November 2026

The Pokey, Schleppie, and Mazel

"AWARDS" FOR NYC BUS SERVICE



Acknowledgements

This report was written by Megan Ahearn and Natasha Elder of the New York Public Interest Research Group (NYPIRG) Straphangers Campaign, and Henry Mei and Kara Gurl of the Permanent Citizens Advisory Committee to the MTA (PCAC). Data analysis was conducted by PCAC. Images were created by Henry Mei and Natasha Elder. Maps were created by Henry Mei with NYC Open Data and mass transit data layers compiled by Anastasia Clark, Frank Donnelly & Zhi Keng He using GTFS data from the Metropolitan Transportation Authority.

Since 1979, the NYPIRG Straphangers Campaign has organized the riding public – college students, in particular – to speak up for affordable fares, more attractive service, and the continued rebuilding and expansion of public transit in New York City.

Created by the New York State Legislature in 1981, PCAC serves as the official, independent voice of riders of subways, buses, Staten Island Railway, Long Island Rail Road, and Metro-North Railroad, advocating for affordability, transparency, accessibility, and equity across the MTA system.

Executive Summary

As New York City continues efforts to improve bus service, millions of riders still face slow speeds and unreliable trips that undermine the efficiency of the bus network. The New York Public Interest Research Group (NYPIRG) Straphangers Campaign and the Permanent Citizens Advisory Committee to the MTA (PCAC) return with the 2026 Pokey, Schleppie, and Mazel Awards. The Pokey is given to the slowest bus route, based on average speed. The Schleppie goes to the city's least reliable bus route, based on customer wait time. The Mazel is awarded to the route with the most improvement in bus speed since last year.

Now in their 19th edition, the awards provide an annual assessment of bus performance, drawing attention to persistent challenges and opportunities for improvement. Building on the implementation of congestion pricing and ongoing Bus Network Redesign initiatives — particularly the Queens Bus Network Redesign, which was completed last year — this year's findings offer another opportunity to evaluate progress toward faster, more reliable service. The results underscore the importance of sustained investments in dedicated bus lanes, effective enforcement, transit signal prioritization, expanding all-door boarding, and other measures that put bus riders first.

Thankfully, the Mayor's Office and NYC Department of Transportation (DOT), along with the MTA, have pledged to tackle some of this work via their recently released *Next Stop: Fast Buses, Better Service* plan. Our awards highlight some of the slowest and least reliable routes, where DOT and the MTA will need to focus their efforts if they are to meet some of the plan's more ambitious goals.

The 2026 Pokey, Schleppie and Mazel Award "Winners"

Metropolitan Transportation Authority (MTA) and New York City Transit (NYCT) local bus routes with 5,000 or more daily riders were eligible for the 2026 Awards. (See Appendix F: Methodology on page 25.)

- The **"winner" of the 2026 Pokey Award is once again the M42**, clocking in at just **4.78 miles per hour (MPH)**, down from 5.05 MPH in 2025.[1] The M42 retained its dubious distinction as the slowest of the high-ridership bus routes in the city, with its declining speed underscoring the persistent challenges facing bus riders.
- The **"winner" of the 2026 Schleppie Award is the B62**, with riders waiting an average of **4.63 minutes longer than the scheduled interval between buses**, earning this year's dubious distinction as the city's least reliable high-ridership bus route.
- **The winner of the 2026 Mazel Award is the Q27**, which recorded a **0.91 MPH increase in average bus speed** compared with the previous year. The Mazel Award recognizes routes demonstrating the greatest improvement in speed, highlighting that meaningful progress is possible even as other routes continue to struggle.

Recommendations:

New York City's buses won't get faster without giving them priority on our streets. While progress continues, ongoing slow speeds and unreliable service show that more needs to be done.

- Aggressively implement the laudable recommendations of the *Next Stop: Fast Buses, Better Service* report, particularly the 20% speed increase and reducing bus rider delay at bus stops to less than two minutes beyond the scheduled wait time on 50 Priority Corridors.

