



Queens Bus Network Redesign

PROPOSED FINAL PLAN

Why Redesign the Queens Bus Network?

Queens has more bus routes, and bus riders, than any other borough

- 113 bus routes that serve ~800,000 customers on an average weekday

Queens is growing and changing - demographics and travel patterns are shifting

- Jamaica, Flushing, and Long Island City are booming, as are employment centers located farther away from the subway

The Queens bus network has not substantially changed in decades

- Many routes follow old trolley lines; incremental changes have resulted in slow, indirect routes with closely-spaced bus stops

As our customers' needs change, we must change with them



How Are We Redesigning the Bus Network?

Customer Priorities

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



Reliable Service

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



Better Connections

Customers want improved intra- and inter-borough connections



Faster Travel

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



Simplified Service

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



How Are We Redesigning the Bus Network?

Redesign Strategies

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

Simplify the Network with Improved Route Design

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

Enhance Connectivity

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

Improve Frequency

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

Balance Bus Stops

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

Expand Bus Priority with NYC DOT

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

Improve Transit Equity

- Focus improvements in areas with greater need for transit service

Improve Accessibility

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



How Are We Redesigning the Bus Network?

Proposed Bus Stop Changes

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

20 seconds saved per stop removed

83% of riders will continue to use the same stop

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

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

Local Routes (Green)

Connecting local neighborhoods

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

“Rush” Routes (Purple)

Connecting outer borough neighborhoods quickly to bus or subway hubs

- More frequent during peak hours

Limited Routes (Red)

Serving high demand corridors with frequent service

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

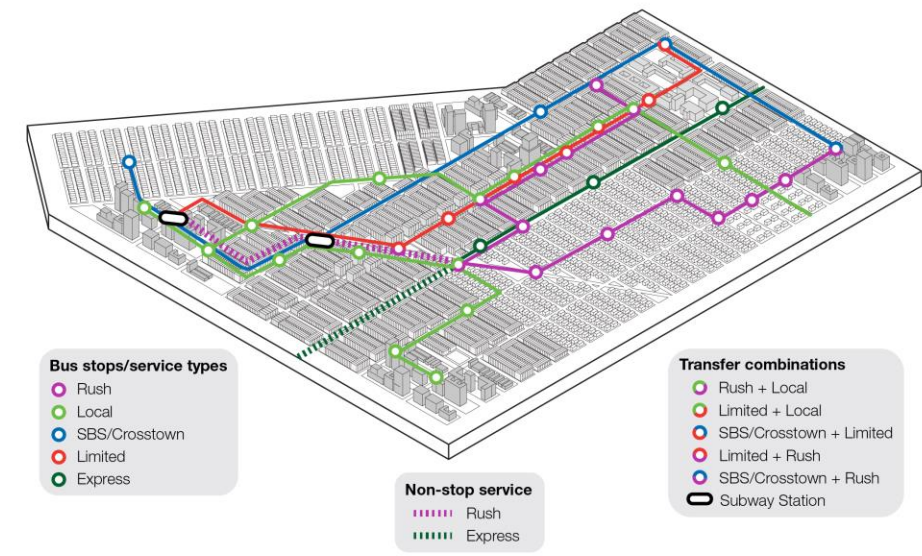
SBS or “Crosstown” Routes (Blue)

