



Queens Bus Network Redesign

Proposed Final Plan Addendum

December 2024

Why redesign the Queens bus network?

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

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

Buses have become less reliable

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



1981 Queens Bus Map



Timeline

How we redesigned the bus network

Rider Priorities

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



Reliable Service

Riders want the bus to arrive dependably and consistently



Faster Travel

Riders want shorter travel times with less congestion



Better Connections

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



Simplified Service

Riders want a bus network that is easy to understand

How we redesigned the bus network

Redesign Strategies

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

Improve Route Design

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

Enhance Connectivity

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

Improve Frequency

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

Balance Bus Stops

- Improve stop spacing to increase speed and reliability

Expand Bus Priority with NYC DOT

- Collaborate on bus priority treatments across Queens

Improve Transit Equity

- Focus improvements in areas with greater transit need

Improve Accessibility

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

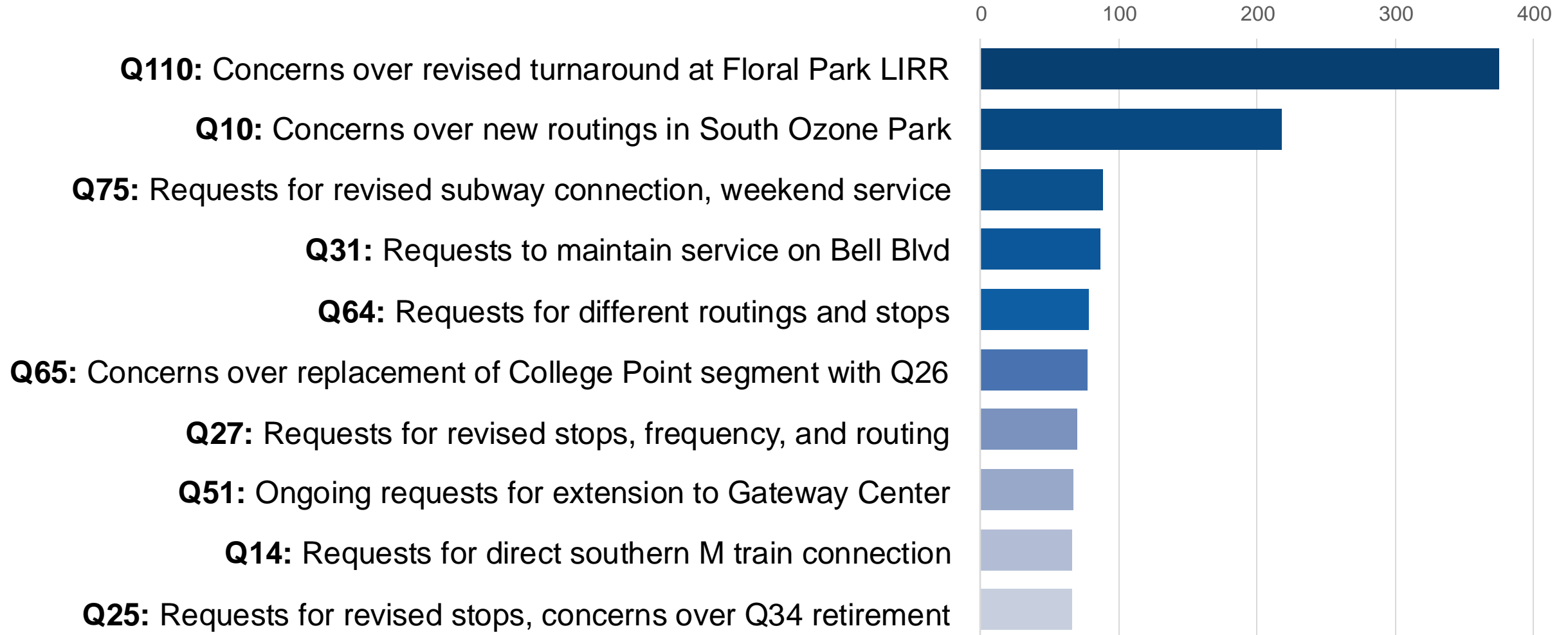
Proposed Final Plan Outreach Summary

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



Proposed Final Plan Comment Summary

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

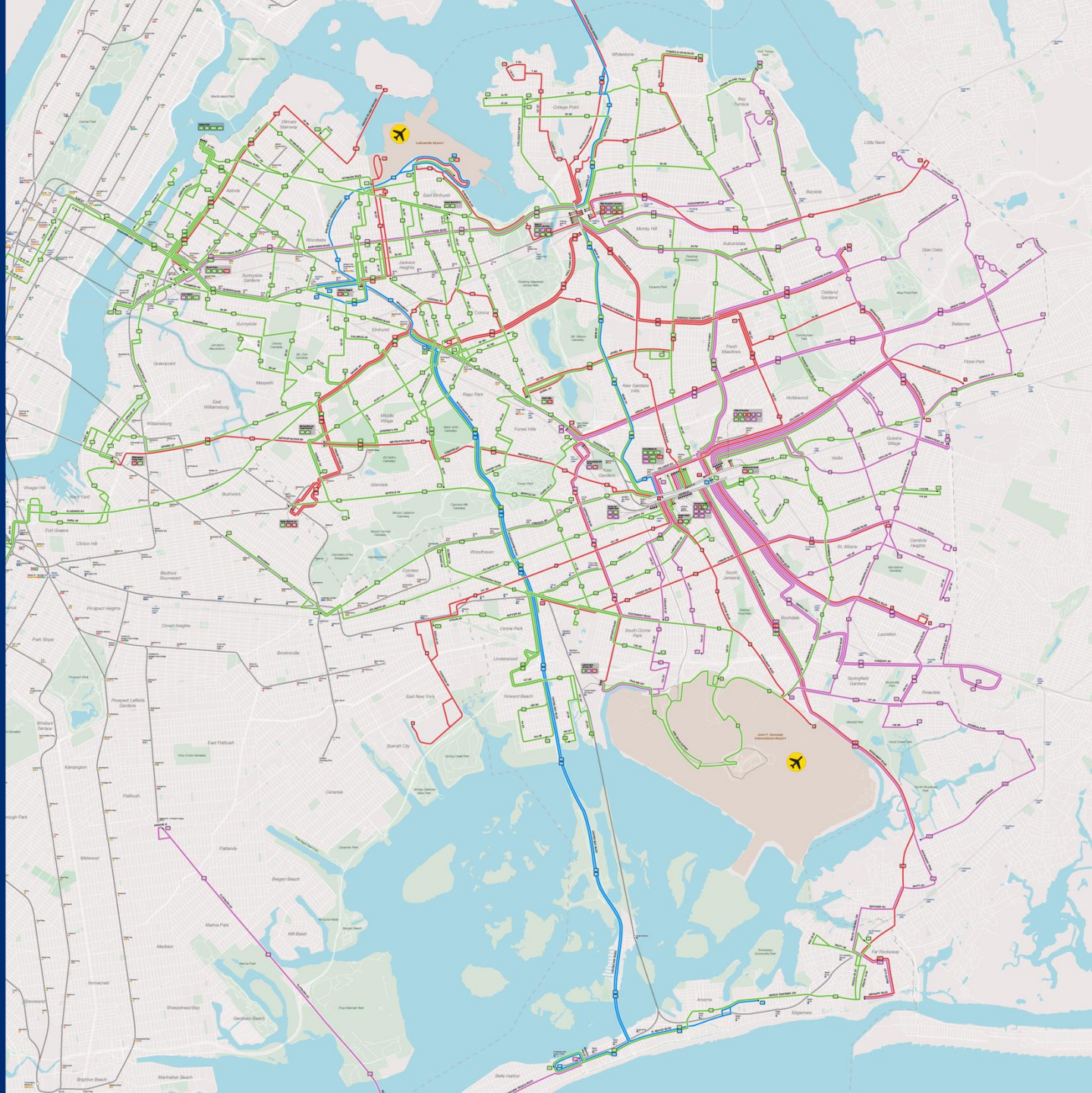


Introducing the Addendum Bus Network

124 total routes (vs. 113 existing)

94 Local routes (vs. 83 existing)

30 Express routes (vs. 30 existing)



Changes Riders Will See

124 total proposed routes (versus 113 existing)



