

Middletown Area Transit (MAT)

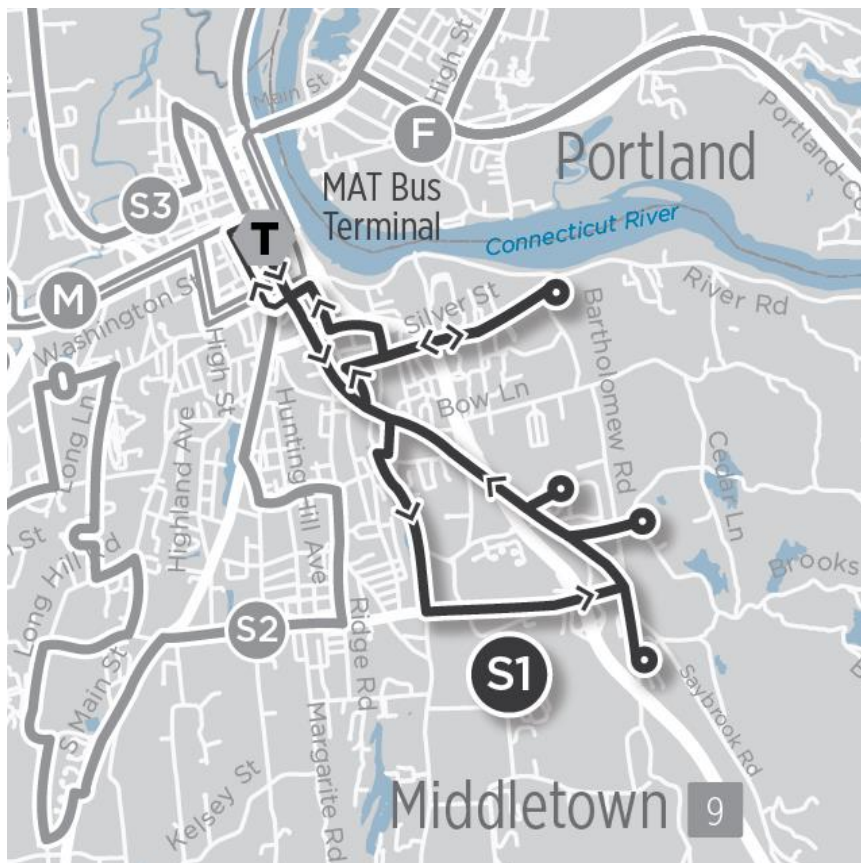
Route S1

Expanded A Route

Route Overview

Route S1 is a Saturday-only route serving Middletown. The route provides service to Middlesex Hospital, Stop and Shop, Summerhill Apartments, Middlesex Community College, Rushford, and Saybrook Medical Centers. The route is composed of three loops in Middletown that also have four deviations of varying length. All trips begin and end in Downtown Middletown at the MAT Terminal. Route S1 primarily travels along Main Street and Saybrook Road.

Figure 1: Route S1 Map



Route S1 operates on Saturdays only during daytime hours. Service operates from 8 a.m. until 5:52 p.m., with trips operating every hour. Route S1 operates an expanded version of Route A's weekday alignment, with service extending slightly northward.

Table 1: Schedule Statistics

Service Day	Span of Service	Frequency (Minutes)	Daily Trips
Monday – Friday	–	–	–
Saturday	8:00 AM to 5:52 PM	60	10

Middletown Area Transit, January 2018 Schedule

Connections to Other Services

Route S1 begins and ends its trips in downtown Middletown at the MAT Terminal, where riders can connect to the S2, S3, F, and M-Link routes. There is a timed connection/pulse between Routes S1, S2, and S3. In addition, Route S1 riders can also connect to CT*transit* Route 55, which serves Downtown Hartford (see Table 2).