Connecting key destinations across longer distances

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

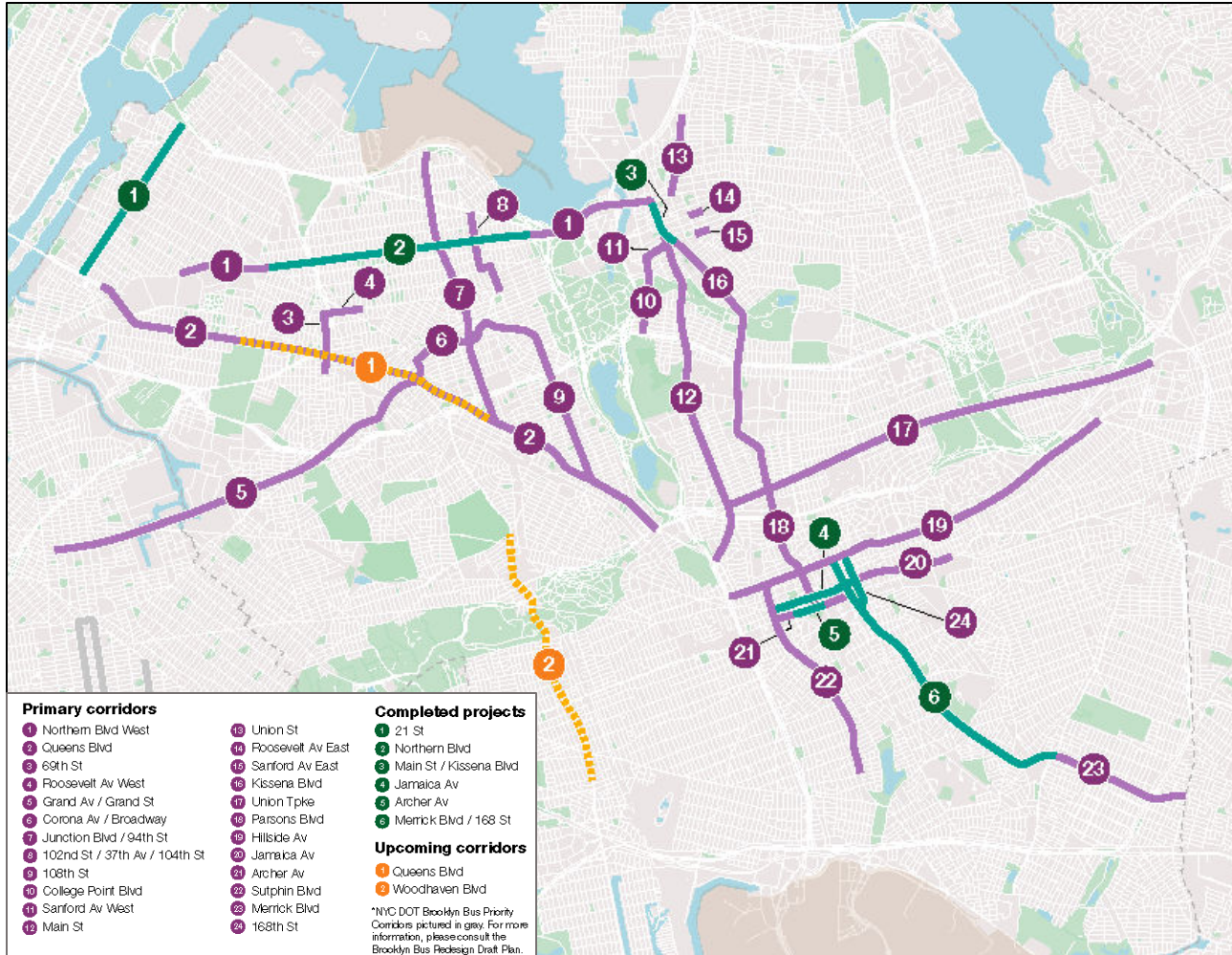
Existing versus Proposed Average Bus Stop Spacing by Route Type

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



How Are We Redesigning the Bus Network?

Expanding Bus Priority with NYC DOT



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

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



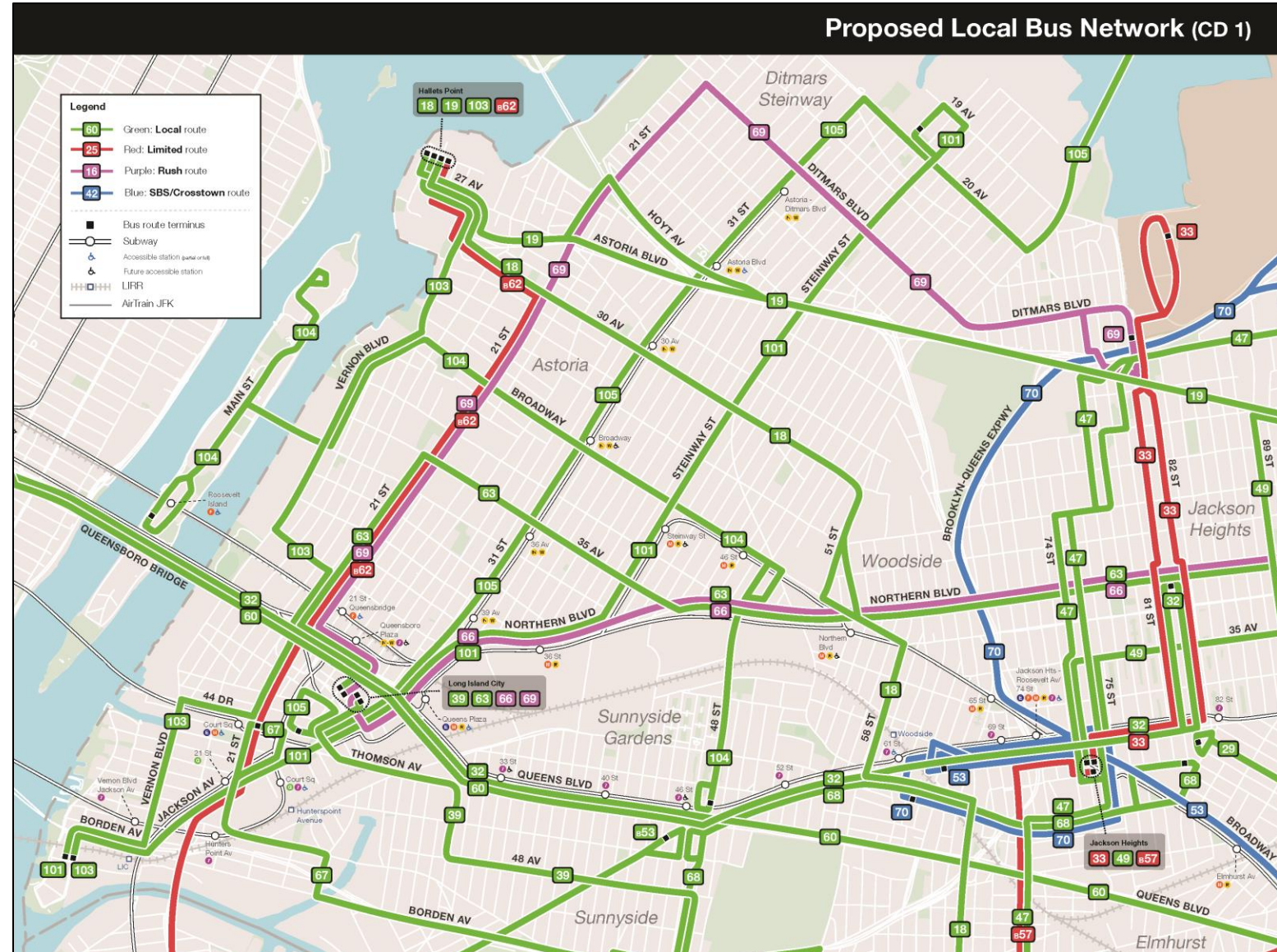
New Local Bus Network (Queens CD 1 Overview)

