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POKEY, SCHLEPPIE & MAZEL AWARDS SPOTLIGHT NYC'S SLOWEST, LEAST RELIABLE, AND MOST IMPROVED BUS ROUTES

**M42 Wins 2025 Pokey Award for Slowest Bus;
NYC's Slowest Bus Route at 5.25MPH Slower Than a Bumblebee!**

**Q8 Wins Schleppie Award
Most Unreliable NYC Bus; Arriving the Latest on Average**

**M79+ and SIM32 Win Inaugural "Mazel Award" for
Most Improved Buses from 2024 to 2025**

NEW YORK, NY — Following the election of a new, pro-transit Mayoral Administration, the NYPIRG Straphangers Campaign and the Permanent Citizens Advisory Committee to the MTA (PCAC) today announced the results of the *2025 Pokey, Schleppie, and Mazel Awards* — highlighting the importance of investing in New York City bus routes that most test riders' patience and those showing the greatest improvement.

This year marks the 18th edition of the awards. Using data from MTA's *Bus Speeds* and *Customer Journey-Focused Metrics* for May 2025, the findings reflect both progress following implementation of congestion relief and persistent problems in citywide bus service.

Mayor-elect Mamdani made faster, more reliable bus service a key component of his campaign, and the report offers clear, actionable recommendations to improve service for the MTA's more than 2 million daily bus riders across New York City.

The 2025 "winners" of the un-coveted Pokey and Schleppie Awards are:

- Pokey Award (Slowest Bus): **M42**, clocking in at 5.25 miles per hour, the slowest high-ridership route citywide.
- Schleppie Award (Most Unreliable Bus): **Q8**, with riders waiting an average of 3.62 minutes longer than scheduled between buses.

The most improved buses, receiving the new Mazel Award are:

- Mazel Award (Most Improved – Standard Bus): *M79+*, improving from 6.63 to 7.25 MPH.
- Mazel Award (Most Improved – Express Bus): *SIM32 (Travis–Lower Manhattan)*, improving from 15.1 to 17.1 MPH.

“The M42 may be moving faster than in 2022, but at just over 5 miles per hour, it’s still crawling along,” said **Natasha Elder, Regional Director of the NYPIRG Straphangers Campaign**. “Congestion pricing is helping unclog Midtown, but riders won’t feel real relief until the City pairs it with strong, enforced bus priority projects.”

“Riders deserve access to fast and reliable buses that they can depend on, whether they live near Grand Central or the Grand Aves. in Brooklyn, the Bronx, Queens, or Staten Island,” said **Brian Fritsch, Associate Director of the Permanent Citizens Advisory Committee to the MTA (PCAC)**. “While congestion pricing and the bus network redesigns have resulted in significant improvements for buses, we continue to need a partner at New York City Hall who will follow the NYC Streets Plan and be responsive to the needs of riders. By implementing our recommendations, we can, and will, finally achieve bus service that moves faster than a chicken.”

While the average speeds of New York City’s slowest buses have increased modestly since 2022 — thanks in part to congestion relief and borough network route redesigns — riders on many corridors still face long, unreliable trips.

- The **M42**, despite modest gains thanks to congestion relief and the 42nd St bus lane, still lacks a full busway and remains bogged down by traffic and double parking.
- The **Q8**’s chronic delays underscore the need for strong enforcement and better dispatching.
- The introduction of the **Mazel Award** celebrates how routes like the *M79+* and *SIM32* prove that targeted improvements can yield tangible benefits for riders.

Well-targeted reforms with consistent on-the-ground enforcement can make fast, reliable bus service a reality for millions of New Yorkers. Expanding dedicated busways and priority lanes, backed by proper enforcement, will cut delays and improve reliability. The MTA and the City should build on congestion relief and the borough Bus Network Redesigns by investing in signal priority technology and active headway management. Pairing congestion pricing with robust bus-priority projects will ensure that improvements in speed and reliability extend to all five boroughs — particularly communities that rely most on the bus.

About the Organizations

Since 1979, the NYPIRG Straphangers Campaign has organized riders — especially students — to fight for affordable fares, better service, and investment in public transit.

Created by the New York State Legislature in 1981, the Permanent Citizens Advisory Committee to the MTA (PCAC) serves as the official voice of riders of the subway, bus, Staten Island Railway, Long Island Rail Road, and Metro-North Railroad, advocating for affordability, transparency, accessibility, and equity across the MTA system.

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