



# 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

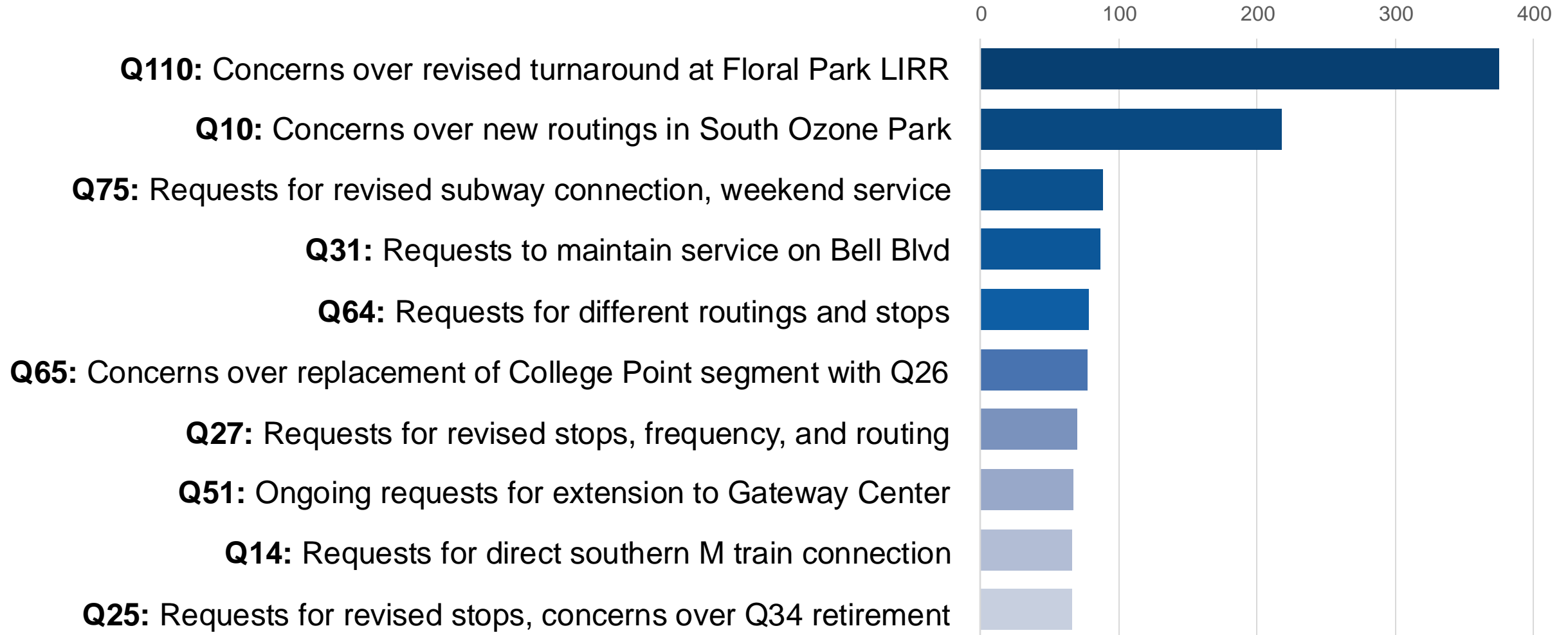
# Proposed Final Plan Outreach Summary

- ✓ **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

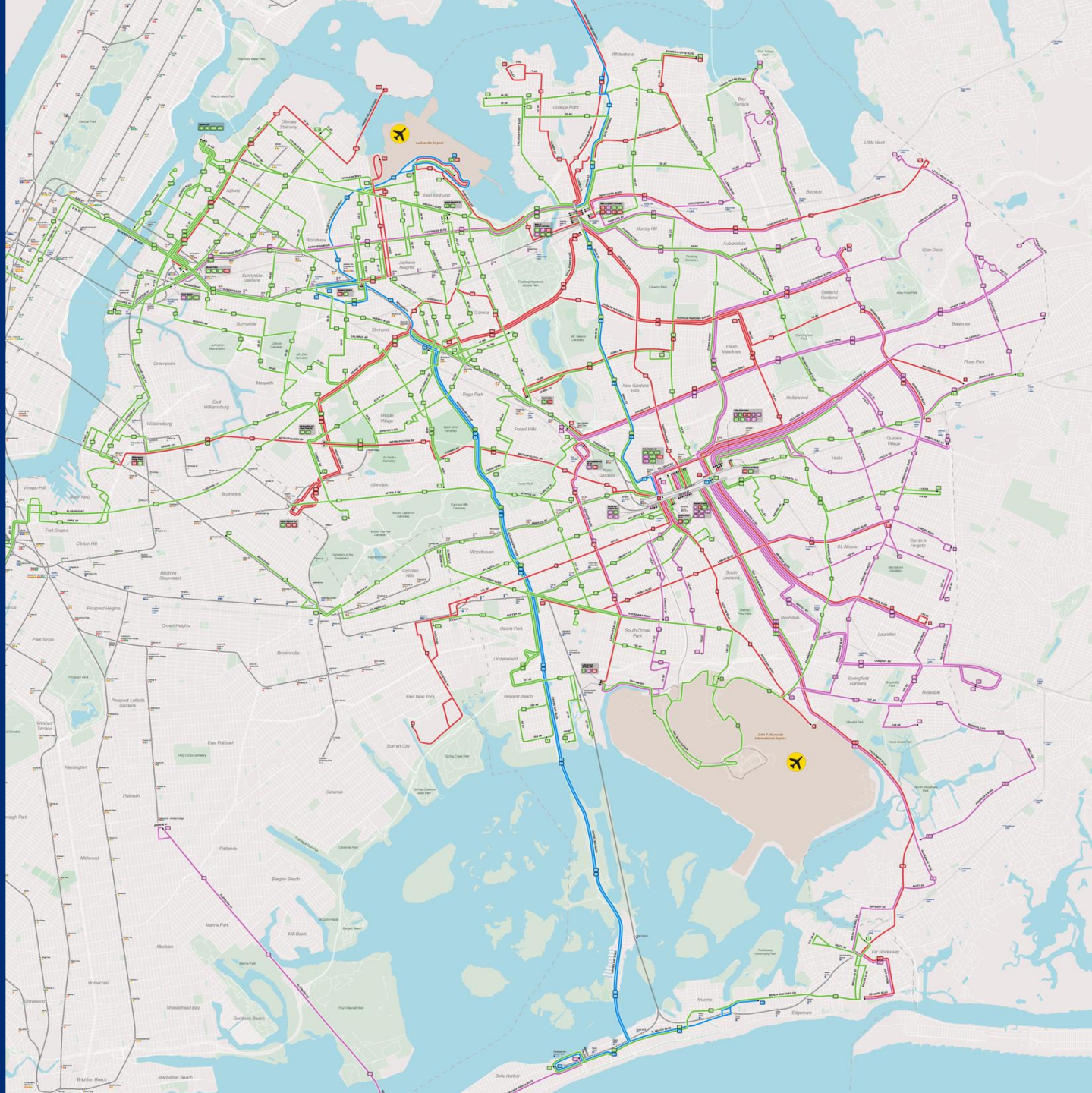
**124** total routes (vs. 113 existing)

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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**

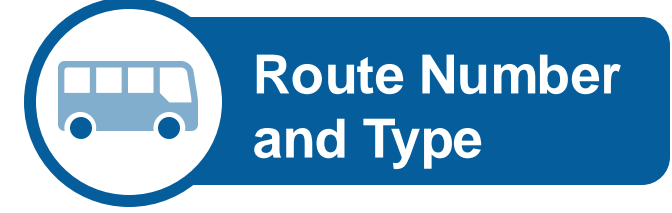
Increased

**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

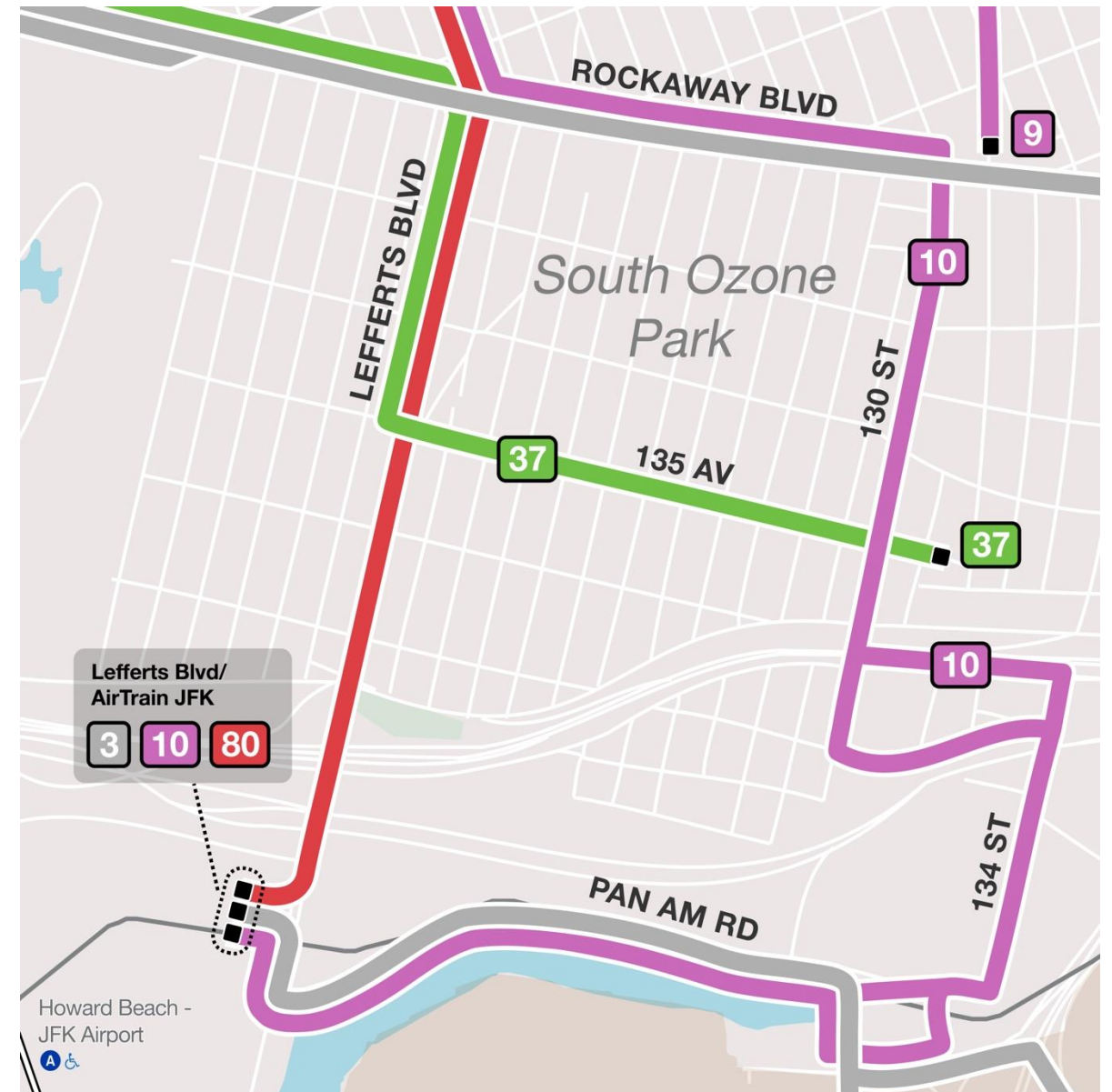
## South Ozone Park Highlights

### 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

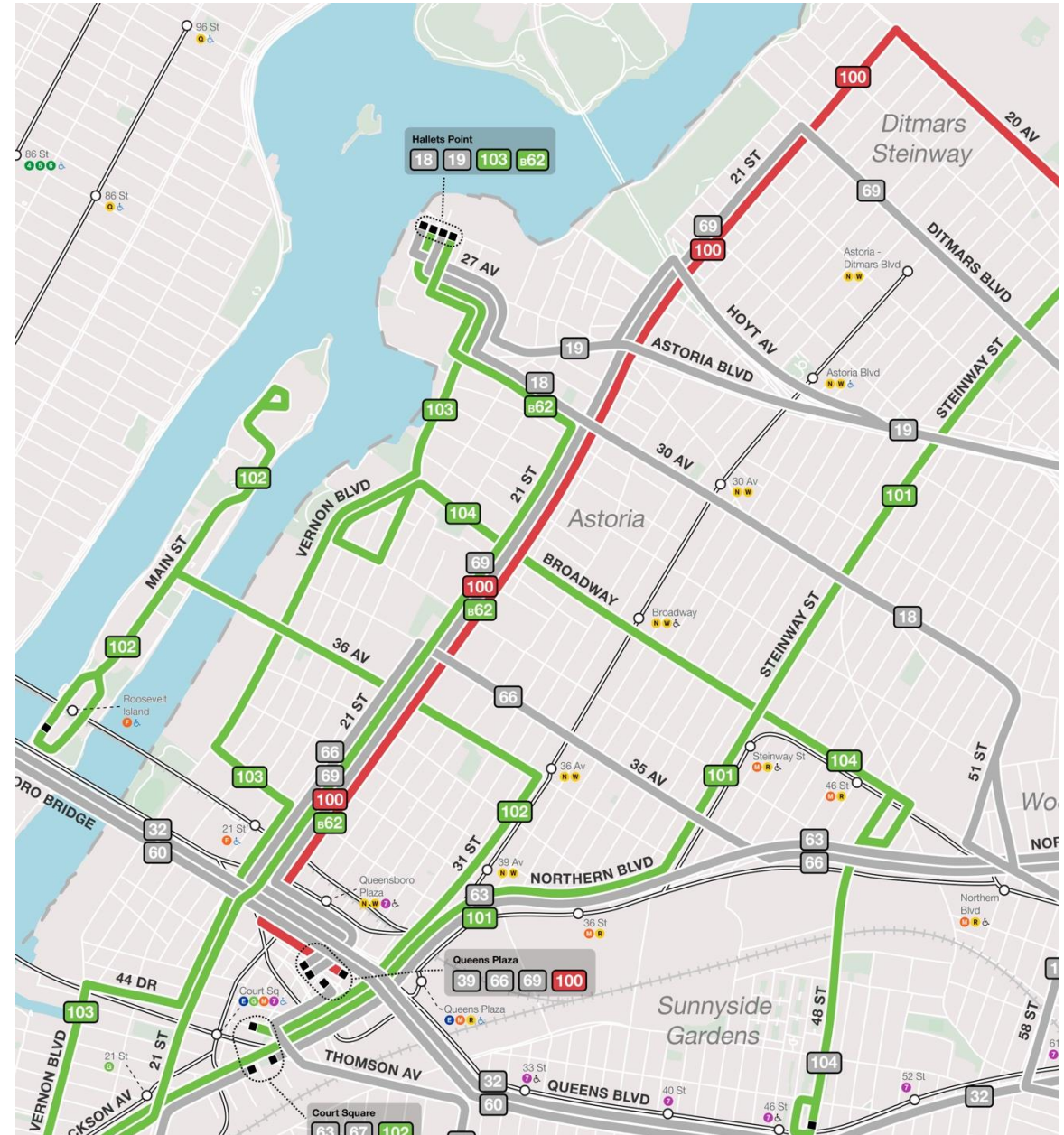
## Astoria and Long Island City Highlights

### 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

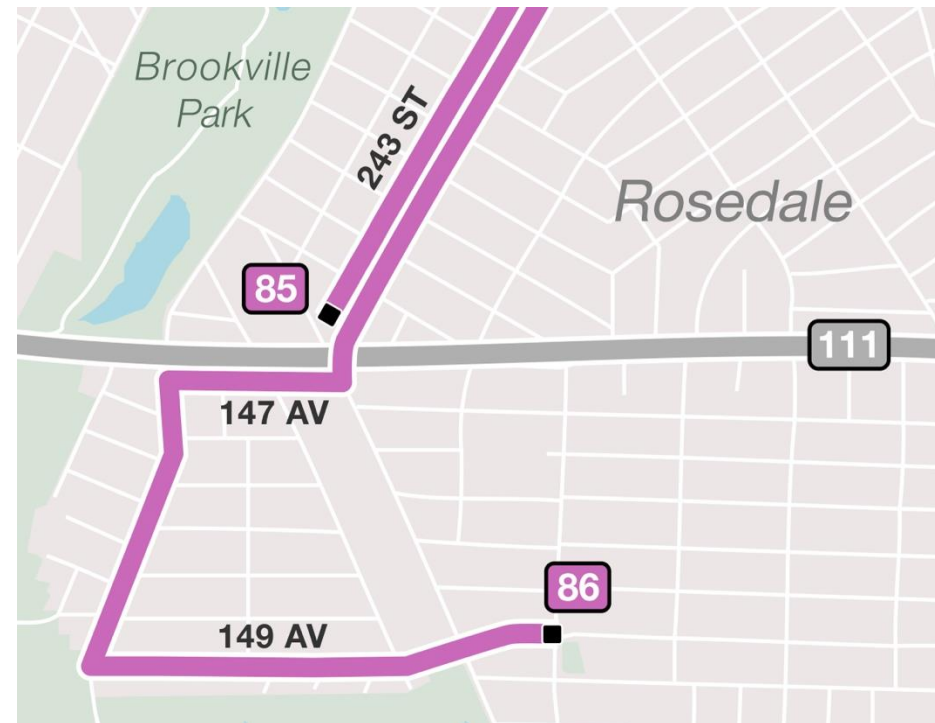
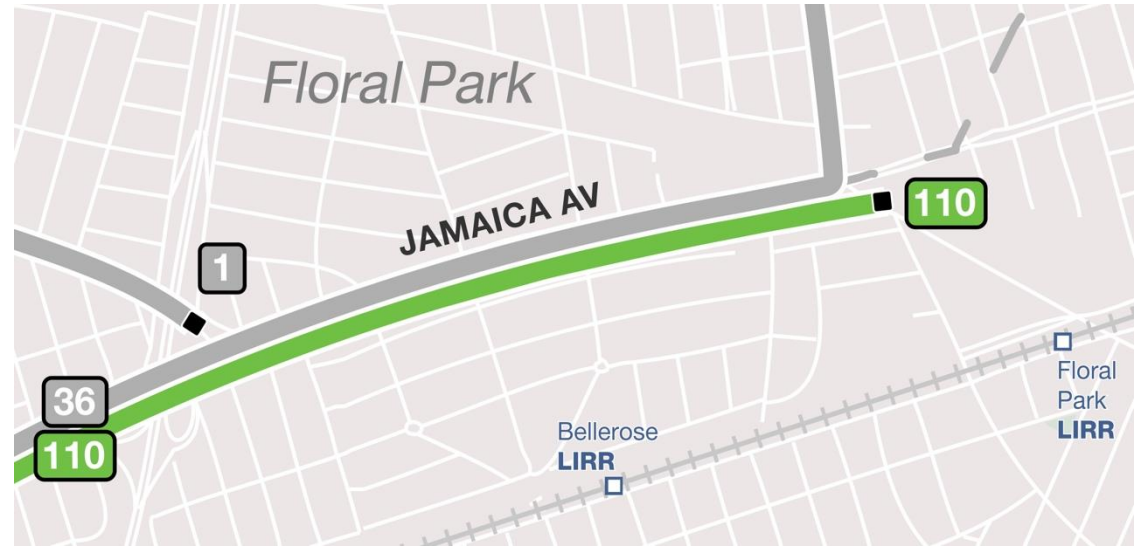
## Floral Park and Rosedale Highlights

