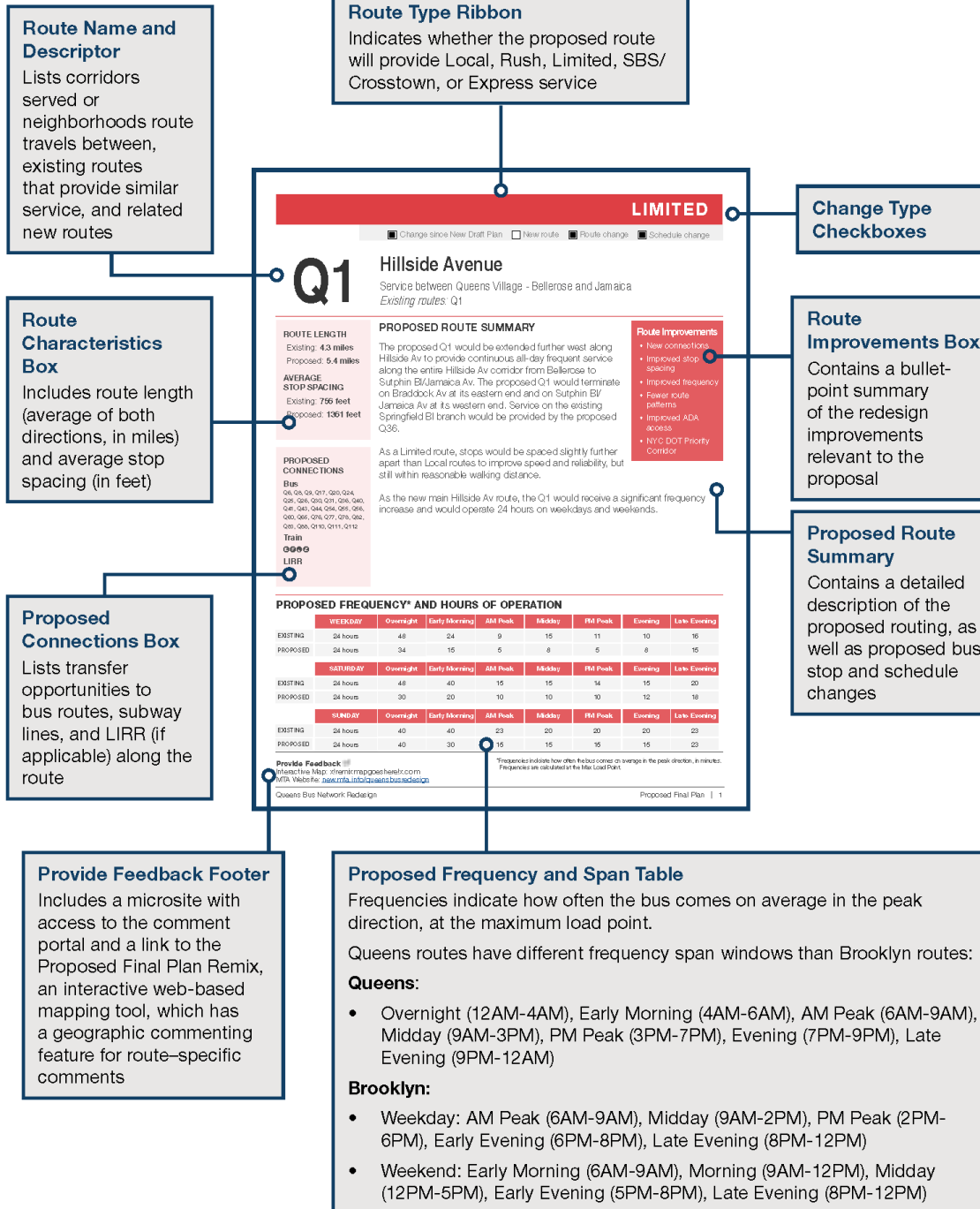


PROPOSED FINAL PLAN

Queens Bus Network Redesign



How to read the Route Profiles



LOCAL

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q14 East Elmhurst - Maspeth

Existing routes: Q23, Q38

ROUTE LENGTH

Existing: -
Proposed: 6 miles

AVERAGE STOP SPACING

Existing: -
Proposed: 1107 feet

PROPOSED ROUTE SUMMARY

The proposed Q14 would be a new route serving the northern segment of the existing Q23 in Corona/East Elmhurst and the northern segment of the existing Q38 along Eliot Av, providing new connections between East Elmhurst and Maspeth. Service along 108 St would still be provided by the proposed Q23 and Q50. Service along the southern portion of the existing Q38 loop would still be provided by the proposed Q38.

Route Improvements

- New connections
- Improved stop spacing
- NYC DOT Priority Corridor

PROPOSED CONNECTIONS

Bus
Train
🚶🚲

To match stop spacing on other Local routes, Q14 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Proposed frequencies would be balanced between the existing Q23 and Q38. Service would operate during the same hours as the existing Q23.

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	4:00 AM - 1:20 AM	-	17	11	14	9	12	18
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	4:00 AM - 1:20 AM	-	30	18	15	15	15	20
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	4:00 AM - 1:20 AM	-	30	16	15	15	17	26

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

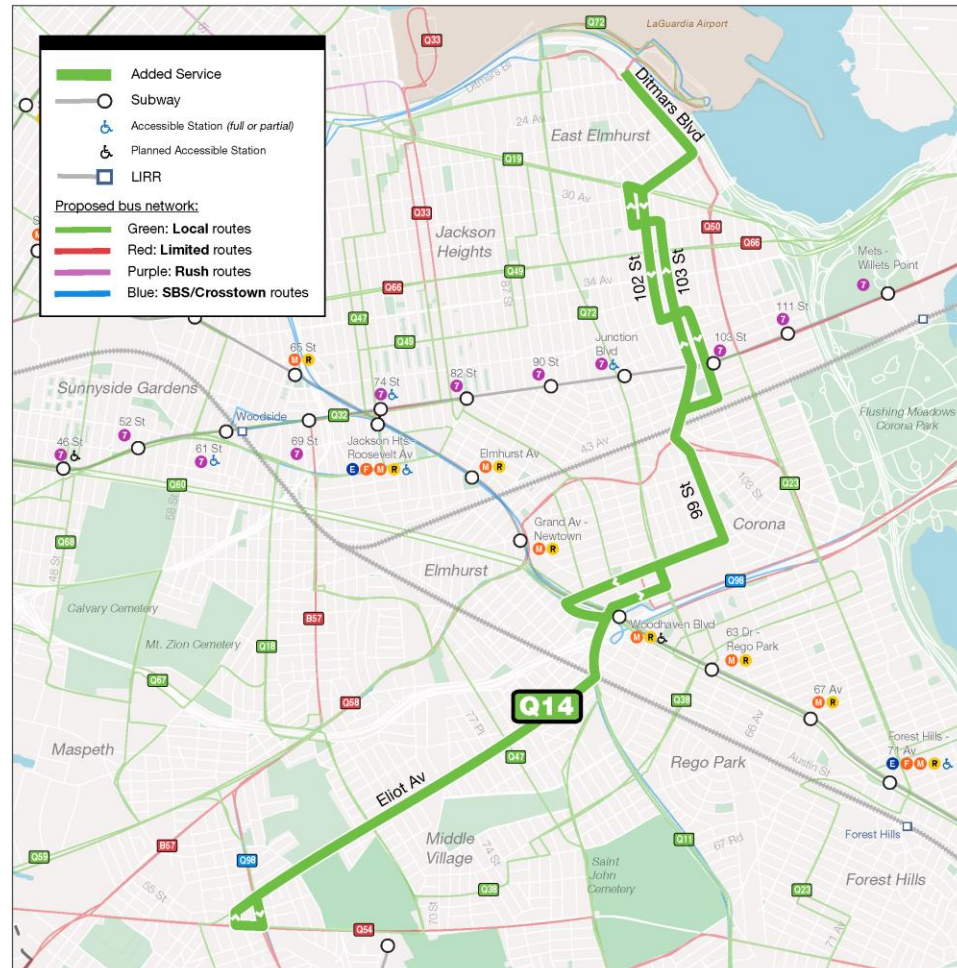
Provide Feedback

Share your thoughts on the proposed Q14 at <https://new.mta.info/Q14> or by calling 511.

LOCAL

Q14 East Elmhurst - Maspeth

Existing routes: Q23, Q38



Provide Feedback

Share your thoughts on the proposed Q14 at <https://new.mta.info/Q14> or by calling 511.



LOCAL

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q18 Astoria - Maspeth

Existing routes: Q18

ROUTE LENGTH

Existing: 5.6 miles
Proposed: 5.2 miles

AVERAGE STOP SPACING

Existing: 673 feet
Proposed: 1100 feet

PROPOSED CONNECTIONS

Bus
B57, B62, Q32, Q53, Q58, Q59, Q60, Q63, Q66, Q67, Q68, Q69, Q70, Q98, Q101, Q103, Q105

Train

PROPOSED ROUTE SUMMARY

The proposed Q18 would mostly maintain its existing routing with a straightening along 65 Pl to provide more direct service through Maspeth Plateau, avoiding multiple turns and improving travel times. Service along 69 St would be provided by two alternatives: the proposed Q47 and B57. Service along 50 Av, 53 Av, and Jay Av would be discontinued. All major train connections would be maintained.

Route Improvements

- More direct routing
- Improved stop spacing

To match stop spacing on other Local routes, Q18 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 span would be slightly reduced.

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:00 AM - 2:00 AM	-	24	9	16	10	24	30
PROPOSED	4:00 AM - 1:40 AM	-	20	9	16	10	17	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:00 AM - 2:00 AM	-	40	26	20	20	20	30
PROPOSED	4:00 AM - 1:40 AM	-	40	26	20	20	20	26
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:00 AM - 2:00 AM	-	40	23	20	20	20	30
PROPOSED	4:00 AM - 1:40 AM	-	40	26	20	20	20	30

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

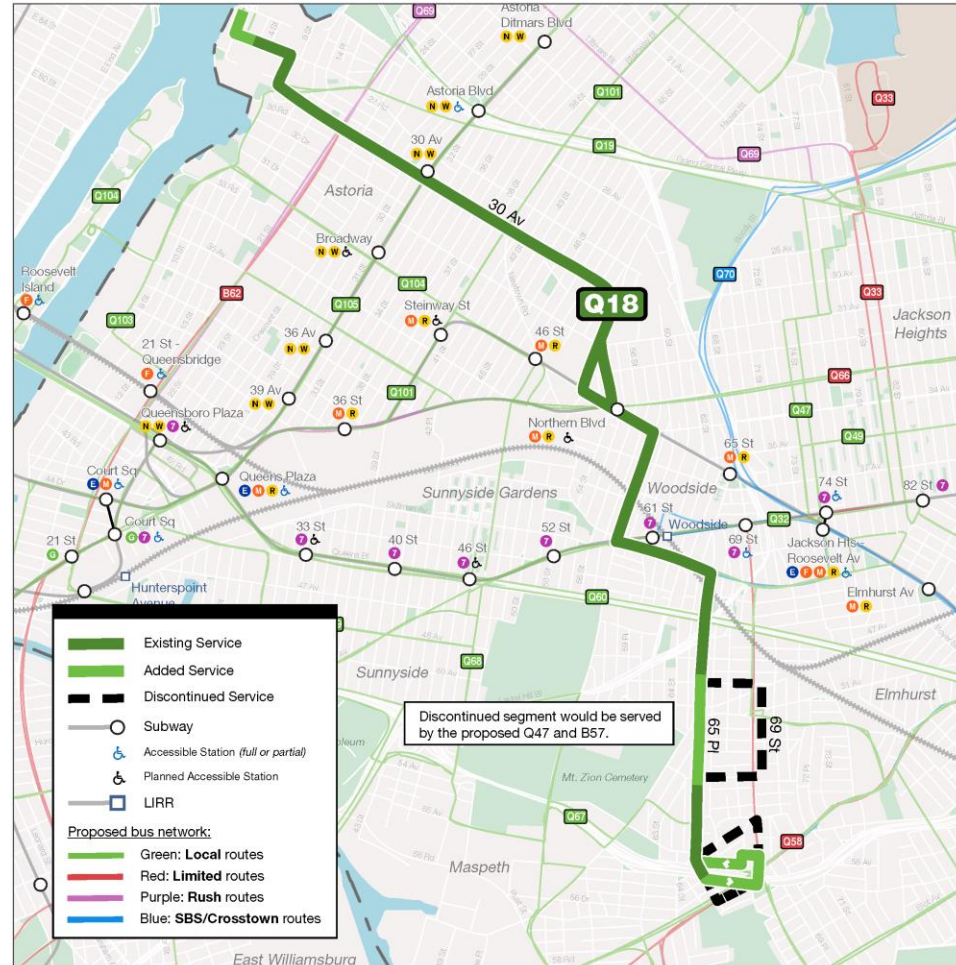
Provide Feedback

Share your thoughts on the proposed Q18 at <https://new.mta.info/Q18> or by calling 511.

LOCAL

Q18 Astoria - Maspeth

Existing routes: Q18



Provide Feedback

Share your thoughts on the proposed Q18 at <https://new.mta.info/Q18> or by calling 511.



LOCAL

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q19 Astoria Boulevard

Service between Astoria and Flushing
Existing routes: Q19

ROUTE LENGTH

Existing: 6.3 miles
Proposed: 6.4 miles

AVERAGE STOP SPACING

Existing: 856 feet
Proposed: 1056 feet

PROPOSED CONNECTIONS

Bus
B62, Q14, Q17, Q18, Q20, Q23, Q25, Q26, Q27, Q33, Q44, Q47, Q49, Q50, Q62, Q63, Q65, Q66, Q69, Q72, Q101, Q103, Q105

Train

LIRR

PROPOSED ROUTE SUMMARY

The proposed Q19 would mostly maintain its existing routing.

To match stop spacing on other Local routes, Q19 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

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

Route Improvements

- Improved stop spacing
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:50 AM - 9:00 PM	-	60	16	20	20	24	60
PROPOSED	5:45 AM - 9:00 PM	-	60	16	20	20	24	60
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:45 AM - 9:00 PM	-	60	30	30	30	30	60
PROPOSED	5:45 AM - 9:00 PM	-	60	30	30	30	30	60
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	7:45 AM - 9:00 PM	-	-	40	30	30	30	60
PROPOSED	7:45 AM - 9:00 PM	-	-	40	30	30	30	60

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

Provide Feedback

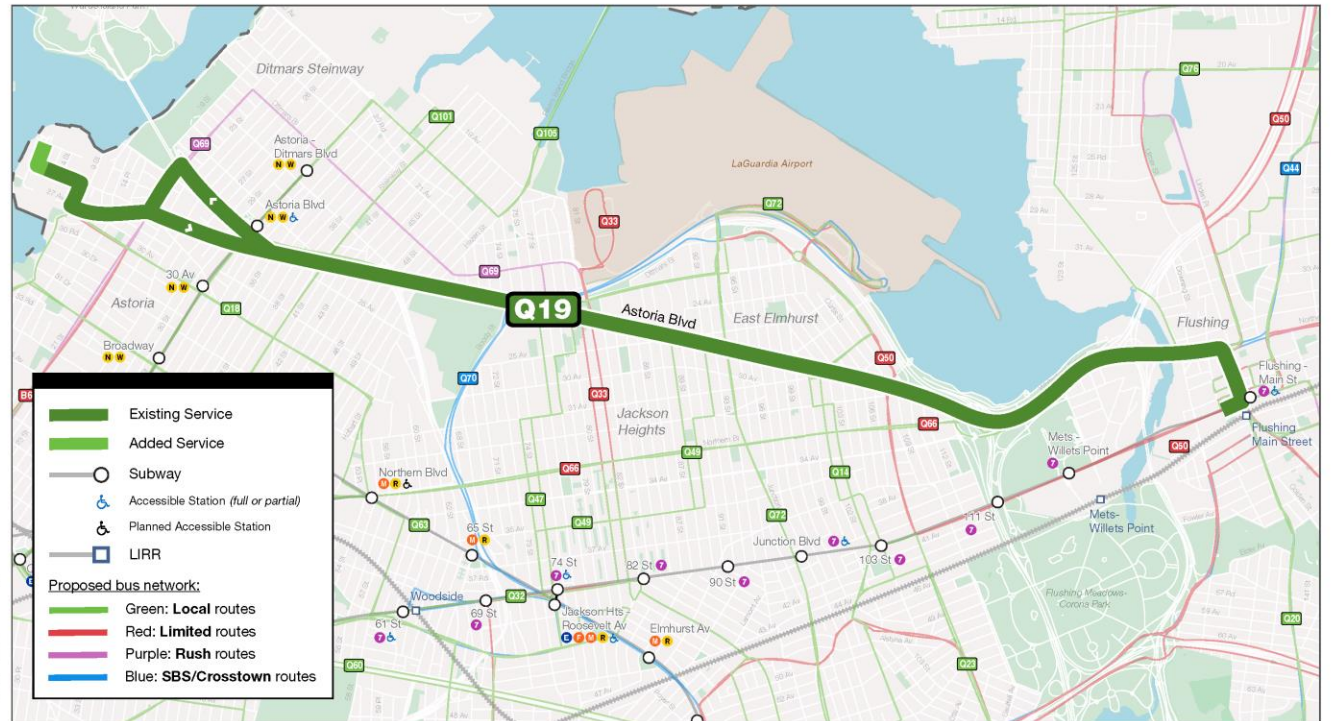
Share your thoughts on the proposed Q19 at <https://new.mta.info/Q19> or by calling 511.

LOCAL

Queens Bus Network Redesign

Q19 Astoria Boulevard

Service between Astoria and Flushing
Existing routes: Q19



Proposed Final Plan | 141

Provide Feedback

Share your thoughts on the proposed Q19 at <https://new.mta.info/Q19> or by calling 511.



LOCAL

Q23 108th Street

Service between Corona and Forest Hills
Existing routes: Q23

Change since New Draft Plan
 New route
 Route change
 Schedule change

ROUTE LENGTH


Existing: **6.7 miles**
Proposed: **4.9 miles**

AVERAGE STOP SPACING

Existing: **698 feet**
Proposed: **959 feet**

PROPOSED CONNECTIONS

Bus
Q11, Q14, Q38, Q52, Q53, Q54, Q58, Q60, Q64, Q68

Train

LIRR

PROPOSED ROUTE SUMMARY

The proposed Q23 would be shortened to reduce turns and route length, improving reliability for riders between Forest Hills and Corona. The route would travel along 108 St from Queens Blvd to 43 Av, terminating near the 103 St-Corona Plaza 7 train station. Service north of Roosevelt Av to East Elmhurst would be provided by the proposed new Q14 (along 102 St/103 St) or Q50 (along 108 St). Existing routing in Forest Hills would be maintained.