[1] In 2025, the MTA adjusted the way it calculates bus speed. This report uses the updated formula to compare bus speeds in 2025 to 2026. See Appendix F for more details.

- Expand Bus Rapid Transit (BRT), busways, and dedicated bus lanes, particularly along routes where riders continue to face the slowest trips.
- Continue to step up and expand ACE and police enforcement of bus lanes and busways to keep them clear of double-parked vehicles and other obstructions.
- Invest in transit signal priority, improved dispatching, and better management of bus spacing to reduce delays and improve reliability.
- Expand all-door boarding to more bus routes to reduce time spent at stops, speed up service, and make boarding easier for riders.
- Improve the MTA App as well as the data feed to other apps to eliminate ghost buses and improve the reliability of estimated wait times, particularly at the beginning of bus routes.
- Continue the Brooklyn Bus Network Redesign process, ensuring that routes and stops are placed in a way that is conducive to smooth bus operations, takes lessons from the already-implemented Queens redesign, and makes the trip more convenient for riders.
- Invest in the MTA bus fleet and expand the MTA's depot space.
- Restore the $200 million reduction in MTA Bus operating funding to ensure the MTA has the resources needed to maintain and improve bus service without shifting additional financial burdens onto riders.

The 2026 Pokey Award

Slowest high-ridership bus routes

The un-coveted Pokey Award, given to the slowest of bus routes based on average speed, is a golden snail on a pedestal. High-ridership routes (with 5,000 daily riders or more) were considered for the "award." The "winner" of the 2026 Pokey Award is once again the M42, clocking in at an excruciating 4.78 miles per hour (MPH). It had the slowest speed among the high-ridership bus routes reviewed by PCAC and the Straphangers Campaign, earning the dubious distinction for the second consecutive year.



More concerning, the M42 has gotten slower since last year's awards. In 2025, the route averaged 5.05 MPH, compared to just 4.78 MPH in 2026, representing a decline of approximately 5.5%. While the 2025 awards highlighted improvements in bus speeds compared with our 2022 report, this year's Pokey results suggest that those gains may be difficult to sustain without additional bus priority measures.

Despite an uptick in speed last year as a result of congestion pricing, the M42 continues to face significant obstacles along 42nd Street. Unlike 14th Street, which benefited from a full busway, 42nd Street lacks comparable dedicated space for buses, leaving the M42 to compete with taxis, cars, and trucks. Double-parked vehicles and inadequate enforcement of existing bus lanes further contribute to delays. Though the M14A+ and M42 are comparable crosstown buses in Manhattan's Congestion Relief Zone, making stops at most intersections along their routes, there is a full 1 MPH speed difference thanks to the 14th Street busway and all-door boarding policy on Select Bus Service (See Appendix A).

The M42's continued struggles demonstrate why congestion relief must be paired with stronger bus priority policies. All-door boarding, dedicated bus lanes, effective enforcement, transit signal priority, and street improvements are essential to delivering faster, more reliable service. Without these complementary measures, even routes operating within the congestion relief zone may continue to leave riders stuck in slow-moving traffic.

Borough-wide Pokey "Winners"

Route	Speed in MPH	Destinations
M42	**4.78**	United Nations - W 42 St Pier via 42nd St Crosstown
Bx35	**5.66**	George Washington Bridge - West Farms Road via E 167th / W 181st St
Q49	**6.10**	East Elmhurst - Jackson Heights via 35 Av / 89 & 92 Sts / Astoria Blvd
B63	**5.71**	Bay Ridge - Cobble Hill via 5th Av / Atlantic Av
S48	**9.47**	St. George - Mariners Harbor via Forest Av


NYPIRG
PCAC
PERMANENT CITIZENS ADVISORY COMMITTEE TO THE MTA
The pokiest buses of 2026
by borough
Bx35
5.66 MPH
M42
4.78 MPH
Q49
5.42 MPH
B63
5.71 MPH
S48
8.47 MPH

The 2026 Schleppie Award

Most unreliable high-ridership bus routes

This is the fifteenth "Schleppie Award." It is awarded to the city's least reliable, high-ridership bus route. This year's Schleppie Award is based on Additional Bus Stop Time (ABST), a measure of how much longer riders actually wait for a bus compared with the scheduled wait time. High ABST can be associated with bus bunching, when riders wait far longer than expected, only to have multiple buses arrive at once.