### *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

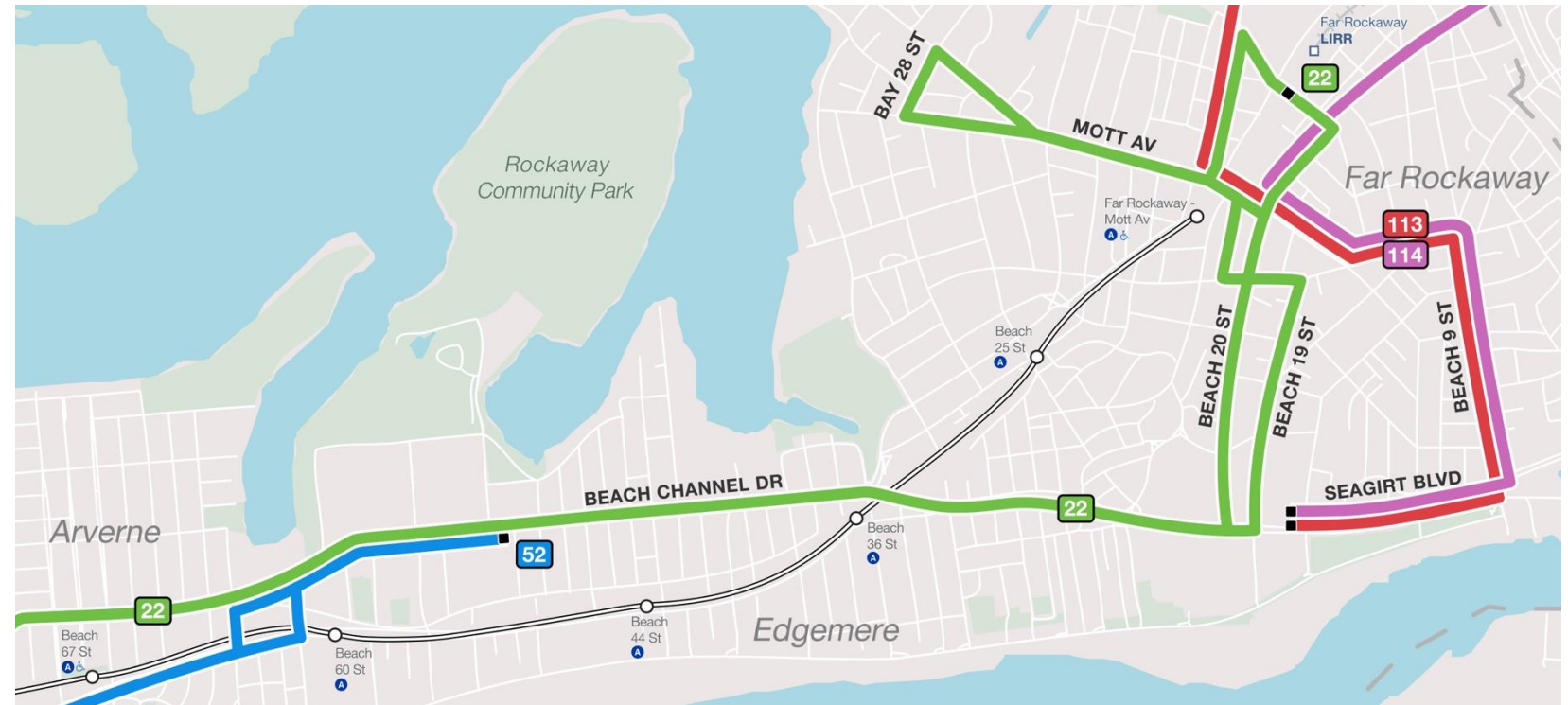
## Rockaways Highlights

### 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

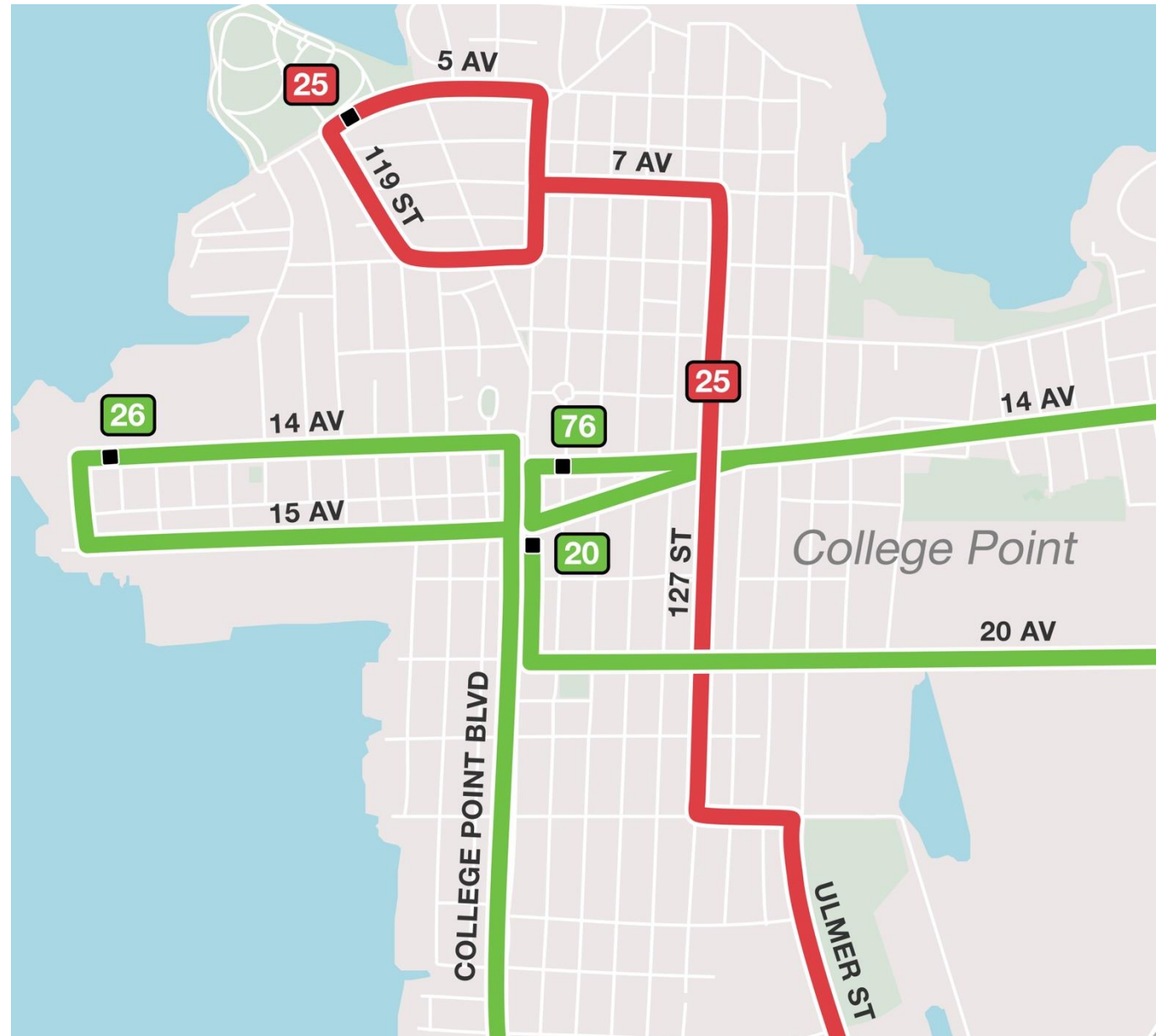
## College Point Highlights

### *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

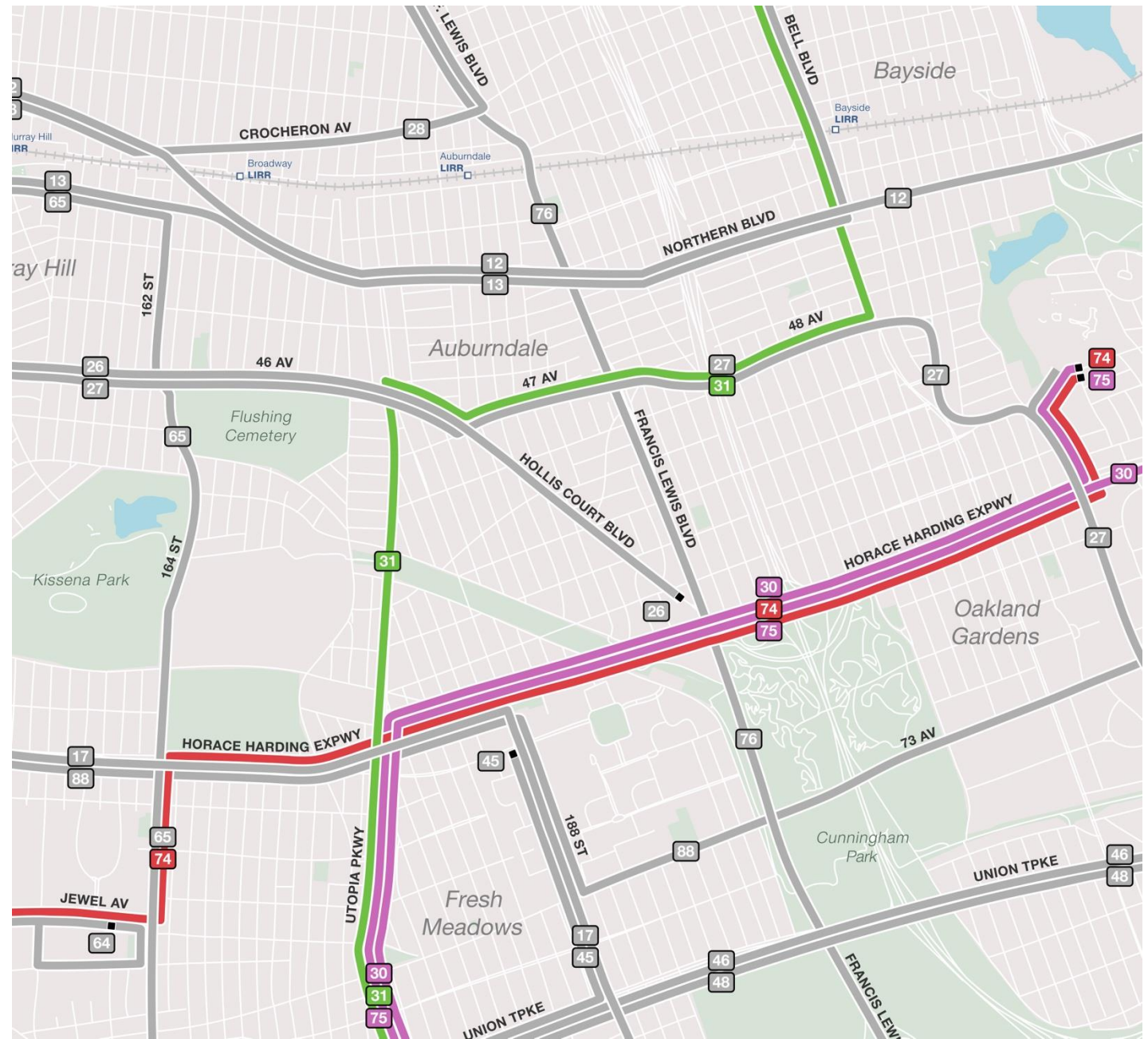
## QCC and Bayside Highlights

### 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

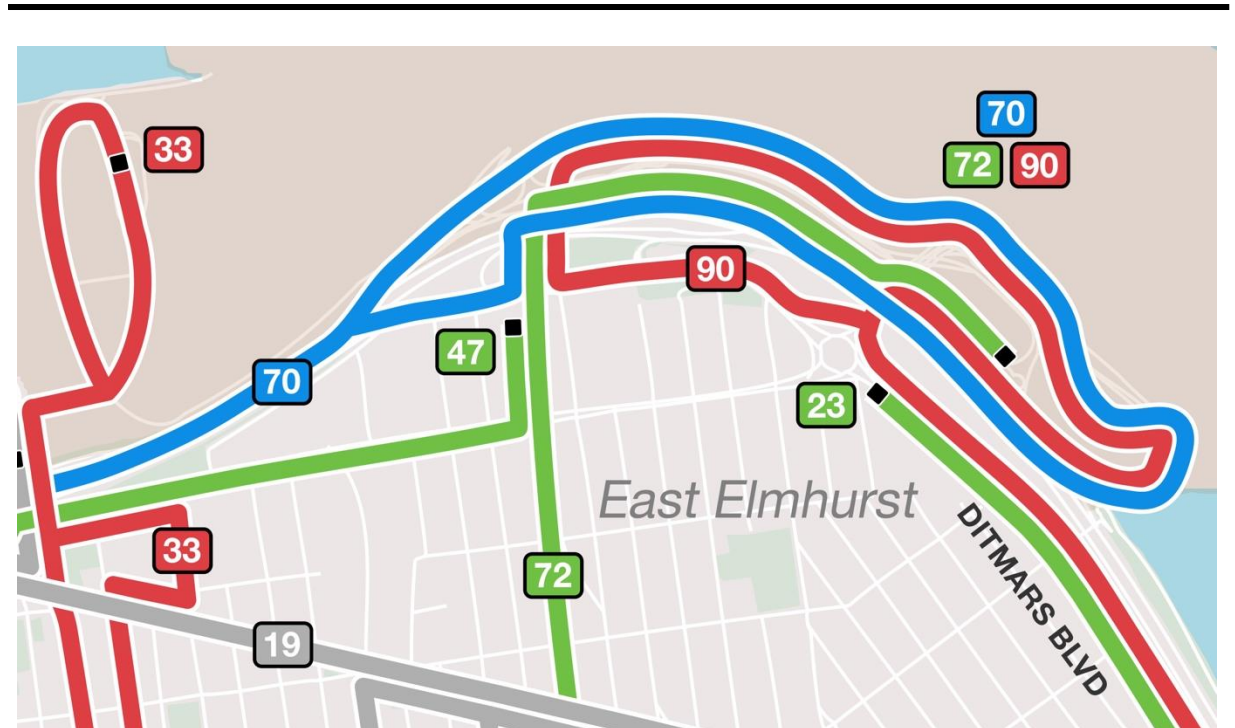
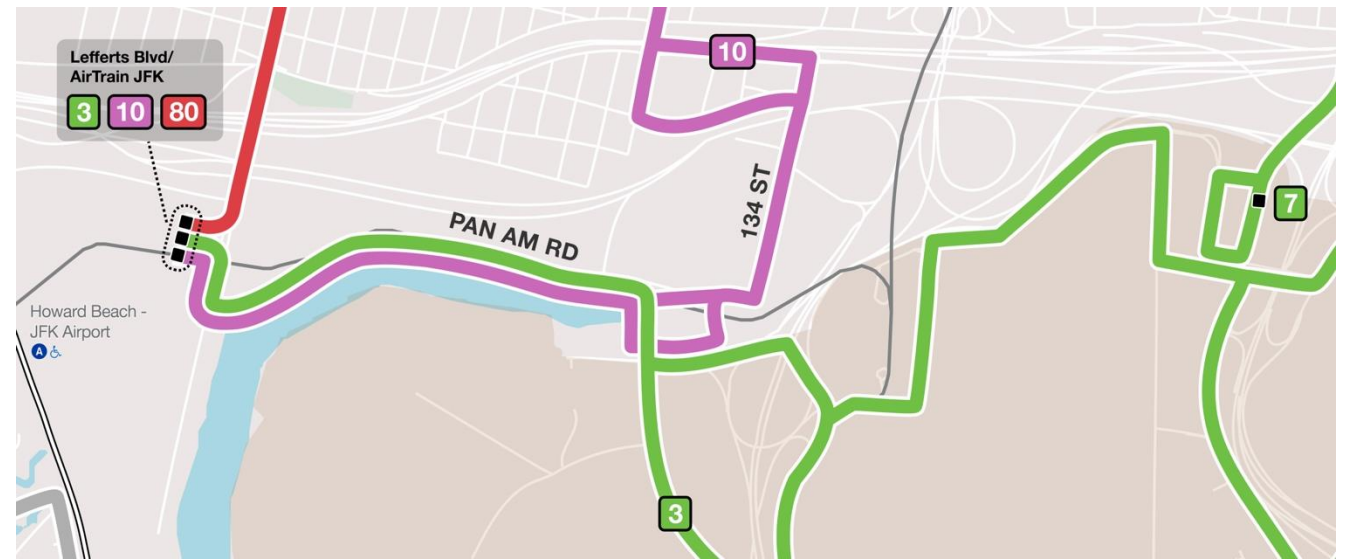
## Airport Highlights

### 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

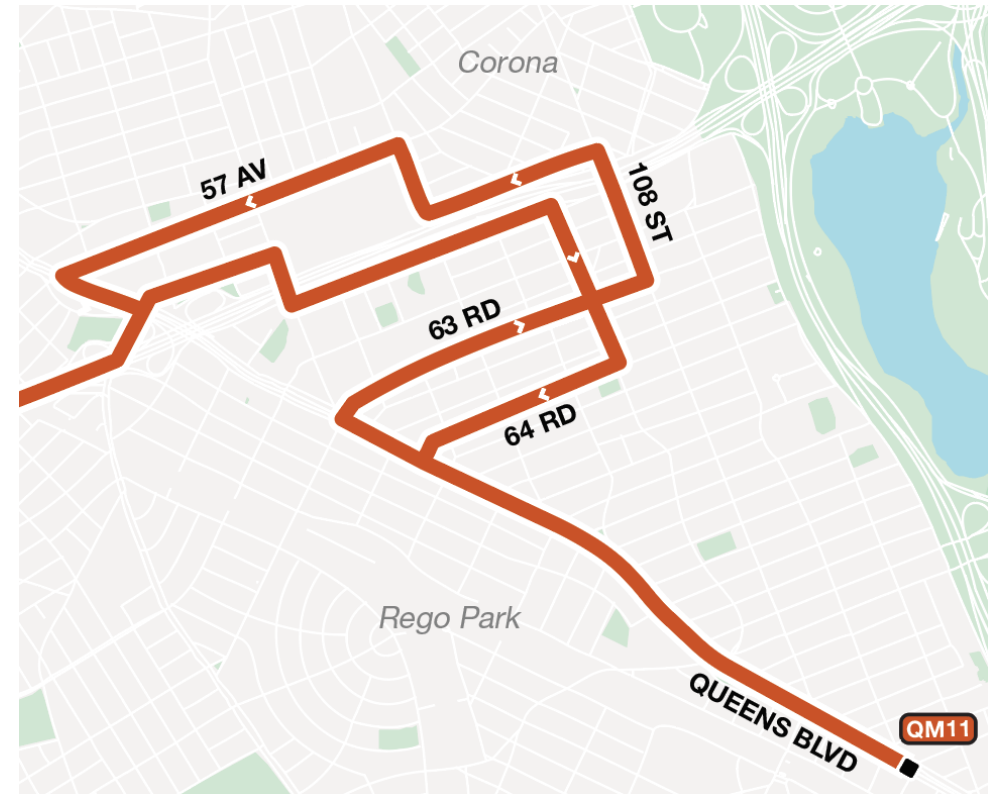
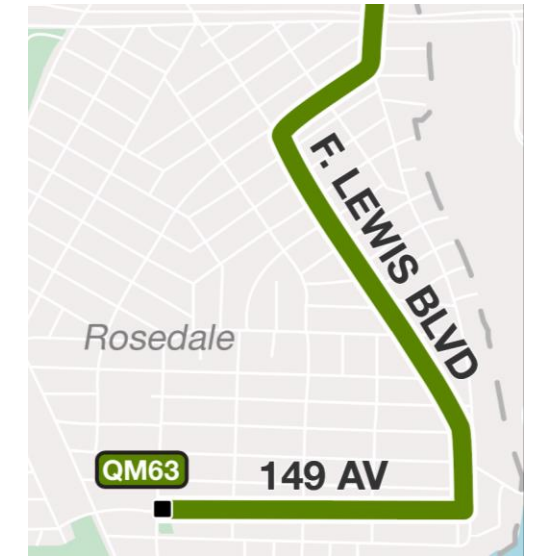
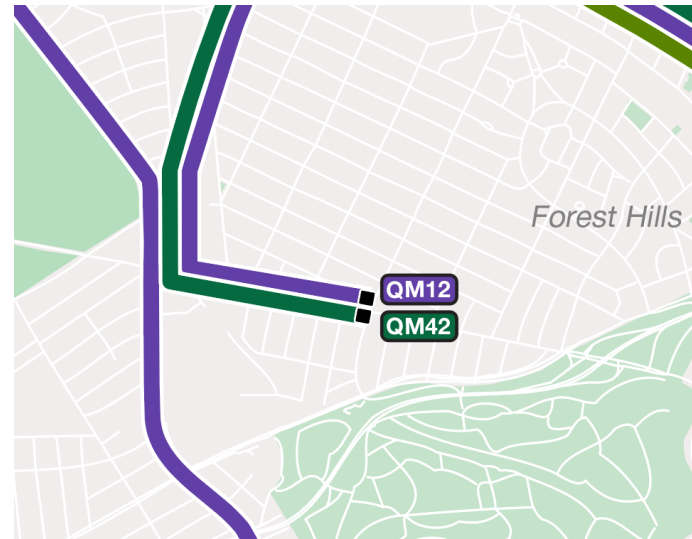
## Express Highlights

### *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

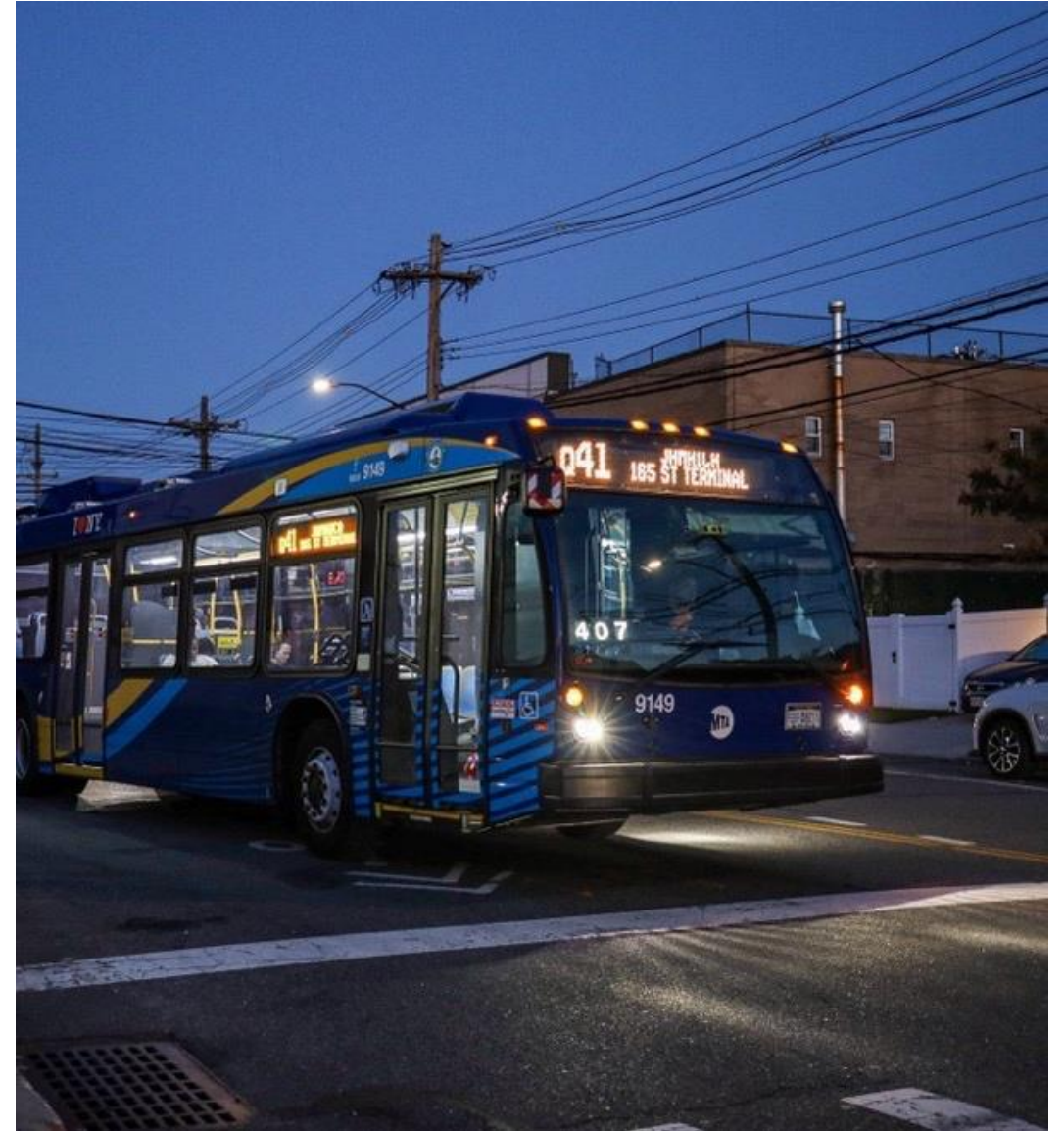
- Website updates with updated resources
- Trip Planner tool on the website
- Briefings with elected officials and other stakeholders
- One virtual town hall in early 2025

## 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

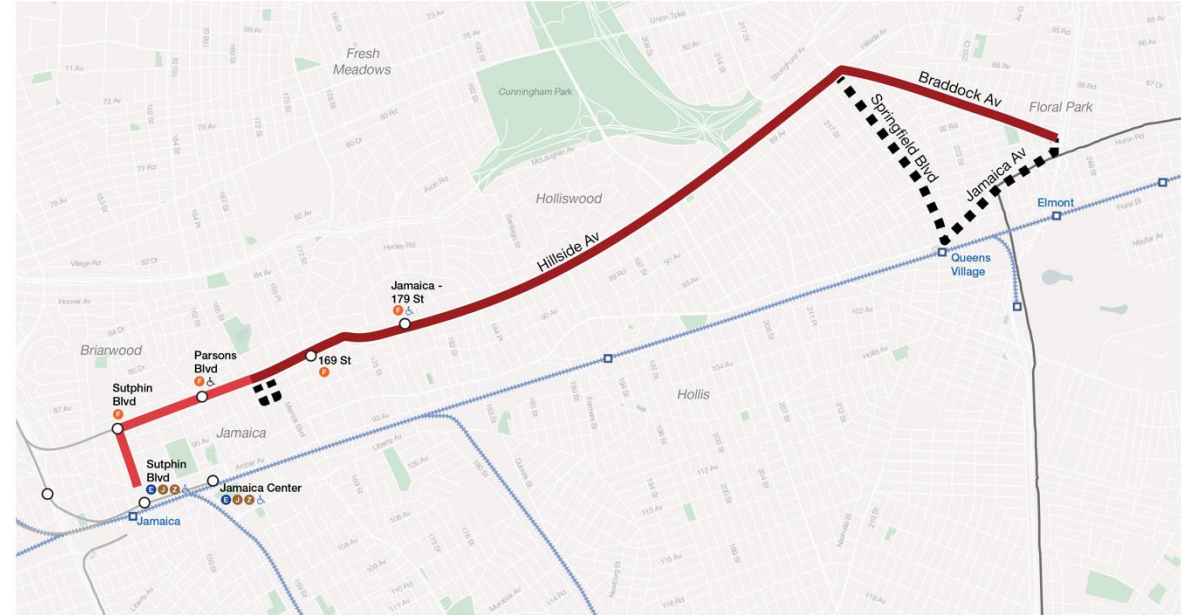
**E J Z F**

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

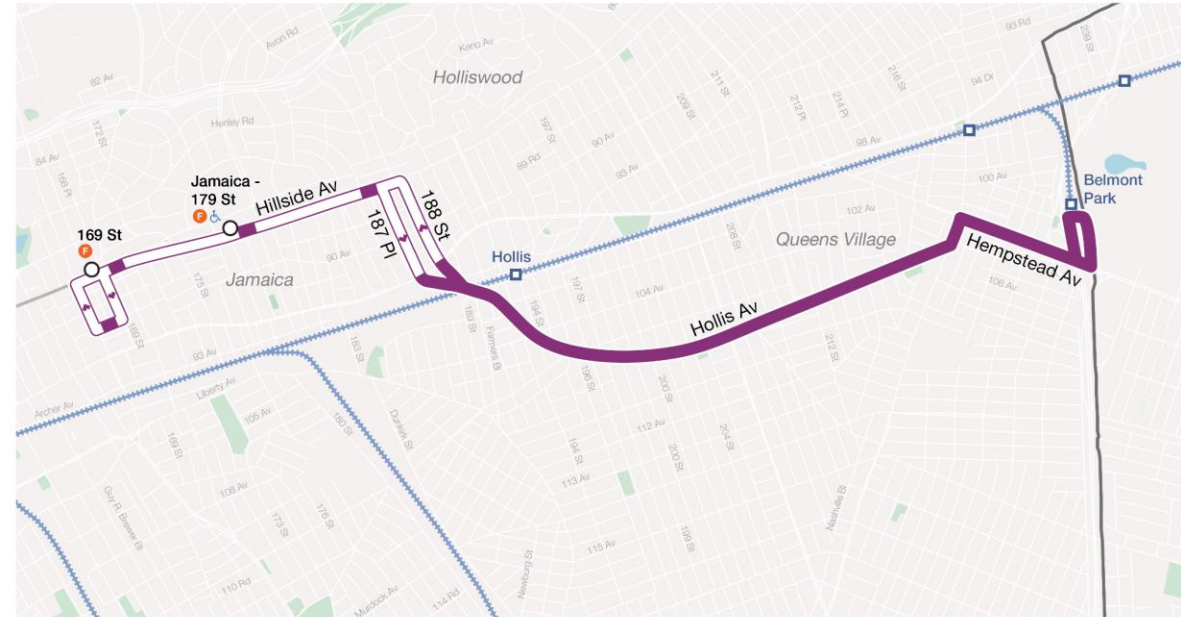
LIRR

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



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

# 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





# Q4 Cambria Heights – Jamaica

## PROPOSED ROUTE SUMMARY

The Q4 will maintain its existing routing between Cambria Heights and Jamaica. The route will have limited-stop Rush service along Merrick Blvd, where the Q5 will serve local stops.

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

-  Minor stop changes in response to public feedback
-  Reverted to existing routing approaching Jamaica

### EXISTING ROUTES

Q4

### PROPOSED CONNECTIONS

**E J Z**

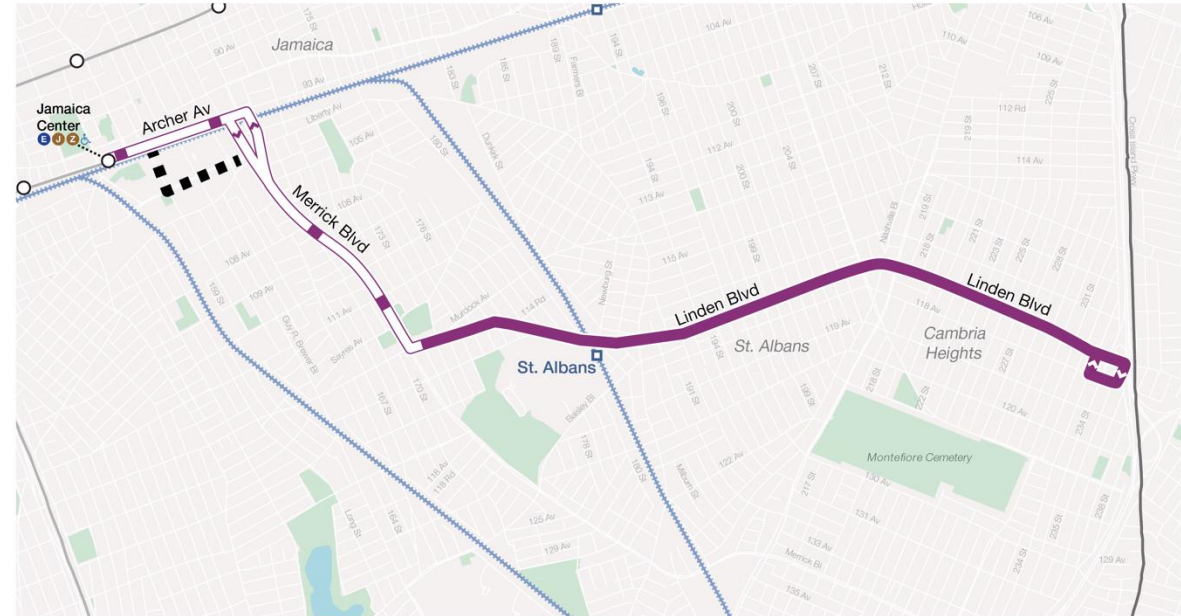
LIRR









Q3, Q5, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q27, Q30, Q31, Q41, Q42, Q44-SBS, Q51, Q54, Q56, Q65, Q75, Q77, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 743 ft

Proposed: 970 ft



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



# Q5 Merrick Boulevard

Service between Jamaica and Laurelton

## PROPOSED ROUTE SUMMARY

The Q5 will provide all-day frequent service along Merrick Blvd between Jamaica and Laurelton. The route will no longer serve Green Acres Mall or Rosedale LIRR on weekdays. Weekday service to Green Acres Mall will be provided by the new Q87 and service to Rosedale LIRR will be provided by the new Q86. On weekends, the Q5 will follow existing service patterns, terminating at Green Acres Mall during the day and at Rosedale LIRR overnight.

