



## **COVID-19 Travel Monitoring Snapshot**

### **An Analysis of Monthly Traffic and Enplanement Data, Pre-Pandemic - October 2022**

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These charts were developed to illustrate how the COVID-19 pandemic is impacting travel in the Metropolitan Washington Region. The charts were prepared by COG/TPB staff using Continuous Count Station (CCS) data collected by the District of Columbia, Maryland, and Virginia as well as enplanement data provided by the Metropolitan Washington Airports Authority (MWAA) and BWI Thurgood Marshall Airport. The intention is to update these charts on a regular basis as data become available.

The first set of charts display the traffic observed at CCS in the TPB Modeled Region during the COVID-19 outbreak. The analysis is further broken down by the jurisdictional groupings of the Core, Inner, and Outer Rings. A map showing the location of each station is provided for each jurisdictional grouping. The analysis is limited to the CCS that were operating and producing reliable data in both 2020/2021/2022 and 2019.

#### **MONTHLY AVERAGE PERCENT CHANGE**

The bar charts show the average percent change in traffic volumes compared to the equivalent pre-pandemic month beginning in January of 2020. The monthly 2020 change is shown in the lightest blue and the monthly 2022 change is shown in the darkest blue. The percent change is calculated for each station and those are averaged for the TPB Region and each of the Core, Inner, and Outer Rings. Due to data availability and quality limitations, the median percent change is used to compare 2022 with 2019 in each of the jurisdictional groupings while the mean percent change is used for all years in regional chart and for 2020/2021 in the subregional charts.

#### **MONTHLY AVERAGE DAILY TRAFFIC**

The Monthly Average Daily Traffic charts show average weekday traffic volumes using lines and average daily weekend traffic using columns. Current traffic is displayed in purple and pre-pandemic traffic for the corresponding months is shown in green. Total daily traffic volumes are calculated for each station and the results are averaged by month for the TPB Region and each of the Core, Inner, and Outer Rings.