The Schleppie Award is composed of golden, lumbering elephants on a pedestal. **And the 2026 Schleppie winner is the B62.** The route recorded the highest Additional Bus Stop Time (ABST) among the high-ridership routes reviewed, with riders waiting an average of **4.63 minutes longer than scheduled**.



The B62 was extended into Astoria via 21st Street as part of the Queens Bus Network Redesign, providing direct bus service between Downtown Brooklyn, the Brooklyn Navy Yard, Williamsburg, Greenpoint, Long Island City, and parts of Astoria without nearby subways. The Queens side of the B62 has seen improvements and speed increases; however, routing and stop placement in Brooklyn has remained unchanged. The MTA is undergoing planning and engagement for the Brooklyn Bus Network Redesign, meaning there is opportunity for issues on the B62's Brooklyn section to be addressed. For students at CUNY's New York City College of Technology, situated at the end of the B62 in Brooklyn, waiting an average of almost five minutes longer than expected can mean missing a subway transfer or arriving late to class.

Reliable bus service shouldn't be a guessing game. Better management of bus spacing, along with improvements that keep buses moving, is needed to reduce long waits and give riders a service they can count on.

Borough-wide Schleppie "Winners"

Route	ABST in minutes	Destinations
M103	**3.26**	East Harlem - City Hall via 3rd Av / Lexington Av
Bx41+	**5.47**[2]	SELECT Williamsbridge - The Hub via Webster Av
Q14	**3.97**	East Elmhurst - Ridgewood via Eliot Av
B62	**4.63**	Astoria - Downtown Brooklyn Via Bklyn Navy Yard / Manhattan Av / 21 St
S74	**3.72**	St. George - Bricktown Mall via Richmond Rd / Arthur Kill Rd

[2] While the Bx41+ route experienced longer additional bus stop times, its lower ridership level disqualified it from consideration for the citywide Schleppie Award. See Appendix F for more details.


NYPIRG
STRATPIRG'S CAMPAIGN
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The schleppiest
buses of 2026 by borough
Bx41+
+5.47 min waiting
M103
+3.26 min waiting
Q14
+3.97 min waiting
B62
+4.63 min waiting
S74
+3.72 min waiting