Route Improvements

- More direct routing
- New connections
- Improved stop spacing
- Improved frequency
- Avoids narrow streets
- NYC DOT Priority Corridor

To match stop spacing on other Local routes, Q23 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Frequencies would be slightly increased in select time periods and service would now operate 24 hours on weekdays and weekends.

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:15 AM - 1:20 AM	-	20	8	10	6	9	18
PROPOSED	24 hours	48	20	8	10	6	9	15
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:15 AM - 1:20 AM	-	40	13	10	10	11	18
PROPOSED	24 hours	48	30	13	10	10	11	16
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:15 AM - 1:20 AM	-	40	20	12	12	15	23
PROPOSED	24 hours	48	40	18	12	12	15	23

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

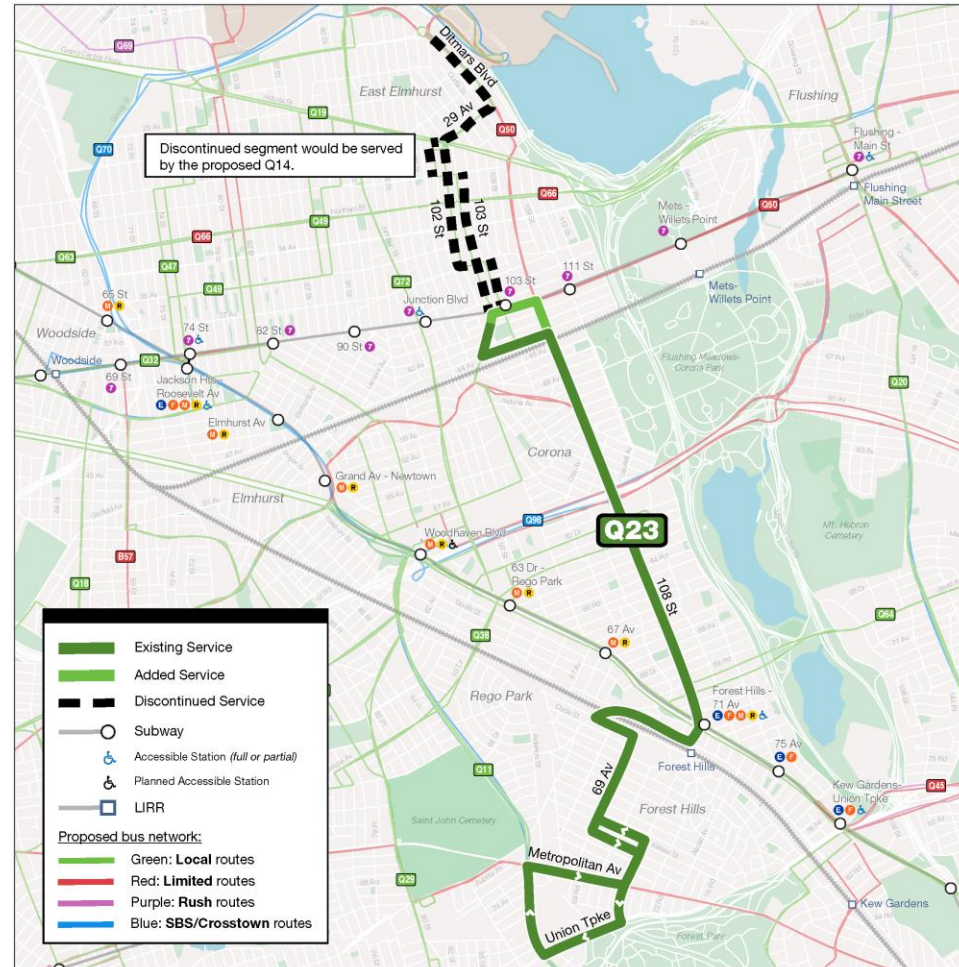
Provide Feedback

Share your thoughts on the proposed Q23 at <https://new.mta.info/Q23> or by calling 511.

LOCAL

Q23 108th Street

Service between Corona and Forest Hills
Existing routes: Q23



Provide Feedback

Share your thoughts on the proposed Q23 at <https://new.mta.info/Q23> or by calling 511.



LOCAL

Change since New Draft Plan New route Route change Schedule change

Q29 Jackson Heights - Glendale

Existing routes: Q29

ROUTE LENGTH

Existing: **3.8 miles**
Proposed: **3.8 miles**

AVERAGE STOP SPACING

Existing: **791 feet**
Proposed: **1035 feet**

PROPOSED CONNECTIONS

Bus
Q11, Q14, Q32, Q33, Q38, Q47, Q52, Q53, Q54, Q55, Q58

Train
7 9 11 13

PROPOSED ROUTE SUMMARY

The proposed Q29 would maintain its existing routing.

To match stop spacing on other Local routes, Q29 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Frequencies at select time periods would be slightly adjusted. Service spans would be slightly adjusted to match ridership patterns.

Route Improvements

- Improved stop spacing

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:30 AM - 1:30 AM	-	24	9	16	10	20	30
PROPOSED	4:30 AM - 1:35 AM	-	24	9	16	10	20	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:30 AM - 1:30 AM	-	60	26	14	12	15	26
PROPOSED	4:30 AM - 1:35 AM	-	60	26	14	11	15	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:30 AM - 1:30 AM	-	60	30	20	20	20	36
PROPOSED	4:30 AM - 1:35 AM	-	60	30	20	20	20	36

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

Provide Feedback

Share your thoughts on the proposed Q29 at <https://new.mta.info/Q29> or by calling 511.

LOCAL

Q29 Jackson Heights - Glendale

Existing routes: Q29



Provide Feedback

Share your thoughts on the proposed Q29 at <https://new.mta.info/Q29> or by calling 511.



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, 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

Queens Bus Network Redesign



Proposed Final Plan | 192

Provide Feedback

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



LIMITED

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q33 81st / 82nd Streets - LGA Terminal A

via 81st Street/via 82nd Street
Existing routes: Q33, Q47

ROUTE LENGTH

Existing: 2.5 miles
Proposed: 2.3 miles

AVERAGE STOP SPACING

Existing: 705 feet
Proposed: 1314 feet

PROPOSED CONNECTIONS

Bus
B57, M60, Q19, Q32, Q47, Q49, Q53, Q63, Q66, Q69, Q70

Train


PROPOSED ROUTE SUMMARY

The proposed Q33 would swap northern terminals with the existing Q47 to serve LGA Terminal A (Marine Air Terminal) instead of 23 Av, providing more direct service from Jackson Heights to the airport terminal. To facilitate this change, the route would also be realigned in the northbound direction to serve 81 St instead of 83 St. Service along 23 Av would be provided by the proposed Q47.

Route Improvements

- More direct routing
- Improved stop spacing

To match stop spacing on other Limited routes, Q33 stops would be spaced slightly further apart than Local routes to improve speed and reliability, but still within walking distance.

Saturday evening frequency would be slightly adjusted. Service would continue to operate 24 hours.

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	30	15	6	10	8	8	14
PROPOSED	24 hours	30	15	6	10	8	8	14
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	30	30	16	12	12	15	18
PROPOSED	24 hours	30	30	16	12	12	13	18
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	30	30	23	15	15	15	18
PROPOSED	24 hours	30	30	23	15	15	15	18

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

Provide Feedback

Share your thoughts on the proposed Q33 at <https://new.mta.info/Q33> or by calling 511.

LIMITED

Q33 81st / 82nd Streets - LGA Terminal A

via 81st Street/via 82nd Street
Existing routes: Q33, Q47



Provide Feedback

Share your thoughts on the proposed Q33 at <https://new.mta.info/Q33> or by calling 511.



LOCAL

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

Q38 Rego Park - Maspeth

Existing routes: Q38

ROUTE LENGTH

Existing: **7.7 miles**
Proposed: **4.1 miles**

AVERAGE STOP SPACING

Existing: **767 feet**
Proposed: **915 feet**

PROPOSED CONNECTIONS

Bus
Q14, Q23, Q29, Q47, Q52, Q53, Q54, Q58, Q59, Q60, Q67, Q72, Q88, Q98

Train
M R

PROPOSED ROUTE SUMMARY

The proposed Q38 would be split and would no longer operate as a loop route. Service along 62/63 Dr, Penelope Av, Juniper Valley Rd, and Metropolitan Av would be maintained, while service along Eliot Av would be replaced by the proposed Q14, creating new connections to East Elmhurst and Maspeth.

To match stop spacing on other Local routes, Q38 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Frequencies would be slightly increased on weekdays and weekends. Service spans would be slightly expanded.

Route Improvements

- Improved stop spacing
- Improved frequency

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:30 AM - 12:15 AM	-	20	13	20	11	17	30
PROPOSED	5:30 AM - 12:30 AM	-	30	11	18	11	15	26
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:00 AM - 12:15 AM	-	-	36	20	20	24	30
PROPOSED	6:00 AM - 12:30 AM	-	-	30	21	20	20	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	7:30 AM - 12:15 AM	-	-	40	30	20	30	30
PROPOSED	7:50 AM - 12:30 AM	-	-	40	28	20	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 Q38 at <https://new.mta.info/Q38> or by calling 511.

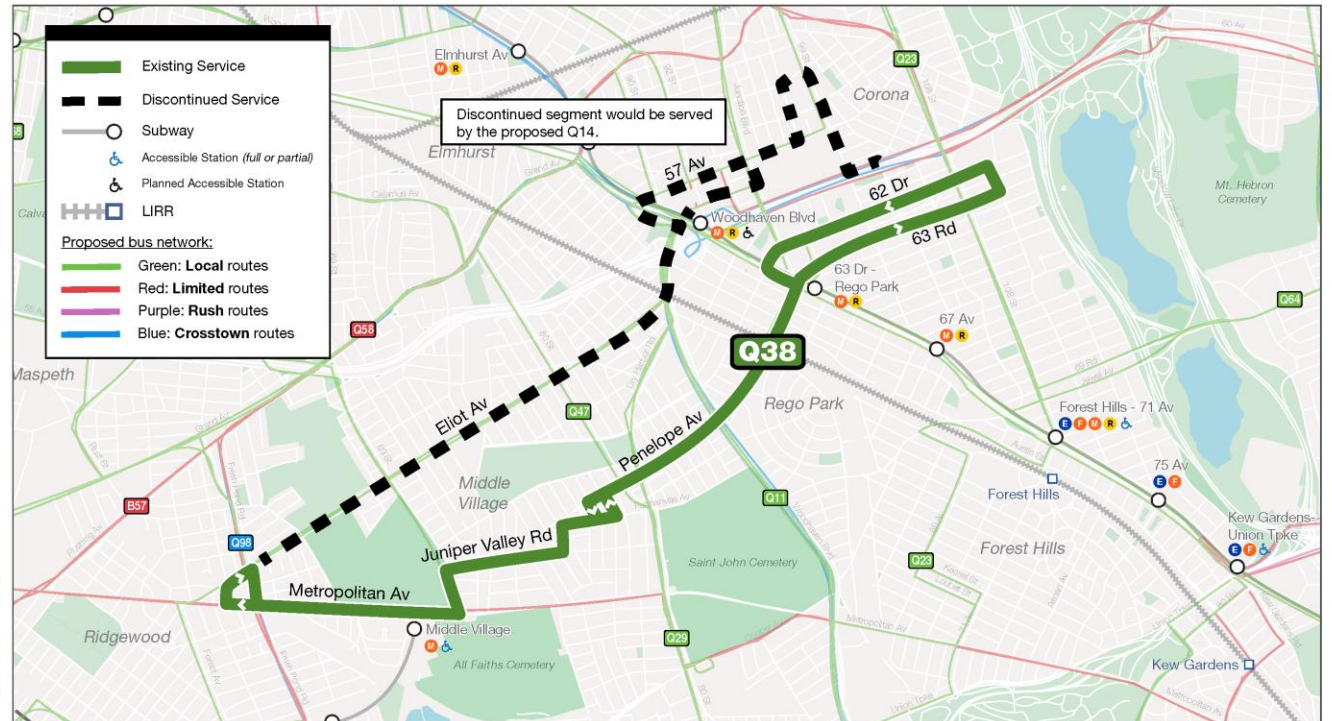
LOCAL

Q38 Rego Park - Maspeth

Existing routes: Q38

Queens Bus Network Redesign

Proposed Final Plan | 212



Provide Feedback

Share your thoughts on the proposed Q38 at <https://new.mta.info/Q38> or by calling 511.



LOCAL

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q39 Glendale - Long Island City

Existing routes: Q39

ROUTE LENGTH

Existing: 7.1 miles
Proposed: 6.8 miles

AVERAGE STOP SPACING

Existing: 824 feet
Proposed: 1132 feet

PROPOSED ROUTE SUMMARY

The proposed Q39 would mostly maintain its existing routing, but with more direct service in Long Island City, using Jackson Av to get to Queens Plaza instead of looping around 44 Dr, 23 St, and 43 Av.

Route Improvements

- More direct routing
- Improved stop spacing

To match stop spacing on other Local routes, Q39 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

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

PROPOSED CONNECTIONS

Bus

B53, B57, B7, Q14, Q32, Q65, Q68, Q69, Q80, Q83, Q86, Q87, Q88, Q89, Q98, Q101, Q105

Train

●●●●●●●●

LIRR

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	24	6	13	9	24	30
PROPOSED	24 hours	48	24	6	13	9	24	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	40	30	20	20	30	30
PROPOSED	24 hours	48	40	30	20	20	30	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	60	30	30	30	30	30
PROPOSED	24 hours	48	60	30	30	30	30	30

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

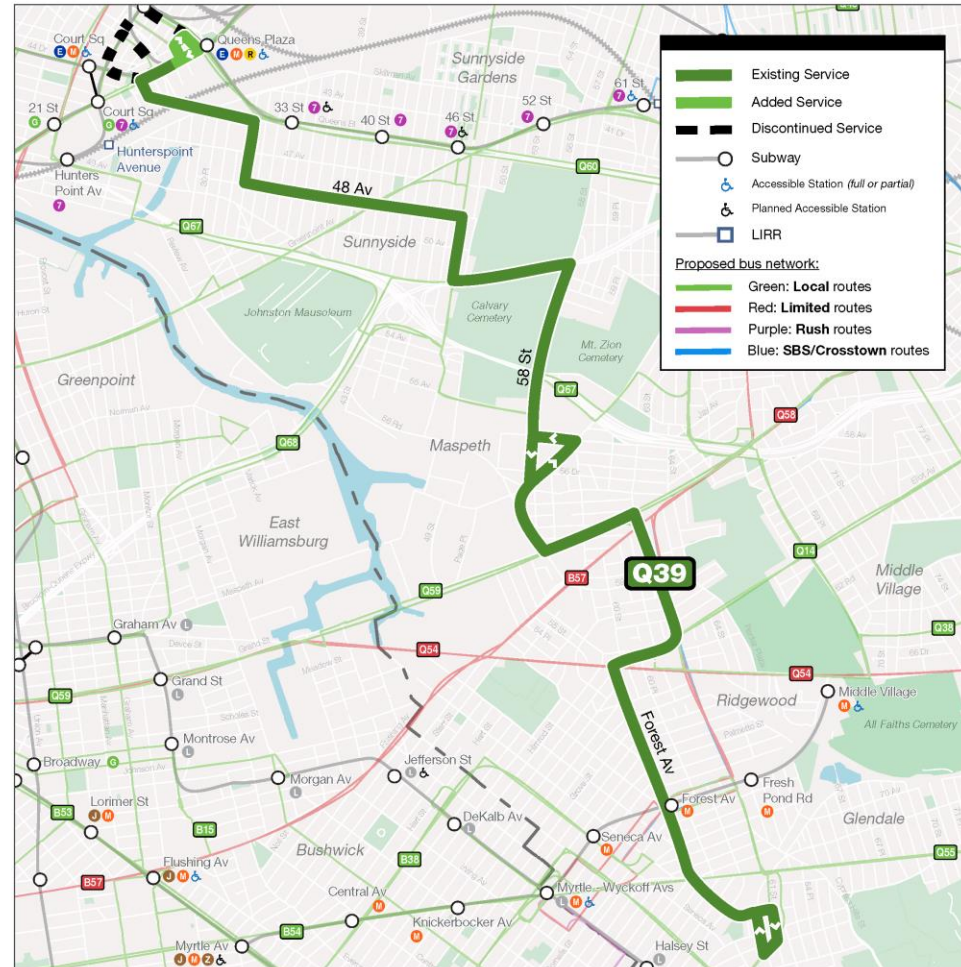
Provide Feedback

Share your thoughts on the proposed Q39 at <https://new.mta.info/Q39> or by calling 511.

LOCAL

Q39 Glendale - Long Island City

Existing routes: Q39



Provide Feedback

Share your thoughts on the proposed Q39 at <https://new.mta.info/Q39> or by calling 511.



LIMITED

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q45 Fresh Meadows - Kew Gardens

via Union Turnpike
Existing routes: Q46

ROUTE LENGTH

Existing: -
Proposed: **3.7 miles**

AVERAGE STOP SPACING

Existing: -
Proposed: **1457 feet**

PROPOSED CONNECTIONS

Bus
Q17, Q20, Q25, Q30, Q31, Q37, Q44, Q46, Q48, Q60, Q65, Q75

Train
E F M R

PROPOSED ROUTE SUMMARY

The proposed Q45 would be a new route serving the heaviest ridership section of Union Tpke from 188 St in Fresh Meadows to Queens Blvd. This route would provide service to stops on Union Tpke west of 188 St, where the proposed Q46 and Q48 Rush routes would make limited stops.

To match stop spacing on other Limited routes, Q45 stops would be spaced slightly further apart than Local routes to improve speed and reliability, but still within walking distance.