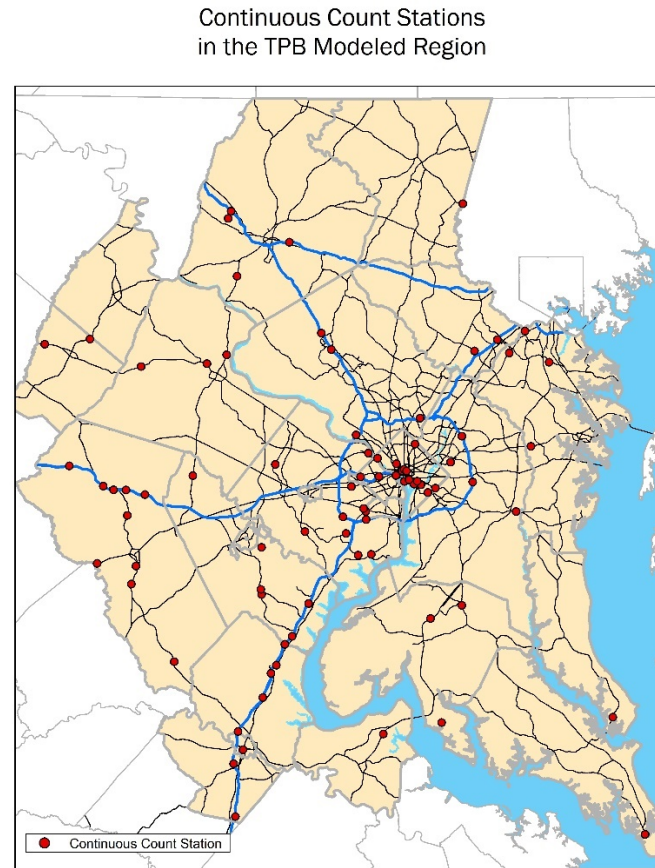
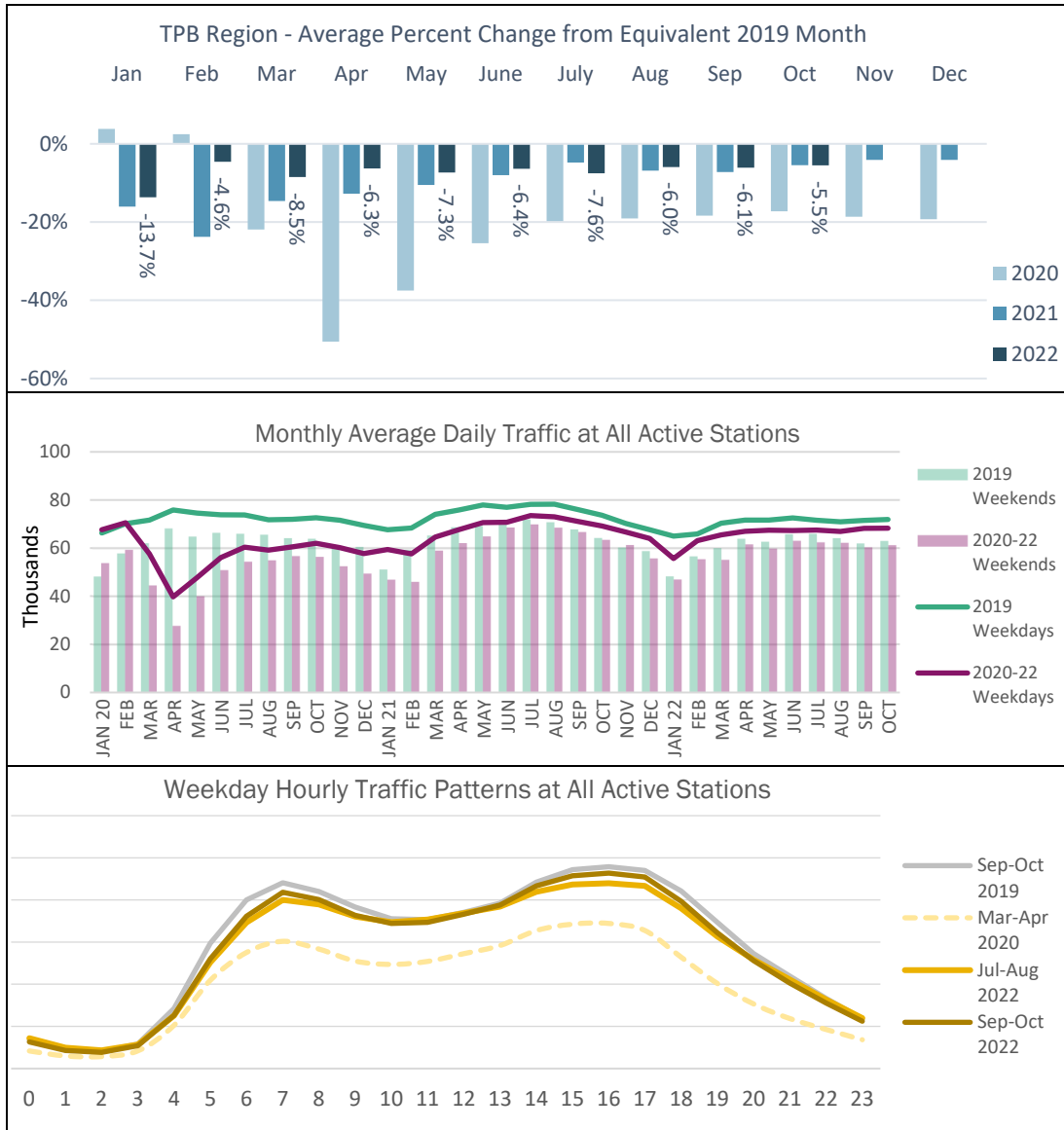
#### **WEEKDAY HOURLY TRAFFIC PATTERN**

The weekday hourly traffic pattern charts show average weekday hourly traffic volume trends for the most recent two-month period compared with the equivalent 2019 monthly groupings. The 2019 data are shown in gray, the beginning two months of the pandemic are shown using a dashed gold line, and the most recent months are shown in the darkest gradient of gold. The average weekday hourly volume by two-month group is calculated for each station and these are averaged for the TPB Region and each of the Core, Inner, and Outer Rings.