58

No change

13

Minor change

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

36

Major change

a route realignment



17

Increased

63

No change

29

Reallocated/decreased

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



8

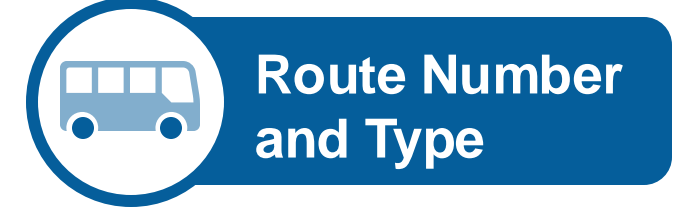
Increased

97

No change

4

Decreased



17

New routes

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

6

Route numbers retired/
repurposed

32

Route type change

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

Addendum Changes

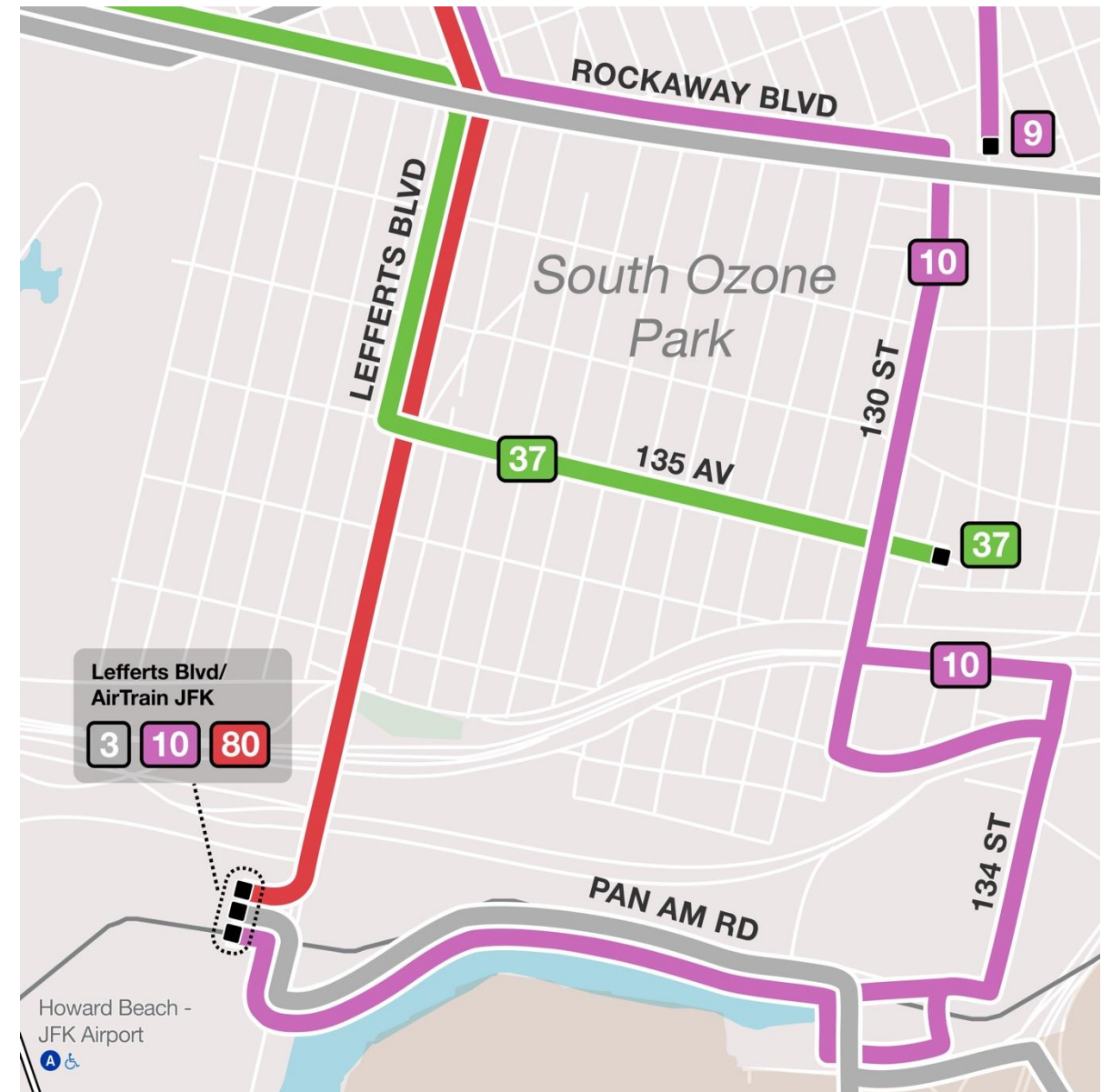
South Ozone Park Highlights

Proposed Final Plan feedback

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

Addendum

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



Addendum Changes

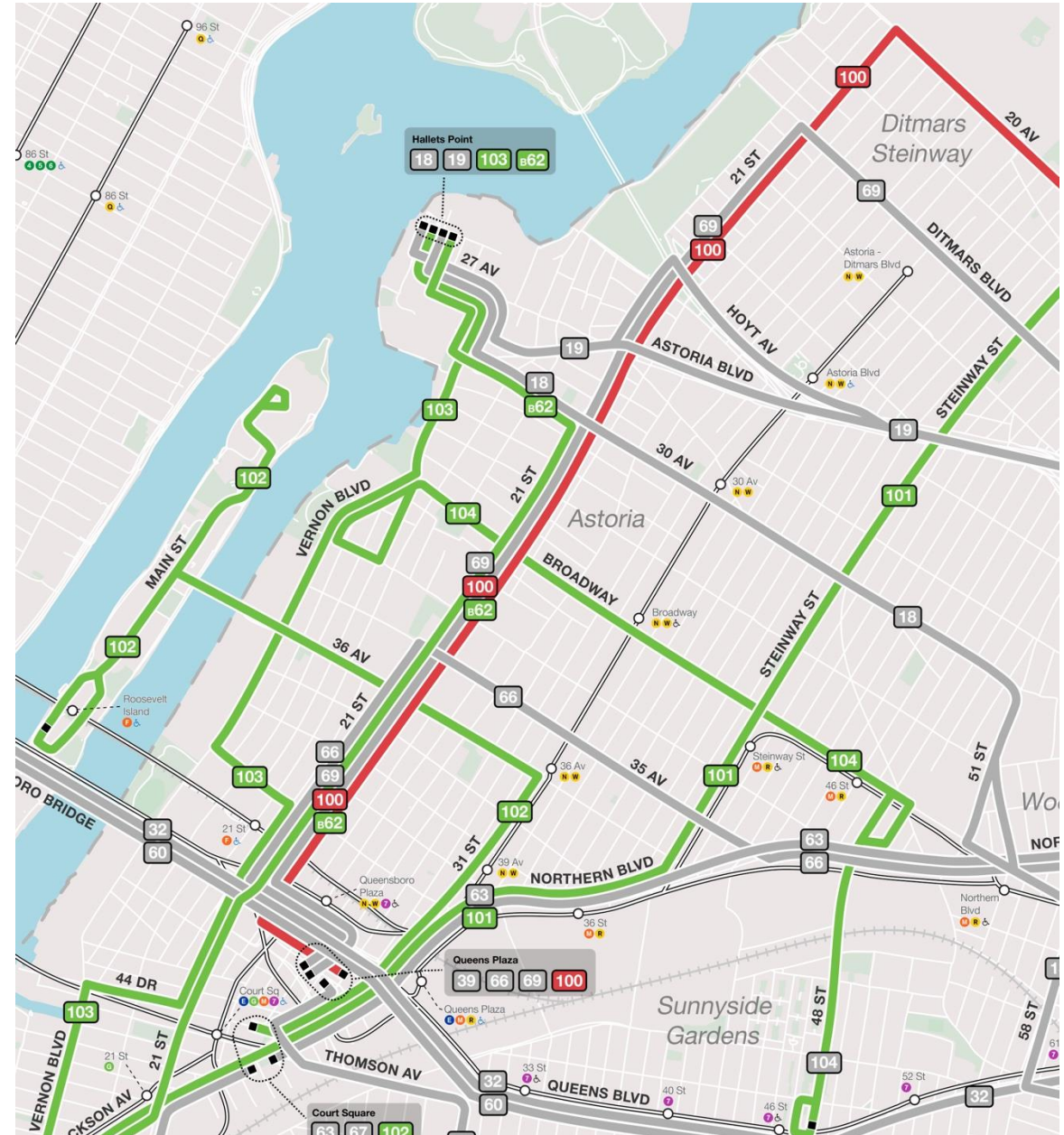
Astoria and Long Island City Highlights

Proposed Final Plan feedback

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

Addendum

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



Addendum Changes

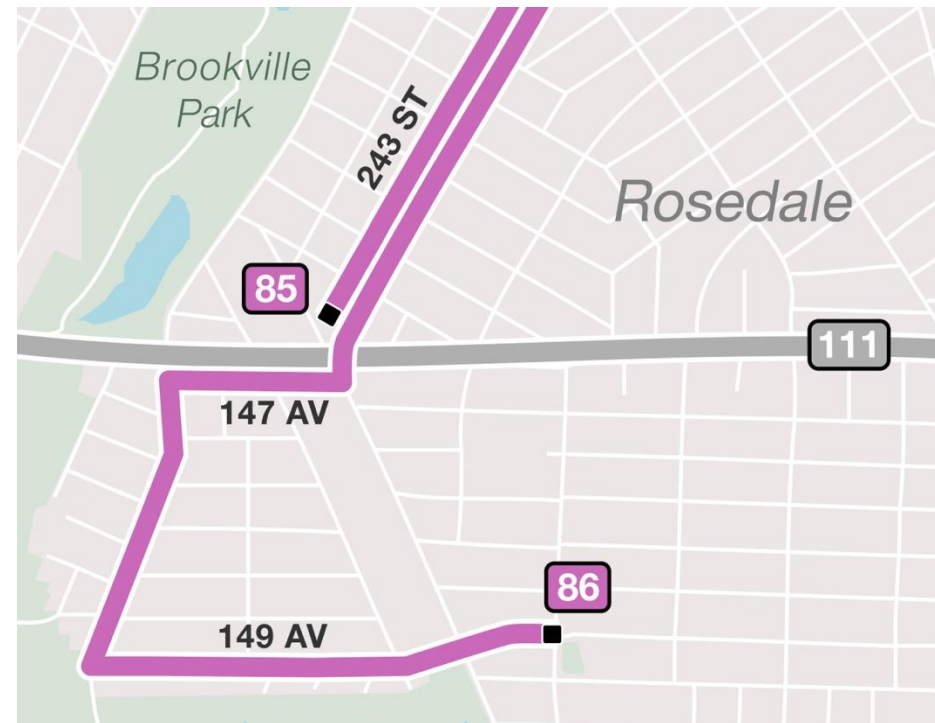
Floral Park and Rosedale Highlights

Proposed Final Plan feedback

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

Addendum

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



Addendum Changes

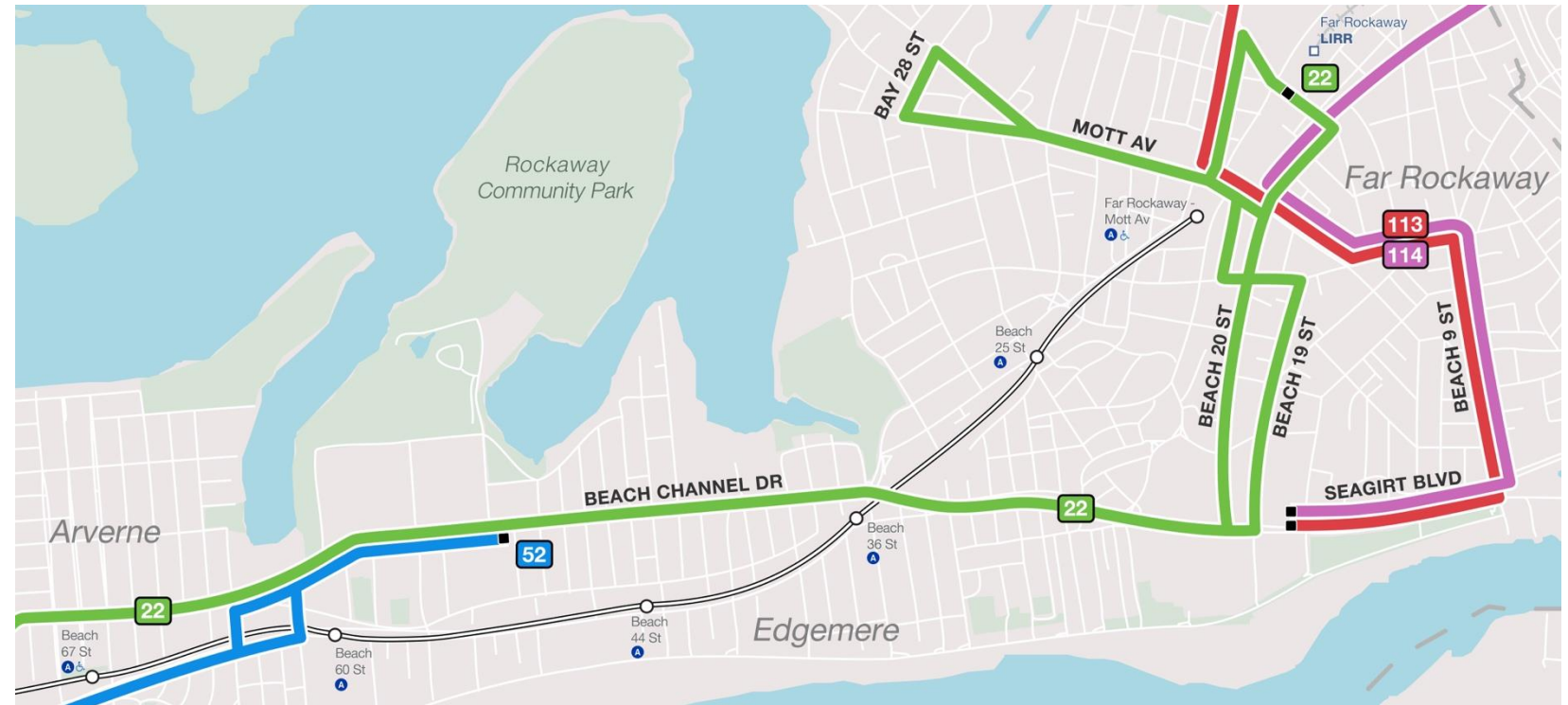
Rockaways Highlights

Proposed Final Plan feedback

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

Addendum

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



Addendum Changes

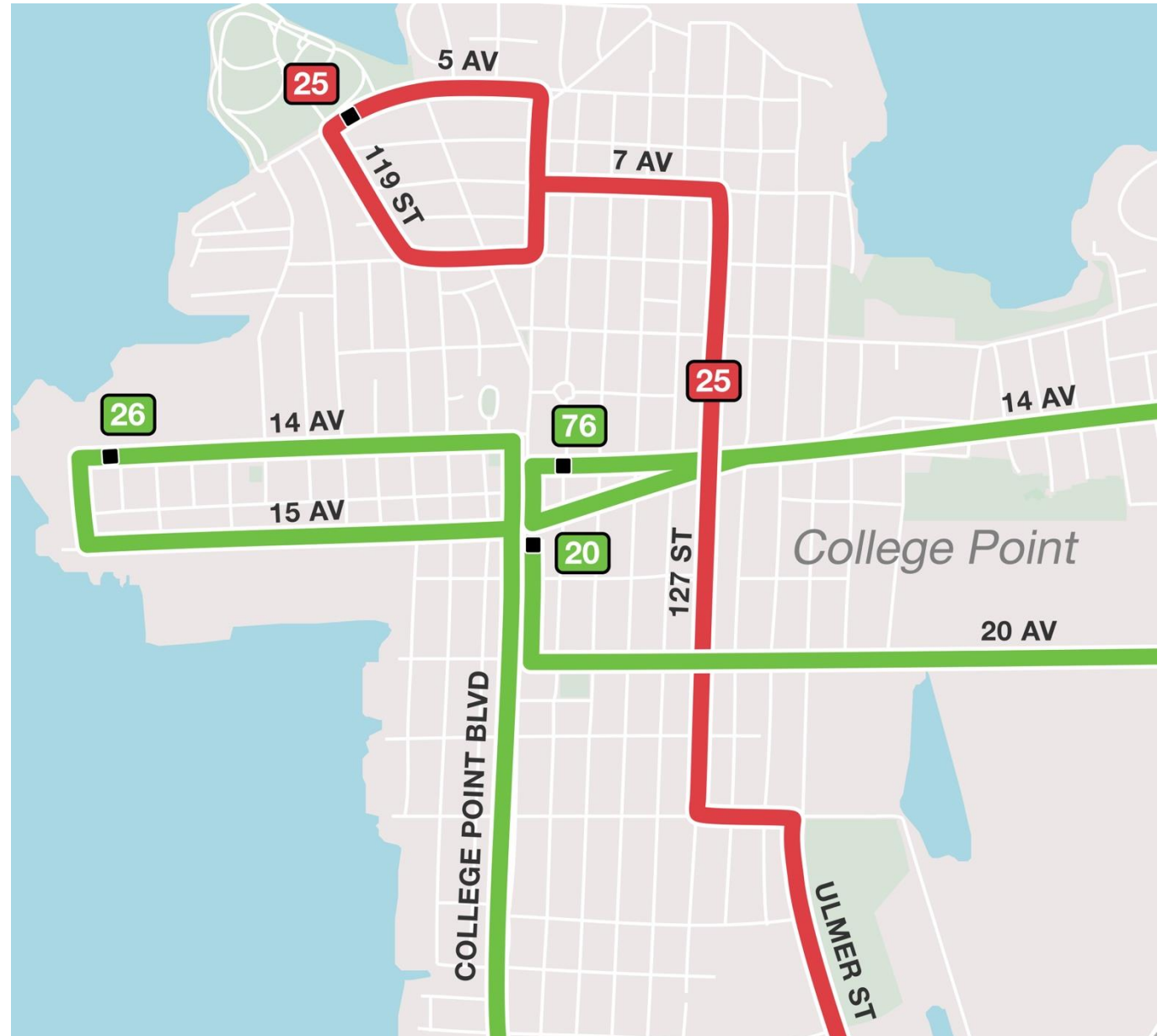
College Point Highlights

Proposed Final Plan feedback

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

Addendum

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



Addendum Changes

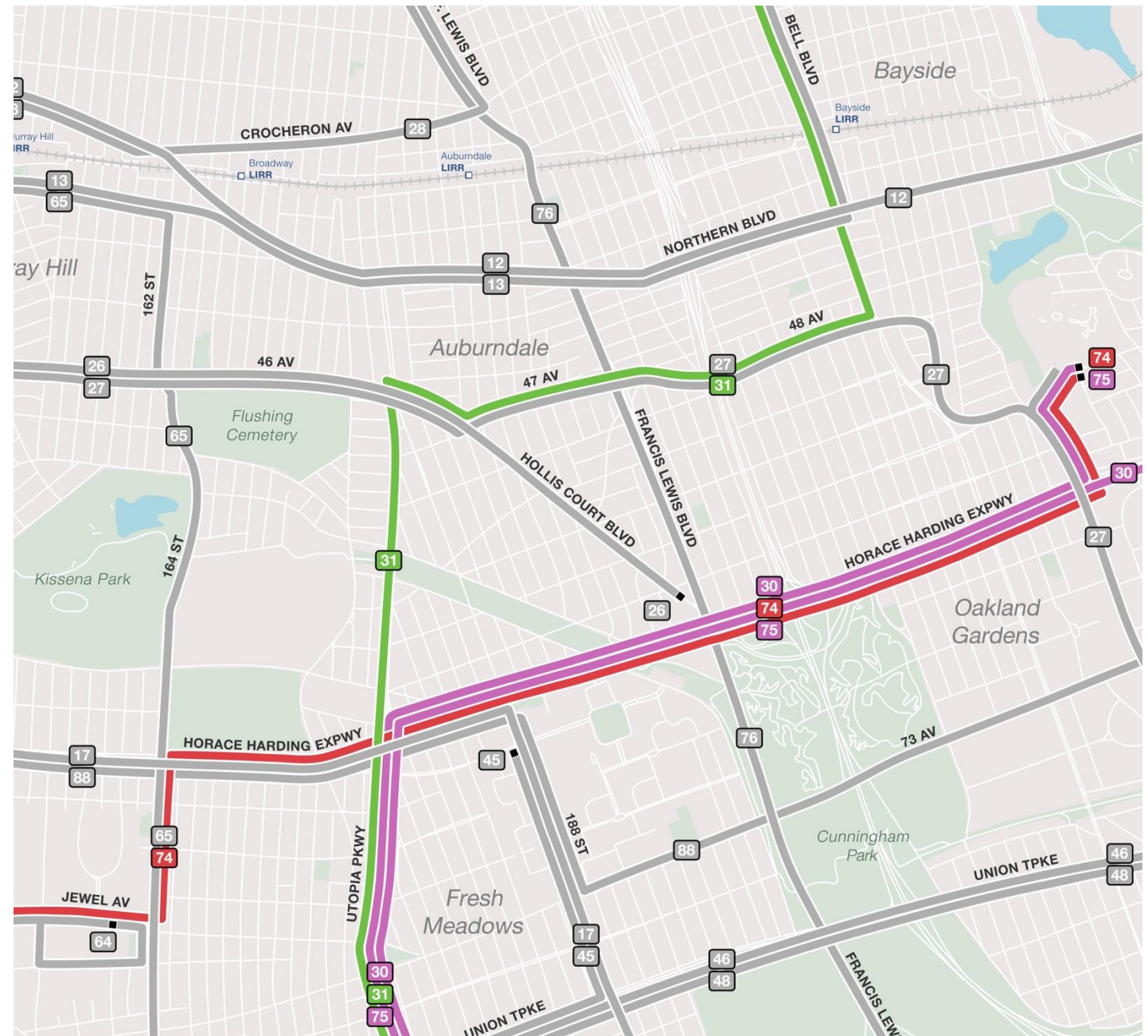
QCC and Bayside Highlights

Proposed Final Plan feedback

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

Addendum

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



Addendum Changes

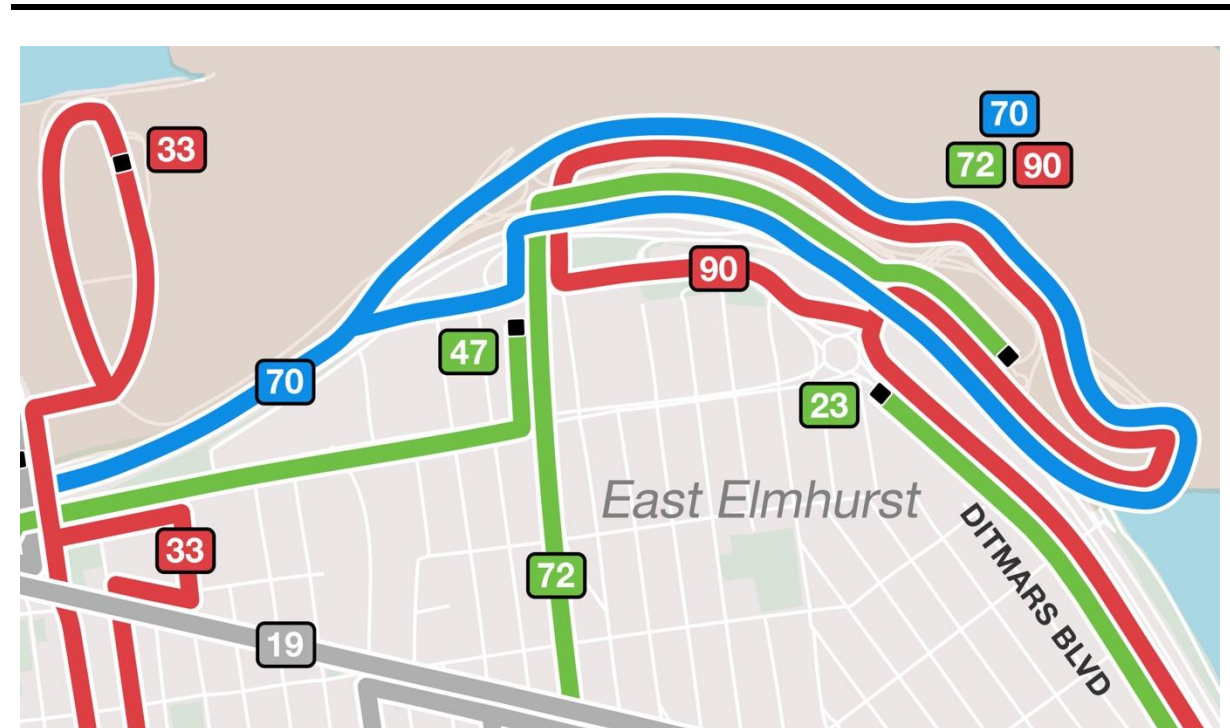
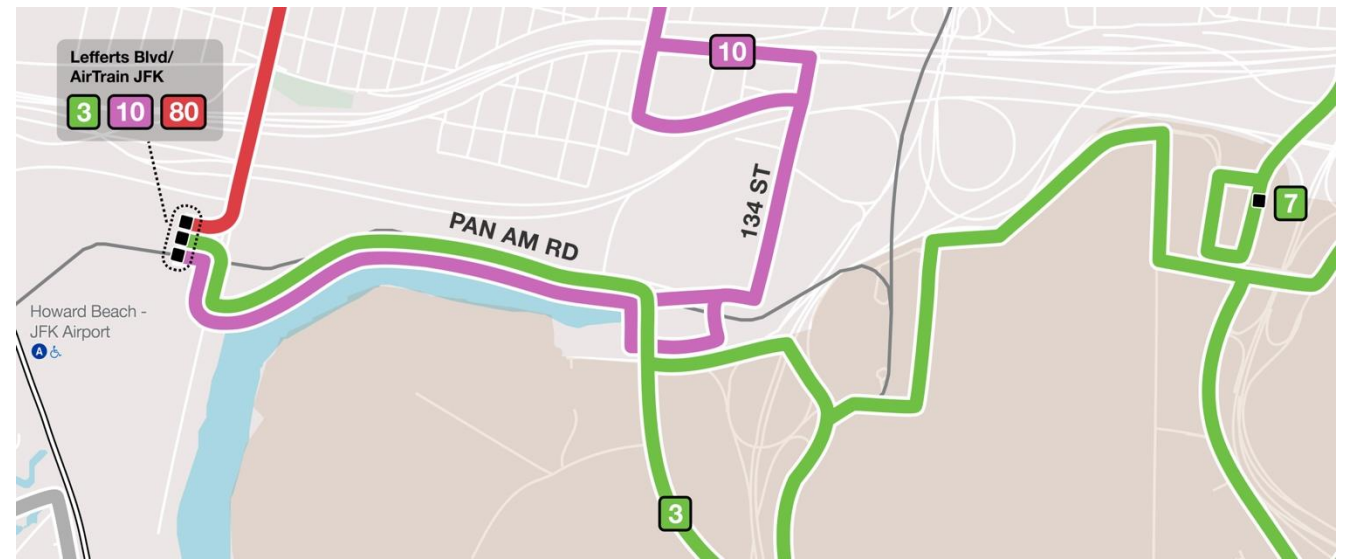
Airport Highlights

Proposed Final Plan feedback

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

Addendum

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



Addendum Changes

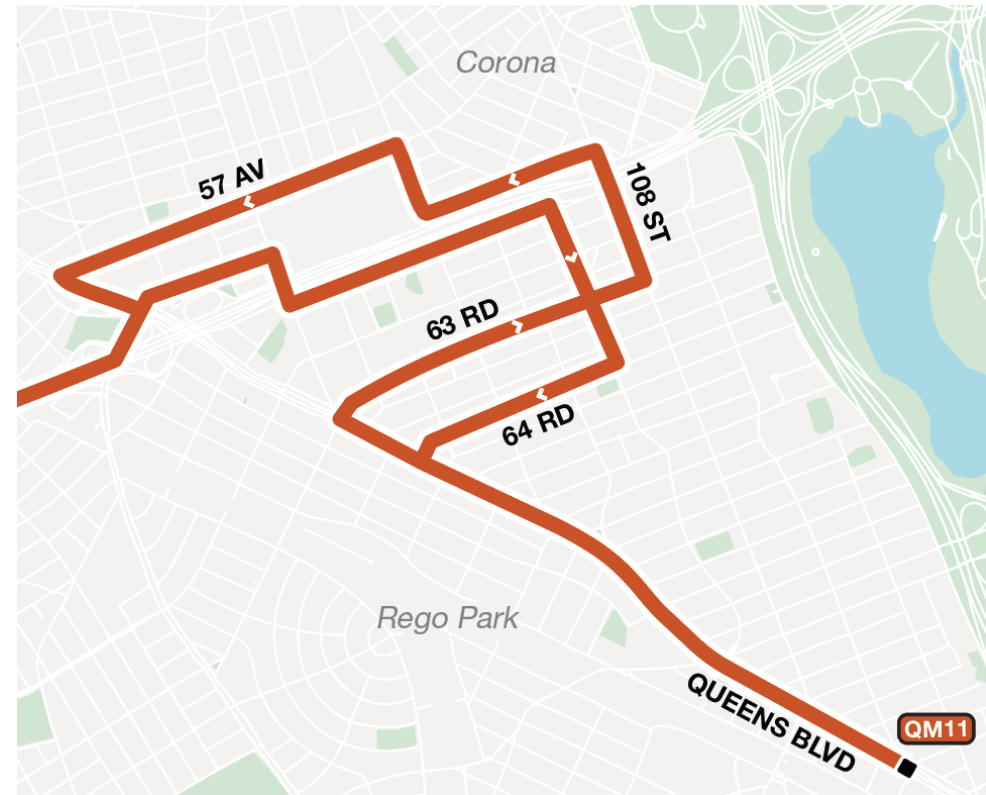
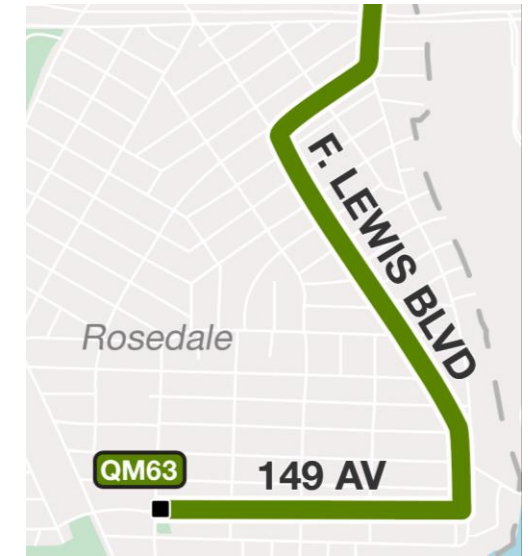
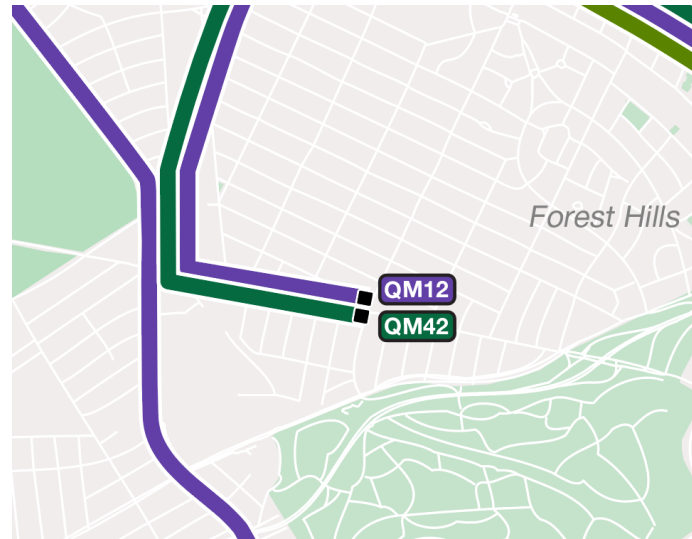
Express Highlights

Proposed Final Plan feedback

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

Addendum

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



Addendum Changes

Changes outside Queens

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



Next Steps

Addendum Outreach

Winter 2025

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

Board Vote

- Winter 2025

Implementation

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






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.

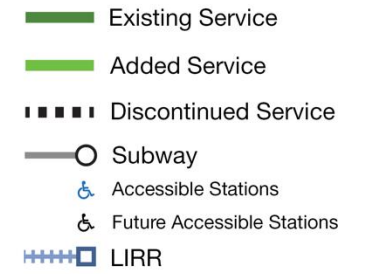
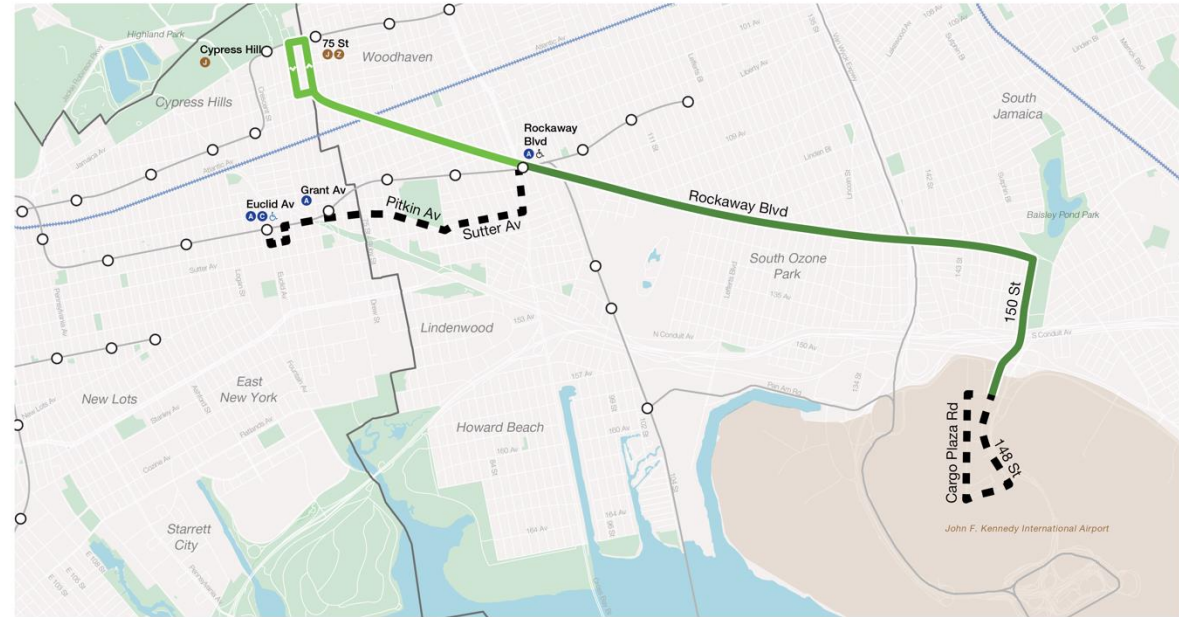
What's changed since the Proposed Final Plan?

