



COVID-19 Travel Monitoring Snapshot

An Analysis of Monthly Traffic and Enplanement Data, Pre-Pandemic - February 2022

Published: April 2022

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 March of 2020. 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.

MONTHLY AVERAGE DAILY TRAFFIC

The Monthly Average Daily Traffic charts show average weekday traffic volumes using lines and average daily traffic on weekends 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.

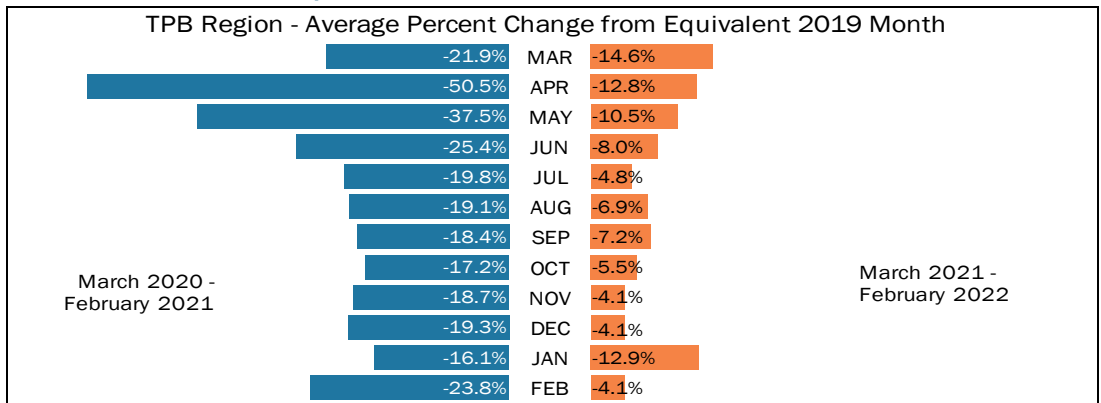
WEEKDAY HOURLY TRAFFIC PATTERN

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 and 2021 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.

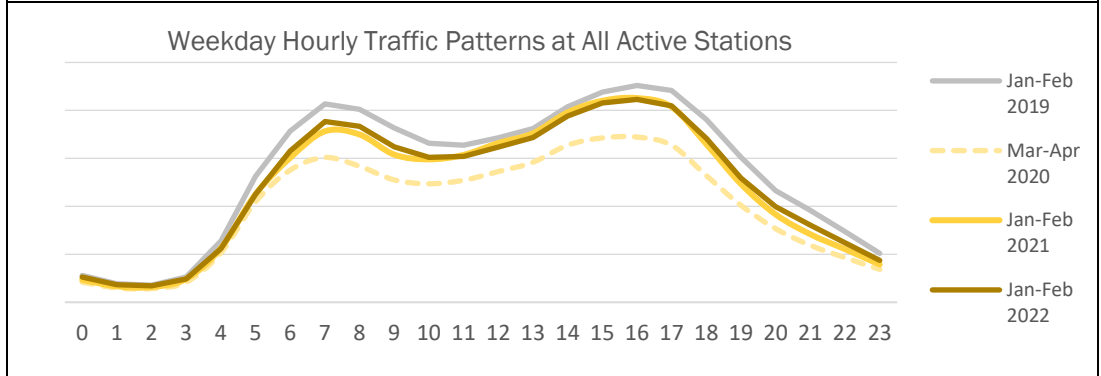
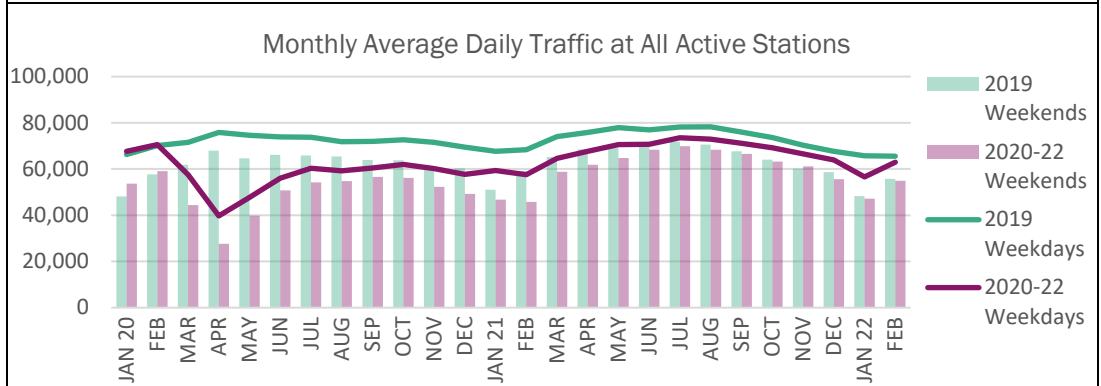
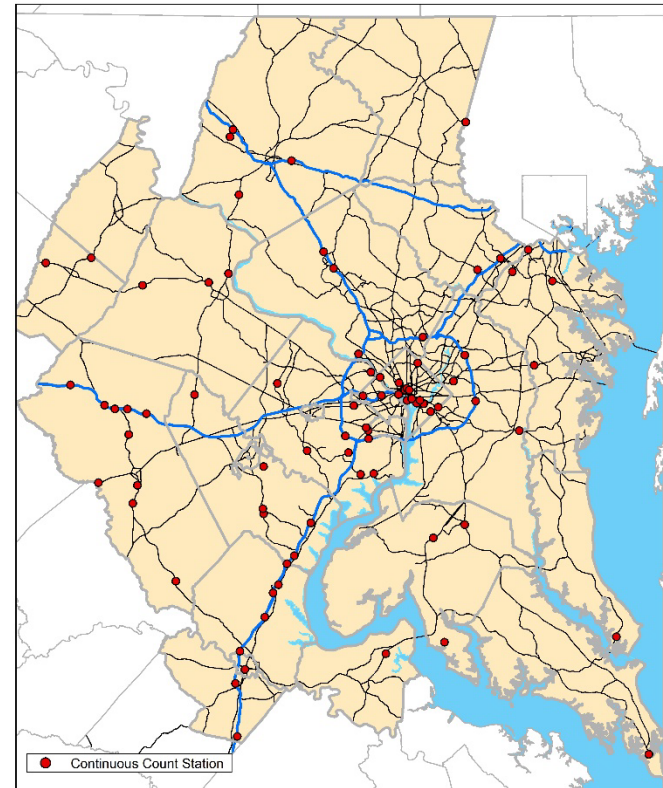
MONTHLY ENPLANEMENT DATA