Frequencies would be 10 minutes-or-better all-day on weekdays and service 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 FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	24 hours	48	24	8	10	8	9	16
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	24 hours	48	24	20	15	15	15	20
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	24 hours	48	30	18	15	15	15	23

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

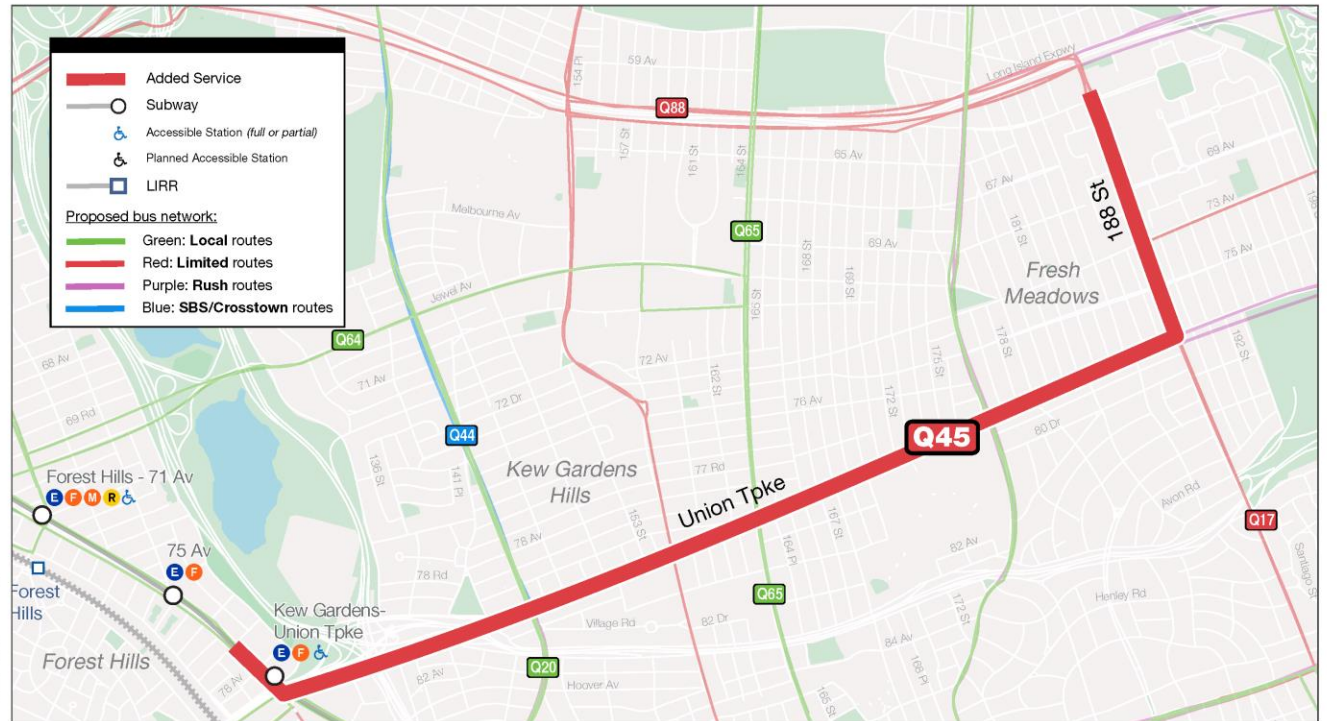
Provide Feedback

Share your thoughts on the proposed Q45 at <https://new.mta.info/Q45> or by calling 511.

LIMITED

Q45 Fresh Meadows - Kew Gardens

via Union Turnpike
Existing routes: Q46



Provide Feedback

Share your thoughts on the proposed Q45 at <https://new.mta.info/Q45> or by calling 511.



RUSH

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

Q46 Kew Gardens - LIJ Hospital

via Union Turnpike
Existing routes: Q46

ROUTE LENGTH

Existing: **8 miles**
Proposed: **8 miles**

AVERAGE STOP SPACING

Existing: **860 feet**
Proposed: **1220 feet**

PROPOSED CONNECTIONS

Bus
Q10, Q17, Q27, Q36, Q37, Q45, Q60, Q75, Q76, Q88

Train
●●

PROPOSED ROUTE SUMMARY

The proposed Q46 would maintain its existing routing, but would only serve Long Island Jewish Medical Center. Service to Glen Oaks (260 St/Little Neck Pkwy) would be provided by the proposed Q48. Splitting the Q46 branches into two separate routes allows riders to better differentiate which route to take based on their destination. Riders boarding west of 260 St can take both the Q46 or Q48.

To match stop spacing on other local and limited-stop portions of Rush routes, Q46 stops along Union Tpke east of 188 St would be spaced slightly further apart than existing, while stops along Union Tpke west of 188 St would be located at key destinations and major transfer points. The proposed Q45 would provide access to stops along the limited-stop portion west of 188 St.

Frequencies would resemble existing Q46 service to Long Island Jewish Medical Center with some decreases in select time periods to reallocate service to the new proposed Q45. The proposed Q45 would provide all-day frequent weekday service west of 188 St. Although Q46 frequencies would be decreased, Union Tpke as a whole would see an increase in combined service among the proposed routes serving the corridor (Q45, Q46, Q48).

Service would continue to operate 24 hours.

Route Improvements

- Improved stop spacing
- Fewer route patterns
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	34	13	7	11	8	10	11
PROPOSED	24 hours	48	15	7	11	8	12	16
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	34	20	8	7	7	8	12
PROPOSED	24 hours	48	24	13	12	12	12	15
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	40	30	12	9	8	9	13
PROPOSED	24 hours	48	24	16	12	12	15	20

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

Provide Feedback

Share your thoughts on the proposed Q46 at <https://new.mta.info/Q46> or by calling 511.

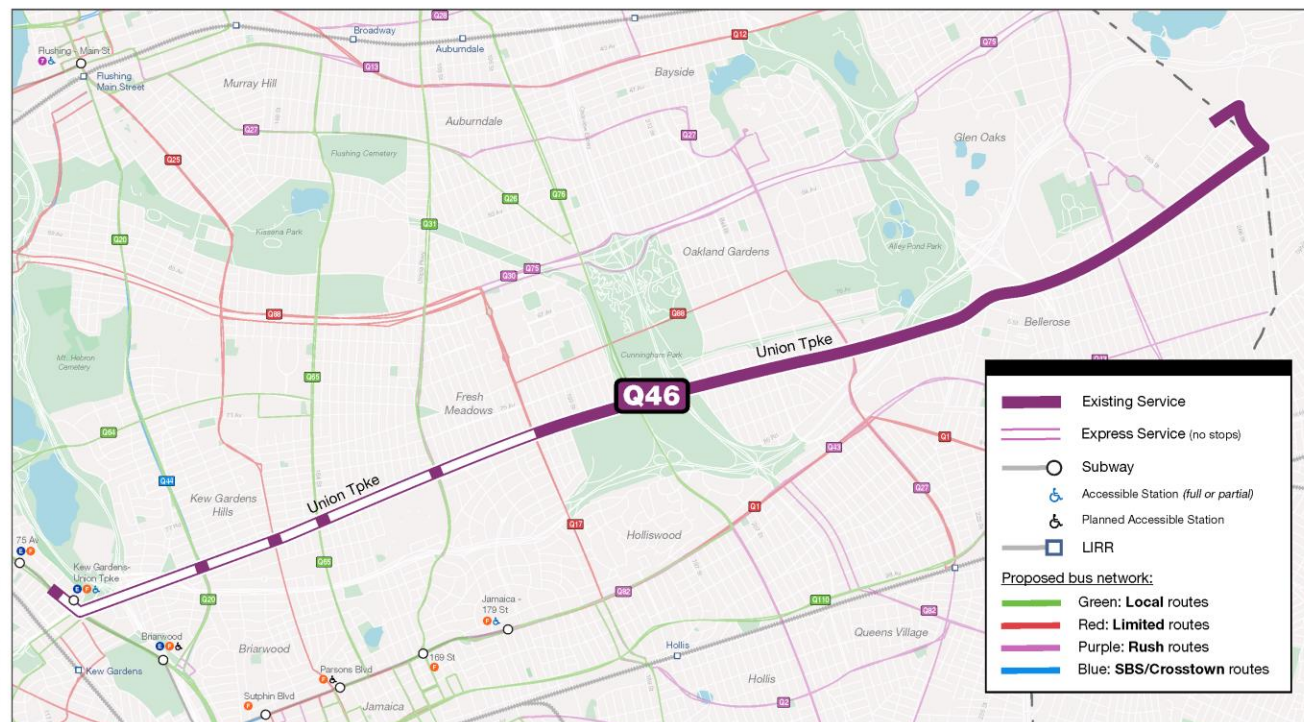
RUSH

Q46 Kew Gardens - LIJ Hospital

via Union Turnpike
Existing routes: Q46

Queens Bus Network Redesign

Proposed Final Plan | 242



Provide Feedback

Share your thoughts on the proposed Q46 at <https://new.mta.info/Q46> or by calling 511.



LOCAL

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q47

Glendale - East Elmhurst

Existing routes: Q47, Q33

ROUTE LENGTH

Existing: 6.4 miles
Proposed: 6.3 miles

AVERAGE STOP SPACING

Existing: 824 feet
Proposed: 999 feet

PROPOSED CONNECTIONS

Bus
B57, Q14, Q19, Q29, Q32, Q33, Q38, Q49, Q53, Q54, Q58, Q59, Q63, Q66, Q68, Q69, Q70, Q72

Train


PROPOSED ROUTE SUMMARY

The proposed Q47 would be extended along 23 Av, swapping terminals with the proposed Q33, which would now serve Terminal A (Marine Air Terminal) at LaGuardia Airport. In Jackson Heights, the routing would be realigned in the southbound direction to serve 75 St instead of 73 St to reduce turns and provide more direct service. To further streamline the route, it would no longer loop into Bulova Corporate Center, but would serve it from 77 St.

Route Improvements

- More direct routing
- New connections
- Improved stop spacing
- NYC DOT Priority Corridor

To match stop spacing on other Local routes, Q47 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Frequencies would be adjusted at select time periods. Service span would be slightly increased on weekends.

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:00 AM - 12:30 AM	-	12	8	17	9	11	26
PROPOSED	5:00 AM - 12:30 AM	-	12	8	17	9	12	26
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:30 AM - 12:00 AM	-	60	23	24	20	17	30
PROPOSED	5:55 AM - 12:30 AM	-	60	23	24	20	17	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:30 AM - 12:00 AM	-	-	36	30	30	30	30
PROPOSED	6:30 AM - 12:30 AM	-	-	36	30	30	30	30

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

Provide Feedback

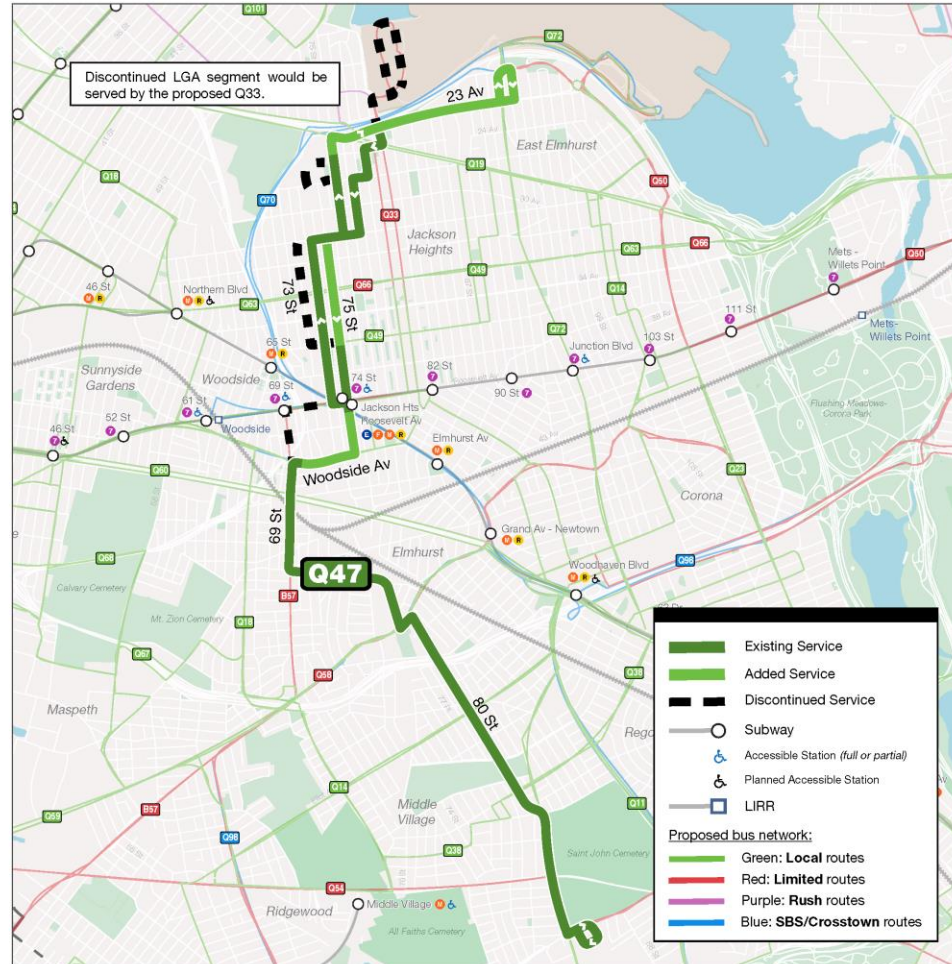
Share your thoughts on the proposed Q47 at <https://new.mta.info/Q47> or by calling 511.

LOCAL

Q47

Glendale - East Elmhurst

Existing routes: Q47, Q33



Provide Feedback

Share your thoughts on the proposed Q47 at <https://new.mta.info/Q47> or by calling 511.



RUSH

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

Q48 Kew Gardens - Glen Oaks

via Union Turnpike
Existing routes: Q46

ROUTE LENGTH

Existing: -
Proposed: **7.6 miles**

AVERAGE STOP SPACING

Existing: -
Proposed: **1175 feet**

PROPOSED CONNECTIONS

Bus
Q10, Q17, Q26, Q36, Q37, Q45, Q60, Q75, Q76, Q88

Train
●●

PROPOSED ROUTE SUMMARY

The proposed Q48 would be a new route (not resembling the existing Q48 to LGA) serving the same route path as the Glen Oaks branch of the existing Q46, from 260 St/Little Neck Pkwy to Kew Gardens via Union Tpke. Splitting the Q46 branches into two separate routes allows riders to better differentiate which route to take based on their destination. Riders boarding west of 260 St can take either the Q46 or Q48.

To match stop spacing on other local and limited-stop portions of Rush routes, Q48 stops along Union Tpke east of 188 St would be spaced slightly further apart than existing, while stops along Union Tpke west of 188 St would only be located at key destinations and major transfer points. The proposed Q45 would provide access to stops along the limited-stop portion west of 188 St.

Frequencies would resemble existing Q46 service to Glen Oaks with some decreases in select time periods to reallocate service to the new proposed Q45. The proposed Q45 would provide all-day frequent weekday service west of 188 St. Although Q46 frequencies would be decreased, Union Tpke as a whole would see an increase in combined service among the proposed routes serving the corridor (Q45, Q46, Q48).

Service would operate during the same hours as the existing Q46 to Glen Oaks.

Route Improvements

- Improved stop spacing
- Fewer route patterns
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	5:15 AM - 11:00 PM	-	20	9	19	11	13	20
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-	-	-
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-	-	-

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

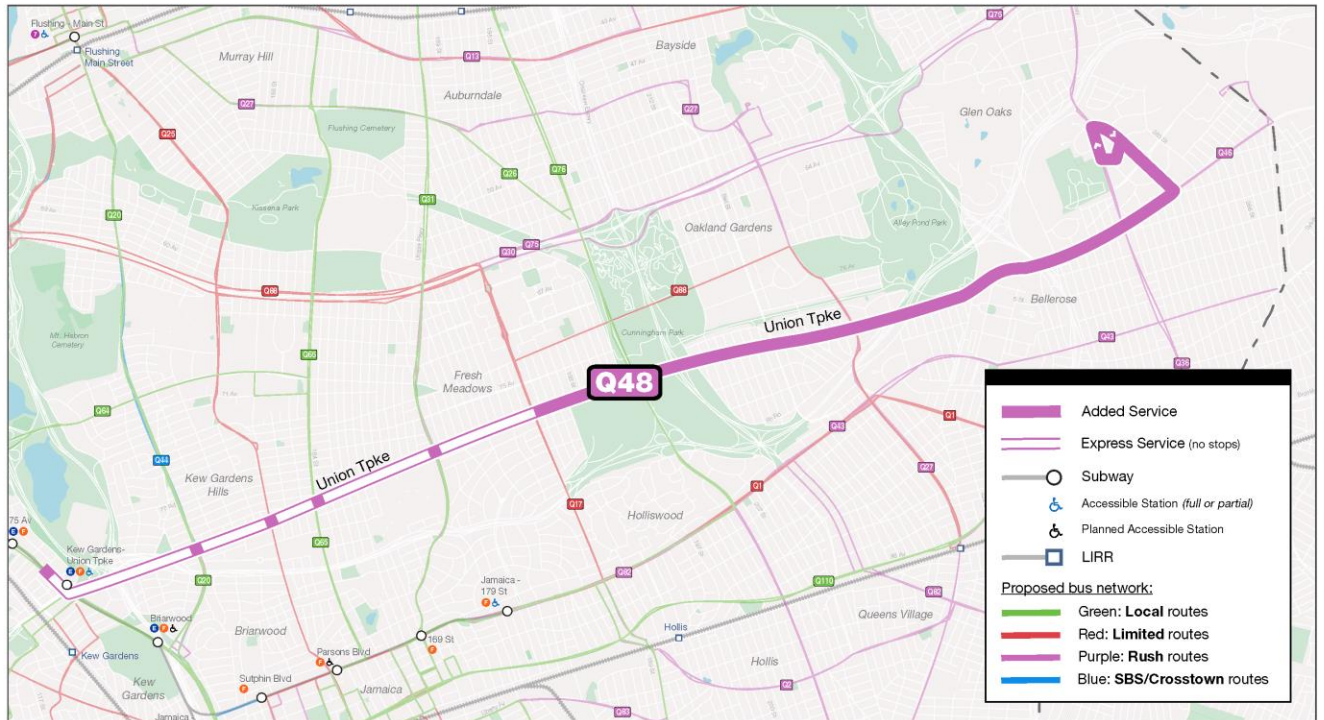
Provide Feedback

Share your thoughts on the proposed Q48 at <https://new.mta.info/Q48> or by calling 511.