-  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

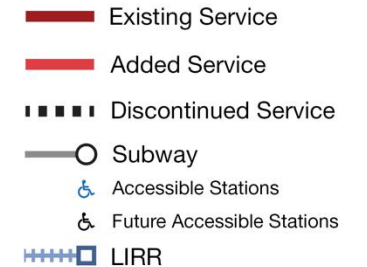
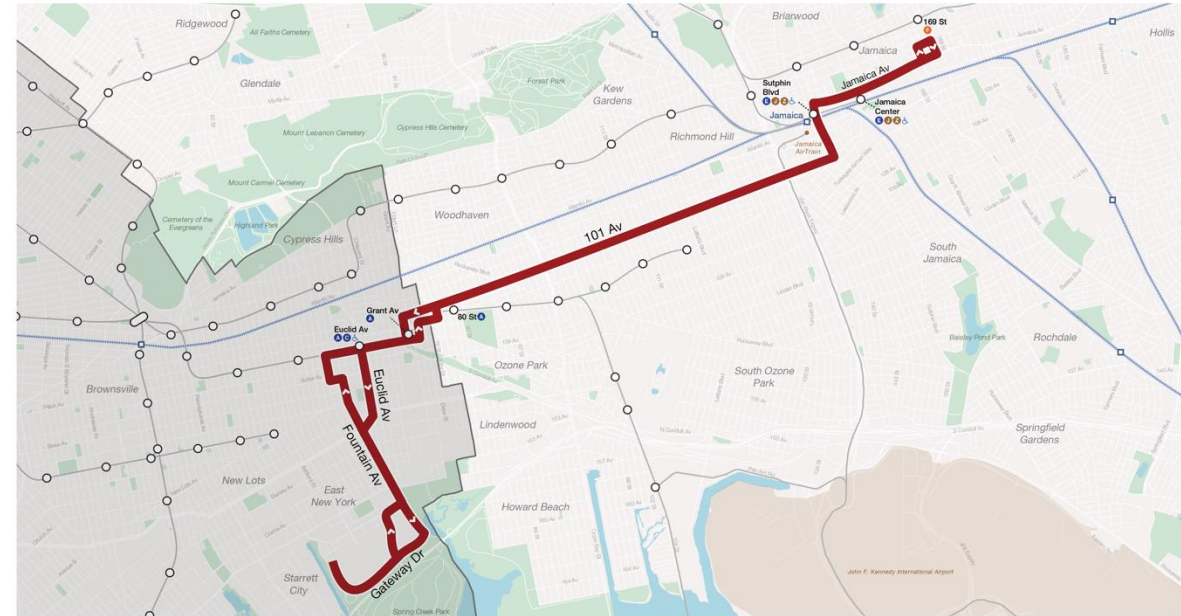
AirTrain JFK

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

Q10 Kew Gardens – JFK Airport

PROPOSED ROUTE SUMMARY

The Q10 will maintain its existing local branch routing between Kew Gardens and JFK Airport. The route will have limited-stop Rush service along Lefferts Blvd. The new Q80 will replace the Q10 limited branch and provide local service along Lefferts Blvd.

What's changed since the Proposed Final Plan?

- Restored existing local branch routing as a Rush route in response to public feedback

EXISTING ROUTES

Q10

PROPOSED CONNECTIONS

A E F J Z

LIRR

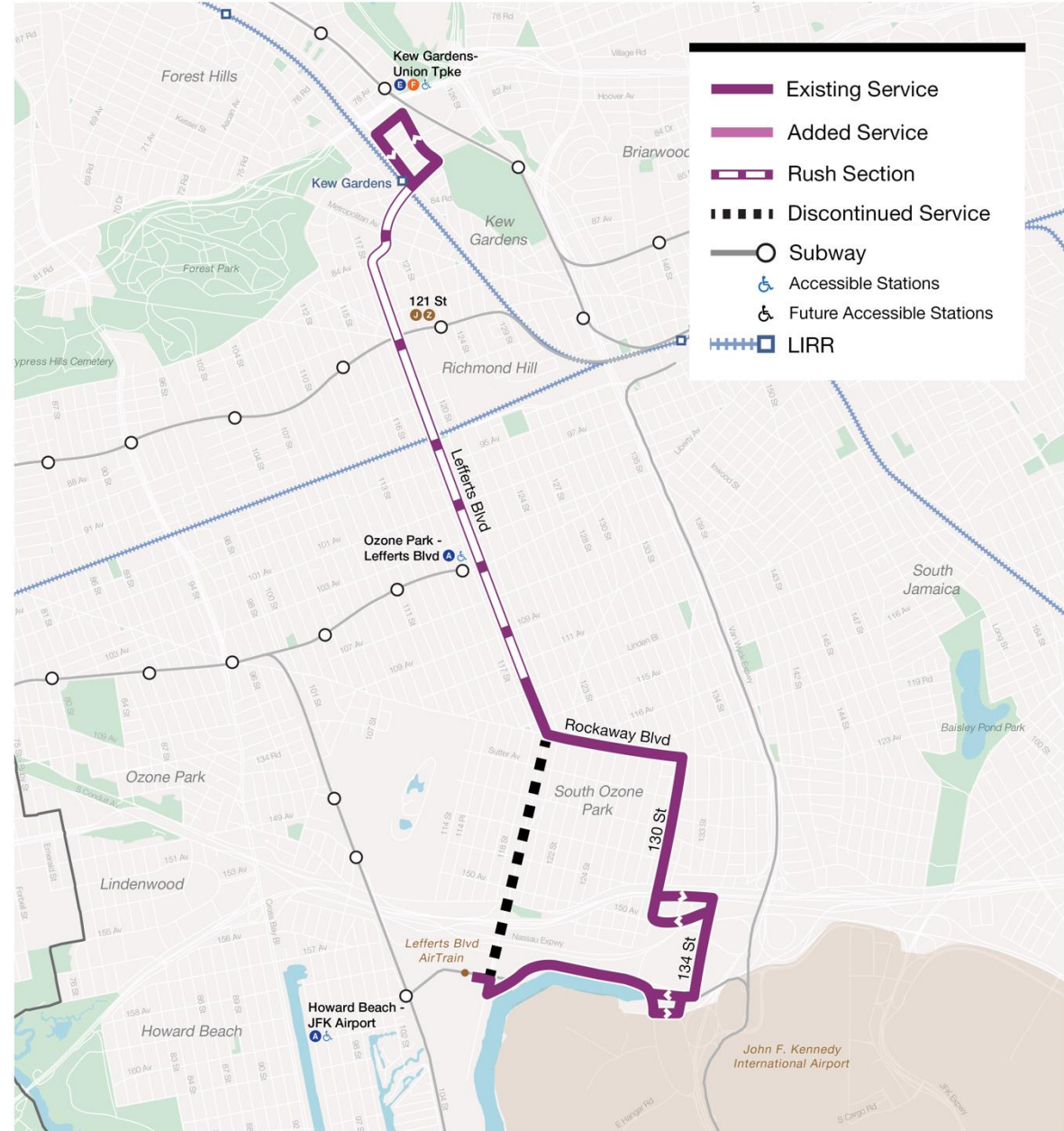
AirTrain JFK

B15, Q3, Q7, Q8, Q9, Q24, Q37, Q41, Q45, Q46, Q48, Q51, Q54, Q55, Q56, Q60, Q112

AVERAGE STOP SPACING

Existing: 931 ft

Proposed: 1,005 ft



Q11 Woodhaven Boulevard

Service between Elmhurst and Howard Beach

PROPOSED ROUTE SUMMARY

The Q11 will be combined with the Q21 to provide more frequent service to Lindenwood, Old Howard Beach, and Hamilton Beach. Service will be split between two main variants:

- Daytime trips between Queens Center Mall and Cross Bay Blvd/Pitkin Av
- Daytime and overnight trips between Queens Center Mall and 157 Av/Cross Bay Blvd via Lindenwood
- Daytime trips between Queens Center Mall and Old Howard Beach via Hamilton Beach in both directions

Existing Q11 service between 157 Av and Pitkin Av will be discontinued. Riders can instead use the A train, the Q52/Q53 SBS, or the new Q11.

What's changed since the Proposed Final Plan?

-  Stop changes in response to public feedback

EXISTING ROUTES

Q11, Q21

PROPOSED CONNECTIONS

A J Z M R

AirTrain JFK

Q7, Q8, Q14, Q23, Q24, Q29, Q38, Q41, Q51, Q52-SBS, Q53-SBS, Q54, Q55, Q56, Q59, Q60, Q88, Q98, Q112

AVERAGE STOP SPACING

Existing: 975 ft

Proposed: 1,267 ft





Q14 East Elmhurst – Ridgewood

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

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

EXISTING ROUTES

Q23, Q38

PROPOSED CONNECTIONS

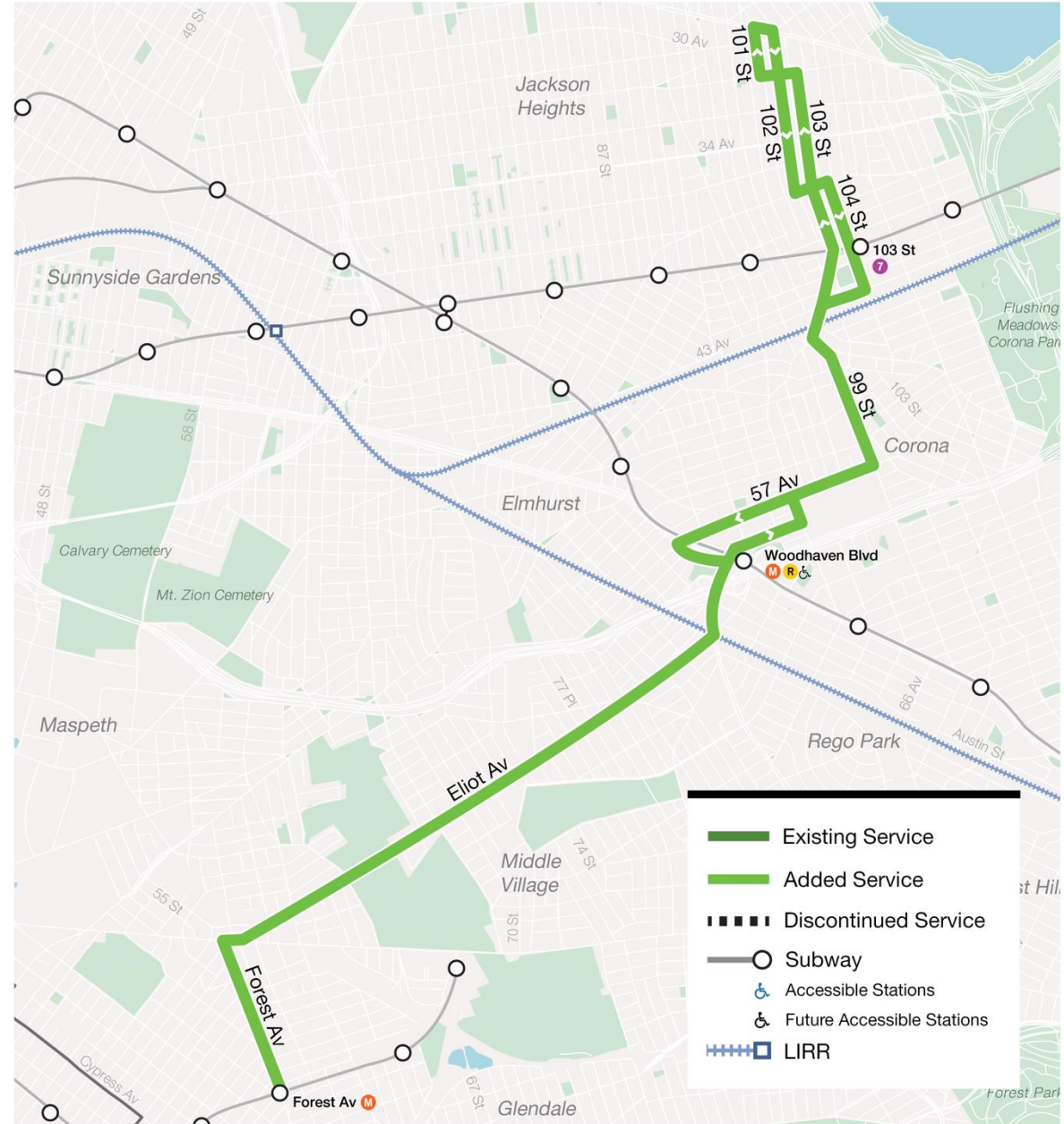
7 M R

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

AVERAGE STOP SPACING

Existing: N/A

Proposed: 1,179 ft






Q18 Maspeth – Astoria

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

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

EXISTING ROUTES

Q18

PROPOSED CONNECTIONS

7 M N R W

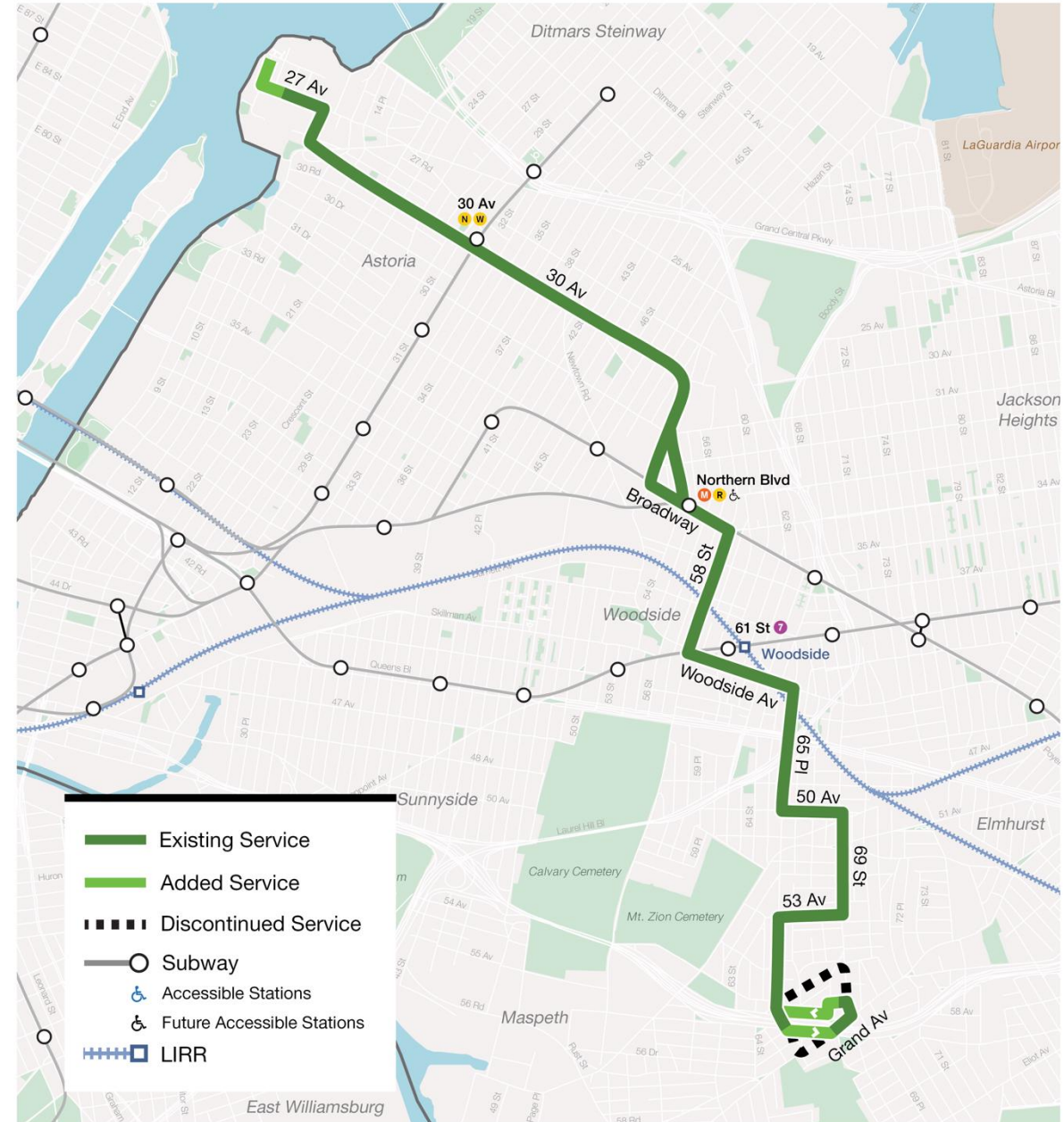
LIRR

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

AVERAGE STOP SPACING

Existing: 673 ft

Proposed: 1,089 ft





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

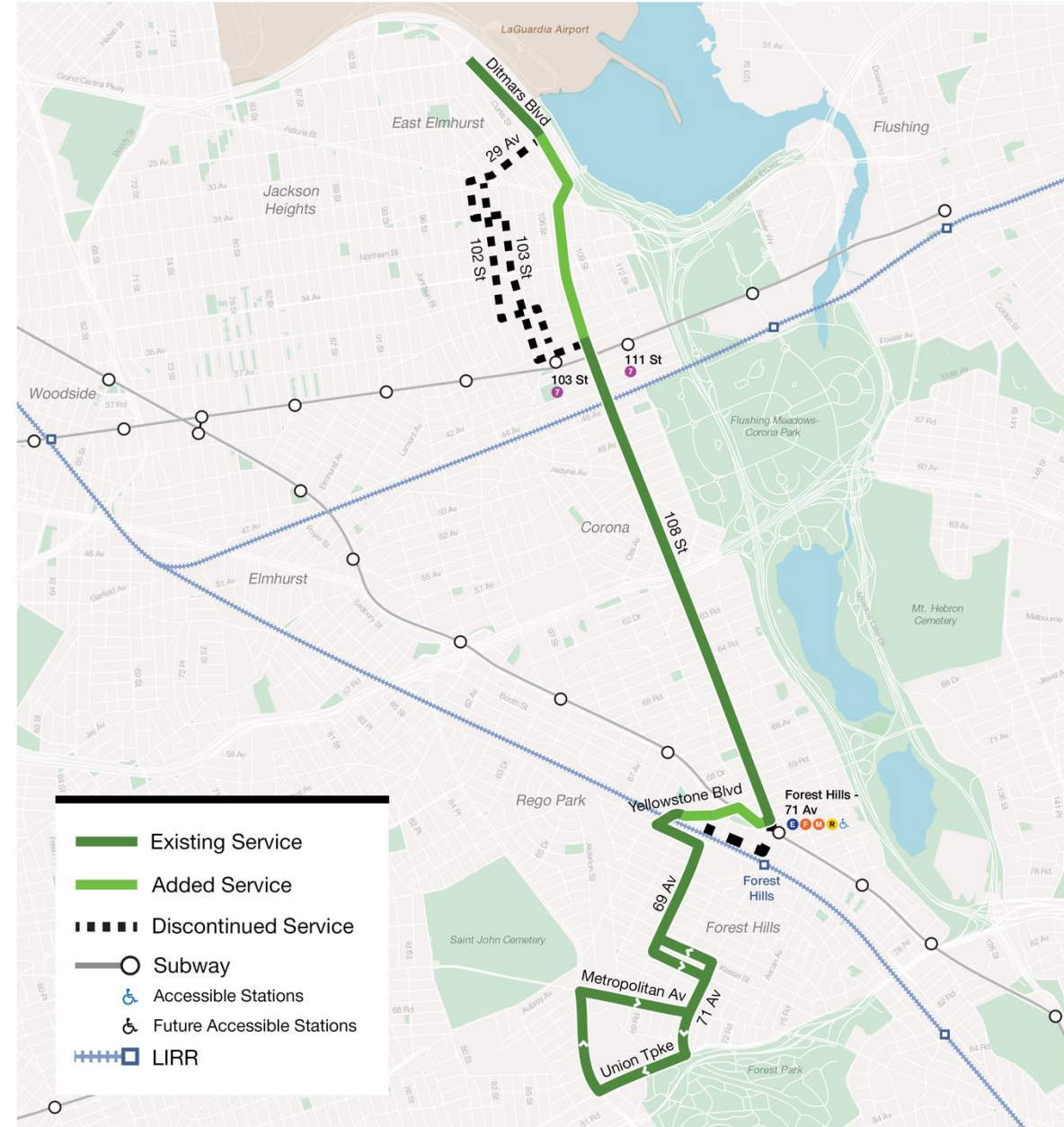
PROPOSED CONNECTIONS

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






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

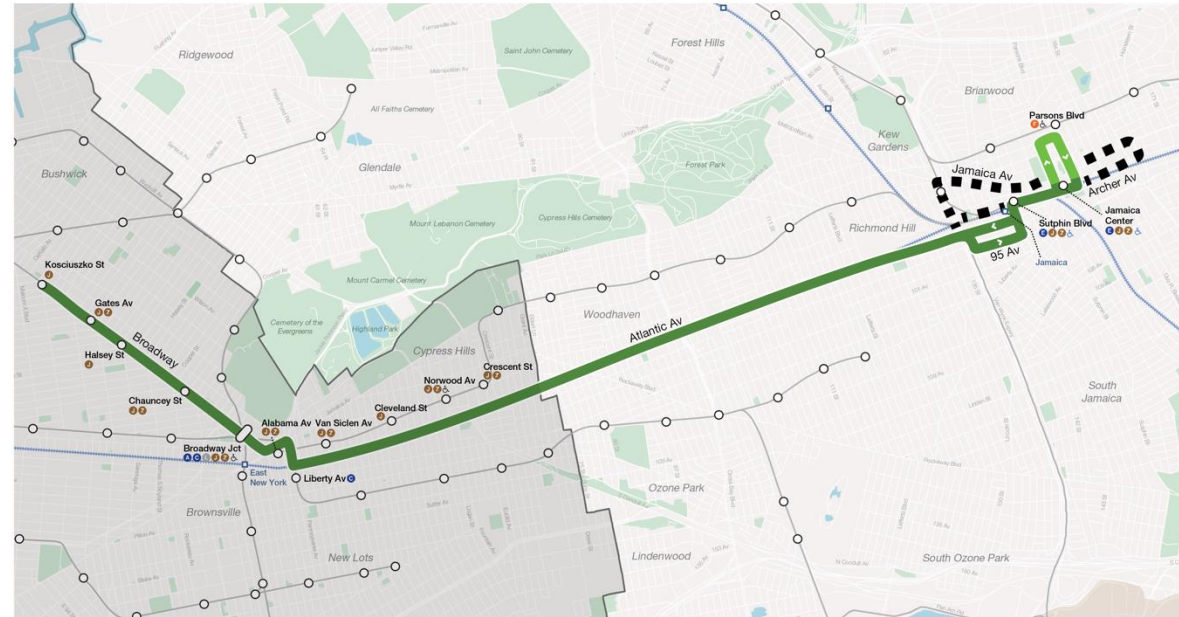
EXISTING ROUTES
Q24








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



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

Q29 Jackson Heights – Glendale

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

 Minor stop balancing

EXISTING ROUTES

Q29

PROPOSED CONNECTIONS

7 M R

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

AVERAGE STOP SPACING

Existing: 791 ft

Proposed: 1,098 ft






Q37 111th Street

Service between Kew Gardens and South Ozone Park

PROPOSED ROUTE SUMMARY

The Q37 will still serve 111 St but will be rerouted from 114 St and 133 Av to Rockaway Blvd and Lefferts Blvd to reduce turns.

