

METRO

# ROUTE 2 FOREST AVENUE

## Route Overview

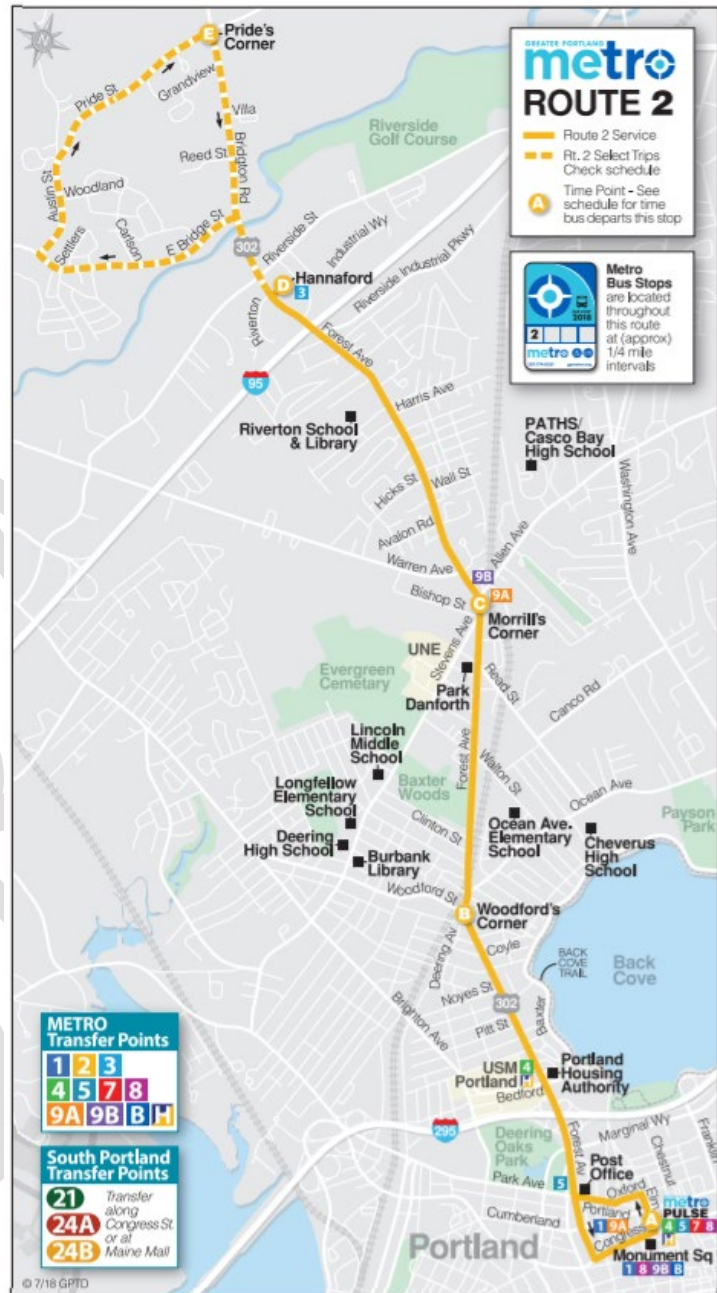
Route 2 connects Downtown Portland with Portland’s Riverton and Westbrook’s Pride’s Corner neighborhood via Forest Avenue. The route begins at the PULSE and serves the Oakdale, Deering Center, and Riverton neighborhoods; major destinations outside downtown include USM and Hannaford.

## Alignment

Route 2 primarily operates bi-directionally on Forest Avenue, with a terminal loop through downtown Portland to serve the PULSE and a terminal loop pattern through Westbrook’s Pride’s Corner neighborhood that operates on some trips. Trips that serve Pride’s Corner do not operate in and out of the Riverton Hannaford, while those that don’t serve the loop do provide front-door Hannaford service.

## Connections

Transfers with all other METRO routes except Route 3 Westbrook Crosstown, all SPBS routes, RTP’s Lake Region Explorer, and BSOOB Transit routes 60 Green and 70 Purple/ZOOM can be made at the PULSE. Transfers can also be made with Route 3 Westbrook Crosstown at the Riverton Hannaford, to Route 9A/9B North Deering/West Falmouth at Morrill’s Corner, and to Route 4 Westbrook and the Husky Line at USM.



## Schedule

Route 2 operates every 30 minutes for most of the day on weekdays and every 60 minutes on weekends. Service operates with a long span of service on weekdays and only slightly shorter hours on Saturdays, and for relatively short hours on Sundays.

Service around the Pride’s Corner Loop is irregular, operating every 30 to 90 minutes on all days.