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

-  Minor stop changes in response to public feedback
-  Weekend service patterns adjusted to meet travel needs

### EXISTING ROUTES

Q5

### PROPOSED CONNECTIONS

**E J Z**

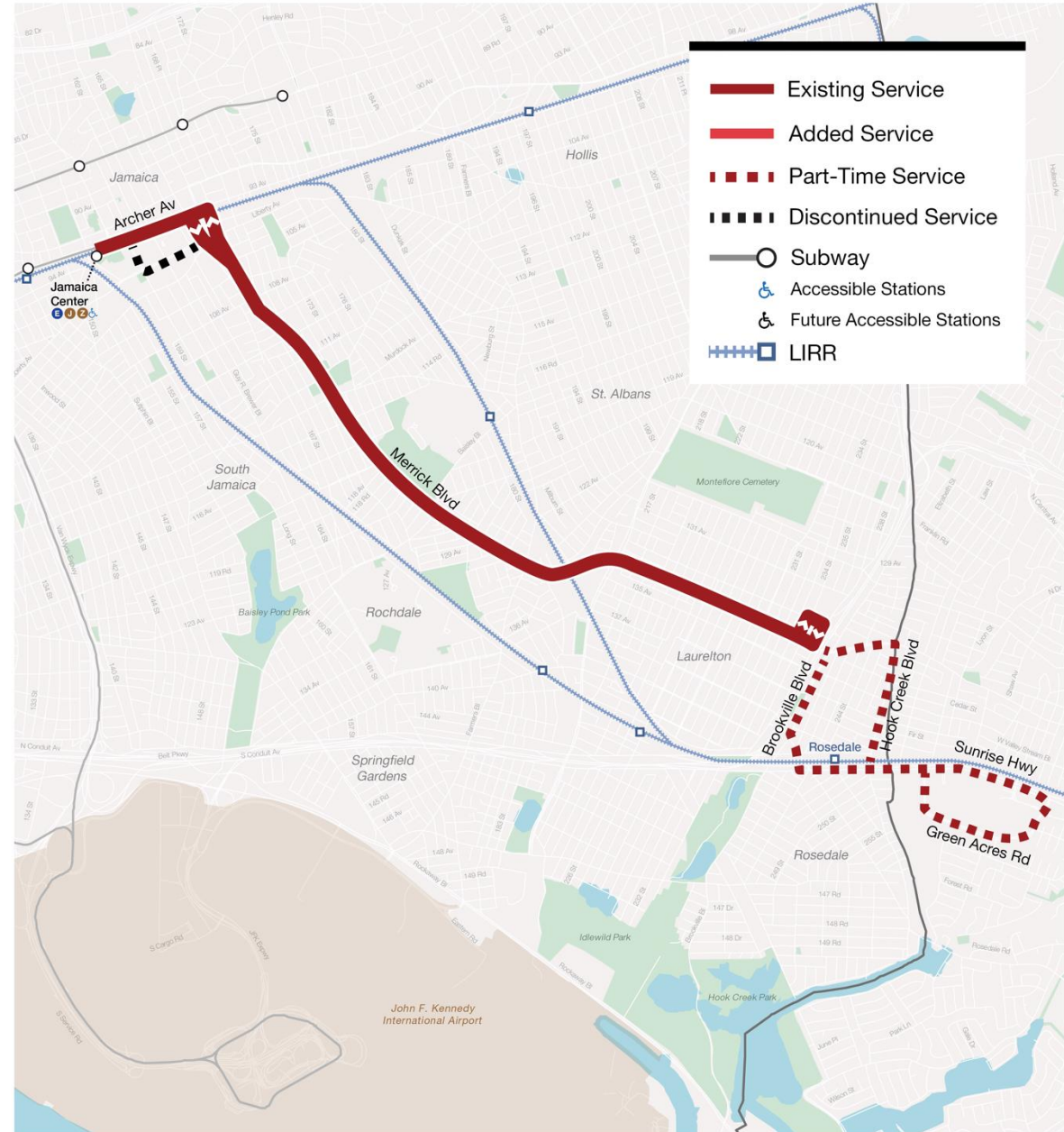
LIRR

Q3, Q4, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q30, Q31, Q41, Q42, Q44-SBS, Q51, Q54, Q56, Q65, Q75, Q77, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 817 ft

Proposed: 1,153 ft





# Q6 Sutphin Boulevard

Service between Jamaica and JFK Cargo Area

## PROPOSED ROUTE SUMMARY

The Q6 will maintain its existing routing between Jamaica and JFK Cargo Area D. All trips will run the full route, improving service for riders south of Sutphin Blvd.

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

-  Restored existing frequencies

#### EXISTING ROUTES

Q6

#### PROPOSED CONNECTIONS

**E J Z**

LIRR

AirTrain JFK

Q1, Q2, Q3, Q4, Q5, Q7, Q8, Q9, Q17, Q20, Q24, Q25, Q30, Q31, Q36, Q40, Q41, Q42, Q43, Q44-SBS, Q51, Q54, Q56, Q60, Q65, Q75, Q76, Q77, Q82, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: 852 ft

Proposed: 1,314 ft






# Q7 Rockaway Boulevard

Service between JFK Travel Plaza and Cypress Hills

## PROPOSED ROUTE SUMMARY

The Q7 will be rerouted on its western end to provide new service along Rockaway Blvd between Liberty and Jamaica Aves. Existing Q7 service to East New York along Sutter and Pitkin Aves will be discontinued and replaced by the Q112. On its eastern end, the route will be shortened to the JFK Travel Plaza due to low ridership. Service to JFK Cargo Area C will be provided by Port Authority shuttles and the Q3.

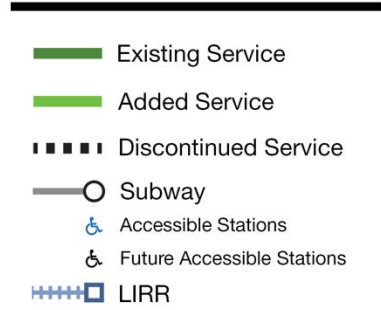
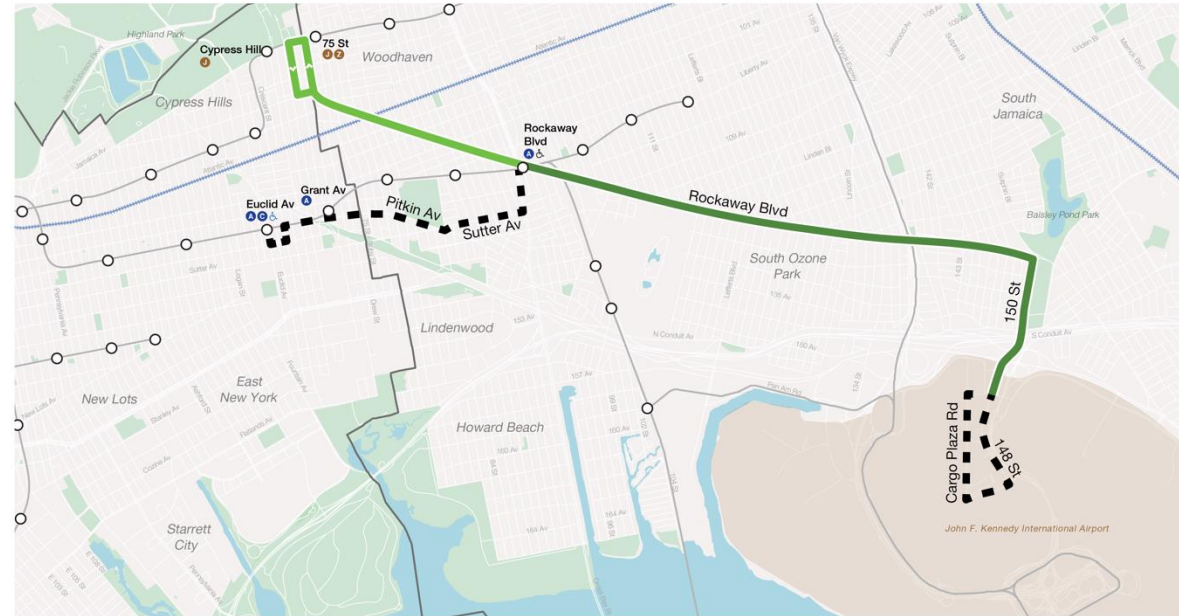
## What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback
-  Reversed direction of western turnaround due to Port Authority redevelopment
-  Restored existing frequencies

**EXISTING ROUTES**  
Q7

**PROPOSED CONNECTIONS**  
**A J Z**  
Q3, Q6, Q8, Q9, Q10, Q11, Q24, Q37, Q40, Q41, Q51, Q52-SBS, Q53-SBS, Q56, Q80, Q112

**AVERAGE STOP SPACING**  
Existing: 775 ft  
Proposed: 1,098 ft





# Q8 101st Avenue

Service between Jamaica and Gateway Center

## PROPOSED ROUTE SUMMARY

The Q8 will maintain its existing routing between Jamaica and Gateway Center.

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

-  Minor stop changes in response to public feedback
-  Changes to the Q8 in Brooklyn will be part of the Brooklyn Bus Network Redesign

## EXISTING ROUTES

Q8

## PROPOSED CONNECTIONS

**A C E J Z**

LIRR

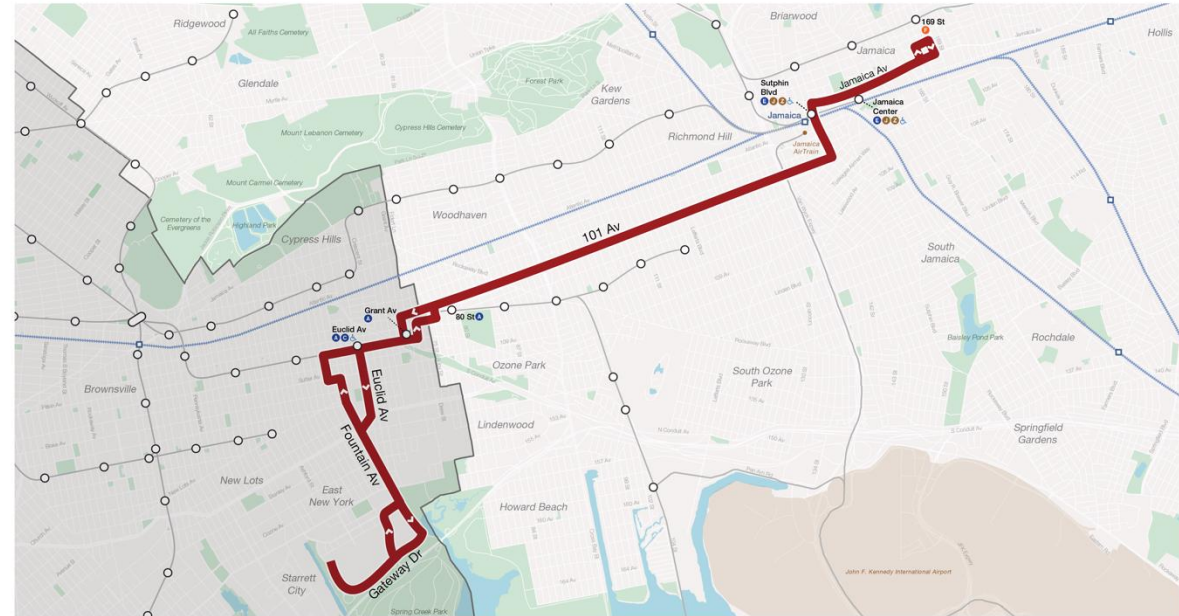
AirTrain JFK

B13, B14, B15, B20, B83, B84, Q1, Q2, Q3, Q4, Q5, Q6, Q7, Q9, Q10, Q11, Q17, Q20, Q24, Q25, Q30, Q31, Q36, Q37, Q40, Q41, Q42, Q43, Q44-SBS, Q52-SBS, Q53-SBS, Q54, Q56, Q60, Q65, Q75, Q76, Q77, Q80, Q82, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

## AVERAGE STOP SPACING

Existing: 920 ft

Proposed: 1,266 ft




# Q9 Jamaica – South Ozone Park

## PROPOSED ROUTE SUMMARY

The Q9 will maintain its existing routing between Jamaica and South Ozone Park. The route will have limited-stop Rush service along Liberty Av and Sutphin Blvd. The Q112 will provide local service on Liberty Av and the Q41 and Q60 will provide local service on Sutphin Blvd.

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

 Restored existing routing in response to public feedback

#### EXISTING ROUTES

Q9

#### PROPOSED CONNECTIONS

**E J Z**

LIRR

AirTrain JFK









Q1, Q2, Q3, Q4, Q5, Q6, Q7, Q8, Q10, Q17, Q20, Q24, Q25, Q30, Q31, Q36, Q40, Q41, Q42, Q43, Q44-SBS, Q51, Q54, Q56, Q60, Q65, Q75, Q76, Q77, Q82, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: 819 ft

Proposed: 1177 ft




-  Existing Service
-  Added Service
-  Rush Section
-  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





# 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

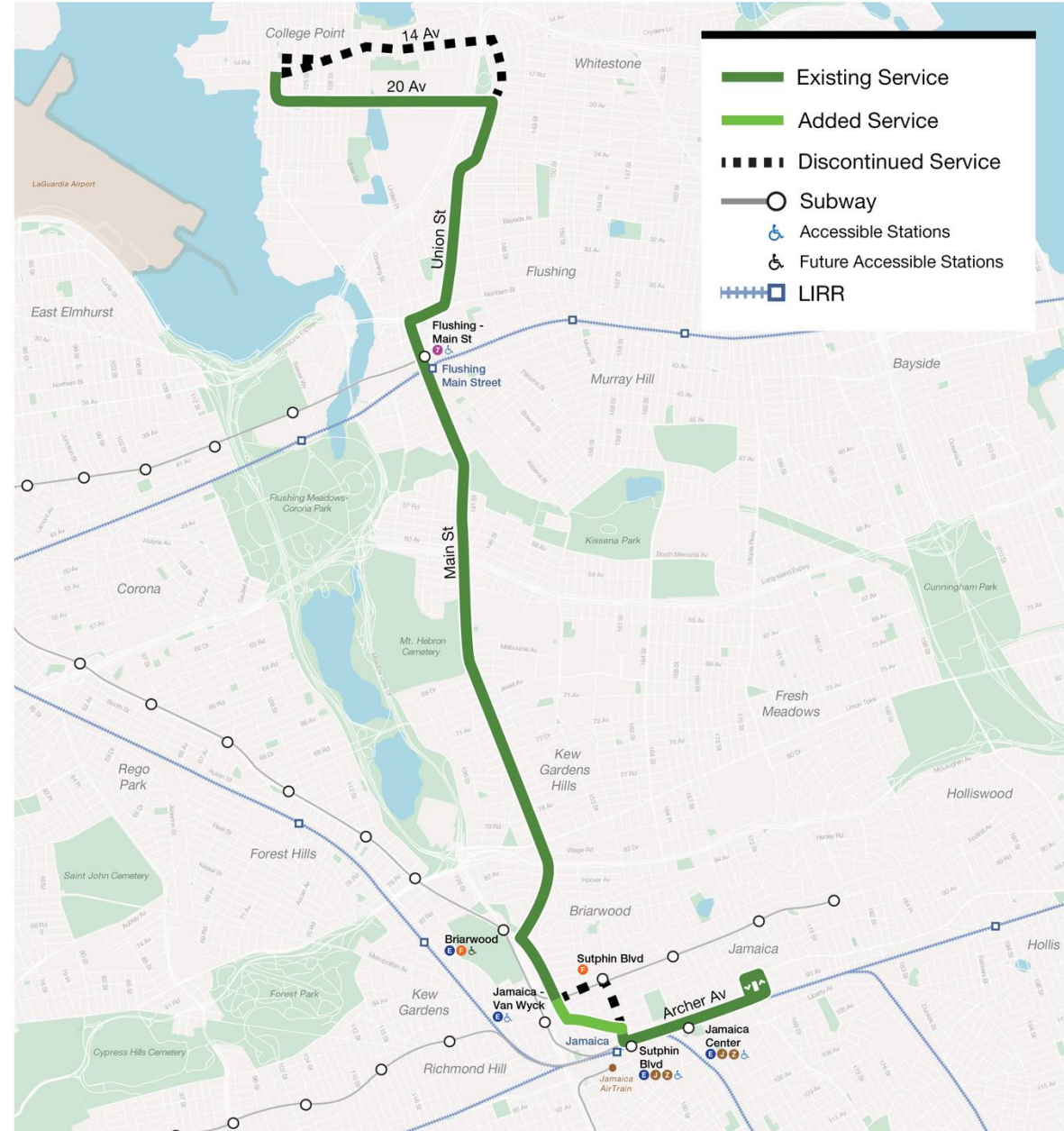
AirTrain JFK

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





# Q22 Rockaways

Service between Far Rockaway and Rockaway Park

## PROPOSED ROUTE SUMMARY

The Q22 will connect Far Rockaway and Rockaway Park via Beach Channel Dr and Rockaway Beach Blvd, with all trips terminating at Beach 116 St. Service west of Beach 116 St will be discontinued and replaced by the Q35. To the east, the Q22 will be extended to the Far Rockaway LIRR. Two extended trips per day will serve Bayswater.

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









-  Minor stop changes in response to public feedback
-  Added limited number of extended trips to Bayswater in response to public feedback

**EXISTING ROUTES**  
Q22

**PROPOSED CONNECTIONS**  
**A S**  
LIRR  
Q35, Q52-SBS, Q53-SBS, Q113, Q114

**AVERAGE STOP SPACING**  
Existing: 1,031 ft  
Proposed: 1,070 ft



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




# Q24 Atlantic Avenue

Service between Jamaica and Bushwick

## PROPOSED ROUTE SUMMARY

The Q24 will continue to serve Atlantic Av and Broadway between Jamaica and Bushwick. The turnaround will be revised in Jamaica to use Archer Av in both directions, terminating at 88 Av/Parsons Blvd.

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

-  Minor stop changes in response to public feedback
-  Revised turnaround in Jamaica to improve and simplify operations
-  Changes to the Q24 in Brooklyn will be part of the Brooklyn Bus Network Redesign

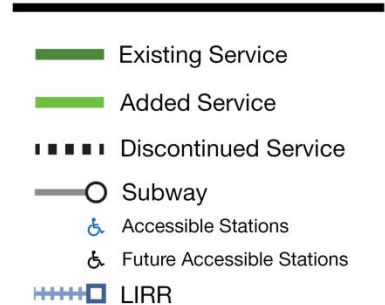
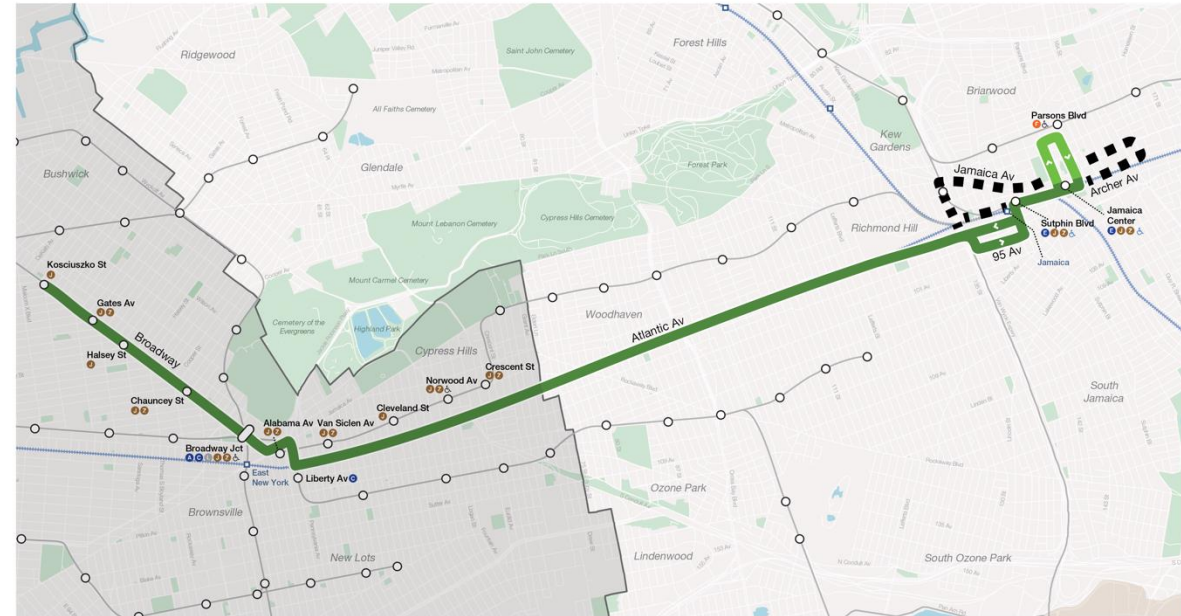
**EXISTING ROUTES**  
Q24

**PROPOSED CONNECTIONS**  
A C E F J Z L

LIRR  
AirTrain JFK

B7, B12, B13, B20, B25, B26, B38, B47, B52, B60, B83, Q1, Q4, Q5, Q6, Q7, Q8, Q9, Q10, Q11, Q20, Q25, Q30, Q31, Q37, Q40, Q41, Q42, Q43, Q44-SBS, Q52-SBS, Q53-SBS, Q54, Q56, Q60, Q65, Q75, Q80, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

**AVERAGE STOP SPACING**  
Existing: 707 ft  
Proposed: 884 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





# 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






# 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

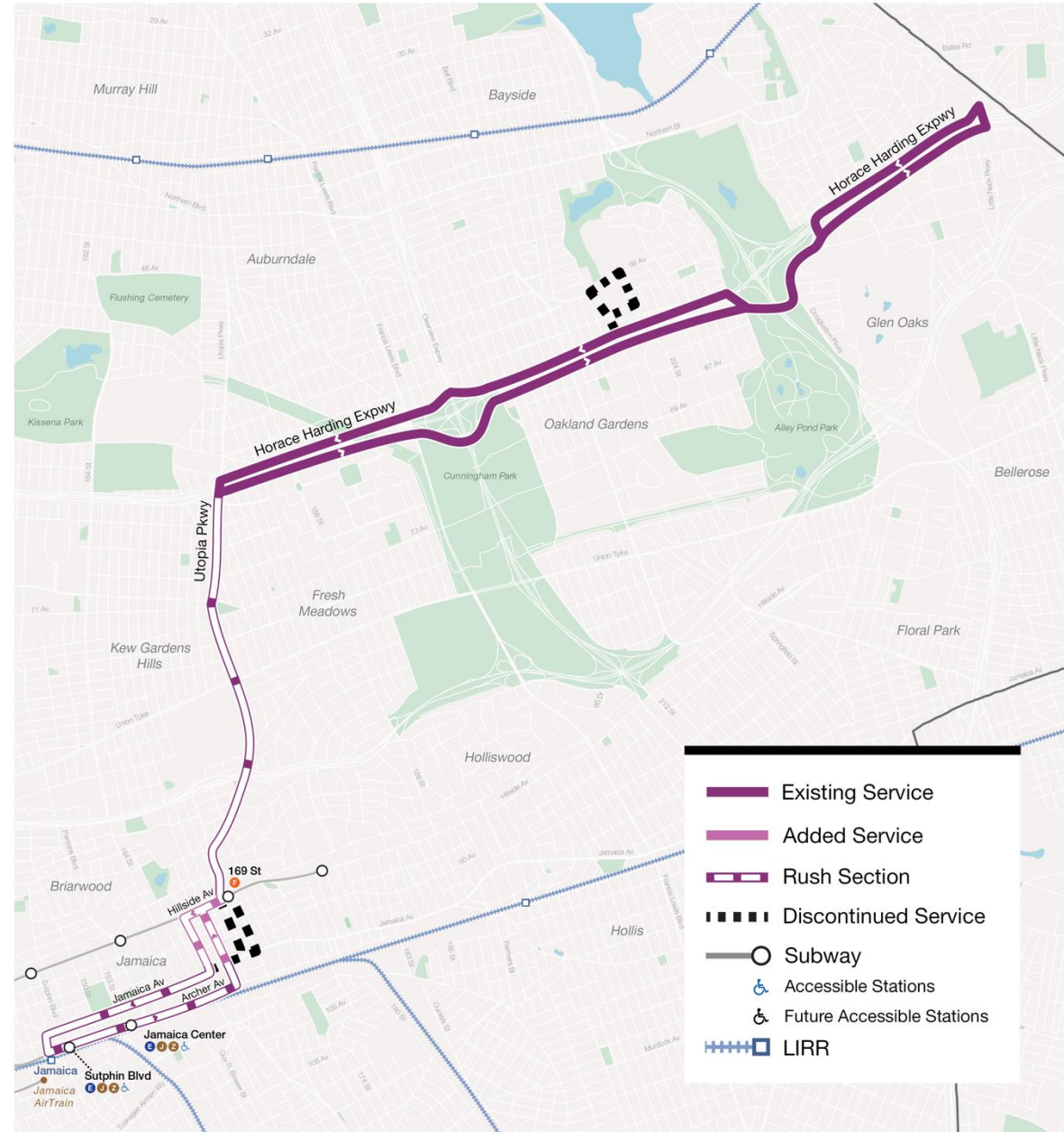
AirTrain JFK

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 Aves 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





# Q35 Brooklyn College – Rockaway Park

## PROPOSED ROUTE SUMMARY

The Q35 will be extended east in the Rockaways to terminate at the Beach 108 St ferry landing. It will also be rerouted from Newport Av to Rockaway Beach Blvd. The Q35 will have limited-stop Rush service along Flatbush Av north of Kings Plaza, where the B41 will serve local stops. Overnight, the Q35 will continue to make local stops on Flatbush Av.