Key Changes Since New Draft Plan

- ✓ **Q63** service along Broadway withdrawn in favor of connecting 35 Av riders to Flushing via Northern Blvd
- ✓ **Q69** service to Queens Plaza maintained
- ✓ Service between Steinway and Williamsburg withdrawn in favor of new **Q101** service between Steinway and Hunters Point
- ✓ **Q103** service between Astoria and Hunters Point maintained

Key Changes in CD 1

- New **Rush** routes provide faster and more direct service to the subway, LIC, and downtown Flushing (Q66, Q69)
- One new **Limited** route (B62) provides frequent service on 21 St with stops spaced slightly further apart than the Q63/Q103 Locals, providing fast, consistent, and more reliable service, while complementing the Q69 Rush route
- Routes that currently operate multiple variations or branches with different destinations are split into separate routes to simplify service, so riders know which route to take and how often the bus comes (Q63, Q66)
- Some routes are straightened to reduce turns and deviations, providing more direct service and improving reliability and travel time (Q101, Q103)
- Other new or extended routes fill gaps in the bus network, creating new connections, reducing travel time, and improving accessibility (B62, Q66, Q101, Q104, Q105)



How to read the route profiles

Route Name and Descriptor
Lists corridors served or neighborhoods route travels between, existing routes that provide similar service, and related new routes

Route Characteristics Box
Includes route length (average of both directions, in miles) and average stop spacing (in feet)

Proposed Connections Box
Lists transfer opportunities to bus routes, subway lines, and LIRR (if applicable) along the route

Provide Feedback Footer
Includes a microsite with access to the comment portal and a link to the Proposed Final Plan Remix, an interactive web-based mapping tool, which has a geographic commenting feature for route-specific comments

Route Type Ribbon
Indicates whether the proposed route will provide Local, Rush, Limited, SBS/Crosstown, or Express service

Change Type Checkboxes

Route Improvements Box
Contains a bullet-point summary of the redesign improvements relevant to the proposal

Proposed Route Summary
Contains a detailed description of the proposed routing, as well as proposed bus stop and schedule changes

Proposed Frequency and Span Table
Frequencies indicate how often the bus comes on average in the peak direction, at the maximum load point.
Queens routes have different frequency span windows than Brooklyn routes:
Queens:

- Overnight (12AM-4AM), Early Morning (4AM-6AM), AM Peak (6AM-9AM), Midday (9AM-3PM), PM Peak (3PM-7PM), Evening (7PM-9PM), Late Evening (9PM-12AM)

Brooklyn:

- Weekday: AM Peak (6AM-9AM), Midday (9AM-2PM), PM Peak (2PM-6PM), Early Evening (6PM-8PM), Late Evening (8PM-12PM)
- Weekend: Early Morning (6AM-9AM), Morning (9AM-12PM), Midday (12PM-5PM), Early Evening (5PM-8PM), Late Evening (8PM-12PM)

