



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

### **An Analysis of Monthly Traffic and Enplanement Data, Pre-Pandemic - May 2021**

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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 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.

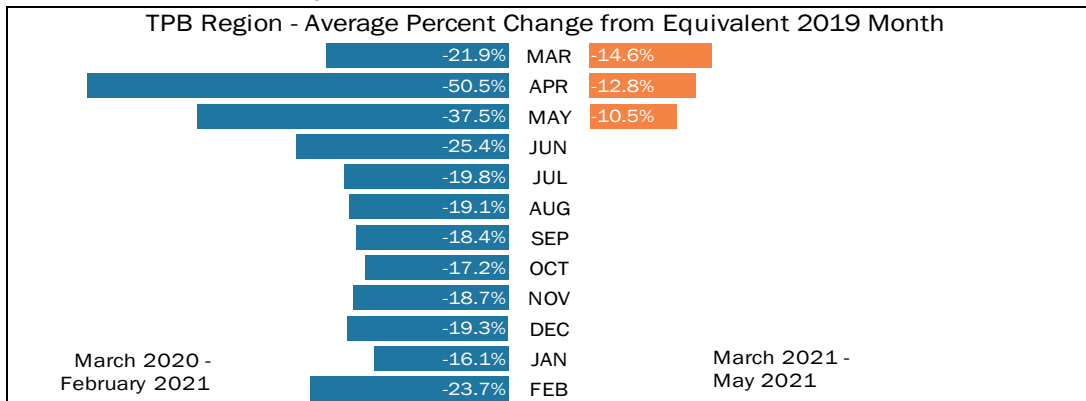
#### **AVERAGE HOURLY TRAFFIC**

The average hourly traffic charts show hourly traffic volume trends for two-month groupings in 2021 compared with the pre-pandemic months of January and February 2020 and the first two months of the pandemic, March and April 2020. The pre-pandemic months of January and February are shown in gray 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.

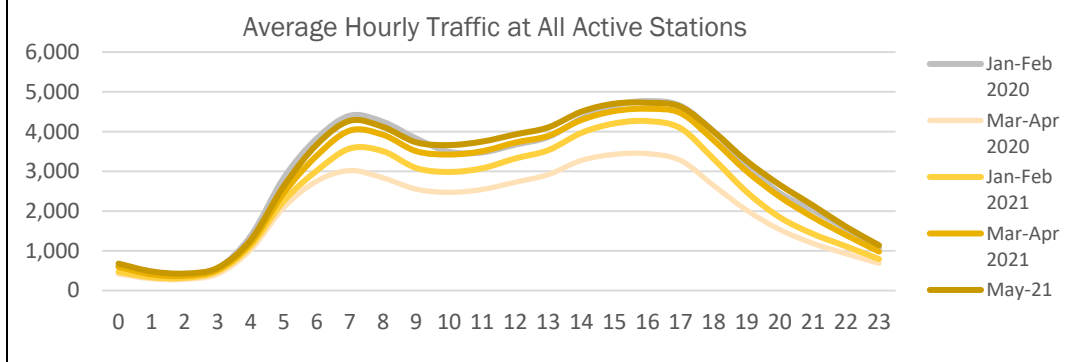
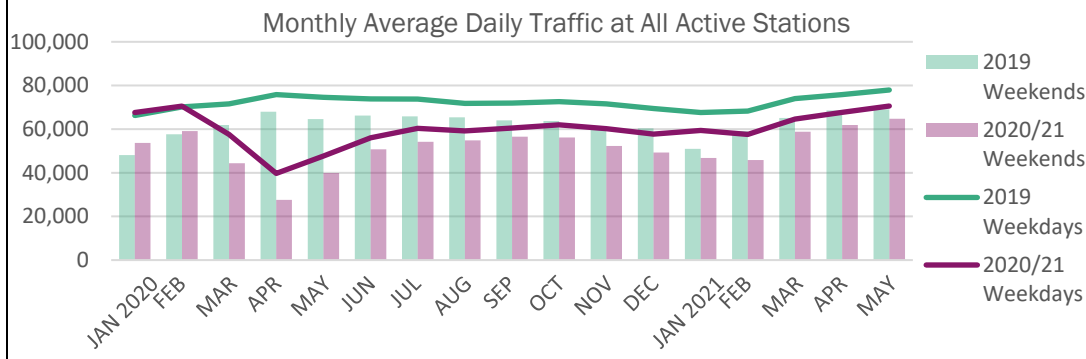
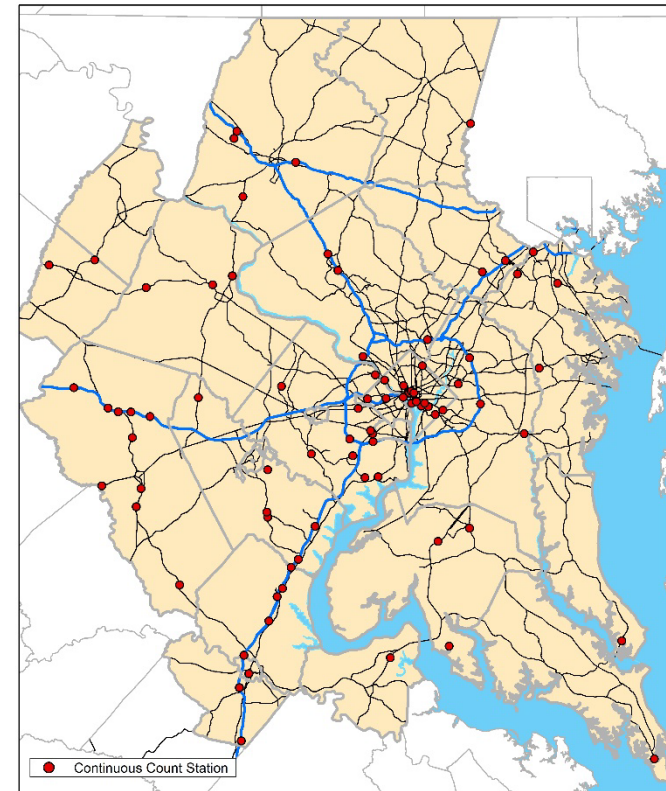
#### **MONTHLY ENPLANEMENT DATA**