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

-  Reversed direction of Beach 108 St turnaround
-  Stop changes on the Q35 on Flatbush Av will be implemented with Queens Redesign

### EXISTING ROUTES

Q22, Q35

### PROPOSED CONNECTIONS

**2 5 A S**

B2, B3, B7, B9, B11, B41, B44, B44-SBS, B46, B46-SBS, B47, B82, B82-SBS, B100, B103, Q22, Q53-SBS

### AVERAGE STOP SPACING

Existing: 898 ft  
Proposed: 1,203 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



# Q40 142nd Street

Service between Jamaica and South Ozone Park

## PROPOSED ROUTE SUMMARY

The Q40 will maintain its existing routing. The route will have limited-stop Rush service along Lakewood Av and Sutphin Blvd. The Q41 will serve local stops along Lakewood Av and Sutphin Blvd.

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

No changes

#### EXISTING ROUTES

Q40

#### PROPOSED CONNECTIONS

**E F J Z**

LIRR

AirTrain JFK

Q1, Q6, Q7, Q8, Q9, Q20, Q24, Q25, Q30, Q31, Q41, Q43, Q44-SBS, Q51, Q54, Q56, Q60, Q65, Q75, Q112

#### AVERAGE STOP SPACING

Existing: 728 ft

Proposed: 1,074 ft



# Q41 109th Avenue

Service between Jamaica and Howard Beach

## PROPOSED ROUTE SUMMARY

The Q41 will be extended along 109 Av and Sutphin Blvd, providing new connections to South Jamaica. Q41 service along 127/128 Sts and Atlantic Av in South Richmond Hill will be discontinued. Alternative service will be provided by the Q8, Q24, new Q41, and Q112.

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

 Minor stop balancing

#### EXISTING ROUTES

Q41

#### PROPOSED CONNECTIONS

**A E J Z**

LIRR

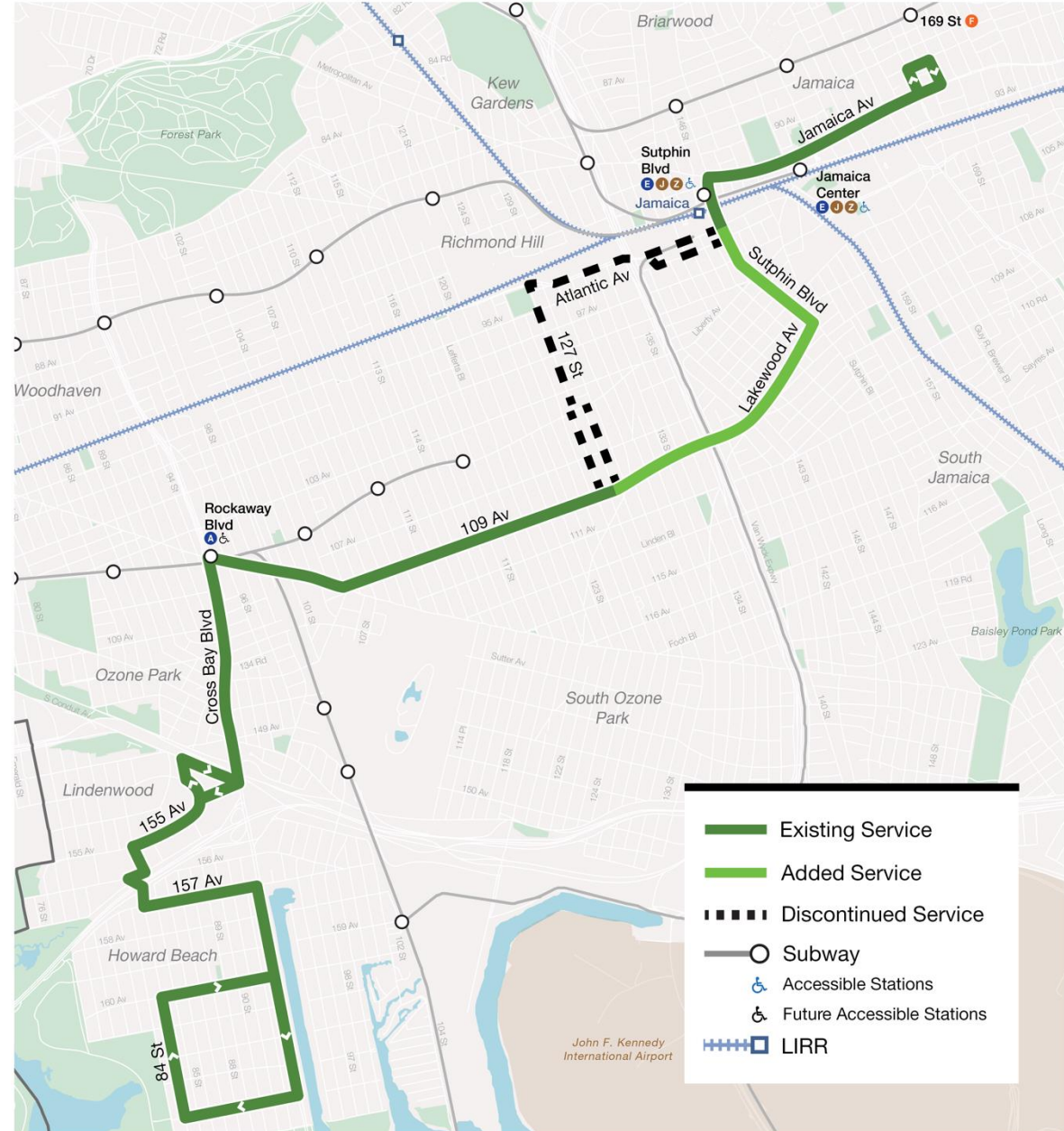
AirTrain JFK

B15, Q1, Q2, Q3, Q4, Q5, Q6, Q7, Q8, Q9, Q10, Q11, Q17, Q20, Q24, Q25, Q30, Q31, Q36, Q37, Q40, Q42, Q43, Q44-SBS, Q51, Q52-SBS, Q53-SBS, Q54, Q56, Q60, Q65, Q75, Q76, Q77, Q80, Q82, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: 888 ft

Proposed: 1,295 ft





# Q42 Addisleigh Park – Jamaica

## PROPOSED ROUTE SUMMARY

The Q42 will maintain its existing routing between Addisleigh Park and Jamaica.

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

- Minor stop changes in response to public feedback

#### EXISTING ROUTES

Q42

#### PROPOSED CONNECTIONS

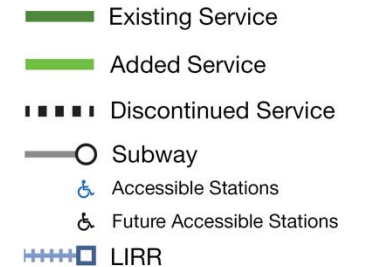
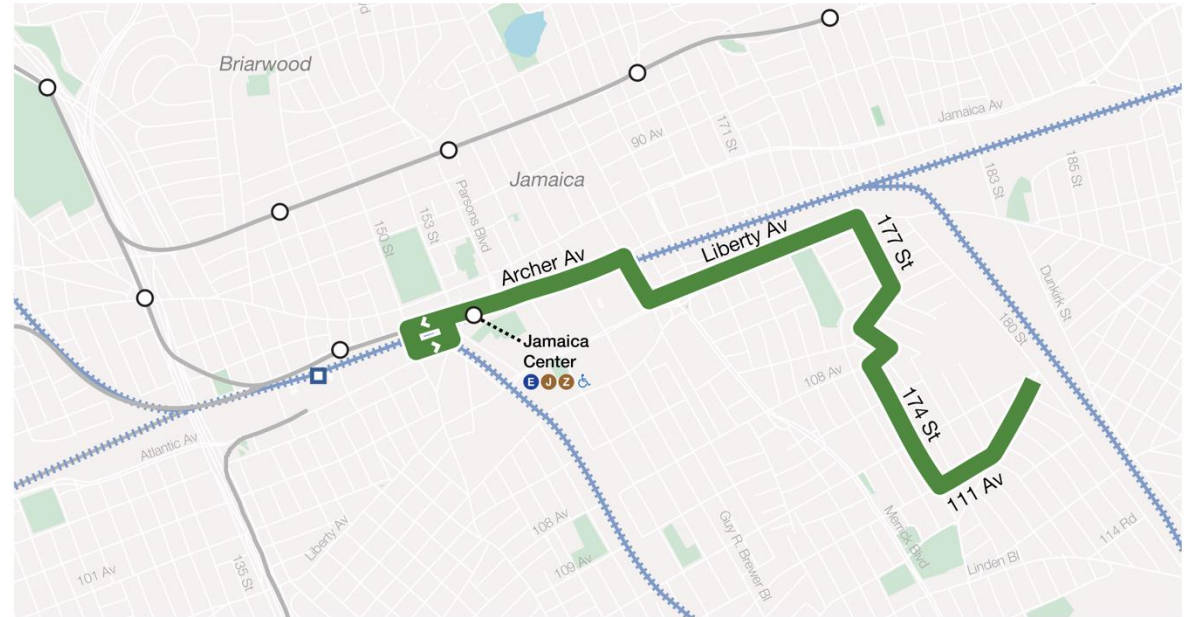
E J Z

Q4, Q5, Q6, Q8, Q9, Q20, Q24, Q25, Q30, Q31, Q41, Q44-SBS, Q54, Q56, Q65, Q75, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: 732 ft

Proposed: 1,031 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

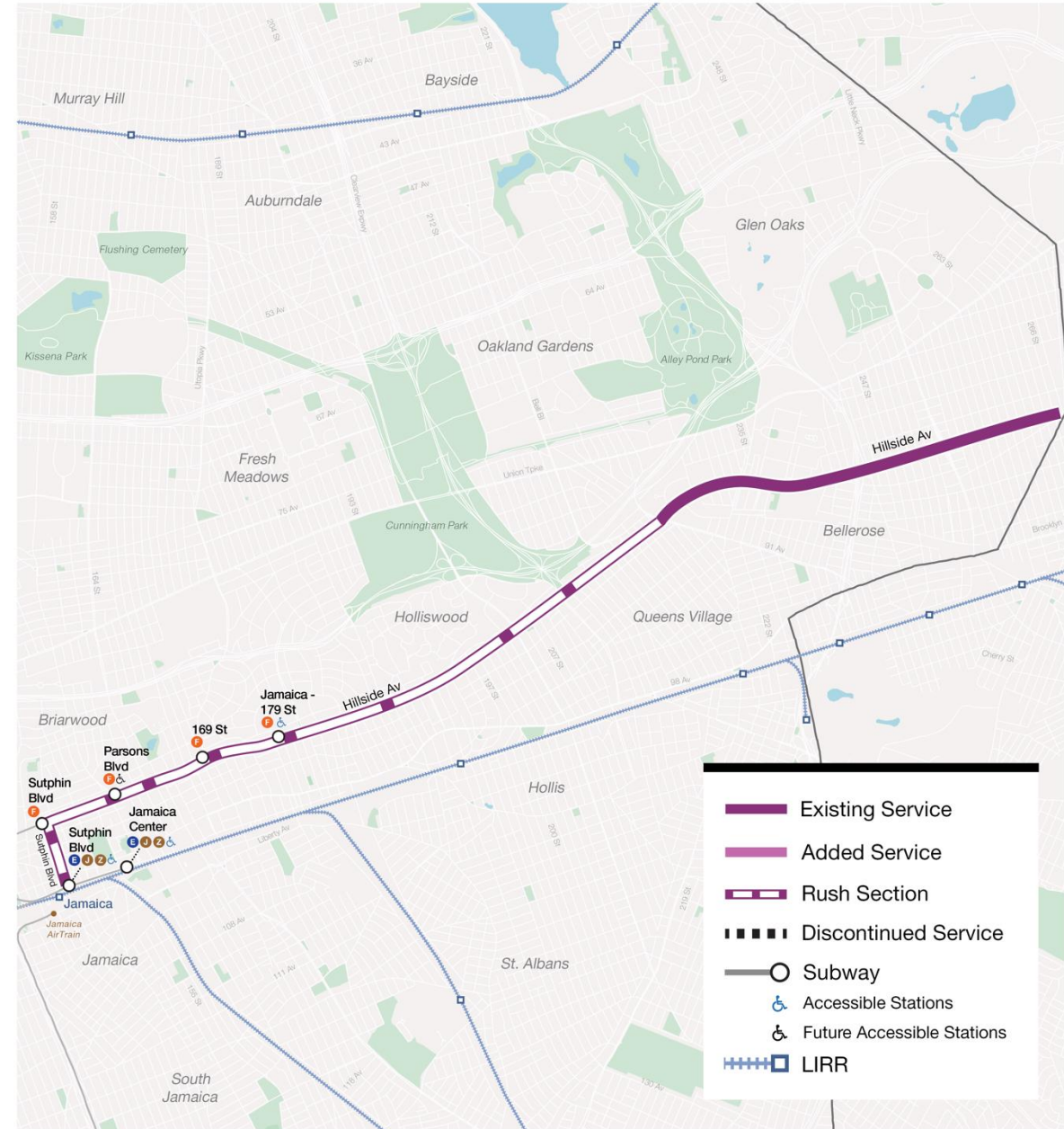
AirTrain JFK

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



# 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

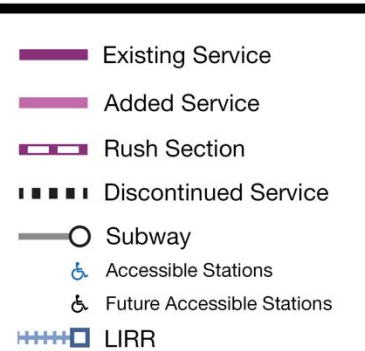
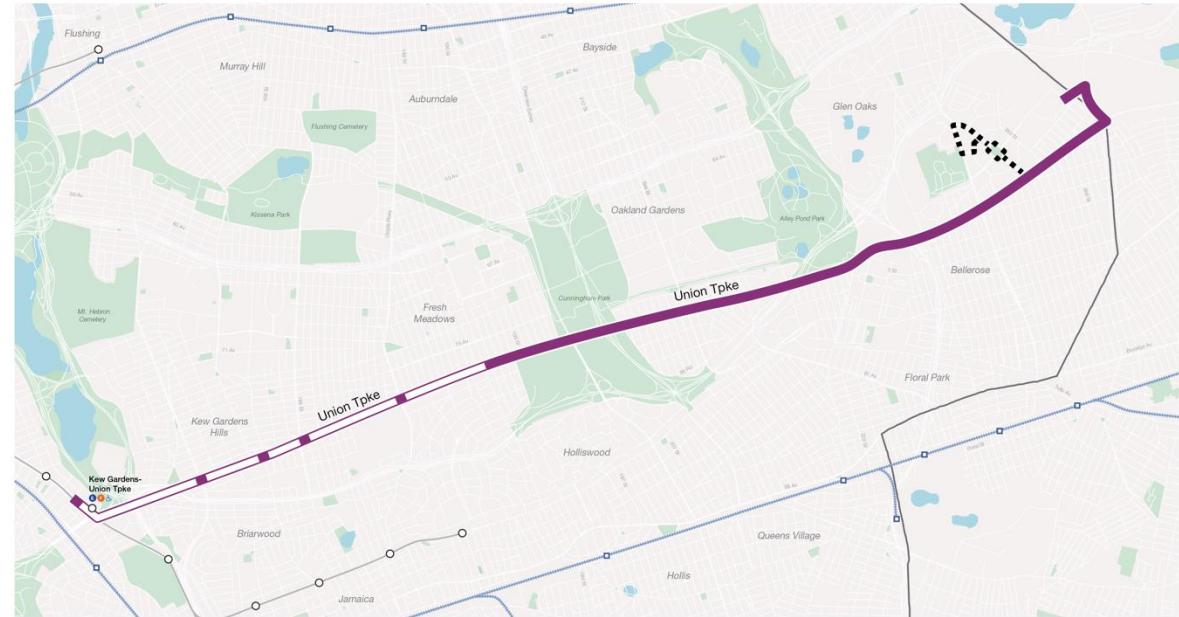
**E F**

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

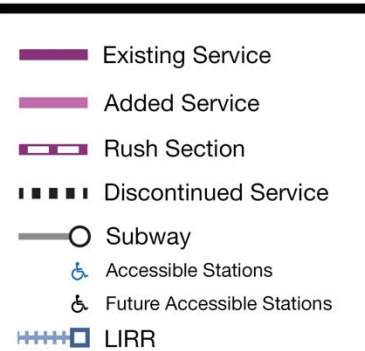
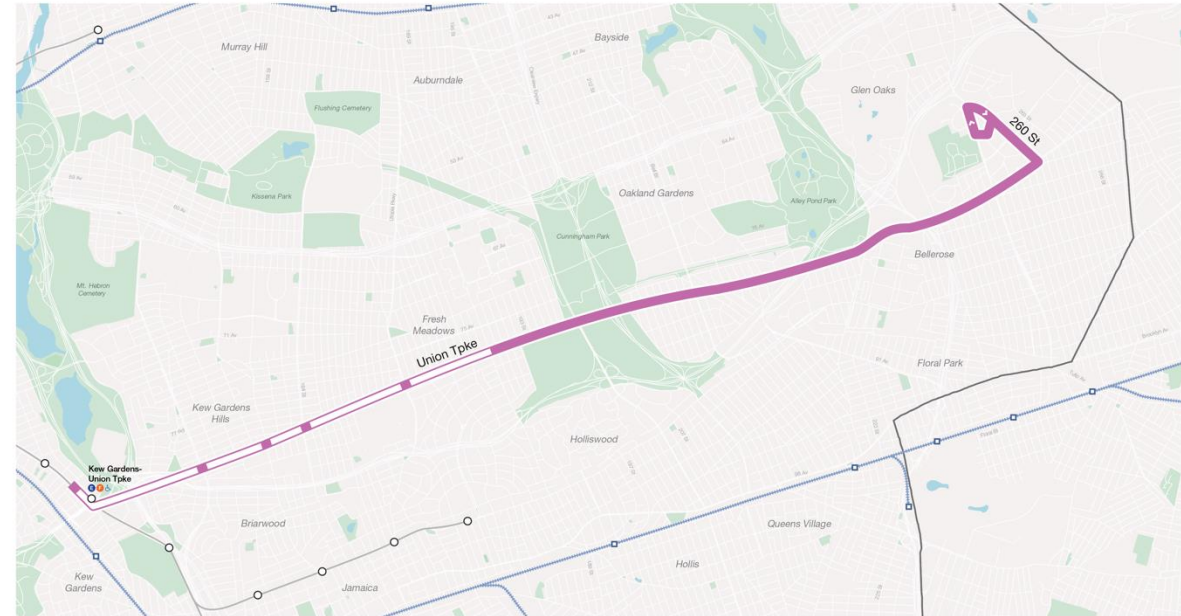
**E F**

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



# Q51

## Linden Boulevard

Service between Cambria Heights and Ozone Park

### PROPOSED ROUTE SUMMARY

The Q51 will provide a new east-west link along Linden Blvd between Cambria Heights and Ozone Park.

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



Minor stop changes to improve accessibility

#### EXISTING ROUTES

N/A

#### PROPOSED CONNECTIONS



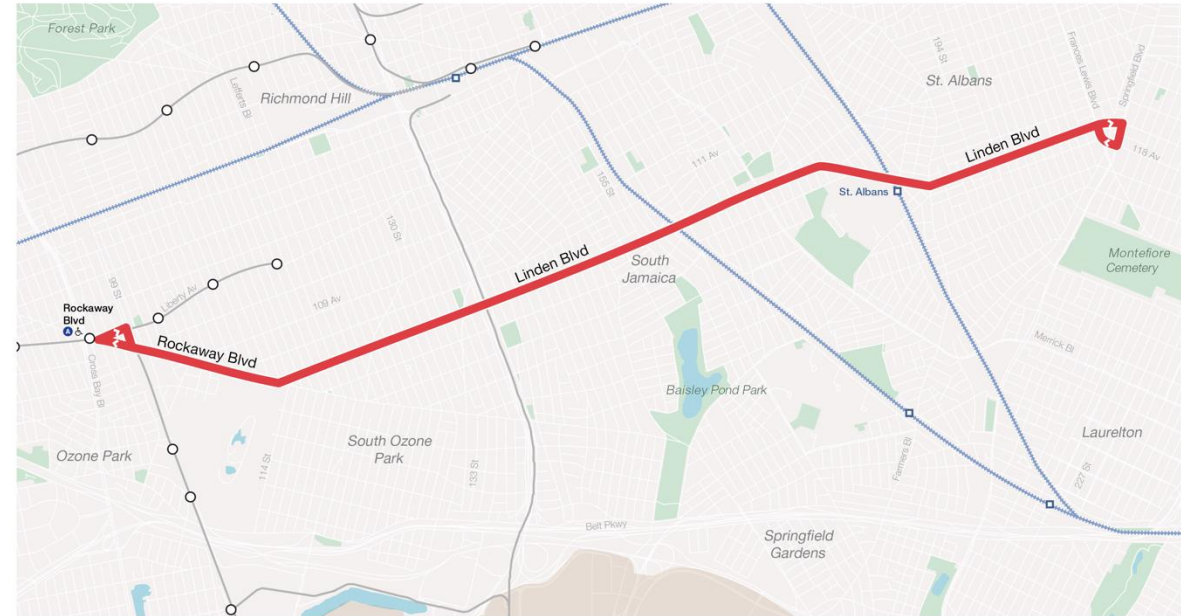
LIRR

Q3, Q4, Q5, Q6, Q7, Q9, Q10, Q11, Q27, Q40, Q41, Q52-SBS, Q53-SBS, Q77, Q80, Q84, Q85, Q86, Q87, Q89, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: N/A

Proposed: 2,356 ft




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

# 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






# Q54 Metropolitan Avenue


Service between Jamaica and Williamsburg

## PROPOSED ROUTE SUMMARY

The Q54 will maintain its existing routing between Jamaica and Williamsburg.

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

 Minor stop changes in response to public feedback

 Changes to the Q54 in Brooklyn will be part of the Brooklyn Bus Network Redesign

### EXISTING ROUTES

Q54

### PROPOSED CONNECTIONS

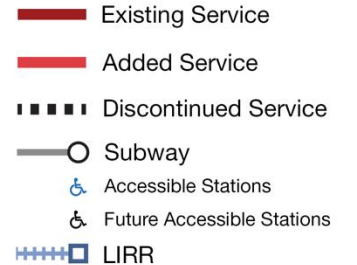
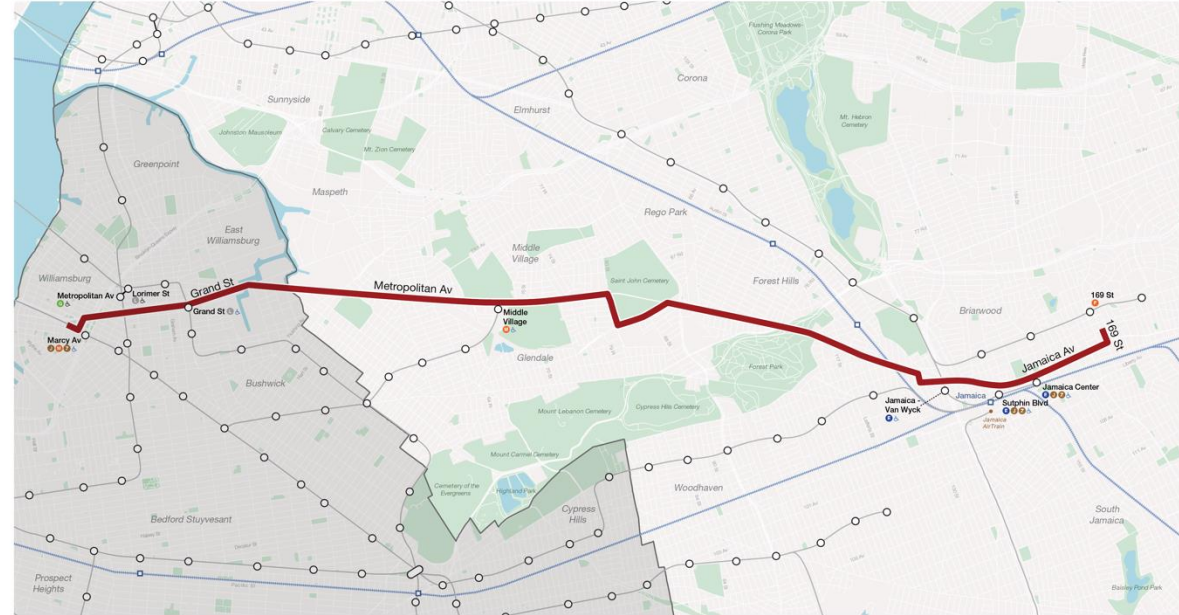
**E G J Z L M**

B24, B32, B38, B39, B43, B44, B44-SBS, B46, B48, B57, B60, B62, Q1, Q2, Q3, Q4, Q5, Q6, Q8, Q9, Q10, Q11, Q14, Q17, Q20, Q23, Q24, Q25, Q29, Q30, Q31, Q36, Q37, Q38, Q39, Q40, Q41, Q42, Q43, Q44-SBS, Q47, Q52-SBS, Q53-SBS, Q56, Q58, Q59, Q60, Q65, Q67, Q75, Q76, Q77, Q80, Q82, Q83, Q84, Q85, Q86, Q87, Q89, Q98, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 774 ft

Proposed: 1,259 ft





# Q56 Jamaica Avenue West

Service between Jamaica and Broadway Junction

## PROPOSED ROUTE SUMMARY

The Q56 will maintain its existing routing between Jamaica and Broadway Junction.

