



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**

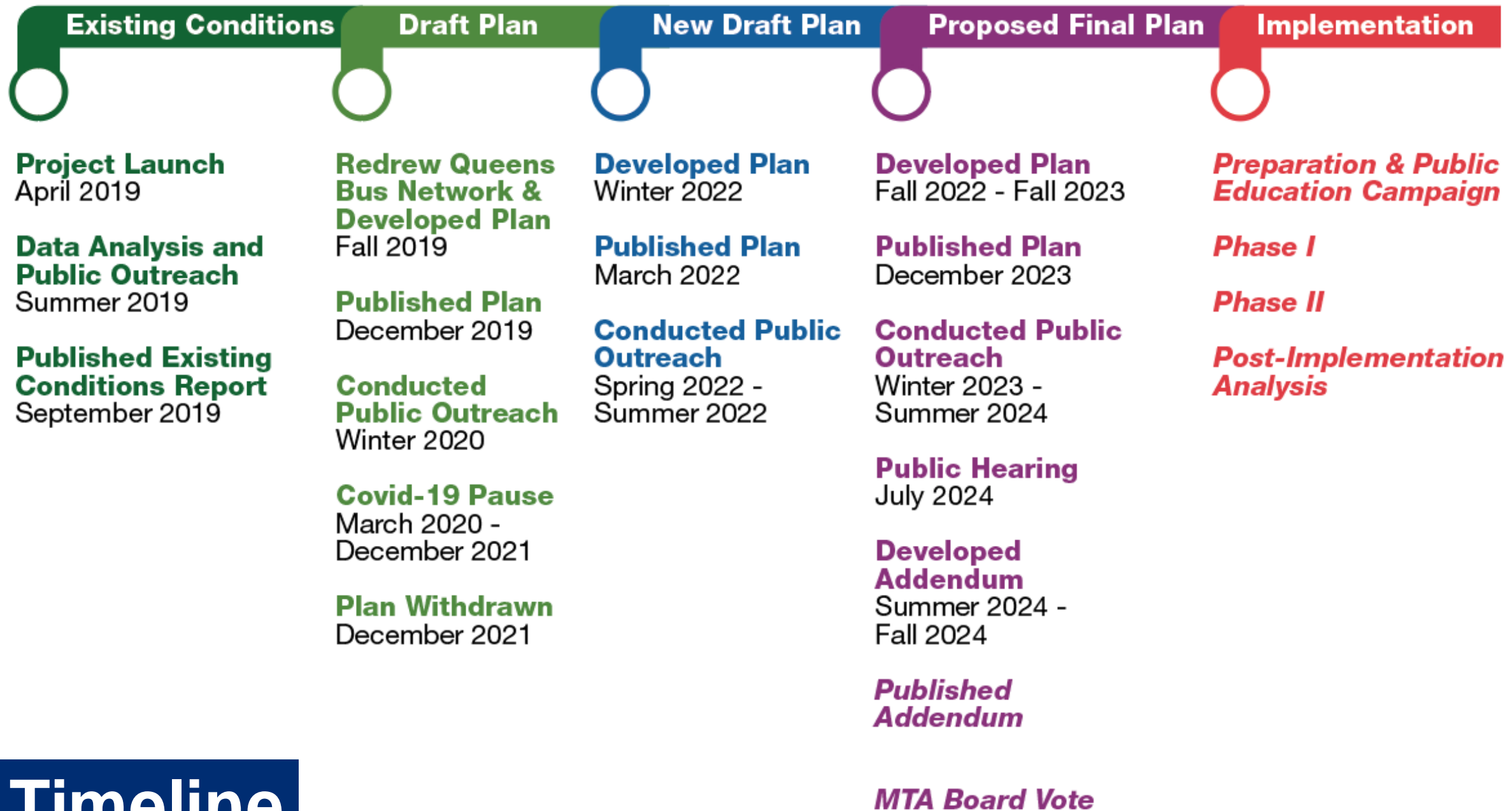
Queens buses move **~800,000** daily riders on **113** routes

