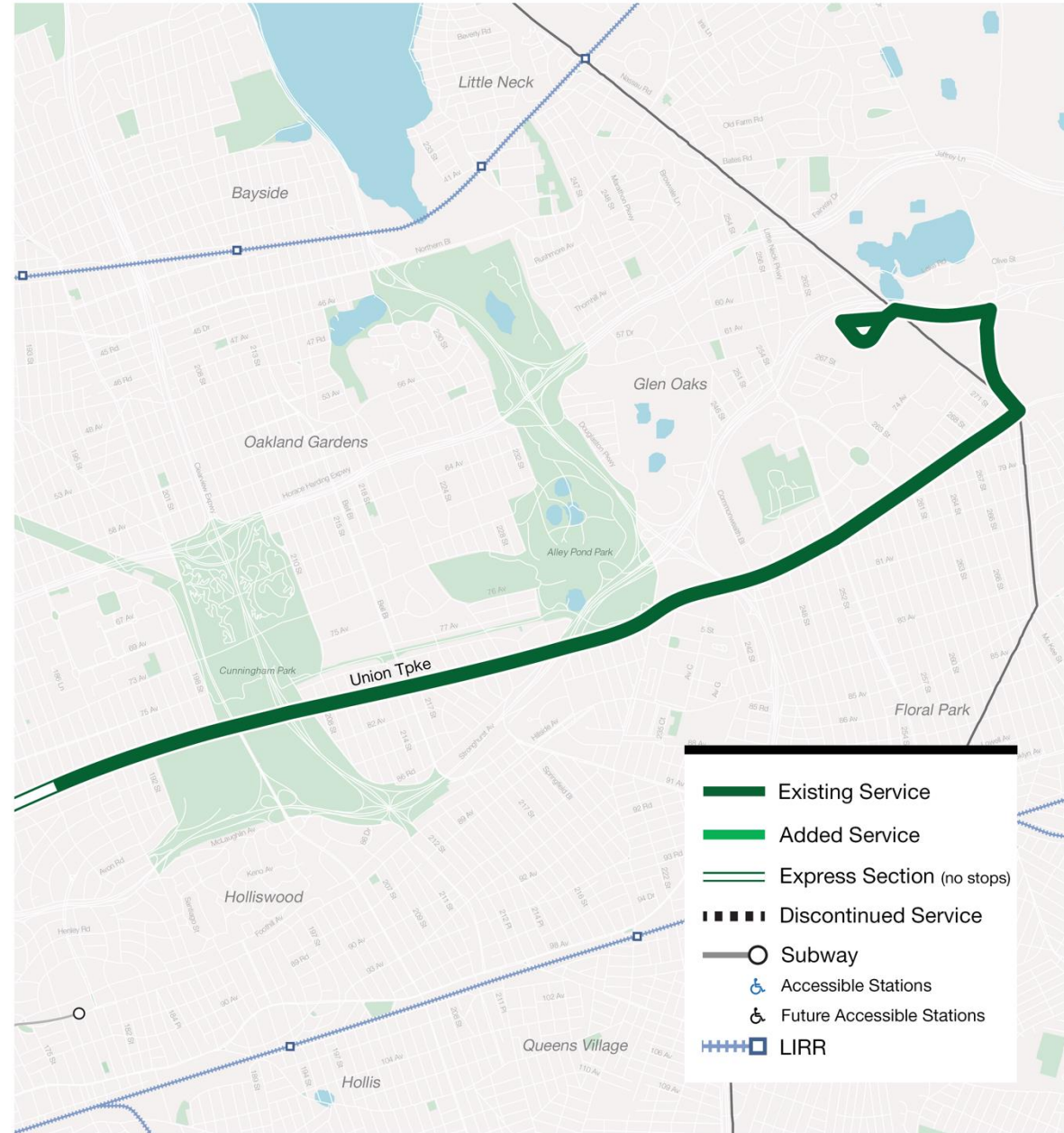
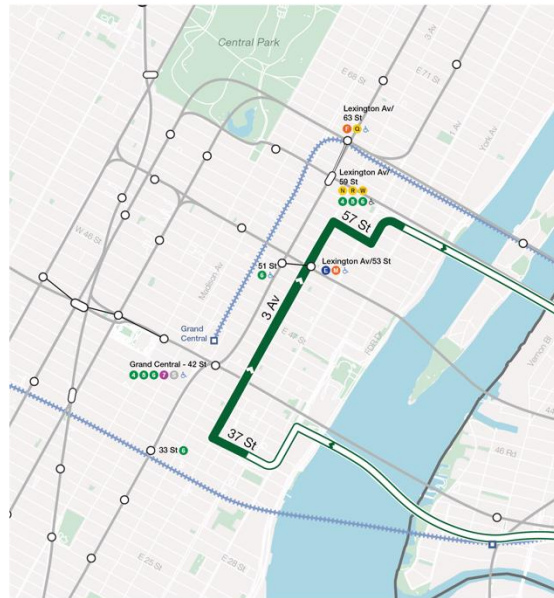
#### EXISTING ROUTES

QM36

#### AVERAGE STOP SPACING

Existing: 1,930 ft

Proposed: 2,146 ft





# QM44 Electchester – Midtown

via 3rd Avenue

## PROPOSED ROUTE SUMMARY

The QM44 will maintain its existing routing between Electchester and Midtown Manhattan. AM peak frequencies will decrease due to low ridership.