#### **MONTHLY ENPLANEMENT DATA**

The monthly enplanement charts show the total number of enplanements at each of the Washington/Baltimore area major airports including Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore Washington International Thurgood Marshall Airport (BWI). Total monthly enplanements are shown in gray for 2019, in orange for 2020, in blue for 2021, and in dark green for 2022.

## Comparison of Traffic at all Continuous Count Stations in the TPB Modeled Region

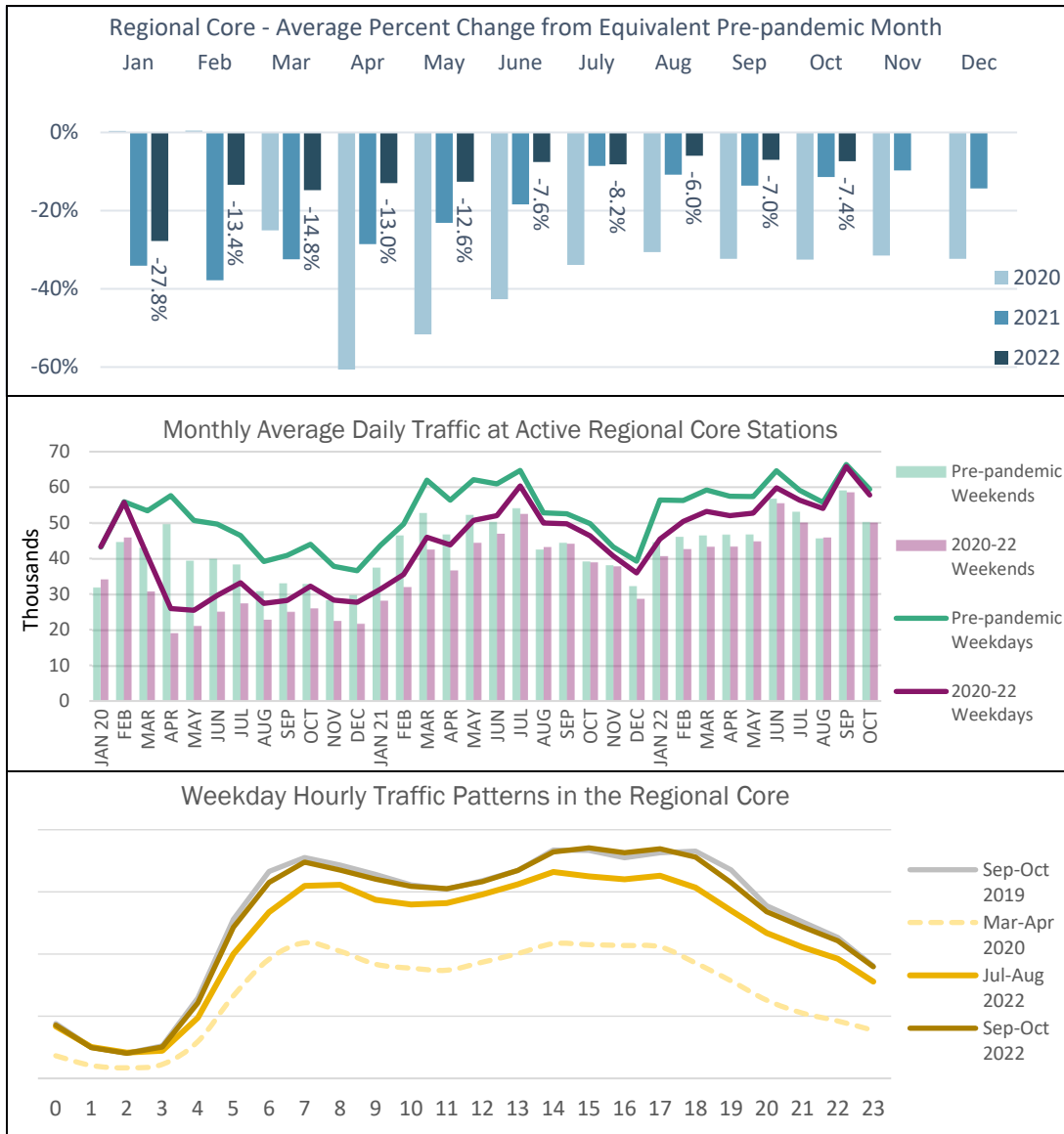


After a slow start to 2022, regional traffic levels began to increase again in February and were fairly steady at between 93 and 94 percent of 2019 levels in April through October of 2022.