LIMITED

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q1

Hillside Avenue

Service between Queens Village - Bellerose and Jamaica
Existing routes: Q1

ROUTE LENGTH
Existing: 4.3 miles
Proposed: 5.4 miles

AVERAGE STOP SPACING
Existing: 756 feet
Proposed: 1361 feet

PROPOSED CONNECTIONS

Bus
Q6, Q9, Q9, Q11, Q26, Q24, Q25, Q26, Q28, Q29, Q30, Q31, Q32, Q33, Q34, Q35, Q36, Q37, Q38, Q39, Q40, Q41, Q42, Q43, Q44, Q45, Q46, Q47, Q48, Q49, Q50, Q51, Q52, Q53, Q54, Q55, Q56, Q57, Q58, Q59, Q60, Q61, Q62, Q63, Q64, Q65, Q66, Q67, Q68, Q69, Q70, Q71, Q72, Q73, Q74, Q75, Q76, Q77, Q78, Q79, Q80, Q81, Q82, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q90, Q91, Q92, Q93, Q94, Q95, Q96, Q97, Q98, Q99, Q100

Train
LIRR

PROPOSED ROUTE SUMMARY

The proposed Q1 would be extended further west along Hillside Av to provide continuous all-day frequent service along the entire Hillside Av corridor from Bellerose to Sutphin Bl/Jamaica Av. The proposed Q1 would terminate on Braddock Av at its eastern end and on Sutphin Bl/Jamaica Av at its western end. Service on the existing Springfield Bl branch would be provided by the proposed Q36.

As a Limited route, stops would be spaced slightly further apart than Local routes to improve speed and reliability, but still within reasonable walking distance.

As the new main Hillside Av route, the Q1 would receive a significant frequency increase and would operate 24 hours on weekdays and weekends.

Route Improvements

- New connections
- Improved stop spacing
- Improved frequency
- Fewer route patterns
- Improved ADA access
- NYC DOT Priority Corridor

PROPOSED FREQUENCY* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	24	9	15	11	10	16
PROPOSED	24 hours	34	15	5	8	5	8	15
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	40	15	15	14	15	20
PROPOSED	24 hours	30	20	10	10	10	12	18
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	40	40	23	20	20	20	23
PROPOSED	24 hours	40	30	15	15	15	15	23

*Frequencies indicate how often the bus comes on average in the peak direction, in minutes. Frequencies are calculated at the Major Load Point.

Provide Feedback <https://www.mta.info/queensbusredesign>

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How to read the stop lists

Q42 Addisleigh Park - Jamaica

Direction	On Street/At Street	Proposal	New Stop Sequence	Proposal Note
Eastbound	Archer Av/153 St	Remove		Removed due to new routing
Eastbound	Archer Av/Teardrop Canopy	Keep	1	
Eastbound	Archer Av/160 St	Add	2	Added at existing bus stop
Eastbound	Archer Av/165 St	Keep	3	
Eastbound	Liberty Av/168 Pl	Keep	4	
Eastbound	Liberty Av/170 St	Keep	5	
Eastbound	Liberty Av/173 St	Keep	6	
Eastbound	Liberty Av/177 St	Keep	7	
Eastbound	177 St/104 Av	Remove		Removed to improve speed & reliability
Eastbound	177 St/106 Av	Keep	8	
Eastbound	Polhemas Av/Watson Pl	Remove		Removed to improve speed & reliability
Eastbound	Fern Pl/Rex Rd	Keep	9	
Eastbound	174 St/108 Av	Remove		Removed to improve speed & reliability
Eastbound	174 St/109 Av	Keep	10	
Eastbound	174 St/110 Av	Keep	11	
Eastbound	174 St/111 Av	Remove		Removed to improve speed & reliability
Eastbound	111 Av/175 St	Keep	12	
Eastbound	111 Av/177 St	Remove		Removed to improve speed & reliability
Eastbound	Sayres Av/178 St	Keep	13	
Eastbound	Sayres Av/179 St	Remove		Removed to improve speed & reliability
Eastbound	Sayres Av/180 St	Remove		Removed to improve speed & reliability
Eastbound	Sayres Av/179 Pl	Add	14	Added at existing bus stop
Westbound	Sayres Av/179 Pl	Keep	1	



LOCAL

- Change since New Draft Plan
- New route
- Route change
- Schedule change

Q104 Sunnyside - Roosevelt Island

Existing routes: Q104, Q102

ROUTE LENGTH
 Existing: 2.8 miles
 Proposed: 4.7 miles

AVERAGE STOP SPACING
 Existing: 670 feet
 Proposed: 1138 feet

PROPOSED ROUTE SUMMARY

The proposed Q104 would be extended to serve Roosevelt Island at its western terminal, replacing Q102 service, which would be discontinued. The Q104 would continue to serve Broadway and 48 St, maintaining its connection with the 7 train. Most existing Q102 train connections would be maintained on the proposed Q104. Existing Q102 service along E Loop Rd/W Loop Rd south of the Roosevelt Island F train station would be discontinued. Existing Q102 service along 31 St would be replaced by the proposed Q105.

