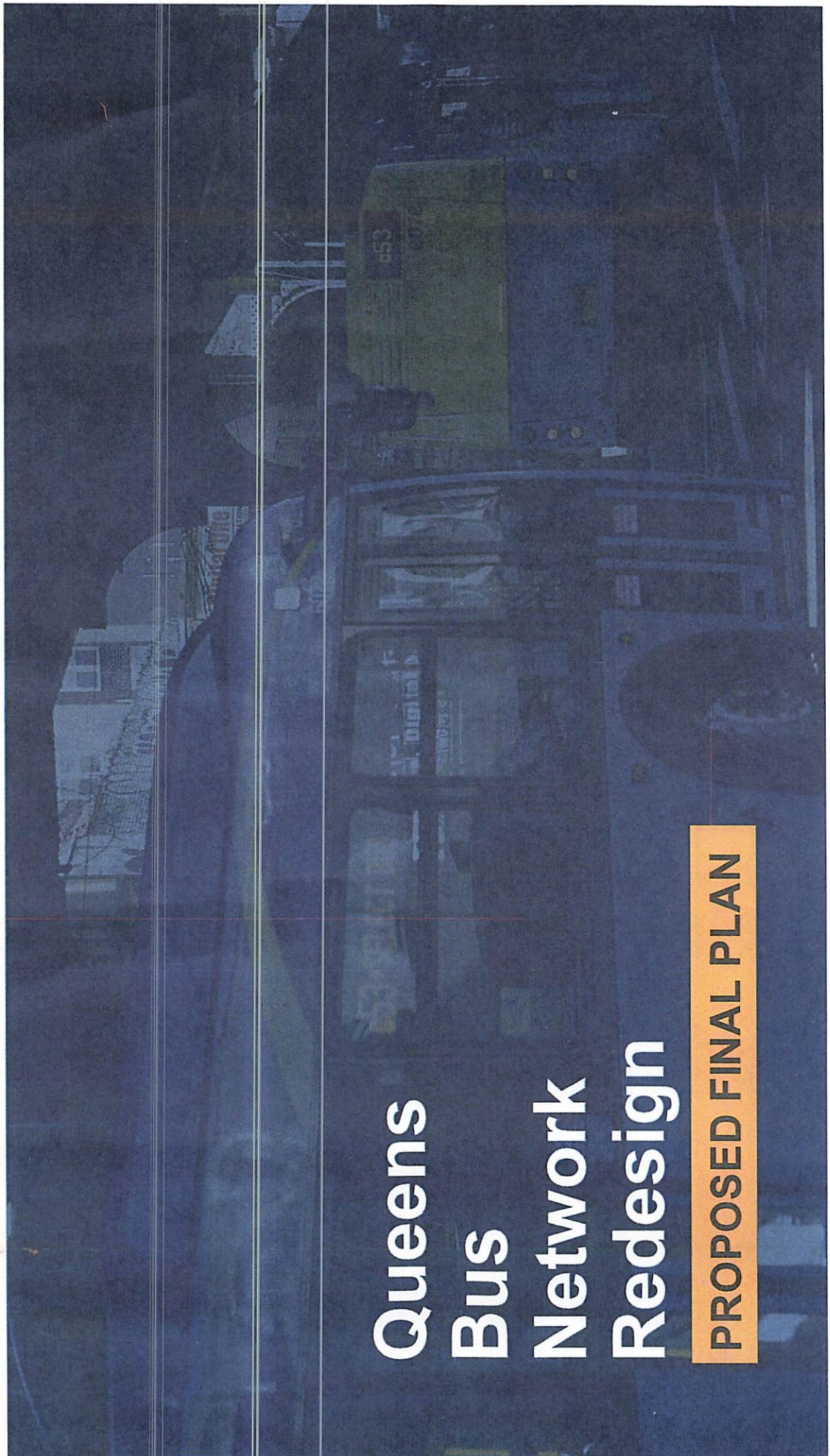


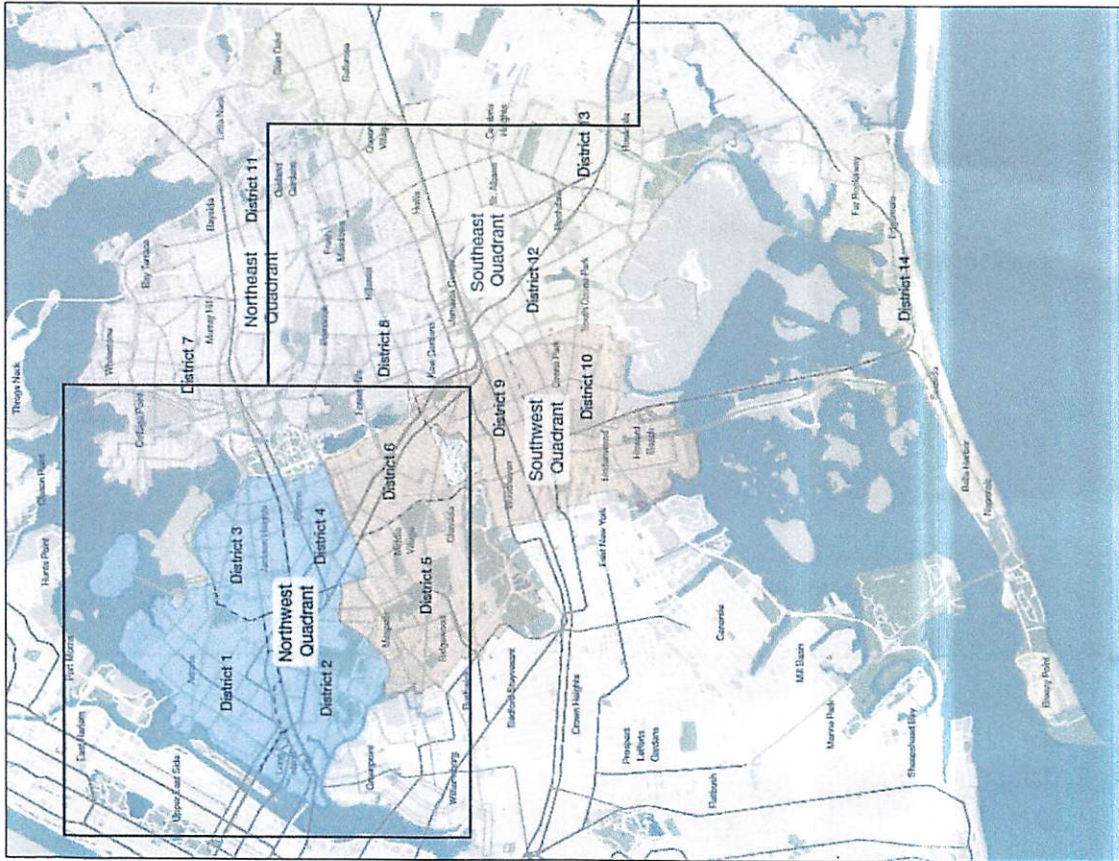
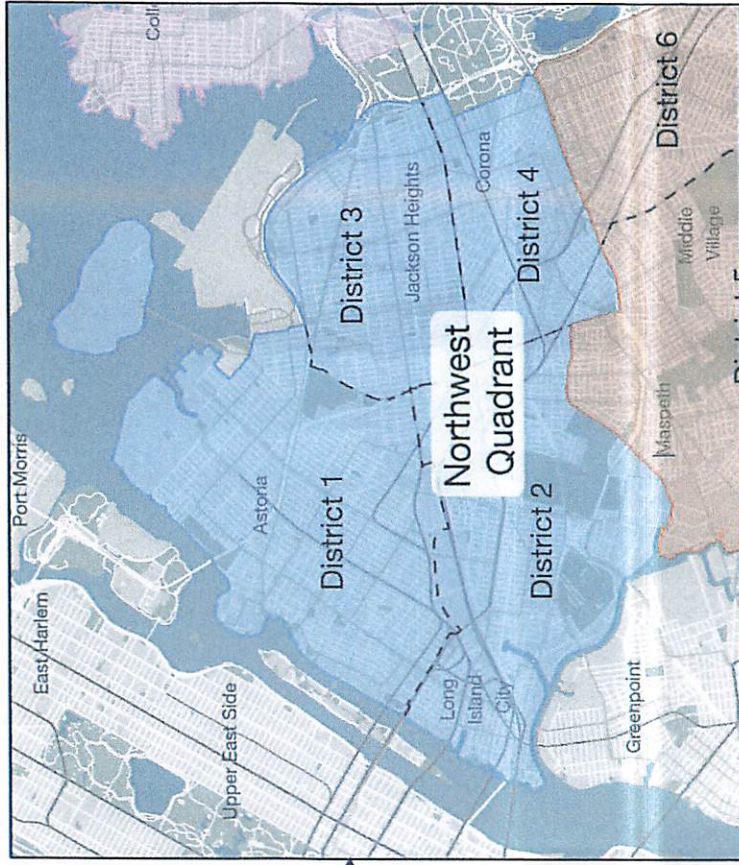
Queens Bus Network Redesign

PROPOSED FINAL PLAN



Northwest Quadrant

Community Board 2



Why Redesign the Queens Bus Network?

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

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

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

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

The Queens bus network has not substantially changed in decades

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

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



How Are We Redesigning the Bus Network?

Customer Priorities

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



Reliable Service

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



Faster Travel

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



Better Connections

Customers want improved intra- and inter-borough connections



Simplified Service

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



How Are We Redesigning the Bus Network?

