NORTH CAPITOL STREET LINE – ROUTE 80

SERVICE GUIDELINE SCORES

Line Benefit Score	53	Line Classification	Framework
Overall Grade	В	Activity Tier	1

AVERAGE DAILY RIDERSHIP

Winter 2019-2020	Weekday	Saturday	Sunday
Pre-Pandemic	6,259	2,327	1,901

PROPOSED CHANGES TO PRE-PANDEMIC SERVICE

1st half Fiscal Year 2022 (July-December 2021)

- Eliminate service between McPherson Sq. Metrorail station and Kennedy Center
- Extend span to add late-night service until 2 a.m.

2nd half Fiscal Year 2022 (January-June 2022)

- · Reduce span to terminate service at midnight.
- Modify route west of North Capitol Street & Massachusetts Avenue to operate over E Street and 10th Street NW to Federal Triangle to replace a portion of route D6
- Eliminate service between 10th Street NW and McPherson Sq Metrorail station

PROPOSED SERVICE FREQUENCIES (minutes)

FY 2022	Weekday Peak	Weekday Off-Peak	Saturday	Sunday	Early Morning- Late Evening (all days)
July-December 2021	7-10	15-20	30	30	20-30
January-June 2022	7-10	15-20	30	30	20-30

ALTERNATIVE SERVICE

1st half Fiscal Year 2022 (July-December 2021)

- Metrorail Red and Blue/Orange/Silver Lines between Union Station and Foggy Bottom-GWU stations
- Routes 32, 33, 36 between McPherson Sq and Foggy Bottom-GWU Metrorail stations and Potomac Park
- DC Circulator Georgetown-Union Station route between Union Station and the K Street corridor
- Kennedy Center shuttle between Foggy Bottom-GWU Metrorail station and Kennedy Center

2nd half Fiscal Year 2022 (January-June 2022)

- Metrorail Blue/Orange/Silver Lines between Federal Triangle and Foggy Bottom-GWU stations
- Route X2 and MetroExtra X9 on H Street NW
- Routes 32, 33, 36 between Federal Triangle, McPherson Sq and Foggy Bottom-GWU Metrorail stations and Potomac Park
- DC Circulator Georgetown-Union Station route between Union Station and the K Street corridor
- Kennedy Center shuttle between Foggy Bottom-GWU Metrorail Station and Kennedy Center

AVERAGE DAILY RIDERSHIP

Fall 2020	Weekday	Saturday	Sunday
Total Ridership	2,724	1,259	957
Percentage affected ¹ 1 st Half FY 2022	9%	7%	7%
Percentage affected ¹ 2 nd Half FY 2022	9%	7%	7%

^{1 –} Estimated percent of trips that can no longer board at the same stop using Metrobus. Service provided by local jurisdictions is not included as alternatives.