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

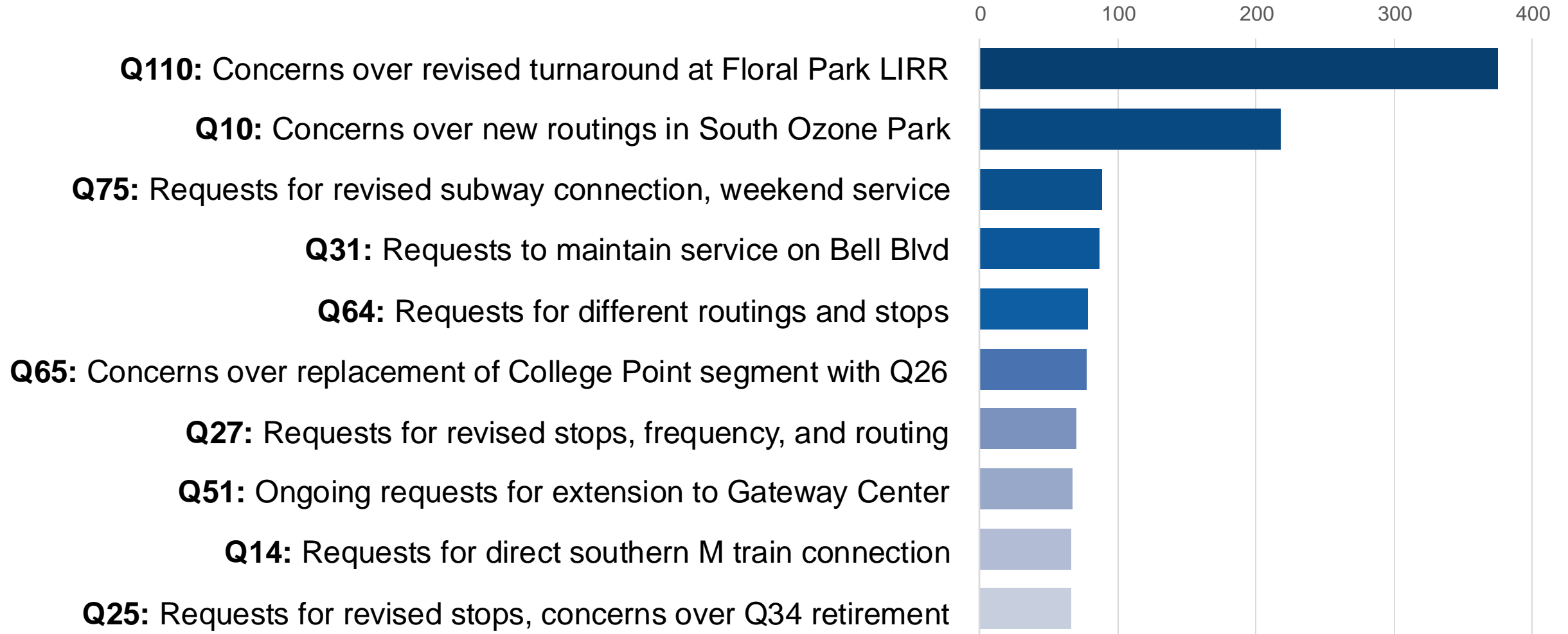
Proposed Final Plan Outreach Summary

- ✓ **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

