

Middletown Area Transit (MAT)

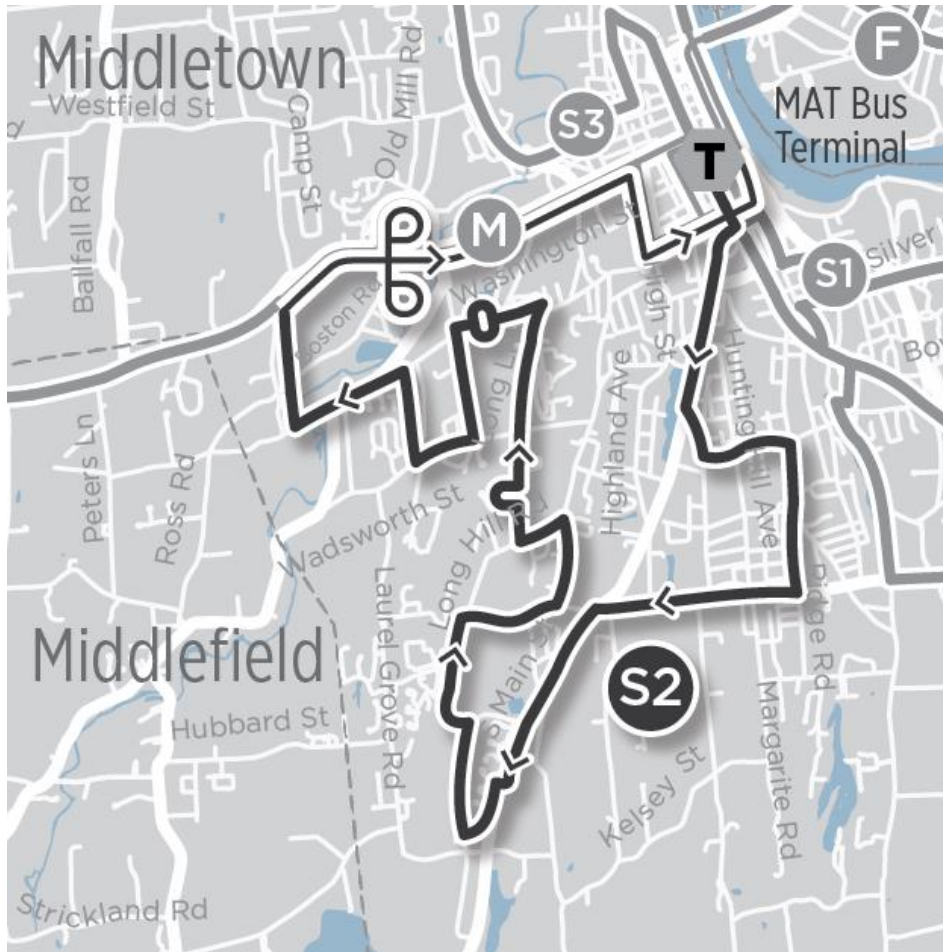
Route S2

Combined B & C Routes

Route Overview

Route S2 is a Saturday-only route serving Middletown. The route provides service to Metro Square, Shiloh Manor, Middletown Plaza, Price Chopper, and Wesleyan University. The route operates as a large, circuitous one-way loop, with all trips beginning and ending in Downtown Middletown at the MAT Terminal.

Figure 1: Route S2 Map



Route S2 operates on Saturdays only during daytime hours. Service operates from 8 a.m. until 5:52 p.m., with trips operating every hour. Route S2 operates a combined route serving parts of both Route B's alignment and Route C's alignment.

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, June 2019 Schedule

Connections to Other Services

Route S2 begins and ends its trips in downtown Middletown at the MAT Terminal, where riders can connect to the S1, S3, F, and M-Link routes. There is a timed connection/pulse between Routes S1, S2, and S3. In addition, Route S2 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 S1, S3, F, M-Link CT <i>transit</i> Route 55

Ridership by Stop

Route S2's highest ridership stop is at the Middletown Plaza, with 32 daily boardings and 9 daily alightings. Other high ridership stops along Route H include:

- Price Chopper (7 boardings and 7 alightings)
- MAT Terminal (17 daily alightings).

Other notable stops include Shiloh Manor residences, Price Chopper, and Washington Street and Vine Street, which is near Wesleyan University.