Redesign Strategies

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

Simplify the Network with Improved Route Design

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

Enhance Connectivity

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

Improve Frequency

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

Balance Bus Stops

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

Expand Bus Priority with NYC DOT

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

Improve Transit Equity

- Focus improvements in areas with greater need for transit service

Improve Accessibility

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



How Are We Redesigning the Bus Network?

Proposed Bus Stop Changes

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

20 seconds saved per stop removed

83% of riders will continue to use the same stop

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

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

Local Routes (Green)

Connecting local neighborhoods

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

“Rush” Routes (Purple)

Connecting outer borough neighborhoods quickly to bus or subway hubs

- More frequent during peak hours

Limited Routes (Red)

Serving high demand corridors with frequent service

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

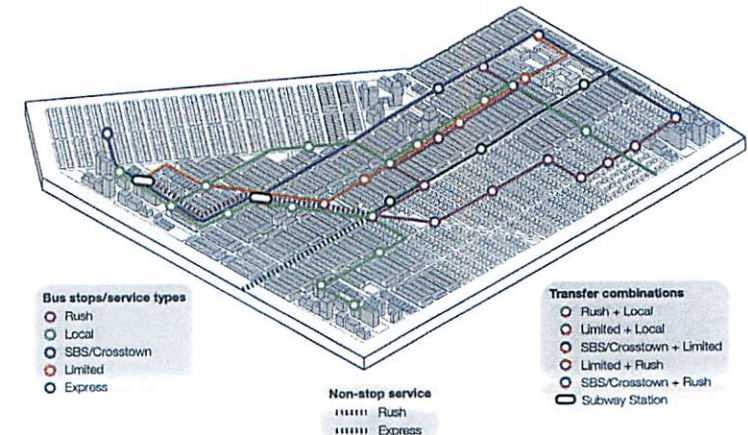
SBS or “Crosstown” Routes (Blue)

Connecting key destinations across longer distances

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

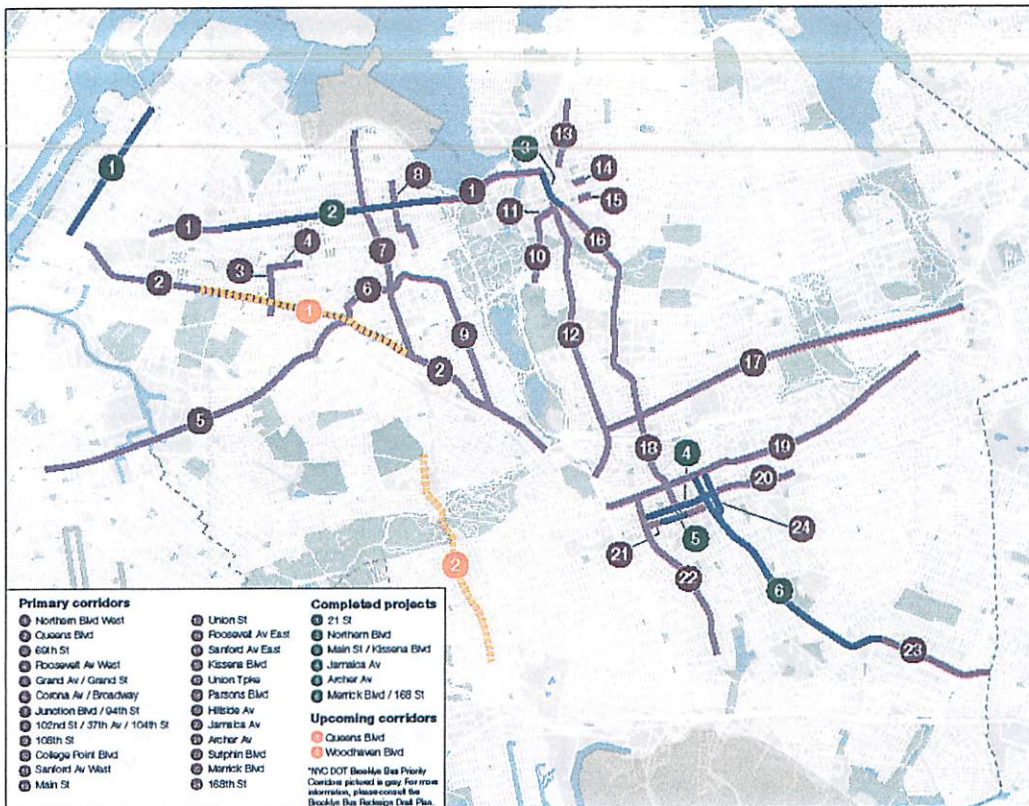
Existing versus Proposed Average Bus Stop Spacing by Route Type

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



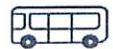
How Are We Redesigning the Bus Network?