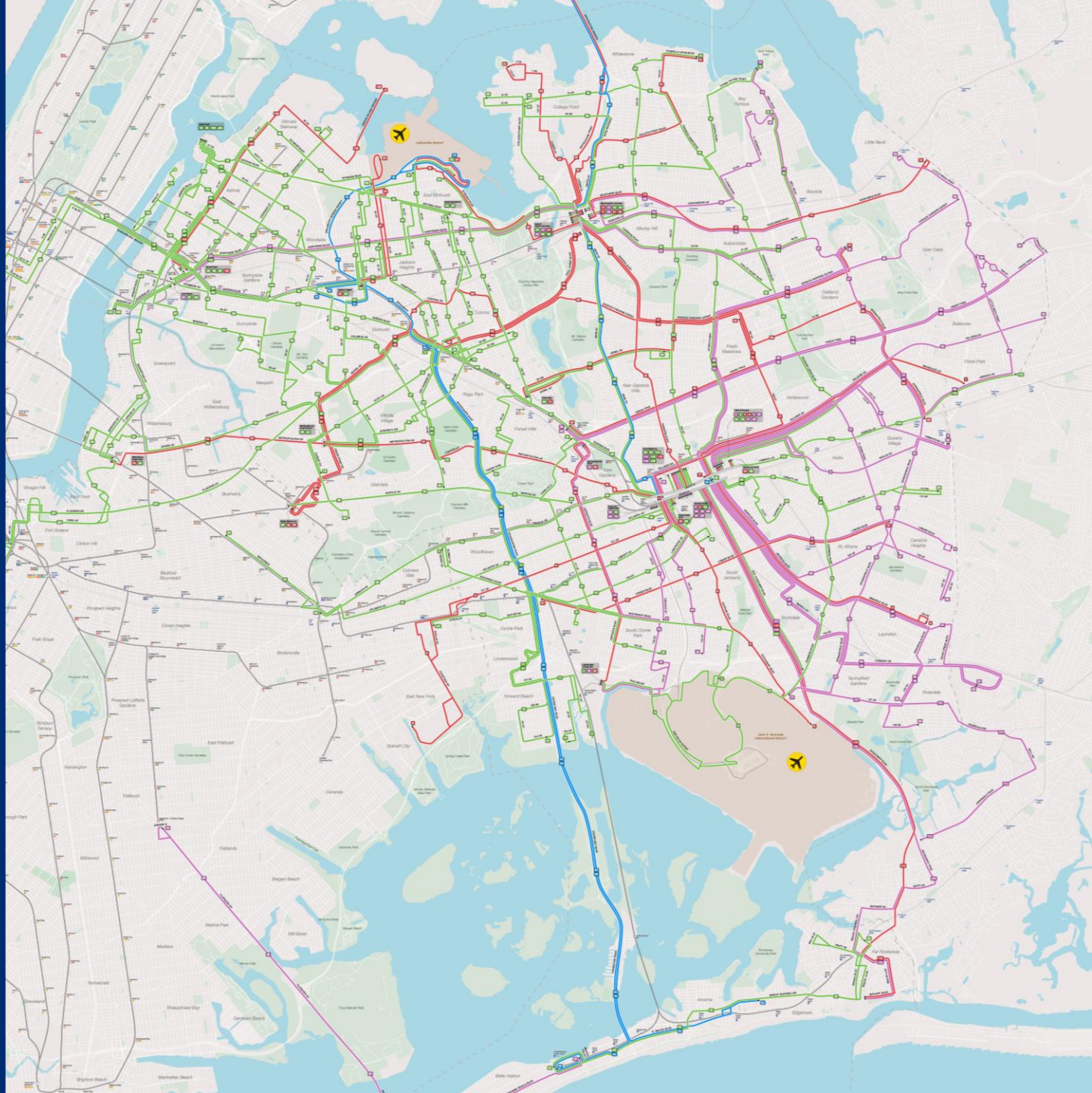


Introducing the Addendum Bus Network

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

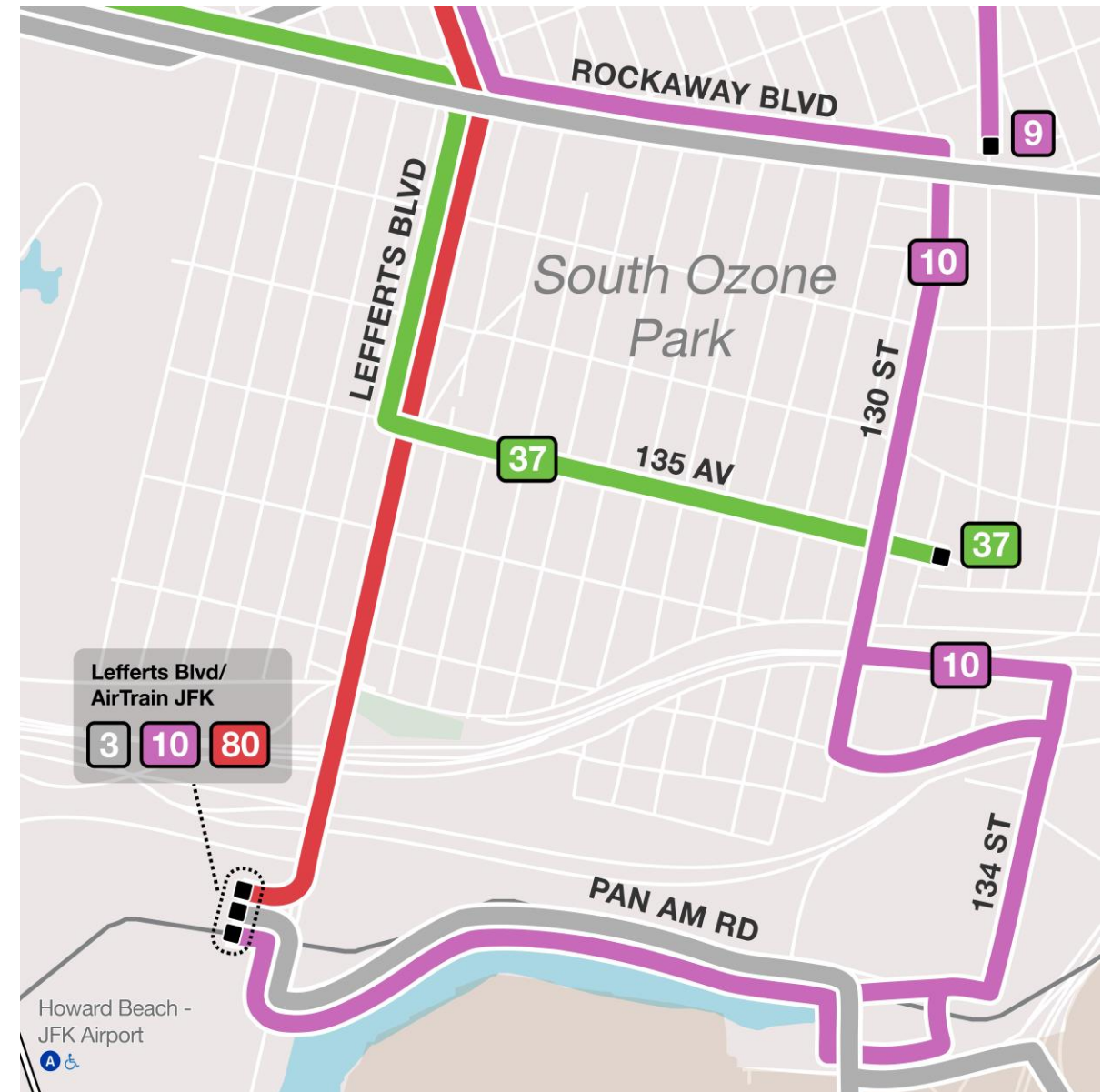
South Ozone Park Highlights