What's changed since the Proposed Final Plan?

-  Minor stop balancing
-  Restored existing southern terminal
-  Restored existing frequencies and service spans

EXISTING ROUTES

Q37

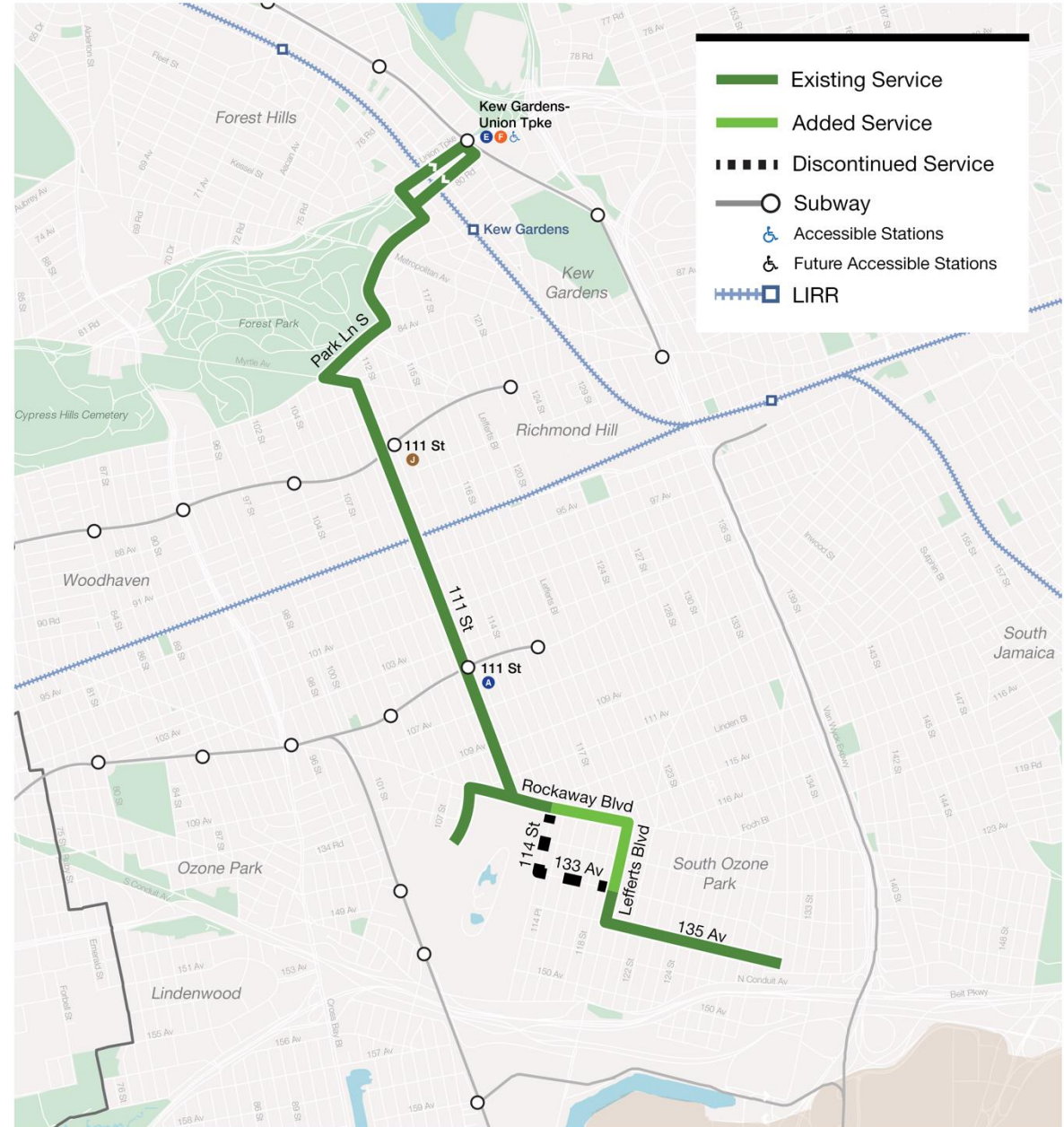
PROPOSED CONNECTIONS

A E F J

Q7, Q8, Q10, Q24, Q41, Q45, Q46, Q48, Q54, Q55, Q56, Q60, Q80, Q112

AVERAGE STOP SPACING

Existing: 985 ft
Proposed: 1,271 ft



Q38 Rego Park – Maspeth

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

-  Minor stop balancing

EXISTING ROUTES

Q38

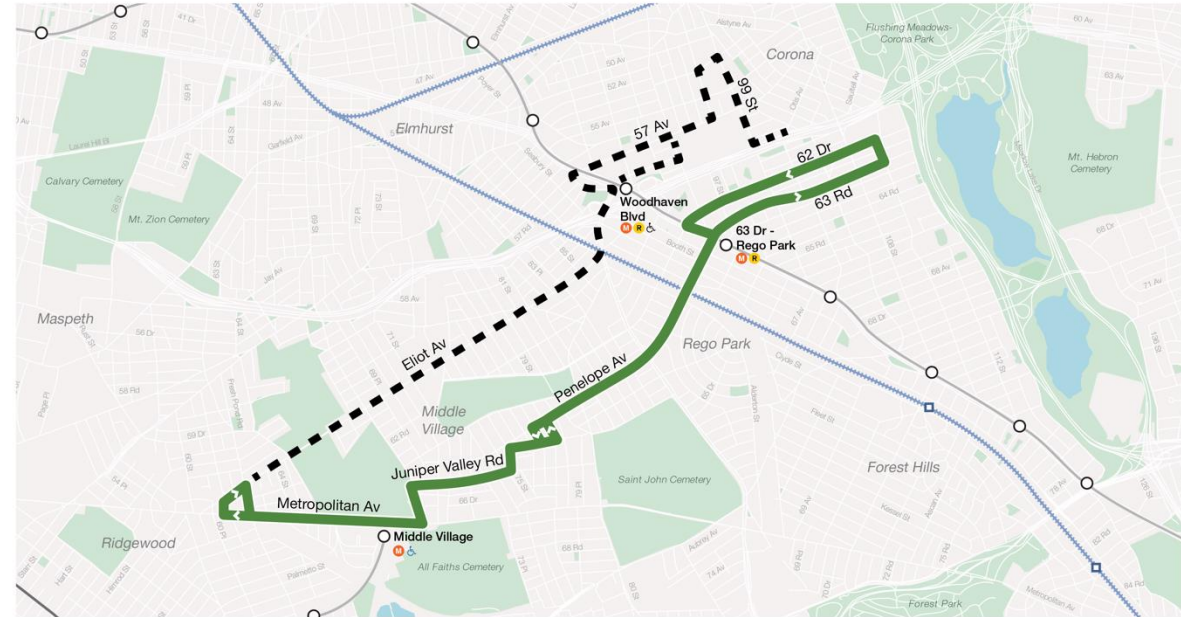
PROPOSED CONNECTIONS








M R

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

AVERAGE STOP SPACING

Existing: 767 ft
Proposed: 987 ft




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

Q39 Long Island City – Glendale

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback

EXISTING ROUTES

Q39

PROPOSED CONNECTIONS

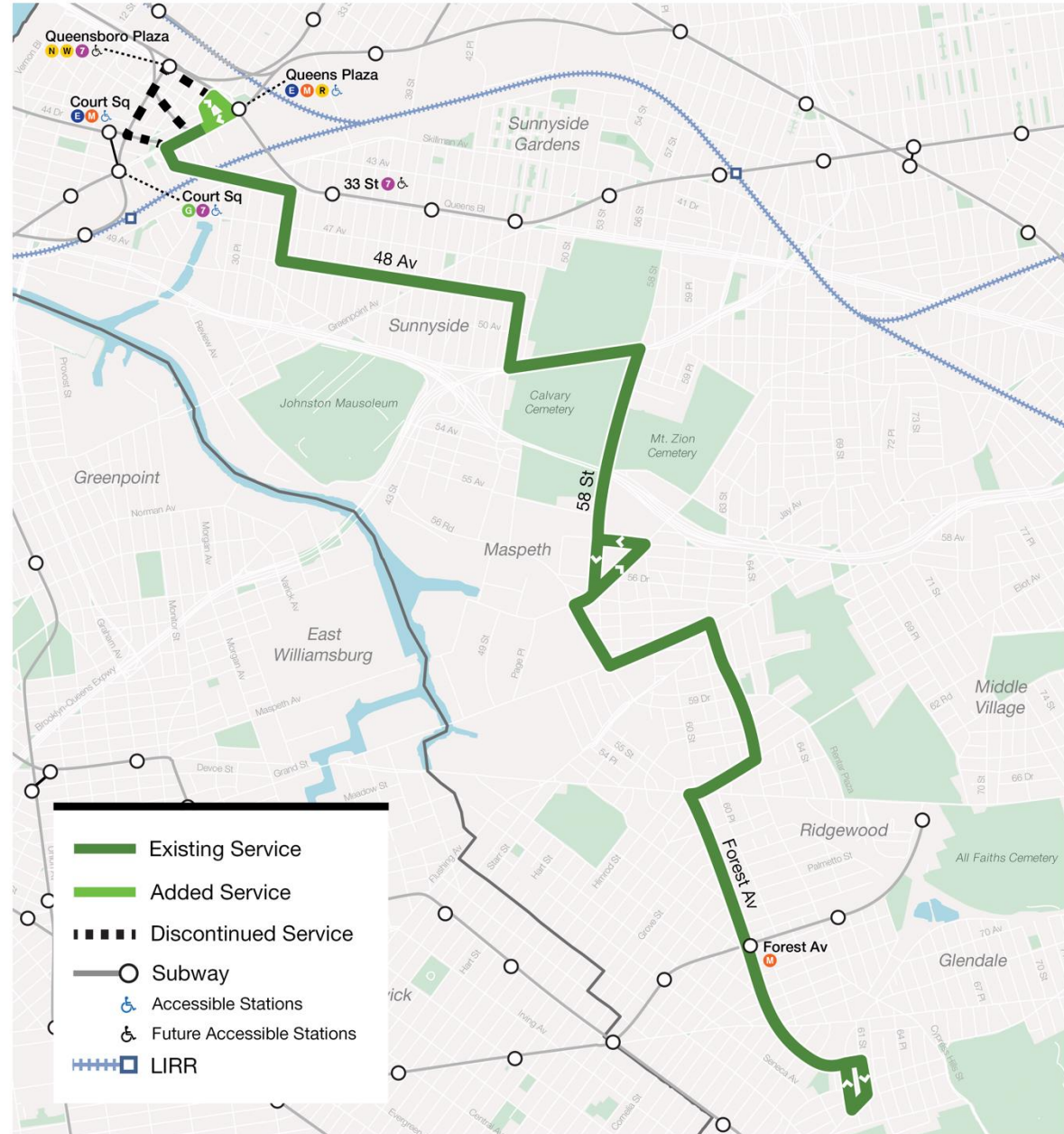
7 E G M N R W

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

AVERAGE STOP SPACING

Existing: 824 ft

Proposed: 1,189 ft



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



Q47 East Elmhurst – Glendale

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

 Stop changes in response to public feedback

EXISTING ROUTES

Q33, Q47

PROPOSED CONNECTIONS

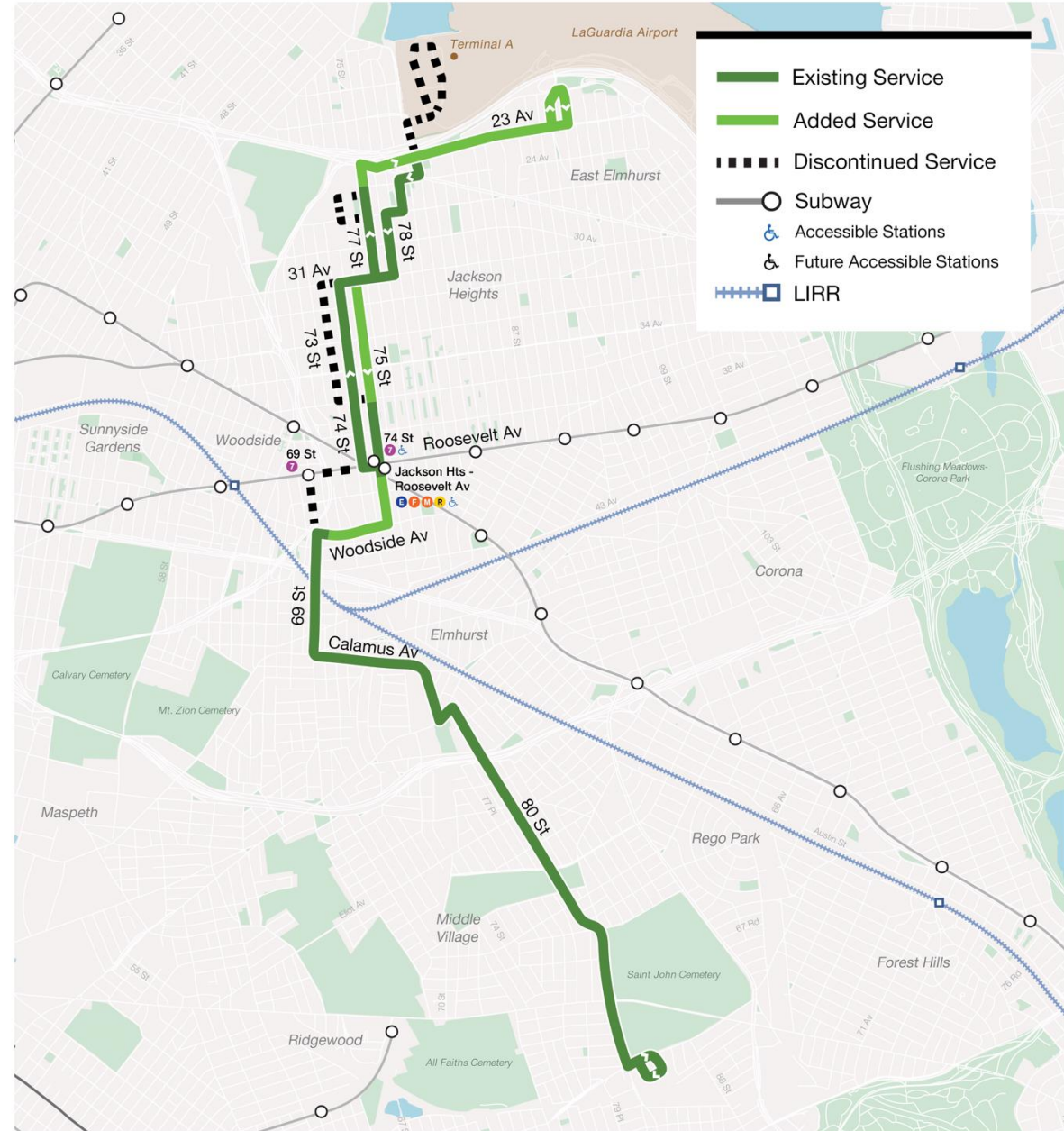
7 E F M R

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

AVERAGE STOP SPACING

Existing: 824 ft

Proposed: 1,037 ft



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?

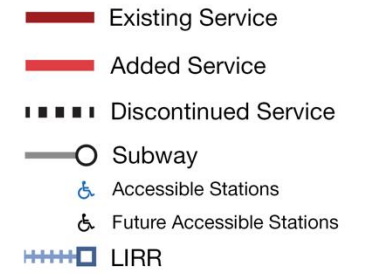
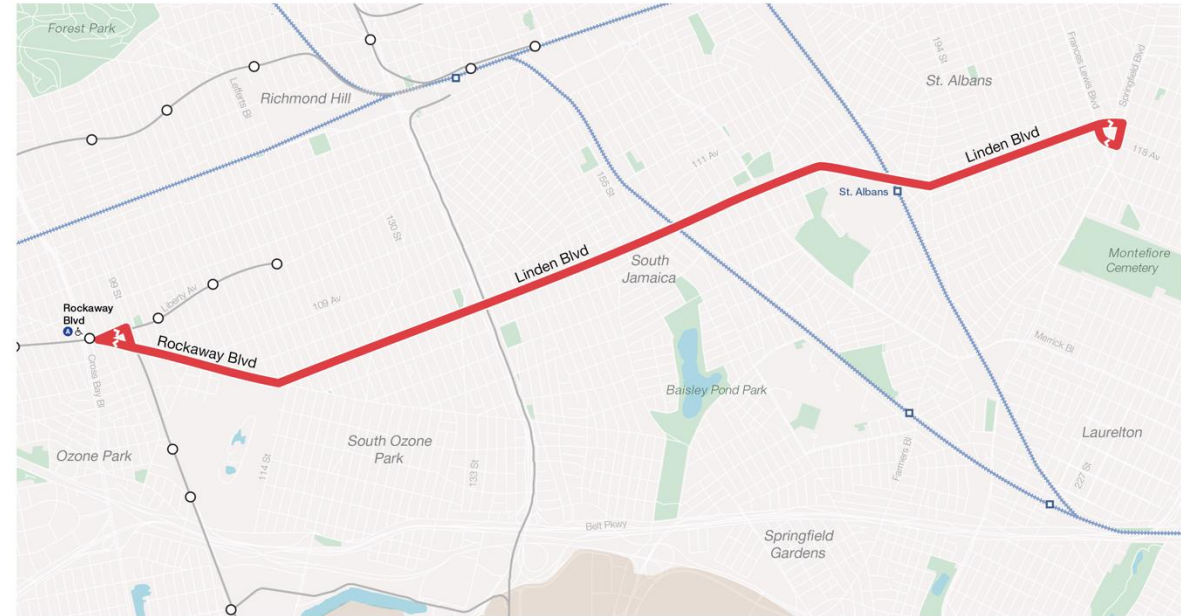
- Minor stop changes to improve accessibility

EXISTING ROUTES
N/A

PROPOSED CONNECTIONS
A

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




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

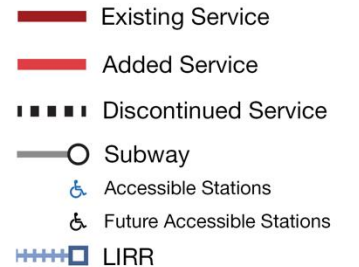
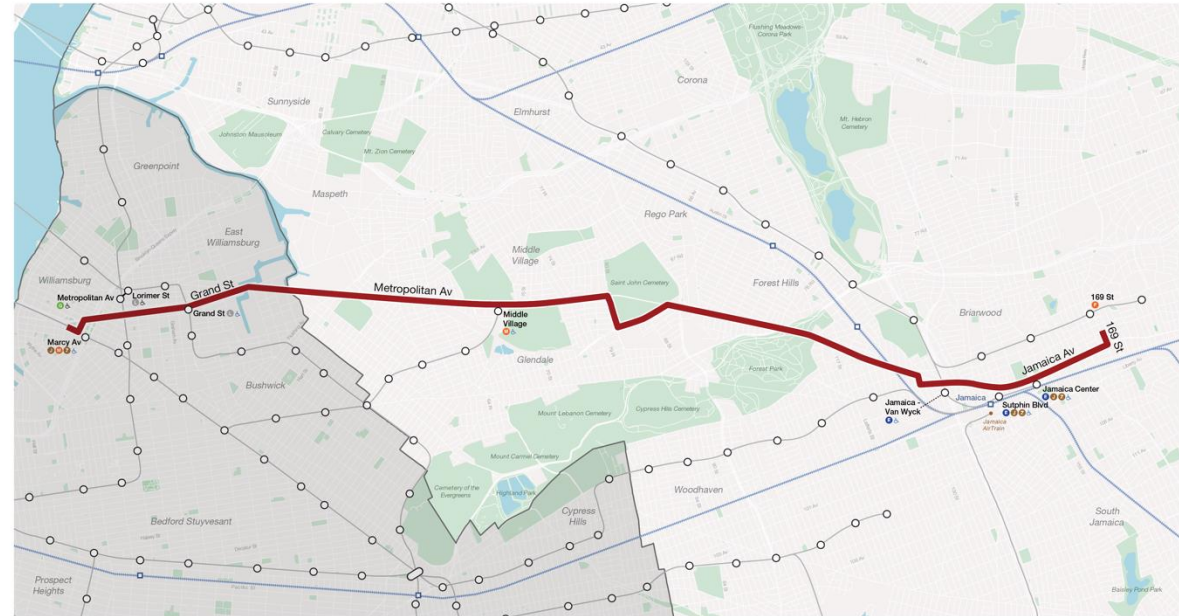
E G J Z L M

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



Q55



Myrtle Avenue

Service between Richmond Hill and Ridgewood

PROPOSED ROUTE SUMMARY

The Q55 will maintain its existing routing between Richmond Hill and Ridgewood.