RUSH

Q48 Kew Gardens - Glen Oaks

via Union Turnpike
Existing routes: Q46



Queens Bus Network Redesign

Proposed Final Plan | 250

Provide Feedback

Share your thoughts on the proposed Q48 at <https://new.mta.info/Q48> or by calling 511.



LOCAL

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

Q49 Jackson Heights - East Elmhurst

Existing routes: Q49

ROUTE LENGTH

Existing: 2.6 miles
Proposed: 2.6 miles

AVERAGE STOP SPACING

Existing: 627 feet
Proposed: 931 feet

PROPOSED CONNECTIONS

Bus
B57, Q14, Q19, Q32, Q33, Q47, Q53, Q63, Q66, Q70

Train
●●●●●●

PROPOSED ROUTE SUMMARY

The proposed Q49 would maintain its existing routing.

To match stop spacing on other Local routes, Q49 stops would be spaced slightly further apart than existing to improve speed and reliability.

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

Route Improvements

- Improved stop spacing

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:00 AM - 1:40 AM	-	9	4	10	5	5	13
PROPOSED	4:00 AM - 1:40 AM	-	9	4	10	5	5	13
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:00 AM - 1:40 AM	-	24	9	12	10	9	18
PROPOSED	4:00 AM - 1:40 AM	-	24	9	11	10	9	16
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:00 AM - 1:40 AM	-	30	15	15	15	15	20
PROPOSED	4:00 AM - 1:40 AM	-	30	15	15	13	13	20

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

Provide Feedback

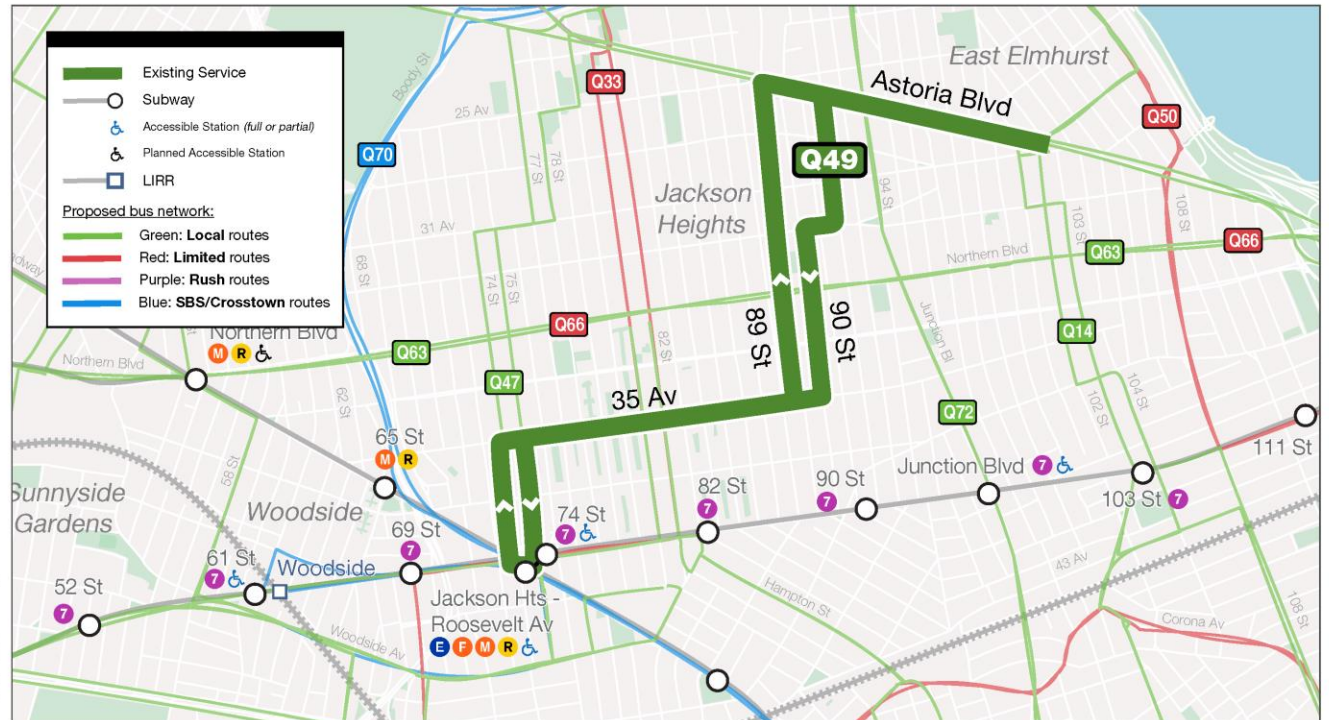
Share your thoughts on the proposed Q49 at <https://new.mta.info/Q49> or by calling 511.

LOCAL

Q49 Jackson Heights - East Elmhurst

Existing routes: Q49

Queens Bus Network Redesign



Proposed Final Plan | 253

Provide Feedback

Share your thoughts on the proposed Q49 at <https://new.mta.info/Q49> or by calling 511.



LIMITED

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q50

Co-op City / Pelham Bay - LGA

Existing routes: Q50, Q48

ROUTE LENGTH

Existing: 12.1 miles
Proposed: 12.8 miles

AVERAGE STOP SPACING

Existing: 1879 feet
Proposed: 1917 feet

PROPOSED ROUTE SUMMARY

The proposed Q50 would maintain the same routing changes that were proposed in the Bronx Bus Network Redesign. However, as part of the Queens Bus Network Redesign, the proposed Q50 would be extended from Flushing to LaGuardia Airport, providing new direct access from the northeast Bronx to LGA, and replacing existing Q48 service, which would be discontinued.

Route Improvements

- Interborough route
- New connections
- Improved frequency

To match stop spacing on other Limited routes, Q50 stops would be spaced slightly further apart than Local routes to improve speed and reliability, but still within walking distance. No stop changes are proposed in the Bronx.

Both weekday and weekend frequencies would be increased and service would now operate 24 hours.

PROPOSED CONNECTIONS

Bus

Bx5, Bx12, Bx23, Bx30, M60, Q44, Q62, Q66, Q70, Q72, Q76

Train



LIRR

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	3:30 AM - 1:15 AM	-	20	15	20	15	24	36
PROPOSED	24 hours	34	20	14	14	13	20	23
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:05 AM - 1:05 AM	-	30	30	30	30	30	45
PROPOSED	24 hours	40	24	18	16	20	20	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:05 AM - 1:05 AM	-	30	30	30	30	30	45
PROPOSED	24 hours	40	24	20	20	20	20	30

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

Provide Feedback

Share your thoughts on the proposed Q50 at <https://new.mta.info/Q50> or by calling 511.

LIMITED

Q50

Co-op City / Pelham Bay - LGA

Existing routes: Q50, Q48



Provide Feedback

Share your thoughts on the proposed Q50 at <https://new.mta.info/Q50> or by calling 511.



SBS / CROSTOWN

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q52 Elmhurst - Arverne

Existing routes: Q52

ROUTE LENGTH
Existing: 13.1 miles
Proposed: 13.1 miles

AVERAGE STOP SPACING
Existing: 2802 feet
Proposed: 2802 feet

PROPOSED ROUTE SUMMARY

The proposed Q52 SBS would maintain its existing routing with no stop changes.

- Route Improvements**
- No changes
 - NYC DOT Priority Corridor

Stops on SBS routes are located at key destinations and transfer points to provide faster and more reliable service across the corridor.

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

PROPOSED CONNECTIONS


Bus
Q7, Q8, Q11, Q22, Q23, Q38, Q41, Q53, Q54, Q55, Q56, Q112

Train


PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:00 AM - 12:30 AM	-	15	15	19	15	15	30
PROPOSED	5:00 AM - 12:30 AM	-	15	15	19	15	15	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:30 AM - 12:30 AM	-	60	23	20	18	30	30
PROPOSED	5:30 AM - 12:30 AM	-	60	23	20	18	30	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:00 AM - 12:30 AM	-	-	26	19	20	24	30
PROPOSED	6:00 AM - 12:30 AM	-	-	26	19	20	24	30

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

Provide Feedback 
Share your thoughts on the proposed Q52 at <https://new.mta.info/Q52> or by calling 511.

SBS / CROSTOWN

Q52 Elmhurst - Arverne

Existing routes: Q52



Provide Feedback 
Share your thoughts on the proposed Q52 at <https://new.mta.info/Q52> or by calling 511.



SBS / CROSSTOWN

Change since New Draft Plan New route Route change Schedule change

Q53 Woodside - Rockaway Park

Existing routes: Q53

ROUTE LENGTH
Existing: 14.4 miles
Proposed: 14.4 miles

AVERAGE STOP SPACING
Existing: 2814 feet
Proposed: 2814 feet

PROPOSED CONNECTIONS

Bus
B57, Q11, Q18, Q22, Q32, Q33, Q35, Q47, Q49, Q52, Q55, Q56, Q58, Q59, Q60, Q63, Q68, Q70, Q98

Train
●●●●●●●●●●

LIRR

PROPOSED ROUTE SUMMARY

The proposed Q53 SBS would maintain its existing routing with no stop changes.

Route Improvements

- No changes
- NYC DOT Priority Corridor

Stops on SBS routes are only located at key destinations and transfer points to provide faster and more reliable service across the corridor.

No service frequency or 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	48	17	8	10	9	12	23
PROPOSED	24 hours	48	17	8	10	9	12	23
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	40	15	12	12	12	14
PROPOSED	24 hours	48	40	15	12	12	12	14
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	48	40	18	12	12	12	16
PROPOSED	24 hours	48	40	18	12	12	12	16

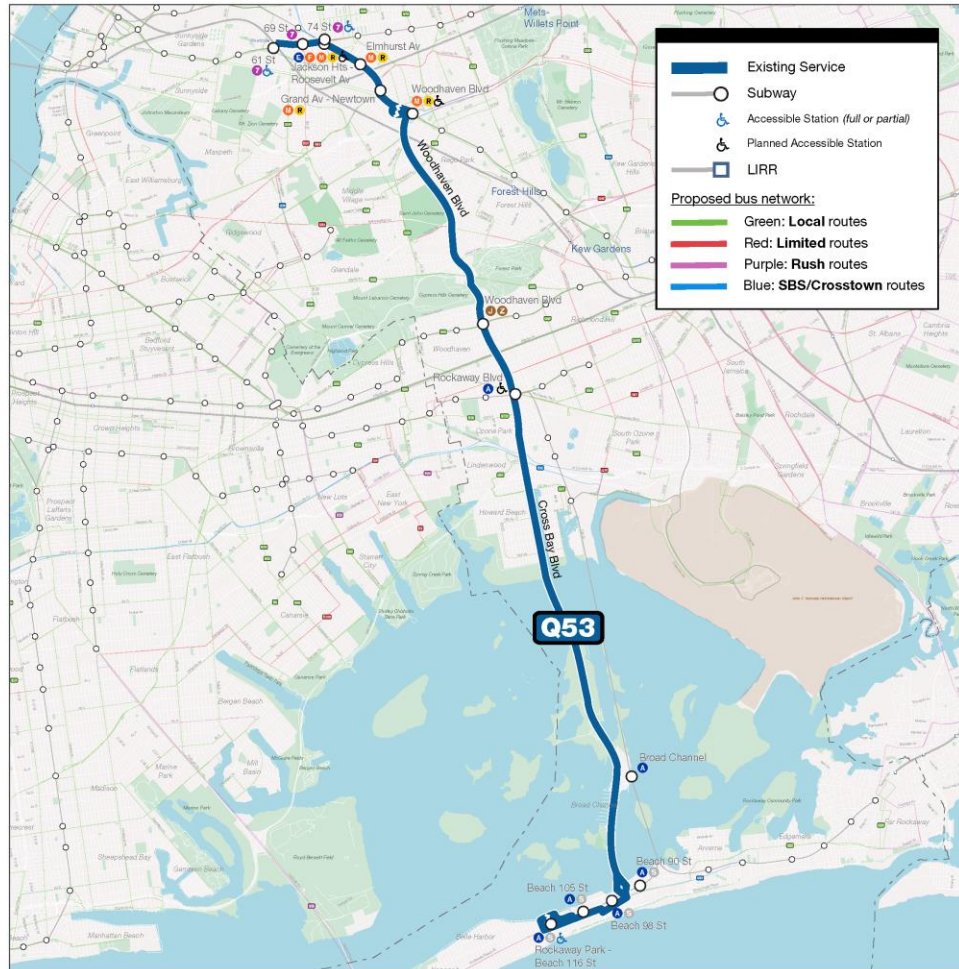
*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback Share your thoughts on the proposed Q53 at <https://new.mta.info/Q53> or by calling 511.

SBS / CROSSTOWN

Q53 Woodside - Rockaway Park

Existing routes: Q53



Provide Feedback Share your thoughts on the proposed Q53 at <https://new.mta.info/Q53> or by calling 511.



LIMITED

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q58 Ridgewood - Flushing

via Corona
Existing routes: Q58

ROUTE LENGTH

Existing: 8.2 miles
Proposed: 8.2 miles

AVERAGE STOP SPACING

Existing: 694 feet
Proposed: 1324 feet

PROPOSED CONNECTIONS

Bus
B7, B13, B26, B38, B52, B54, B57, Q18, Q20, Q23, Q25, Q26, Q27, Q29, Q38, Q39, Q44, Q47, Q54, Q55, Q59, Q60, Q67, Q72, Q88, Q98

Train

 LIRR

PROPOSED ROUTE SUMMARY

The proposed Q58 would maintain its existing routing. However, Q58 service would be complemented by a new proposed Crosstown route, the Q98. The proposed Q98 would provide a more direct travel path from Ridgewood to Flushing, operating via Queens Blvd and Horace Harding Expwy from Queens Center Mall to Flushing.

To match stop spacing on other Limited routes, Q58 stops would be spaced slightly further apart than Local routes to improve speed and reliability, but still within walking distance.

Frequencies would be decreased to reallocate some service to the proposed new Q98 Crosstown. Although Q58 frequencies would be decreased, the Q58 corridor (with the exception of Corona Av) would see a minor increase in combined Q58 and Q98 service. Service would still operate 24 hours.

Route Improvements

- Interborough route
- Improved stop spacing
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	24	4	3	4	4	4	9
PROPOSED	24 hours	34	7	5	7	6	9	11
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	27	9	5	5	5	6	9
PROPOSED	24 hours	40	8	8	10	9	10	13
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	34	20	8	5	5	7	11
PROPOSED	24 hours	40	17	11	10	10	12	15

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

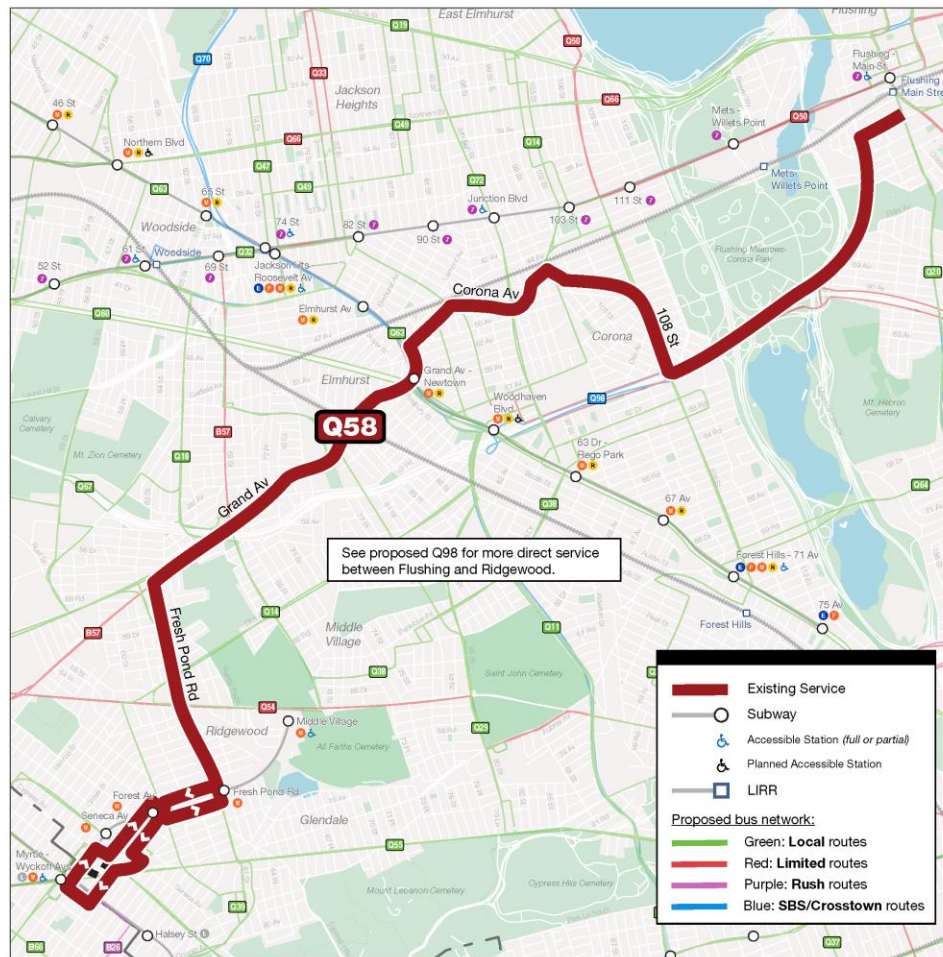
Provide Feedback

Share your thoughts on the proposed Q58 at <https://new.mta.info/Q58> or by calling 511.

LIMITED

Q58 Ridgewood - Flushing

via Corona
Existing routes: Q58



Provide Feedback

Share your thoughts on the proposed Q58 at <https://new.mta.info/Q58> or by calling 511.



LOCAL

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

Q59 Grand Avenue / Grand Street

Service between Rego Park and Williamsburg
Existing routes: Q59

ROUTE LENGTH

Existing: 7.2 miles
Proposed: 5.8 miles

AVERAGE STOP SPACING

Existing: 831 feet
Proposed: 1142 feet

PROPOSED CONNECTIONS

Bus
B53, B57, B62, B66, B69, Q11, Q14, Q29, Q38, Q39, Q52, Q53, Q54, Q58, Q60, Q68, Q72, Q88, Q98

Train
●●●●●●●●

PROPOSED ROUTE SUMMARY

As part of both the Queens and Brooklyn Bus Network Redesigns, the proposed Q59 would be streamlined at both ends of the route. On its eastern end, the route would not divert off of Queens Blvd onto 90 St or 56 Av. On its western end, the route would travel directly to Williamsburg Bridge Plaza instead of looping around Metropolitan Av, Grand St, Kent/Wythe Avs, and Broadway. This would provide faster, more direct routing and focus resources on the Grand St corridor. Service on Kent/Wythe Avs and Broadway would be provided by the proposed B53 with an increase in frequency as compared to the B32. Service on Metropolitan Av and western Grand St would be discontinued, but alternative service would be available via the proposed B62 or Q68. Queens-bound in East Williamsburg, the proposed Q59 would use Gardner Av to connect to Grand St to avoid a difficult turn.