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

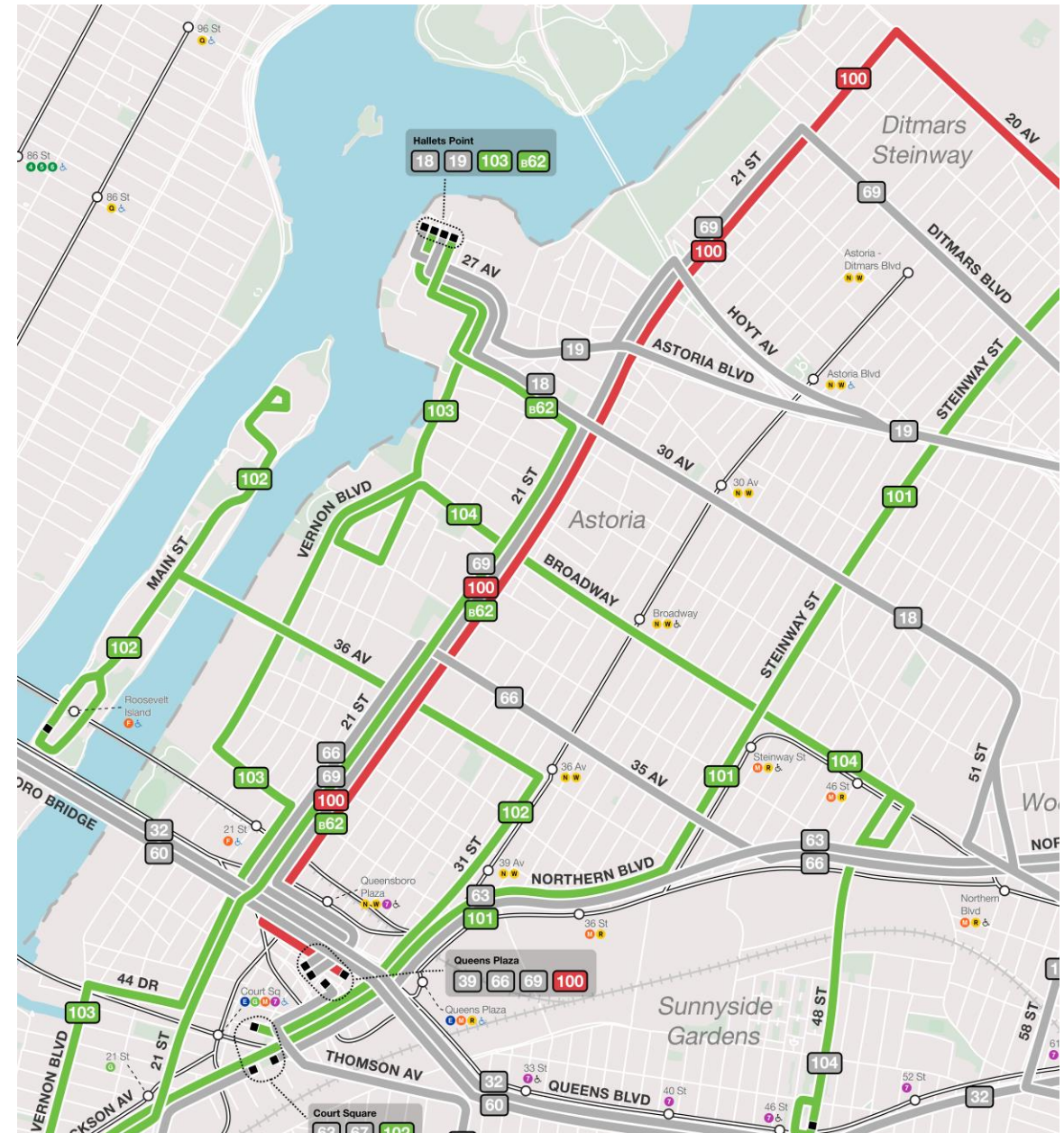
Astoria and Long Island City Highlights

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