Table 2: Service Connections

Location	Connect To
MAT Terminal	MAT Route S2, S3, F, M-Link CT <i>transit</i> Route 55

Ridership by Stop

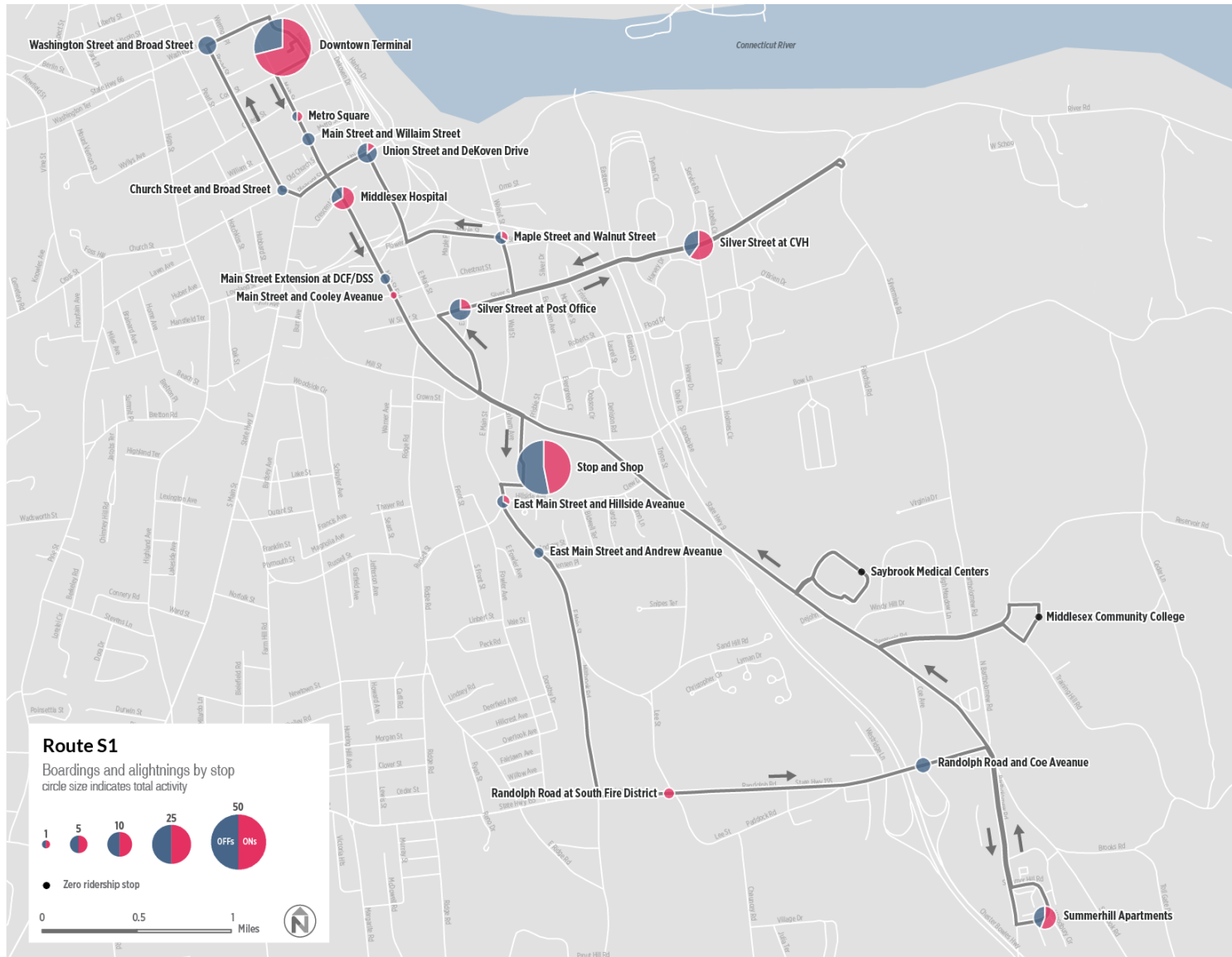
Route S1's highest ridership stop is at the MAT Terminal, with 39 daily boardings and 16 daily alightings. Another high-ridership stop along Route S1 is the shopping center at Stop & Shop Plaza, with 23 boardings and 26 alightings.

The route also serves the Summerhill Apartments and two medical facilities, Middlesex Hospital and Connecticut Valley Hospital, which do not have particularly high ridership, but serve important locations.