Bus service changes in Brooklyn are still being reviewed and will be finalized as part of the Brooklyn Bus Network Redesign Proposed Final Plan.

To match stop spacing on other Local routes, Q59 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

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

Route Improvements

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

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	40	20	11	18	11	17	23
PROPOSED	24 hours	40	20	11	18	11	17	23
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	40	30	20	16	12	13	23
PROPOSED	24 hours	40	30	20	16	12	13	23
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	40	40	30	17	13	24	30
PROPOSED	24 hours	40	40	30	17	13	24	30

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

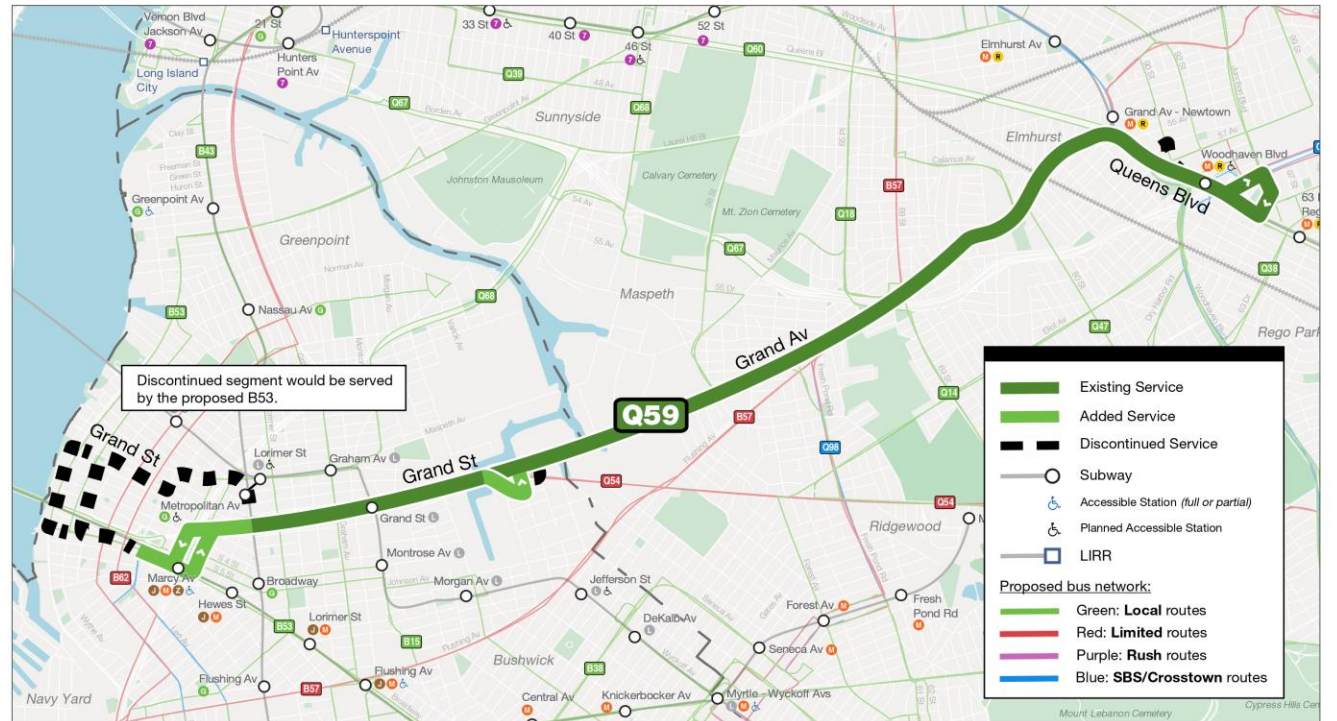
Provide Feedback

Share your thoughts on the proposed Q59 at <https://new.mta.info/Q59> or by calling 511.

LOCAL

Q59 Grand Avenue / Grand Street

Service between Rego Park and Williamsburg
Existing routes: Q59



Queens Bus Network Redesign

Proposed Final Plan | 286

Provide Feedback

Share your thoughts on the proposed Q59 at <https://new.mta.info/Q59> 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

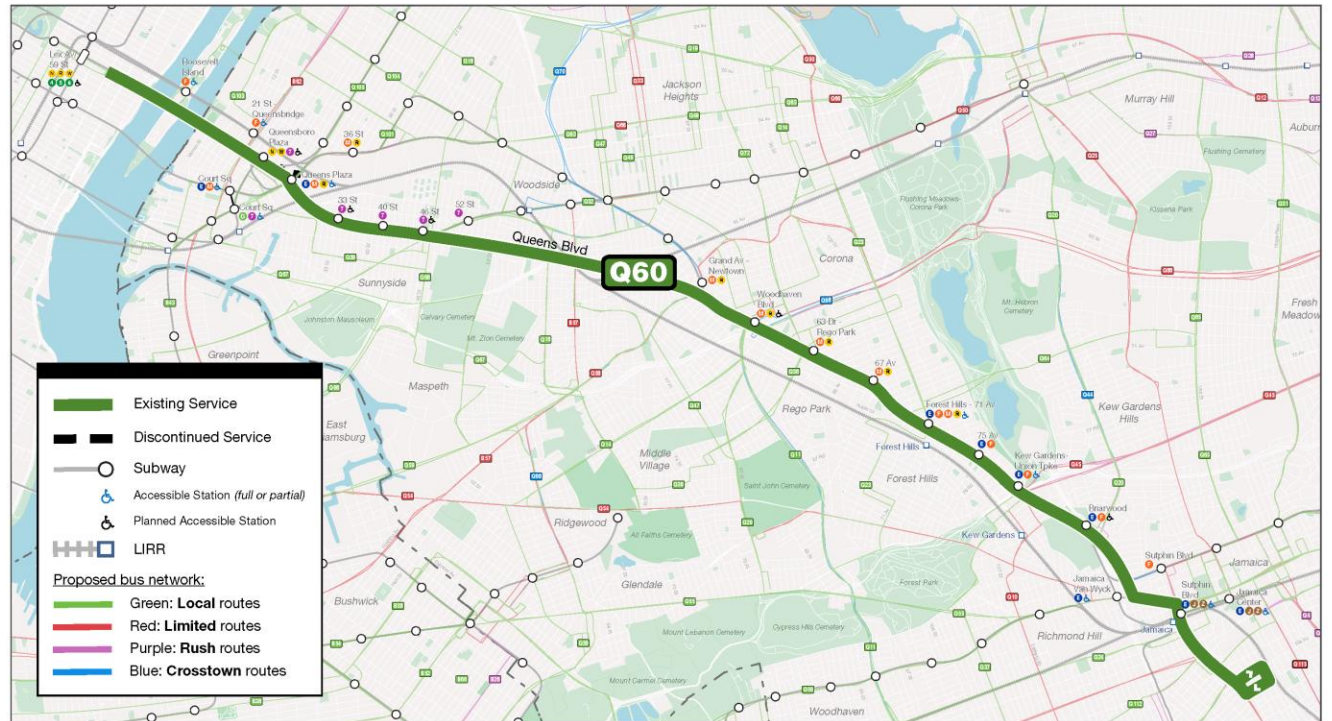
*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

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



Queens Bus Network Redesign

Proposed Final Plan | 290

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

Q63 Northern Boulevard West / 35th Avenue

Service between Long Island City and Flushing
Existing routes: Q66

ROUTE LENGTH

Existing: -
Proposed: **7.2 miles**

AVERAGE STOP SPACING

Existing: -
Proposed: **1270 feet**

PROPOSED CONNECTIONS

Bus
B62, Q12, Q13, Q14, Q15, Q17, Q18, Q19, Q20, Q23, Q25, Q26, Q27, Q32, Q33, Q39, Q44, Q47, Q49, Q50, Q62, Q66, Q69, Q72, Q101, Q103, Q104, Q105

Train

LIRR

PROPOSED ROUTE SUMMARY

The proposed Q63 would be a new route complementing the Q66 along Northern Blvd. The Q63 would provide service to 35 Av while the proposed Q66 Rush route would be straightened to provide more direct service to Queens Plaza.

To match stop spacing on other Local routes, Q63 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Although frequencies would be split between the Q63 and Q66, Northern Blvd would see an increase in service with the Q63 and Q66 combined.

Route Improvements

- Improved stop spacing
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	4:45 AM - 12:45 AM	-	40	15	20	15	20	26
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	5:45 AM - 12:45 AM	-	60	26	20	17	24	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	5:45 AM - 12:45 AM	-	60	30	21	20	24	30

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

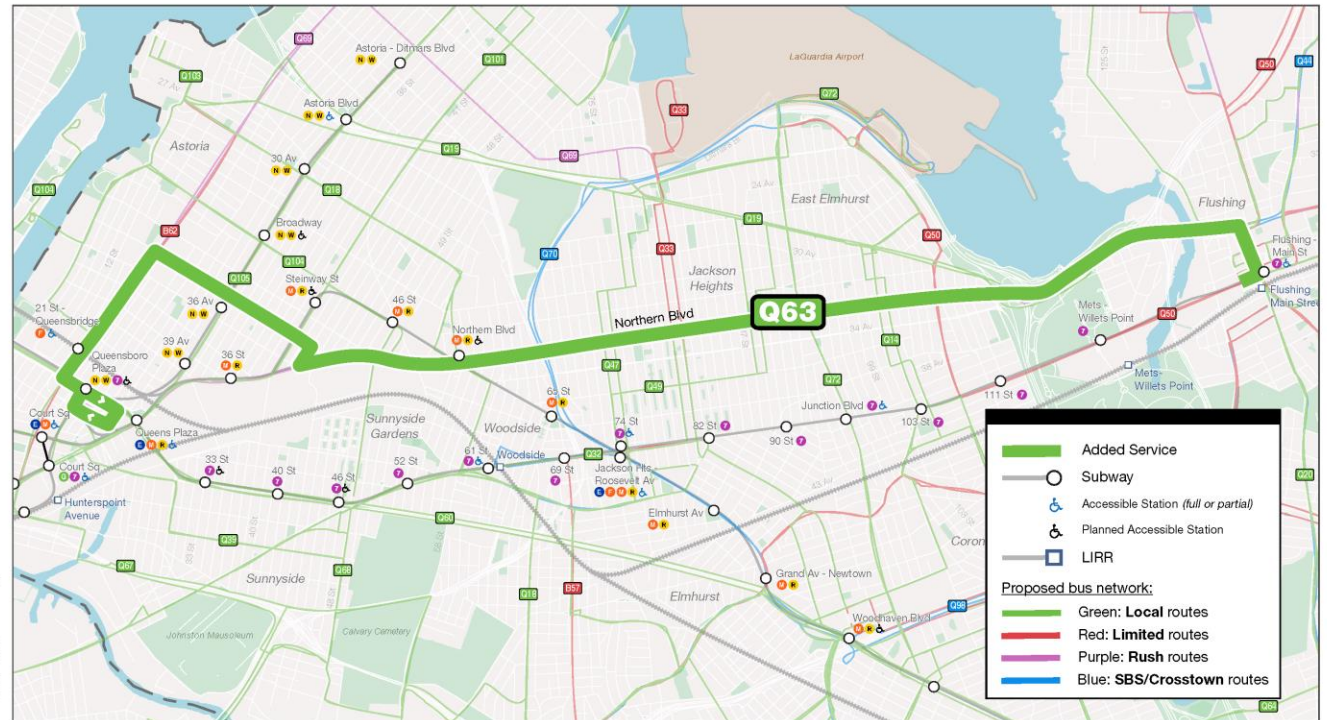
Provide Feedback

Share your thoughts on the proposed Q63 at <https://new.mta.info/Q63> or by calling 511.

LOCAL

Q63 Northern Boulevard West / 35th Avenue

Service between Long Island City and Flushing
Existing routes: Q66



Queens Bus Network Redesign

Proposed Final Plan | 300

Provide Feedback

Share your thoughts on the proposed Q63 at <https://new.mta.info/Q63> or by calling 511.



RUSH

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

Q66 Northern Boulevard West

Service between Long Island City and Flushing
Existing routes: Q66

ROUTE LENGTH
Existing: 7.2 miles
Proposed: 6.5 miles

AVERAGE STOP SPACING
Existing: 1109 feet
Proposed: 1064 feet

PROPOSED CONNECTIONS

Bus
Q12, Q13, Q14, Q15, Q17, Q18, Q19, Q20, Q23, Q25, Q26, Q27, Q32, Q33, Q39, Q44, Q47, Q49, Q50, Q62, Q66, Q69, Q72, Q101, Q104, Q105

Train
LIRR

PROPOSED ROUTE SUMMARY

The proposed Q66 Rush would be straightened to provide faster service along the entire Northern Blvd corridor. Instead of diverting to 35 Av, the Q66 would provide more direct service to Queens Plaza by continuing along Northern Blvd. Existing service along 35 Av and 21 St would be provided by the proposed new Q63 Local, which complements the Q66 along Northern Blvd.

To match stop spacing on other local and limited-stop portions of Rush routes, Q66 stops along Northern Blvd between Flushing and 49 St would have local stop spacing, while stops between 49 St and Queens Plaza would only be located at key destinations and major transfer points.

Although frequencies would be split between the Q63 and Q66, Northern Blvd would see an increase in service with the Q63 and Q66 combined. Service would continue to operate 24 hours.

Route Improvements

- More direct routing
- Improved stop spacing
- Improved ADA access
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	30	15	5	9	6	9	20
PROPOSED	24 hours	30	20	7	17	13	20	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	30	24	16	11	10	13	23
PROPOSED	24 hours	30	30	23	20	18	24	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	30	30	16	11	11	17	23
PROPOSED	24 hours	30	30	30	20	20	30	30

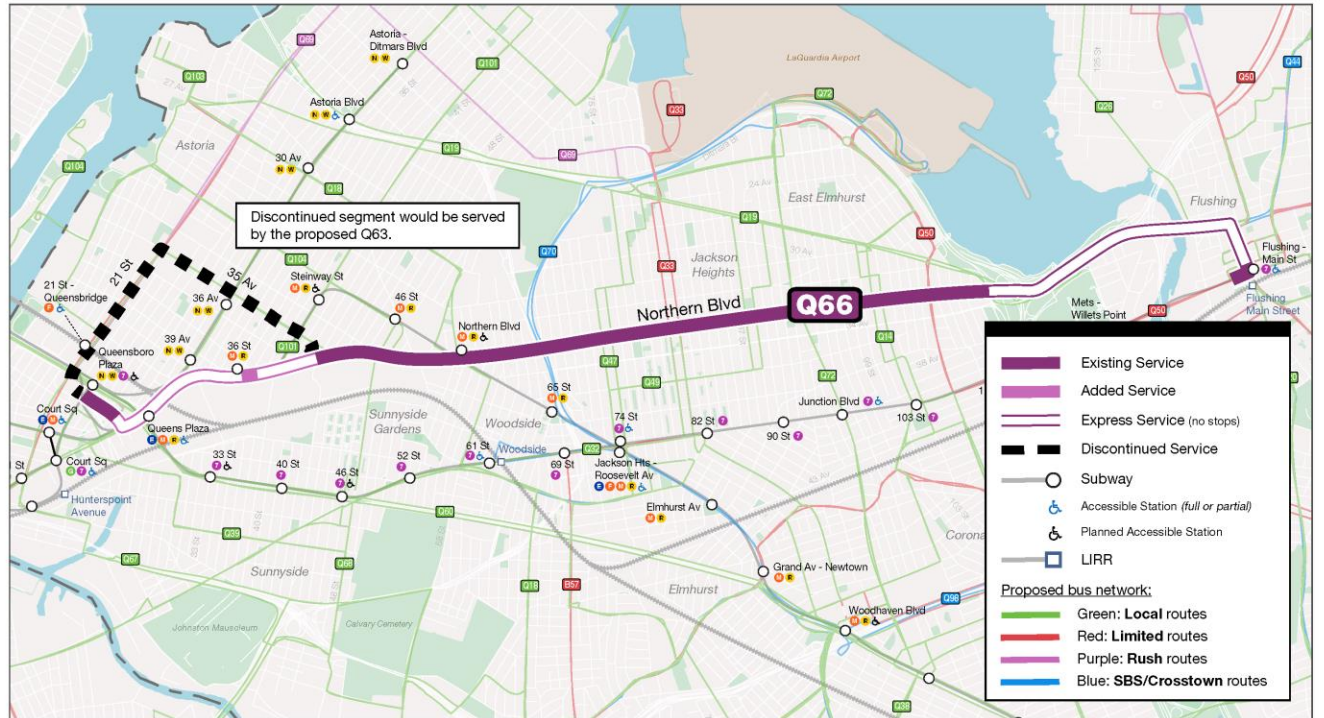
*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback
Share your thoughts on the proposed Q66 at <https://new.mta.info/Q66> or by calling 511.

RUSH

Q66 Northern Boulevard West

Service between Long Island City and Flushing
Existing routes: Q66



Queens Bus Network Redesign

Proposed Final Plan | 311

Provide Feedback
Share your thoughts on the proposed Q66 at <https://new.mta.info/Q66> or by calling 511.



LOCAL

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q67 Ridgewood - Long Island City

Existing routes: Q67

ROUTE LENGTH

Existing: 6.9 miles
Proposed: 6.4 miles

AVERAGE STOP SPACING

Existing: 850 feet
Proposed: 1434 feet

PROPOSED CONNECTIONS

Bus
B53, B62, Q14, Q39, Q58, Q68, Q98, Q101, Q103

Train

PROPOSED ROUTE SUMMARY

The proposed Q67 would mostly maintain its existing routing, but would be shortened in Long Island City, terminating at 44 Dr/21 St near Court Square instead of Queens Plaza. This change streamlines the route, potentially increasing reliability.

To match stop spacing on other Local routes, Q67 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Weekday and weekend frequencies would be increased. Service would continue to operate during the same hours.