The 2026 Mazel Award

Most improved bus route

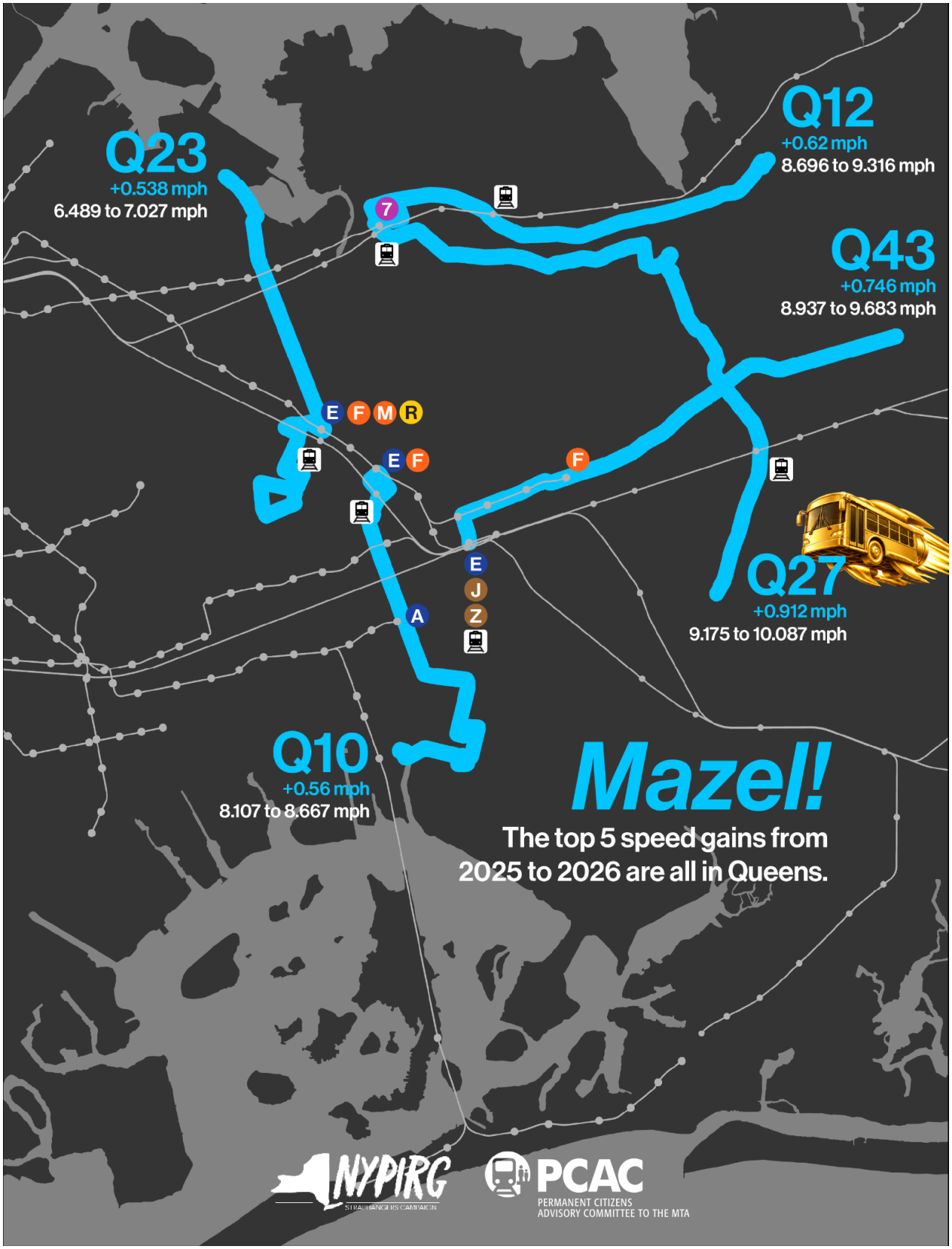
While some bus routes continue to crawl, others are making significant progress. Now in its second year, the "Mazel Award" recognizes the bus route that has shown the greatest improvement in average speed over the past year. The award is calculated by comparing average bus speeds from one year to the next.



The winner of the 2026 Mazel Award is the Q27, which recorded an increase of **0.91 miles per hour (MPH)** over the previous year. Running between Cambria Heights and Flushing, the Q27 serves communities across eastern Queens, providing connections to residential neighborhoods, schools, CUNY Queensborough Community College, businesses, shopping districts, the Long Island Rail Road, and the subway.

The Q27 was converted into a "rush route" under the Queens Bus Network Redesign, which was completed between last year's report and this one. Rush routes make local stops on one end and limited stops as they approach major subway hubs (i.e. Flushing and Jamaica.) They are unique to Queens so far, a new approach introduced as part of the network redesign. Notably, all of the top ten most improved buses saw changes through the Queens Bus Network Redesign (see Appendix C). The B62, the 2026 Schleppie winner, is also listed in the Mazel top-ten for speed improvement. Interestingly, a portion of the B62's route is in Queens – benefiting from changes enacted in the Queens Bus Network Redesign. So far, this new approach is earning high marks, and shows that the route would benefit from a redesign on the Brooklyn side.

The Mazel Award recognizes that faster bus service is possible. The challenge now is to build on these improvements and bring similar gains to boroughs and routes where riders continue to face slow and unreliable trips.


