



The City of New York

## Queens Community Board 11

Serving the Communities of Auburndale, Bayside, Douglaston, Hollis Hills  
Little Neck and Oakland Gardens

**Paul DiBenedetto** Chairperson / **Joseph Marziliano** District Manager

To: All Board Members

From: Victor Dadras, Committee Chair

Date: February 1, 2024

Re: Queens Bus Network Redesign

---

On Thursday, January 11, 2024, the CB11 Transportation Committee met to hear a presentation from the MTA regarding the Bus Network Redesign as it pertains to Queens Community District 11.

### **Committee Members**

Victor Dadras, 1<sup>st</sup> Vice Chair and Committee Chair

**\* Via Zoom**

Paul DiBenedetto, Chair of Community Board 11

Henry Euler, 2<sup>nd</sup> Vice Chair \*

Laura James

Joan Garippa

Ben Turner

George Hadjiconstantinou

David Joel Schachner

Matthew Mamak \*

Christina Scherer \*

### **CB11 Staff**

Joseph Marziliano, District Manager

### **Guests**

\*Cate Contino, MTA

\*Matt Lazo, MTA

\*Evan Bialostozsky, MTA

\*Cristy Vanterpool-Germain, NYC DOT

Mr. Dadras called the meeting to order. The guests from the Metropolitan Transit Authority (MTA) and Department of Transportation (DOT), who joined via Zoom, were introduced. Ms. Contino, Mr. Lazo, and Mr. Bialostozsky gave a presentation regarding the MTA Bus Network Design as proposed throughout the district of Community Board 11. The details and Route Profiles of that plan are attached to this report. Although this is the proposed final plan, the timeline for implementation is still lengthy, which will consider public review from Community Boards before being implemented in 2025. In-depth information can be obtained online at <https://new.mta.info/project/queens-bus-network-redesign>.

The aim of this redesign is to better serve the ridership of Queens, which is larger than the entire ridership of the City of Chicago, especially in Transportation Deserts that need shorter ride times to subway service. Problems with the current service include reliability, long ride times to subway service, and express bus service that is not cost-effective. Strategically, this plan seeks to meet these goals by streamlining routes (**CB11's average local bus stop distance will increase ~ 200 feet, and CB11's average limited bus stop distance will decrease ~ 500 feet**), beginning a new bus service called 'Rush Routes' (which will aim to connect riders in transportation deserts to subway stations in about 15 minutes through a local express service at no additional cost), and reducing express bus service with low ridership.

Changes include the elimination of the QM3 due to low ridership. Also, newly added Rush Routes include increased service along the Q13, Q27, Q28, Q30, Q36, Q46, Q48, and Q75. Finally, local service along Bell Boulevard would switch between the Q31 and the Q13. The Q31 would proceed directly along Utopia Parkway from 32<sup>nd</sup> Avenue to Hillside Avenue. The Q13 would more directly be rerouted along Sanford Avenue to the 7 Train.

Mr. Euler expressed concern regarding stretching out the stops and how it could impact the elderly and disabled. Ms. Contino stated that they are seeking a balance in stop distances. Mr. Marziliano stated that this is a large increase in infrastructure overall and the Rush Routes will almost certainly lower commute times to subway service. He thanked them for the investment in the Community as a subway desert. Mr. Hadjiconstantinou asked if the total number of bus stops would decrease. Ms. Contino stated that yes there would be a total decrease in bus stops. Mr. Hadjiconstantinou asked if the Q13 and Q31 have switched routes at the intersection of Sanford Avenue and Norther Boulevard, and if that could be explained. Mr. Lazo explained that it is their effort to keep the bus map simpler by eliminating unnecessary turns and keeping routes as straight as possible. Mr. DiBenedetto asked what the alternatives would be for folks that did rely on the QM3? Ms. Contino stated that the ridership would be shared by the Q12, Rush Route Q36, and for the closest people by walking to the Long Island Railroad utilizing the City Ticket program. The comparable price point and trip time for the LIRR is what has made this decision optimal. Mr. DiBenedetto asked if they have data for the average age of their riders. They do not.

Mr. DiBenedetto read a letter into the record by Noah Sheroff, the Executive Director of the Bayside Village Business Improvement District. They are very concerned that most of their clients do not drive due to parking circumstances, who rely on the Q13 and Q31 to access their shops. The proposed elimination of Bell Boulevard from the Q31 through the BID would negatively impact their commerce. Mr. Turner commented that a direct bus route down Utopia Parkway will be a decent tradeoff along that corridor from Bayside/Auburndale to Jamaica. Ms. Scherer commented that the new Q31 Route along Utopia Parkway would be very narrow in the North where the widths change multiple times. Mr. Dadras asked that MTA investigates that challenge along Utopia Parkway.

Mr. Schachner asked what the timetable is for implementation. Ms. Contino mentioned that Spring of 2025 at the earliest, but it will likely run into the Summer, taking adjustments into account. Mr. Dadras mentioned that he has a very good first impression of this plan but would look at it more closely to give specific feedback regarding the routes and the stops. He would also be asking the Committee Members and General Board to investigate the proposed routes in their individual neighborhoods.

The Transportation Committee will wait a month for members to review this documentation and make a recommendation in February 2024, to be voted on by the full Board in March 2024.

The meeting was adjourned at 9:43 p.m.

*Respectfully submitted 2-1-2024*  
*Joseph Marziliano*