Route Improvements

- More direct routing
- Improved stop spacing
- Improved frequency

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	3:00 AM - 11:10 PM	-	24	11	28	15	60	60
PROPOSED	3:00 AM - 11:10 PM	-	17	9	26	14	40	60
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	7:00 AM - 11:10 PM	-	-	60	60	60	60	60
PROPOSED	7:00 AM - 11:10 PM	-	-	30	30	30	30	36
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	9:00 AM - 11:10 PM	-	-	-	60	60	60	60
PROPOSED	9:00 AM - 11:10 PM	-	-	-	28	30	30	36

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

Provide Feedback

Share your thoughts on the proposed Q67 at <https://new.mta.info/Q67> or by calling 511.

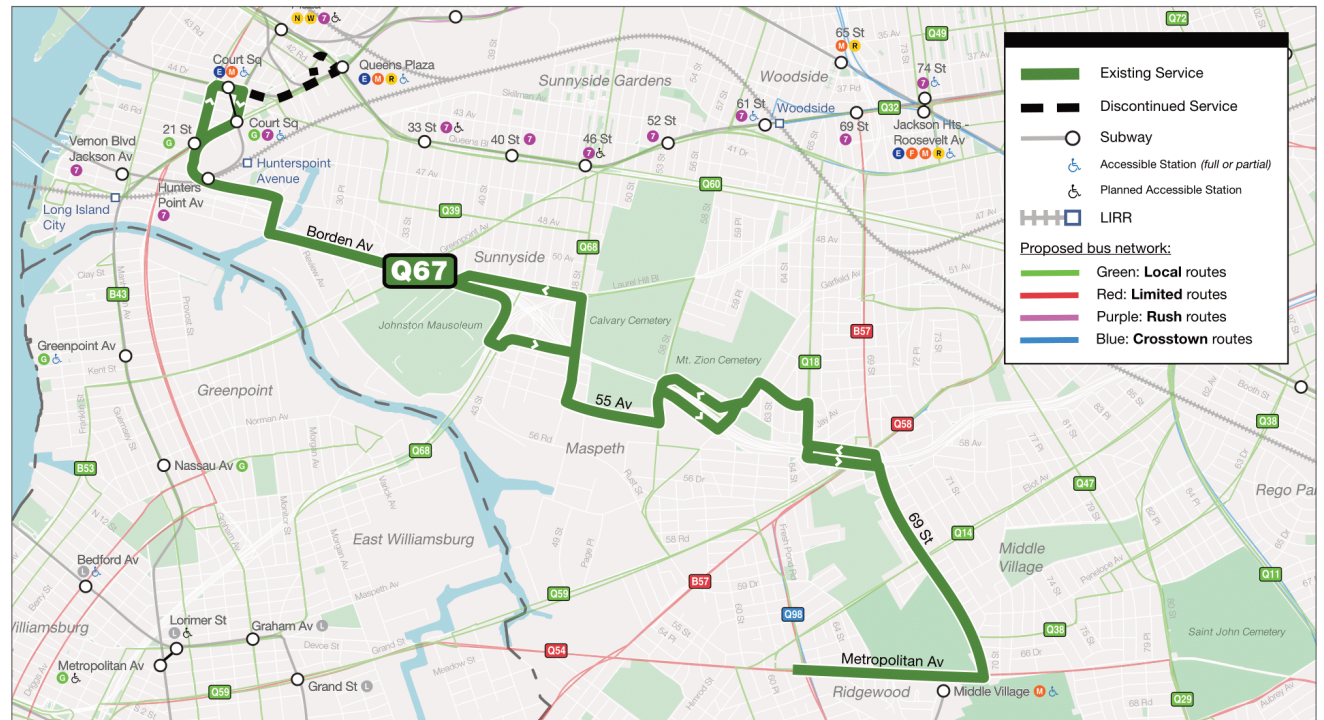
LOCAL

Q67 Ridgewood - Long Island City

Existing routes: Q67

Queens Bus Network Redesign

Proposed Final Plan | 315



Provide Feedback Share your thoughts on the proposed Q67 at <https://new.mta.info/Q67> or by calling 511.



LOCAL

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

Q68 Elmhurst - Williamsburg

Existing routes: B24

ROUTE LENGTH

Existing: -
Proposed: **6 miles**

AVERAGE STOP SPACING

Existing: -
Proposed: **1122 feet**

PROPOSED CONNECTIONS

Bus
B39, B43, B44-SBS, B53, B62, B66, B69, Q39, Q47, Q53, Q54, Q59

Train

LIRR

PROPOSED ROUTE SUMMARY

As part of both the Queens and Brooklyn Bus Network Redesigns, the proposed Q68 would be a new interborough route directly connecting Elmhurst and Jackson Heights with Williamsburg. The route would replace the southern half of the existing B24, which would be discontinued. This new service improves Queens-Brooklyn connectivity, addressing customer requests for better interborough service. Service on the northern half of the B24 along Greenpoint Av would be provided by the proposed B53.

Bus service changes in Brooklyn are still being reviewed and will be finalized as part of the Brooklyn Bus Network Redesign Proposed Final Plan.

To match stop spacing on other Local routes, Q68 stops would be spaced slightly further apart than existing to speed up buses and improve reliability. Frequencies and span would resemble existing B24 service.

Route Improvements

- Interborough route
- New connections
- Improved stop spacing
- Improved ADA access

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	5:20 AM - 12:50 AM	-	30	16	30	22	30	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	5:00 AM - 12:50 AM	-	30	30	30	30	30	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	5:00 AM - 12:50 AM	-	30	30	30	30	30	30

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

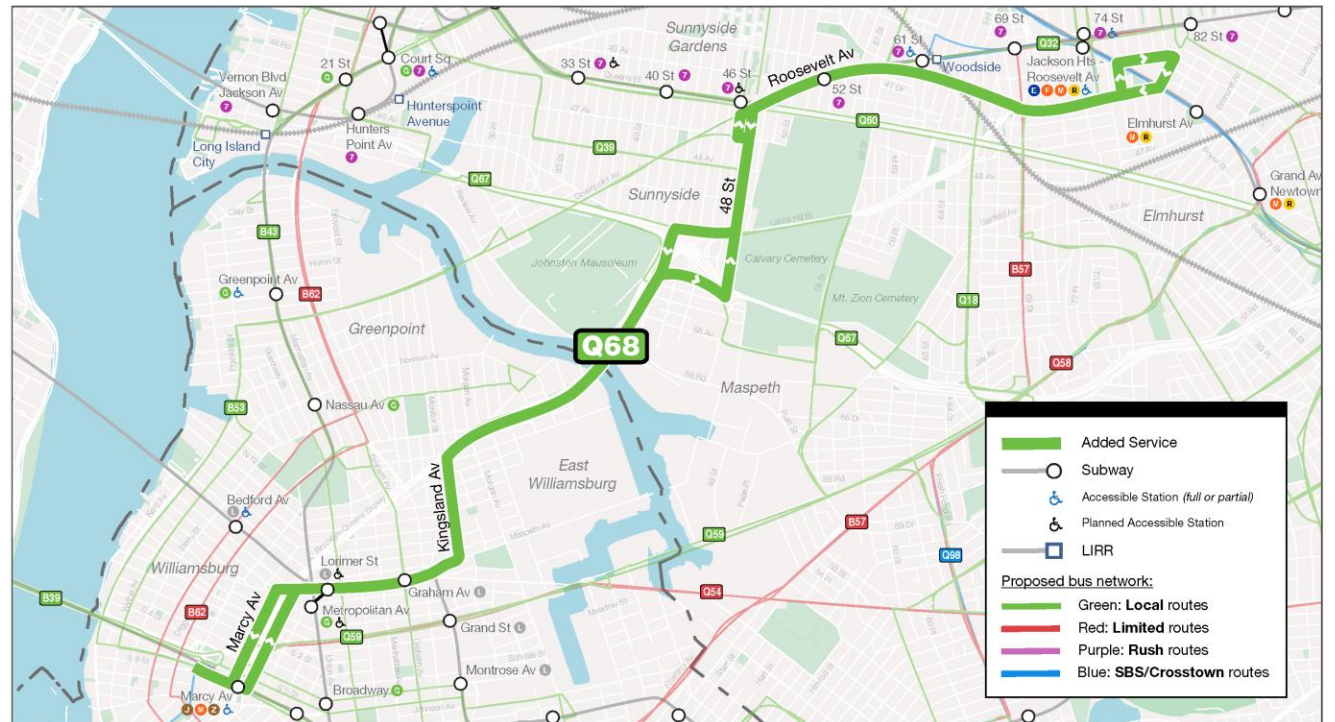
Provide Feedback

Share your thoughts on the proposed Q68 at <https://new.mta.info/Q68> or by calling 511.

LOCAL

Q68 Elmhurst - Williamsburg

Existing routes: B24



Provide Feedback

Share your thoughts on the proposed Q68 at <https://new.mta.info/Q68> or by calling 511.



RUSH

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q69 Long Island City - East Elmhurst

via 21st Street
Existing routes: Q69

ROUTE LENGTH

Existing: 5.1 miles
Proposed: 4.9 miles

AVERAGE STOP SPACING

Existing: 728 feet
Proposed: 948 feet

PROPOSED CONNECTIONS

Bus
B62, Q18, Q19, Q32, Q33, Q39, Q47, Q60, Q63, Q66, Q101, Q105

Train

PROPOSED ROUTE SUMMARY

The proposed Q69 would mostly maintain its existing routing, but would be streamlined at its southern terminal to serve Queens Plaza more directly, instead of looping around 44 Dr. All subway connections would be maintained except for the G train, which can be reached through a transfer to the proposed B62.

To match stop spacing on other local and limited-stop portions of Rush routes, Q69 stops along Ditmars Blvd and on 21 St between Ditmars Blvd and Broadway would be spaced slightly further apart than existing, while stops along 21 St south of Broadway would only be located at key destinations and major transfer points.

The proposed B62 would provide all-day frequent service to stops on 21 St. Frequencies would be slightly adjusted in certain time periods. No service span changes are being proposed at this time.

Route Improvements

- More direct routing
- Improved stop spacing

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:00 AM - 1:15 AM	-	15	6	9	8	13	26
PROPOSED	5:00 AM - 1:15 AM	-	12	6	9	8	13	26
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:00 AM - 12:45 AM	-	20	20	10	10	15	26
PROPOSED	5:00 AM - 12:45 AM	-	20	20	10	10	17	26
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:00 AM - 12:45 AM	-	-	20	11	11	20	30
PROPOSED	6:00 AM - 12:45 AM	-	-	20	11	11	20	30

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

Provide Feedback

Share your thoughts on the proposed Q69 at <https://new.mta.info/Q69> or by calling 511.

RUSH

Q69 Long Island City - East Elmhurst

via 21st Street
Existing routes: Q69



Provide Feedback

Share your thoughts on the proposed Q69 at <https://new.mta.info/Q69> or by calling 511.



SBS / CROSSTOWN

Change since New Draft Plan New route Route change Schedule change

Q70 LaGuardia Link

Service between Woodside and LaGuardia Airport
Existing routes: Q70

ROUTE LENGTH

Existing: 9.1 miles
Proposed: 9.1 miles

AVERAGE STOP SPACING

Existing: 3708 feet
Proposed: 3708 feet

PROPOSED CONNECTIONS

Bus
B57, Q18, Q32, Q33, Q47, Q49, Q50, Q63, Q68, Q68

Train
LIRR

PROPOSED ROUTE SUMMARY

The proposed Q70 SBS would maintain its existing routing with no stop changes.

Stops on SBS routes are located at key destinations and transfer points to provide faster and more reliable service across the corridor.

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

Route Improvements

- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	20	13	9	9	8	9	13
PROPOSED	24 hours	20	13	9	9	8	9	13
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	20	20	12	10	10	10	12
PROPOSED	24 hours	20	20	12	10	10	10	12
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	20	20	12	10	10	10	12
PROPOSED	24 hours	20	20	12	10	10	10	12

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

Provide Feedback

Share your thoughts on the proposed Q70 at <https://new.mta.info/Q70> or by calling 511.

SBS / CROSSTOWN

Q70 LaGuardia Link

Service between Woodside and LaGuardia Airport
Existing routes: Q70



Provide Feedback

Share your thoughts on the proposed Q70 at <https://new.mta.info/Q70> or by calling 511.



LOCAL

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

Q72 Junction Boulevard

Service between Rego Park and LaGuardia Airport
Existing routes: Q72

ROUTE LENGTH

Existing: **4 miles**
Proposed: **4 miles**

AVERAGE STOP SPACING

Existing: **725 feet**
Proposed: **1029 feet**

PROPOSED ROUTE SUMMARY

The proposed Q72 would maintain its existing routing.

To match stop spacing on other Local routes, Q72 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Weekday frequencies would be slightly adjusted in certain time periods. Service spans would be slightly adjusted to match ridership patterns.

Route Improvements

- Improved stop spacing
- NYC DOT Priority Corridor

PROPOSED CONNECTIONS

Bus
Q14, Q19, Q38, Q47, Q49, Q58, Q59, Q60, Q66, Q88

Train
7 7 7

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:00 AM - 1:20 AM	-	30	9	15	14	17	26
PROPOSED	3:55 AM - 1:20 AM	-	30	10	15	14	13	26
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:00 AM - 1:30 AM	-	60	23	20	20	24	26
PROPOSED	3:55 AM - 1:30 AM	-	60	23	20	20	24	26
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:00 AM - 1:30 AM	-	60	36	30	30	30	26
PROPOSED	3:55 AM - 1:30 AM	-	60	36	30	30	30	26

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

Provide Feedback

Share your thoughts on the proposed Q72 at <https://new.mta.info/Q72> or by calling 511.

LOCAL

Q72 Junction Boulevard

Service between Rego Park and LaGuardia Airport
Existing routes: Q72



Provide Feedback

Share your thoughts on the proposed Q72 at <https://new.mta.info/Q72> or by calling 511.



LIMITED

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

Q88 Elmhurst - Queens Village

Existing routes: Q88

ROUTE LENGTH
Existing: 9 miles
Proposed: 9 miles

AVERAGE STOP SPACING
Existing: 777 feet
Proposed: 1310 feet

PROPOSED CONNECTIONS

Bus
Q11, Q14, Q17, Q20, Q23, Q25, Q26, Q29, Q36, Q38, Q44, Q45, Q58, Q59, Q60, Q63, Q72, Q75, Q76, Q98, Q110

Train



PROPOSED ROUTE SUMMARY

The proposed Q88 would maintain its existing routing.

Route Improvements

- Improved stop spacing

To match stop spacing on other Limited routes, Q88 stops would be spaced slightly further apart than Local routes to improve speed and reliability, but still within walking distance.

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	5:35 AM - 12:15 AM	-	30	5	6	6	12	20
PROPOSED	5:35 AM - 12:15 AM	-	30	5	6	6	12	20
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	6:15 AM - 11:15 PM	-	-	14	10	11	15	23
PROPOSED	6:15 AM - 11:15 PM	-	-	14	10	11	15	23
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	8:00 AM - 10:45 PM	-	-	20	14	12	15	24
PROPOSED	8:00 AM - 10:45 PM	-	-	20	14	12	15	24

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

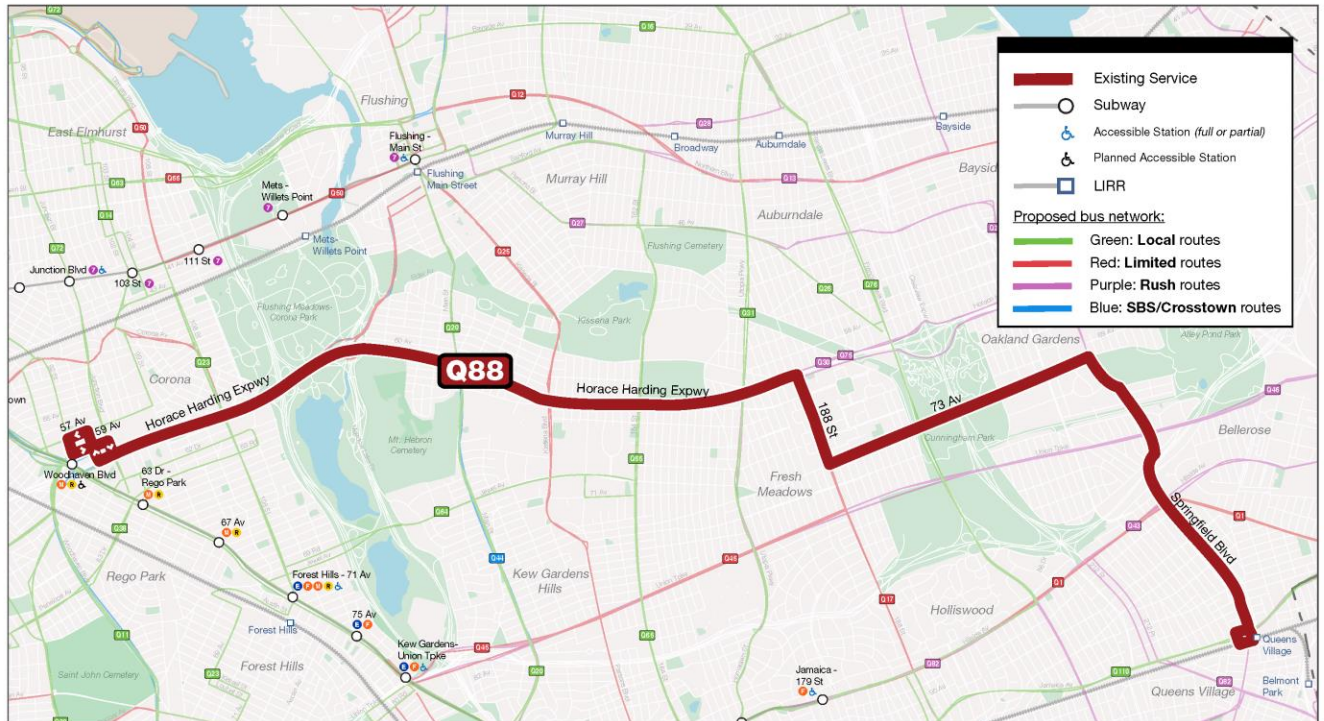
Provide Feedback


Share your thoughts on the proposed Q88 at <https://new.mta.info/Q88> or by calling 511.

LIMITED

Q88 Elmhurst - Queens Village

Existing routes: Q88



Provide Feedback 
Share your thoughts on the proposed Q88 at <https://new.mta.info/Q88> or by calling 511.