Q23
+0.538 mph
6.489 to 7.027 mph
Q12
+0.62 mph
8.696 to 9.316 mph
Q43
+0.746 mph
8.937 to 9.683 mph
Q27
+0.912 mph
9.175 to 10.087 mph
Q10
+0.56 mph
8.107 to 8.667 mph
Mazel!
The top 5 speed gains from
2025 to 2026 are all in Queens.
NYPIRG
PCAC
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ADVISORY COMMITTEE TO THE MTA

FINDINGS AND RECOMMENDATIONS

In New York City, mass transit defines where you live, where you play, and where you go to school. It is the "great equalizer" of opportunity and why accessible, affordable, and safe transportation is so important.

Many New Yorkers depend heavily on bus service for daily travel and can attest to the fact that the City's buses are notoriously slow and unreliable. While last year's report showed meaningful improvements in bus speeds compared to 2022, this year's findings paint a more mixed picture. The M42 has once again earned the Pokey Award, slowing from 5.05 MPH in 2025 to 4.78 MPH in 2026. Meanwhile, the B62 takes home the Schleppie Award for unreliable service, with riders waiting an average of 4.63 minutes longer than scheduled.

There is some good news. The Q27 earned this year's Mazel Award, gaining 0.91 MPH in average speed over the previous year. Its improvement shows that progress is possible, even as other routes continue to struggle.

Busways and dedicated bus lanes, such as those implemented on 14th Street in Manhattan, have shown what is possible when buses are given priority over other traffic. Yet the M42's continued struggles demonstrate that congestion relief alone is not enough. Without dedicated bus space, proper enforcement, and measures to keep buses moving, riders will continue to face frustratingly slow trips.

The MTA's Bus Network Redesigns remain an important part of improving service, highlighted by the fact that the top ten Mazel winners all saw improvements through the Queens Bus Network Redesign. The Bronx redesign has been in place since 2022, the Queens redesign was fully implemented in August 2025, and the Brooklyn redesign is underway. As these changes take hold, continued monitoring of bus speeds, reliability, and rider experiences will be important in determining whether the redesigns are delivering meaningful improvements.

The City and MTA have also laid out new plans to improve bus service, including expanding Bus Rapid Transit (BRT), installing additional bus lanes, and improving transit signal priority. These commitments are welcome, but the lesson remains clear: New York City's buses need more than promises of improvement. They must be

backed by implementation and enforcement, particularly along routes where riders continue to experience the longest delays. Riders across all five boroughs deserve buses that get them where they need to go without unnecessary delays.

APPENDIX A: Pokey Award

The 10 Slowest, High-Ridership* Bus Routes

Route	Speed in MPH	Destinations
M42	**4.78**	United Nations - W 42 St Pier via 42nd St Crosstown
M31	**5.25**	Yorkville - Clinton via York Av / 57th St
M96	**5.52**	East Side - West Side via 96th St Crosstown
M23+	**5.63**	SELECT Chelsea Piers - East Side via 23rd St Crosstown
M104	**5.69**	West Harlem - Times Square via Broadway / 8th Av
B63	**5.71**	Bay Ridge - Coble Hill via 5th Av / Atlantic Av
B35	**5.76**	Brownsville - Sunset Park via Church Av / 39th St
M14A+	**5.80**	SELECT Lower East Side - Abingdon Sq via 14th St / Av A
M7	**5.83**	Harlem - 14th Street via Columbus / Amsterdam / 6 & 7 Av / Bway
Bx19	**5.89**	NY Botanical Garden - Riverbank Park via Southern Bl / E 149th St