Expanding Bus Priority with NYC DOT



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

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



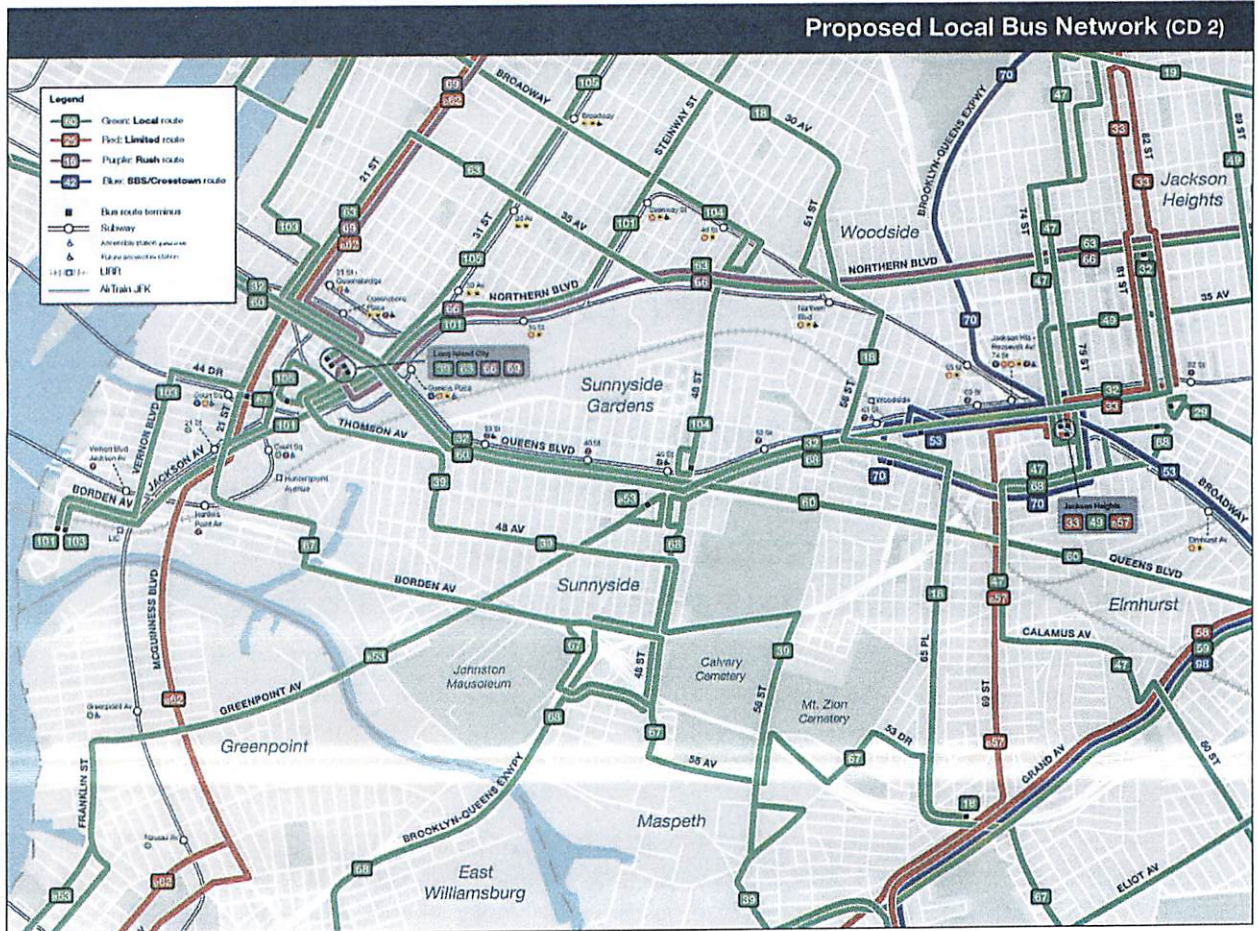
New Local Bus Network – CD 2

Key Changes Since New Draft Plan

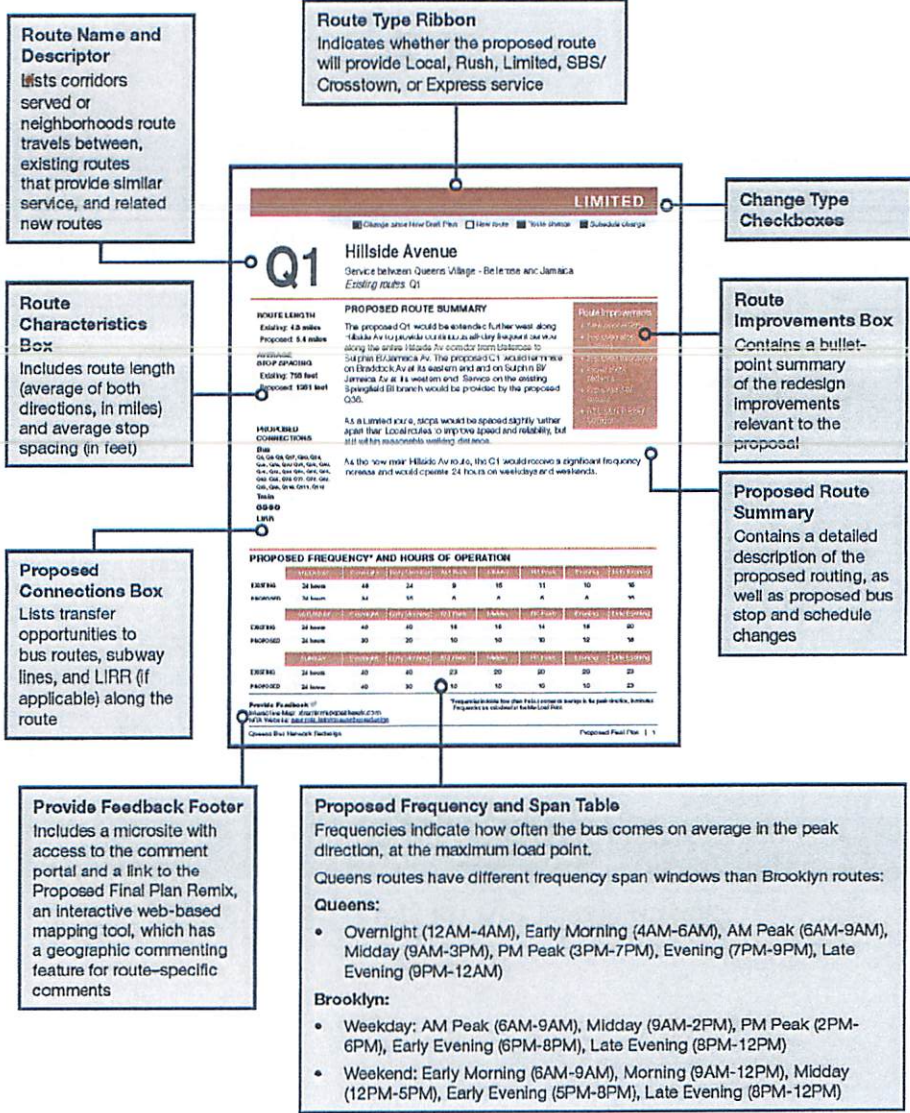
- ✓ Q39 service from Queens Plaza to Glendale maintained
- ✓ Q63 service along Broadway withdrawn in favor of connecting 35 Av riders to Flushing via Northern Blvd
- ✓ Q66 service from LIC to Flushing maintained
- ✓ Q67 service from LIC to Ridgewood maintained
- ✓ Service from Steinway to Williamsburg withdrawn in favor of new Q101 service between Steinway and Hunters Point

Key Changes in CD 2

- New **Rush** routes provide faster and more direct service to the subway, LIC, and downtown Flushing (Q66, Q69)
- New **Limited** routes provide frequent service on major corridors with stops spaced slightly further apart than Local routes, providing fast, consistent, and more reliable service, while complementing Rush routes (B57, B62)
- Routes that currently operate multiple variations or branches with different destinations are split into separate routes to simplify service, so riders know which route to take and how often the bus comes (Q63, Q66)
- Some routes are straightened to reduce turns and deviations, providing more direct service and improving reliability and travel time (Q18, Q39, Q66, Q67, Q101, Q103)
- Other new and extended routes fill gaps in the bus network, creating new connections, reducing travel time, and improving accessibility (B53, B57, B62, Q66, Q101, Q104, Q105)



How to read the route profiles



How to read the stop lists

Q42 Addisleigh Park - Jamaica

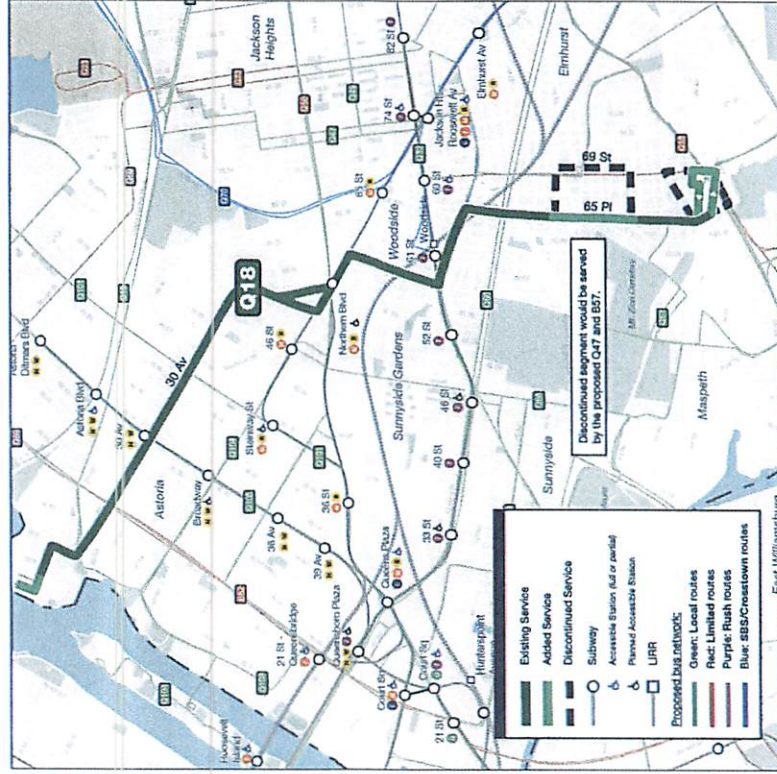
Direction	On Street/At Street	Proposal	New Stop Sequence	Proposal Note
Eastbound	Archer Av/153 St	Remove		Removed due to new routing
Eastbound	Archer Av/Teardrop Canopy	Keep	1	
Eastbound	Archer Av/160 St	Add	2	Added at existing bus stop
Eastbound	Archer Av/165 St	Keep	3	
Eastbound	Liberty Av/168 Pl	Keep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



LOCAL

Q18 Astoria - Maspeth

Existing routes: Q18



Provide Feedback ⁶³
Share your thoughts on the proposed Q18 at <https://www.mta.info/Q18> or by calling 511.

Queens Bus Network Redesign

Proposed Final Plan | 137



LOCAL

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

Q18 Astoria - Maspeth

Existing routes: Q18

PROPOSED ROUTE SUMMARY

ROUTE LENGTH
Existing: 5.6 miles
Proposed: 5.2 miles

AVERAGE STOP SPACING
Existing: 673 feet
Proposed: 1100 feet

Route Improvements
• More direct routing
→ Intersected-stop splicing

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 Q17 and B57. Service along 50 Av, 53 Av, and Jay Av would be discontinued. All major train connections would be maintained.

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 CONNECTIONS**
- Bus**
B57, B62, Q32, Q34, Q36, Q39, Q46, Q47, Q48, Q49, Q50, Q51, Q52, Q53, Q54, Q55, Q56, Q57, Q58, Q59, Q60, Q61, Q62, Q63, Q64, Q65, Q66, Q67, Q68, Q69, Q70, Q71, Q72, Q73, Q74, Q75, Q76, Q77, Q78, Q79, Q80, Q81, Q82, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q90, Q91, Q92, Q93, Q94, Q95, Q96, Q97, Q98, Q99, Q100
- Train**
LIRR

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

	WEEKDAY	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
EXISTING			24	9	16	10	24	30
PROPOSED			20	8	16	10	17	30
EXISTING			40	20	20	20	20	30
PROPOSED			40	26	20	20	20	26
EXISTING			40	23	20	20	20	30
PROPOSED			40	26	20	20	20	30

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

Provide Feedback ⁶³
Share your thoughts on the proposed Q18 at <https://www.mta.info/Q18> or by calling 511.

Queens Bus Network Redesign

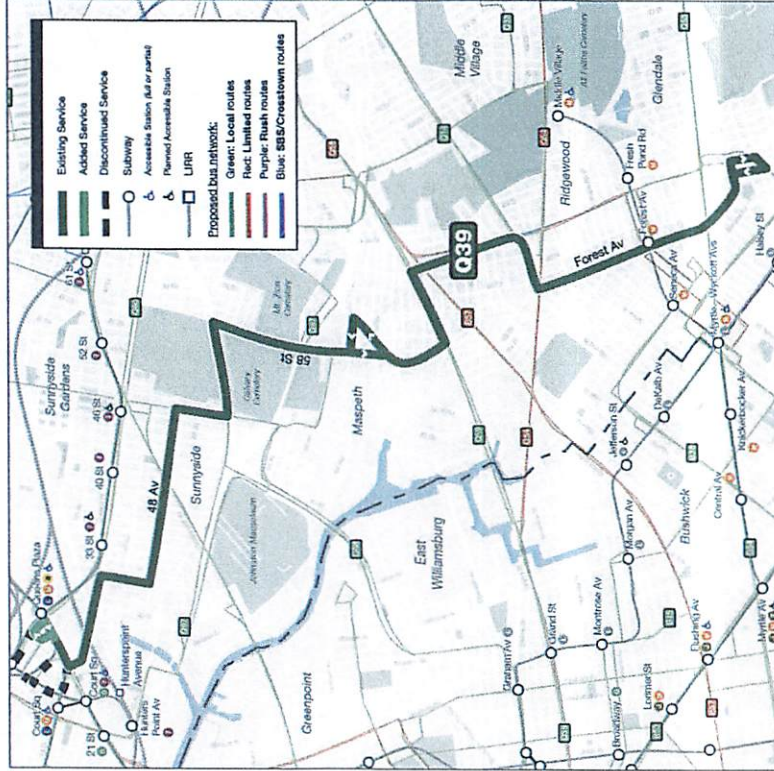
Proposed Final Plan | 136

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.