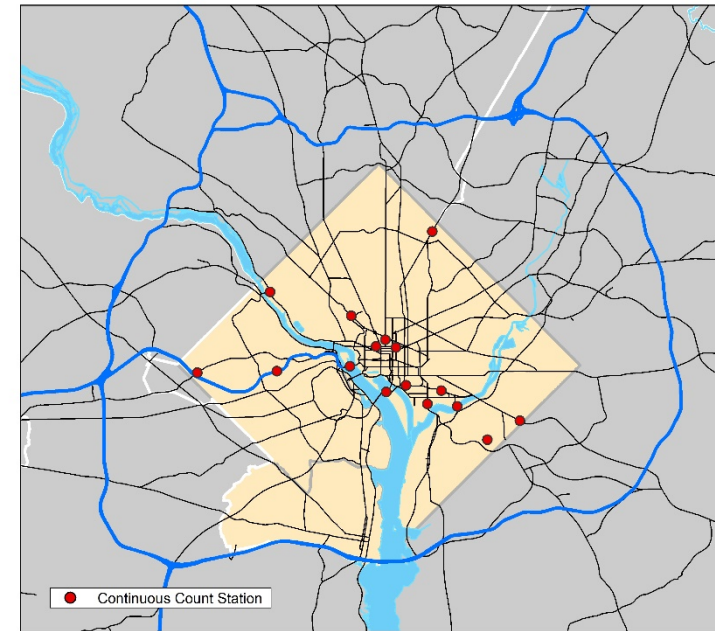
Weekday hourly traffic volumes have yet to reach their 2019 levels, clear AM and PM peaks are evident, but they are of shorter duration. Weekday hourly traffic patterns have been fairly consistent. Traffic levels remain lower but have crept up since July.



## Comparison of Traffic in the Core Jurisdictions of the TPB Modeled Region



Continuous Count Stations in the Regional Core Jurisdictions of the TPB Modeled Region

