

Middletown Area Transit (MAT)

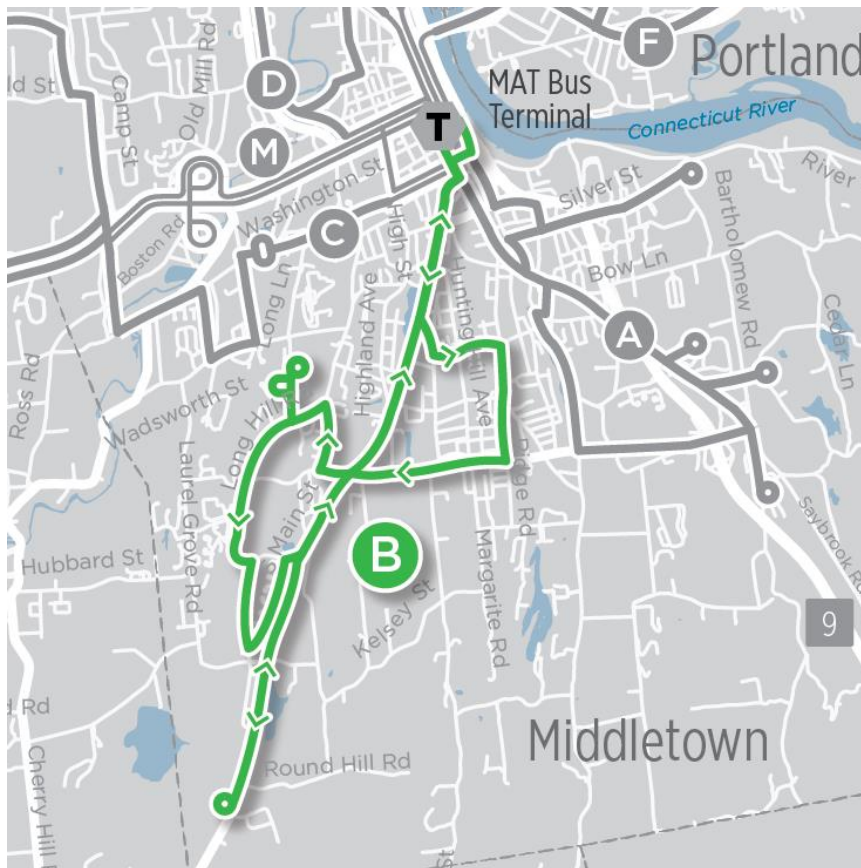
# Route B

## Wesleyan Hills

### Route Overview

Route B provides service in southwest Middletown, serving Farm Hill Elementary School, Marino Manor, Wesleyan Hills, the Department of Children and Families and the Department of Social Services, Eckersley-Hall Senior Center, and Middlesex Hospital. Much of the route operates as a “figure 8” series of loops, with bidirectional service along portions of South Main Street. All trips begin and end in Downtown Middletown at the MAT Terminal. Route B primarily travels along South Main Street, Randolph Road, and Long Hill Road.

Figure 1: Route B Map



Route B operates on weekdays only during daytime hours. Service operates from 6 a.m. until 6:50 p.m., with trips beginning every 50 minutes. During weekday evenings, part of Route B’s alignment is served by Route H. On Saturdays, 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	6 AM to 6:50 PM	50	16
Saturday	–	–	–

Middletown Area Transit, June 2019 Schedule

## Connections to Other Services

Route B begins and ends its trips in downtown Middletown at the MAT Terminal, which acts as a pulse point for the system allowing riders to connect to all other MAT routes. In addition, Route B riders can also connect to 9 Town Transit Route 644 Old Saybrook/Middletown and Route 645 Madison/Middletown, and CT*transit* Route 55 to Hartford (see Table 2).

**Table 2: Service Connections**

Location	Connect To
MAT Terminal	9 Town Transit Routes 644, 645 CT <i>transit</i> Route 55

## Ridership by Stop

Route B's highest ridership stop is at the MAT Terminal, with 50 daily boardings and 60 daily alightings. Other high-ridership stops along Route B include:

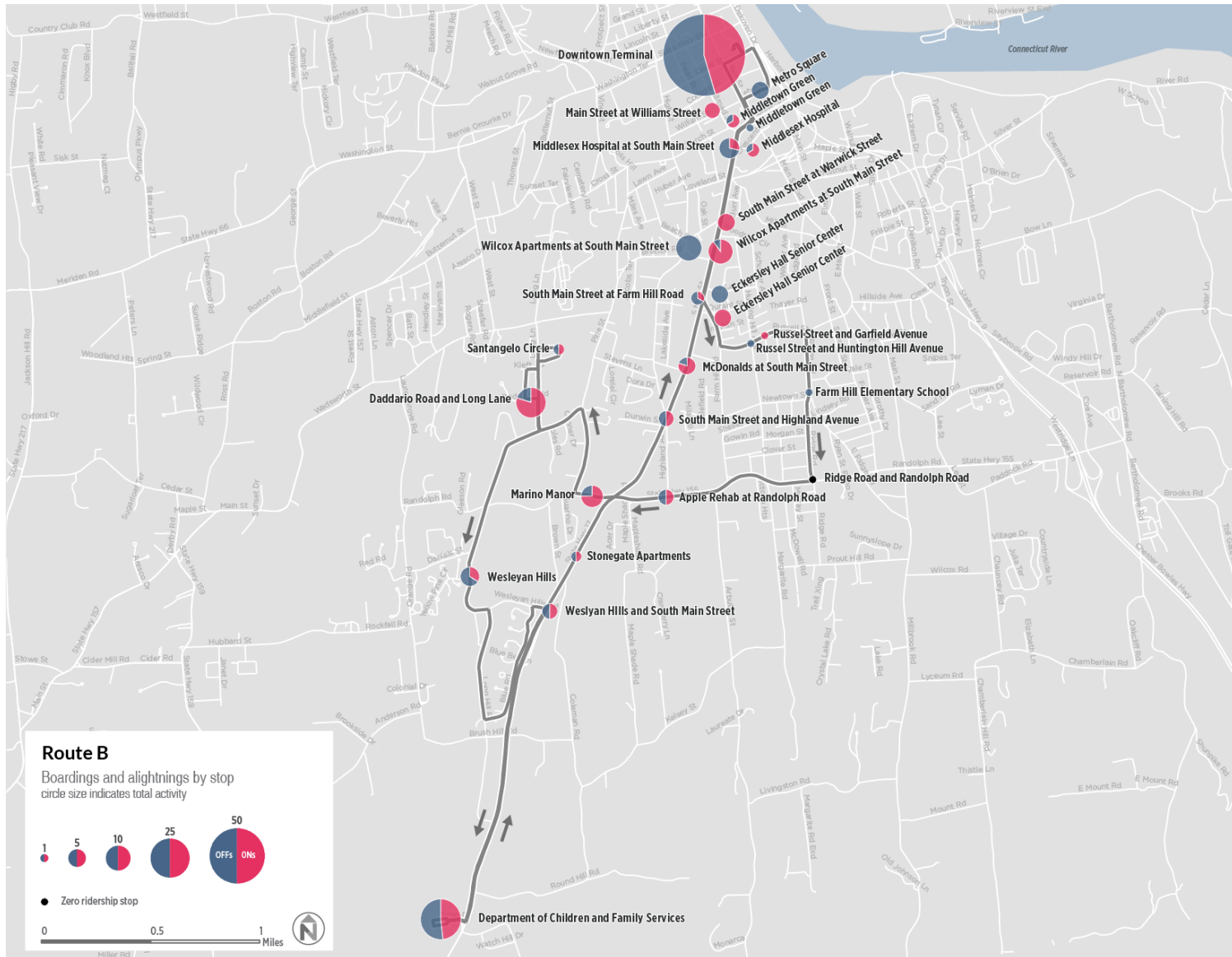
- DSS/DCF (13 boardings and 14 alightings) serving the Department of Children and Family Services and other minor destinations
- Daddario Road (12 boardings and 3 alightings) serving a residential area

Areas with very low ridership include the portions of the route on Russell Street and Ridge Road. These stops serve residential areas and schools.