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 each month of 2019, in orange for each month of 2020, in blue for 2021, and in green for 2022.

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



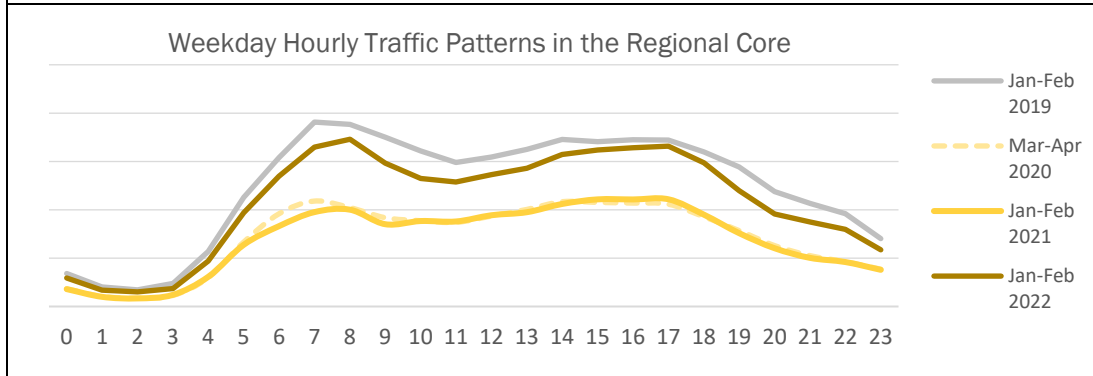
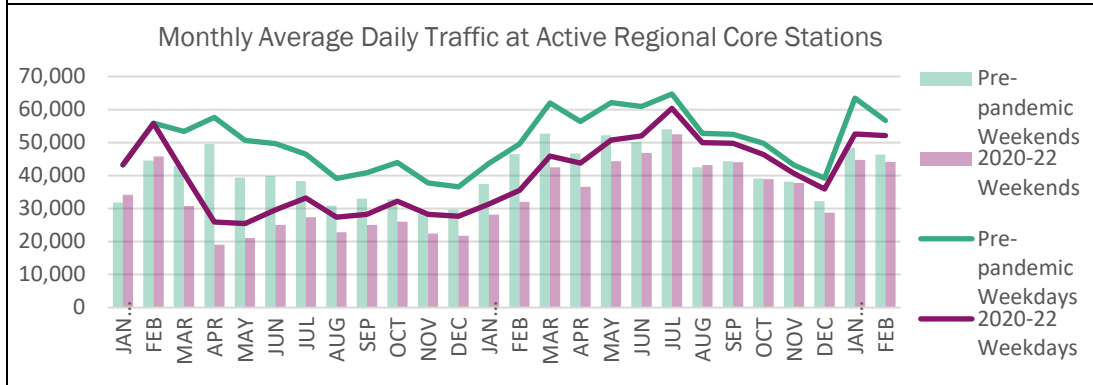
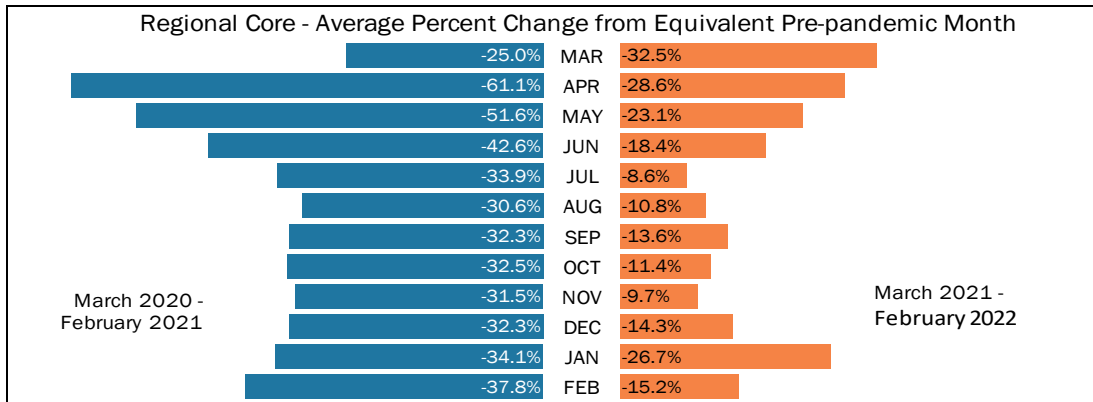
Continuous Count Stations in the TPB Modeled Region