SBS / CROSTOWN

■ Change since New Draft Plan
 ■ New route
 □ Route change
 □ Schedule change

Q98 Ridgewood - Flushing

Existing routes: Q58

ROUTE LENGTH

Existing: -
Proposed: **7.5 miles**

AVERAGE STOP SPACING

Existing: -
Proposed: **2284 feet**

PROPOSED CONNECTIONS

Bus
B7, B13, B26, B38, B52, B54, B57, Q14, Q20, Q55, Q58, Q59, Q60, Q88

Train
7 1 2 3 4 5
LIRR

PROPOSED ROUTE SUMMARY

The proposed Q98 Crosstown would be a new, faster alternative to the proposed Q58 for riders traveling to Flushing. The proposed Q98 would provide a more direct travel path from Ridgewood to Flushing via Queens Blvd, Horace Harding Expwy, and College Pt Blvd, serving only key destinations and transfer points. The route would operate mostly non-stop from Queens Center Mall to Flushing, while the proposed Q58 would continue to serve stops along Corona Av and 108 St.

To match stop spacing on other Crosstown routes, Q98 stops would only be located at key destinations and transfer points to provide faster and more reliable service across the corridor.

Weekday frequencies and service span would resemble those of the existing Q58 Limited, operating 10-minutes-or-better all day. Although some Q58 service would be reallocated to the proposed Q98 Crosstown, the Q58 corridor (with the exception of Corona Av) would see a minor increase in combined Q58 and Q98 service.

Route Improvements

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

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	4:30 AM - 12:30 AM	-	17	9	13	10	15	26
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	5:50 AM - 12:40 AM	-	60	11	11	11	13	23
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	5:50 AM - 12:40 AM	-	60	18	12	13	15	30

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

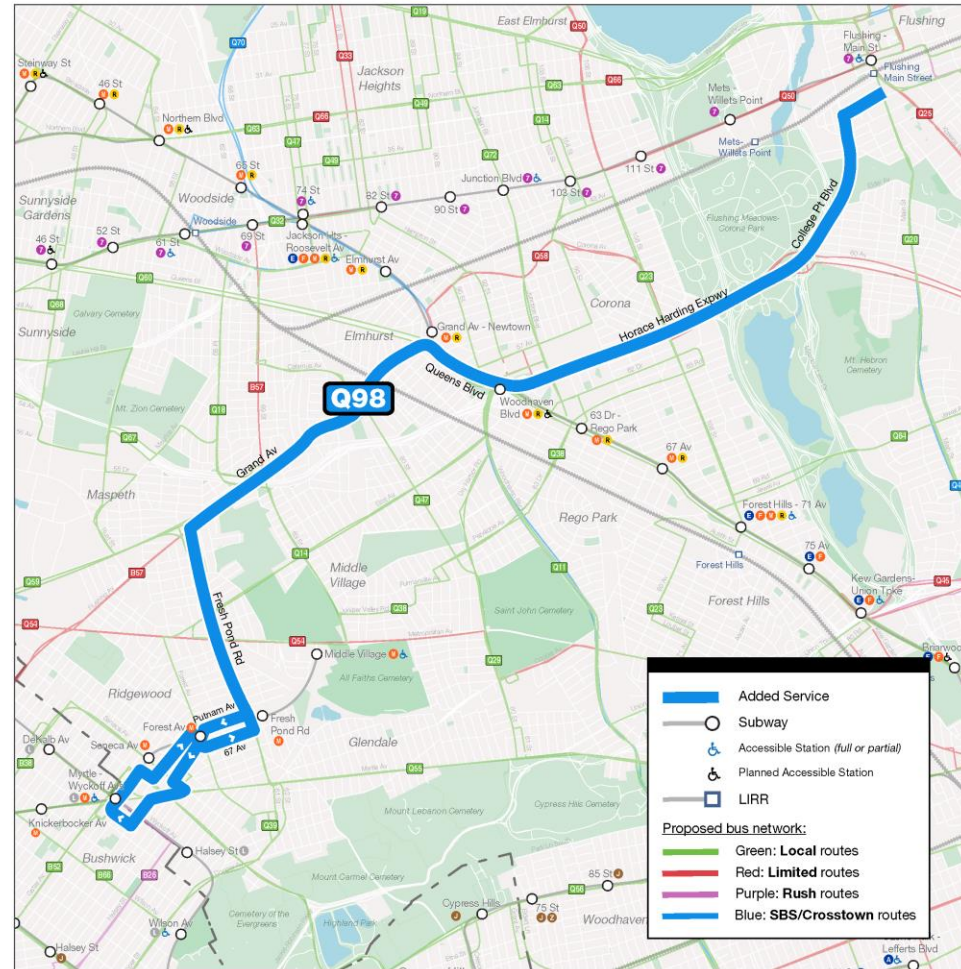
Provide Feedback

Share your thoughts on the proposed Q98 at <https://new.mta.info/Q98> or by calling 511.

SBS / CROSTOWN

Q98 Ridgewood - Flushing

Existing routes: Q58



Provide Feedback

Share your thoughts on the proposed Q98 at <https://new.mta.info/Q98> 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 CONNECTIONS

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

Train

LIRR

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.

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.

Route Improvements

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

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.



LOCAL

Change since New Draft Plan
 New route
 Route change
 Schedule change

Q103 Astoria - Hunters Point

Service between Astoria and Hunters Point
Existing routes: Q103

ROUTE LENGTH

Existing: 3.5 miles
Proposed: 3.8 miles

AVERAGE STOP SPACING

Existing: 730 feet
Proposed: 988 feet

PROPOSED CONNECTIONS

Bus
B62, Q18, Q19, Q63, Q67, Q69, Q101, Q104

Train
●●●●●●

LIRR

PROPOSED ROUTE SUMMARY

The proposed Q103 would be extended south to Hunters Point and realigned south of Vernon Blvd/40 Av to serve 21 St. This change provides new connections to the waterfront as well as new connections to the accessible Court Square train station and the Long Island City LIRR station.

To match stop spacing on other Local routes, Q103 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Weekday and Saturday frequencies would be slightly adjusted during the midday and PM peak periods to match ridership patterns. Service would continue to operate during the same hours.

Route Improvements

- New connections
- Improved stop spacing
- Improved ADA access

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	5:40 AM - 9:30 PM	-	60	16	28	22	30	30
PROPOSED	5:40 AM - 9:30 PM	-	60	16	26	20	30	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	7:30 AM - 8:00 PM	-	-	40	30	30	40	-
PROPOSED	7:30 AM - 8:00 PM	-	-	40	28	27	40	-
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	7:30 AM - 8:00 PM	-	-	40	30	30	40	-
PROPOSED	7:30 AM - 8:00 PM	-	-	40	30	30	40	-

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

Provide Feedback

Share your thoughts on the proposed Q103 at <https://new.mta.info/Q103> or by calling 511.

LOCAL

Q103 Astoria - Hunters Point

Service between Astoria and Hunters Point
Existing routes: Q103



Provide Feedback

Share your thoughts on the proposed Q103 at <https://new.mta.info/Q103> or by calling 511.



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

Queens Bus Network Redesign

Proposed Final Plan | 381



Provide Feedback

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



LOCAL

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

Q105 31st Street

Service between Long Island City and Rikers Island
Existing routes: Q102, Q100

ROUTE LENGTH

Existing: -
Proposed: **5.2 miles**

AVERAGE STOP SPACING

Existing: -
Proposed: **1141 feet**

PROPOSED ROUTE SUMMARY

The proposed Q105 would be a new route serving the entire 31 St corridor from Court Square to Rikers Island. This route would replace the existing Q102 service on 31 St as well as existing Q100 service to Rikers Island. Q102 service to Roosevelt Island would be replaced by the proposed Q104.

Route Improvements

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

To match stop spacing on other Local routes, Q105 stops would be spaced slightly further apart than existing to speed up buses and improve reliability. Bus stops under the elevated N/W trains would be made accessible pending further collaboration with NYC DOT.

Proposed frequencies would resemble the existing Q102 and the route would operate 24 hours.

PROPOSED CONNECTIONS

Bus
Q18, Q19, Q39, Q63, Q66, Q67, Q69, Q101, Q104, Q105

Train
7 9 E 45 63 7 7

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	24 hours	48	30	15	20	22	30	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	24 hours	48	30	30	30	30	30	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
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 Q105 at <https://new.mta.info/Q105> or by calling 511.

LOCAL

Q105 31st Street

Service between Long Island City and Rikers Island
Existing routes: Q102, Q100



Provide Feedback

Share your thoughts on the proposed Q105 at <https://new.mta.info/Q105> or by calling 511.



LOCAL

Change since New Draft Plan New route Route change Schedule change

B53

Broadway Junction - Sunnyside

Existing routes: B24, B32, Q24

ROUTE LENGTH

Existing: -
Proposed: **8.1 miles**

AVERAGE STOP SPACING

Existing: -
Proposed: **1125 feet**

PROPOSED CONNECTIONS

Bus

B7, B10, B12, B15, B20, B25, B26, B38, B39, B43, B44 SBS, B46, B46 SBS, B47, B52, B54, B57, B60, B62, B66, B69, B76, B83, Q32, Q39, Q54, Q59, Q60, Q67, Q68, Q104

Train



LIRR

PROPOSED ROUTE SUMMARY

As part of both the Queens and Brooklyn Bus Network Redesigns, the proposed B53 would be a new interborough route serving segments of the existing B32 and B24 and replacing the two routes. The proposed B53 would serve the entire stretch of Broadway from Broadway Junction to Williamsburg, continuing through Williamsburg via Kent Av/ Wythe Av, and extending across Greenpoint Av to Sunnyside, serving the 7 train at 46 St-Bliss St. The route would replace existing Q24 service from Broadway Junction to Lafayette Av (the proposed Q24 would still operate on Atlantic Av east of Broadway Junction). It would also replace the existing B32 in its entirety and the northern segment of the existing B24 on Greenpoint Av (the other half of the B24 would be served by the proposed Q68).

Bus service changes in Brooklyn are still being reviewed and will be finalized as part of the Brooklyn Bus Network Redesign Proposed Final Plan. To match stop spacing on other Local routes, B53 stops would be spaced slightly further apart than existing to speed up buses and improve reliability.

Frequencies and service span would resemble existing B32 and B24 service. Service would operate 24 hours (between Broadway Junction and Williamsburg Bridge Plaza only).

Route Improvements

- Interborough route
- New connections
- Improved stop spacing
- Improved ADA access

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	5:00 AM - 12:30 AM	-	20	15	30	15	30	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	6:00 AM - 12:30 AM	-	-	30	30	30	30	30
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-	-	-
PROPOSED	6:00 AM - 12:30 AM	-	-	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 B53 at <https://new.mta.info/B53> or by calling 511.

LOCAL

B53

Broadway Junction - Sunnyside

Existing routes: B24, B32, Q24



Provide Feedback

Share your thoughts on the proposed B53 at <https://new.mta.info/B53> or by calling 511.



LIMITED

Change since New Draft Plan New route Route change Schedule change

B57 Flushing Avenue

Service between Downtown Brooklyn and Jackson Heights
Existing routes: B57

ROUTE LENGTH
Existing: 8 miles
Proposed: 7.9 miles

AVERAGE STOP SPACING
Existing: 807 feet
Proposed: 1453 feet

PROPOSED CONNECTIONS

Bus
B15, B25, B26, B27, B38, B41, B41 XT, B43, B44, B44 SBS, B45, B46, B47, B48, B52, B53, B54, B61, B62, B63, B65, B66, B67, B69, Q18, Q32, Q33, Q39, Q47, Q49, Q53, Q54, Q58, Q59, Q60, Q67, Q68, Q70, Q98

Train
2 3 4 6 7 8 9 E F G M

PROPOSED ROUTE SUMMARY

As part of both the Queens and Brooklyn Bus Network Redesigns, the proposed B57 would be extended north from Maspeth to Jackson Heights via 69 St, providing new connections between Queens and Brooklyn, addressing customer requests for better interborough service. In Brooklyn, the proposed B57 would travel via Park Av west of Classon Av and would terminate in Downtown Brooklyn. Service on Flushing Av west of Classon Av would be provided by the proposed B62. Service between Red Hook and Downtown Brooklyn would be provided by the proposed B27.

Route Improvements

- Interborough route
- More direct routing
- New connections
- Improved stop spacing
- Improved ADA access
- NYC DOT Priority Corridor

Bus service changes in Brooklyn are still being reviewed and will be finalized as part of the Brooklyn Bus Network Redesign Proposed Final Plan.

To match stop spacing on other Limited routes, B57 stops would be spaced slightly further apart than Local routes to improve speed and reliability, but still within walking distance.

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	4:00 AM - 1:00 AM	-	17	13	16	16	24	30
PROPOSED	4:05 AM - 1:00 AM	-	17	13	16	16	24	30
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:30 AM - 1:00 AM	-	30	18	20	16	15	18
PROPOSED	4:30 AM - 12:50 AM	-	30	18	20	16	15	18
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	4:30 AM - 1:00 AM	-	40	23	20	20	30	30
PROPOSED	4:30 AM - 1:00 AM	-	40	23	20	20	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 B57 at <https://new.mta.info/B57> or by calling 511.

LIMITED

B57 Flushing Avenue

Service between Downtown Brooklyn and Jackson Heights
Existing routes: B57



Provide Feedback Share your thoughts on the proposed B57 at <https://new.mta.info/B57> or by calling 511.



LIMITED

☐ Change since New Draft Plan ☐ New route ☑ Route change ☑ Schedule change

B62 Astoria - Downtown Brooklyn

Existing routes: B62

ROUTE LENGTH

Existing: 7.6 miles
Proposed: 8.7 miles

AVERAGE STOP SPACING

Existing: 869 feet
Proposed: 1506 feet

PROPOSED CONNECTIONS

Bus

B25, B26, B27, B38, B39, B41, B41 XT, B43, B44 SBS, B45, B48, B52, B53, B54, B57, B61, B63, B65, B66, B67, B69, Q18, Q19, Q63, Q67, Q69, Q101, Q103, Q104

Train

2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

LIRR

PROPOSED ROUTE SUMMARY

As part of both the Queens and Brooklyn Bus Network Redesigns, the proposed B62 would be extended north from Long Island City to Astoria via 21 St, providing new all-day frequent connections between Queens and Brooklyn, addressing customer requests for better interborough service. Although the proposed B62 would no longer directly serve Queens Plaza, alternative service would still be provided with connections to the proposed Q101, Q63, or Q69. Bus service changes in Brooklyn are still being reviewed and will be finalized as part of the Brooklyn Bus Network Redesign Proposed Final Plan.

To match stop spacing on other Limited routes, B62 stops would be spaced slightly further apart than Local routes to improve speed and reliability, but still within walking distance.

Frequencies would be increased to 10-minutes-or-better on weekdays and service would operate 24 hours on weekdays and weekends. Overnight, the proposed B62 would serve York St in Vinegar Hill via Navy St and Gold St.

Route Improvements

- Interborough route
- More direct routing
- New connections
- Improved stop spacing
- Improved frequency
- Avoids narrow streets
- Improved ADA access
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	30	15	8	15	13	15	20
PROPOSED	24 hours	30	15	8	10	10	10	20
	SATURDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	34	30	20	12	11	15	16
PROPOSED	24 hours	34	30	20	12	11	15	16
	SUNDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	24 hours	34	30	26	19	17	17	26
PROPOSED	24 hours	34	30	26	19	17	17	26

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

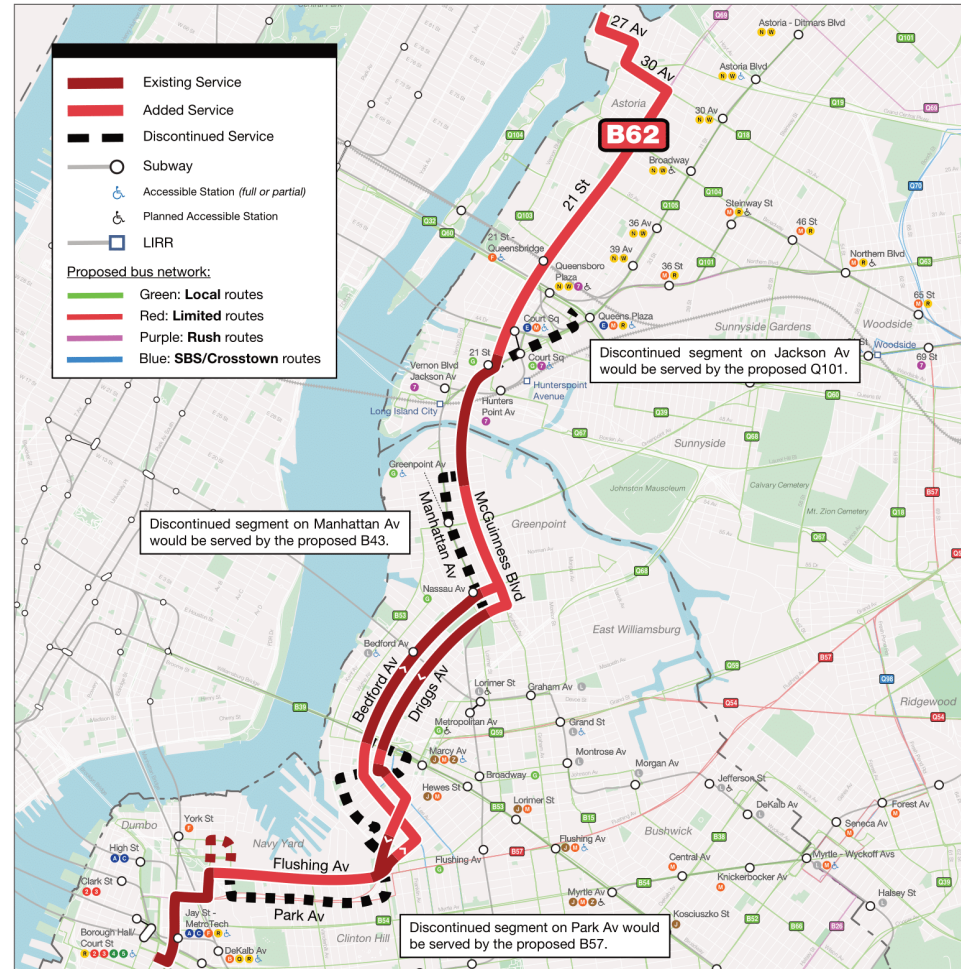
Provide Feedback

Share your thoughts on the proposed B62 at <https://new.mta.info/B62> or by calling 511.