Queens Bus Network Redesign

Proposed Final Plan | 216



LOCAL

Change since New Draft Plan New route Route change Schedule change

Q39

Glendale - Long Island City

Existing routes: Q39

Route Improvements

- More direct routing
- Improved stop spacing

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.

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.

ROUTE LENGTH

Existing: 7.1 miles
Proposed: 6.6 miles

AVERAGE STOP SPACING

Existing: 824 feet
Proposed: 1132 feet

PROPOSED CONNECTIONS

Bus
B33, B67, B7, Q14, Q32, Q35, Q36, Q39, Q40, Q43, Q46, Q47, Q48, Q49, Q56, 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.

Queens Bus Network Redesign

Proposed Final Plan | 215

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, Q43, Q53, Q54, Q56, Q90, Q63, 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 Buloval Corporate Center, but would serve it from 77 St.

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.

Route Improvements

- More direct routing
- New connections
- 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	5:00 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	29	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.

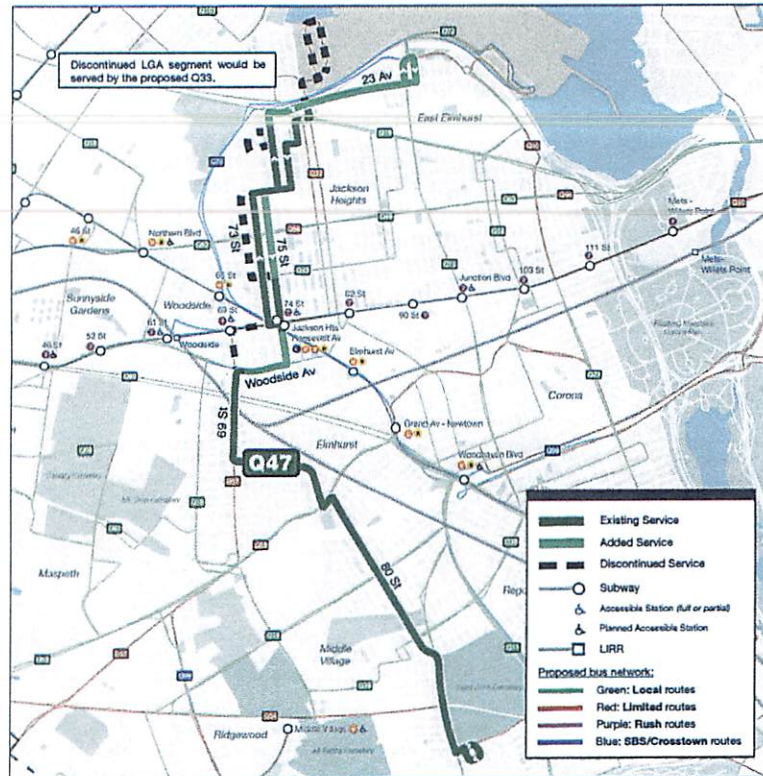
Provide Feedback

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.



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 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 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 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

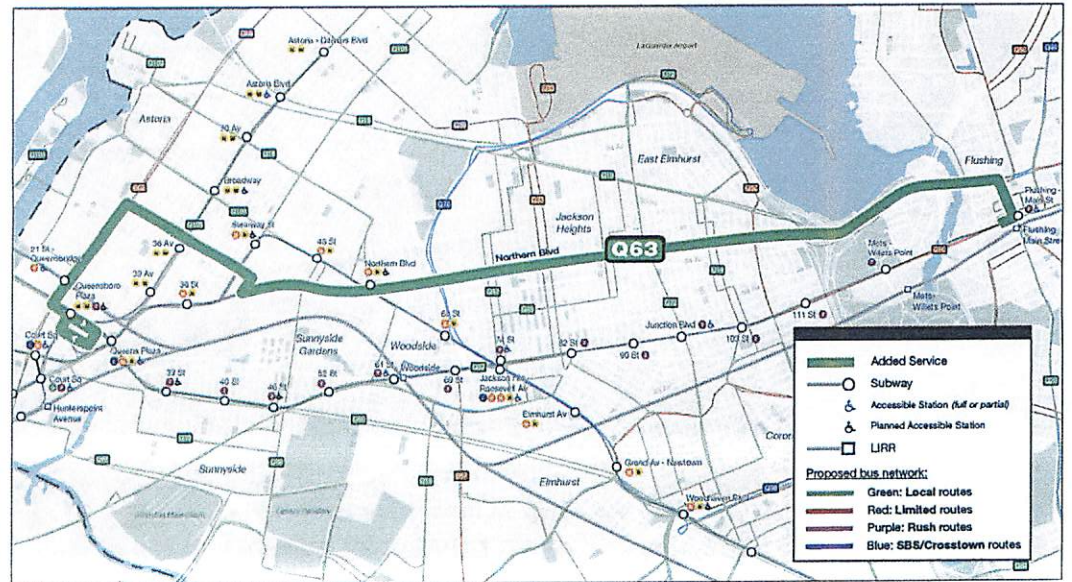
*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

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



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 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.

Route Improvements

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

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.

PROPOSED CONNECTIONS

Bus
Q12, Q13, Q14, Q15, Q17, Q18, Q19, Q20, Q23, Q25, Q26, Q27, Q32, Q33, Q39, Q44, Q47, Q49, Q50, Q52, Q36, Q39, Q72, Q101, Q104, Q105

Train

 LIRR

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

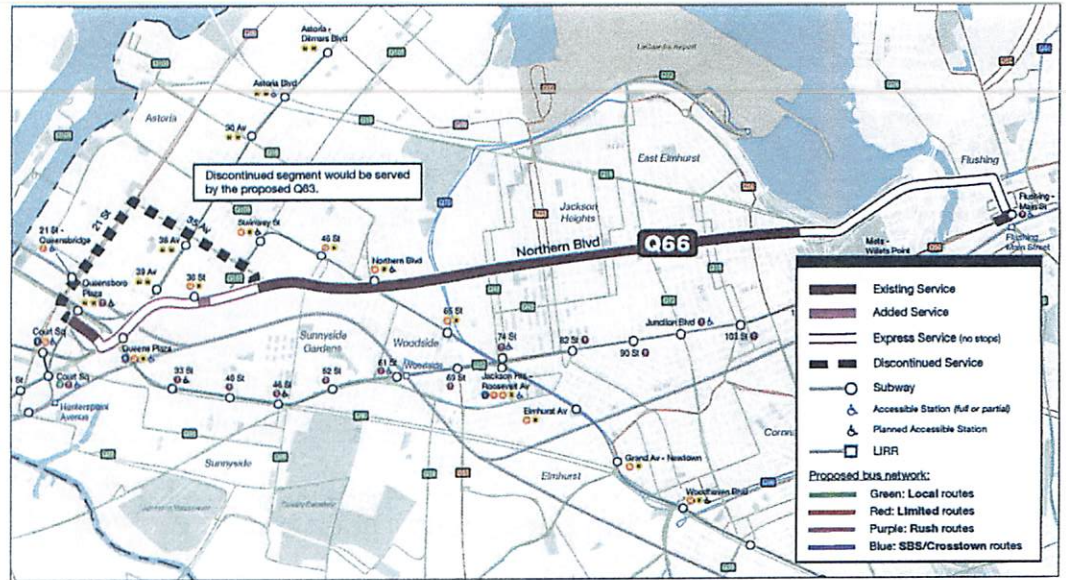
*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

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.



Change since New Draft Plan New route Route change Schedule change

Q67 Ridgewood - Long Island City

Existing routes: Q67

PROPOSED ROUTE SUMMARY

ROUTE LENGTH
Existing: 6.9 miles
Proposed: 6.4 miles

AVERAGE STOP SPACING
Existing: 850 feet
Proposed: 1434 feet

Route Improvements

- More direct routing
- Improved stop spacing
- Improved frequency

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.

PROPOSED CONNECTIONS

Bus
Q43, Q44, Q45, Q46, Q47, Q48, Q49, Q50, Q51, Q52, Q53, Q54, Q55, Q56, Q57, Q58, Q59, Q60, Q61, Q62, Q63, Q64, Q65, Q66, Q68, Q69, Q70, Q71, Q72, Q73, Q74, Q75, Q76, Q77, Q78, Q79, Q80, Q81, Q82, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q90, Q91, Q92, Q93, Q94, Q95, Q96, Q97, Q98, Q99, Q100

Train
LIRR

PROPOSED 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	80	60
PROPOSED	3:30 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	30
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	30

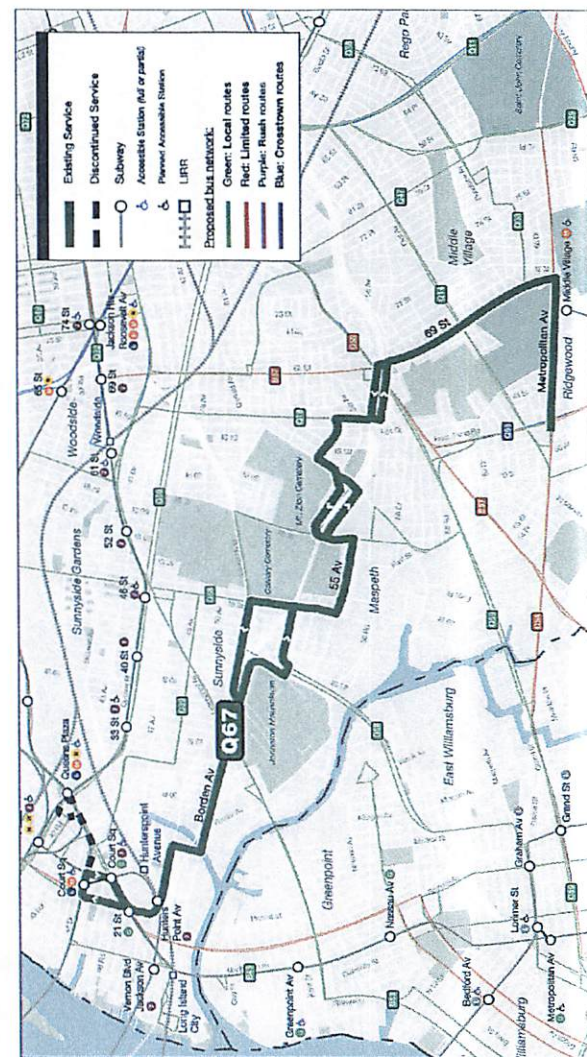
*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

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



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



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

Q68

Elmhurst - Williamsburg

Existing routes: B24

PROPOSED ROUTE SUMMARY	
ROUTE LENGTH Existing: - Proposed: 6 miles	Route Improvements • Interborough route • New connections
AVERAGE STOP SPACING Existing: - Proposed: 1122 feet	• Improved stop spacing • Improved ADA access

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 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.