What's changed since the Proposed Final Plan?

-  Minor stop changes in response to public feedback
-  Restored existing routing due to operational challenges in Kew Gardens

EXISTING ROUTES

Q55

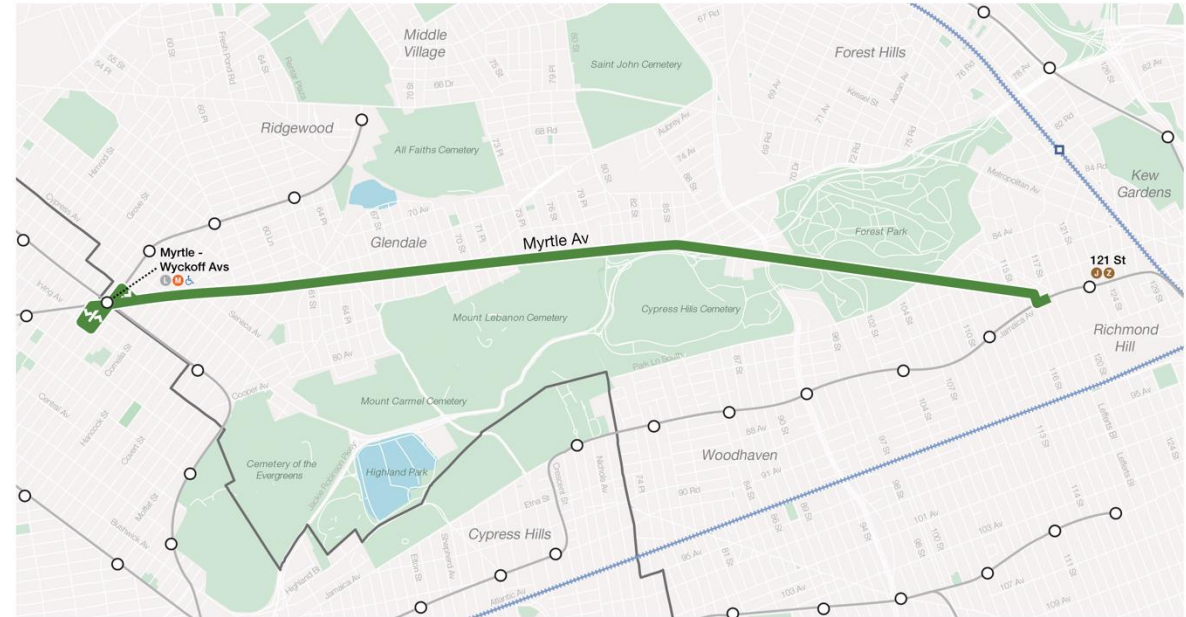
PROPOSED CONNECTIONS




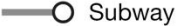
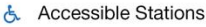
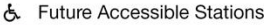



B13, B20, B26, B38, B52, B54, Q10, Q11, Q29, Q37, Q39, Q52-SBS, Q53-SBS, Q56, Q58, Q80, Q98

AVERAGE STOP SPACING

Existing: 703 ft
Proposed: 1,052 ft



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



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

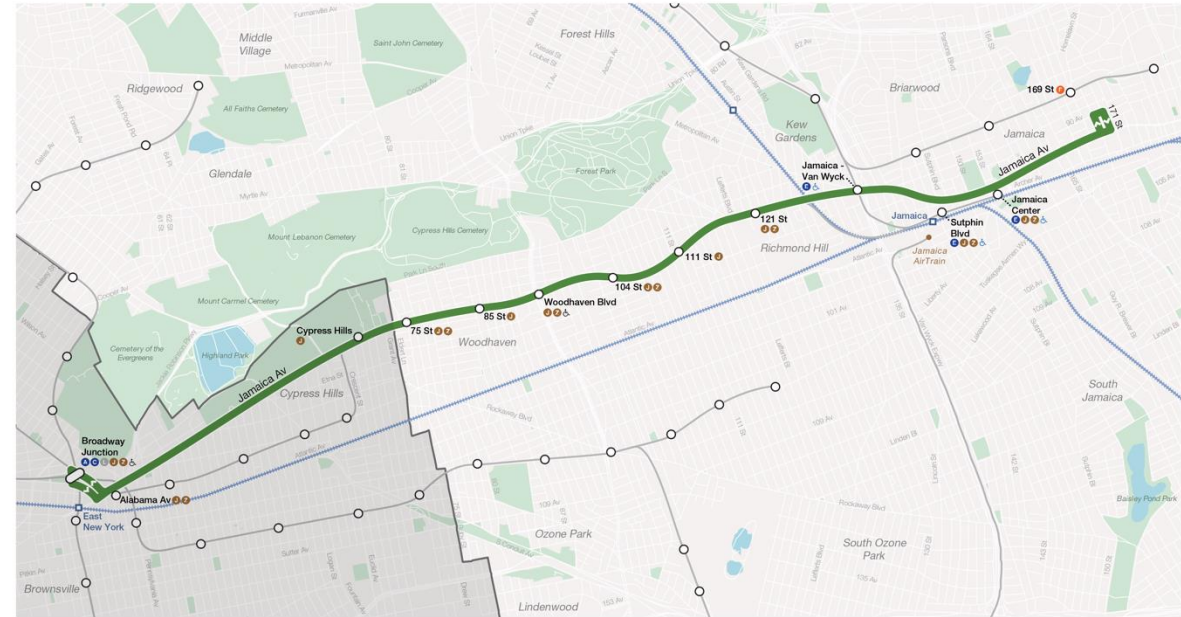
PROPOSED CONNECTIONS








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





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

Q58 Flushing – Corona – Ridgewood

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

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

EXISTING ROUTES

Q58

PROPOSED CONNECTIONS

L M R

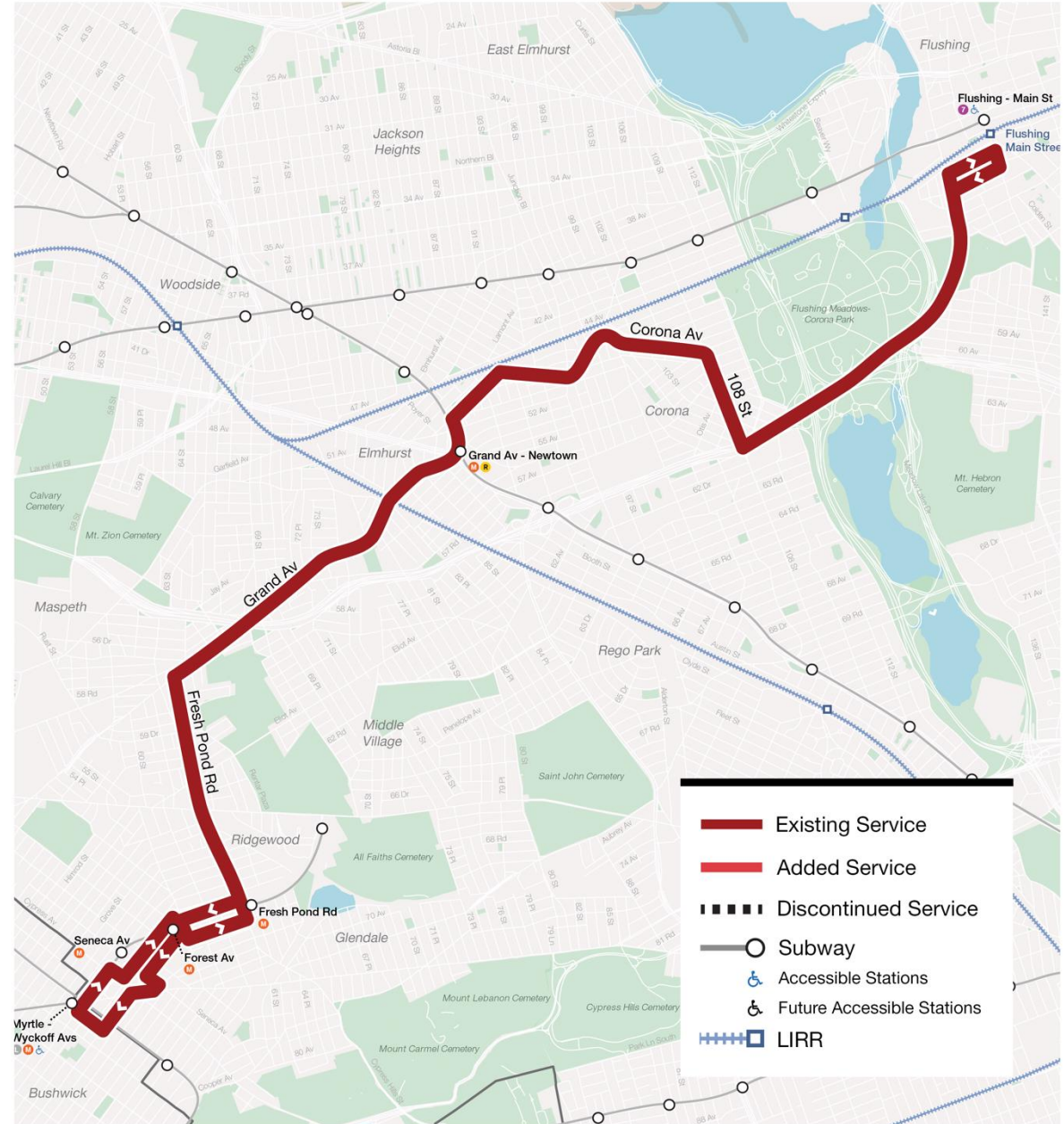
LIRR

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

AVERAGE STOP SPACING

Existing: 694 ft

Proposed: 1,366 ft



Q59 Grand Avenue / Grand Street

Service between Rego Park and Williamsburg

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?



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



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

EXISTING ROUTES

Q59

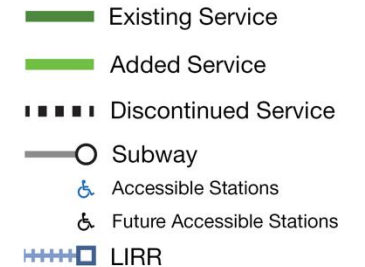
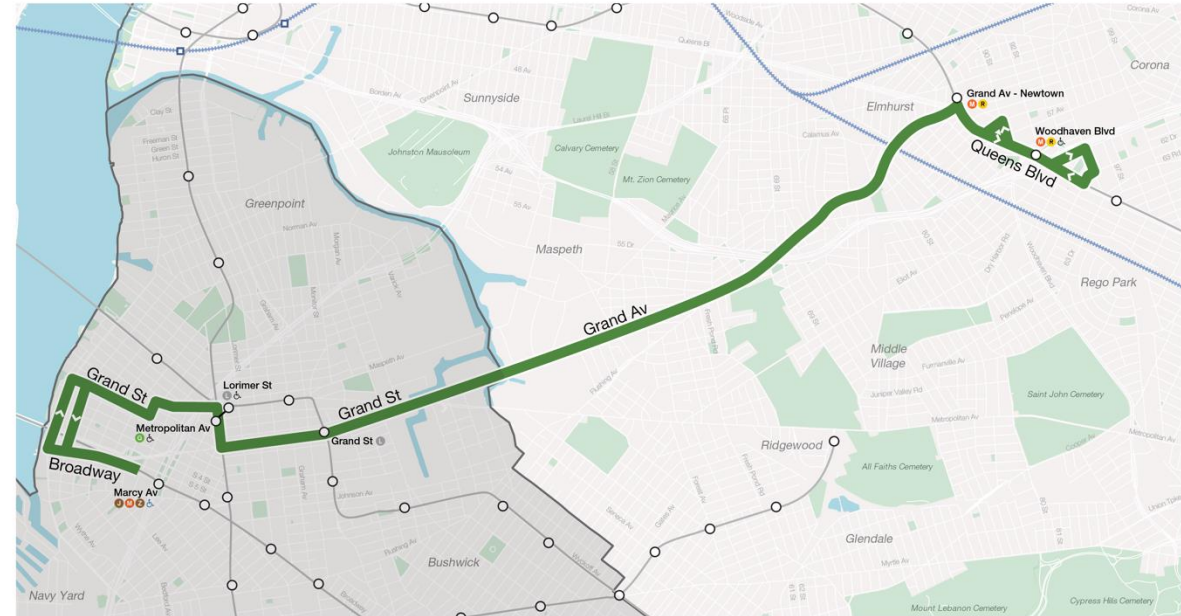
PROPOSED CONNECTIONS

G J Z L M R

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

AVERAGE STOP SPACING

Existing: 831 ft
Proposed: 1,015 ft



Q60

Queens Boulevard

Service between South Jamaica and the Upper East Side

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

 Minor stop changes in response to public feedback

EXISTING ROUTES

Q60

PROPOSED CONNECTIONS

7 E F M J Z N R W

LIRR

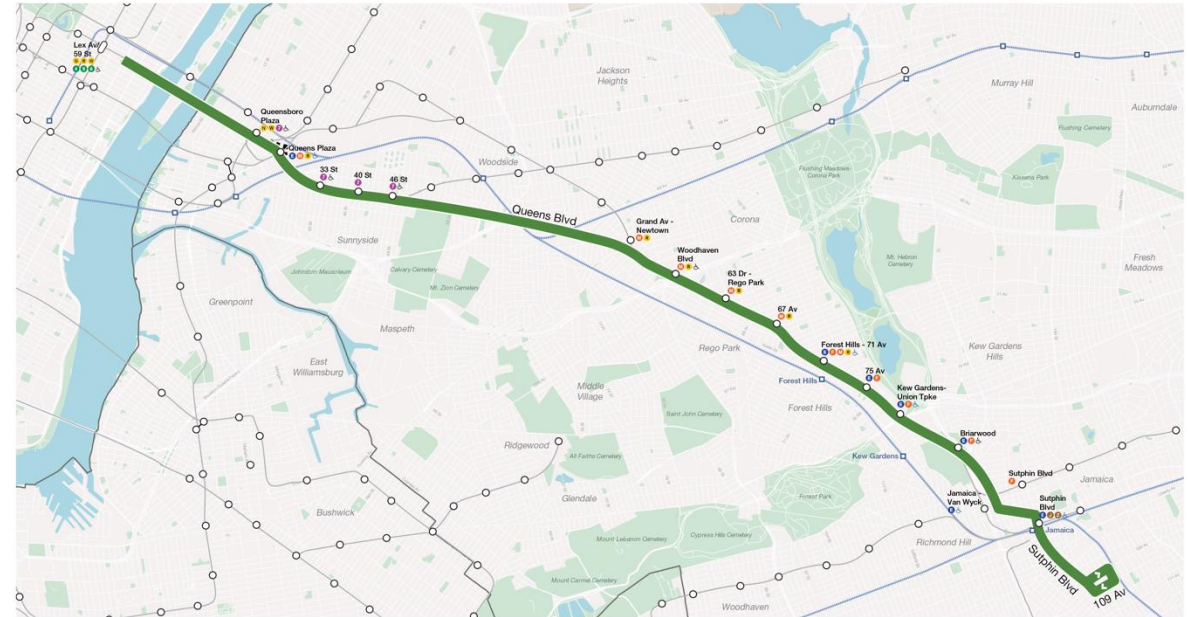
AirTrain JFK




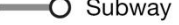



B24, M15, Q1, Q6, Q8, Q9, Q10, Q11, Q14, Q18, Q20, Q23, Q24, Q25, Q29, Q30, Q31, Q32, Q37, Q38, Q39, Q40, Q41, Q43, Q44-SBS, Q45, Q46, Q47, Q48, Q52-SBS, Q53-SBS, Q54, Q56, Q58, Q59, Q63, Q64, Q65, Q66, Q69, Q72, Q74, Q75, Q80, Q88, Q98, Q100, Q101, Q102, Q104, Q112

AVERAGE STOP SPACING

Existing: 919 ft

Proposed: 1,130 ft



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

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

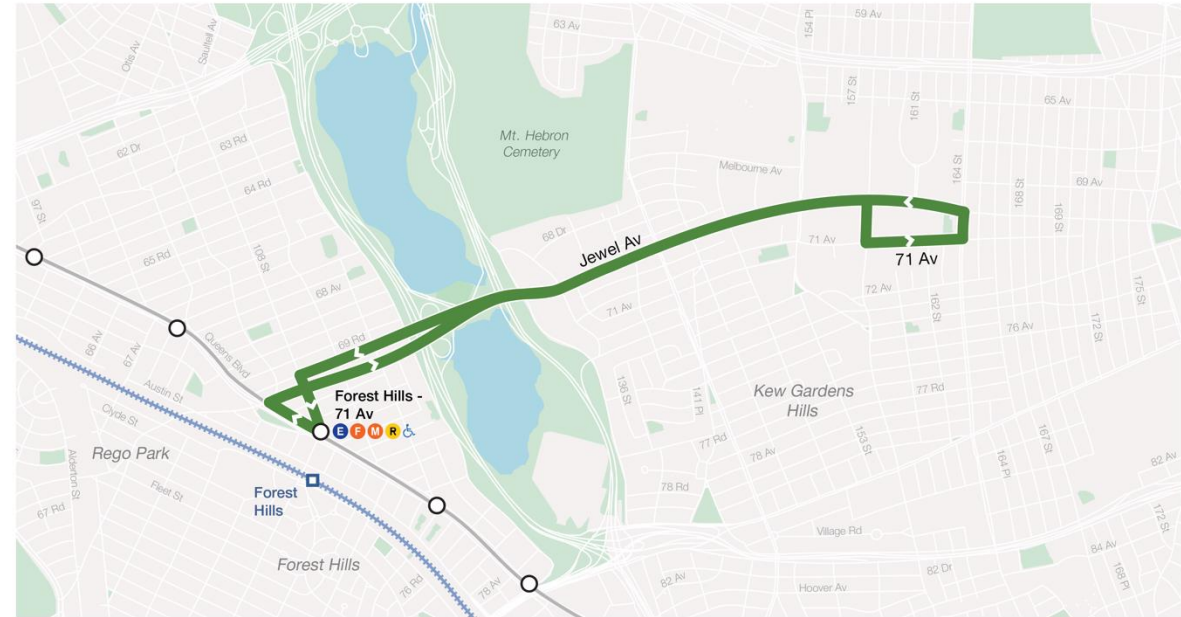
E F M R

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

Q67 Ridgewood – Long Island City

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

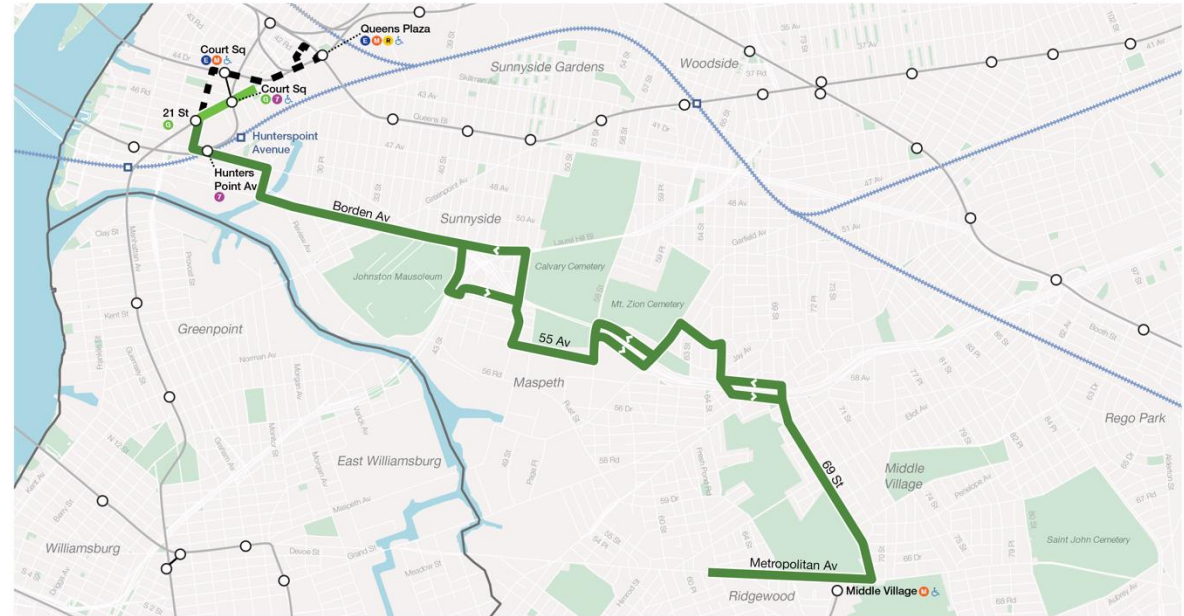
-  Minor stop changes in response to public feedback
-  New turnaround in Long Island City to improve operations








