

A bus operating near the proposed Corridor Cities Transitway (CCT) route typically carries 0-10 people on a regular basis, however, the CCT website (<http://www.cctmaryland.com>) states “The projected ridership on the CCT is 35,900 trips **per day** in 2035.”

In a presentation at the Planning Board, the transportation planners stated that they expect very few people to travel to the “Science City” from south of Shady Grove Metro station. In addition, they said that the CCT is not being built for commuters traveling to the Metro. Johns Hopkins’ Real Estate Director, David McDonough, said travel is expected to be “intra-route”.

Therefore, in order to reach the ridership projection of 35,900 trips per day, 18,000 people must live on the CCT route, work near one of the CCT stations, and use the CCT to travel to and from work every day. However, Matt Bell, chief operating officer of MedImmune, stated in the Washington Post (March 29, 2015) that most employees “by far” drive to work. MedImmune declined to have a CCT station adjacent to their property as well as a pedestrian bridge from the proposed CCT station across Great Seneca Highway to their property.

A CCT bus will have 62 seats. With 60 people per bus, 36,000 rides would require 600 full busloads per day. At 40 buses per hour, every 3 minutes in both directions, that would require 15 hours running full loads all day each day, from 6 AM to 9 PM.

If that is what is required to justify the CCT on a financial or cost/benefit basis, it is **very** unrealistic.