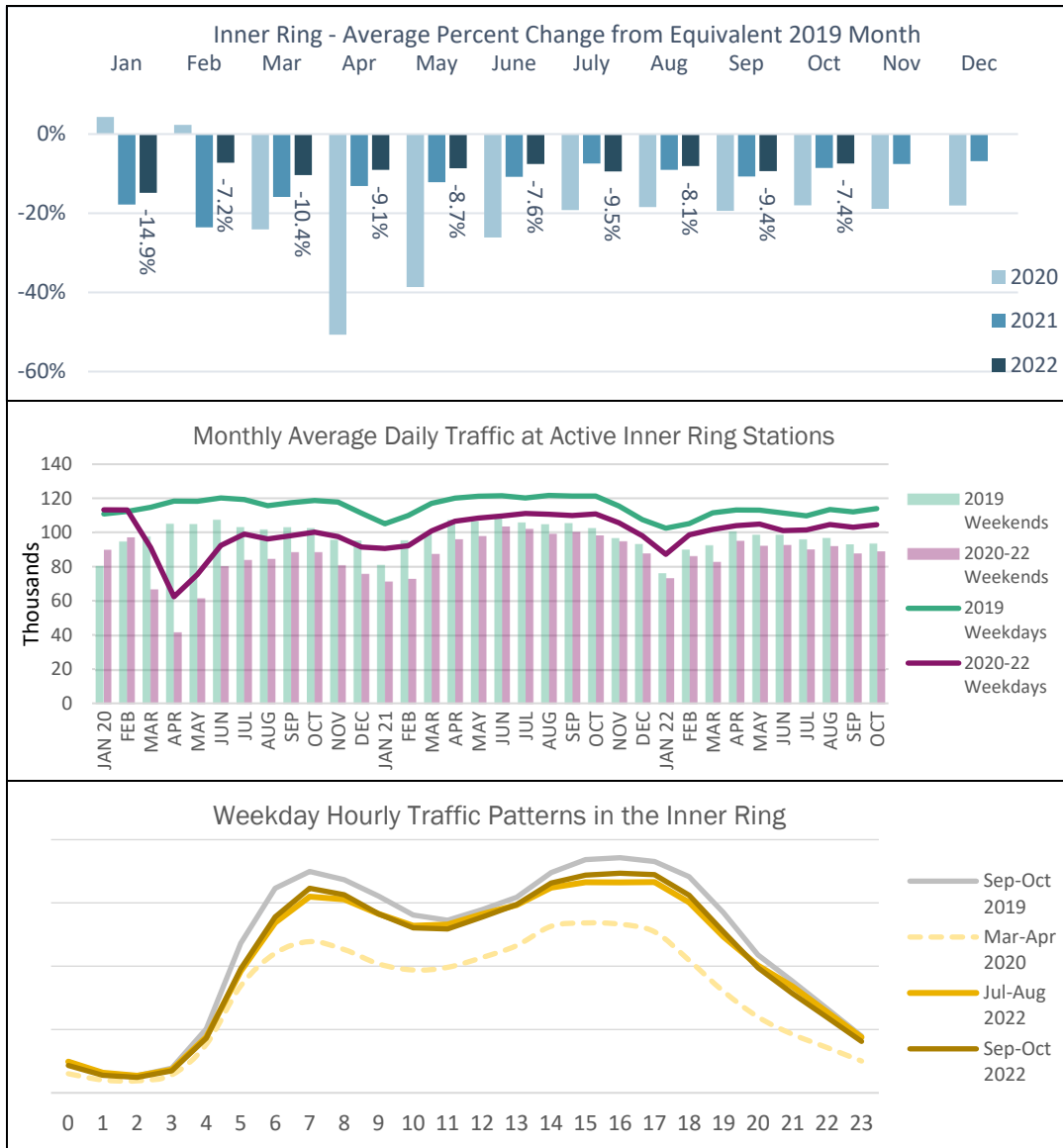


Traffic volumes in the Regional Core experienced a notable recovery during the spring of 2022. The pace of traffic recovery slowed in the Inner and Outer Rings during the spring and summer of 2022 while it increased in the Regional Core. In September and October, traffic volumes were 93 percent of the 2019 levels in the Regional Core. This may be the result of people returning to the office as well as an increase in recreation and tourism.

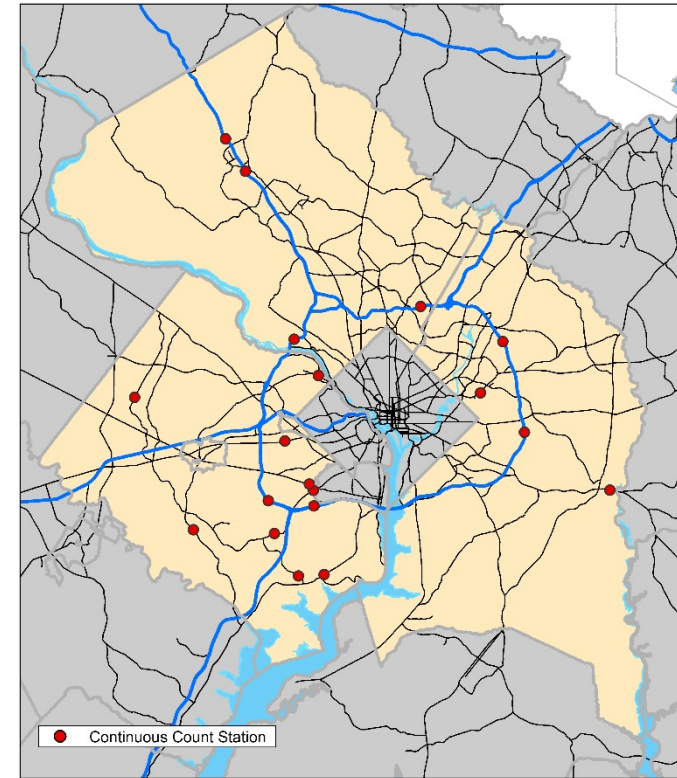
The Daily and Hourly charts show September and October weekday traffic levels nearly identical to those of the same months of 2019.