EXISTING ROUTES
Q67

PROPOSED CONNECTIONS
7 E G M
LIRR

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

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





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

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

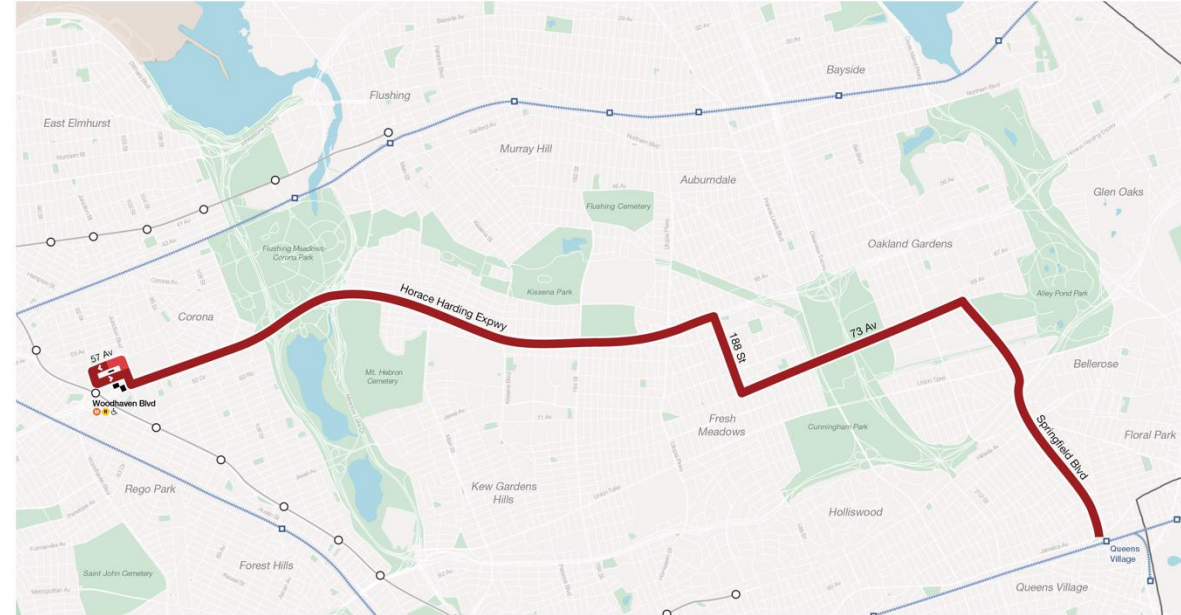
LIRR

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

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

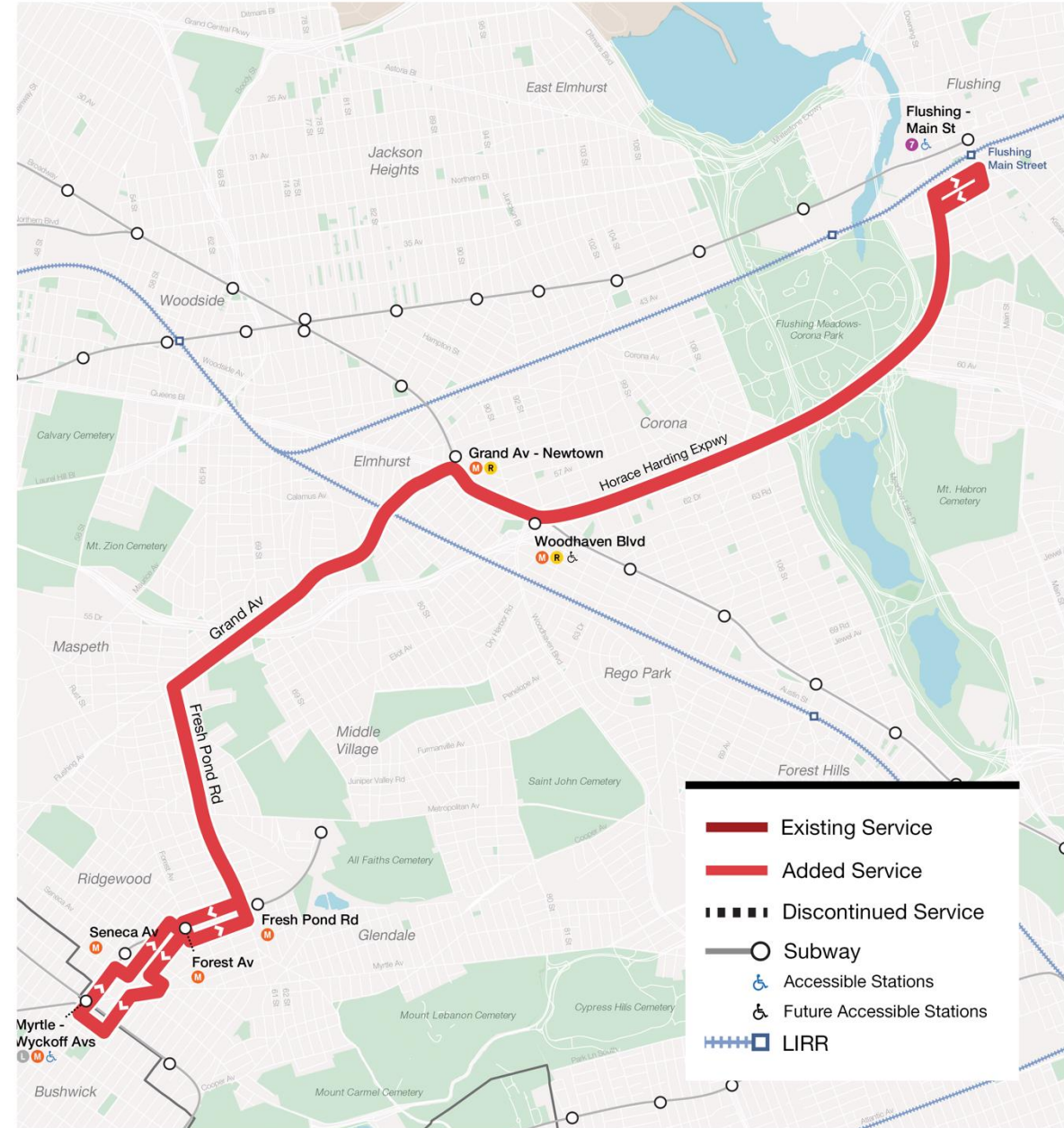
LIRR

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



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

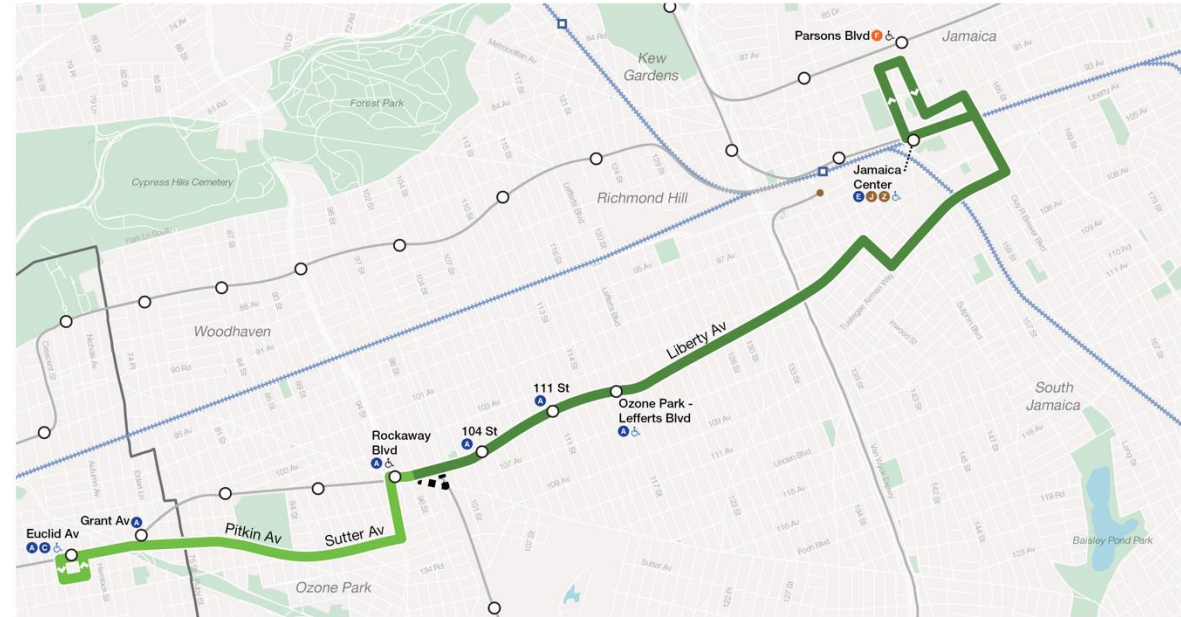
A C E F J Z








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


B57 Maspeth – Red Hook

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

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

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

EXISTING ROUTES

B57

PROPOSED CONNECTIONS

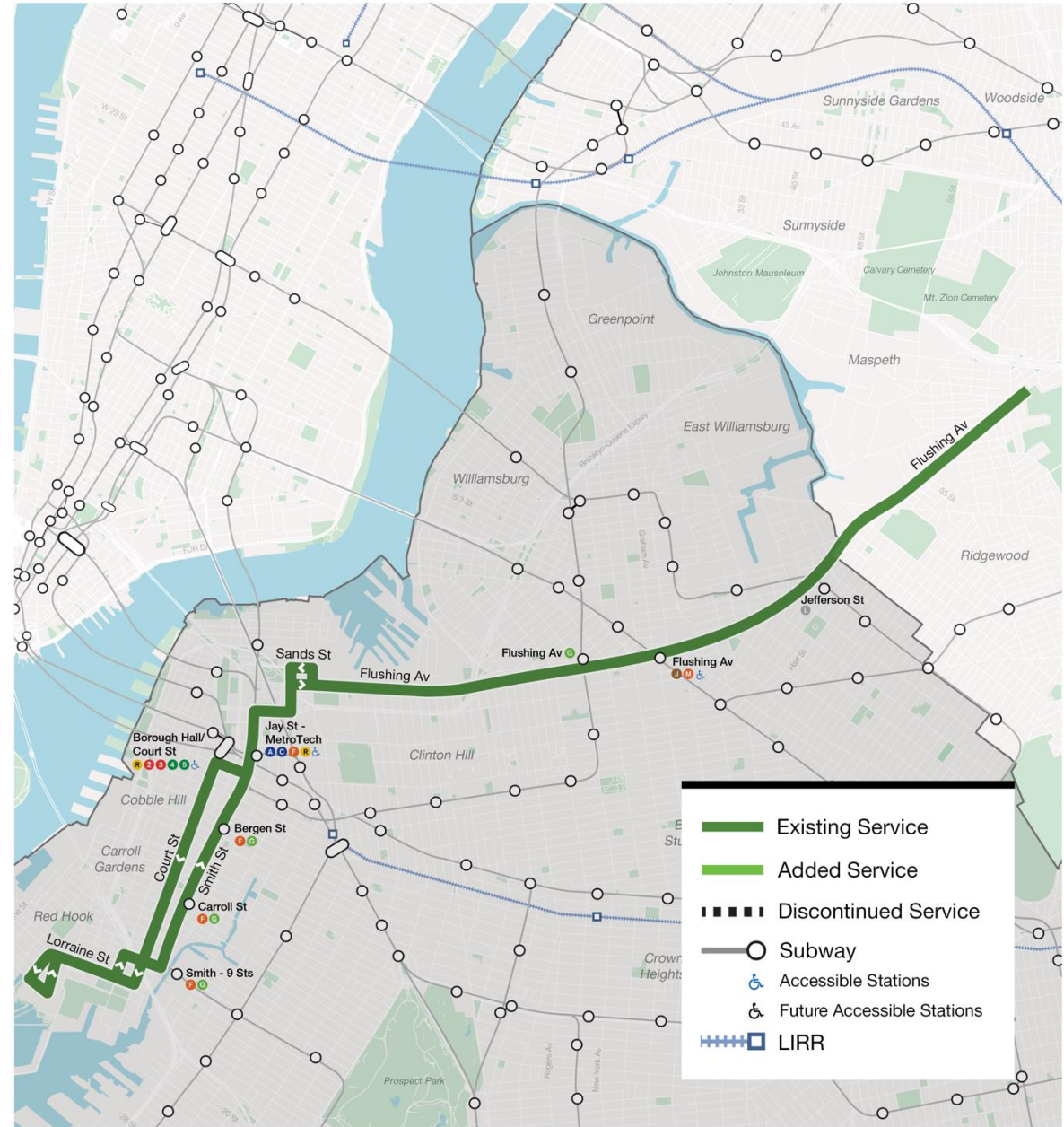
4 5 A C F M G J L R

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

AVERAGE STOP SPACING

Existing: 807 ft

Proposed: 913 ft




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?

