

Middletown Area Transit (MAT)

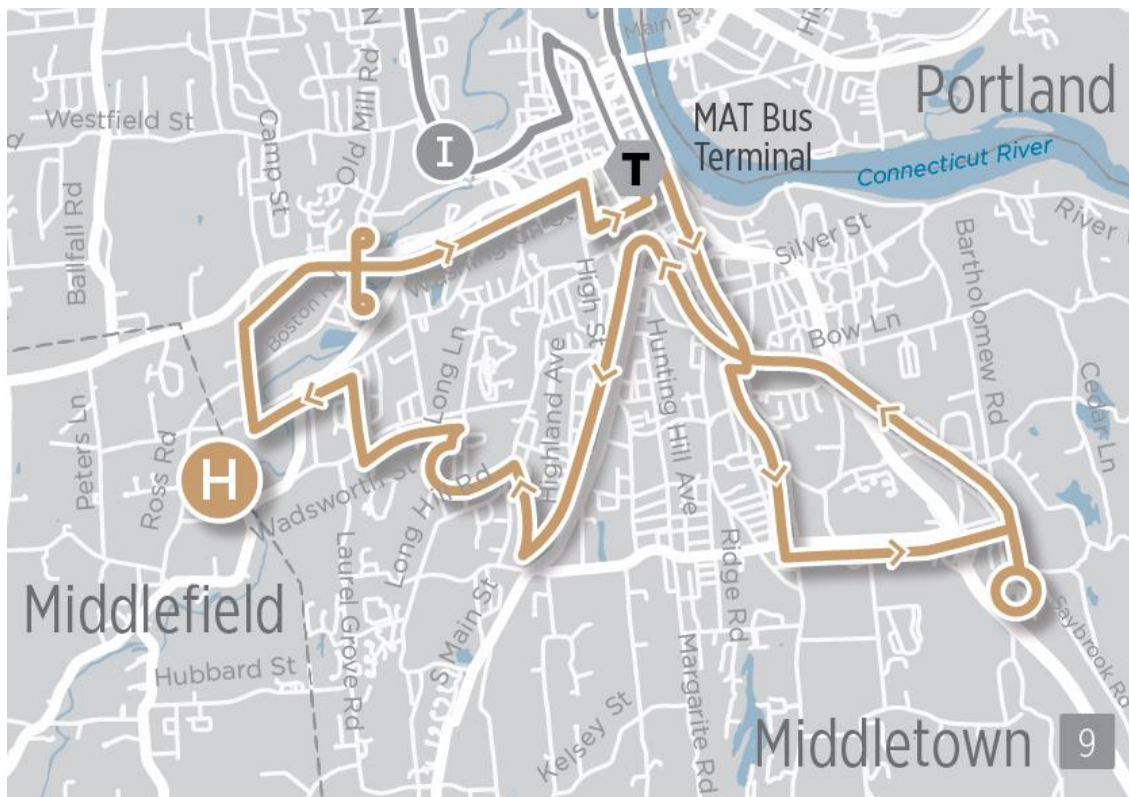
Route H

South

Route Overview

Route H is one of two MAT routes that operate evening service in Middletown. The route covers portions of MAT's southern daytime routes, providing service to Stop & Shop, Summerhill Apartments, Middlesex Hospital, South Main Street Plaza, Middletown Plaza, Washington Plaza, Wesleyan University, and Washington Square. The route operates as a one-way loop through Middletown, with all trips beginning and ending in Downtown Middletown at the MAT Terminal. Route H primarily travels along East Main Street, Washington Street, and South Main Street.

Figure 1: Route H Map



Route H operates weekday nights. Service operates from 7:00 PM until 11:00 PM, with trips operating every hour. Along with Route I, Route H service covers parts of the alignment of several MAT routes which operate during the day, for Route H these include: Route C, Route B, and Route A.

Table 1: Schedule Statistics

Service Day	Span of Service	Frequency (Minutes)	Daily Trips
Monday – Friday	7:00 PM to 11:00 PM	60	4
Saturday	–	–	–

Middletown Area Transit, January 2018 Schedule

Connections to Other Services

Route H begins and ends its trips in downtown Middletown at the MAT Terminal, where riders can connect to MAT Route I. The connection with Route I is a pulse connection between the two routes, which meet every hour on the hour. In addition, Route H riders can also connect to CT*transit* Route 55's last trip departing Middletown (see Table 2).