PROPOSED CONNECTIONS

Bus
B39, B43, B44-SBS, B33, B32, B68, B69, Q39, Q47, Q33, Q34, Q36

Train
LIRR

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

EXISTING	WEEKDAY				SATURDAY				SUNDAY					
	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening	Overnight	Early Morning	AM Peak	Midday	PM Peak	Evening	Late Evening
PROPOSED 5:20 AM - 12:50 AM	-	-	30	10	30	22	30	-	-	-	-	30	30	30
EXISTING	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PROPOSED 5:00 AM - 12:50 AM	-	-	30	30	30	30	30	-	-	-	-	30	30	30
EXISTING	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PROPOSED 5:00 AM - 12:50 AM	-	-	30	30	30	30	30	-	-	-	-	30	30	30

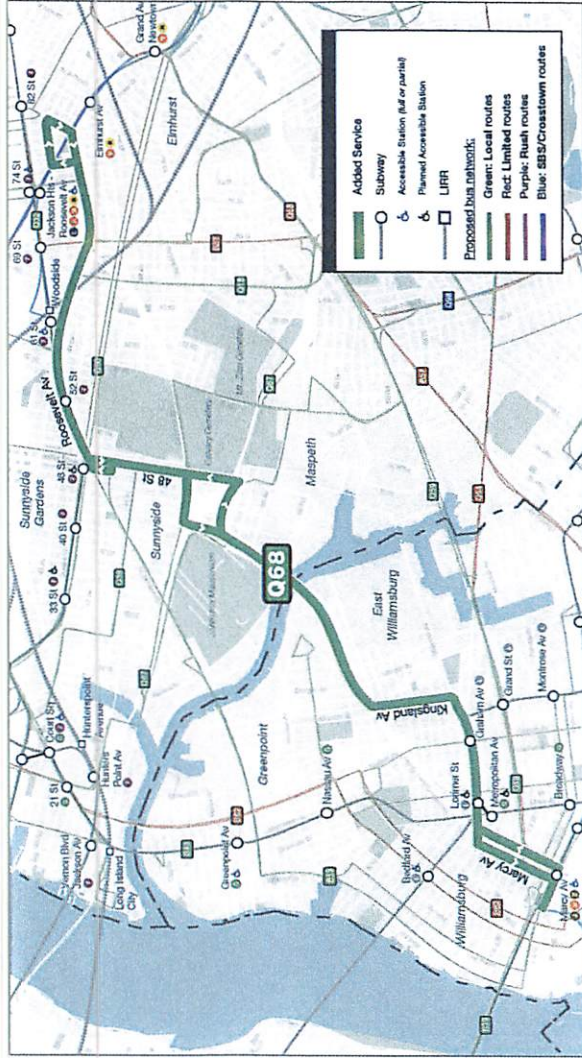
*Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

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

Q68

Elmhurst - Williamsburg

Existing routes: B24

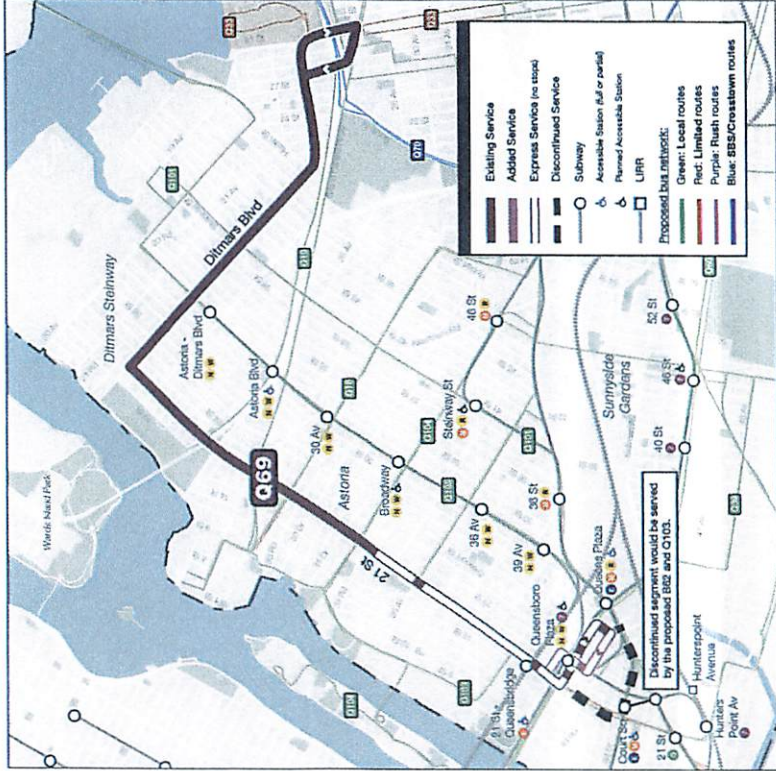


Provide Feedback
Share your thoughts on the proposed Q68 at <https://nsw.mta.info/Q68> or by calling 511.

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.

Queens Bus Network Reesign

Q69

Long Island City - East Elmhurst

via 21st Street
Existing routes: Q69

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.

PROPOSED CONNECTIONS

Bus
B62, Q18, Q19, Q22, Q33, Q34, Q47, Q60, Q63, Q65, Q101, Q102

Train
00000000

Route Improvements

- More direct routing
- Improved stop spacing

ROUTE LENGTH
Existing: 5.1 miles
Proposed: 4.9 miles

AVERAGE STOP SPACING
Existing: 728 feet
Proposed: 948 feet

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

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

Queens Bus Network Reesign

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

PROPOSED ROUTE SUMMARY

ROUTE LENGTH
Existing: 9.1 miles
Proposed: 9.1 miles

AVERAGE STOP SPACING
Existing: 3708 feet
Proposed: 3708 feet

Route Improvements
• 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
897, 018, 032, 033, 047, 049, 050, 053, 083, 088

Train

00000

LIRR

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

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

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

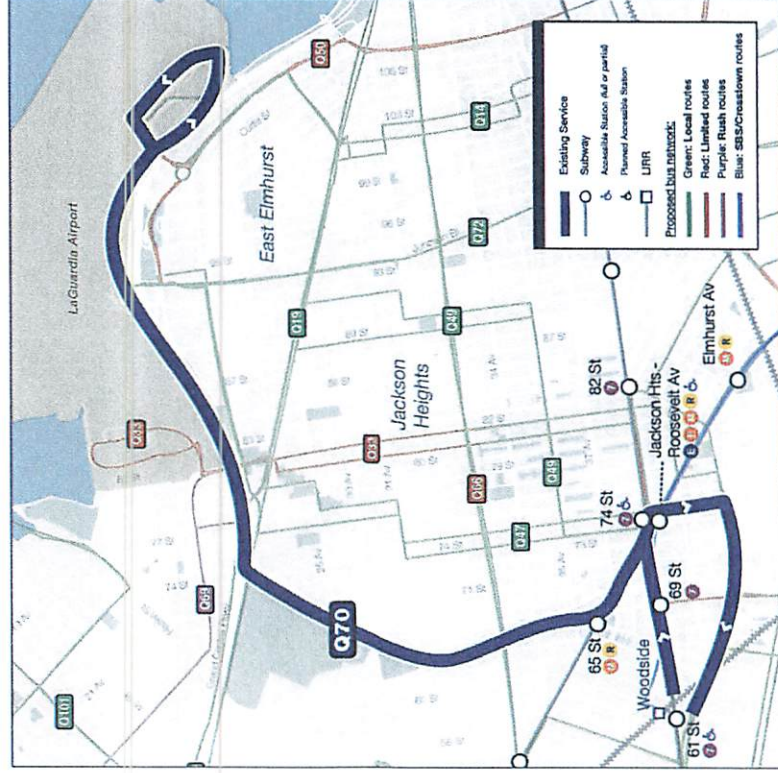
Provide Feedback
Share your thoughts on the proposed Q70 at <https://nyc.mta.info/Q70> or by calling 511.

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://nyc.mta.info/Q70> or by calling 511.