## Ridership by Trip

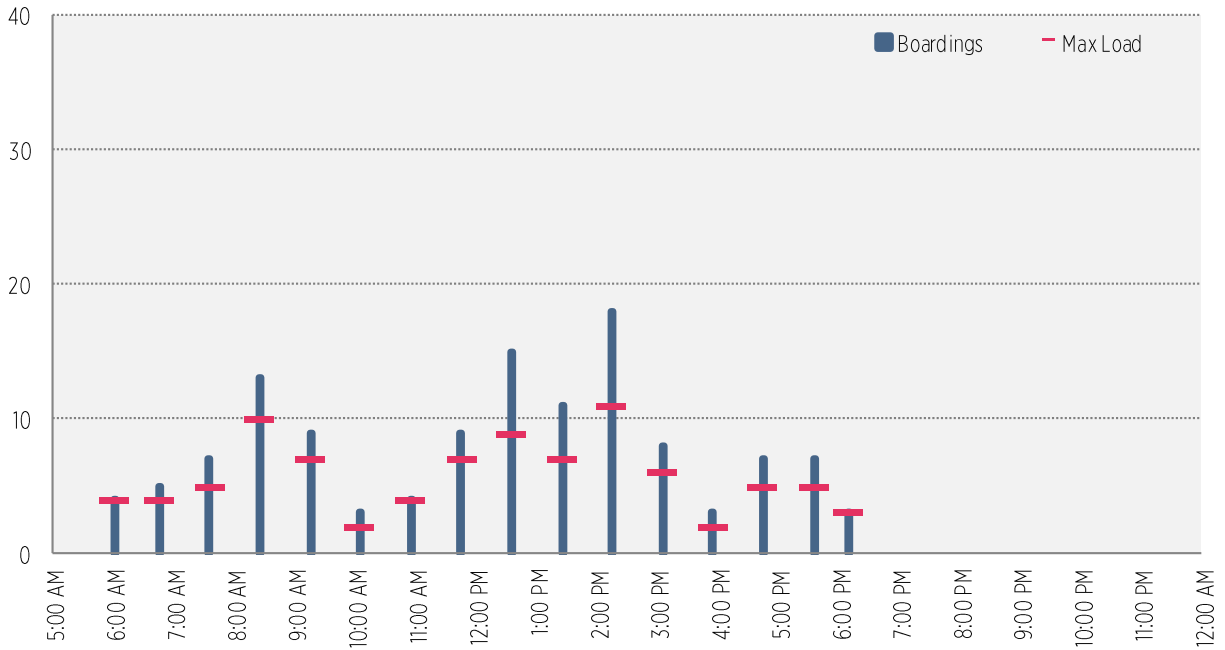
Route B ridership is generally low throughout the day, with most trips carrying fewer than 10 riders. Ridership is highest during the AM peak and midday. On the 8:25 a.m. trip, 13 riders board and the maximum load is 10. The two highest ridership trips on Route B occur during the midday: the 12:35 p.m. trip has 15 boardings and a maximum load of nine riders, and the 2:15 p.m. trip has 18 boardings and a maximum load of 11 riders. After 3 p.m., trips all have fewer than 10 boardings.

Figure 2: Ridership by Stop



Source: Middletown Area Transit, 2017 Route B Ridership Data

Figure 3: Ridership by Trip



Source: Middletown Area Transit, June 2019 Route B trips

### Service Performance

On weekdays, Route B carries an average of 102 passengers per day, or 7.8 passengers per revenue hour (see Table 3). Route B ridership is just above the MAT systemwide average, ranking fourth out of nine weekday routes, but performs just below the MAT averages for both riders per revenue hour and riders per trip.

Table 3: Productivity Statistics

	Average Weekday Ridership	Riders per Revenue Hour	Riders per Trip
Route B	102	7.8	6.4
MAT Average	95	8.7	7.5

Middletown Area Transit, June 2019

### Service Improvement Opportunities

Opportunities to strengthen Route B 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.

- **Redesign Route B to simplify service.** Route B is a circuitous route, with multiple long one-way loops and deviations. Most of the route is served in only one direction, making for long out-of-direction trips for riders. Simplifying the route would make service more convenient riders, as well as easier for riders to navigate (see Figure 4).
  - **Focus service on South Main Street and discontinue service on Russell Street and Ridge Road.** Most of the route’s ridership is focused at stops along South Main

Street, the route's primary corridor. The portion of the route along Russell Street and Ridge Road currently has very low ridership, with most stops serving one or no riders.

- **Bidirectional Service.** Route B is primarily a single-direction loop with portions of bidirectional service. By changing to a primarily bidirectional design, riders can more quickly and easily reach their destinations.
- **Discontinue service on Long Lane.** Provide service to Daddario Road and Santangelo Circle with redesigned Route C.
- **Simplify service between Highland Avenue and Wesleyan Hills.** Operate service via Highland Avenue, Randolph Road, Long Hill Road, and Wesleyan Hills before returning to South Main Street. Serve the alignment in both directions.
- **End service at 6 PM.** Discontinue the last trip of the day, which carries only three passengers.

**Figure 4: Potential Route B Alignment**