Ridership by Trip

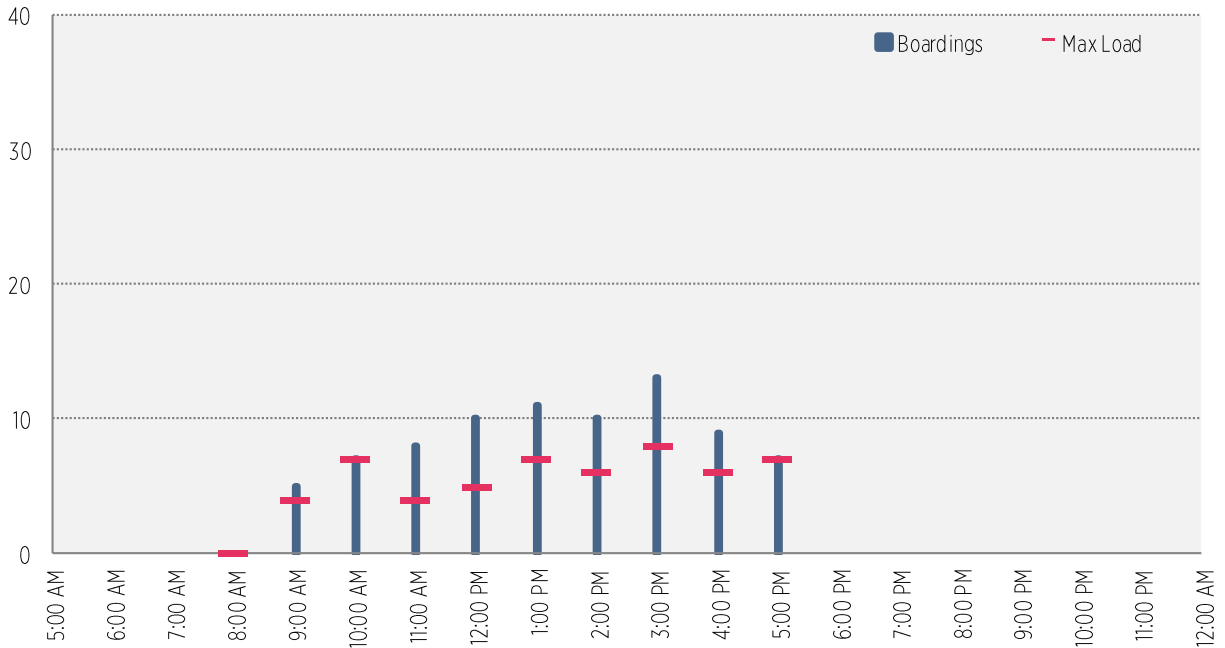
On Saturdays, Route S2 ridership is highest during the midday and early afternoon. During this period there are 10 to 13 boardings on each trip, with the highest number of boardings during the 3 p.m. trip. Trips near the beginning and end of the service day have five to nine boardings, with the exception of the 8 a.m. trip, which has zero boardings. During the 10 a.m. and 5 p.m. trips, the maximum passenger load equals the number of boardings on that trip, indicating low turnover during those trips.

Figure 2: Ridership by Stop



Source: Middletown Area Transit, 2017 Route S2 Ridership Data

Figure 3: Ridership by Trip



Source: Middletown Area Transit, June 2019 Route S2 trips

Service Performance

On Saturdays, Route S2 carries an average of 93 passengers per day (the second-highest ridership Saturday route), or 9.3 passengers per revenue hour (see Table 3). In terms of productivity, Route S2 performs just above 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 S2	93	9.3	9.3
MAT Average	71	8.8	8.8

Middletown Area Transit, June 2019

Service Improvement Opportunities

Opportunities to strengthen Route S2 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.

- Provide Saturday service on Routes B and C.** Route S2 serves much of the alignments of Routes B and C, but operates as a large one-way loop that is very circuitous and takes riders of both routes out of their way. Instead of operating an entirely different route, Route C could operate service along its regular alignment, while Route B could operate a short turn at Wesleyan Hills rather than continuing south on South Main Street to serve Department of Children & Family Services.

- **Simplify alignment and provide bidirectional service.** Route S2 is a large, circuitous loop operating one-way service, making the route difficult to understand and leading to long travel times for riders. Several segments of the route have low or no ridership. To focus service where ridership is located and provide bidirectional service, Route S2 could operate as two alternating branches, serving downtown Middletown and Washington Street on one branch and Saybrook Road and Stop & Shop on the other, with alternate trips serving each branch. Ridership is extremely low on the route's southwestern alignment; these areas may be appropriately served with a dial-a-ride or on-demand service rather than fixed-route service on Saturdays.