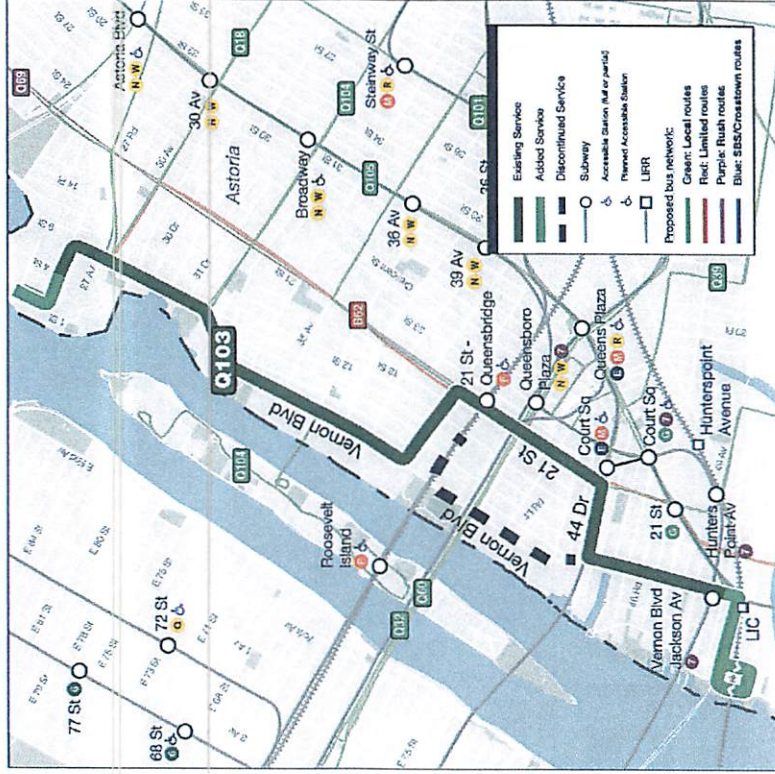


LOCAL

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.

Queens Bus Network Redesign



LOCAL

Q103

Astoria - Hunters Point

Service between Astoria and Hunters Point
Existing routes: Q103

Route Improvements	
• New connections	• Improved stop spacing
• Improved ADA access	

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.

PROPOSED CONNECTIONS

- Bus 862, Q18, Q19, Q20, Q21, Q22, Q101, Q104
- Train
- LIRR

PROPOSED FREQUENCIES* AND HOURS OF OPERATION

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

Queens Bus Network Redesign

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 CONNECTIONS

Bus
B53, B62, Q32, Q36, Q63, Q66, Q69, Q99, Q101, Q103, Q105

Train
●●●●●●

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

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	25	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.

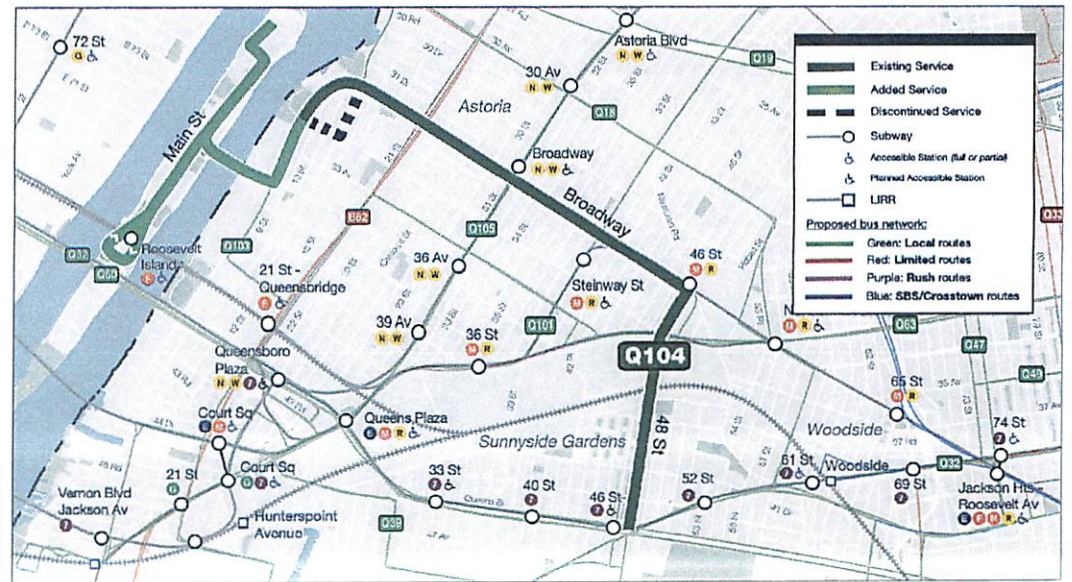
LOCAL

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.

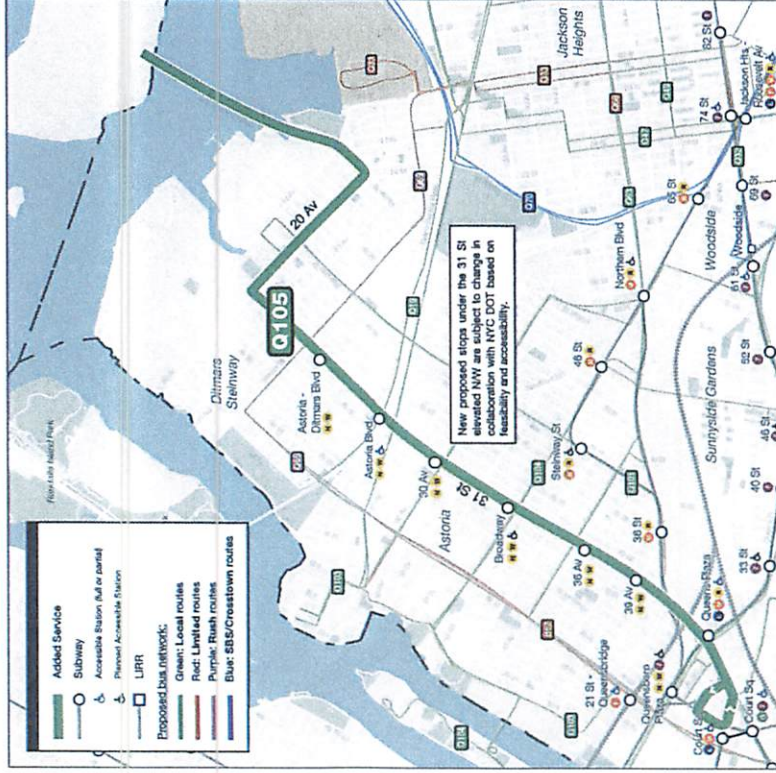


LOCAL

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://nyc.mta.info/Q105> or by calling 511.

Queens Bus Network Redesign

Proposed Final Plan | 386



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	Route Improvements
Existing: - Proposed: 5.2 miles	<ul style="list-style-type: none"> • More direct routing • New connections • Improved stop spacing • Improved ADA access
AVERAGE STOP SPACING	
Existing: - Proposed: 1141 feet	

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.