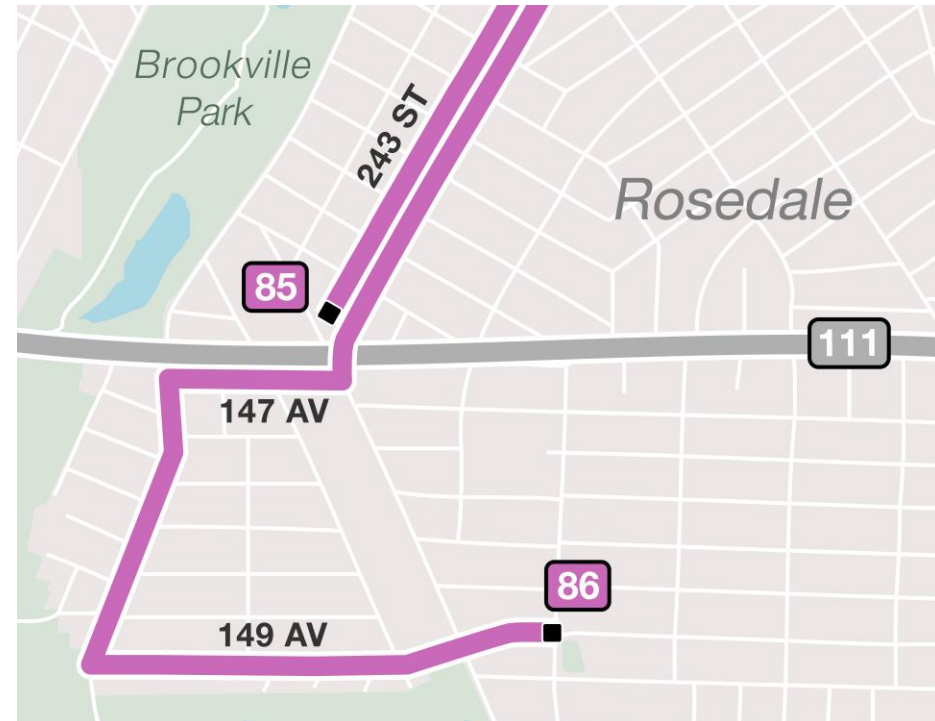
Floral Park and Rosedale Highlights

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

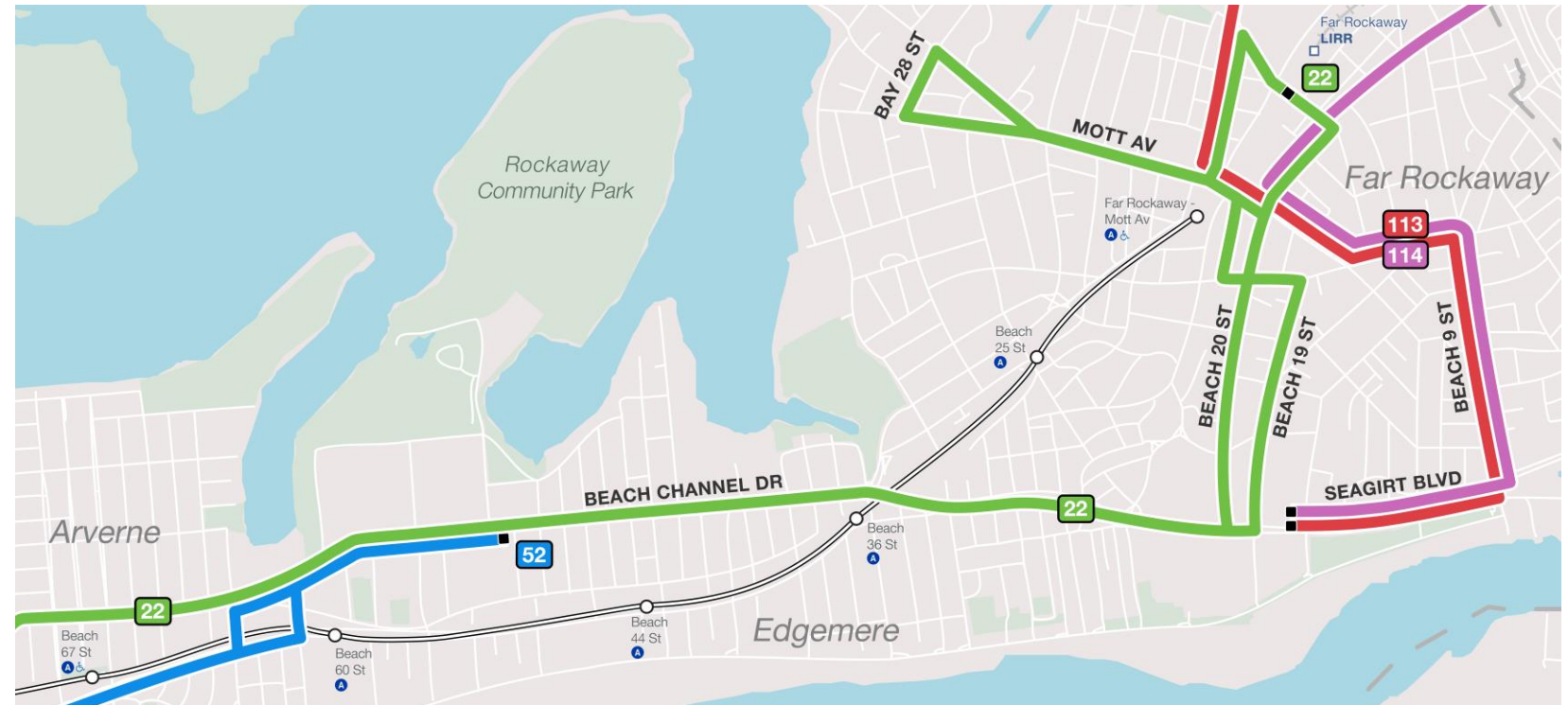
Rockaways Highlights