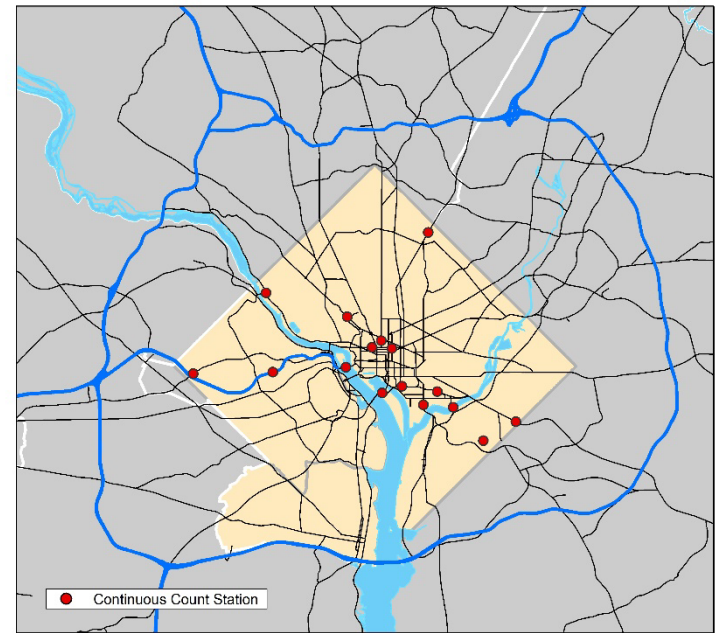
Regional traffic levels had rebounded to over 95 percent of 2019 levels in November and December of 2021, then decreased when compared to their 2019 levels in January, but were back to over 95 percent of 2019 levels in February of 2022.

Both weekday and weekend traffic volumes had been moving closer to 2019 levels but showed a steep one month decline in January. This decline, which was seen in each of the sub-regional groupings, is likely the result of the combined effects of the Omicron surge and wintery weather in early 2022.

