

Route 2 is a radial route that serves downtown Little Rock south to 33rd and Gaines, with a southern terminus loop. Route 2 provides connections to a few trip generators, including the William Boys and Girls Club and Washington Elementary School.



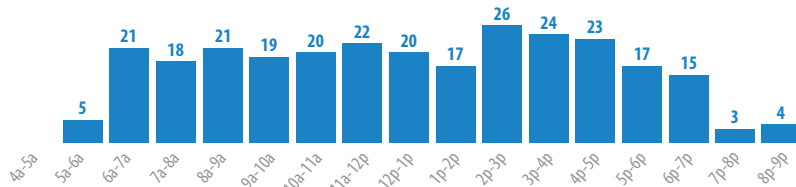
SERVICE PATTERNS: All service operates end-to-end from the River Cities Travel Center to 33rd and Gaines. The route operates a southern loop primarily west along 23rd Street, south on Ringo and Gaines Streets to 33rd Street, and northeast back to Main Street and 23rd Street. There are opportunities to transfer to Route 16 along Main Street. Service is interlined with Route 1 at the River Cities Travel Center.

SCHEDULE: Service operates on weekdays, Saturdays and Sundays.

	Span of Service	Typical Headway (minutes)	One-Way Trips
Weekdays	5:44 a.m.-8:16 p.m.		52
Early AM	Before 6:15 a.m.	31-34	3
AM Peak	6:15-8:15 a.m.	35	7
Middy	8:15 a.m.-3:15 p.m.	35	24
PM Peak	3:15-6:15 p.m.	35	10
Evening/Night	6:15 p.m. and Later	40	8
Saturdays	5:44 a.m.-6:33 p.m.	45	36
Sundays	8:50 a.m.-4:16 p.m.	45	22

RIDERSHIP: Route 2 is in the top half of METRO's routes for ridership, with 342 passengers per weekday. Ridership is very consistent throughout the day, with minor peaks between 10 a.m. and 12 p.m., as well as between 2 and 4 p.m.

Weekday Passengers Per Hour:



Represents weekday ridership from Nov. 1, 2016 to April 30, 2017.

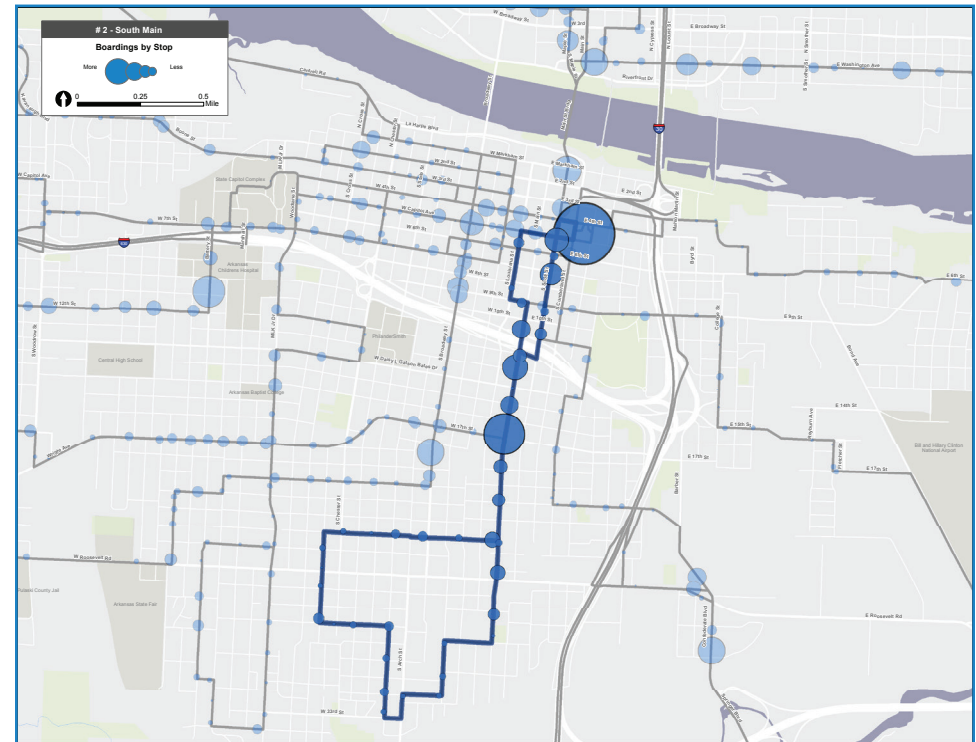
PERFORMANCE: Route 2 is a highly productive route in terms of riders per revenue vehicle hour but performs poorly in riders per trip. Both performance metrics can be linked to the route's short service pattern:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	352	10	157	11	103	5
Riders per Revenue Vehicle	24.6	2	19.3	2	15.8	2
Rider/Trip	6.6	16	5.2	12	5.5	9

Weekday rank is of 25 routes; Saturday, of 21 routes; and Sunday, of 13 routes. Ridership from Nov. 1, 2016 to April 30, 2017 is represented.

SERVICE DESIGN:

	Value	Comment
Directness (end-to-end vs. most direct route)	1.2	Ranked 11th – Southern loop is indirect
Average Speed (mph)	11.3	Ranked 23rd – Due to frequent stops
Stop Spacing (stops per mile)	8.5	Ranked 25th – Most frequent in system
Schedule Convenience (best headway)	25	Typically 35 minutes
Schedule Regularity	Fairly Regular	Variation in early AM and evening



STRENGTHS, WEAKNESSES AND OPPORTUNITIES

STRENGTHS:

- High productivity in terms of ridership per revenue hour, due to short trip length.
- Ridership is strongest in the afternoon, suggesting use by transit-dependent riders.

WEAKNESSES:

- Very frequent stop placement, which negatively impacts travel time and on-time performance.
- Fairly significant amount of one-way service in large terminal loop.
- Weekday riders per trip ranks poorly, possibly due to serving a small transit demand market.
- Non-clockface service frequency (35-minute headways).

OPPORTUNITIES:

- Reduce amount of one-way service by either shrinking the terminal loop or by interlining Route 2 with the outer end of Route 11.
- Eliminate stops to improve running time and on-time performance.
- Ridership along Route 2 is strong, with potential for increased service frequency.