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

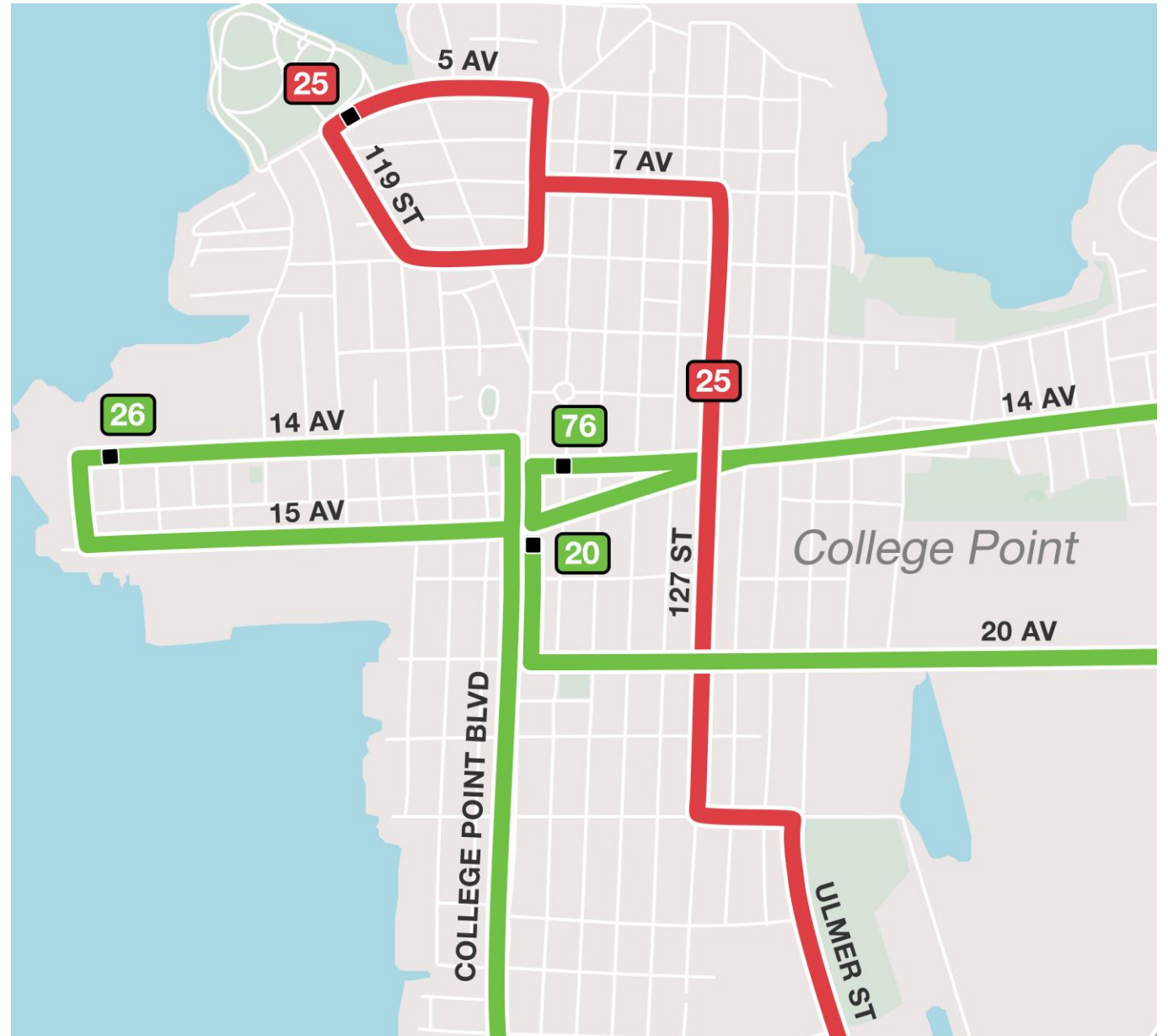
College Point Highlights

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

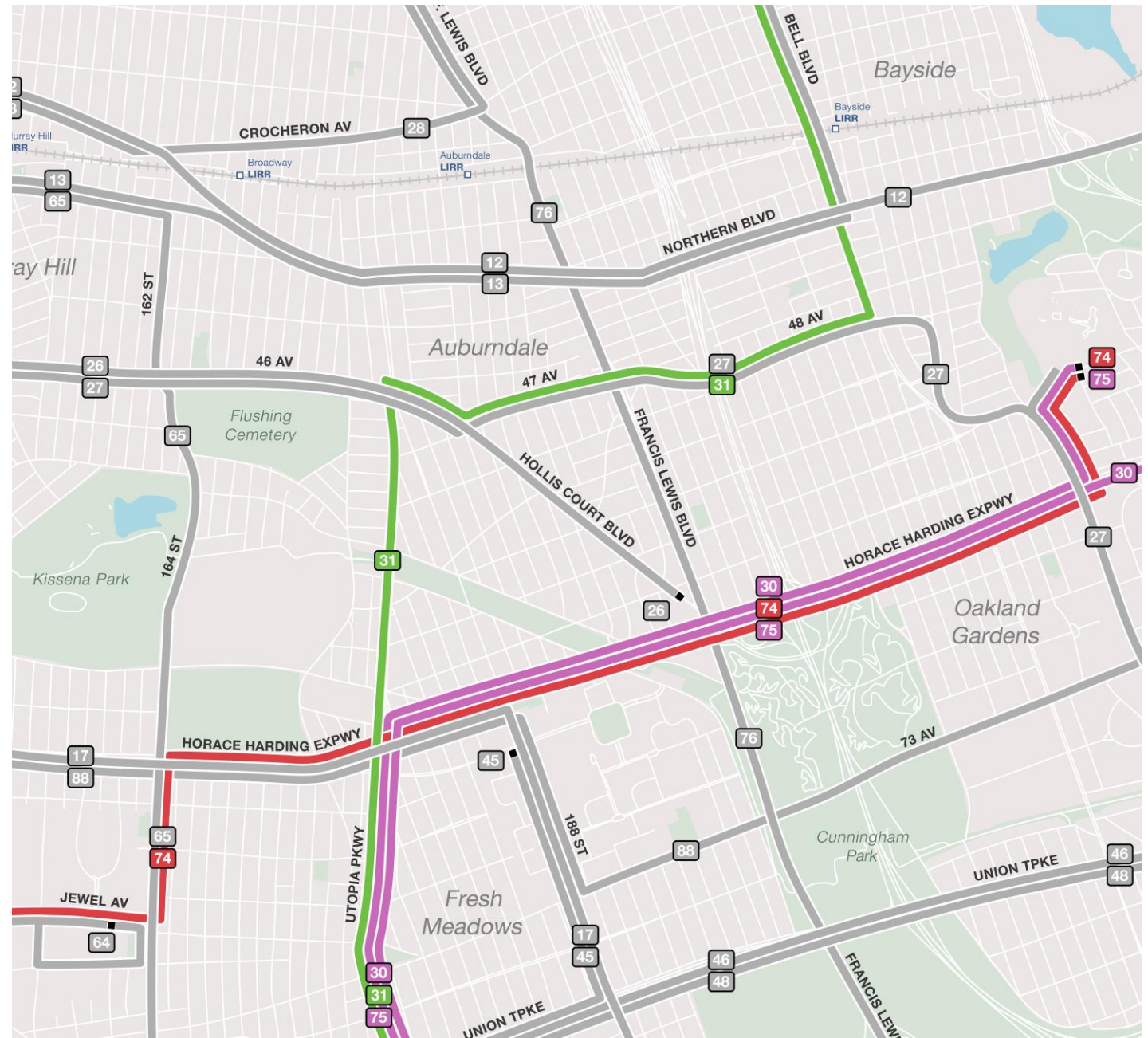