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

-  Minor stop balancing
-  Changes to the Q56 in Brooklyn will be part of the Brooklyn Bus Network Redesign

### EXISTING ROUTES

Q56

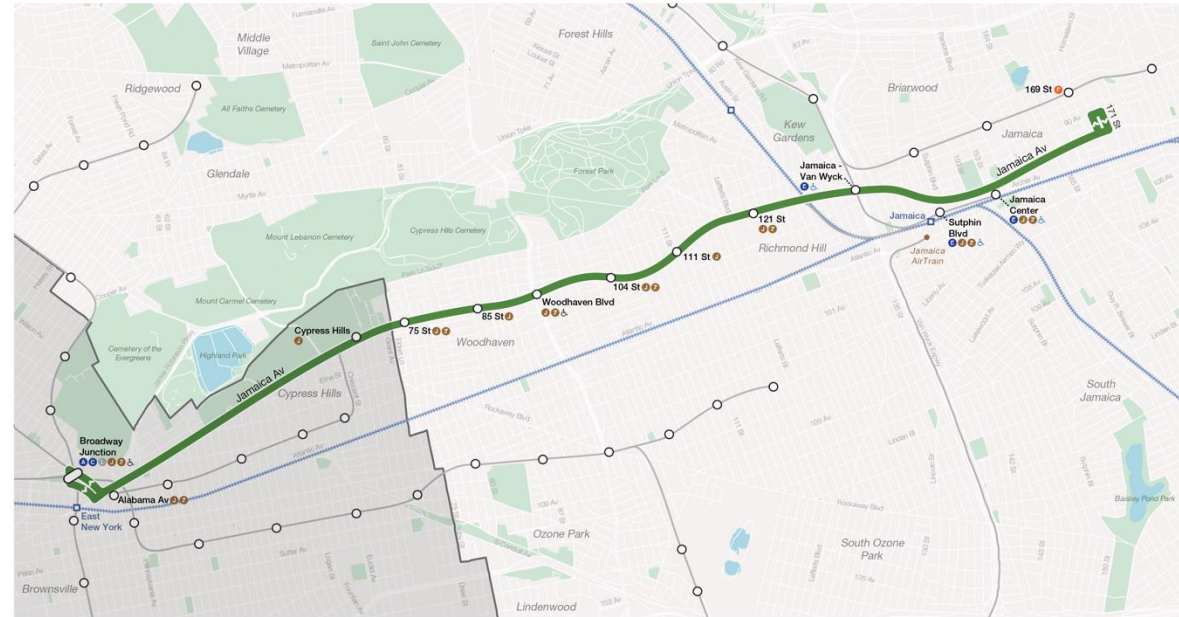
### PROPOSED CONNECTIONS

**A C E J Z L**

B12, B13, B20, B25, B83, Q1, Q2, Q3, Q4, Q5, Q6, Q7, Q8, Q9, Q10, Q11, Q17, Q20, Q24, Q25, Q30, Q31, Q36, Q37, Q40, Q41, Q42, Q43, Q44-SBS, Q52-SBS, Q53-SBS, Q54, Q55, Q60, Q65, Q75, Q76, Q77, Q80, Q82, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 619 ft  
Proposed: 878 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

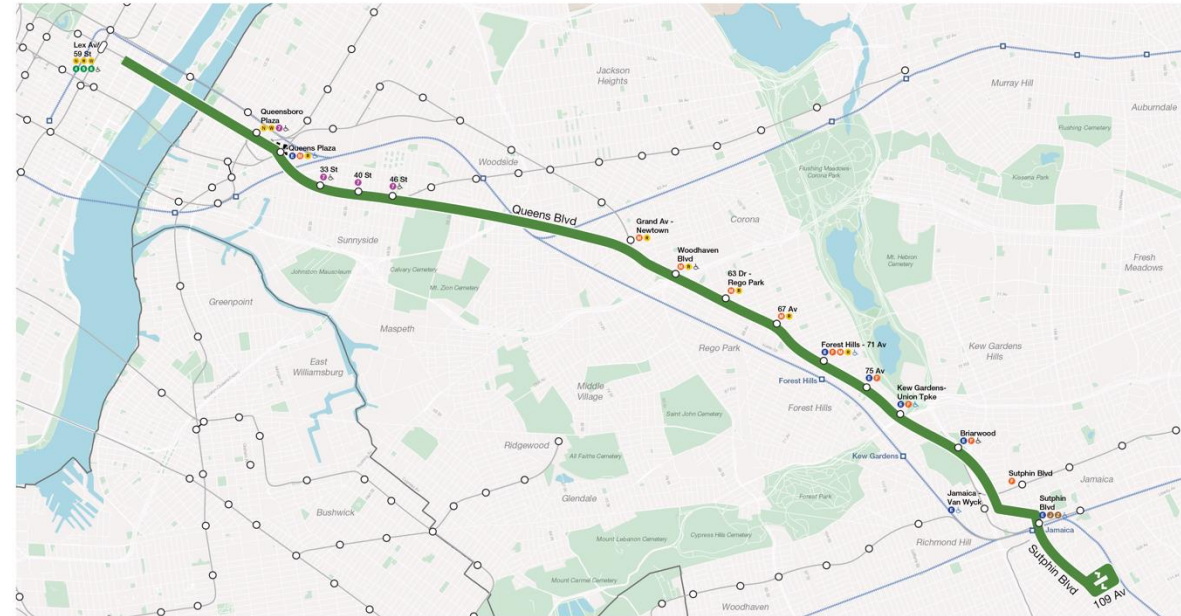
AirTrain JFK

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



# 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

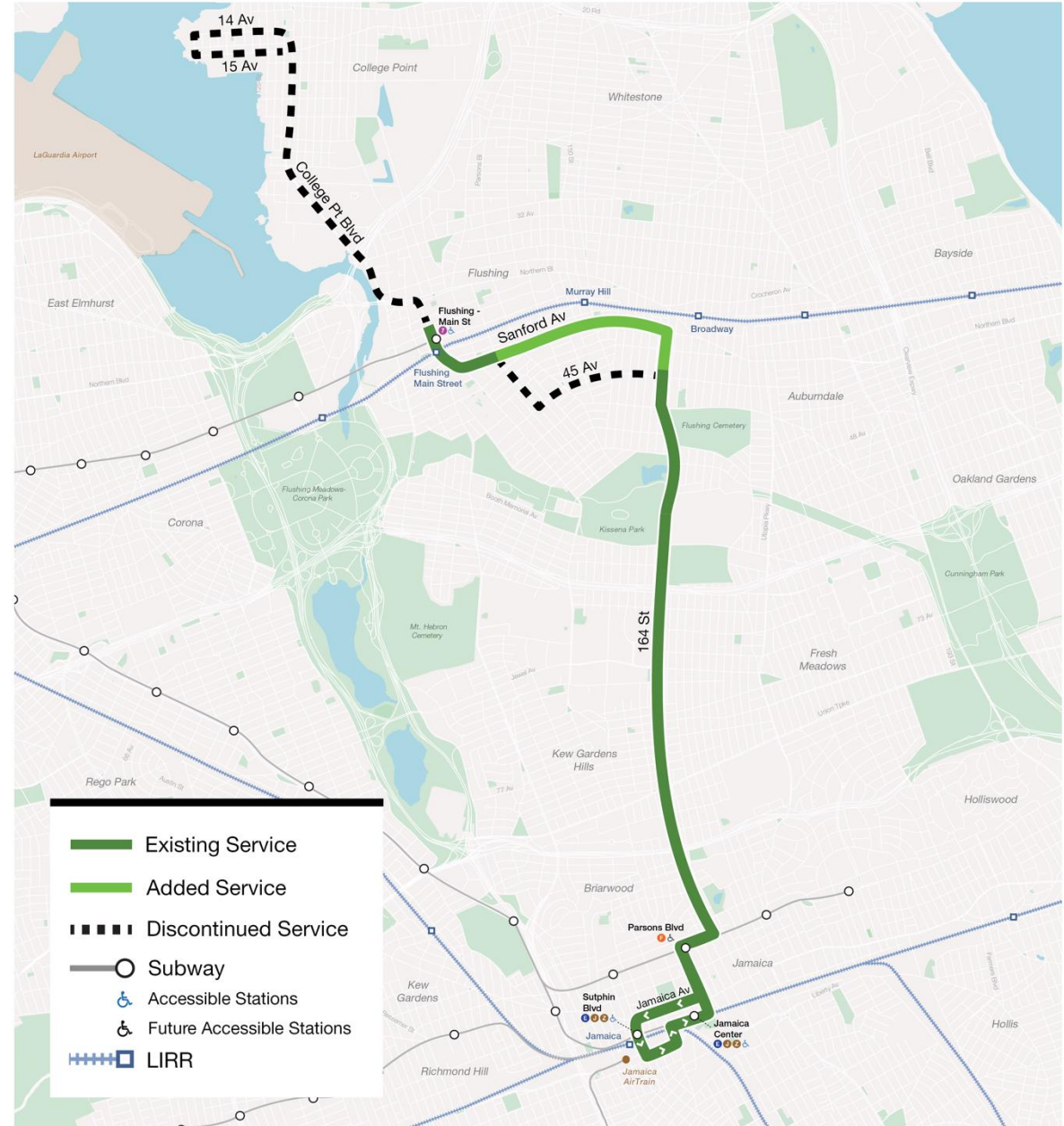
AirTrain JFK

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




# 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

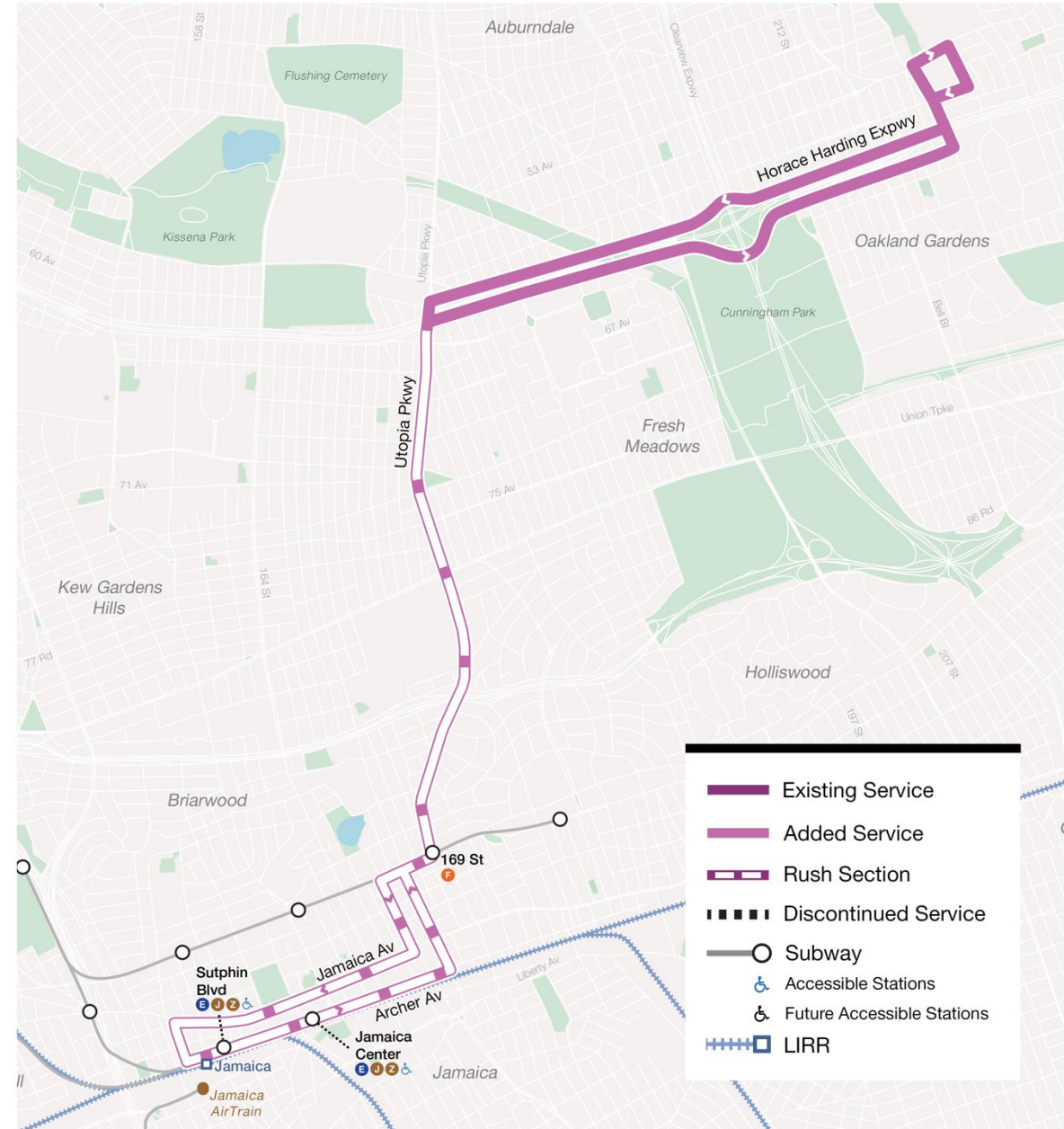
AirTrain JFK

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

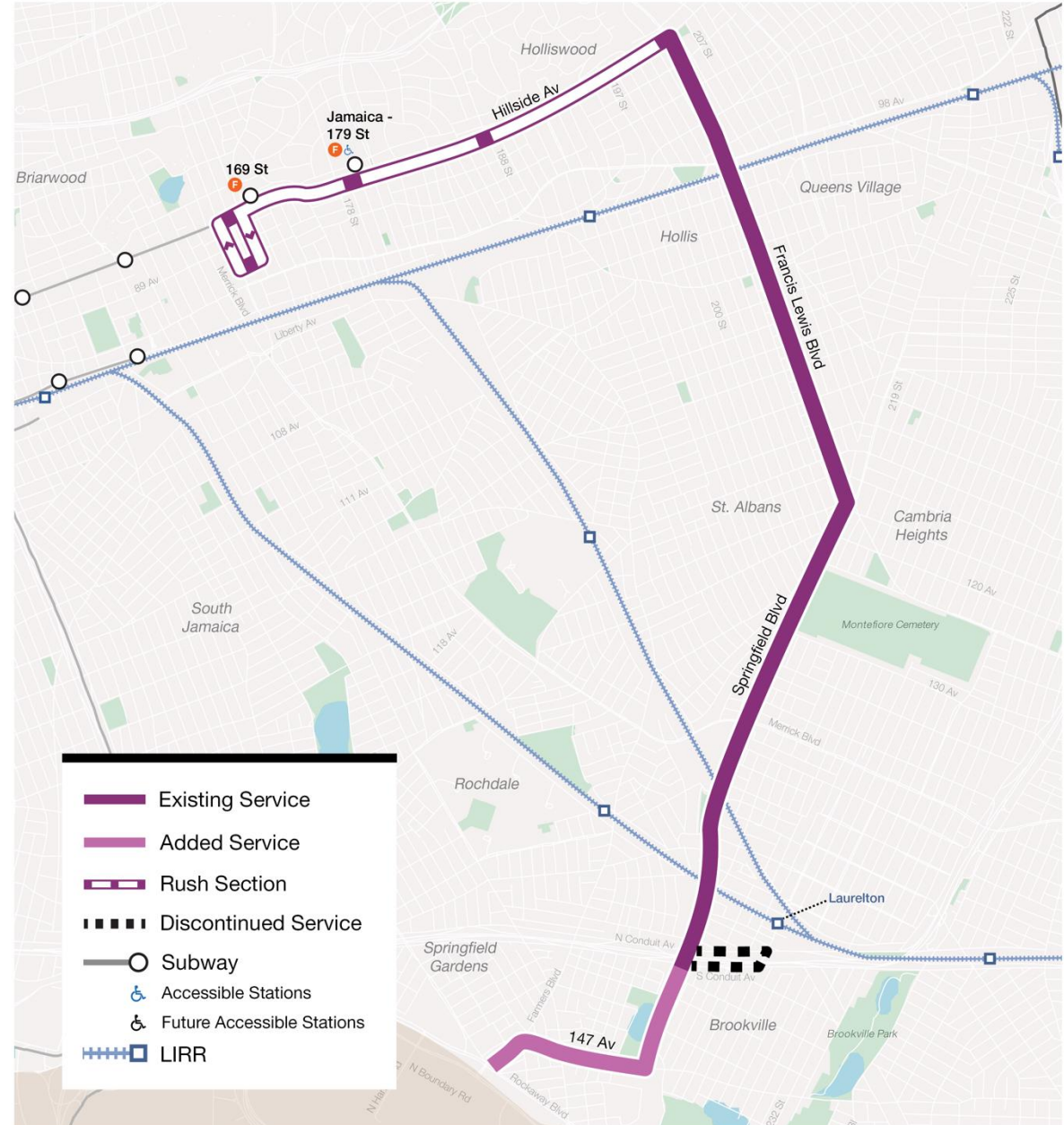
F

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

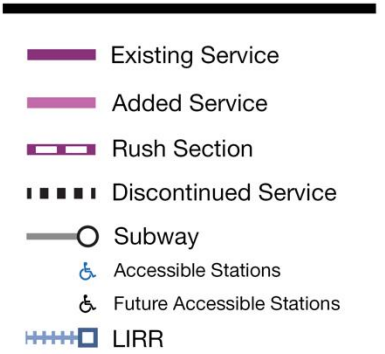
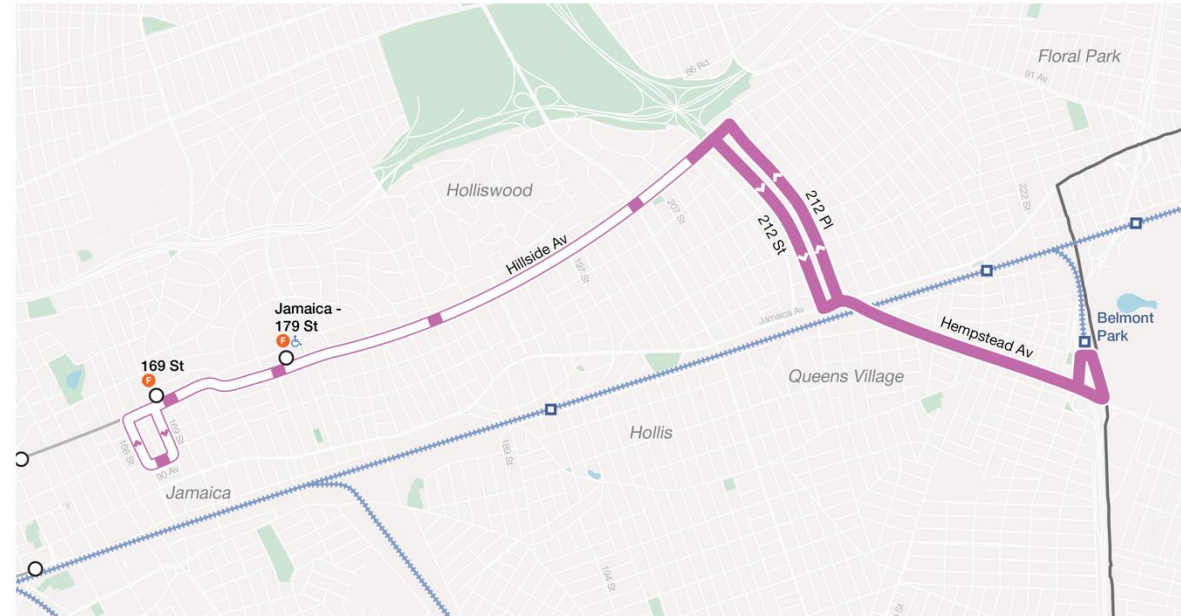


Q1, Q2, Q3, Q6, Q8, Q9, Q17, Q27, Q30, Q31, Q36, Q41, Q43, Q54, Q56, Q75, Q76, Q77, Q110

#### AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,314 ft







# 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

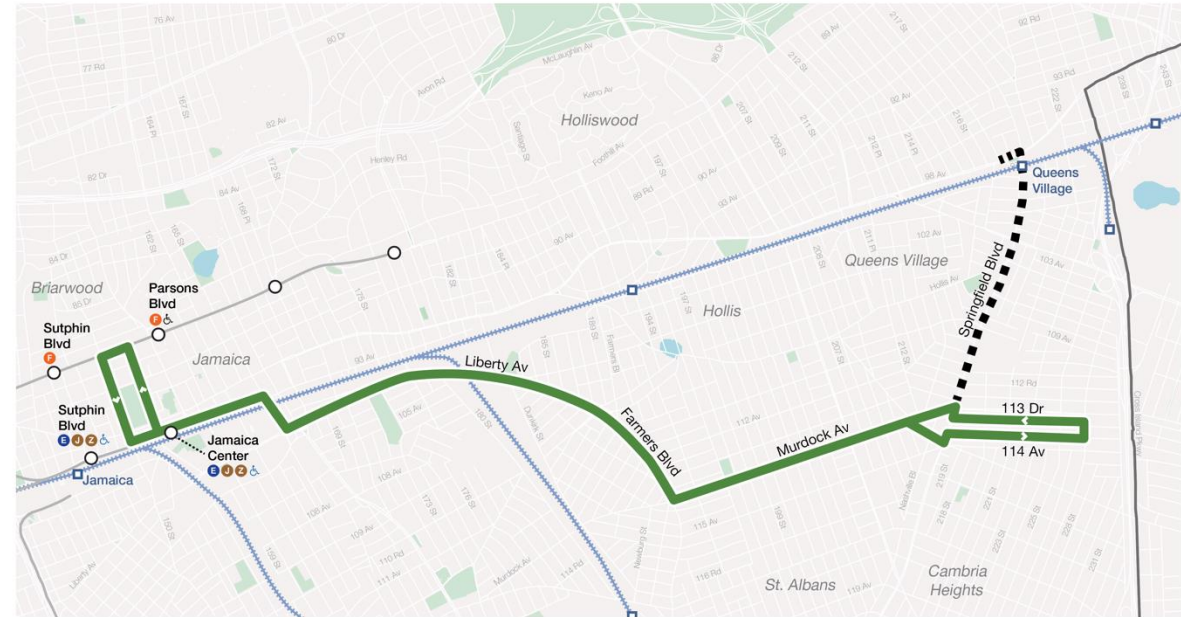
**E F J Z**








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



# Q84 120th Avenue

Service between Laurelton and Jamaica

## PROPOSED ROUTE SUMMARY

The Q84 will maintain its existing routing between Laurelton and Jamaica. The route will have limited-stop Rush service along Merrick Blvd, where the Q5 will serve local stops.

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

-  Minor stop changes in response to public feedback
-  Restored existing routing approaching Jamaica

### EXISTING ROUTES

Q84

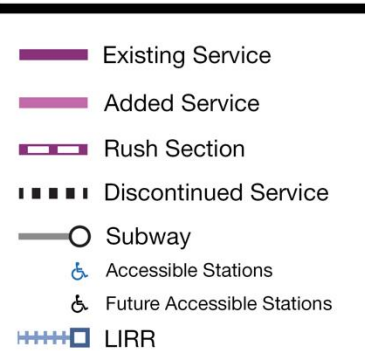
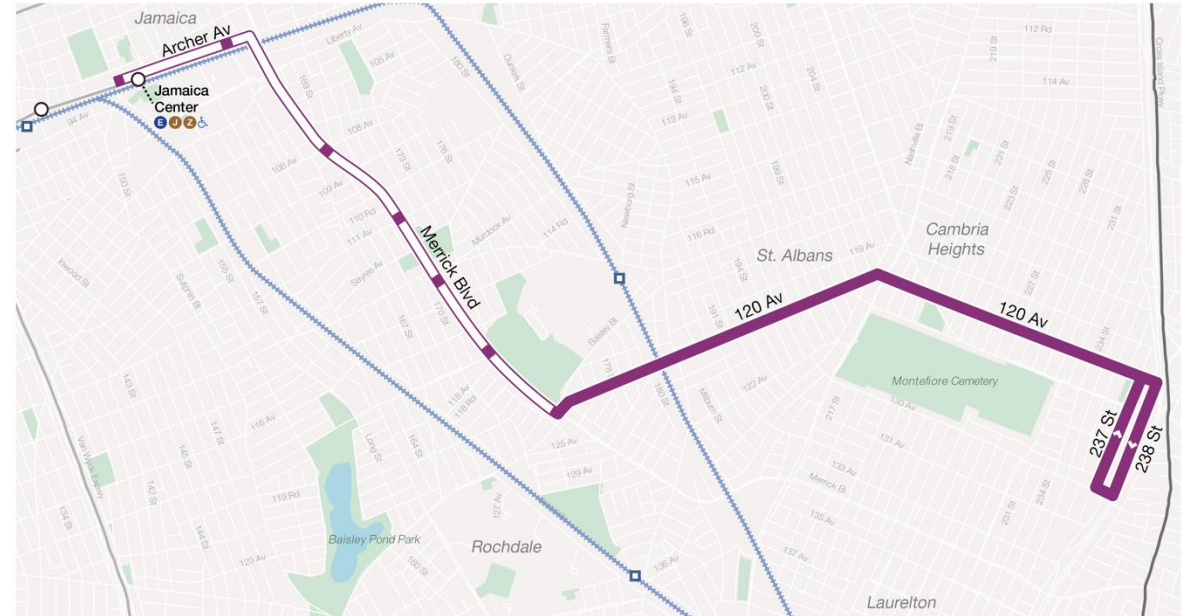
### PROPOSED CONNECTIONS

**E J Z**

Q3, Q4, Q5, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q27, Q30, Q31, Q41, Q42, Q44-SBS, Q51, Q54, Q56, Q65, Q75, Q77, Q83, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 725 ft  
Proposed: 831 ft





# Q85 Rosedale – Rochdale – Jamaica

## PROPOSED ROUTE SUMMARY

The Q85 will maintain its existing Rosedale routing on 243 St. The new Q89 will replace service on the existing Green Acres branch. The Q85 will have limited-stop Rush service along Merrick Blvd, where the Q5 will serve local stops.