Route Improvements

- New connections
- Improved stop spacing
- Improved frequency

PROPOSED CONNECTIONS

Bus
 B53, B62, Q32, Q60, Q63, Q66, Q68, Q69, Q101, Q103, Q105

Train
 7

To match stop spacing on other Local routes, Q104 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Both frequency and span would be increased to resemble Q102 service.

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:00 AM - 11:30 PM	-	-	18	26	22	30	45
PROPOSED	5:00 AM - 1:00 AM	-	20	15	24	22	30	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:00 AM - 11:30 PM	-	-	60	33	30	40	60
PROPOSED	5:00 AM - 1:00 AM	-	30	30	30	30	30	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:00 AM - 11:30 PM	-	-	60	33	30	40	60
PROPOSED	5:00 AM - 1:00 AM	-	30	30	30	30	30	30

*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Share your thoughts on the proposed Q104 at <https://new.mta.info/Q104> or by calling 511.

LOCAL

Q104 Sunnyside - Roosevelt Island

Existing routes: Q104, Q102

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Provide Feedback

Share your thoughts on the proposed Q104 at <https://new.mta.info/Q104> or by calling 511.



Q102 (Existing)

Legend

- Accessible station (partial or full)
- Future accessible station



Q104 (Proposed)

Legend

- Accessible station (partial or full)
- Future accessible station



LOCAL

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q32 Jackson Heights - Penn Station

Existing routes: Q32

ROUTE LENGTH

Existing: 7.4 miles
Proposed: 7.3 miles

AVERAGE STOP SPACING

Existing: 733 feet
Proposed: 995 feet

PROPOSED CONNECTIONS

Bus
B53, B57, Q18, Q29, Q33, Q39, Q47, Q49, Q53, Q60, Q63, Q66, Q68, Q69, Q70, Q101, Q104, Q105

Train

LIRR, Metro-North

PROPOSED ROUTE SUMMARY

The proposed Q32 would mostly maintain its existing routing except for a minor change. In the westbound direction approaching the Queensboro Bridge, buses would no longer travel around Dutch Kills Green via 41 Av and Queens Plaza North, avoiding a congested route deviation. As a result, buses would no longer stop on Queens Plaza North, and would approach the bridge directly from Queens Blvd.

To match stop spacing on other Local routes, Q32 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Weekday frequencies would be slightly adjusted in select time periods. Service would continue to operate during the same hours.

Route Improvements

- Interborough route
- Improved stop spacing
- More direct routing
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:45 AM - 1:25 AM	-	40	10	11	9	10	16
PROPOSED	4:45 AM - 1:25 AM	-	30	10	12	10	10	15
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:25 AM - 1:00 AM	-	30	14	11	10	11	16
PROPOSED	5:25 AM - 1:00 AM	-	30	14	10	10	12	16
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:15 AM - 11:15 PM	-	-	20	10	10	15	23
PROPOSED	6:15 AM - 11:15 PM	-	-	20	10	10	15	23