QCC and Bayside Highlights

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

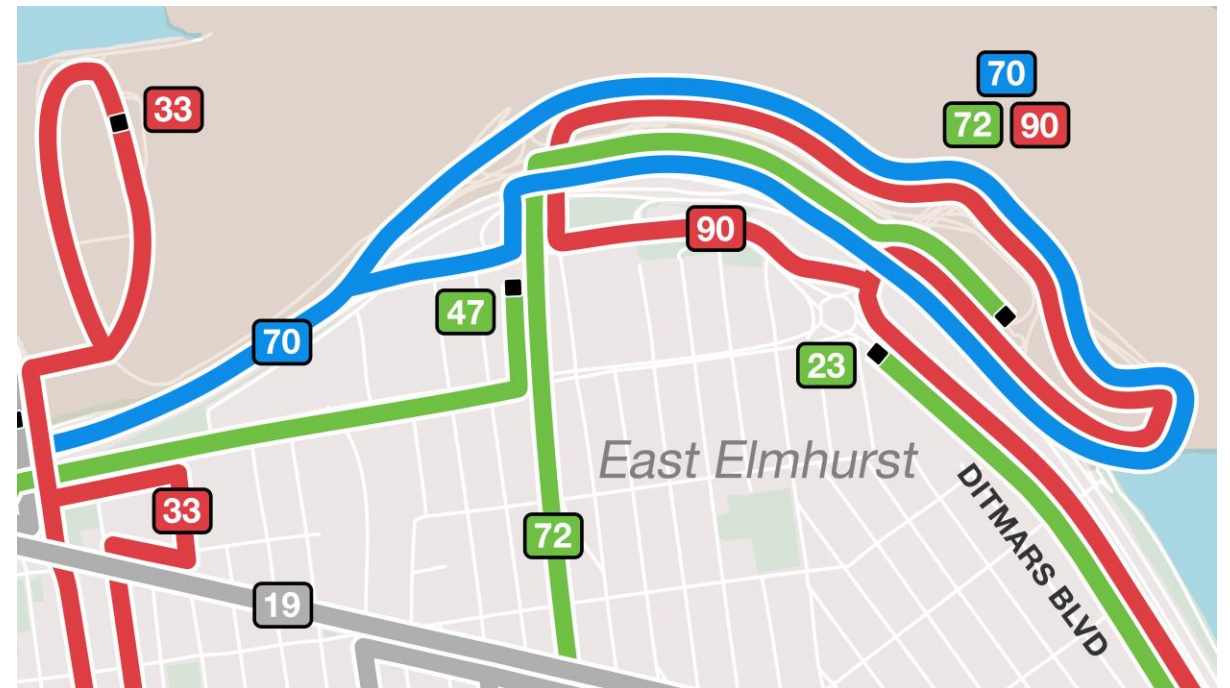
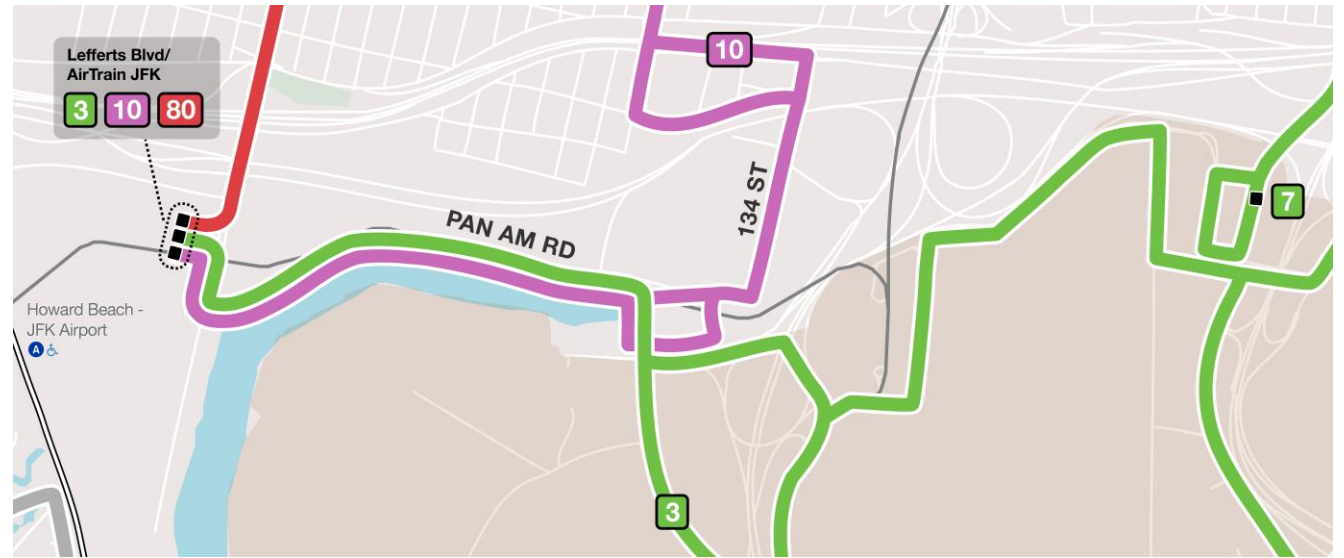
Airport Highlights