### Schedule Summary

	Span of Service	Headways (mins.)	On-Time Performance
Weekdays	5:45 AM to 10:56 PM	30-60	76%
Saturday	6:20 AM to 10:23 PM	60	
Sunday	8:20 AM to 4:15 PM	60	

Note: Span and frequency are from February 2022 data, while revenue hours, ridership, and OTP are from October 2019 data.

### On-Time Performance

Route 2 on-time performance is the same as METRO’s system average of 76% and does not meet the agency’s standard of 90%. Traffic congestion impacts on-time performance on Forest Avenue at Woodford’s and Morrill’s corners, as well as near USM.

## Ridership and Productivity

### Ridership and Productivity by Day

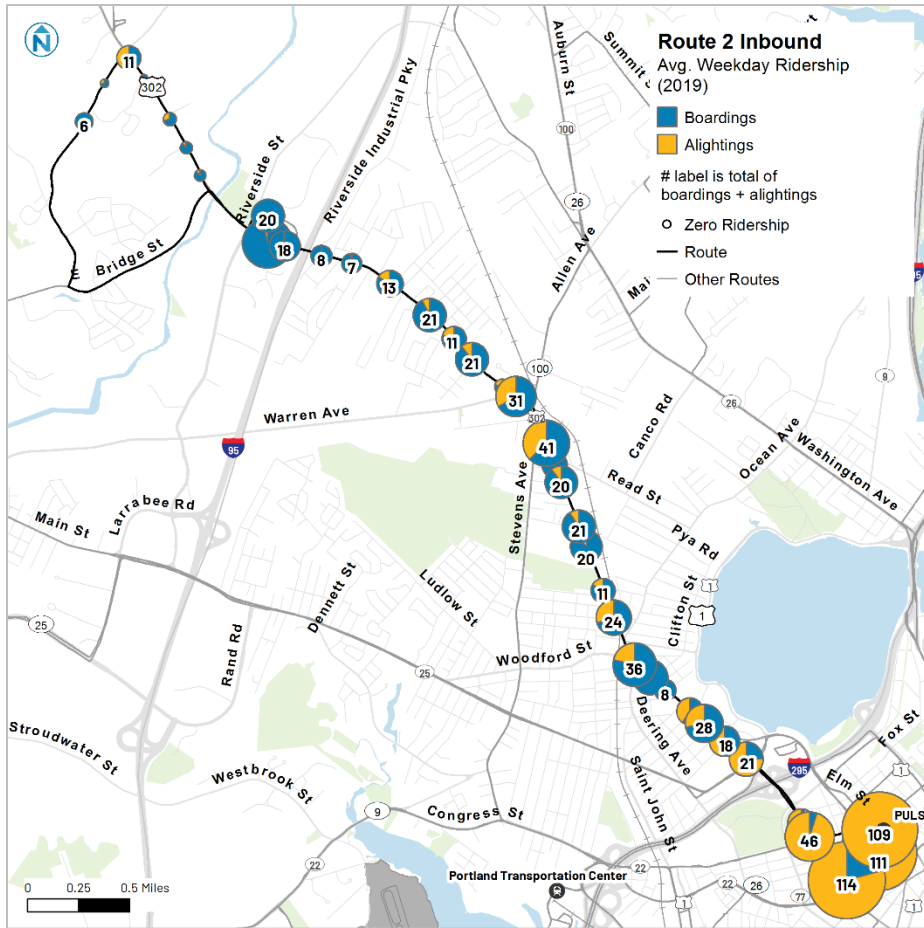
In October 2019, Route 2 had 946 boardings on weekdays, 387 on Saturdays, and 151 on Sundays. It had the fifth-highest ridership of all METRO routes on weekdays and Saturdays, but third-lowest on Sundays. Productivity in terms of boardings per revenue hour was similar on weekdays and Saturdays at 25 and 24, respectively. It was slightly lower on Sundays, at 19.