*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

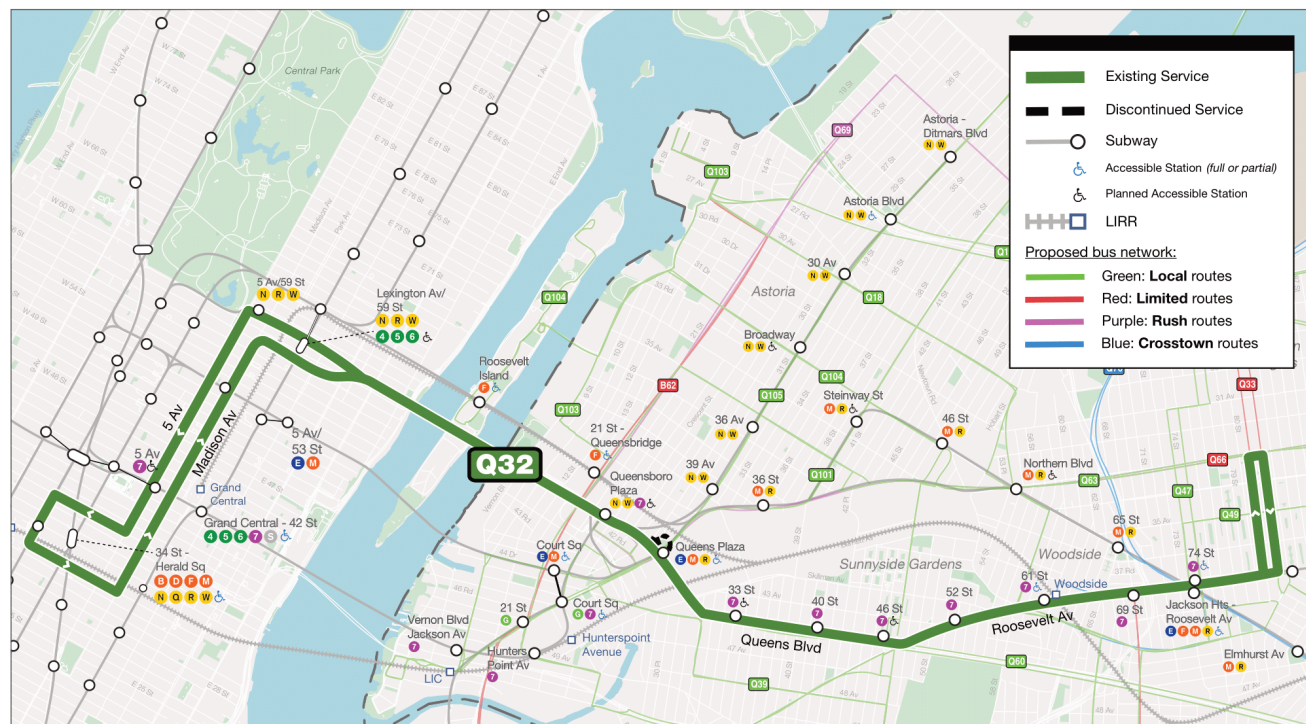
Share your thoughts on the proposed Q32 at <https://new.mta.info/Q32> or by calling 511.

LOCAL

Q32 Jackson Heights - Penn Station

Existing routes: Q32

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Provide Feedback

Share your thoughts on the proposed Q32 at <https://new.mta.info/Q32> or by calling 511.



LOCAL

- Change since New Draft Plan
- New route
- Route change
- Schedule change

Q60 Queens Boulevard


Service between South Jamaica and Midtown East
Existing routes: Q60

ROUTE LENGTH
Existing: 10.6 miles
Proposed: 10.6 miles

AVERAGE STOP SPACING
Existing: 919 feet
Proposed: 1080 feet

PROPOSED CONNECTIONS

Bus
B57, Q1, Q6, Q8, Q9, Q10, Q18, Q20, Q23, Q24, Q25, Q30, Q31, Q32, Q37, Q38, Q40, Q41, Q43, Q44, Q45, Q46, Q47, Q48, Q53, Q54, Q56, Q58, Q59, Q64, Q65, Q68, Q72, Q75, Q98

Train

LIRR

PROPOSED ROUTE SUMMARY

The proposed Q60 would mostly maintain its existing routing except for a minor change. In the westbound direction approaching the Queensboro Bridge, buses would no longer travel around Dutch Kills Green via 41 Av/Queens Plaza North, avoiding a congested route deviation. As a result, buses would no longer stop on Queens Plaza North, and would approach the bridge directly from Queens Blvd.

Route Improvements

- Interborough route
- More direct routing
- Improved stop spacing
- NYC DOT Priority Corridor


To match stop spacing on other Local routes, Q60 stops would be spaced slightly further apart than existing to speed up buses and improve reliability. Please note that bus stop locations on Queens Blvd are under further review for the future NYC DOT Queens Blvd Capital Project.

No frequency or service span changes are being proposed at this time.

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	30	17	8	9	8	8	18
PROPOSED	24 hours	30	17	8	9	8	8	18
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	30	20	12	10	10	12	18
PROPOSED	24 hours	30	20	12	10	10	12	18
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	24	24	15	11	11	12	20
PROPOSED	24 hours	30	30	15	12	12	12	20