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

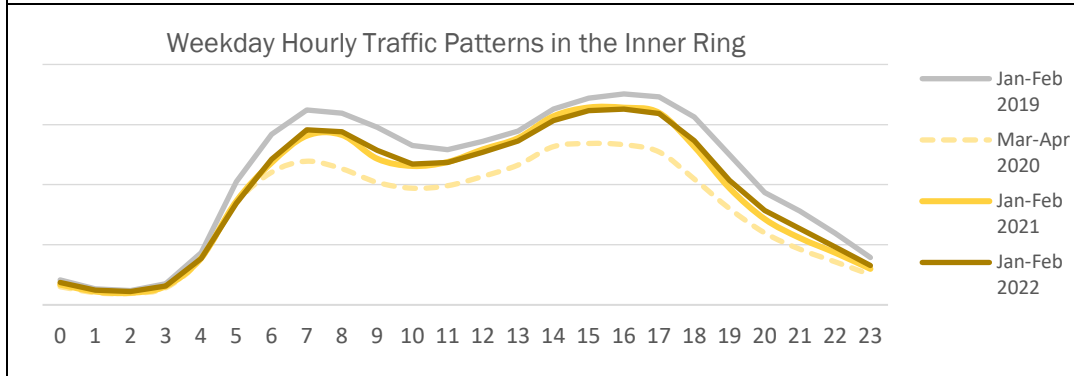
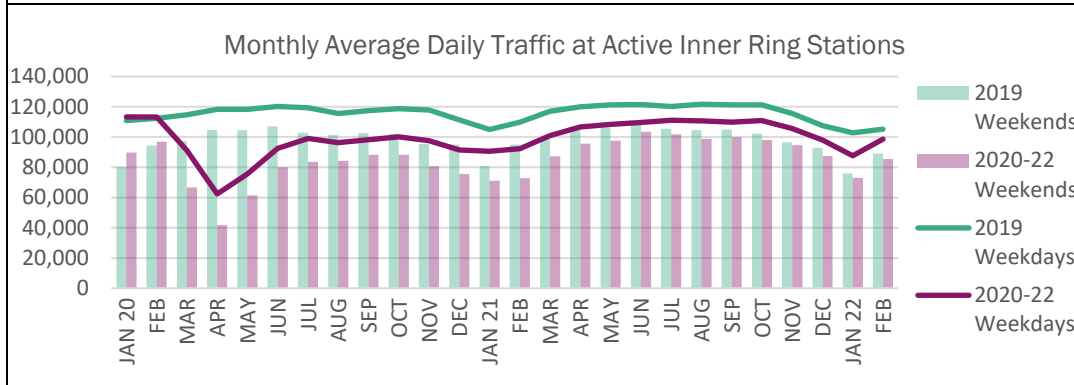
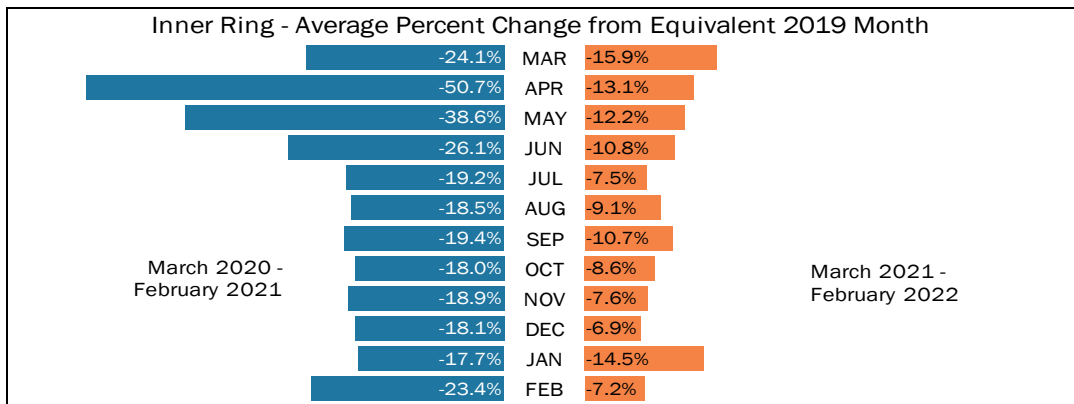


Regional core traffic continues to experience a slower recovery than the region overall. In both July and November 2021, traffic levels were over 90 percent of 2019 levels in the regional core. Similar to the region as a whole, core traffic volumes decreased in January, but rebounded to close to the December 2021 levels when compared with 2019.