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

-  Minor stop changes in response to public feedback
-  Restored existing Jamaica and Rosedale routings; added new Q89

### EXISTING ROUTES

Q85

### PROPOSED CONNECTIONS

**E J Z**

LIRR

Q3, Q4, Q5, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q30, Q31, Q41, Q42, Q44-SBS, Q51, Q54, Q56, Q65, Q75, Q77, Q83, Q84, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 913 ft

Proposed: 1,196 ft





# Q86 Rosedale – Laurelton – Jamaica

## PROPOSED ROUTE SUMMARY

The new Q86 will combine the existing Q5 and Q85 Rosedale branches, creating new connections between Rosedale and Laurelton and bringing service further south. The route will have limited-stop Rush service along Merrick Blvd between Archer Av and Springfield Blvd, where the Q5 will serve local stops.

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

-  Minor stop changes in response to public feedback
-  Revised routing approaching Jamaica; revised routing in Rosedale from Huxley St to Brookville Blvd in response to public feedback

### EXISTING ROUTES

Q5, Q85

### PROPOSED CONNECTIONS

**E J Z**

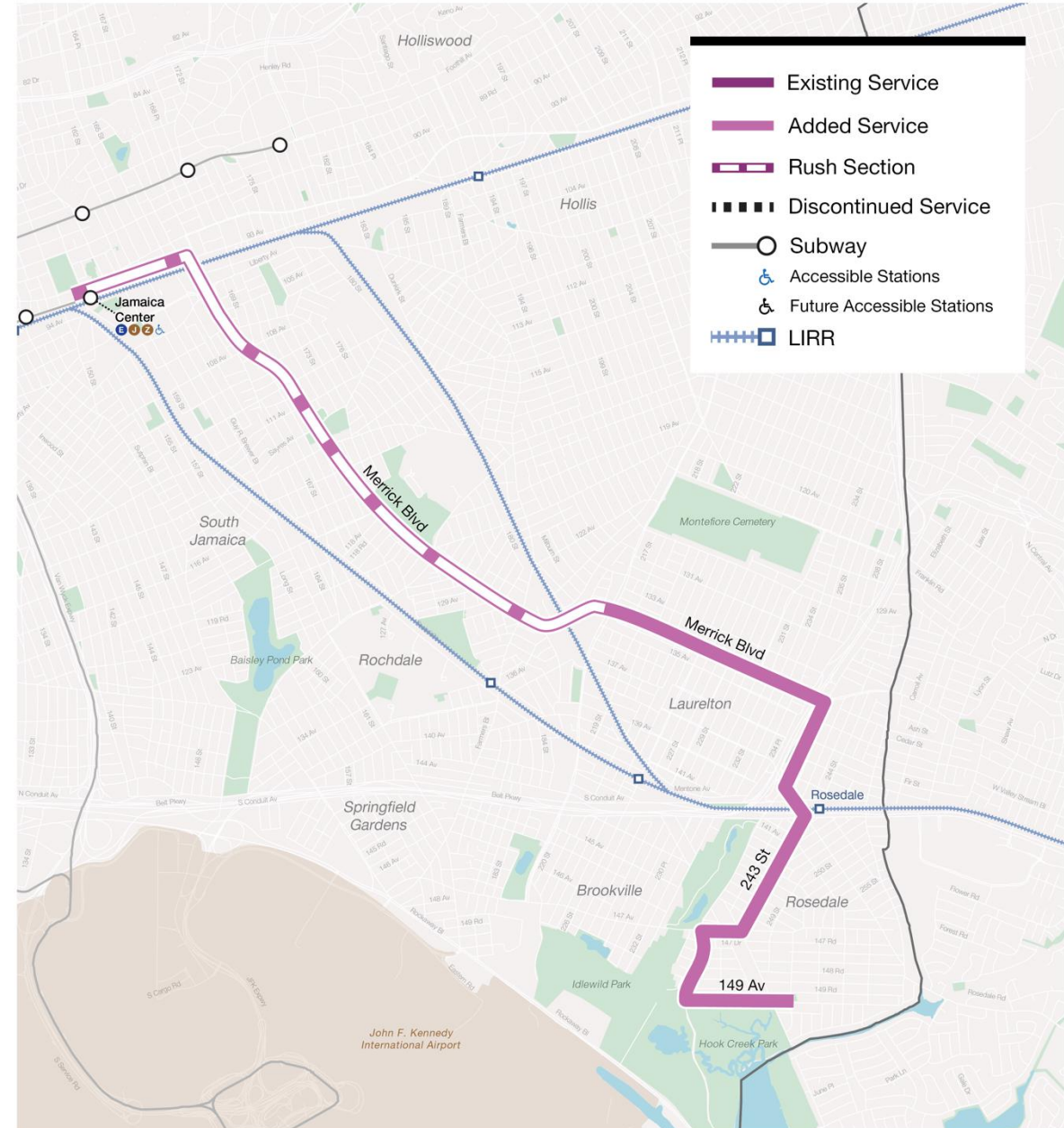
LIRR

Q3, Q4, Q5, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q30, Q31, Q41, Q42, Q44-SBS, Q51, Q54, Q56, Q65, Q75, Q77, Q83, Q84, Q85, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,213 ft






# Q87 Green Acres – Laurelton – Jamaica

## PROPOSED ROUTE SUMMARY

The new Q87 will replace the existing Q5 Green Acres branch. The route will have limited-stop Rush service along Merrick Blvd between Archer Av and Springfield Blvd, where the Q5 will serve local stops.

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

-  Minor stop changes in response to public feedback
-  Revised routing approaching Jamaica
-  Weekend service to Green Acres Mall will instead be provided by the Q5

### EXISTING ROUTES

Q5

### PROPOSED CONNECTIONS

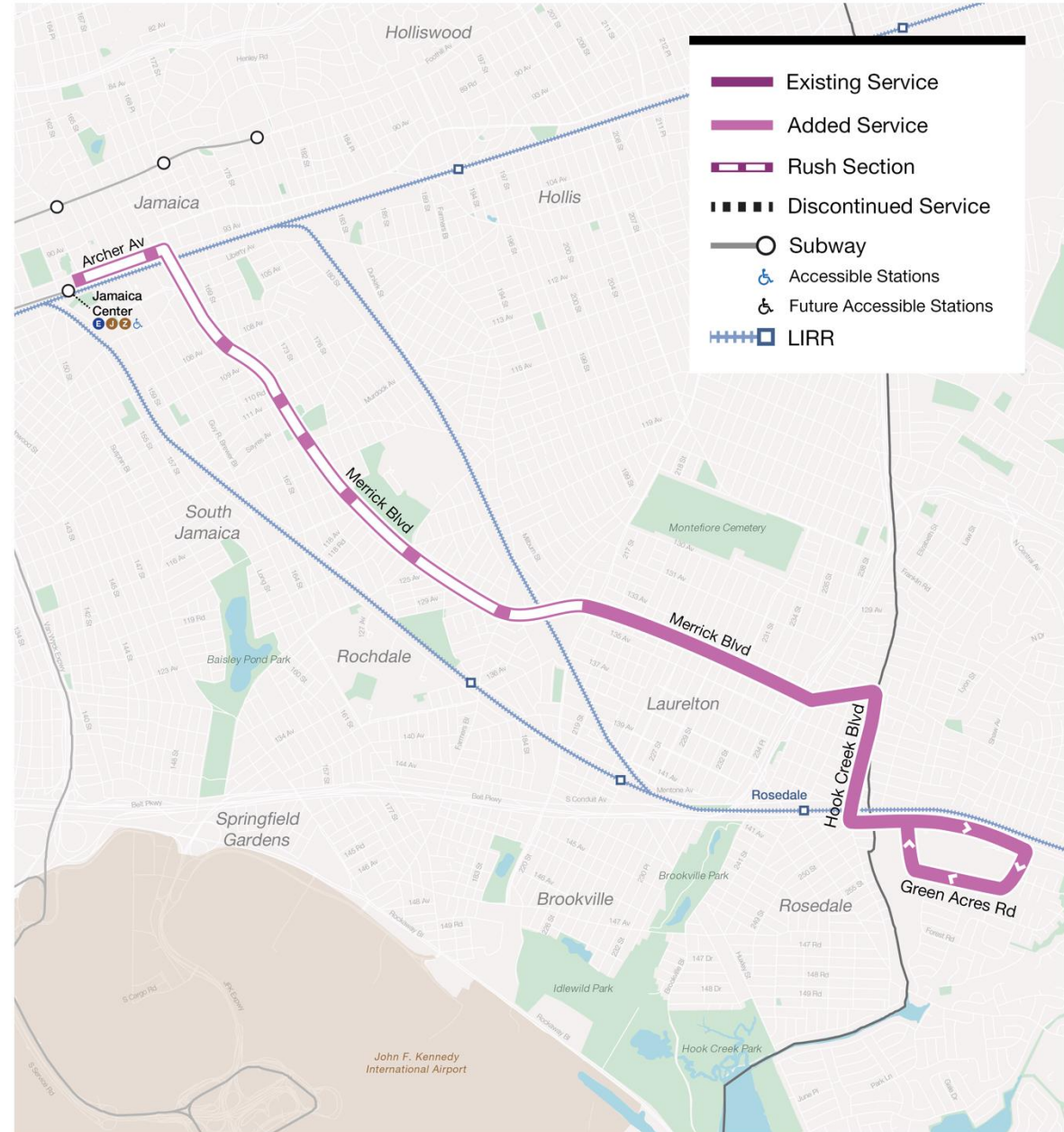
**E J Z**

Q3, Q4, Q5, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q30, Q31, Q41, Q42, Q44-SBS, Q51, Q54, Q56, Q65, Q75, Q77, Q83, Q84, Q85, Q89, Q110, Q111, Q112, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,304 ft



# Q89 Green Acres – Rochdale – Jamaica

## PROPOSED ROUTE SUMMARY

The new Q89 will replace the existing Q85 Green Acres branch. The route will have limited-stop Rush service along Merrick Blvd, where the Q5 will serve local stops.

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

Added Q89 to replace Q85 Green Acres branch

#### EXISTING ROUTES

Q85

#### PROPOSED CONNECTIONS

E J Z

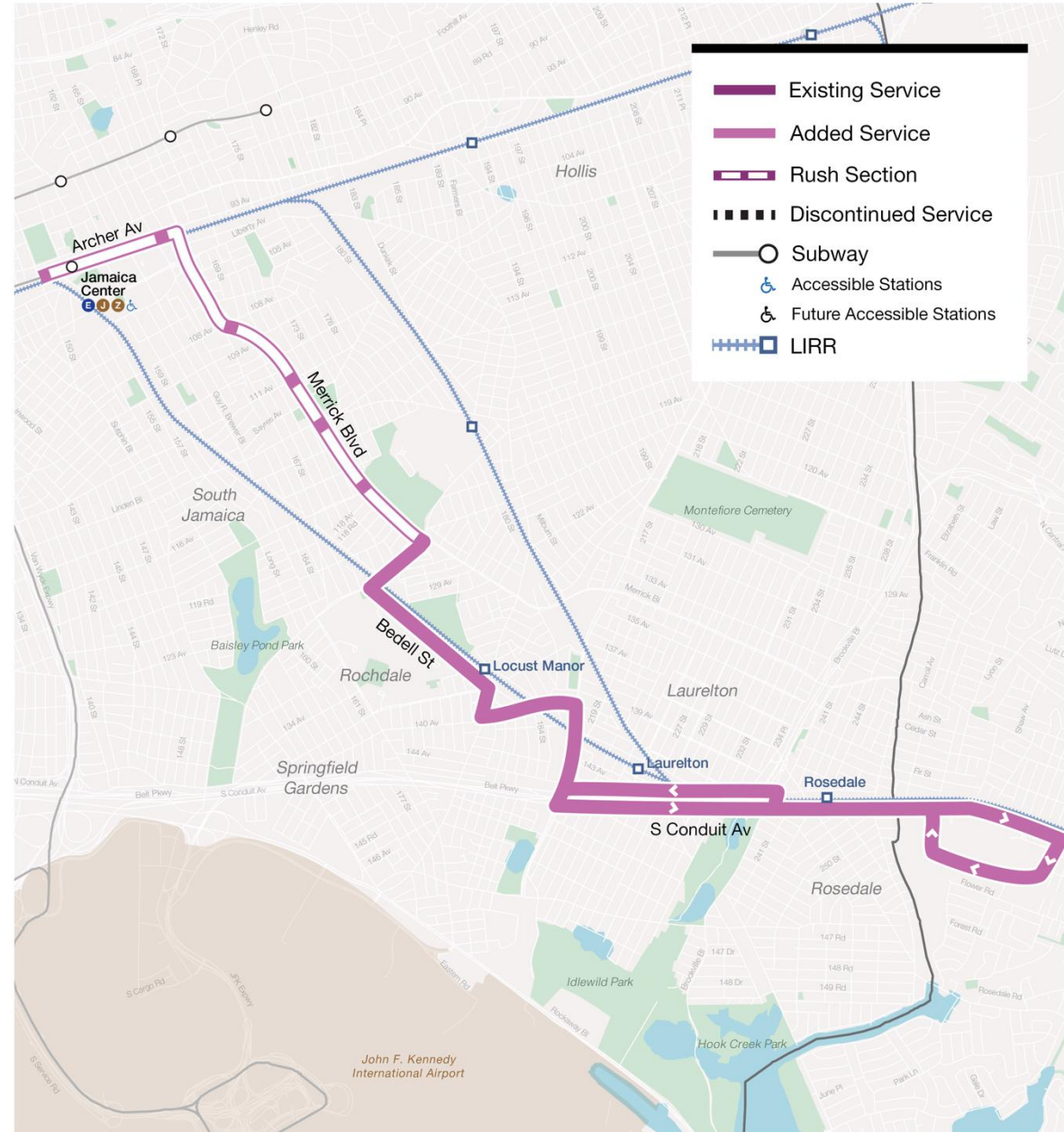
LIRR

Q3, Q4, Q5, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q30, Q31, Q41, Q42, Q44-SBS, Q51, Q54, Q56, Q65, Q75, Q77, Q83, Q84, Q85, Q86, Q87, Q110, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,384 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**

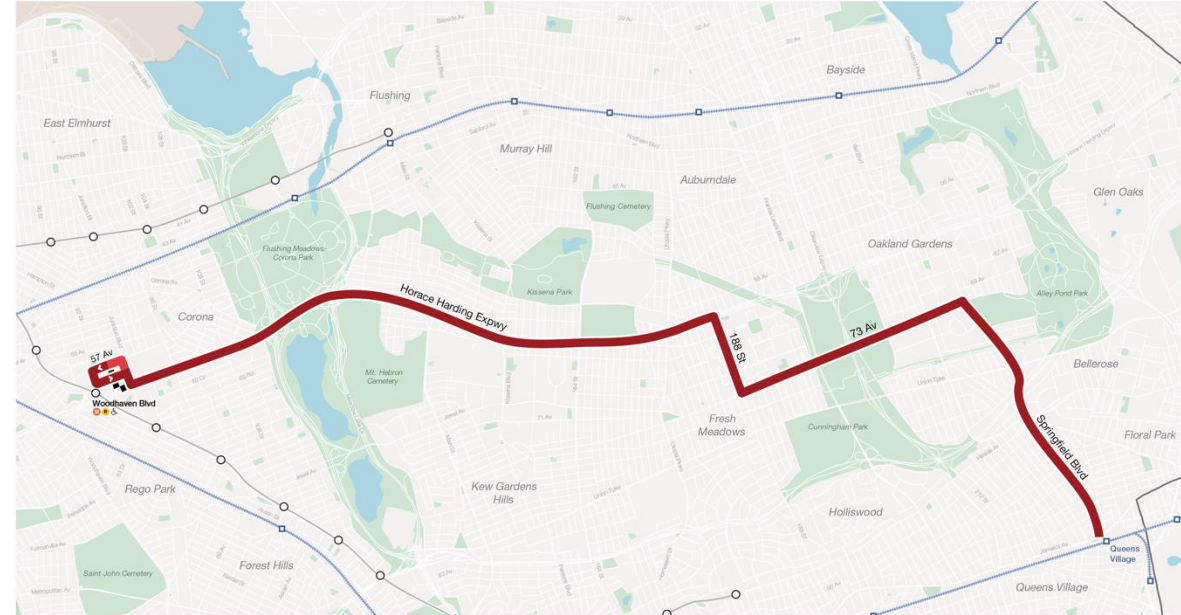
LIRR




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

# Q110

## Jamaica Avenue East

Service between Floral Park and Jamaica

### PROPOSED ROUTE SUMMARY

The Q110 will be rerouted and extended along Jamaica Av/Jericho Tpke to the existing Q36 terminal in Queens. Q110 service along Hempstead Av will be discontinued and replaced by the new Q82.

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



Minor stop balancing



Revised eastern turnaround

#### EXISTING ROUTES

Q36, Q110

#### PROPOSED CONNECTIONS

**E F J Z**

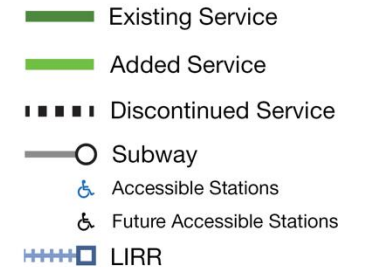
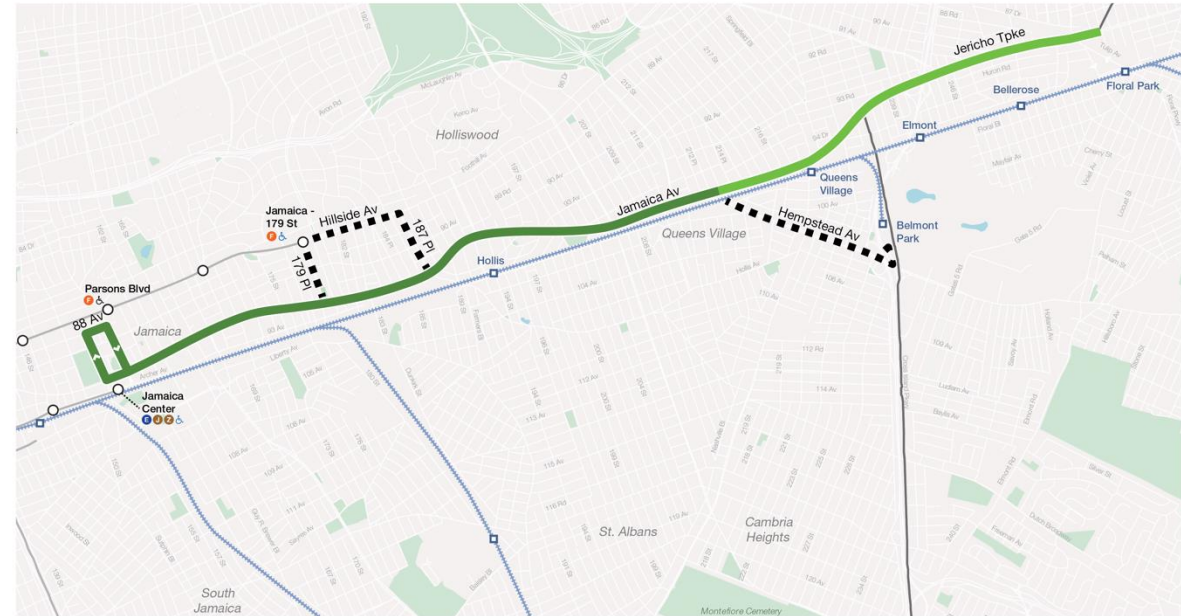
LIRR

Q1, Q2, Q3, Q4, Q5, Q6, Q8, Q9, Q17, Q20, Q24, Q25, Q27, Q30, Q31, Q36, Q41, Q42, Q43, Q44-SBS, Q54, Q56, Q65, Q75, Q76, Q77, Q82, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q111, Q112, Q113, Q114, Q115

#### AVERAGE STOP SPACING

Existing: 752 ft

Proposed: 1,392 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

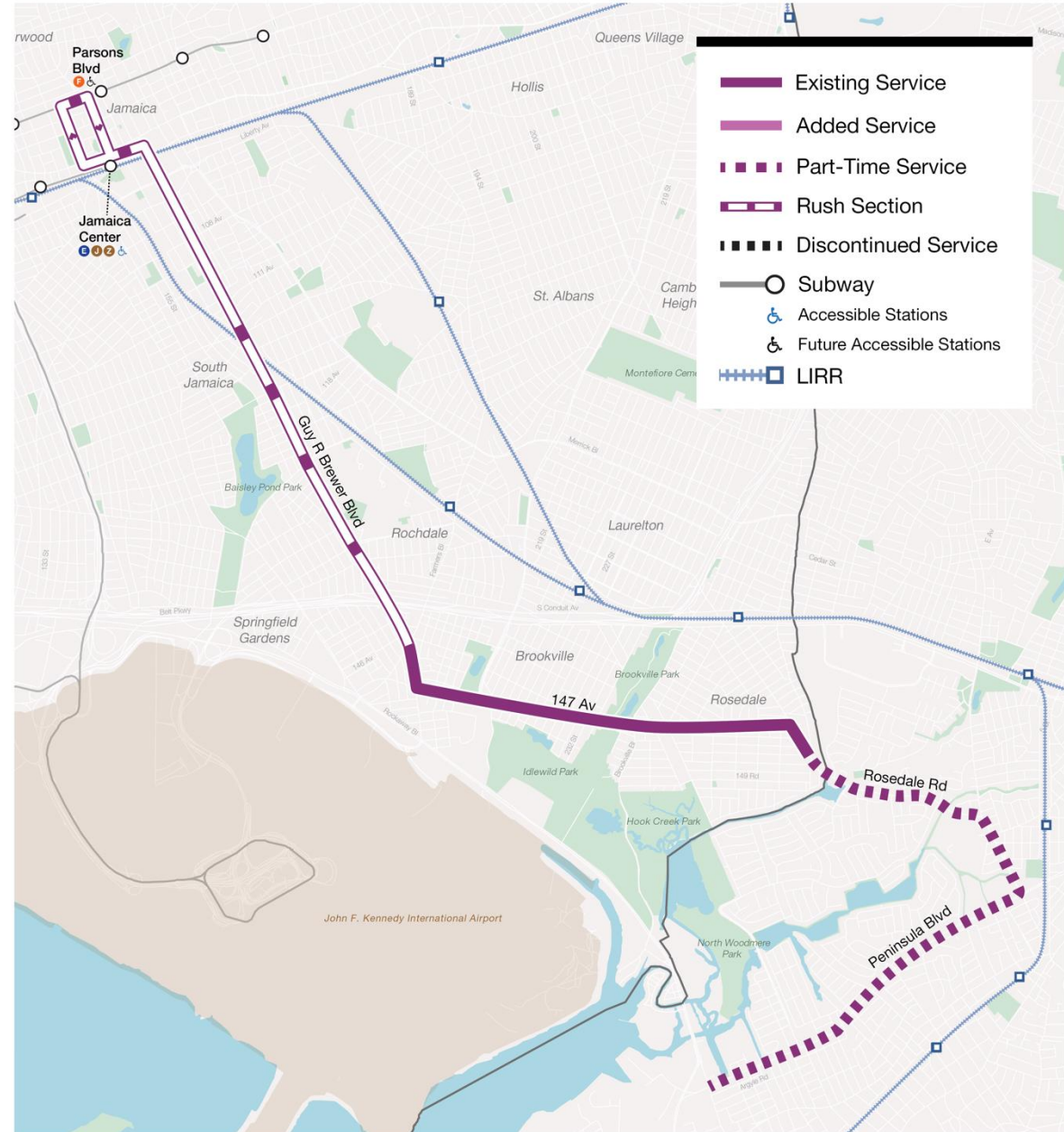
### PROPOSED CONNECTIONS

**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



# Q112



## Liberty Avenue

Service between Jamaica and East New York

### PROPOSED ROUTE SUMMARY

The Q112 will be extended west into East New York along Sutter and Pitkin Aves via the existing Q7 routing.

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

-  Minor stop changes in response to public feedback
-  Revised routing approaching Jamaica

### EXISTING ROUTES

Q7, Q112

### PROPOSED CONNECTIONS

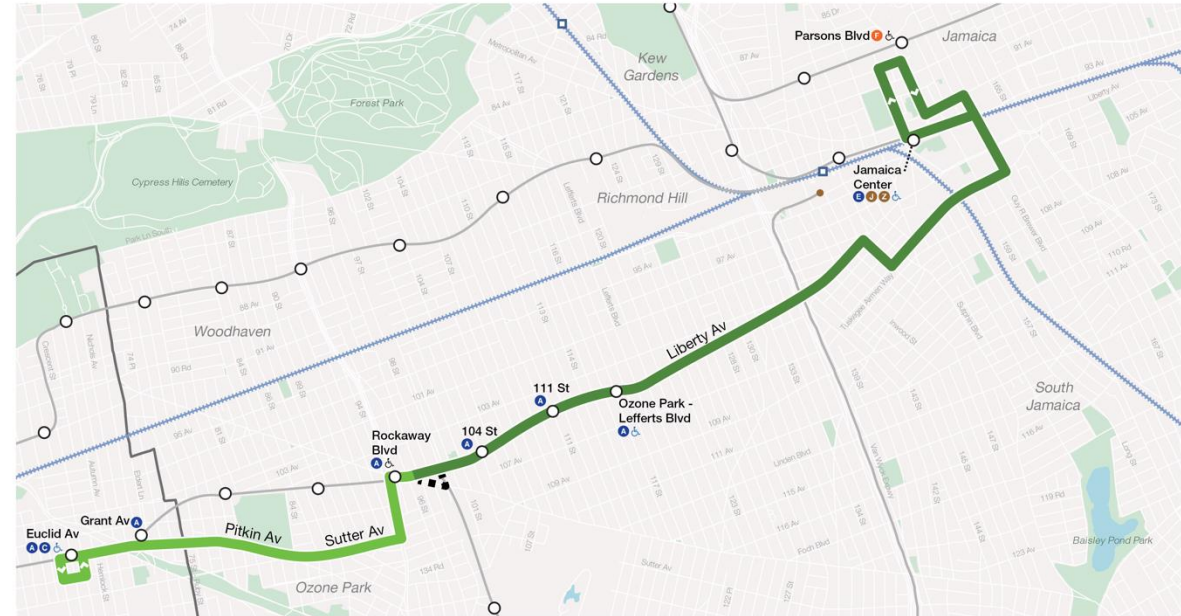
**A C E F J Z**

B13, Q1, Q4, Q5, Q6, Q7, Q8, Q9, Q10, Q11, Q20, Q24, Q25, Q30, Q31, Q37, Q40, Q41, Q42, Q43, Q44-SBS, Q51, Q52-SBS, Q53-SBS, Q54, Q56, Q60, Q65, Q75, Q80, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q113, Q114, Q115

### AVERAGE STOP SPACING

Existing: 662 ft

Proposed: 1,165 ft




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

# Q113 Jamaica – Far Rockaway

## PROPOSED ROUTE SUMMARY

The Q113 will maintain its existing routing except for a minor change near Jamaica to reduce turns.