*5,000 or more daily riders in May 2026

APPENDIX B: Schleppie Award

The 10 Least Reliable, High-Ridership* Bus Routes

Route	ABST** in minutes	Destinations
B62	**4.63**	Astoria - Downtown Brooklyn Via Bklyn Navy Yard / Manhattan Av / 21 St
B35	**4.03**	Brownsville - Sunset Park via Church Av / 39th St
Q14	**3.97**	East Elmhurst - Ridgewood via Eliot Av
Bx36	**3.96**	Soundview - George Washington Bridge via E Tremont Av / White Plains Rd
B15	**3.88**	Bedford Stuyvesant - JFK AirTrain via Marcus Garvey Blvd / New Lots Av
Q98	**3.86**	LIMITED Ridgewood - Flushing via Fresh Pond Rd / Horace Harding Expwy / College Pt Blvd
B8	**3.79**	Dyker Heights - East Flatbush via 18th Av / Foster Av / Avenue D
B41	**3.70**	Kings Plaza - Downtown Brooklyn via Flatbush Av / Livingston St
B46	**3.49**	Kings Plaza - Williamsburg via Utica Av - Malcolm X Blvd
B82+	**3.45**	SELECT Coney Island - Spring Creek Towers via Bay Pkwy / Kings Hwy / Flatlands Av

*5,000 or more daily riders in May 2026

**ABST = additional bus stop time, average time that customers spend waiting at a stop beyond their scheduled wait time

APPENDIX C: Mazel Award

The 10 Biggest Speed Increases Across High-Ridership* Bus Routes

Route	May 2025	May 2026	+MPH	Destinations
Q27	9.175	10.087	**0.912**	RUSH Cambria Heights - Flushing via Springfield Blvd / Rocky Hill Rd / 46th Av
Q43	8.937	9.683	**0.746**	RUSH Floral Park - Jamaica via Sutphin Blvd / Hillside Av
Q12	8.696	9.316	**0.62**	Little Neck - Flushing via Northern Blvd
Q10	8.107	8.667	**0.56**	RUSH JFK AirTrain - Kew Gardens via Lefferts Bl / 130 St
Q23	6.489	7.027	**0.538**	East Elmhurst - Forest Hills via 108 St
B62	7.009	7.411	**0.402**	Astoria - Downtown Brooklyn Via Bklyn Navy Yard / Manhattan Av / 21 St
Q46	11.55	11.859	**0.309**	RUSH LIJ Hospital - Kew Gardens via Union Turnpike
Q88	10.756	11.029	**0.273**	Elmhurst - Queens Village via Horace Harding Expwy / 73rd Av / Springfield Blvd
Q17	8.337	8.588	**0.251**	Flushing - Jamaica via Kissena Blvd / Horace Harding Expwy / 188th St / Hillside Av
Q18	6.714	6.964	**0.25**	Astoria - Maspeth via 30 Av

*5,000 or more daily riders in May 2026

APPENDIX D: Pokey Award by Borough

The 5 Slowest, High-Ridership* Bus Routes

*For borough-specific charts, we adjusted the ridership threshold to the borough average for May 2026 to account for differences in bus ridership levels across the city.

Manhattan

Average Borough Bus Ridership: 160,247

Route	Speed in MPH	Destinations
M42	**4.78**	United Nations - W 42 St Pier via 42nd St Crosstown
M31	**5.25**	Yorkville - Clinton via York Av / 57th St
M96	**5.52**	East Side - West Side via 96th St Crosstown
M23+	**5.63**	SELECT Chelsea Piers - East Side via 23rd St Crosstown
M104	**5.69**	West Harlem - Times Square via Broadway / 8th Av

The Bronx

Average Borough Bus Ridership: 92,829

Route	Speed in MPH	Destinations
Bx35	**5.66**	George Washington Bridge - West Farms Road via E 167th / W 181st St
Bx2	**5.89**	Kingsbridge Heights - Mott Haven via Grand Concourse / E 149th St
Bx19	**5.89**	NY Botanical Garden - Riverbank Park via Southern Bl / E 149th St
Bx11	**6.07**	George Washington Bridge - Parkchester via E 170th St / E 174th St
Bx13	**6.29**	George Washington Bridge - Bronx Terminal Market via W 181st St / Ogden Av / River Av