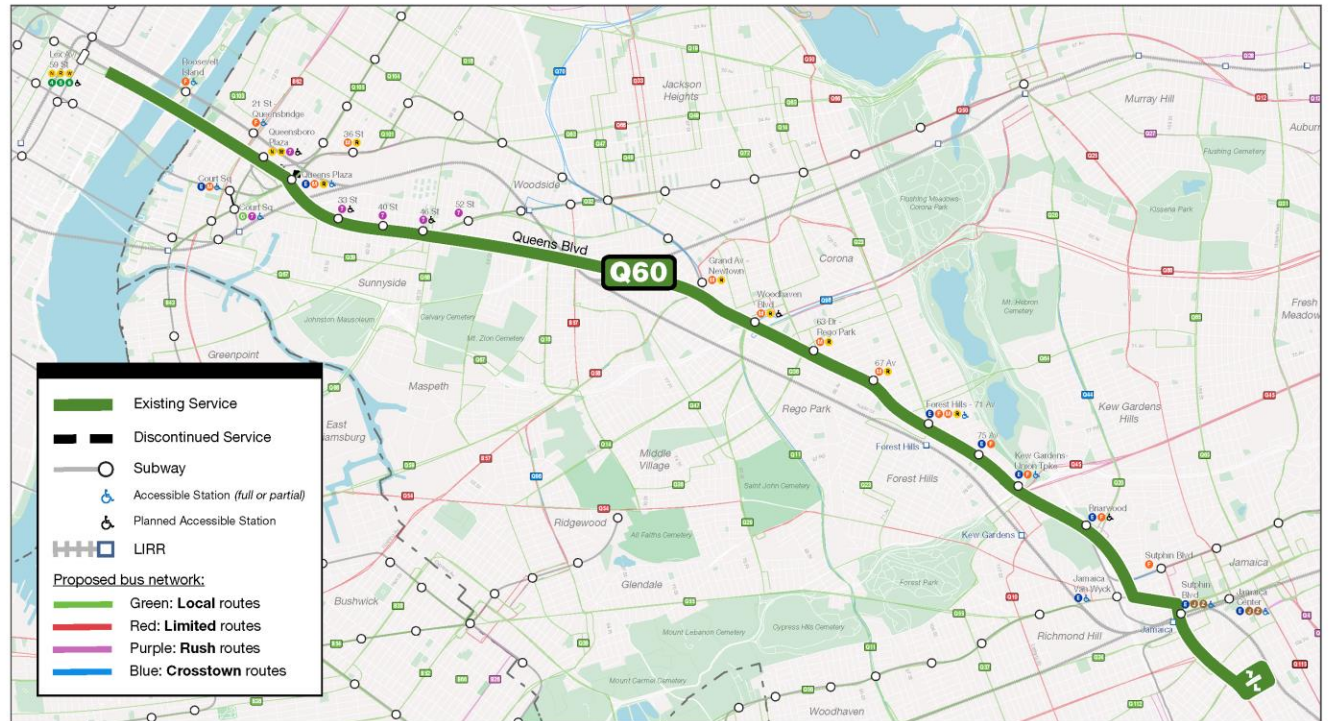
*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback 
Share your thoughts on the proposed Q60 at <https://new.mta.info/Q60> or by calling 511.

LOCAL

Q60 Queens Boulevard

Service between South Jamaica and Midtown East
Existing routes: Q60



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Provide Feedback 
Share your thoughts on the proposed Q60 at <https://new.mta.info/Q60> or by calling 511.



LOCAL

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q101 Steinway Street

Service between Ditmars-Steinway and Hunters Point
Existing routes: Q10

ROUTE LENGTH
Existing: 5.3 miles
Proposed: 4.6 miles

AVERAGE STOP SPACING
Existing: 845 feet
Proposed: 1024 feet

PROPOSED ROUTE SUMMARY

The proposed Q101 would be realigned to serve Hunters Point via Jackson Av instead of serving Manhattan. This routing provides new direct connections from Steinway St to Long Island City and the waterfront. It also avoids congestion on the Queensboro Bridge, improving the route's reliability. Bus service to Manhattan would still be provided by the Q32 and Q60.

Route Improvements

- More direct routing
- New connections
- Improved stop spacing
- Improved ADA access

To match stop spacing on other Local routes, Q101 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Weekday and Saturday frequencies would be slightly adjusted to match ridership patterns. Service would continue to operate 24 hours.

PROPOSED CONNECTIONS

Bus
M60, Q18, Q19, Q32, Q39, Q60, Q63, Q66, Q67, Q69, Q103, Q104, Q105

Train
7, 7E, 7F, 7G, 7L, 7M, 7N, 7R, 7S, 7T, 7U, 7V, 7W, 7X, 7Y, 7Z

LIRR

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	20	13	19	13	24	30
PROPOSED	24 hours	48	24	11	19	13	20	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	40	30	21	20	30	30
PROPOSED	24 hours	48	30	30	21	20	24	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	30	30	30	30	30	30
PROPOSED	24 hours	48	30	30	30	30	30	30

*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback Share your thoughts on the proposed Q101 at <https://new.mta.info/Q101> or by calling 511.