### Weekday Ridership by Stop

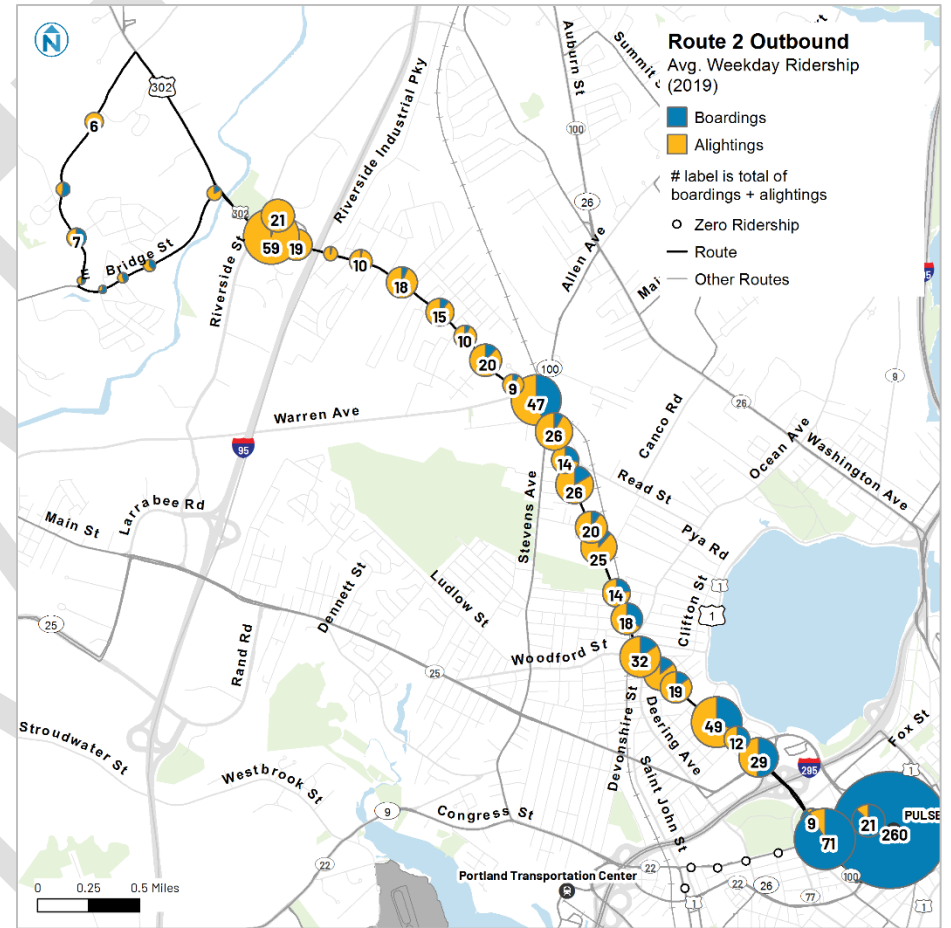
In October 2019, Route 2’s ridership was well distributed along route, except for the outer loop, where ridership was low. The highest ridership weekday stops were:

- Downtown Portland, with about 640 boardings and alightings
- Morrill’s Corner near UNE, with about 90 boardings and alightings
- Riverton Hannaford/Riverton Park apartments, with about 160 boardings and alightings
- Woodford’s Corner, with 67 boardings and alightings

### Weekday Ridership by Stop Map: Inbound



### Weekday Ridership by Stop Map: Outbound

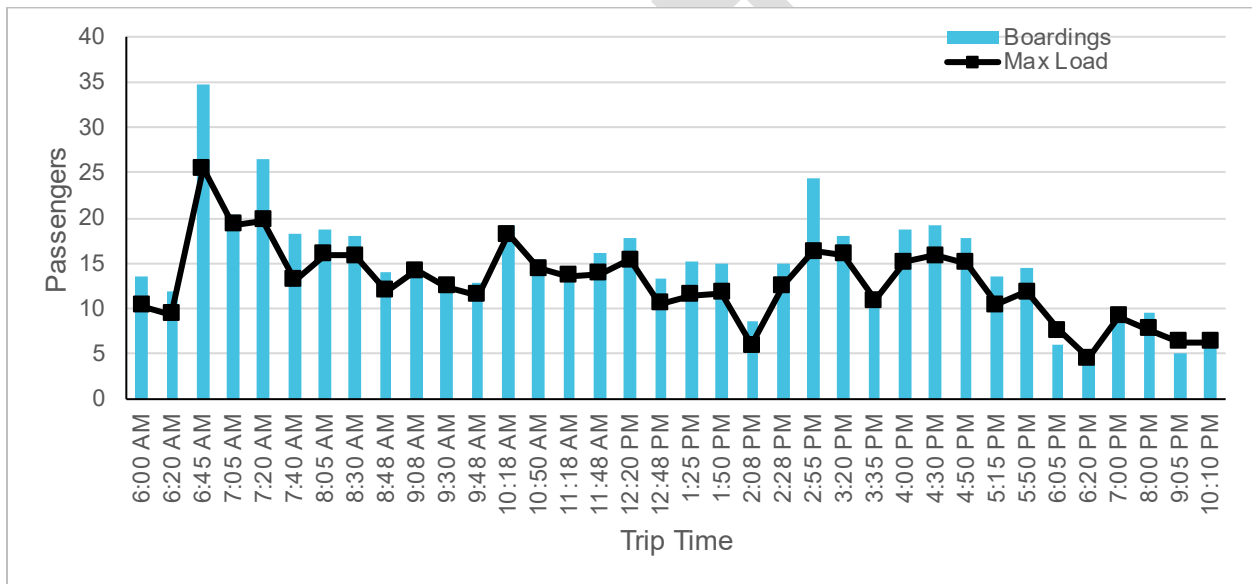


Ridership on the Pride's Corner loop was low, with no stops having more than 13 boardings and alightings.