Queens

Average Borough Bus Ridership: 107,212

Route	Speed in MPH	Destinations
Q49	**6.10**	East Elmhurst - Jackson Heights via 35 Av / 89 & 92 Sts / Astoria Blvd
Q32	**6.35**	Jackson Heights - Penn Station (Midtown) via Roosevelt Av / Queens Blvd / 5 Av / Madison Av
Q72	**6.40**	LaGuardia Airport - Rego Park via Junction Blvd
Q33	**6.48**	Marine Air Terminal LGA - Jackson Heights via Roosevelt Av / 82 & 83 Sts
Q18	**6.96**	Astoria - Maspeth via 30 Av

Brooklyn

Average Borough Bus Ridership: 123,417

Route	Speed in MPH	Destinations
B63	**5.71**	Bay Ridge - Cobble Hill via 5th Av / Atlantic Av
B35	**5.76**	Brownsville - Sunset Park via Church Av / 39th St
B52	**6.07**	Downtown Brooklyn - Ridgewood via Gates Av / Greene Av / Atlantic Av
B11	**6.13**	Sunset Park - Midwood via 49th & 50th St / Avenue J
B38	**6.35**	Ridgewood - Downtown Brooklyn via Dekalb & Lafayette Av

Staten Island

Average Borough Bus Ridership: 36,436

Route	Speed in MPH	Destinations
S48	**9.47**	St. George - Mariners Harbor via Forest Av
S44	**10.66**	St. George - Staten Island Mall via Richmond Av
S46	**10.88**	St. George - West Shore Plaza via Castleton Av
S76	**10.95**	St. George - Oakwood via Richmond Rd / New Dorp Ln
S61	**11.17**	St. George - Staten Island Mall via Victory Blvd / Bradley Av

APPENDIX E: Schleppie Award by Borough

The 5 Least Reliable, High-Ridership* Bus Routes

*For borough-specific charts, we adjusted the ridership threshold to the borough average for May 2026 to account for differences in bus ridership levels across the city.

**ABST = additional bus stop time, average time that customers spend waiting at a stop beyond their scheduled wait time

Manhattan

Average Borough Bus Ridership: 160,247

Route	ABST** in minutes	Destinations
M103	**3.26**	East Harlem - City Hall via 3rd Av / Lexington Av
M102	**3.16**	Harlem - East Village via 3rd Av / Lexington Av / Lenox Av
M101	**3.06**	East Village - Fort George via 3rd Av / Lexington Av / Amsterdam Av
M60+	**2.81**	SELECT West Side - LaGuardia Airport via 125th St / Astoria Blvd
M15	**2.61**	East Harlem - South Ferry via 1st Av / 2nd Av

The Bronx

Average Borough Bus Ridership: 92,829

Route	ABST** in minutes	Destinations
Bx41+	**5.47**	SELECT Williamsbridge - The Hub via Webster Av
Bx11	**4.31**	George Washington Bridge - Parkschester via E 170th St / E 174th St
Bx15	**4.15**	Fordham Plaza - The Hub via Third Av
Bx6+	**3.96**	SELECT Hunts Point - Riverside Dr via E 161st St / E 163rd St / W 155th St
Bx36	**3.96**	Soundview - George Washington Bridge via E Tremont Av / White Plains Rd

Queens

Average Borough Bus Ridership: 107,212

Route	ABST** in minutes	Destinations
Q14	**3.97**	East Elmhurst - Ridgewood via Eliot Av
Q59	**3.87**	Williamsburg - Rego Park via Grand St / Grand Av / Queens Blvd
Q98	**3.86**	LIMITED Ridgewood - Flushing via Fresh Pond Rd / Horace Harding Expwy / College Pt Blvd
Q37	**2.68**	Kew Gardens - South Ozone Park
Q58	**2.67**	Ridgewood - Flushing via Fresh Pond Rd / Horace Harding Expwy / College Pt Blvd