LOCAL

Q101 Steinway Street

Service between Ditmars-Steinway and Hunters Point
Existing routes: Q10



Provide Feedback Share your thoughts on the proposed Q101 at <https://new.mta.info/Q101> or by calling 511.

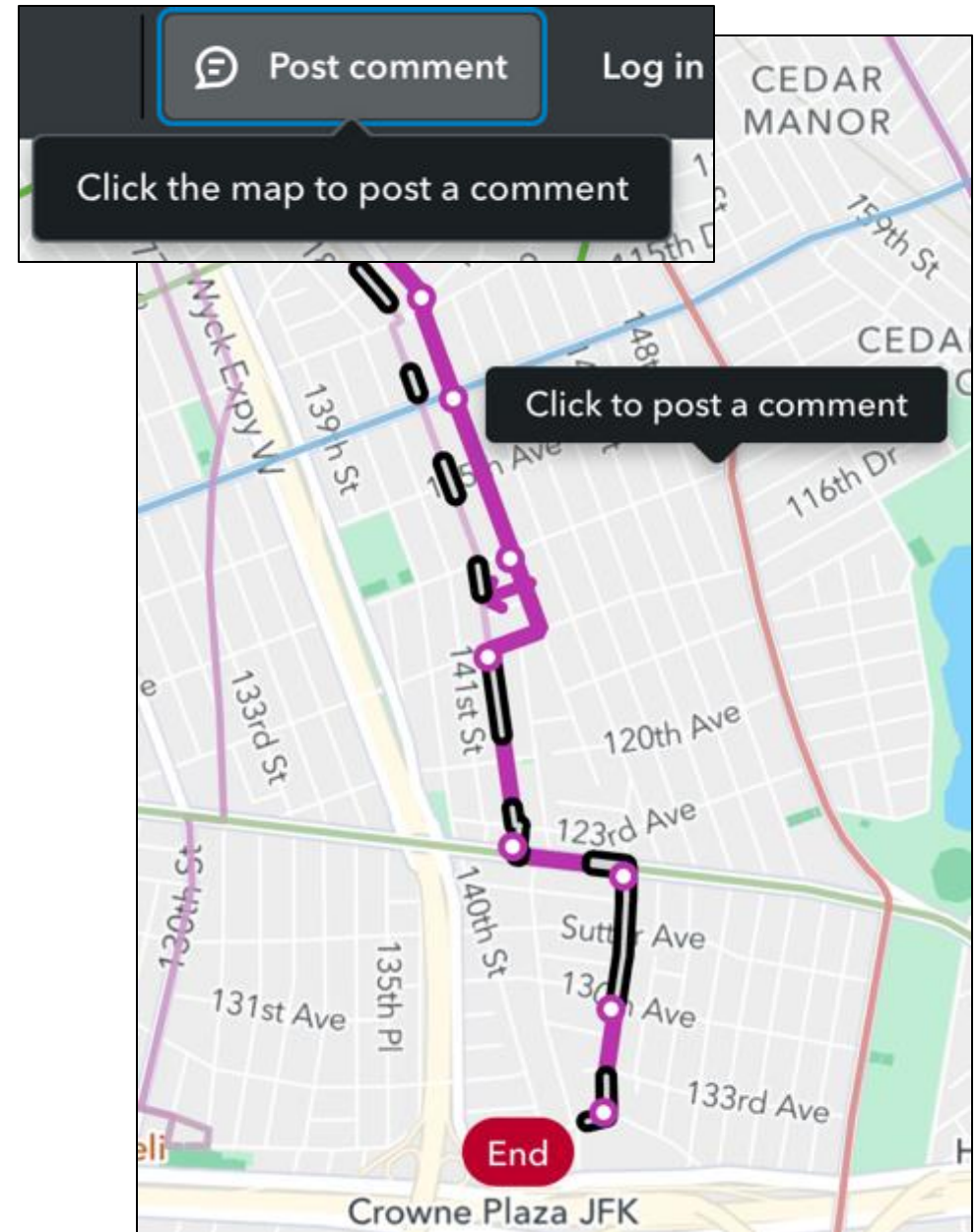


How to learn more and provide feedback

Visit our project website to check out the proposals for your trips!

Customers can provide feedback through various means:

- Test your trip in the Future Trip Planner tool (it's like our regular Trip Planner but programmed for the proposed Queens network).
- Check out Remix, a web-based interactive map
 - Customers can view all proposed routes and stops in detail, compare with existing routes, and post comments in specific geographic locations
 - Remix can be accessed on both desktop and mobile – where people can view stops and frequencies by route for the entire Queens Bus Network
- Visit the comment portal on the project microsite: mta.info/queensbusredesign



Queens Redesign Project Timeline



Queens Bus Network Redesign

Thank you

Project website:
mta.info/queensbusredesign