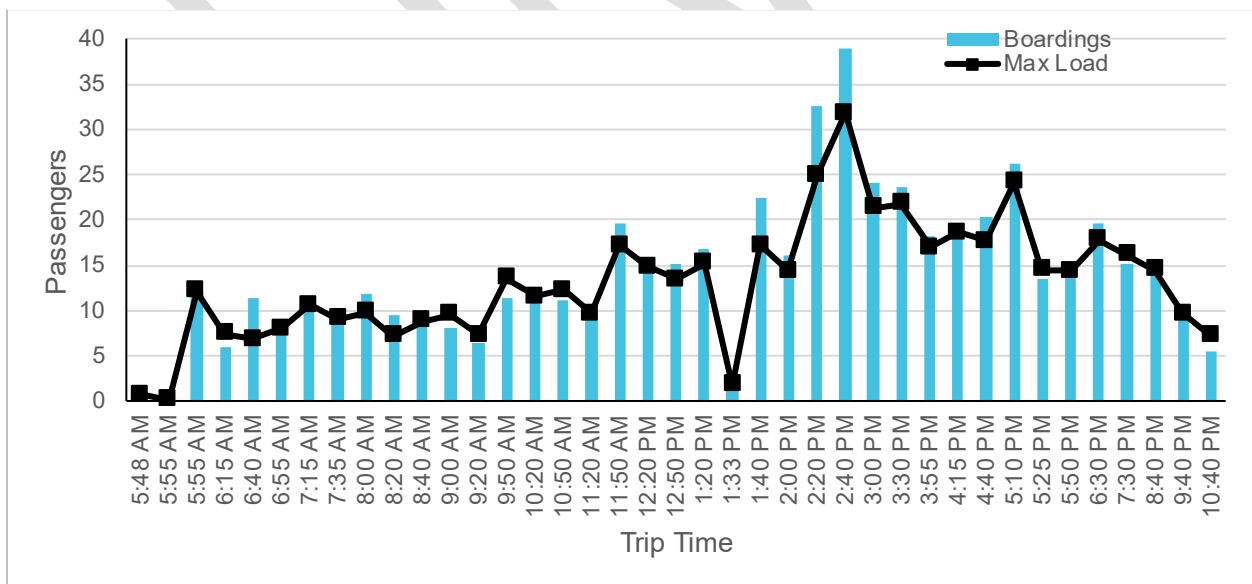
### Weekday Ridership by Trip

On weekdays, October 2019, ridership was relatively consistent throughout the day, with some peak directional patterns of higher inbound ridership between 6:45 AM and 7:40 AM and higher outbound ridership between 1:40 PM and 3:00 PM. The highest-ridership trips likely reflect high student ridership.

### Weekday Boardings by Trip: Inbound (October 2019)



### Weekday Boardings by Trip: Outbound (October 2019)



# Overall Service Assessment

## Strengths

- Except for the route's outer loop via Pride's Corner, Route 2's alignment is simple and direct.
- Ridership is good along nearly all of the route.
- Weekday and Saturday spans of service are very good.

## Weaknesses

- The Pride's Corner loop has very low ridership.
- Service around the Pride's Corner is irregular, as is service into the Hannaford due to the operation of the Pride's Corner loop.
- The route's Sunday span of service is short.
- On-time performance is below standard.

## Opportunities

Opportunities to strengthen Route 2 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- Operate service to and from somewhere near the Elmwood Avenue Park-and-Ride rather than around the outer loop. This would serve higher-ridership stops north of Hannaford and save enough time to operate all service to Hannaford via Hannaford Drive and Riverside Drive.
- Operate all service via Hannaford Drive and Riverside Drive, including terminating trips via Pride's Corner.
- Operate every other trip to Pride's Corner (to either the Elmwood Avenue Park-and-Ride or around the loop) to provide more consistent service.
- Discontinue service around the Pride's Corner terminal loop due to low ridership and to improve reliability.
- Lengthen Route 2's Sunday span of service to end at approximately 7:00 PM, to provide riders with more travel flexibility.
- Increase frequency of service on weekdays and Saturdays.