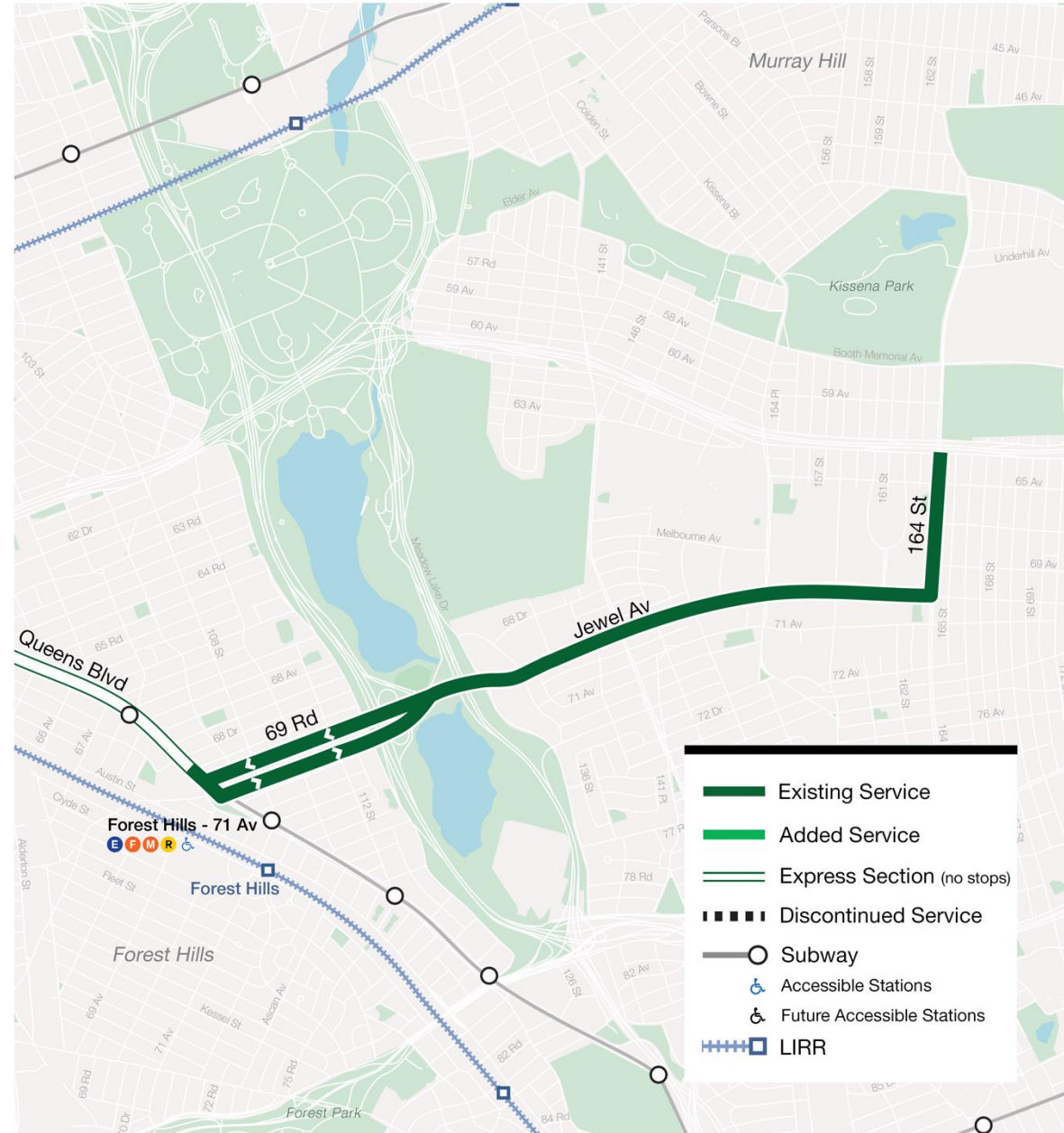
-  Minor stop balancing

EXISTING ROUTES

QM4

AVERAGE STOP SPACING

Existing: 1,128 ft
Proposed: 1,458 ft



QM10 LeFrak City – Midtown

via 6th Avenue

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

No changes

EXISTING ROUTES

QM10

AVERAGE STOP SPACING

Existing: 1,211 ft

Proposed: 1,279 ft




QM11 Forest Hills – Downtown

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

 Revised Queens-bound routing in response to public feedback

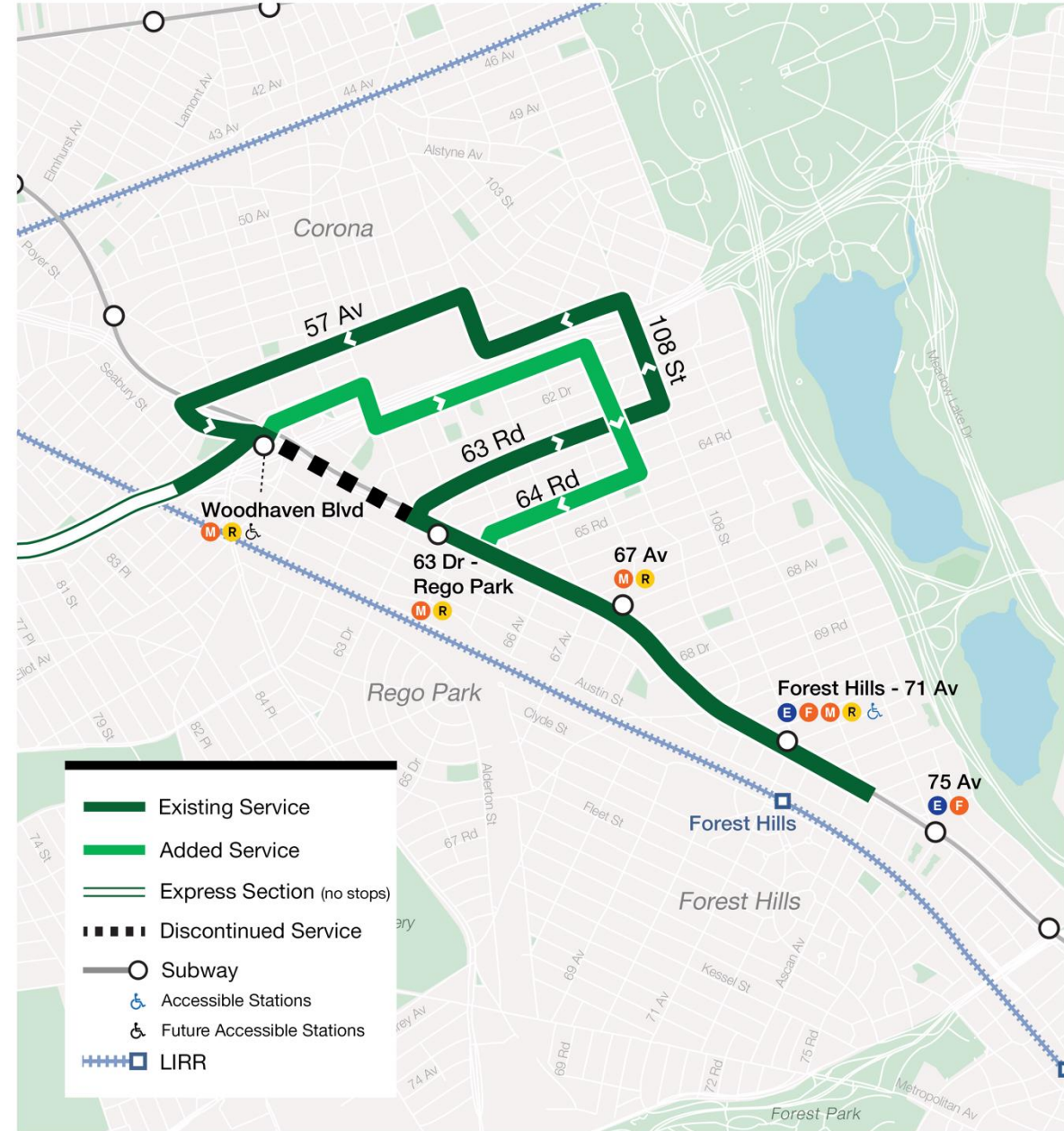
EXISTING ROUTES

QM11

AVERAGE STOP SPACING

Existing: 1,456 ft

Proposed: 1,365 ft



QM12 Forest Hills – Midtown

via 6th Avenue

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

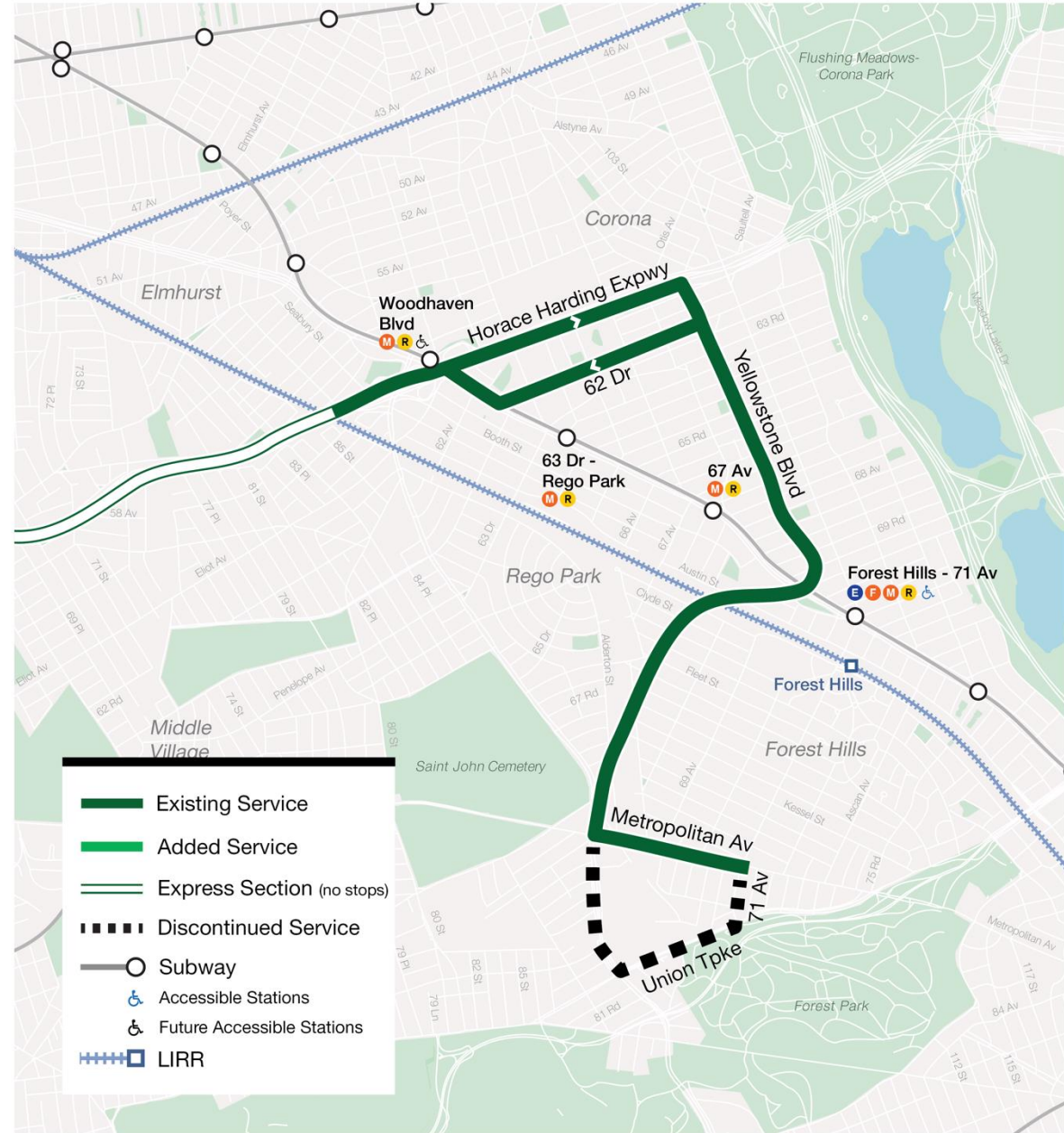
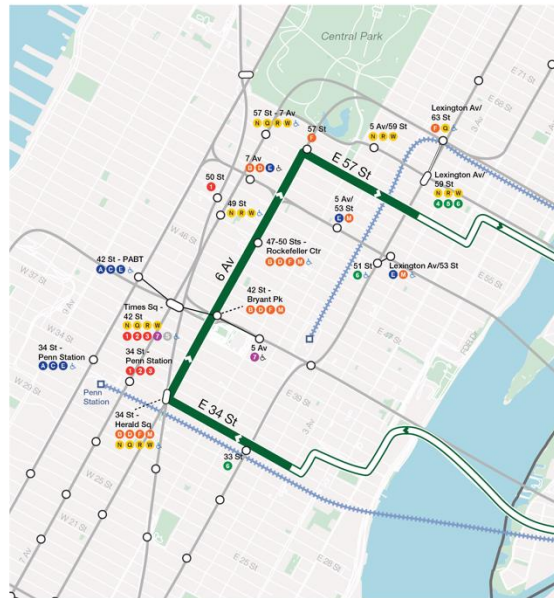
-  Minor stop balancing
-  Restored service on Metropolitan Av in response to public feedback

EXISTING ROUTES

QM12

AVERAGE STOP SPACING

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




QM15 Howard Beach – Midtown

via 6th Avenue

PROPOSED ROUTE SUMMARY

The QM15 will maintain its existing routing between Howard Beach and Midtown Manhattan. Weekday frequencies will decrease slightly to match ridership patterns.

What's changed since the Proposed Final Plan?

-  Restored Manhattan-bound stop at 157 Av/Cross Bay Blvd due to operational considerations

EXISTING ROUTES

QM15

AVERAGE STOP SPACING

Existing: 1,808 ft

Proposed: 1,883 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

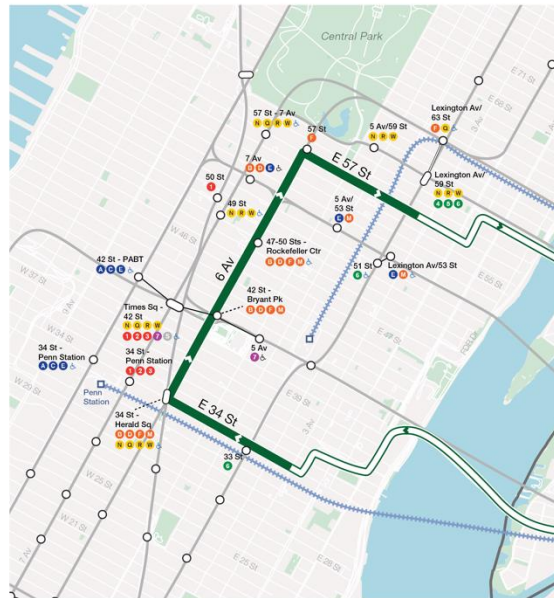
EXISTING ROUTES

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

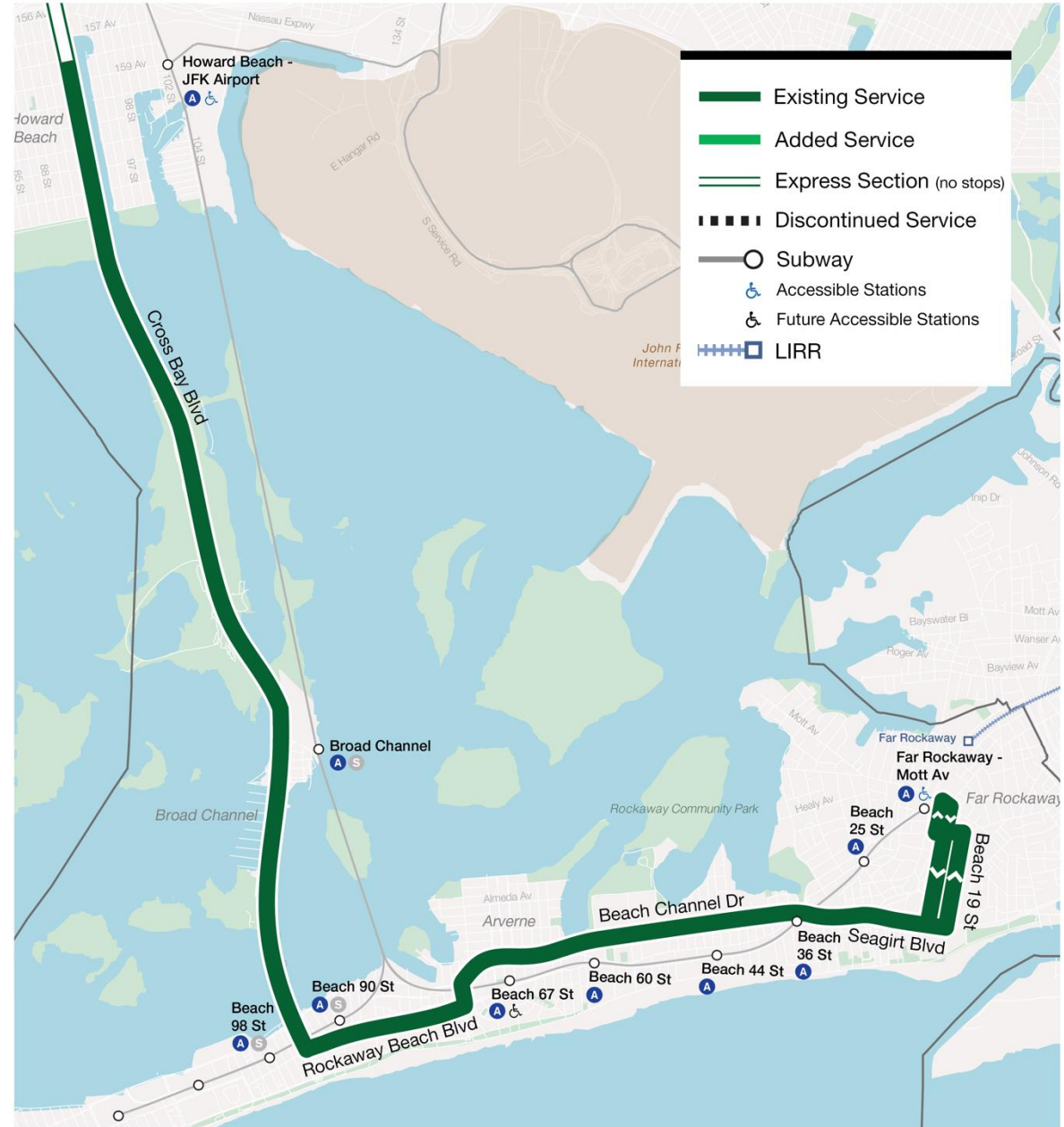
EXISTING ROUTES









QM17

AVERAGE STOP SPACING

Existing: 1,868 ft

Proposed: 1,868 ft



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

QM18 South Ozone Park – Midtown via 6th Avenue

PROPOSED ROUTE SUMMARY

The QM18 will maintain its existing routing between South Ozone Park and Midtown Manhattan.

What's changed since the Proposed Final Plan?

 Revised stops on Lefferts Blvd to complement updated local services

EXISTING ROUTES








QM18

AVERAGE STOP SPACING

Existing: 1,577 ft

Proposed: 1,746 ft



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

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



QM24 Glendale – Midtown

via 6th Avenue

PROPOSED ROUTE SUMMARY

The QM24 will maintain its existing routing between Glendale and Midtown Manhattan. Frequencies and service spans will change slightly to match ridership patterns.

EXISTING ROUTES

QM24

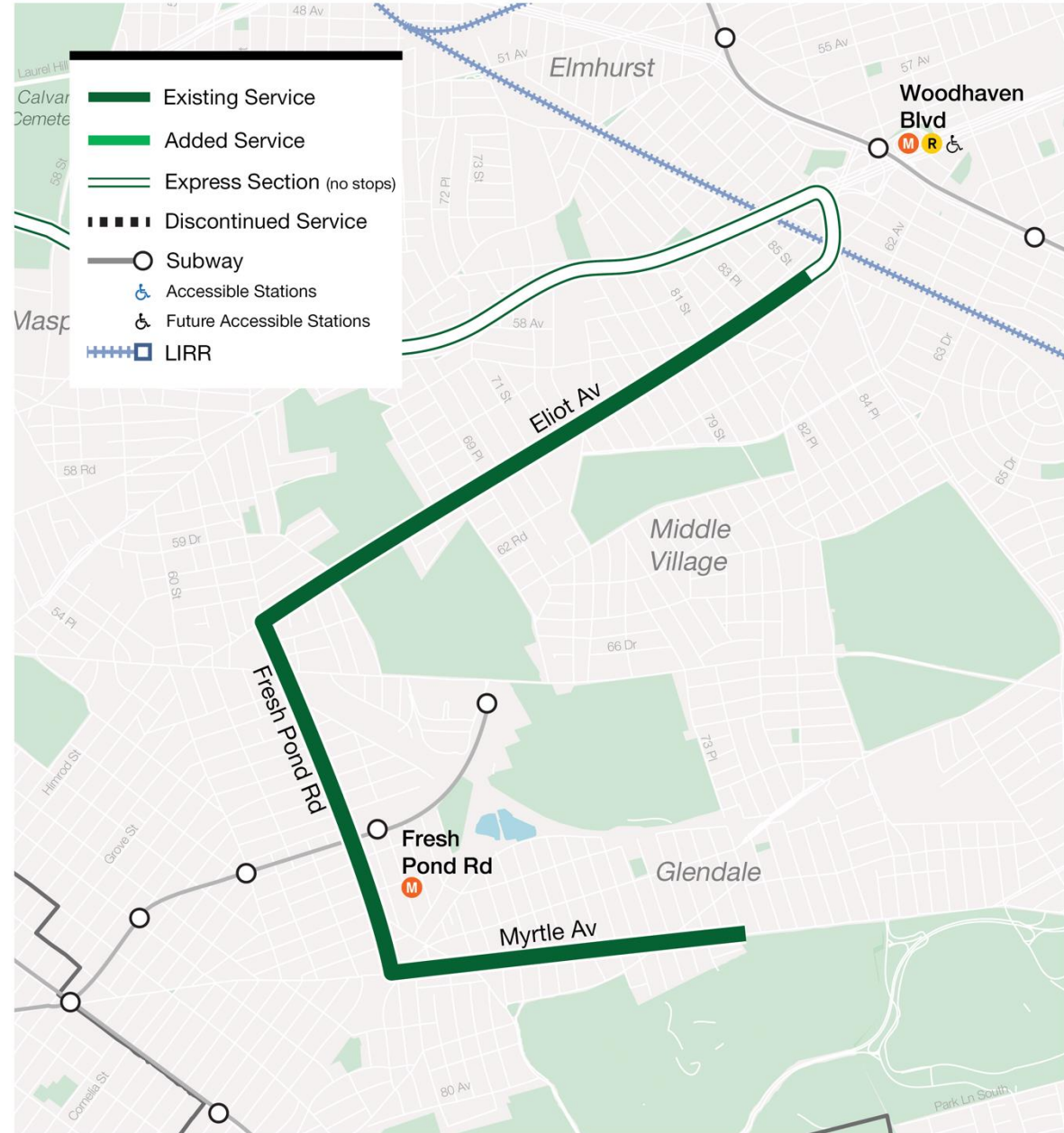
AVERAGE STOP SPACING

Existing: 1,316 ft

Proposed: 1,354 ft

What's changed since the Proposed Final Plan?

- Removed Queens-bound Fresh Pond Rd/Eliot Av stop to improve speed and reliability



QM34 Glendale – Midtown

via 3rd Avenue

PROPOSED ROUTE SUMMARY

The QM34 will maintain its existing routing between Glendale and Midtown Manhattan. Peak frequencies will decrease slightly due to low ridership.

What's changed since the Proposed Final Plan?

- Removed Queens-bound Fresh Pond Rd/Eliot Av stop to improve speed and reliability

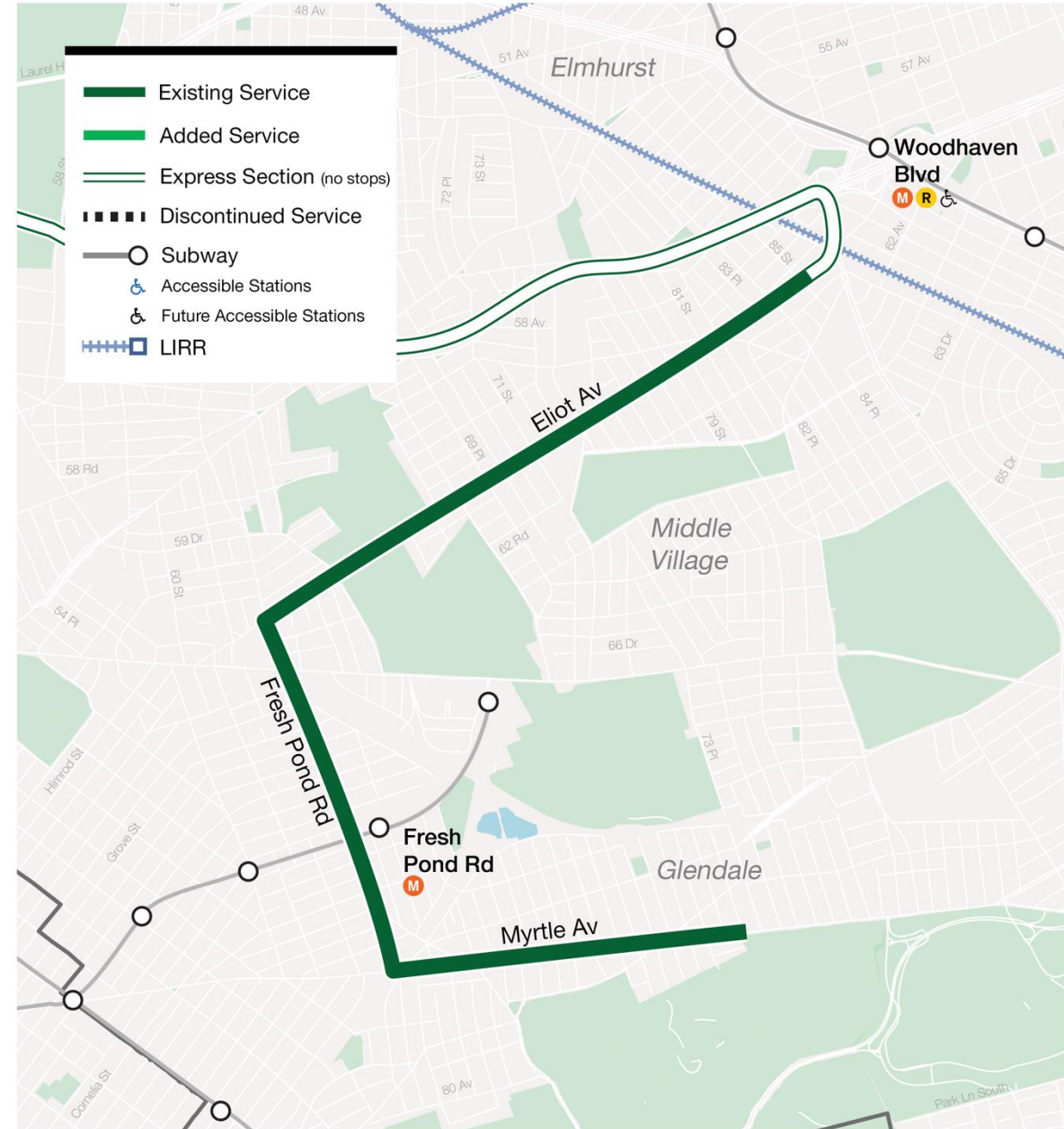
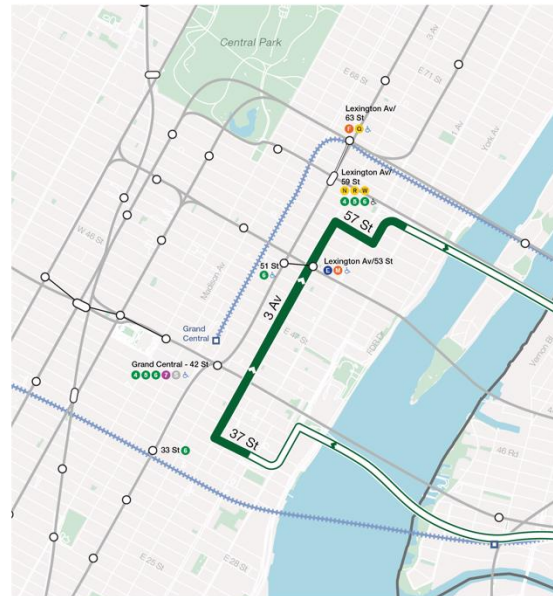
EXISTING ROUTES

QM34

AVERAGE STOP SPACING

Existing: 1,350 ft

Proposed: 1,392 ft



QM40 LeFrak City – Midtown

via 3rd Avenue

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

No changes

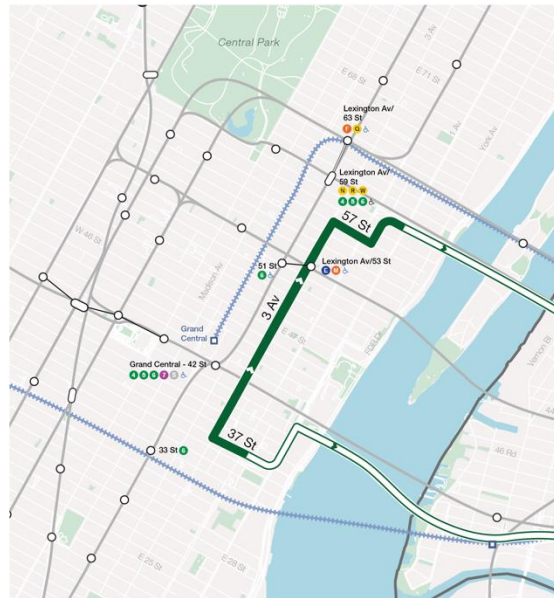
EXISTING ROUTES

QM40

AVERAGE STOP SPACING

Existing: 1,208 ft

Proposed: 1,302 ft





QM42 Forest Hills – Midtown

via 3rd Avenue

PROPOSED ROUTE SUMMARY

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

What's changed since the Proposed Final Plan?

