

MTA Bus Speeds Overview

General Description

The Metropolitan Transportation Authority (MTA) is a public-benefit corporation responsible for public transportation in the state of New York serving 12 counties in southeastern New York, along with two counties in southwestern Connecticut under contract to the Connecticut Department of Transportation (CDOT). The MTA is the largest transportation network in North America.

Bus service within New York City is operated by MTA agencies New York City Transit (NYCT) and MTA Bus Company (MTABC).

This dataset was published during the first phase of the MTA's commitment to increasing transparency. We continually examine all our published and publishable data with a view to both providing datasets that can be effectively utilized by our customers and the public at large, and to providing regular, automated updates to these datasets efficiently and sustainably. Consequently, this dataset may be restructured and/or combined with other similar datasets in the future.

Data Collection Methodology

Bus Speeds are calculated as a bus's average end-to-end speed along a route using Bus Time data.

Statistical and Analytic Issues

The data is broken down at the monthly level, and there are a few other factors to consider when working with the data:

- The Bus Speeds dataset combines some routes together as they have few daily trips, leading to sample sizes that are too small to be displayed individually.
- Some routes do not have bus speed data available because they have atypical characteristics that make processing performance data inconsistent.
- Each route is assigned to a single borough based on the letters used for the route number.
- Bus speeds are measured from 4 AM to 11 PM, with the peak period defined as 7 AM to 9 AM and 4 PM to 7 PM.
- If a bus is short-turned or breaks down mid-trip, speeds are typically still counted for the portion of the trip that ran.

April 2020 data excludes all express bus routes and May 2020 data excludes numerous express bus routes, particularly in the Bronx and Queens, due to data processing issues associated with reduced service schedules due to the COVID-19 pandemic.

On August 1, 2025, bus performance indicators from January 1, 2019 to present on NY Open Data were updated. The updated numbers come from a new bus performance indicator calculation process that, through the use of improved algorithms and enhanced computational capabilities, produces results that more accurately reflect the customer experience. Among these process improvements, those with the largest impact on the metrics were:

- More accurate identification of bus trips from GPS ping data, which in turn permitted better identification of scheduled bus service not operated.
- Better estimation of the time buses depart the first stop of a trip, and the time buses arrive at the last stop of a trip. This made possible more accurate estimates of customer journey times.

These new numbers are shifted from the old numbers, but should follow the same key trends 2019-present. By the end of 2025, the MTA intends to extend this metric recalculation to the years 2015-2018; in the meantime, metrics from before 2019-01-01 should not be directly compared to those after, as they represent the results of different methodologies.

In the summer of 2025, the Queens Bus Network Redesign (QBNR) took place to bring Queens faster, more reliable service with better connections. Changes were phased in by route on June 29 and August 31, which resulted in changed, discontinued, and entirely new routes. Some routes have no changes and are comparable from before and after this time period (ex. Q70); some are mostly the same but rerouted in small sections (ex. Q23); and one reuses a previous route name but is not the same route at all (Q48). New Rush routes were introduced, and there were also changes to bus stops, including stops being relocated or removed. Caution should be exercised when comparing route performance before and after the redesign took effect. [More details about routes changes can be found on MTA's website on the Queens Bus Network Redesign Service Changes page.](#)

Limitations of Data Use

There are no limitations on the data at this time.

Release Notes

Version 1.0.0 release notes instituted (6/07/2024)

Version 1.0.1 bus routes standardized (6/20/2024)

Version 1.1.0 documentation updated and 2019-present data rebuilt (8/01/2025)

Version 1.1.1 documentation updated for QBNR (8/19/2025)

Version 1.1.2 bug fix to address SBS school trips incorrectly grouped under LCL/LTD; combine temporal bounded versions of data (12/16/2025)