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

 Route restored with adjusted Jamaica routing

#### EXISTING ROUTES

Q113

#### PROPOSED CONNECTIONS

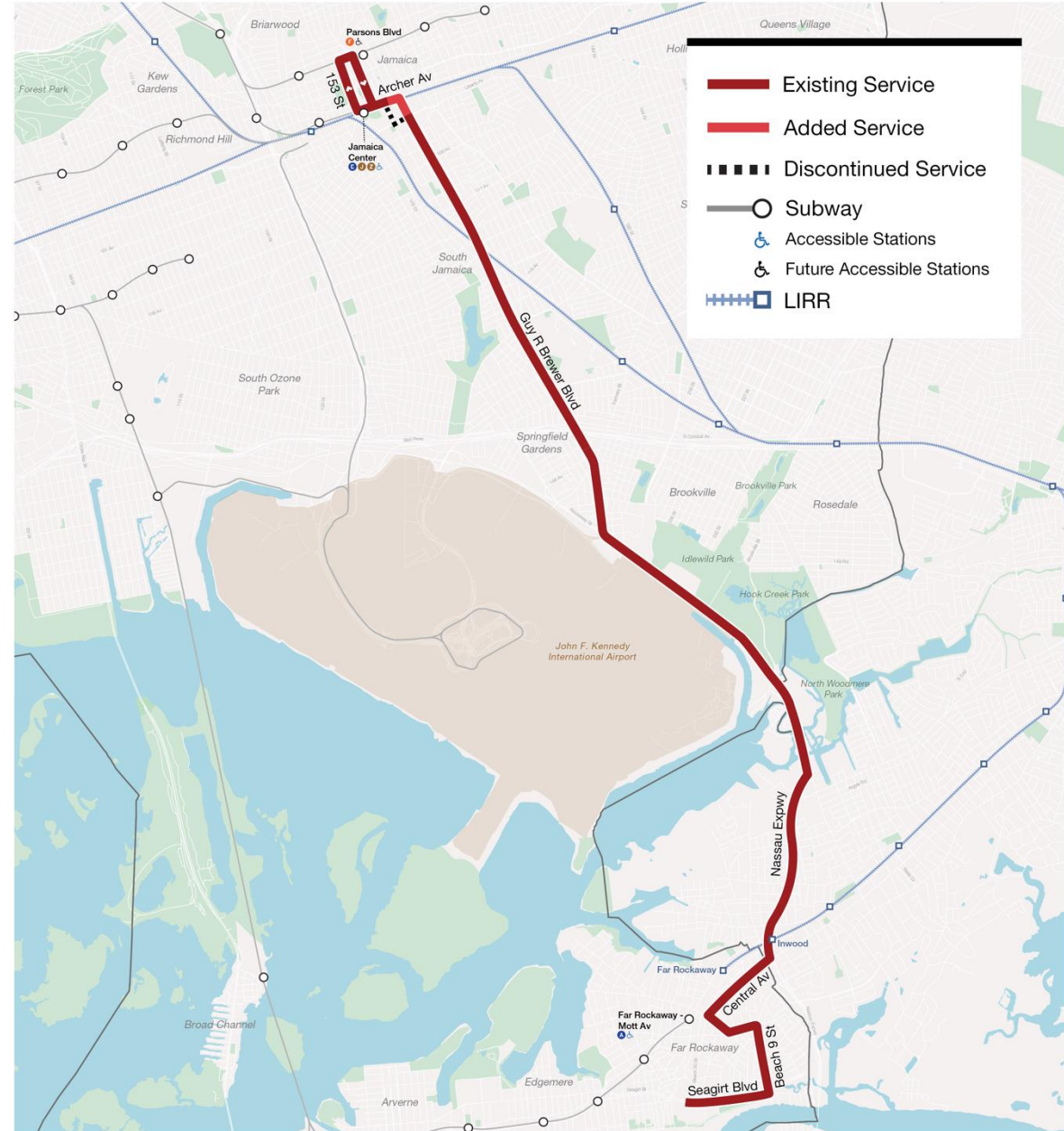
**E F J Z**

Q1, Q3, Q4, Q5, Q6, Q8, Q9, Q20, Q22, Q24, Q25, Q30, Q31, Q41, Q42, Q43, Q51, Q54, Q56, Q65, Q75, Q77, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q114, Q115

#### AVERAGE STOP SPACING

Existing: 2,023 ft

Proposed: 2,180 ft





# Q114 Jamaica – Inwood – Far Rockaway

## PROPOSED ROUTE SUMMARY

The Q114 will maintain its existing routing except for a minor change near Jamaica to reduce turns.

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

-  Minor stop changes in response to public feedback
-  Restored existing frequencies

### EXISTING ROUTES

Q114

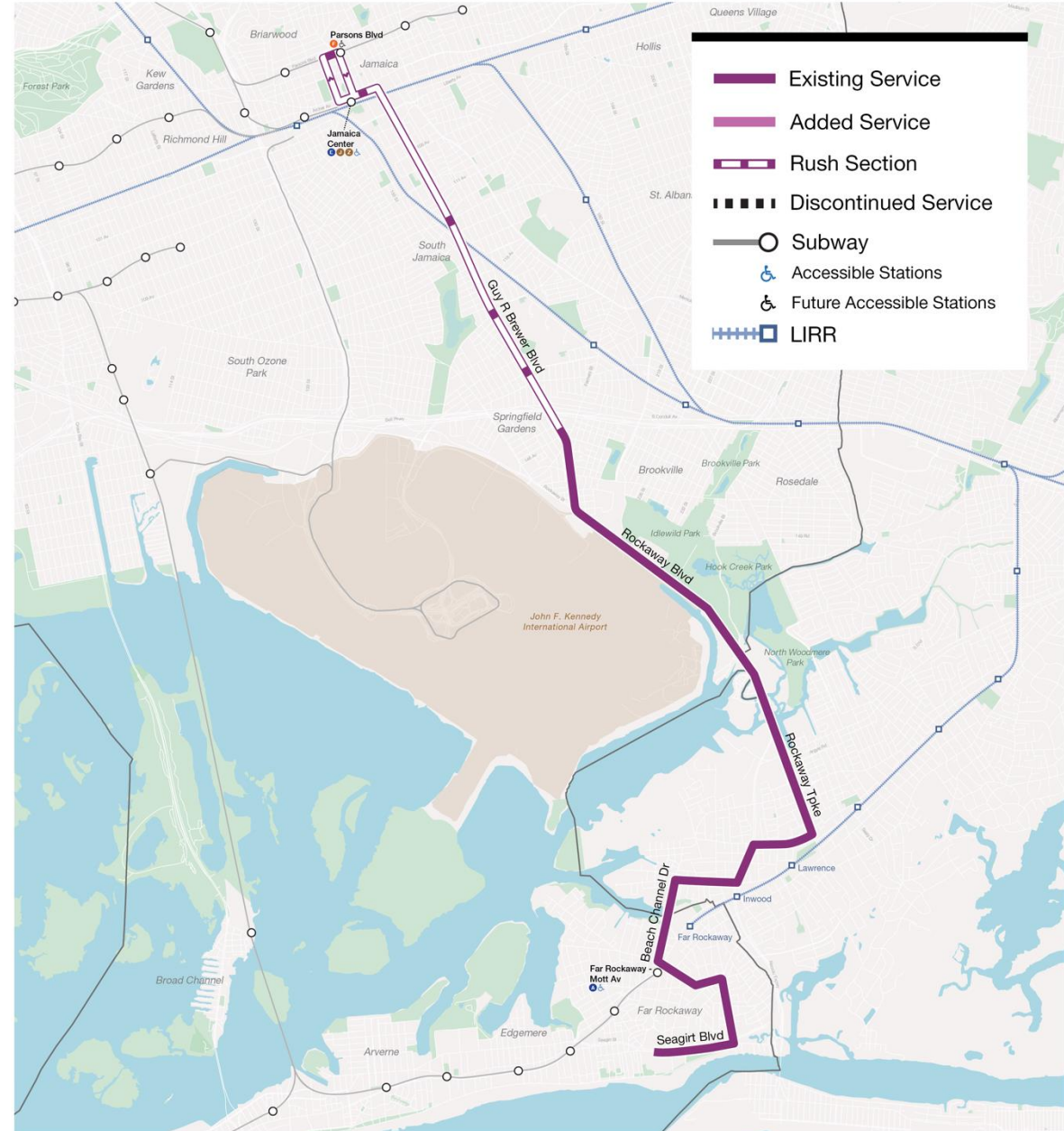
### PROPOSED CONNECTIONS

**A E F J Z**

Q1, Q3, Q4, Q5, Q6, Q8, Q9, Q20, Q22, Q24, Q25, Q30, Q31, Q41, Q42, Q43, Q51, Q54, Q56, Q65, Q75, Q77, Q83, Q84, Q85, Q86, Q87, Q89, Q110, Q111, Q112, Q113, Q115

### AVERAGE STOP SPACING

Existing: 1,359 ft  
Proposed: 1,355 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



# 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

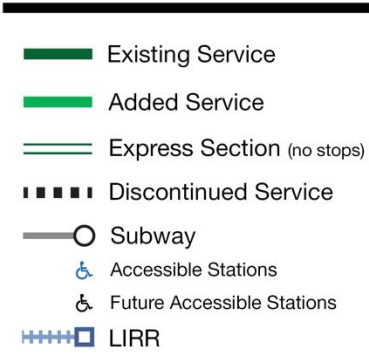
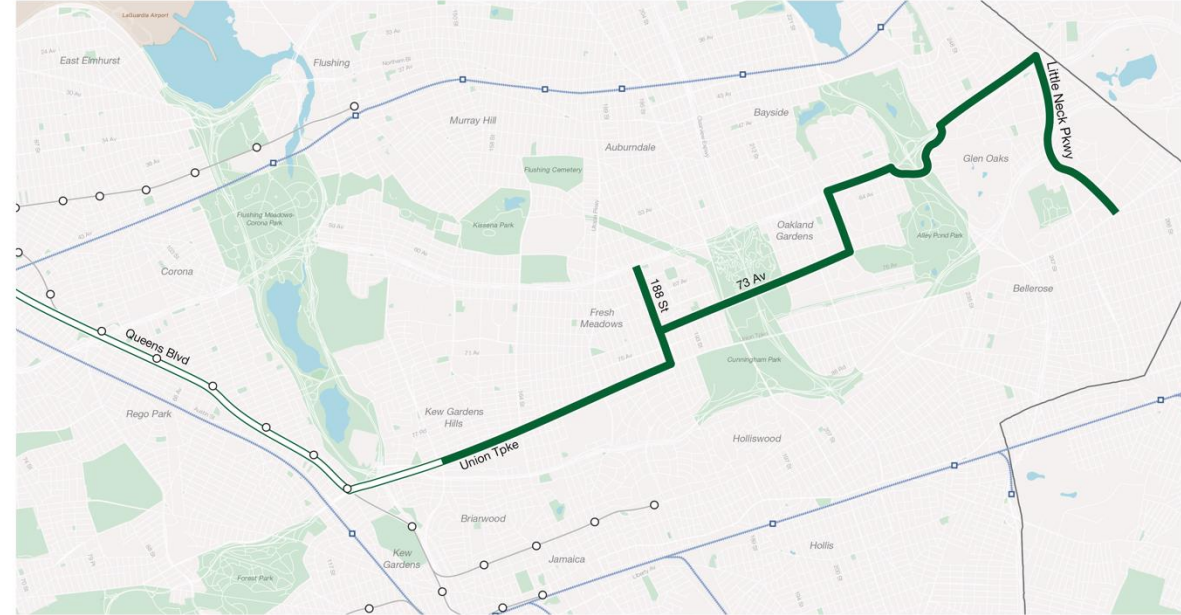
#### EXISTING ROUTES

QM5

#### AVERAGE STOP SPACING

Existing: 1,310 ft

Proposed: 1,590 ft



# 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

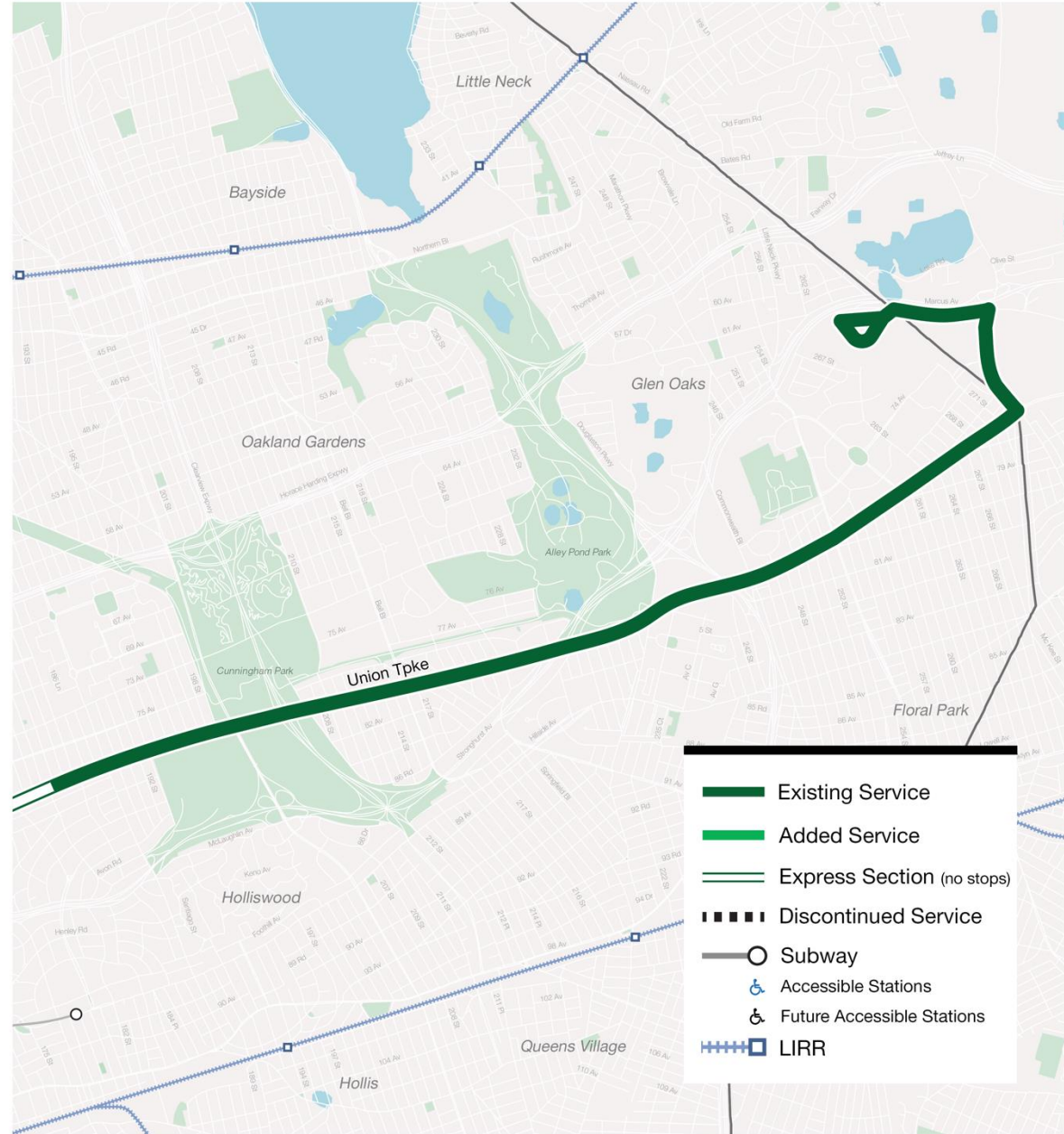
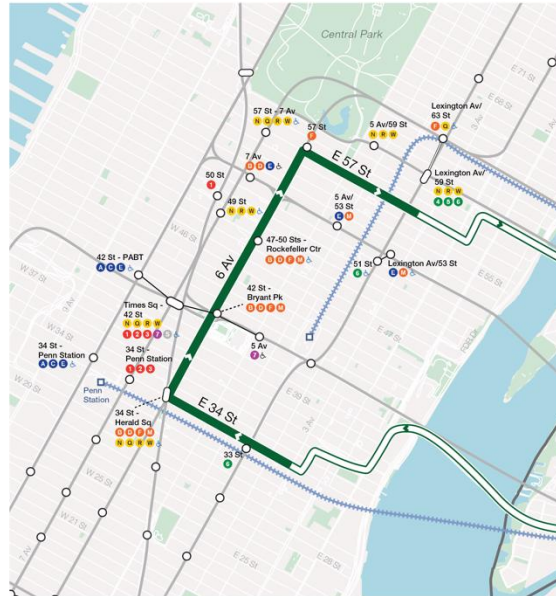
#### EXISTING ROUTES

QM6

#### AVERAGE STOP SPACING

Existing: 1,802 ft

Proposed: 1,917 ft



# QM16 Rockaways West – Midtown

via 6th Avenue

## PROPOSED ROUTE SUMMARY

The QM16 will maintain its existing routing between the Rockaways and Midtown Manhattan. PM peak frequencies will decrease slightly due to low ridership.

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

No changes

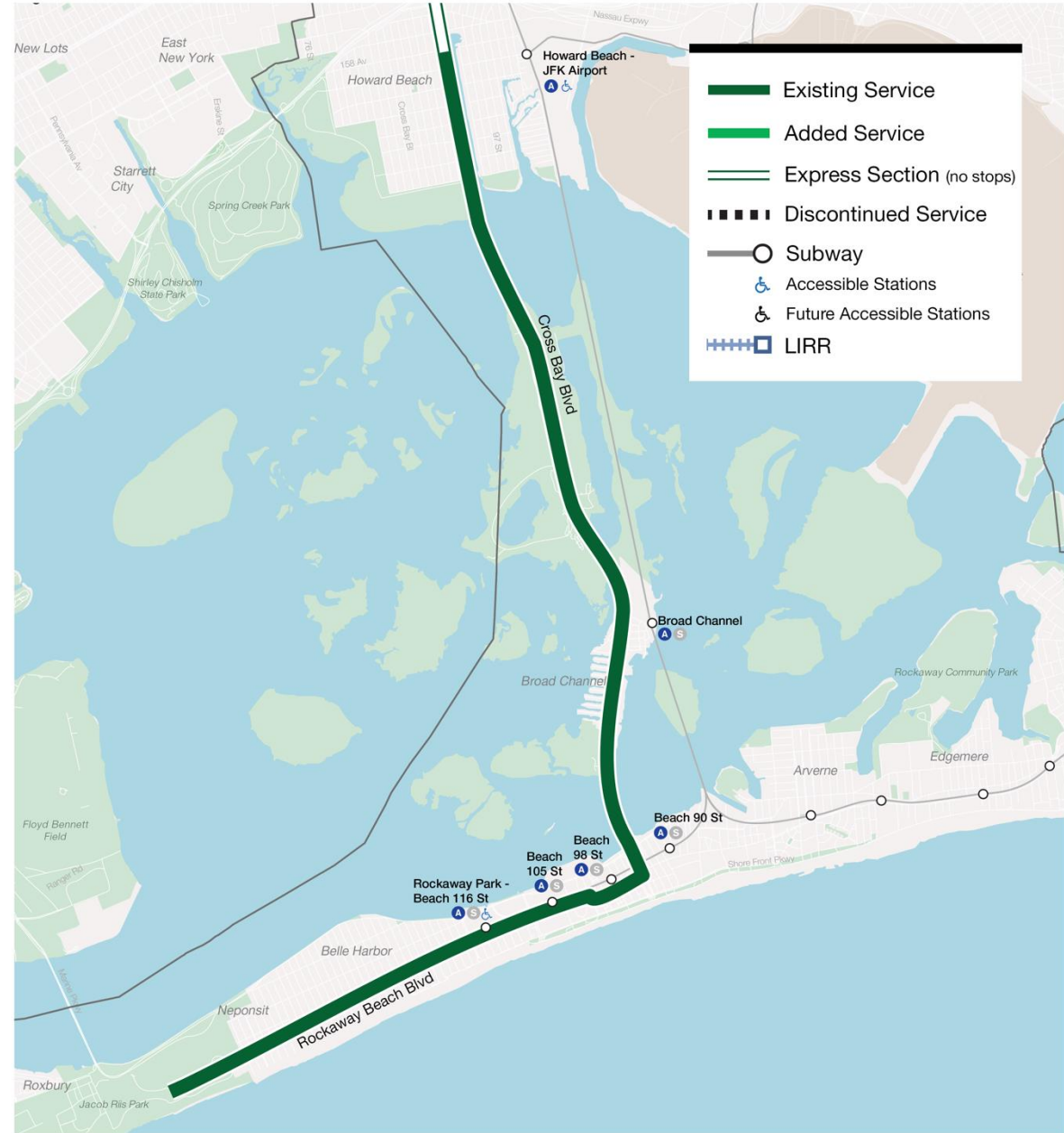
#### EXISTING ROUTES

QM16

#### AVERAGE STOP SPACING

Existing: 1,886 ft

Proposed: 1,912 ft





# QM17 Rockaways East – Midtown

via 6th Avenue

## PROPOSED ROUTE SUMMARY

The QM17 will maintain its existing routing between the Rockaways and Midtown Manhattan. Peak frequencies will decrease slightly and service spans will be adjusted to match ridership patterns.