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 NW 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: Q10, Q102, Q103, Q104, Q105, Q106, Q107, Q108, Q109, Q110, Q111, Q112, Q113, Q114, Q115, Q116, Q117, Q118, Q119, Q120, Q121, Q122, Q123, Q124, Q125, Q126, Q127, Q128, Q129, Q130, Q131, Q132, Q133, Q134, Q135, Q136, Q137, Q138, Q139, Q140, Q141, Q142, Q143, Q144, Q145, Q146, Q147, Q148, Q149, Q150, Q151, Q152, Q153, Q154, Q155, Q156, Q157, Q158, Q159, Q160, Q161, Q162, Q163, Q164, Q165, Q166, Q167, Q168, Q169, Q170, Q171, Q172, Q173, Q174, Q175, Q176, Q177, Q178, Q179, Q180, Q181, Q182, Q183, Q184, Q185, Q186, Q187, Q188, Q189, Q190, Q191, Q192, Q193, Q194, Q195, Q196, Q197, Q198, Q199, Q200, Q201, Q202, Q203, Q204, Q205, Q206, Q207, Q208, Q209, Q210, Q211, Q212, Q213, Q214, Q215, Q216, Q217, Q218, Q219, Q220, Q221, Q222, Q223, Q224, Q225, Q226, Q227, Q228, Q229, Q230, Q231, Q232, Q233, Q234, Q235, Q236, Q237, Q238, Q239, Q240, Q241, Q242, Q243, Q244, Q245, Q246, Q247, Q248, Q249, Q250, Q251, Q252, Q253, Q254, Q255, Q256, Q257, Q258, Q259, Q260, Q261, Q262, Q263, Q264, Q265, Q266, Q267, Q268, Q269, Q270, Q271, Q272, Q273, Q274, Q275, Q276, Q277, Q278, Q279, Q280, Q281, Q282, Q283, Q284, Q285, Q286, Q287, Q288, Q289, Q290, Q291, Q292, Q293, Q294, Q295, Q296, Q297, Q298, Q299, Q300, Q301, Q302, Q303, Q304, Q305, Q306, Q307, Q308, Q309, Q310, Q311, Q312, Q313, Q314, Q315, Q316, Q317, Q318, Q319, Q320, Q321, Q322, Q323, Q324, Q325, Q326, Q327, Q328, Q329, Q330, Q331, Q332, Q333, Q334, Q335, Q336, Q337, Q338, Q339, Q340, Q341, Q342, Q343, Q344, Q345, Q346, Q347, Q348, Q349, Q350, Q351, Q352, Q353, Q354, Q355, Q356, Q357, Q358, Q359, Q360, Q361, Q362, Q363, Q364, Q365, Q366, Q367, Q368, Q369, Q370, Q371, Q372, Q373, Q374, Q375, Q376, Q377, Q378, Q379, Q380, Q381, Q382, Q383, Q384, Q385, Q386, Q387, Q388, Q389, Q390, Q391, Q392, Q393, Q394, Q395, Q396, Q397, Q398, Q399, Q400, Q401, Q402, Q403, Q404, Q405, Q406, Q407, Q408, Q409, Q410, Q411, Q412, Q413, Q414, Q415, Q416, Q417, Q418, Q419, Q420, Q421, Q422, Q423, Q424, Q425, Q426, Q427, Q428, Q429, Q430, Q431, Q432, Q433, Q434, Q435, Q436, Q437, Q438, Q439, Q440, Q441, Q442, Q443, Q444, Q445, Q446, Q447, Q448, Q449, Q450, Q451, Q452, Q453, Q454, Q455, Q456, Q457, Q458, Q459, Q460, Q461, Q462, Q463, Q464, Q465, Q466, Q467, Q468, Q469, Q470, Q471, Q472, Q473, Q474, Q475, Q476, Q477, Q478, Q479, Q480, Q481, Q482, Q483, Q484, Q485, Q486, Q487, Q488, Q489, Q490, Q491, Q492, Q493, Q494, Q495, Q496, Q497, Q498, Q499, Q500, Q501, Q502, Q503, Q504, Q505, Q506, Q507, Q508, Q509, Q510, Q511, Q512, Q513, Q514, Q515, Q516, Q517, Q518, Q519, Q520, Q521, Q522, Q523, Q524, Q525, Q526, Q527, Q528, Q529, Q530, Q531, Q532, Q533, Q534, Q535, Q536, Q537, Q538, Q539, Q540, Q541, Q542, Q543, Q544, Q545, Q546, Q547, Q548, Q549, Q550, Q551, Q552, Q553, Q554, Q555, Q556, Q557, Q558, Q559, Q560, Q561, Q562, Q563, Q564, Q565, Q566, Q567, Q568, Q569, Q570, Q571, Q572, Q573, Q574, Q575, Q576, Q577, Q578, Q579, Q580, Q581, Q582, Q583, Q584, Q585, Q586, Q587, Q588, Q589, Q590, Q591, Q592, Q593, Q594, Q595, Q596, Q597, Q598, Q599, Q600, Q601, Q602, Q603, Q604, Q605, Q606, Q607, Q608, Q609, Q610, Q611, Q612, Q613, Q614, Q615, Q616, Q617, Q618, Q619, Q620, Q621, Q622, Q623, Q624, Q625, Q626, Q627, Q628, Q629, Q630, Q631, Q632, Q633, Q634, Q635, Q636, Q637, Q638, Q639, Q640, Q641, Q642, Q643, Q644, Q645, Q646, Q647, Q648, Q649, Q650, Q651, Q652, Q653, Q654, Q655, Q656, Q657, Q658, Q659, Q660, Q661, Q662, Q663, Q664, Q665, Q666, Q667, Q668, Q669, Q670, Q671, Q672, Q673, Q674, Q675, Q676, Q677, Q678, Q679, Q680, Q681, Q682, Q683, Q684, Q685, Q686, Q687, Q688, Q689, Q690, Q691, Q692, Q693, Q694, Q695, Q696, Q697, Q698, Q699, Q700, Q701, Q702, Q703, Q704, Q705, Q706, Q707, Q708, Q709, Q710, Q711, Q712, Q713, Q714, Q715, Q716, Q717, Q718, Q719, Q720, Q721, Q722, Q723, Q724, Q725, Q726, Q727, Q728, Q729, Q730, Q731, Q732, Q733, Q734, Q735, Q736, Q737, Q738, Q739, Q740, Q741, Q742, Q743, Q744, Q745, Q746, Q747, Q748, Q749, Q750, Q751, Q752, Q753, Q754, Q755, Q756, Q757, Q758, Q759, Q760, Q761, Q762, Q763, Q764, Q765, Q766, Q767, Q768, Q769, Q770, Q771, Q772, Q773, Q774, Q775, Q776, Q777, Q778, Q779, Q780, Q781, Q782, Q783, Q784, Q785, Q786, Q787, Q788, Q789, Q790, Q791, Q792, Q793, Q794, Q795, Q796, Q797, Q798, Q799, Q800, Q801, Q802, Q803, Q804, Q805, Q806, Q807, Q808, Q809, Q810, Q811, Q812, Q813, Q814, Q815, Q816, Q817, Q818, Q819, Q820, Q821, Q822, Q823, Q824, Q825, Q826, Q827, Q828, Q829, Q830, Q831, Q832, Q833, Q834, Q835, Q836, Q837, Q838, Q839, Q840, Q841, Q842, Q843, Q844, Q845, Q846, Q847, Q848, Q849, Q850, Q851, Q852, Q853, Q854, Q855, Q856, Q857, Q858, Q859, Q860, Q861, Q862, Q863, Q864, Q865, Q866, Q867, Q868, Q869, Q870, Q871, Q872, Q873, Q874, Q875, Q876, Q877, Q878, Q879, Q880, Q881, Q882, Q883, Q884, Q885, Q886, Q887, Q888, Q889, Q890, Q891, Q892, Q893, Q894, Q895, Q896, Q897, Q898, Q899, Q900, Q901, Q902, Q903, Q904, Q905, Q906, Q907, Q908, Q909, Q910, Q911, Q912, Q913, Q914, Q915, Q916, Q917, Q918, Q919, Q920, Q921, Q922, Q923, Q924, Q925, Q926, Q927, Q928, Q929, Q930, Q931, Q932, Q933, Q934, Q935, Q936, Q937, Q938, Q939, Q940, Q941, Q942, Q943, Q944, Q945, Q946, Q947, Q948, Q949, Q950, Q951, Q952, Q953, Q954, Q955, Q956, Q957, Q958, Q959, Q960, Q961, Q962, Q963, Q964, Q965, Q966, Q967, Q968, Q969, Q970, Q971, Q972, Q973, Q974, Q975, Q976, Q977, Q978, Q979, Q980, Q981, Q982, Q983, Q984, Q985, Q986, Q987, Q988, Q989, Q990, Q991, Q992, Q993, Q994, Q995, Q996, Q997, Q998, Q999, Q1000.

WEEKDAY	PROPOSED FREQUENCIES* AND HOURS OF OPERATION					
	Overnight	Early Morning	AM Peak	PM Peak	Evening	Late Evening
EXISTING	-	-	-	-	-	-
PROPOSED	24 hours	48	30	15	20	30
EXISTING	-	-	-	-	-	-
PROPOSED	24 hours	48	30	30	30	30
EXISTING	-	-	-	-	-	-
PROPOSED	24 hours	48	30	30	30	30

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

Queens Bus Network Redesign

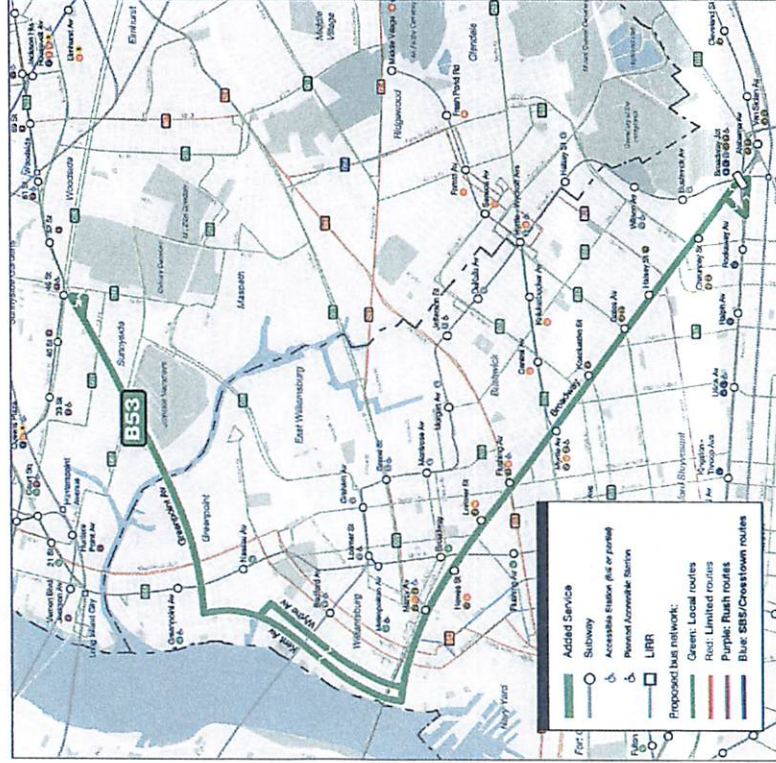
Proposed Final Plan | 384

LOCAL

B53

Broadway Junction - Sunnyside

Existing routes: B24, B32, Q24



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

Queens Bus Network Redesign

Proposed Final Plan | 407



LOCAL

B53

Broadway Junction - Sunnyside

Existing routes: B24, B32, Q24

Change since New Draft Plan New route Route change Schedule change

Route Improvements

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

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-Bless 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).