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Brooklyn

Average Borough Bus Ridership: 123,417

Route	ABST** in minutes	Destinations
B62	**4.63**	Astoria - Downtown Brooklyn via Bklyn Navy Yard / Manhattan Av / 21 St
B35	**4.03**	Brownsville - Sunset Park via Church Av / 39th St
B43	**3.97**	Greenpoint - Lefferts Gardens via Manhattan Av / Graham Av / Tompkins Av / Throop Av
B15	**3.88**	Bedford Stuyvesant - JFK AirTrain via Marcus Garvey Blvd / New Lots Av
B8	**3.79**	Dyker Heights - East Flatbush via 18th Av / Foster Av / Avenue D

Staten Island

Average Borough Bus Ridership: 36,436

Route	ABST** in minutes	Destinations
S74	**3.72**	St. George - Bricktown Mall via Richmond Rd / Arthur Kill Rd
S78	**3.60**	St. George - Bricktown Mall via Hylan Blvd
S76	**3.54**	St. George - Oakwood via Richmond Rd / New Dorp Ln
S51	**3.46**	St. George - Grant City via Bay St / Father Capodanno Blvd
S48	**2.97**	St. George - Mariners Harbor via Forest Av

APPENDIX F: Methodology

To determine this year's winners, we used data from the MTA Metrics portal to calculate route-level speed and unreliability. We reviewed all local, limited, and Select buses for May 2026 and further narrowed our analysis to routes that carried 5,000 or more daily riders in the same month using the dataset titled "MTA Bus Hourly Ridership: Beginning 2025" from the New York State data portal.

For borough-specific charts, we adjusted the ridership threshold to the borough average to account for differences in bus ridership levels across the city.

Express buses were excluded from our analysis due to their nature as commuter coaches with limited operating hours. Shuttle buses that temporarily replace subway service on weekends and overnight hours for track work were also excluded from our analysis.

1. Determining Speed for the Pokey "Award"

We calculated speed for each route during May 2026 using the "MTA Bus Speeds: Beginning 2015" dataset. This dataset was queried on 9 September 2026 for our analysis.

As the data is broken up by weekday and weekend periods as well as peak and off-peak periods, the numbers shown in this report are the *average of the average speeds* of all time periods for each bus route.

For instance, the average speeds for the B1 during May 2026 are as follows in miles per hour:

- Weekdays off-peak: 6.94846725317
- Weekdays peak: 6.47517865275
- Weekends off-peak: 7.16819566373
- Weekends peak: 6.97252104051

Thus, the average of the averages is approximately 6.89 MPH, and this report would list the B1 as having performed as such.

2. Determining Unreliability for the Schleppie "Award"

We based the Schleppie on an MTA-defined metric called additional bus stop time (ABST), the average time that customers spend waiting at a stop beyond their scheduled wait time. We queried the relevant data for May 2026 from the dataset titled "MTA Bus Customer Journey-Focused Metrics: Beginning 2017" on 23 September 2026 for our analysis.

The data is only recorded for weekdays but split into peak and off-peak periods. This means that the numbers in this report are the *average of the average ABST* of both time periods for each bus route.

For instance, the average ABST for the B1 during May 2026 is as follows in minutes:

- Off-peak: 2.55071335225
- Peak: 2.39643697646

Thus, the average of the averages is approximately 2.47 minutes, and this report would list the B1 as having performed as such.

3. Determining Speed Gains for the Mazel Award

We calculated the difference in speed for each route between May 2025 and May 2026 using the same methodology described above for the Pokey. The route with the largest raw speed increase is awarded the Mazel. The "MTA Bus Speeds: Beginning 2015" dataset was queried on 9 September 2026 for our analysis of bus speeds during both May 2025 and May 2026.

It should be noted that in the time between our analysis for the 2025 edition of the award and the release of this 2026 edition, the MTA updated its calculation process for its bus-related datasets. The MTA retroactively adjusted its published bus performance indicators for January 2019 onwards, meaning that the data published in the 2025 edition of the Pokey, Schleppie and Mazel is considered out of date and was not reused for our analysis of the Mazel award this year. Instead, we used a fresh download of the MTA's updated May 2025 bus speed data.