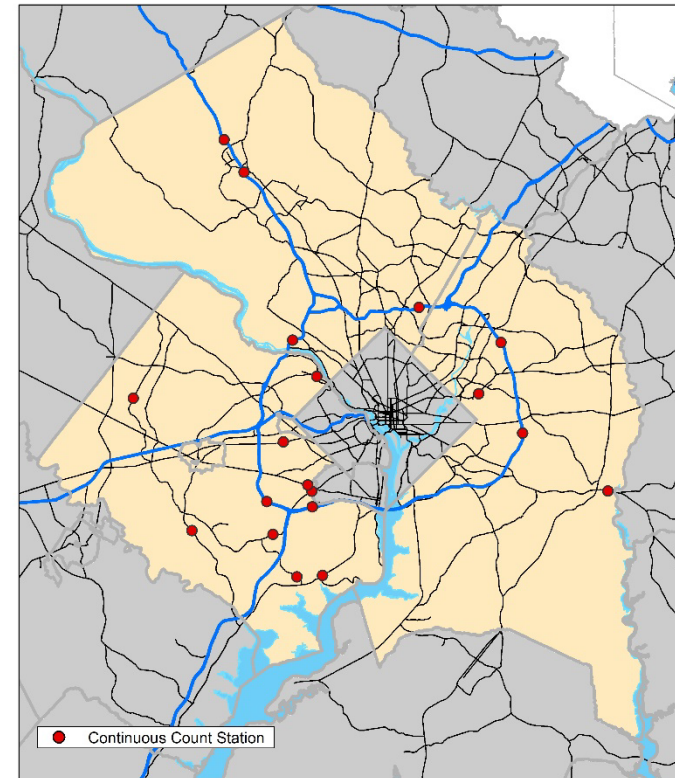
Hourly weekday traffic levels which had been relatively flat throughout much of the pandemic, are beginning to show patterns which are similar to 2019, although peak periods tend to be more concentrated than in previous years.

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



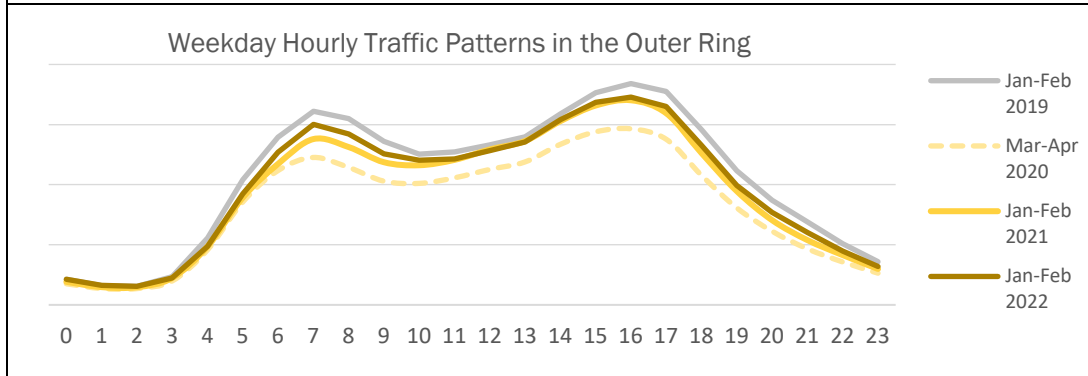
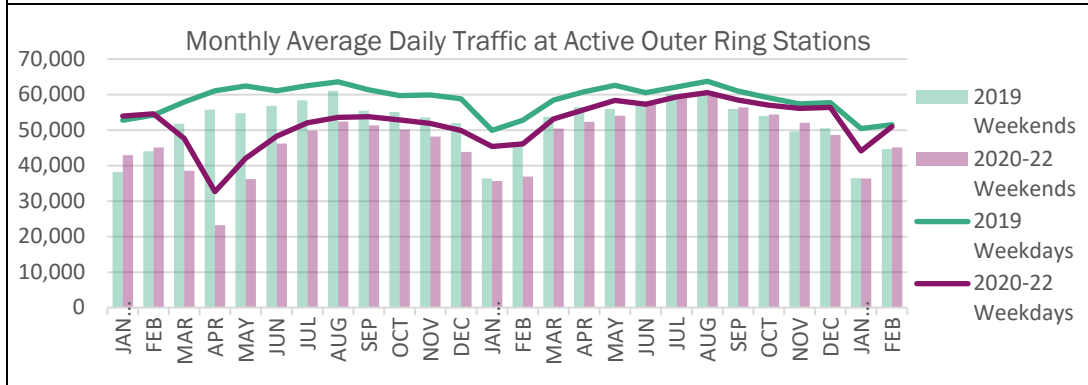
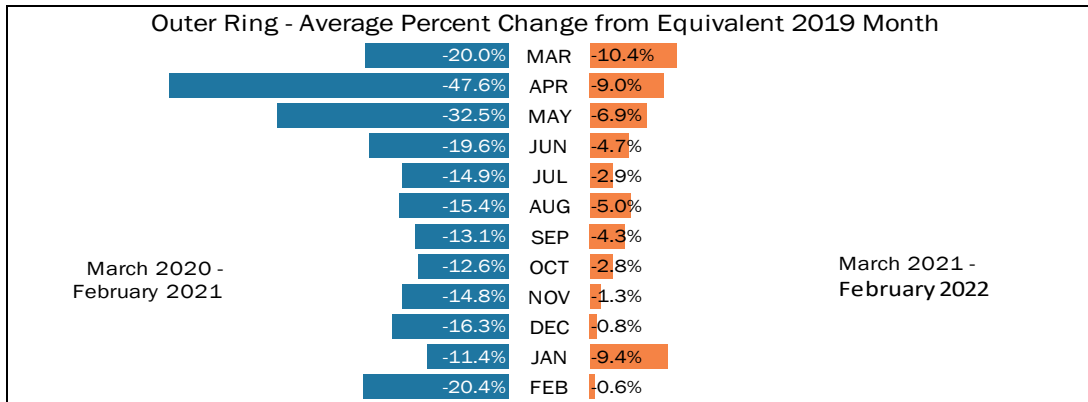
Continuous Count Stations in the Inner Ring Jurisdictions of the TPB Modeled Region