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

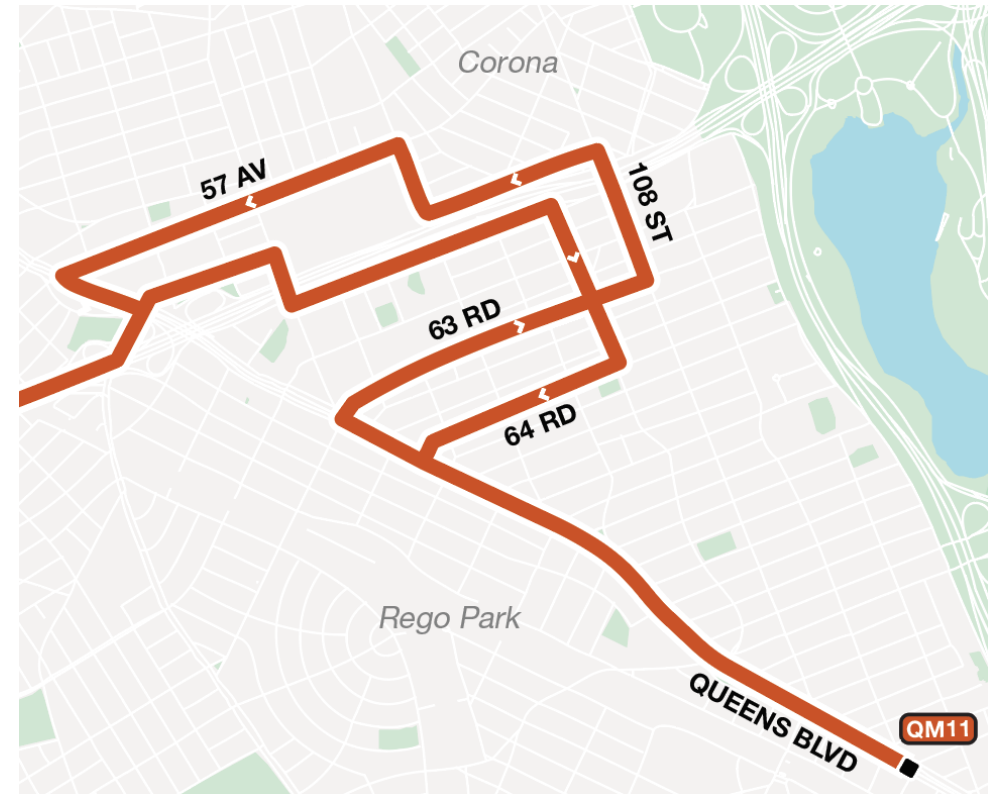
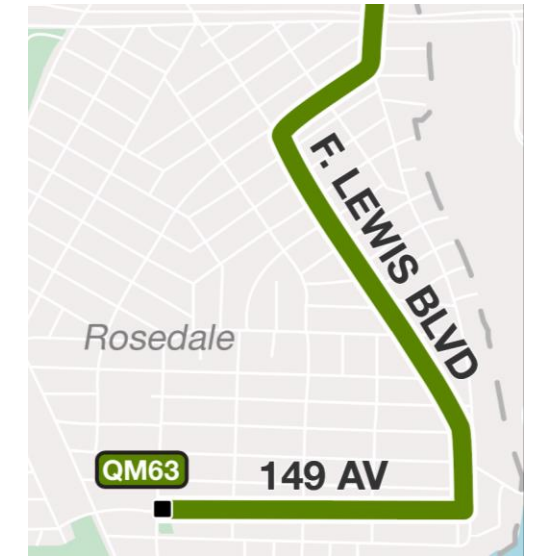
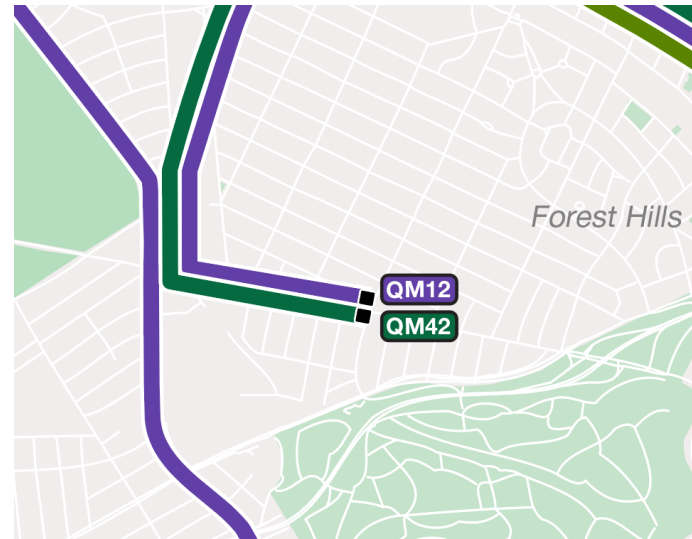
Express Highlights

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



Thank you!



mta.info/queensbusredesign