Ridership by Trip

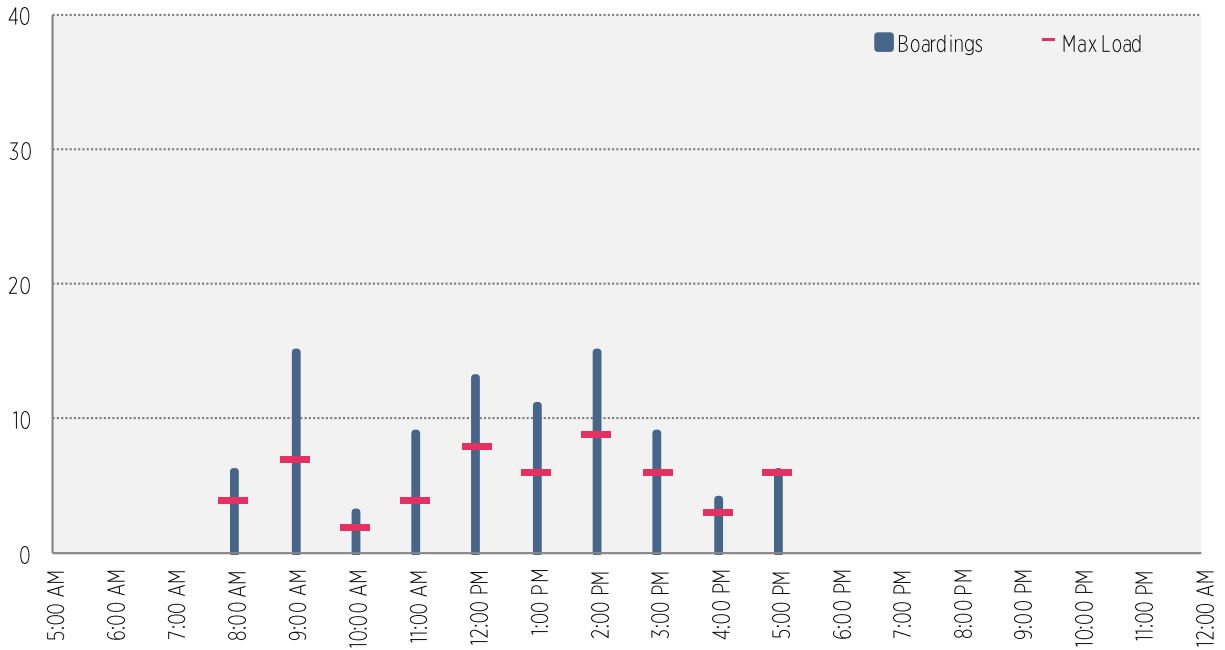
On Saturdays, Route S1 ridership is highest at 9 a.m. and 2 p.m., with each trip carrying 15 passengers. Generally, Route S1 carries six to 13 riders per trip. Ridership falls to under six passengers at 10 p.m. and 4 p.m. Typically, the maximum load does not reach the number of boardings, with the exception of the last trip of the day at 5 p.m.: six passengers board, and a maximum load of six passengers indicates there is low turnover on this trip.

Figure 2: Ridership by Stop



Source: Middletown Area Transit, 2017 Route S1 Ridership Data

Figure 3: Ridership by Trip



Source: Middletown Area Transit, June 2019 Route S1 trips

Service Performance

On Saturdays, Route S1 carries an average of 71 passengers per day, which is equivalent to the average for MAT’s Saturday service, and carries 7.1 passengers per revenue hour (see Table 3). In terms of productivity, Route S1 performs just below the MAT Saturday averages for riders per revenue hour and riders per trip.

Table 3: Productivity Statistics

	Average Saturday Ridership	Riders per Revenue Hour	Riders per Trip
Route S1	71	7.1	7.1
MAT Average	71	8.8	8.8

Middletown Area Transit, June 2019

Service Improvement Opportunities

Opportunities to strengthen Route S1 are listed below and are included for discussion purposes only. Some suggestions may be contradictory, as there is usually more than one approach to improving a route. No specific changes are recommended at this time.

- Operate Route A on Saturdays.** Except for minor differences in the route’s downtown circulation path, Route S1’s alignment is nearly identical to Route A. Instead of operating the same route with a different name, Route A could operate Saturday service along its regular alignment to make service more consistent and easier for riders to understand.

- **Bidirectional Service along East Main Street and Randolph Road.** Route S1 effectively operates three one-way loops. This route design increases coverage but significantly lengthens ride times and forces passengers to travel the full length of the route to complete a round trip. Further, ridership is very low at stops along Saybrook Road, such as Saybrook Road Medical Centers and Middlesex Community College. By changing to a bidirectional alignment along East Main Street and Randolph Road, service will be easier to understand and more convenient for riders.