Please note: Due to data availability issues, traffic in January and February 2021 was compared with the pre-pandemic months of January and February 2020 rather than January and February 2019 in the Regional Core only.

## Comparison Traffic in the Inner Jurisdictions of the TPB Modeled Region



Continuous Count Stations in the Inner Ring Jurisdictions of the TPB Modeled Region



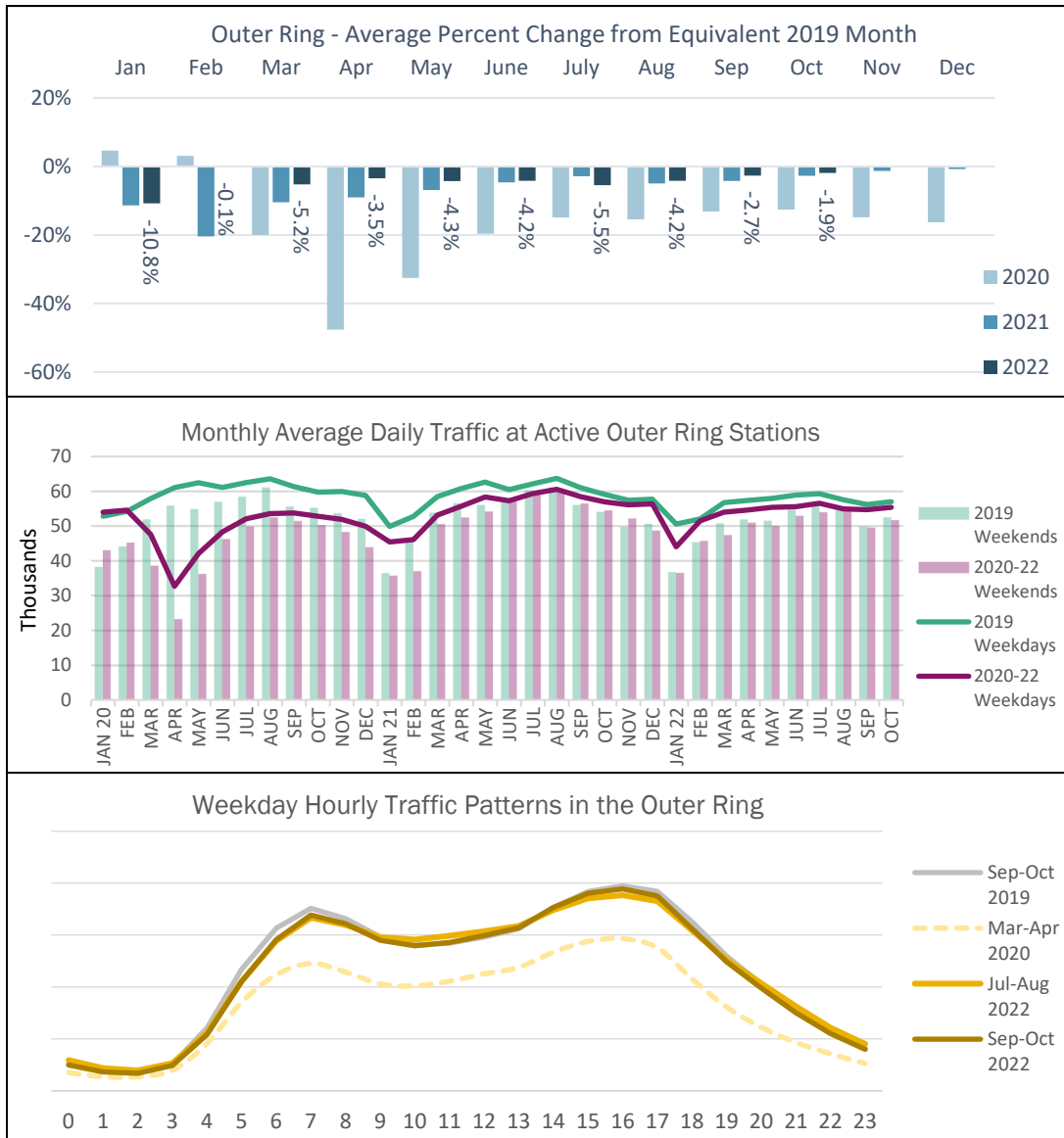
Traffic in the inner suburbs was fairly steady at about 91 percent of 2019 levels during the spring and summer of 2022 but increased to 93 percent of 2019 levels in October. Fluctuations in overall weekday traffic volumes may be due to seasonal differences.