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

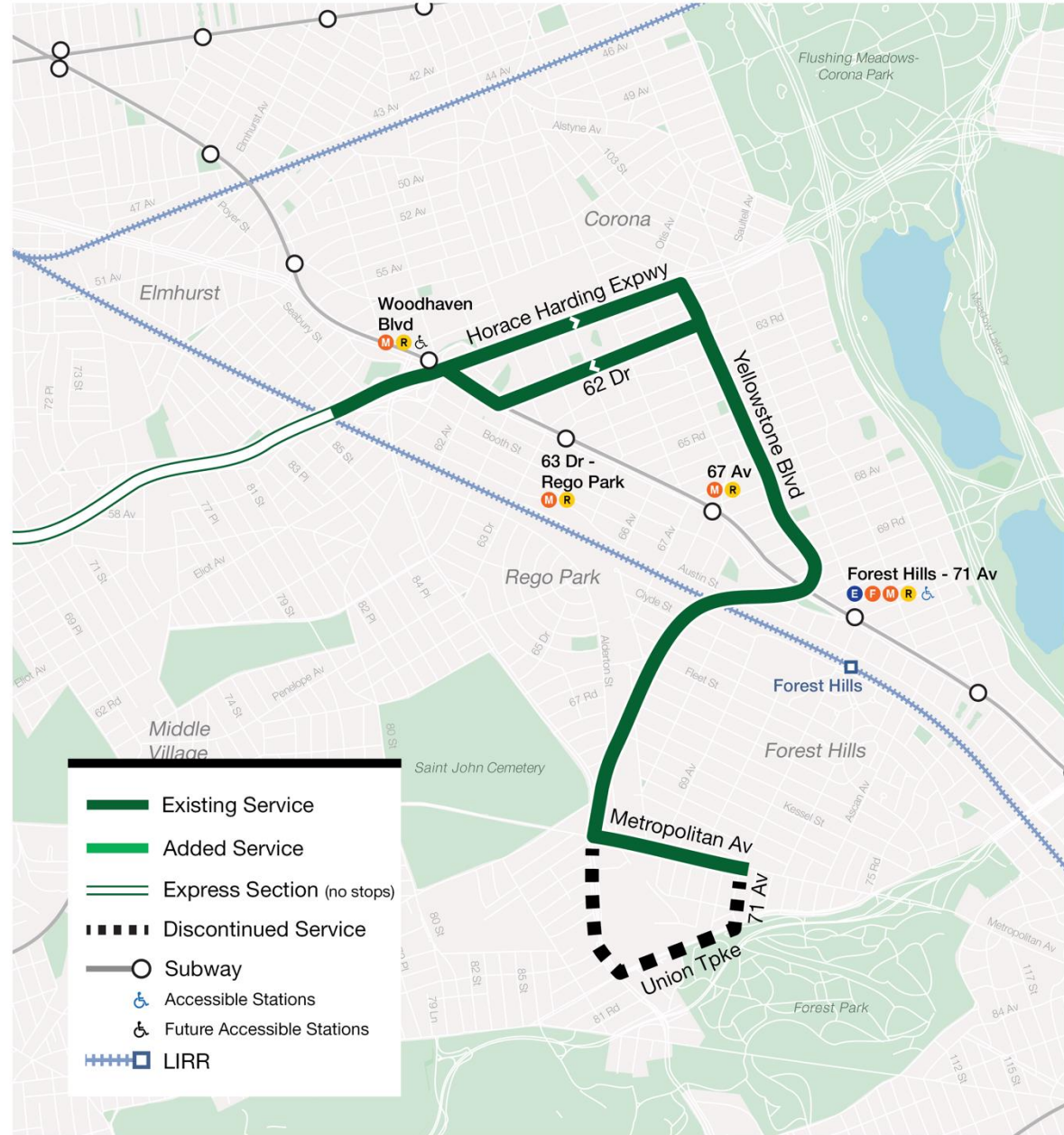
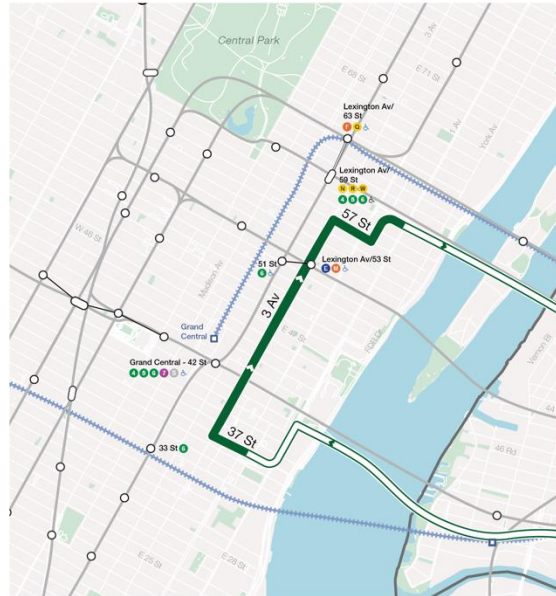
EXISTING ROUTES

QM42

AVERAGE STOP SPACING

Existing: 1,471 ft

Proposed: 1,601 ft



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

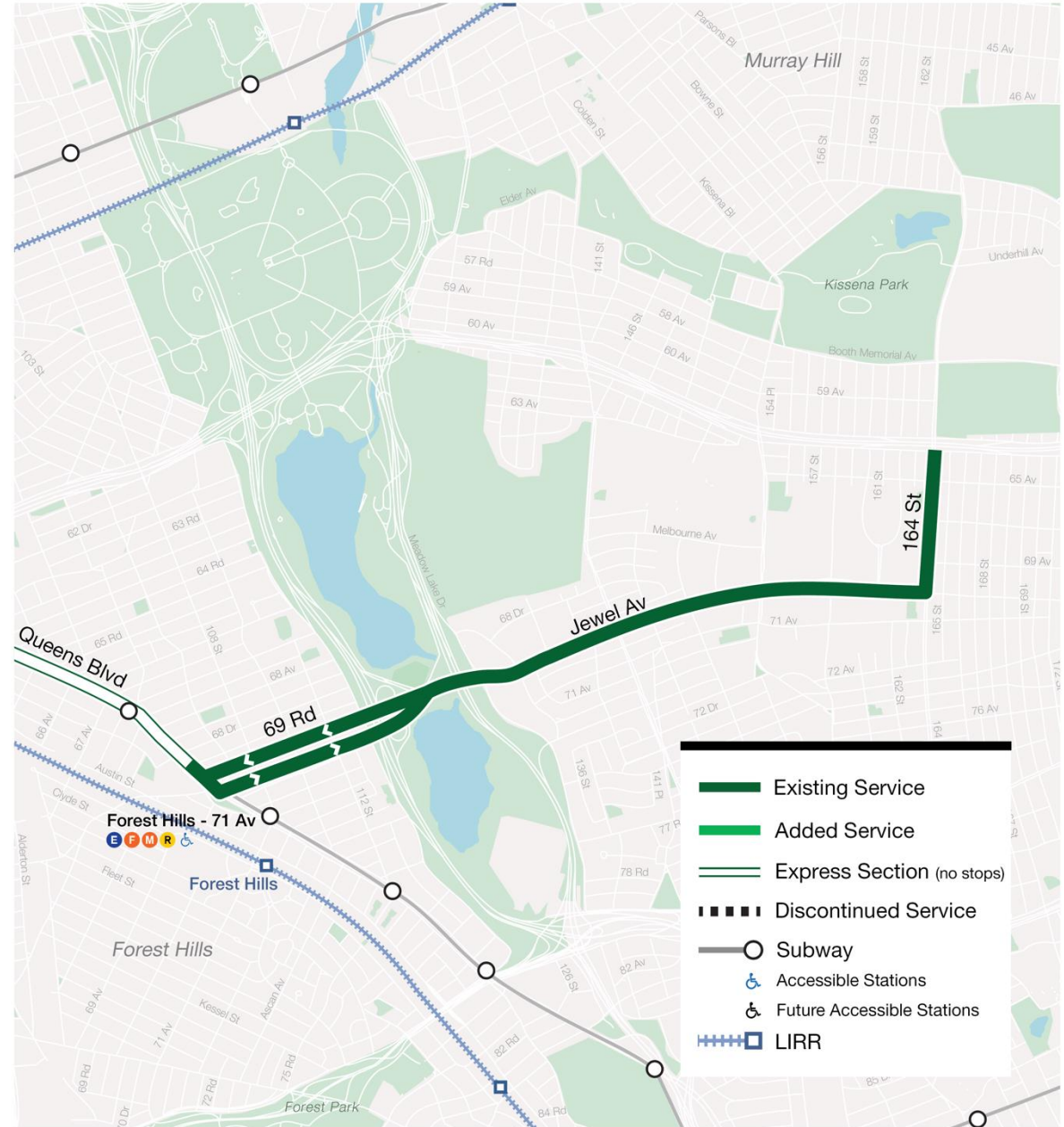
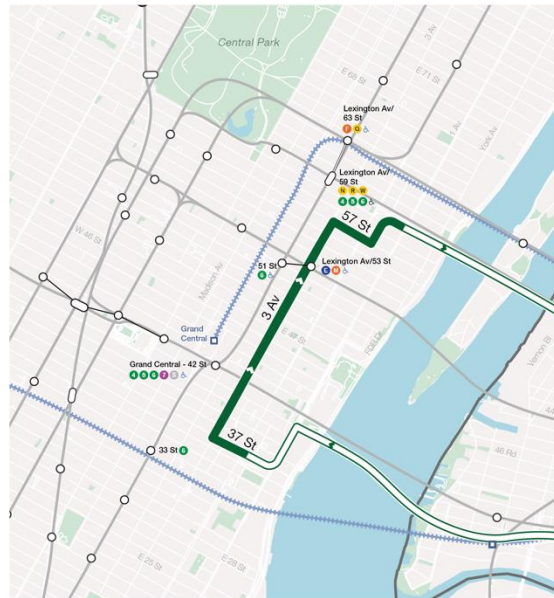
EXISTING ROUTES

QM44

AVERAGE STOP SPACING

Existing: 1,090 ft

Proposed: 1,295 ft





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

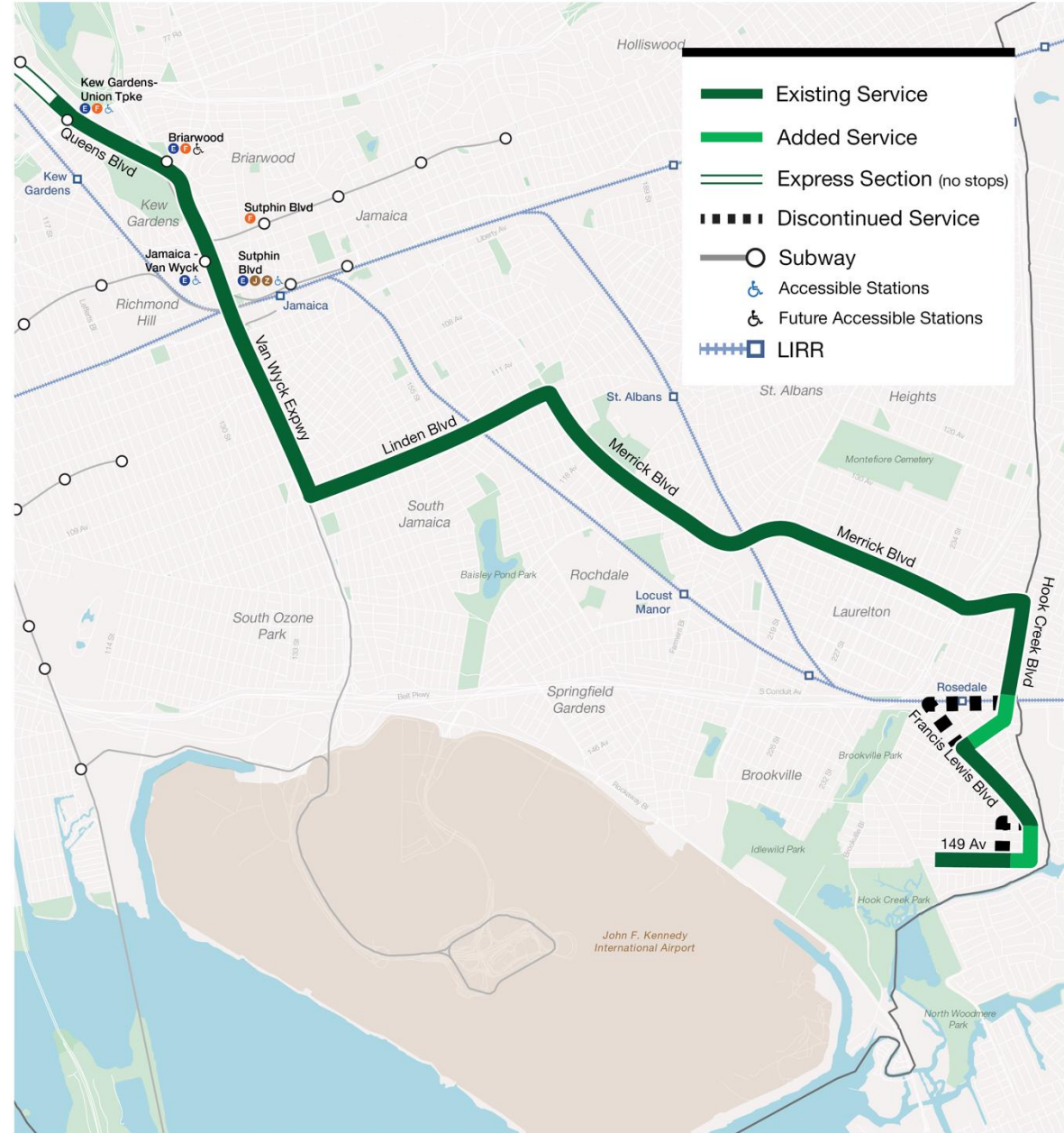
EXISTING ROUTES









X63

AVERAGE STOP SPACING

Existing: 1,358 ft

Proposed: 1,382 ft



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

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

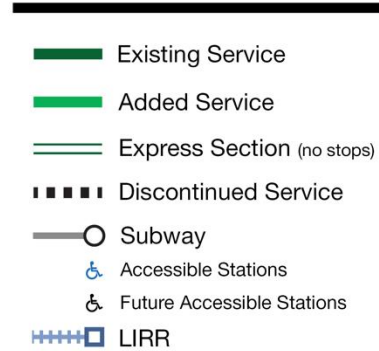
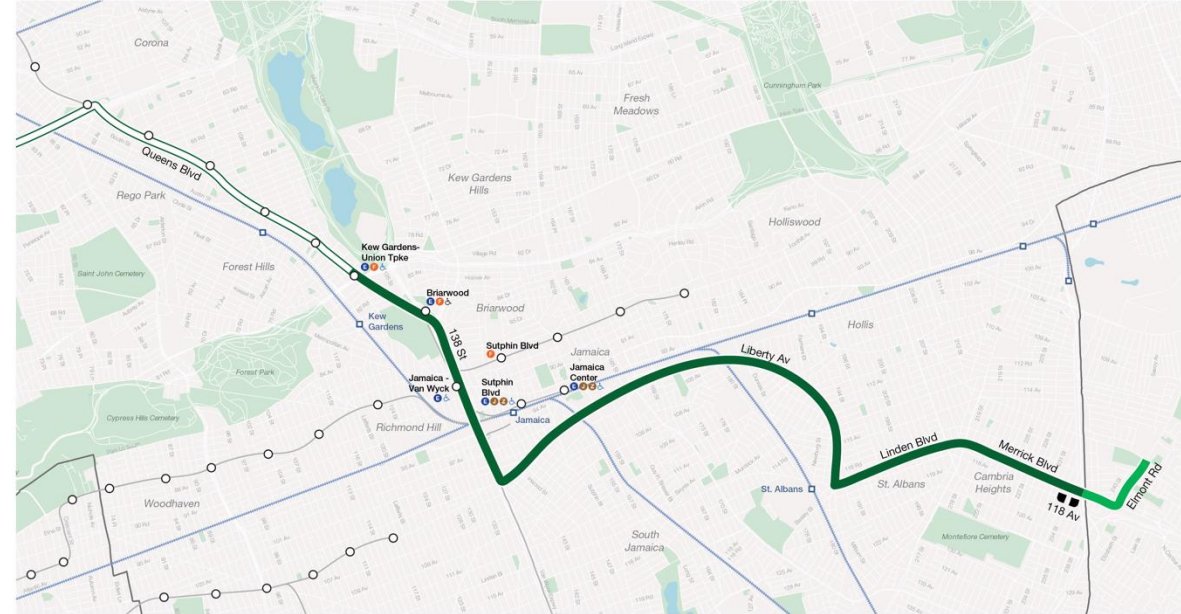
EXISTING ROUTES

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

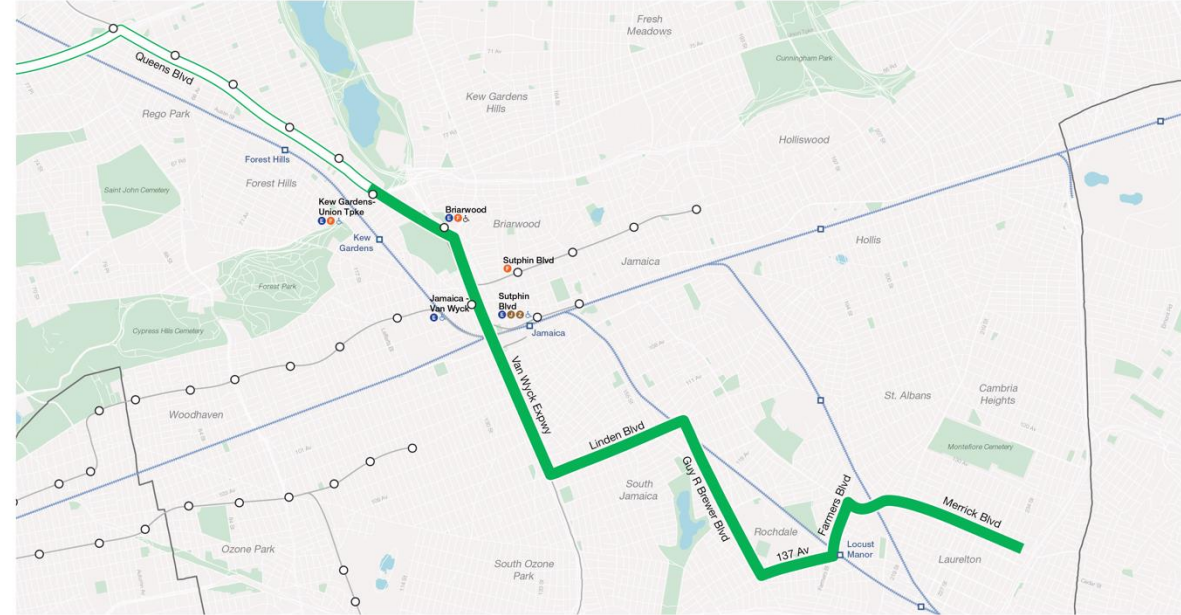
EXISTING ROUTES



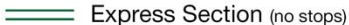
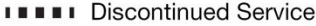
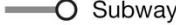
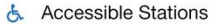
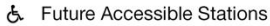

N/A

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

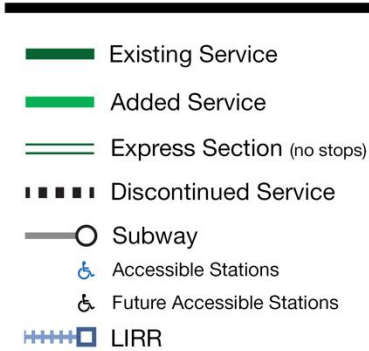
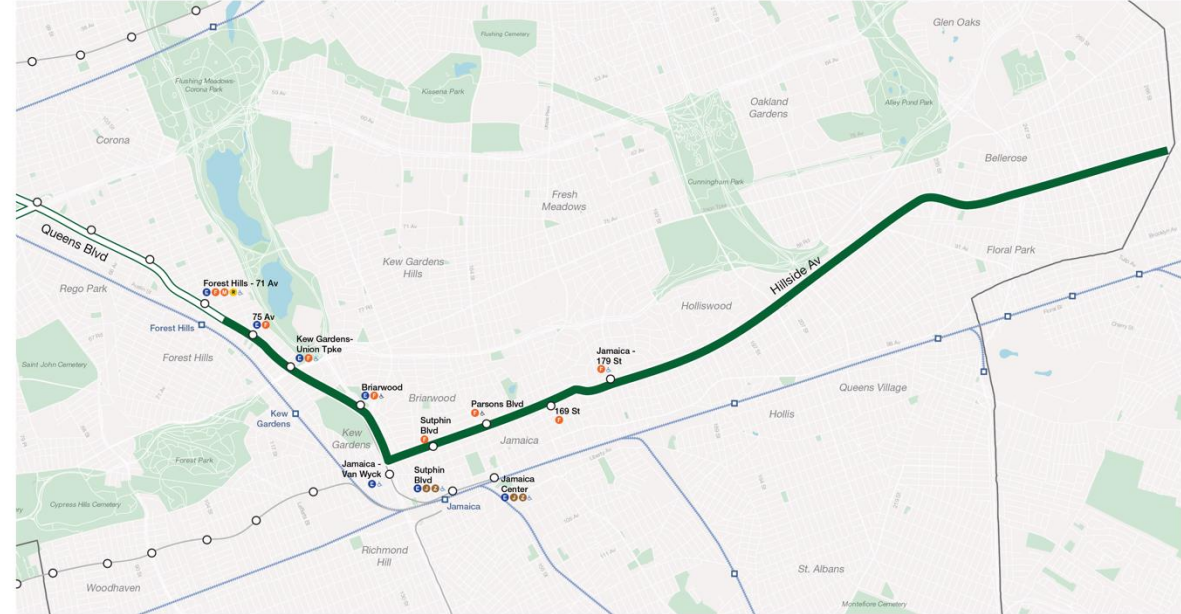
EXISTING ROUTES

X68

AVERAGE STOP SPACING

Existing: 2,374 ft

Proposed: 2,200 ft



Thank you!



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