Table 2: Service Connections

Location	Connect To
MAT Terminal	MAT Route I CT <i>transit</i> Route 55 (1 trip)

Ridership by Stop

Route H's highest ridership stop is Holy Trinity Church at Main Street (19 boardings and 1 alightings), located in downtown Middletown along Main Street, a commercial corridor. Other high-ridership stops along Route H include:

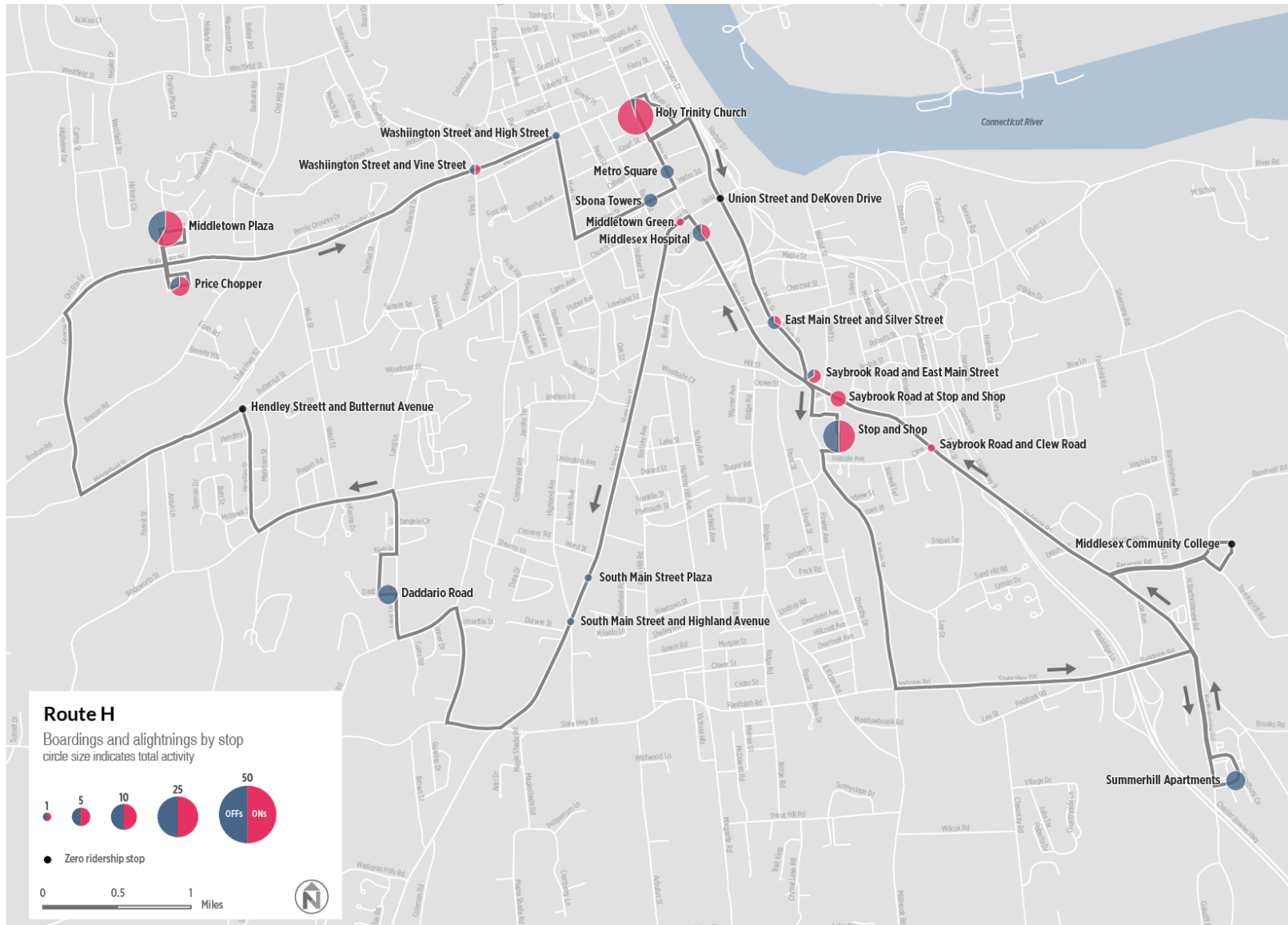
- Stop and Shop (8 boardings and 8 alightings), serving a commercial center
- Middletown Plaza shopping center (11 boardings and 8 alightings)

Ridership is highest at shopping centers along the route. Other stops have fewer boardings and alightings.