While not yet reaching 2019 levels, weekday traffic patterns are once again showing clear AM and PM peaks. Like the region as a whole, weekday hourly traffic patterns in the Inner Ring have been fairly consistent. Traffic levels remain lower but have crept up since July.

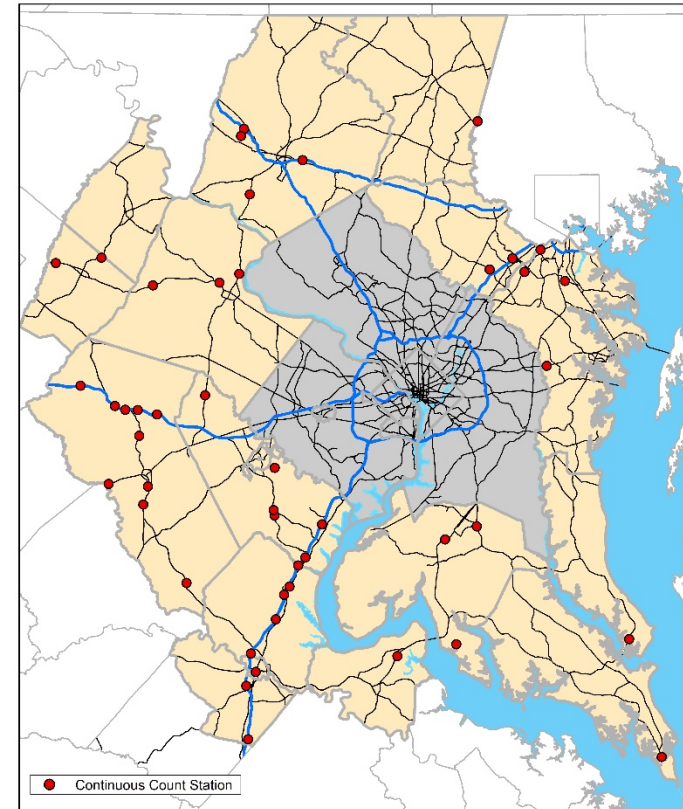




## Comparison of Traffic in Outer Jurisdictions of the TPB Modeled Region



Continuous Count Stations in the Outer Jurisdictions of the TPB Modeled Region



Traffic in the outer suburbs had been fairly steady at about 95 percent of 2019 levels during the spring and summer of 2022 and increased to over 97 percent of 2019 levels in September and October.

The weekday hourly traffic in the outer ring is showing patterns very close to those of the same period in 2019, with slightly lower early morning and late evening traffic volumes. Similar to the region as a whole, weekday hourly traffic patterns in the Outer Ring have crept up since July.



## Monthly Enplanements at Washington/Baltimore Area Airports

Air travel decreased precipitously at the beginning of the COVID-19 outbreak. Enplanements at Washington/Baltimore area regional airports in April 2020 fell to only four percent of those of April 2019. Enplanements remained low for the remainder of 2020 and began to rise in the spring of 2021.

Regional air travel continues to increase. Enplanements were over 80 percent of 2019 levels in November and December of 2021. After a small dip during the winter months, enplanements were back to greater than 90 percent of 2019 levels in April through August. Enplanements at DCA were actually higher than 2019 levels in every month since April 2022.