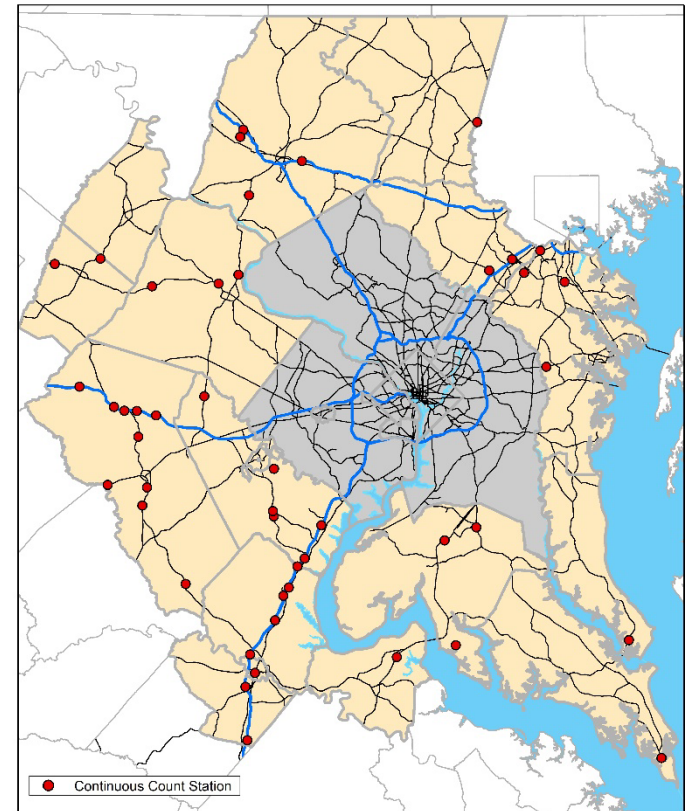
Traffic in the inner suburbs continues to gradually increase. December traffic levels within the inner ring of the TPB Modeled Area had recovered to more than 93 percent of December 2019 levels before declining again in January. February traffic volumes were closer to the December levels when compared with 2019.

Weekday traffic patterns are once again showing clear AM and PM peaks in the inner suburbs, although the peak hourly levels are not as high as the pre-pandemic peaks.

Comparison of Traffic in Outer Jurisdictions of the TPB Modeled Region



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



In the outer ring within the TPB Modeled Area, traffic volumes have experienced a notable recovery. The February 2022 traffic volumes rebounded to over 99 percent of the February 2019 levels.

Similar to the region as a whole, both weekday and weekend traffic levels are moving closer to 2019 levels. The weekday hourly traffic in the outer ring is showing similar patterns to 2019, although hourly weekday volumes remained lower than those of January/February of 2019.

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 were only four percent of those during April of 2019. Enplanements remained low for the remainder of 2020 and began to rise in the spring of 2021.

Regional air travel made a notable recovery in the summer months. Beginning in July 2021, enplanements have been over 70 percent of 2019 levels and enplanements were over 80 percent of 2019 levels in November and December of 2021. Enplanements at Ronald Reagan National Airport were over 90 percent of 2019 levels during the holiday season, but were back to only 25 percent of 2019 levels in January.