### What's changed since the Proposed Final Plan?

No changes

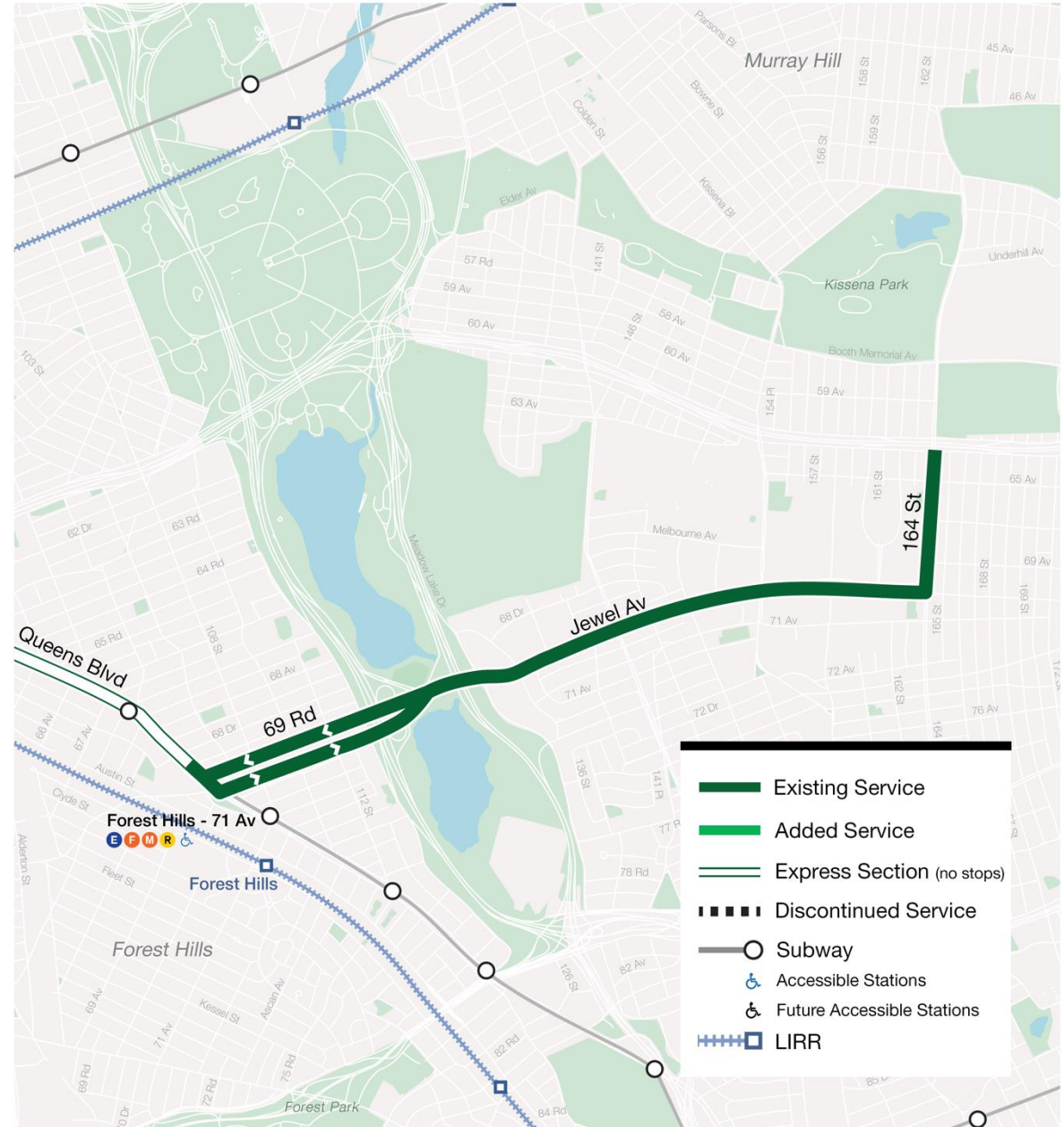
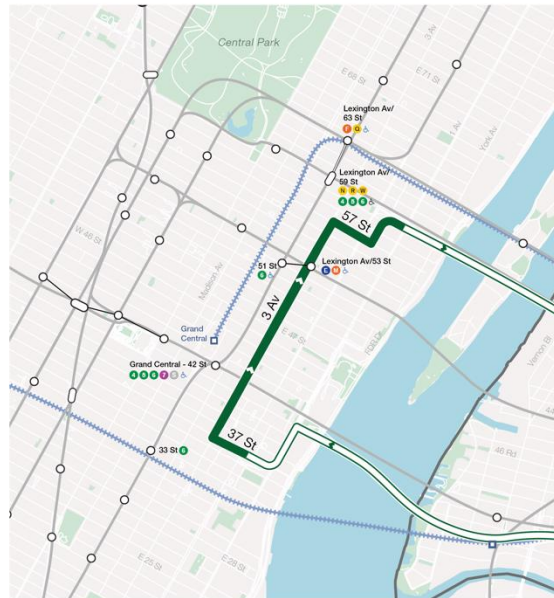
#### EXISTING ROUTES