LIMITED

B62 Astoria - Downtown Brooklyn

Existing routes: B62



Provide Feedback

Share your thoughts on the proposed B62 at <https://new.mta.info/B62> or by calling 511.



EXPRESS

Change since New Draft Plan
 New route
 Route change
 Schedule change

QM10 LeFrak City - Midtown Manhattan

via 6th Av
Existing routes: QM10

ROUTE LENGTH

Existing: 11.1 miles
Proposed: 11.1 miles

AVERAGE STOP SPACING

Existing: 1211 feet
Proposed: 1279 feet

PROPOSED ROUTE SUMMARY

The proposed QM10 would maintain its existing routing.

To match stop spacing on other local portions of Express routes, QM10 stops would be spaced slightly further apart than existing to speed up travel time and improve reliability. Along the highway, the QM10 would travel non-stop to and from Manhattan.

Weekday PM peak frequency would be slightly decreased and spans would be adjusted to match ridership patterns.

Route Improvements

- Improved stop spacing
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	WB: 6:30 AM - 10:00 AM EB: 3:45 PM - 6:45 PM	36	-	34	-	-
PROPOSED	WB: 6:30 AM - 9:30 AM EB: 3:45 PM - 6:45 PM	36	-	40	-	-
	SATURDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-
	SUNDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-

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

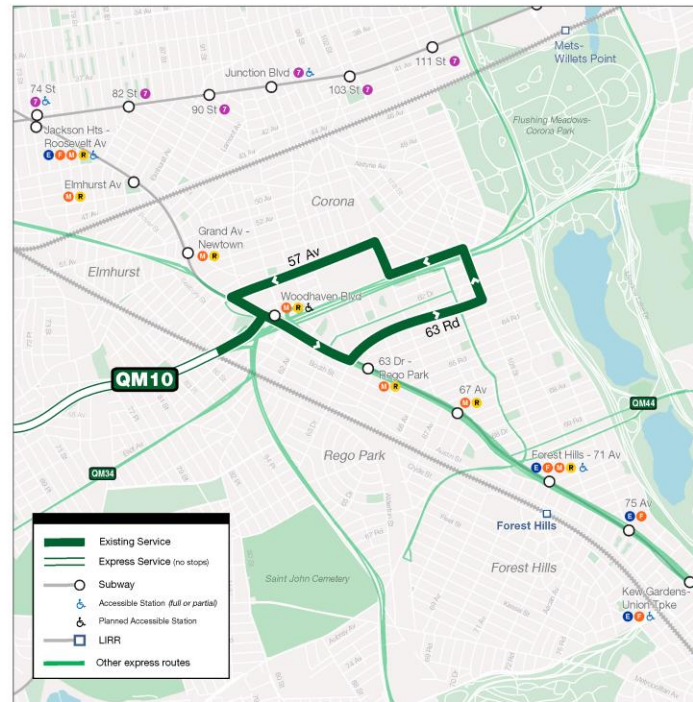
Provide Feedback

Share your thoughts on the proposed QM10 at <https://new.mta.info/QM10> or by calling 511.

EXPRESS

QM10 LeFrak City - Midtown Manhattan

via 6th Av
Existing routes: QM10



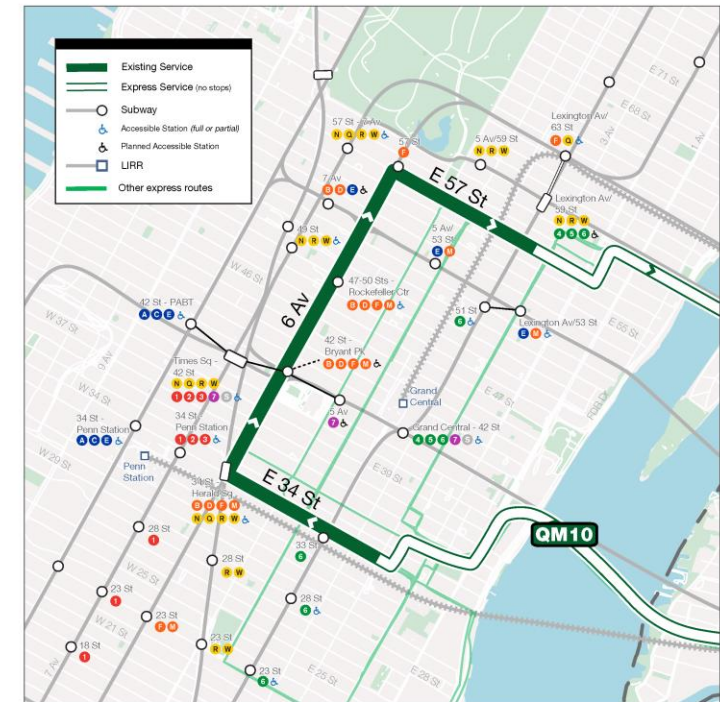
Provide Feedback

Share your thoughts on the proposed QM10 at <https://new.mta.info/QM10> or by calling 511.

EXPRESS

QM10 LeFrak City - Midtown Manhattan

via 6th Av
Existing routes: QM10



Provide Feedback

Share your thoughts on the proposed QM10 at <https://new.mta.info/QM10> or by calling 511.



EXPRESS

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

QM11 Forest Hills - Downtown Manhattan

Existing routes: QM11

ROUTE LENGTH

Existing: 16.7 miles
Proposed: 16.7 miles

AVERAGE STOP SPACING

Existing: 1456 feet
Proposed: 1519 feet

PROPOSED ROUTE SUMMARY

The proposed QM11 would maintain its existing routing.

To match stop spacing on other local portions of Express routes, QM11 stops would be spaced slightly further apart than existing to speed up travel time and improve reliability. Along the highway, the QM11 would travel non-stop to and from Manhattan. A stop would also be added on E 34 St/1 Av in Manhattan to serve the NYU Langone, Bellevue, and VA hospitals.

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

Route Improvements

- Improved stop spacing
- NYC DOT Priority Corridor
- New connections

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	WB: 6:30 AM - 9:30 AM EB: 3:40 PM - 7:00 PM	18	-	30	60	-
PROPOSED	WB: 6:30 AM - 9:30 AM EB: 3:40 PM - 7:00 PM	18	-	30	60	-
	SATURDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-
	SUNDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-

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

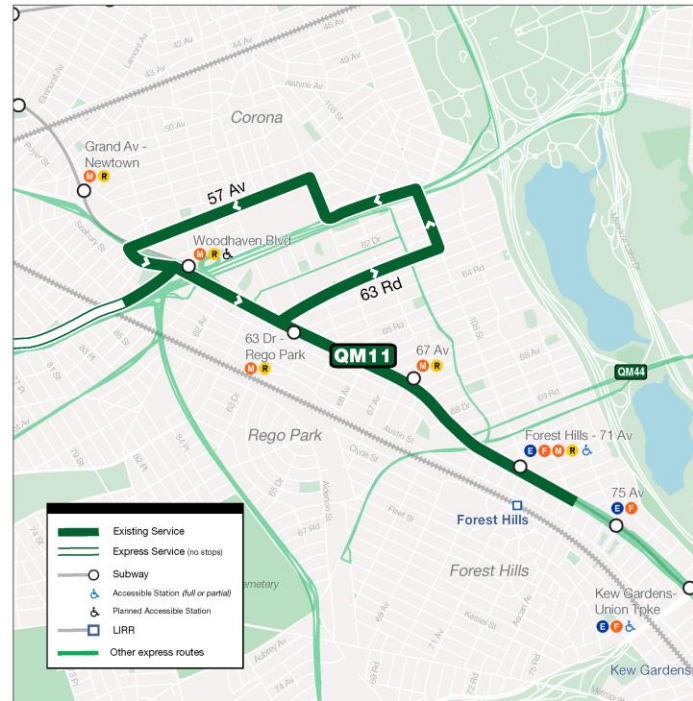
Provide Feedback

Share your thoughts on the proposed QM11 at <https://new.mta.info/QM11> or by calling 511.

EXPRESS

QM11 Forest Hills - Downtown Manhattan

Existing routes: QM11



Provide Feedback
Share your thoughts on the proposed QM11 at <https://new.mta.info/QM11> or by calling 511.

EXPRESS

QM11 Forest Hills - Downtown Manhattan

Existing routes: QM11



Provide Feedback
Share your thoughts on the proposed QM11 at <https://new.mta.info/QM11> or by calling 511.



EXPRESS

Change since New Draft Plan
 New route
 Route change
 Schedule change

QM12 Forest Hills - Midtown Manhattan

via 6th Av
Existing routes: QM12

ROUTE LENGTH

Existing: 12.9 miles
Proposed: 11.7 miles

AVERAGE STOP SPACING

Existing: 1407 feet
Proposed: 1449 feet

PROPOSED ROUTE SUMMARY

The proposed QM12 would be shortened, starting its Manhattan-bound trips at Yellowstone Blvd/Juno St instead of Metropolitan Av/71 Rd, due to low ridership.

Route Improvements

- Improved stop spacing
- NYC DOT Priority Corridor

To match stop spacing on other local portions of Express routes, QM12 stops would be spaced slightly further apart than existing to speed up travel time and improve reliability. Along the highway, the QM12 would travel non-stop to and from Manhattan.

Weekday peak frequencies would be slightly reduced to match ridership patterns. Service would continue to operate during the same hours in both directions.

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	WB: 6:30 AM - 10:00 AM EB: 3:50 PM - 6:50 PM	26	-	34	-	-
PROPOSED	WB: 6:30 AM - 10:00 AM EB: 3:50 PM - 6:50 PM	30	-	48	-	-
	SATURDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-
	SUNDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-

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

Provide Feedback

Share your thoughts on the proposed QM12 at <https://new.mta.info/QM12> or by calling 511.

EXPRESS

QM12 Forest Hills - Midtown Manhattan

via 6th Av
Existing routes: QM12



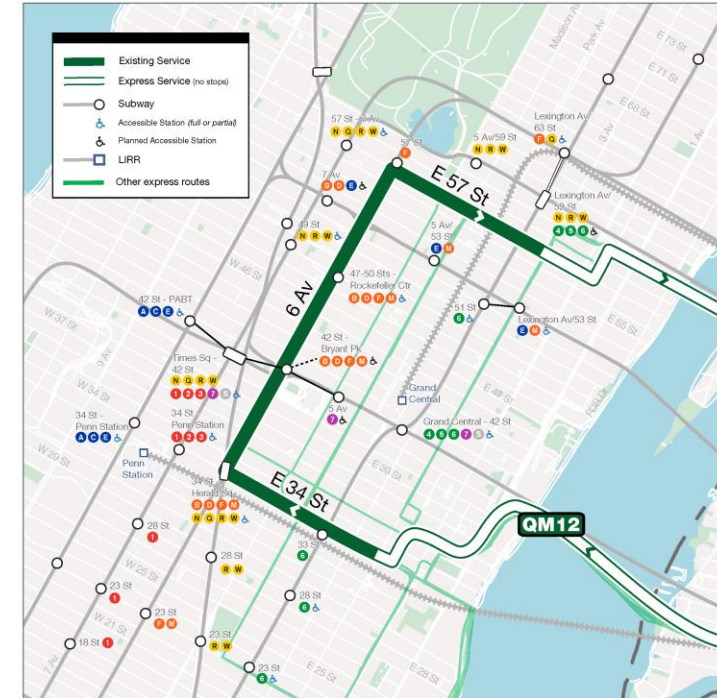
Provide Feedback

Share your thoughts on the proposed QM12 at <https://new.mta.info/QM12> or by calling 511.

EXPRESS

QM12 Forest Hills - Midtown Manhattan

via 6th Av
Existing routes: QM12



Provide Feedback

Share your thoughts on the proposed QM12 at <https://new.mta.info/QM12> or by calling 511.



EXPRESS

Change since New Draft Plan
 New route
 Route change
 Schedule change

QM40 LeFrak City - Midtown Manhattan

via 3rd Av
Existing routes: QM40

ROUTE LENGTH

Existing: 9.7 miles
Proposed: 9.7 miles

AVERAGE STOP SPACING

Existing: 1208 feet
Proposed: 1302 feet

PROPOSED ROUTE SUMMARY

The proposed QM40 would maintain its existing routing.

To match stop spacing on other local portions of Express routes, QM40 stops would be spaced slightly further apart than existing to speed up travel time and improve reliability. Along the highway, the QM40 would travel non-stop to and from Manhattan.

Weekday PM peak frequencies would be slightly reduced due to low ridership on some trips. Service would continue to operate during the same hours in both directions.

Route Improvements

- Improved stop spacing
- NYC DOT Priority Corridor

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	WB: 6:45 AM - 8:45 AM EB: 4:00 PM - 7:00 PM	36	-	30	60	-
PROPOSED	WB: 6:45 AM - 8:45 AM EB: 4:00 PM - 7:00 PM	36	-	45	60	-
	SATURDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-
	SUNDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-

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

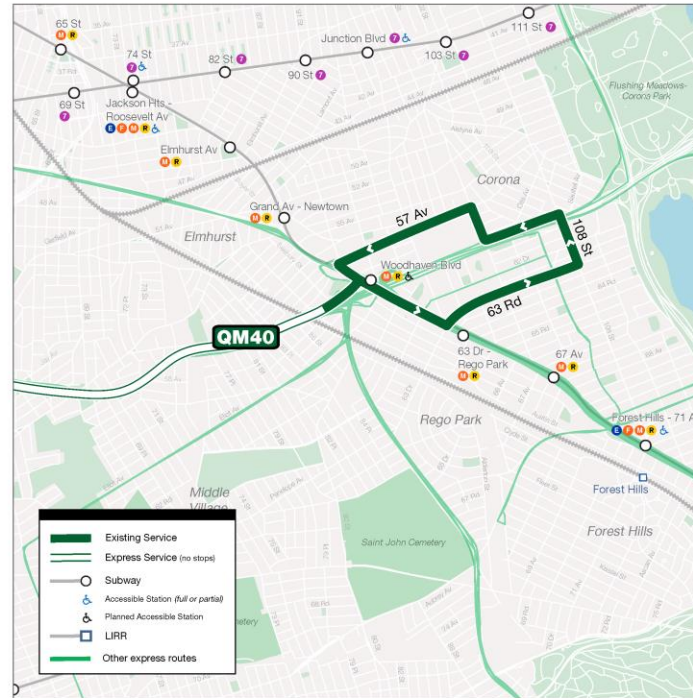
Provide Feedback

Share your thoughts on the proposed QM40 at <https://new.mta.info/QM40> or by calling 511.

EXPRESS

QM40 LeFrak City - Midtown Manhattan

via 3rd Av
Existing routes: QM40



Provide Feedback Share your thoughts on the proposed QM40 at <https://new.mta.info/QM40> or by calling 511.

EXPRESS

QM40 LeFrak City - Midtown Manhattan

via 3rd Av
Existing routes: QM40



Provide Feedback Share your thoughts on the proposed QM40 at <https://new.mta.info/QM40> or by calling 511.



EXPRESS

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

QM42 Forest Hills - Midtown Manhattan

via 3rd Av
Existing routes: QM42

ROUTE LENGTH

Existing: 11.5 miles
Proposed: 10.2 miles

AVERAGE STOP SPACING

Existing: 1471 feet
Proposed: 1491 feet

PROPOSED ROUTE SUMMARY

The proposed QM42 would be shortened, starting its Manhattan-bound trips at Yellowstone Blvd/Juno St instead of Metropolitan Av/71 Rd due to low ridership.

To match stop spacing on other local portions of Express routes, QM42 stops would be spaced slightly further apart than existing to speed up travel time and improve reliability. Along the highway, the QM42 would travel non-stop to and from Manhattan.

Weekday peak frequencies would be slightly reduced due to low ridership on some trips. Service spans would be slightly adjusted to accommodate new frequencies and running times.

Route Improvements

- Improved stop spacing

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	WB: 7:00 AM - 8:45 AM EB: 4:40 PM - 7:10 PM	20	-	36	60	-
PROPOSED	WB: 7:00 AM - 8:50 AM EB: 4:40 PM - 7:10 PM	24	-	45	60	-
	SATURDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-
	SUNDAY	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	-	-	-	-	-	-

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

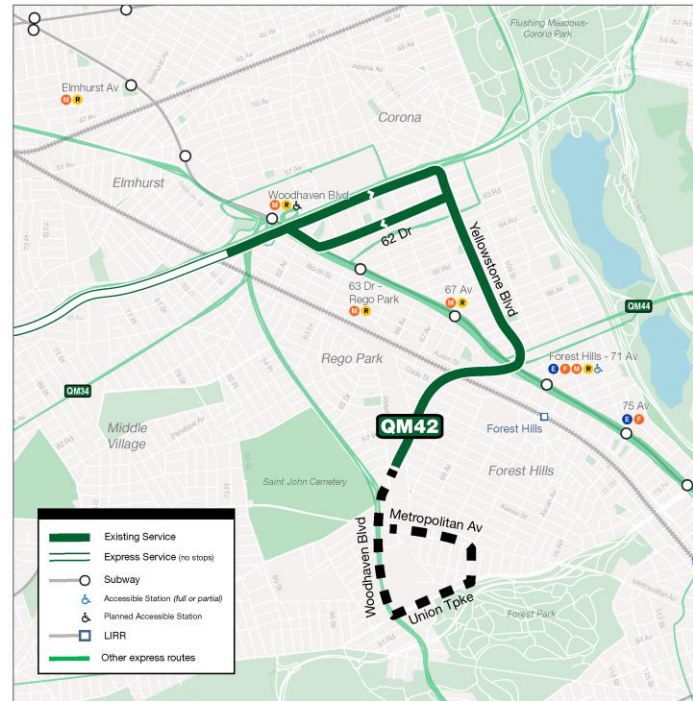
Provide Feedback

Share your thoughts on the proposed QM42 at <https://new.mta.info/QM42> or by calling 511.

EXPRESS

QM42 Forest Hills - Midtown Manhattan

via 3rd Av
Existing routes: QM42



Provide Feedback
Share your thoughts on the proposed QM42 at <https://new.mta.info/QM42> or by calling 511.

EXPRESS

QM42 Forest Hills - Midtown Manhattan

via 3rd Av
Existing routes: QM42



Provide Feedback
Share your thoughts on the proposed QM42 at <https://new.mta.info/QM42> or by calling 511.