Ridership by Trip

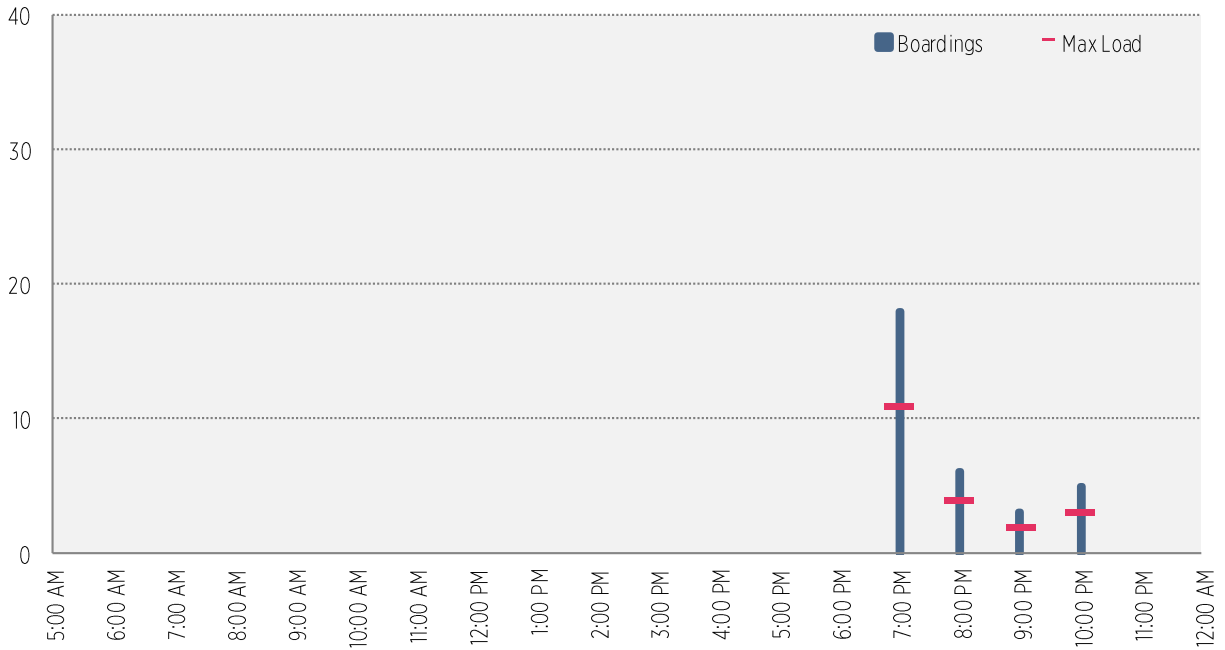
Boardings on Route H are highest during the route's first trip at 7 p.m. (18 boardings). For the final three trips the number of boardings is much lower, serving between three and six passengers. During the first trip, the maximum load of the trip is a little over half the number of boardings made on the route. During the last three trips, the maximum load does not reach the total number of boardings.

Figure 2: Ridership by Stop



Source: Middletown Area Transit, 2017 Route H Ridership Data

Figure 3: Ridership by Trip



Source: Middletown Area Transit, June 2019 Route H trips

Service Performance

On weekdays, Route H carries an average of 23 passengers per day, or 5.8 passengers per revenue hour (see Table 3). In terms of productivity, Route H performs below the MAT averages for riders per revenue hour and riders per trip. Although the route only operates during weekday evenings, it has higher productivity than two daytime routes (Route F and M-Link).

Table 3: Productivity Statistics

	Average Weekday Ridership	Riders per Revenue Hour	Riders per Trip
Route H	23	5.8	5.8
MAT Average	95	8.7	7.5

Middletown Area Transit, June 2019

Service Improvement Opportunities

Opportunities to strengthen Route H 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 evening service on Routes A and C to replace Route H.** Most of Route H’s ridership is focused along the alignment that is served by Route A (particularly Stop & Shop) and part of Route C (Middletown Plaza and Price Chopper) during daytime hours, while there is almost no ridership along the segments served by Route B. Instead

of operating an entirely different route, Routes A and C could operate longer hours of service along their regular alignments.

- **Streamline alignment and operate bidirectional service.** Route H operates as two large one-way loops, yet most of the route's alignment has almost no ridership, and the loop design forces existing passengers to travel long distances out of their way to complete their trip. Route H could be redesigned to operate mostly bidirectional service connecting Middletown Plaza/Price Chopper, MAT Terminal, Stop and Shop, and Summerhill Apartments via Washington Street, Main Street/Main Street Extension, Saybrook Road, and Bartholomew Road.