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

 Restored existing routing in Arverne

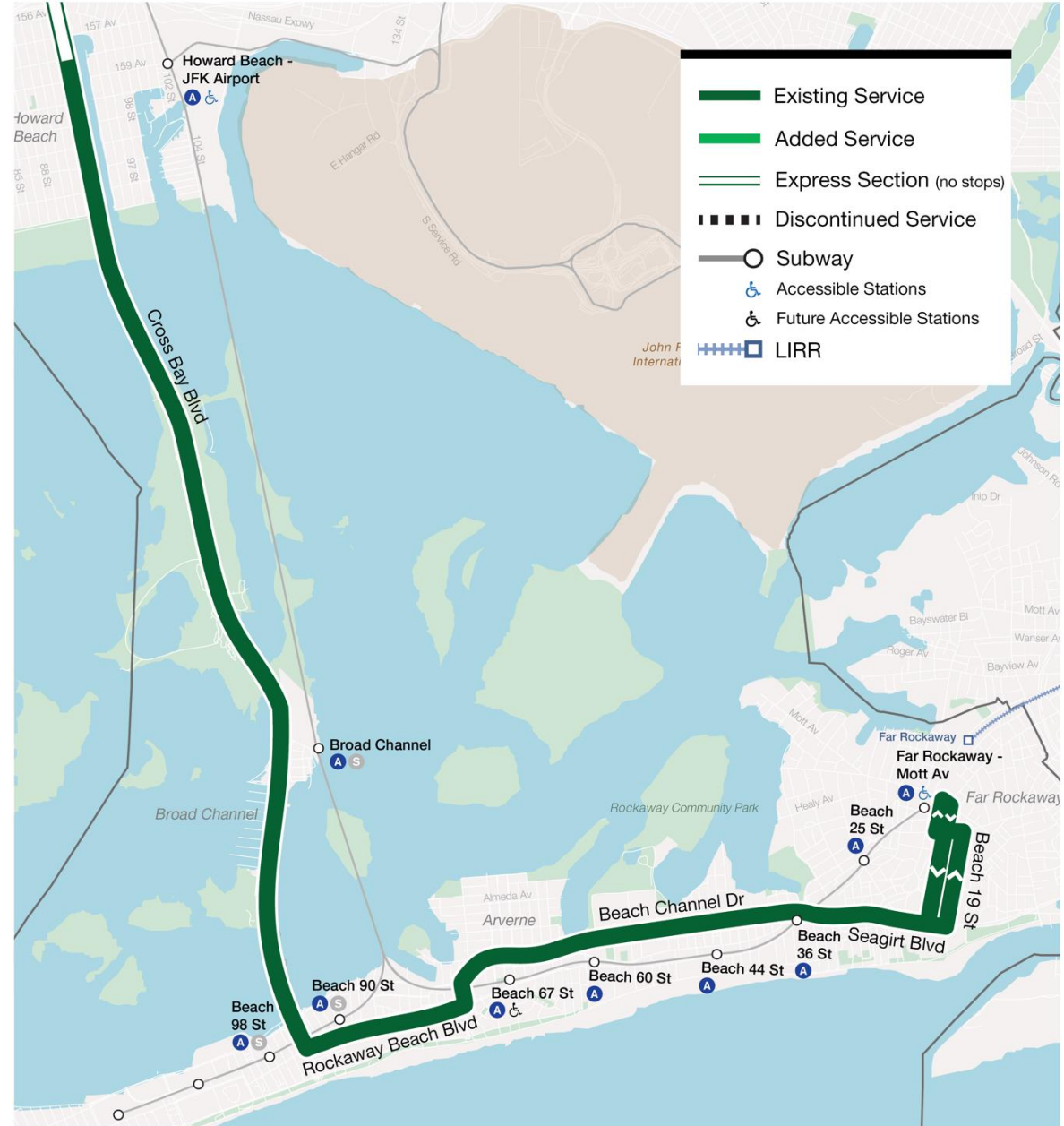
### EXISTING ROUTES

QM17

### AVERAGE STOP SPACING

Existing: 1,868 ft

Proposed: 1,868 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

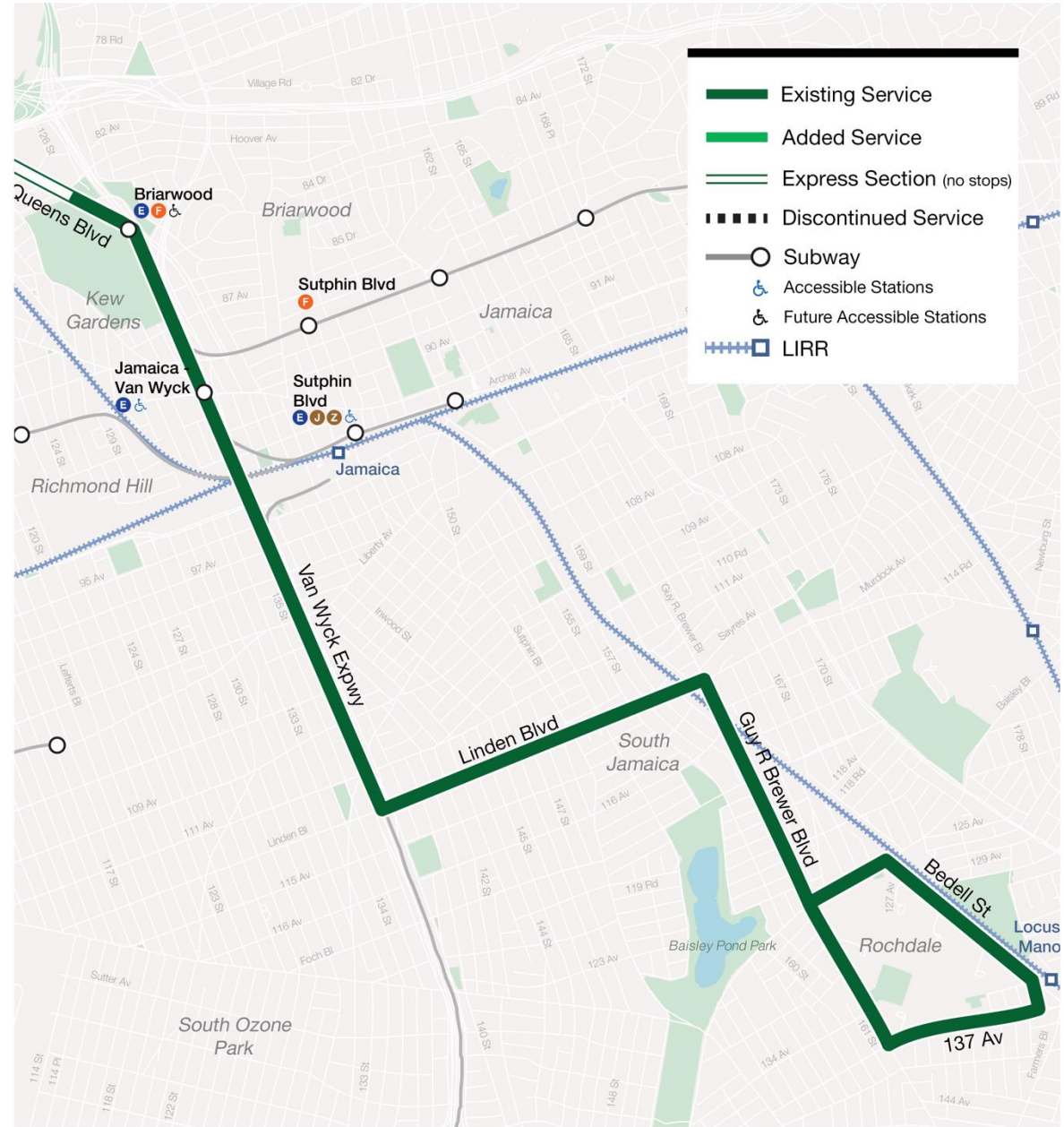
#### EXISTING ROUTES

QM21

#### AVERAGE STOP SPACING

Existing: 1,709 ft

Proposed: 1,832 ft



# 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

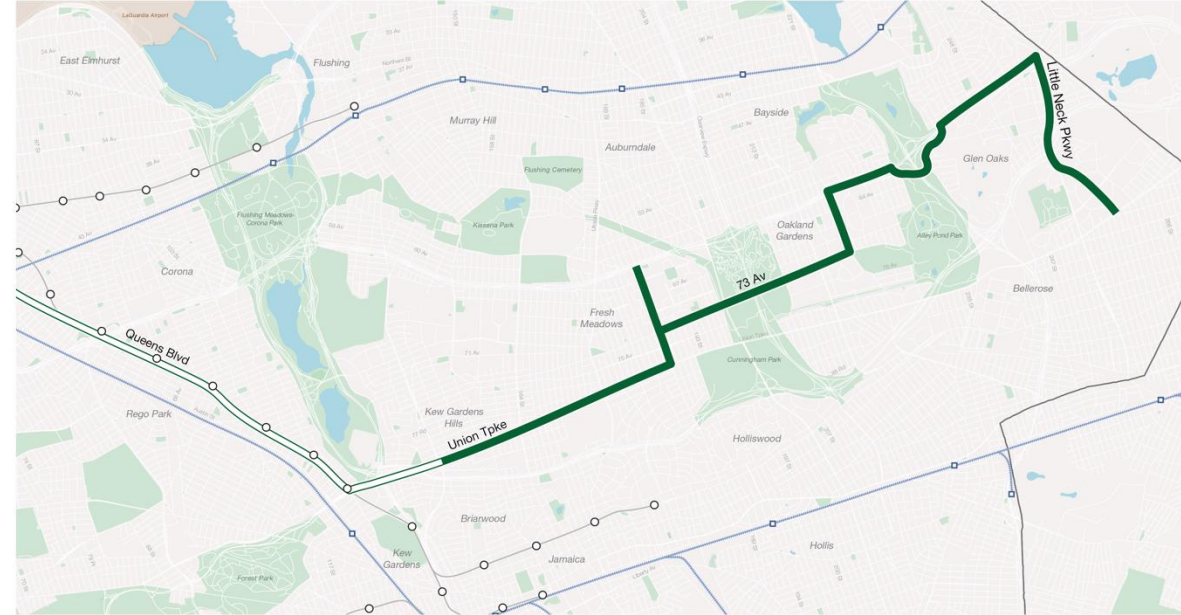
### EXISTING ROUTES



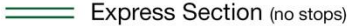
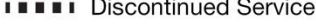

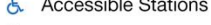


QM35

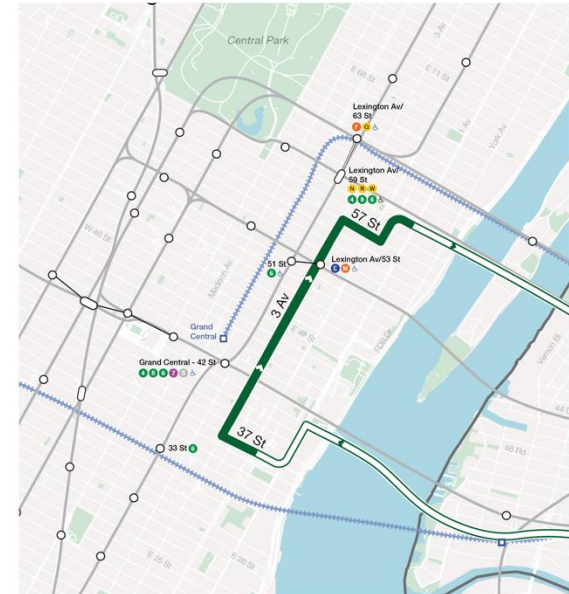
### AVERAGE STOP SPACING

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

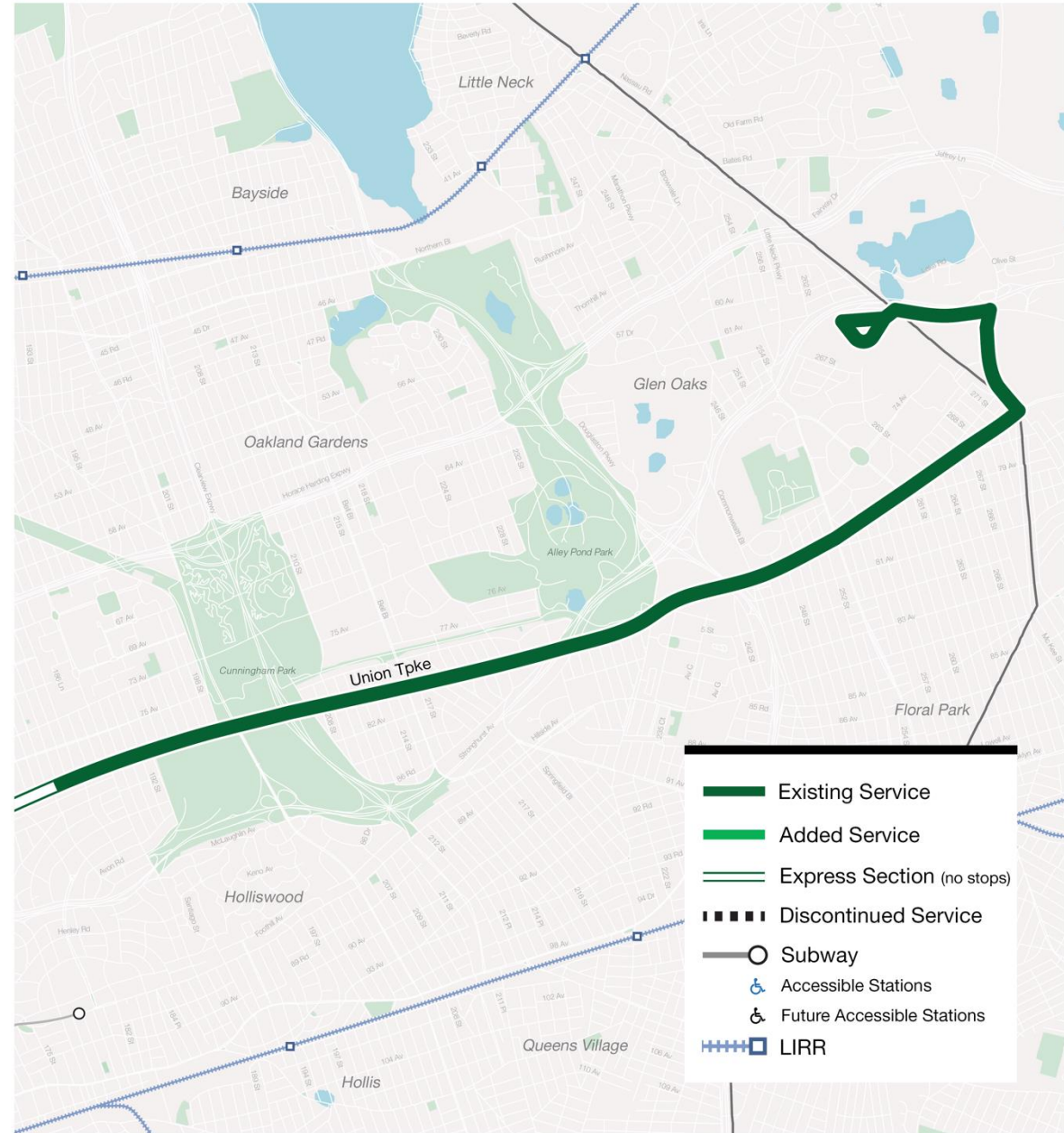
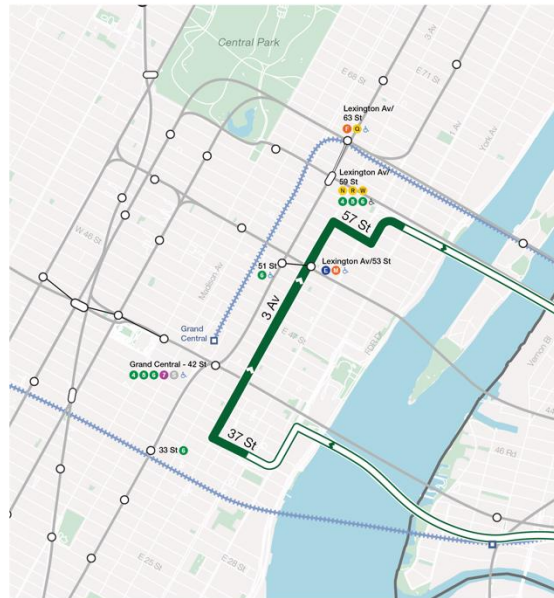
#### EXISTING ROUTES

QM36

#### AVERAGE STOP SPACING

Existing: 1,930 ft

Proposed: 2,146 ft





# QM63 Rosedale – Midtown

via Madison Avenue

## PROPOSED ROUTE SUMMARY

The X63 will be renamed the QM63. In Queens, the QM63 will be rerouted to use 249 St instead of Sunrise Hwy in both directions to avoid a difficult turn. Midtown-bound QM63 trips will make stops on 23 St, Madison Av, and 57 St. Service on 3 and 5 Avs will be discontinued. The Queens-bound QM63 routing in Manhattan will not change. Peak frequency will decrease slightly, and service spans will change in response to low ridership.

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

-  Minor stop balancing
-  Revised routing in Rosedale in response to public feedback

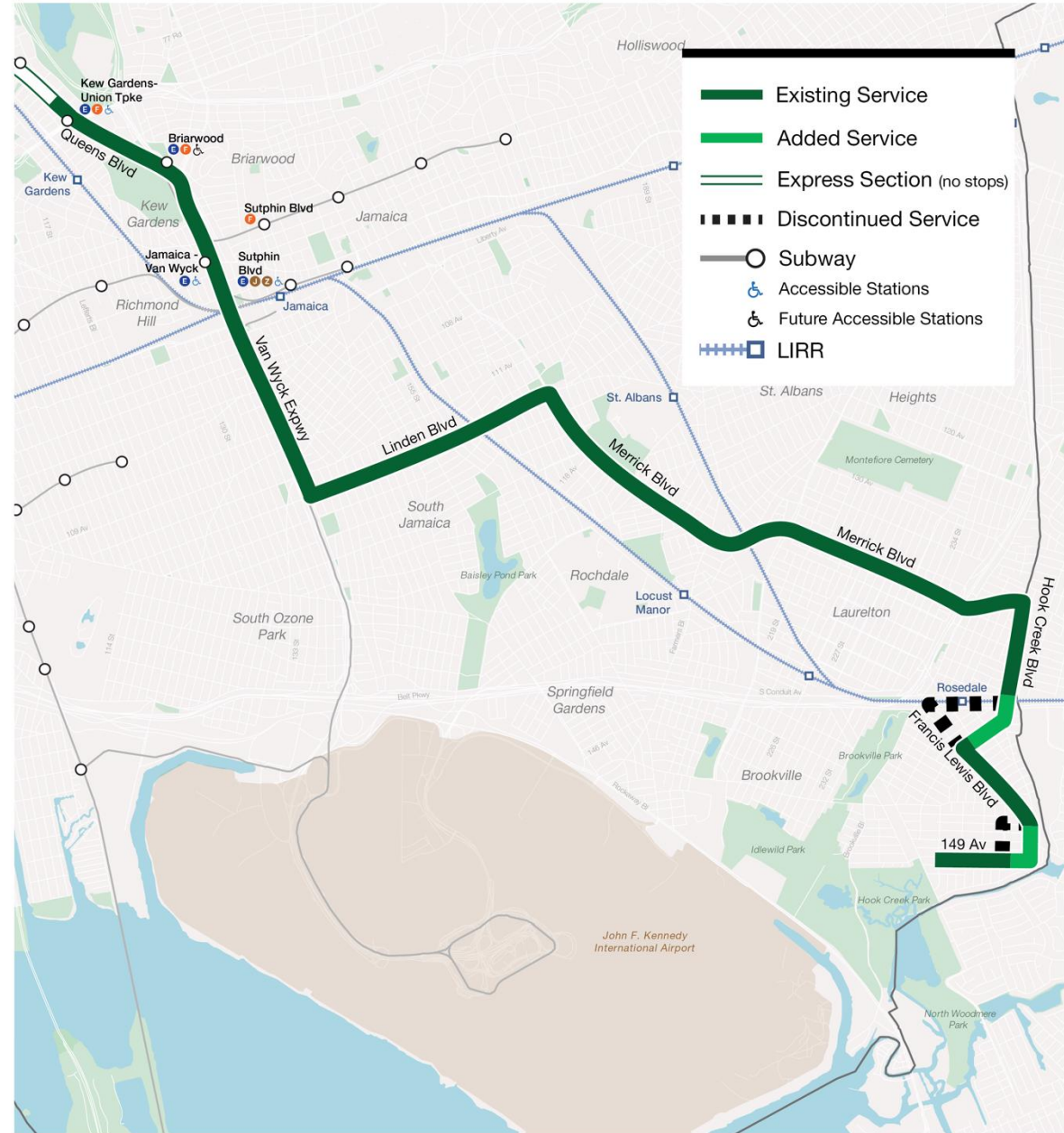
### EXISTING ROUTES

X63

### AVERAGE STOP SPACING

Existing: 1,358 ft

Proposed: 1,382 ft



# QM64 Elmont – Midtown

via Madison Avenue

## PROPOSED ROUTE SUMMARY

The X64 will be renamed the QM64. The route will be extended into Elmont to a new stop at Elmont Rd/Dutch Broadway to improve connections. Midtown-bound QM64 trips will make stops on 23 St, Madison Av, and 57 St. Service on 3 and 5 Aves will be discontinued. The Queens-bound QM64 routing in Manhattan will not change. AM peak frequencies will decrease slightly due to low ridership.

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



Added eastbound stop at Queens Blvd/83 Av to match westbound

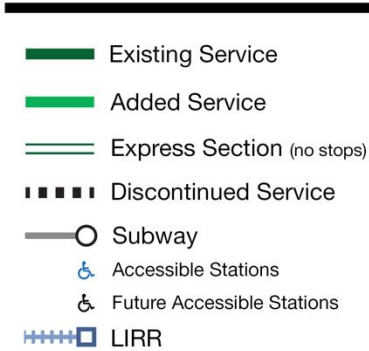
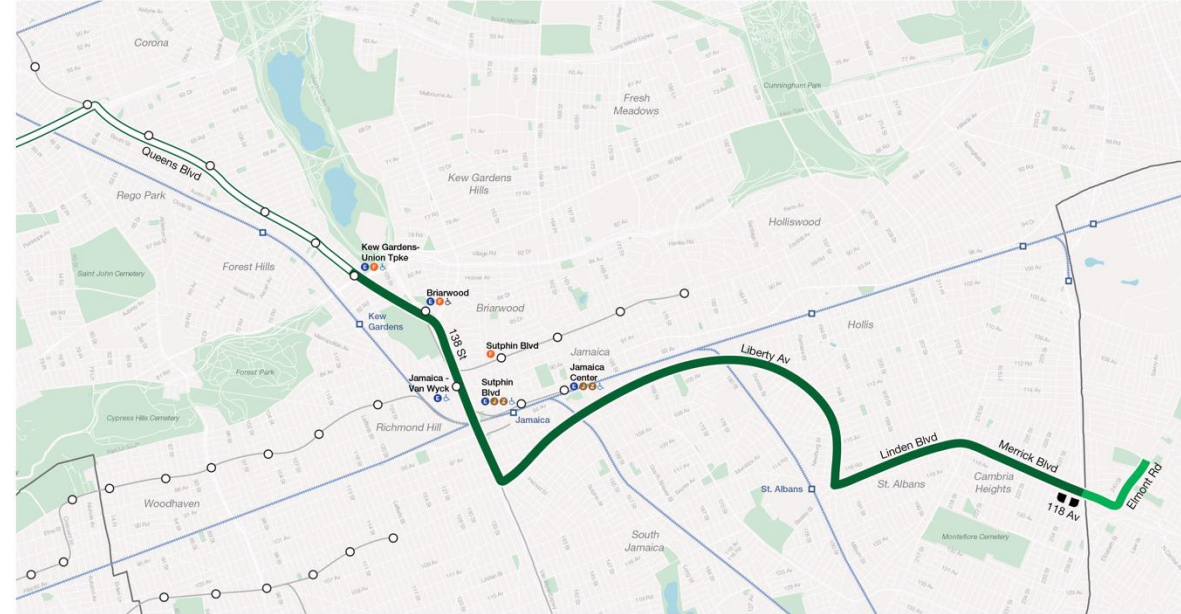
### EXISTING ROUTES

X64

### AVERAGE STOP SPACING

Existing: 2,021 ft

Proposed: 2,238 ft



# QM65 Laurelton – Downtown

via Rochdale

## PROPOSED ROUTE SUMMARY

The new QM65 will connect Laurelton to Downtown Manhattan via Rochdale and South Jamaica.

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

-  Minor stop balancing

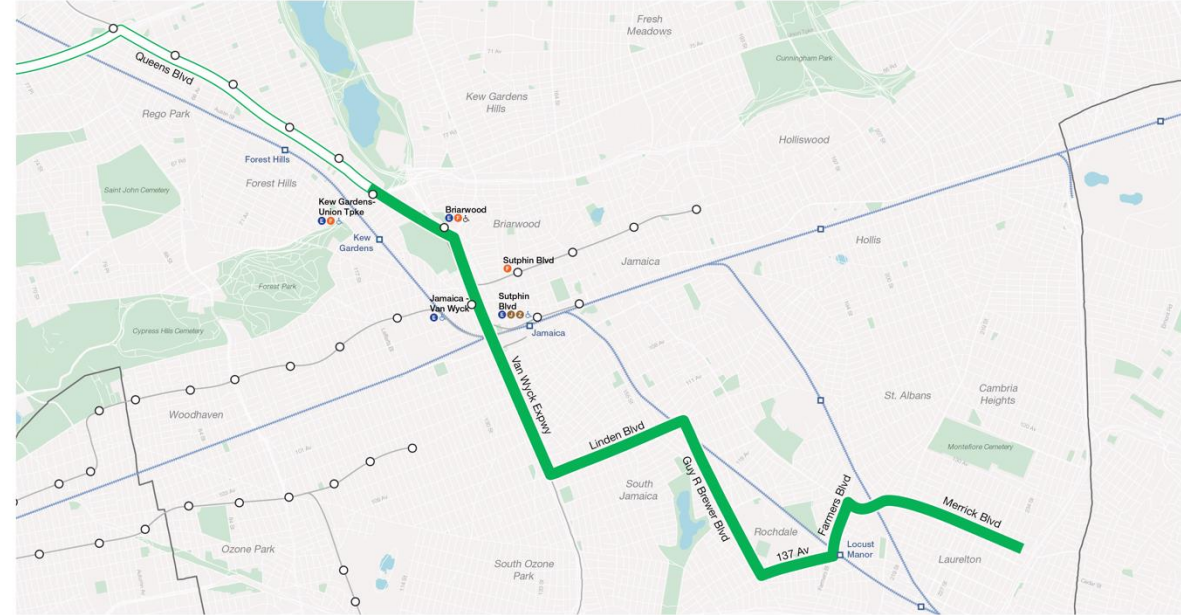
#### EXISTING ROUTES





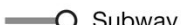
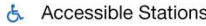
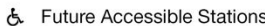

N/A

#### AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,896 ft



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



# 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

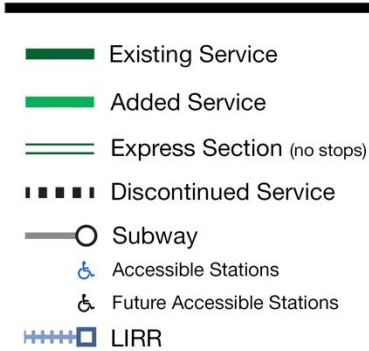
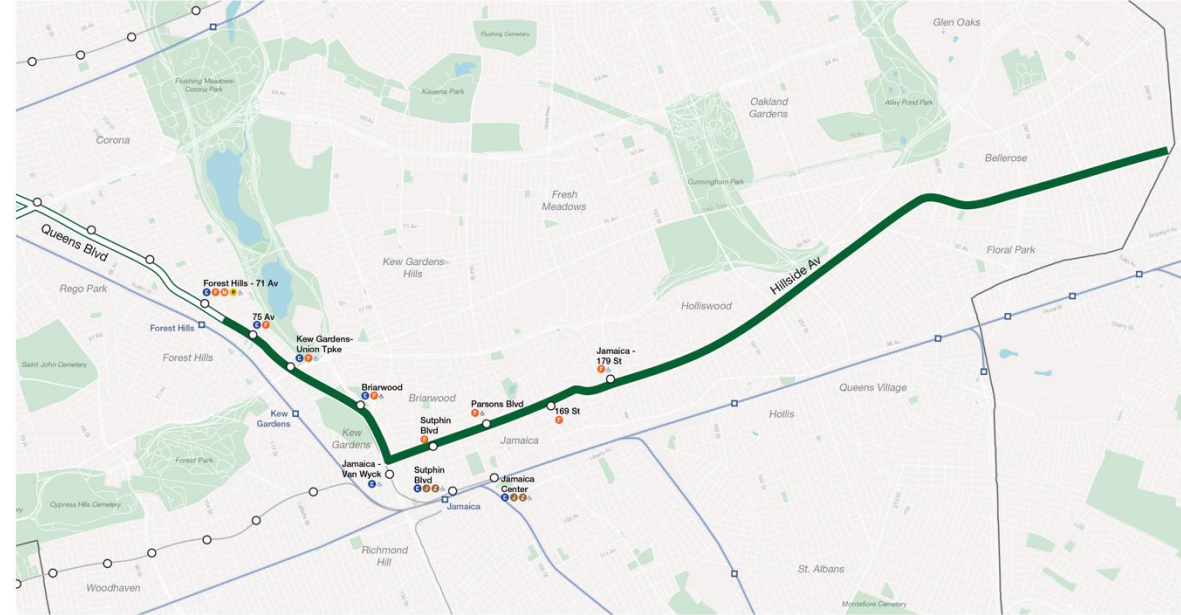
### EXISTING ROUTES

X68

### AVERAGE STOP SPACING

Existing: 2,374 ft

Proposed: 2,200 ft





# Thank you!



[mta.info/queensbusredesign](https://mta.info/queensbusredesign)