ROUTE LENGTH

Existing: -
Proposed: 6.1 miles

AVERAGE STOP SPACING

Existing: -
Proposed: 1125 feet

PROPOSED CONNECTIONS

Bus
B7, B10, B12, B13, B20, B23, B34, B38, B39, B43, B44, B55, B46, B48, B55, B47, B52, B54, B55, B56, B57, B58, B59, B60, B61, B62, B63, B64, B65, B66, B67, B68, B69, B70, B71, B72, B73, B74, B75, B76, B77, B78, B79, B80, B81, B82, B83, B84, B85, B86, B87, B88, B89, B90, B91, B92, B93, B94, B95, B96, B97, B98, B99, B100, B101, B102, B103, B104, B105, B106, B107, B108, B109, B110, B111, B112, B113, B114, B115, B116, B117, B118, B119, B120, B121, B122, B123, B124, B125, B126, B127, B128, B129, B130, B131, B132, B133, B134, B135, B136, B137, B138, B139, B140, B141, B142, B143, B144, B145, B146, B147, B148, B149, B150, B151, B152, B153, B154, B155, B156, B157, B158, B159, B160, B161, B162, B163, B164, B165, B166, B167, B168, B169, B170, B171, B172, B173, B174, B175, B176, B177, B178, B179, B180, B181, B182, B183, B184, B185, B186, B187, B188, B189, B190, B191, B192, B193, B194, B195, B196, B197, B198, B199, B200, B201, B202, B203, B204, B205, B206, B207, B208, B209, B210, B211, B212, B213, B214, B215, B216, B217, B218, B219, B220, B221, B222, B223, B224, B225, B226, B227, B228, B229, B230, B231, B232, B233, B234, B235, B236, B237, B238, B239, B240, B241, B242, B243, B244, B245, B246, B247, B248, B249, B250, B251, B252, B253, B254, B255, B256, B257, B258, B259, B260, B261, B262, B263, B264, B265, B266, B267, B268, B269, B270, B271, B272, B273, B274, B275, B276, B277, B278, B279, B280, B281, B282, B283, B284, B285, B286, B287, B288, B289, B290, B291, B292, B293, B294, B295, B296, B297, B298, B299, B300, B301, B302, B303, B304, B305, B306, B307, B308, B309, B310, B311, B312, B313, B314, B315, B316, B317, B318, B319, B320, B321, B322, B323, B324, B325, B326, B327, B328, B329, B330, B331, B332, B333, B334, B335, B336, B337, B338, B339, B340, B341, B342, B343, B344, B345, B346, B347, B348, B349, B350, B351, B352, B353, B354, B355, B356, B357, B358, B359, B360, B361, B362, B363, B364, B365, B366, B367, B368, B369, B370, B371, B372, B373, B374, B375, B376, B377, B378, B379, B380, B381, B382, B383, B384, B385, B386, B387, B388, B389, B390, B391, B392, B393, B394, B395, B396, B397, B398, B399, B400, B401, B402, B403, B404, B405, B406, B407, B408, B409, B410, B411, B412, B413, B414, B415, B416, B417, B418, B419, B420, B421, B422, B423, B424, B425, B426, B427, B428, B429, B430, B431, B432, B433, B434, B435, B436, B437, B438, B439, B440, B441, B442, B443, B444, B445, B446, B447, B448, B449, B450, B451, B452, B453, B454, B455, B456, B457, B458, B459, B460, B461, B462, B463, B464, B465, B466, B467, B468, B469, B470, B471, B472, B473, B474, B475, B476, B477, B478, B479, B480, B481, B482, B483, B484, B485, B486, B487, B488, B489, B490, B491, B492, B493, B494, B495, B496, B497, B498, B499, B500, B501, B502, B503, B504, B505, B506, B507, B508, B509, B510, B511, B512, B513, B514, B515, B516, B517, B518, B519, B520, B521, B522, B523, B524, B525, B526, B527, B528, B529, B530, B531, B532, B533, B534, B535, B536, B537, B538, B539, B540, B541, B542, B543, B544, B545, B546, B547, B548, B549, B550, B551, B552, B553, B554, B555, B556, B557, B558, B559, B560, B561, B562, B563, B564, B565, B566, B567, B568, B569, B570, B571, B572, B573, B574, B575, B576, B577, B578, B579, B580, B581, B582, B583, B584, B585, B586, B587, B588, B589, B590, B591, B592, B593, B594, B595, B596, B597, B598, B599, B600, B601, B602, B603, B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634, B635, B636, B637, B638, B639, B640, B641, B642, B643, B644, B645, B646, B647, B648, B649, B650, B651, B652, B653, B654, B655, B656, B657, B658, B659, B660, B661, B662, B663, B664, B665, B666, B667, B668, B669, B670, B671, B672, B673, B674, B675, B676, B677, B678, B679, B680, B681, B682, B683, B684, B685, B686, B687, B688, B689, B690, B691, B692, B693, B694, B695, B696, B697, B698, B699, B700, B701, B702, B703, B704, B705, B706, B707, B708, B709, B710, B711, B712, B713, B714, B715, B716, B717, B718, B719, B720, B721, B722, B723, B724, B725, B726, B727, B728, B729, B730, B731, B732, B733, B734, B735, B736, B737, B738, B739, B740, B741, B742, B743, B744, B745, B746, B747, B748, B749, B750, B751, B752, B753, B754, B755, B756, B757, B758, B759, B760, B761, B762, B763, B764, B765, B766, B767, B768, B769, B770, B771, B772, B773, B774, B775, B776, B777, B778, B779, B780, B781, B782, B783, B784, B785, B786, B787, B788, B789, B790, B791, B792, B793, B794, B795, B796, B797, B798, B799, B800, B801, B802, B803, B804, B805, B806, B807, B808, B809, B810, B811, B812, B813, B814, B815, B816, B817, B818, B819, B820, B821, B822, B823, B824, B825, B826, B827, B828, B829, B830, B831, B832, B833, B834, B835, B836, B837, B838, B839, B840, B841, B842, B843, B844, B845, B846, B847, B848, B849, B850, B851, B852, B853, B854, B855, B856, B857, B858, B859, B860, B861, B862, B863, B864, B865, B866, B867, B868, B869, B870, B871, B872, B873, B874, B875, B876, B877, B878, B879, B880, B881, B882, B883, B884, B885, B886, B887, B888, B889, B890, B891, B892, B893, B894, B895, B896, B897, B898, B899, B900, B901, B902, B903, B904, B905, B906, B907, B908, B909, B910, B911, B912, B913, B914, B915, B916, B917, B918, B919, B920, B921, B922, B923, B924, B925, B926, B927, B928, B929, B930, B931, B932, B933, B934, B935, B936, B937, B938, B939, B940, B941, B942, B943, B944, B945, B946, B947, B948, B949, B950, B951, B952, B953, B954, B955, B956, B957, B958, B959, B960, B961, B962, B963, B964, B965, B966, B967, B968, B969, B970, B971, B972, B973, B974, B975, B976, B977, B978, B979, B980, B981, B982, B983, B984, B985, B986, B987, B988, B989, B990, B991, B992, B993, B994, B995, B996, B997, B998, B999, B1000.

Train

0000000000
LIRR

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

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	-	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 <td>Midday</td> <td>PM Peak</td> <td>Evening</td> <td>Late Evening</td>	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://www.mta.info/B53> or by calling 511.

Queens Bus Network Redesign

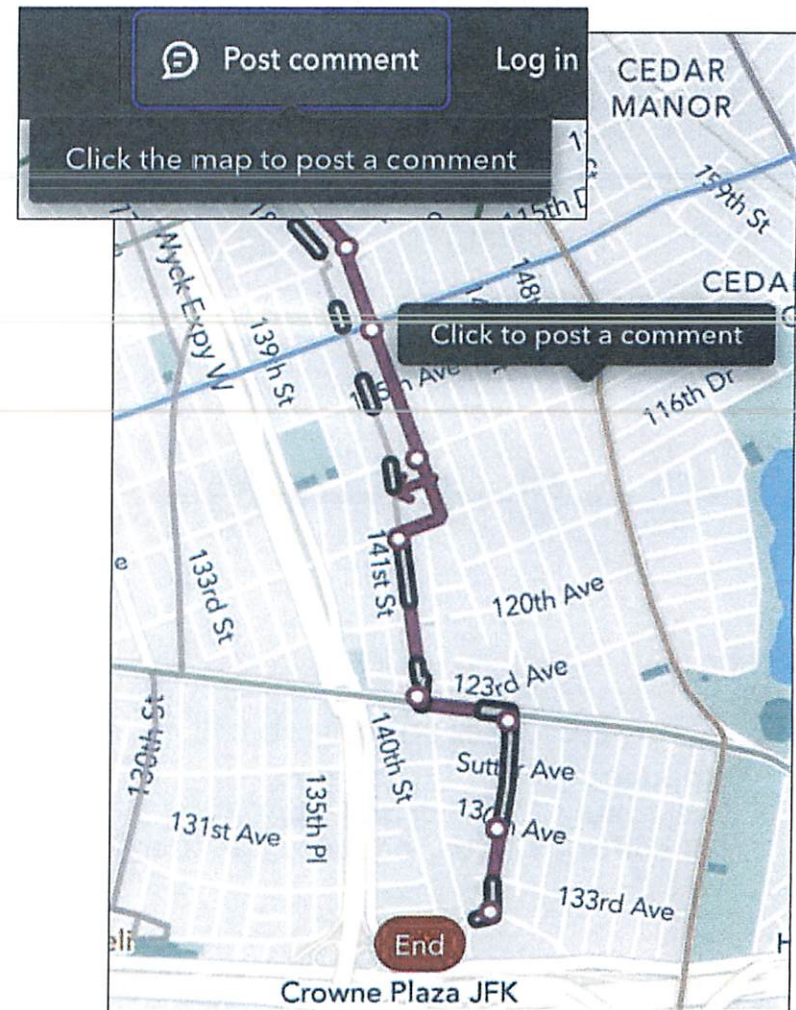
Proposed Final Plan | 406

How to learn more and provide feedback

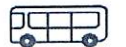
Visit our project website to check out the proposals for your trips!

Customers can provide feedback through various means:

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



Queens Redesign Project Timeline



Queens Bus Network Redesign

Thank you

Project website:
mta.info/queensbusredesign