QM44

#### AVERAGE STOP SPACING

Existing: 1,090 ft

Proposed: 1,295 ft



# QM68 Floral Park – Midtown

via Madison Avenue

## PROPOSED ROUTE SUMMARY

The X68 will be renamed the QM68. All Midtown-bound QM68 trips will make stops on 23 St, Madison Av, and 57 St. Service on 34 St, 42 St, 3 Av, and 5 Av will be discontinued. The Queens-bound QM68 routing in Manhattan will not change. AM peak frequencies will decrease slightly and service spans will change due to low ridership.

## What's changed since the Proposed Final Plan?

 Minor stop balancing

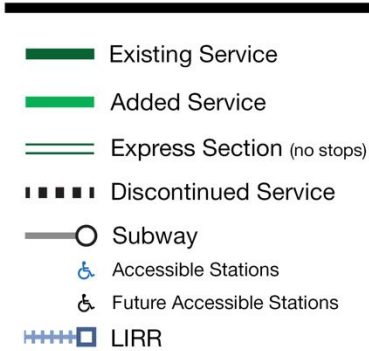
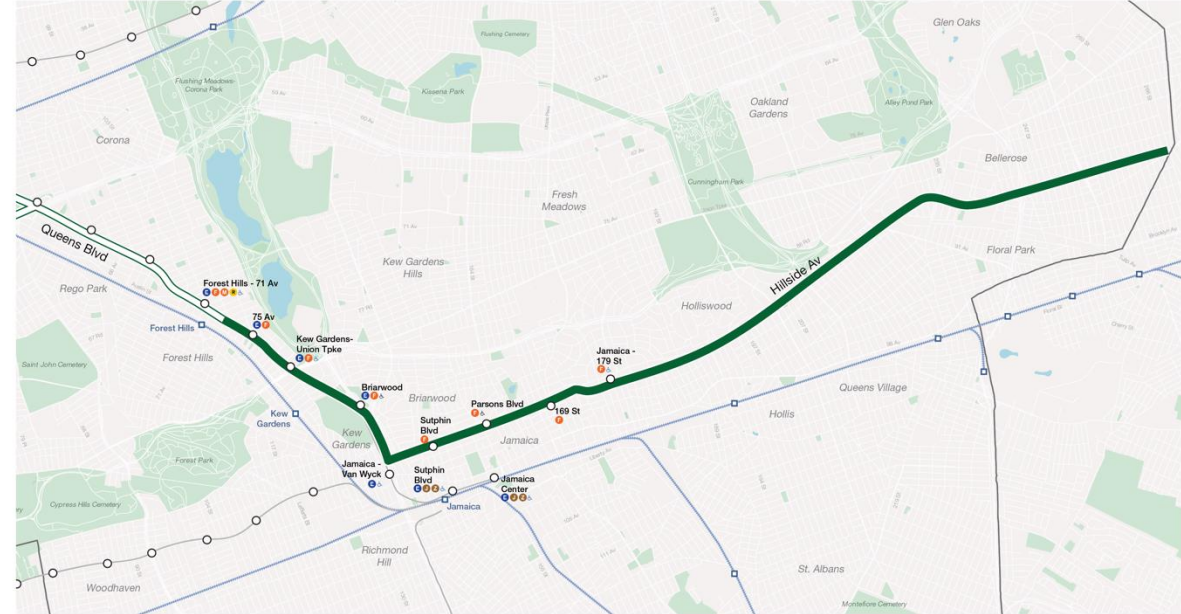
### EXISTING ROUTES

X68

### AVERAGE STOP SPACING

Existing: 2,374 ft

Proposed: 2,200 ft





# Thank you!



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