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

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



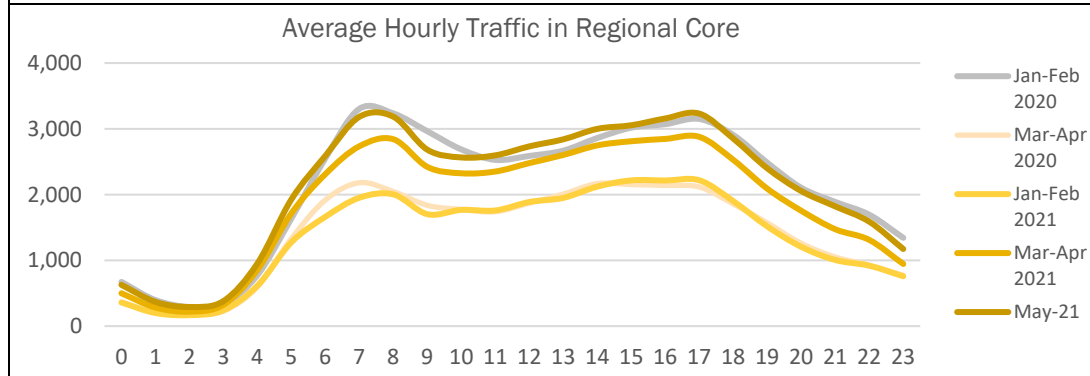
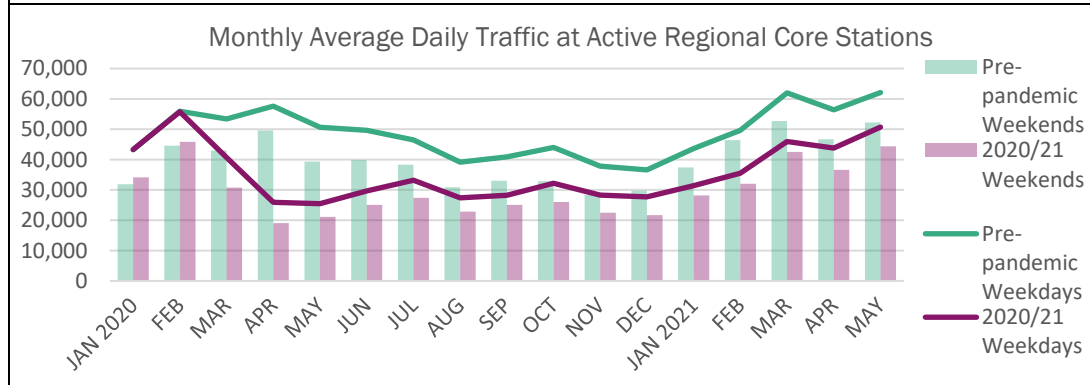
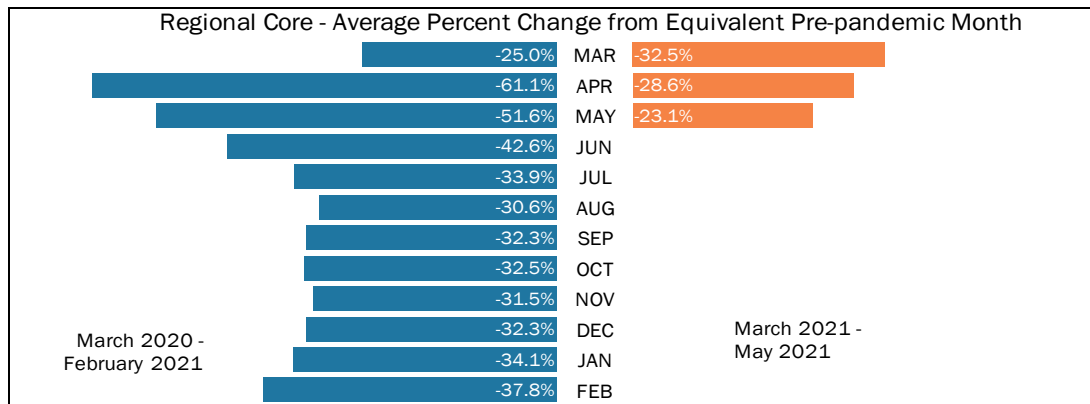
2020/21 Active Continuous Count Stations in the TPB Modeled Region



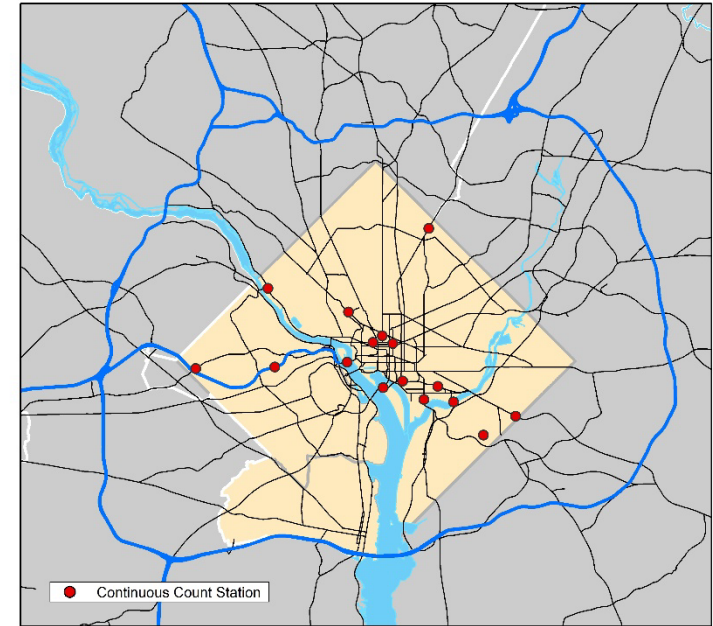
Regional traffic volumes had recovered to over 80 percent of 2019 volumes by July 2020 and had remained fairly steady through December. In February 2021, traffic levels decreased as compared to their pre-pandemic levels but have since rebounded to almost 90 percent of 2019 levels.

Hourly traffic volumes region-wide are once again showing clear AM and PM peaks, with hourly traffic levels similar to those of January and February of 2020.

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



2020/21 Active Continuous Count Stations in the Regional Core Jurisdictions of the TPB Modeled Region

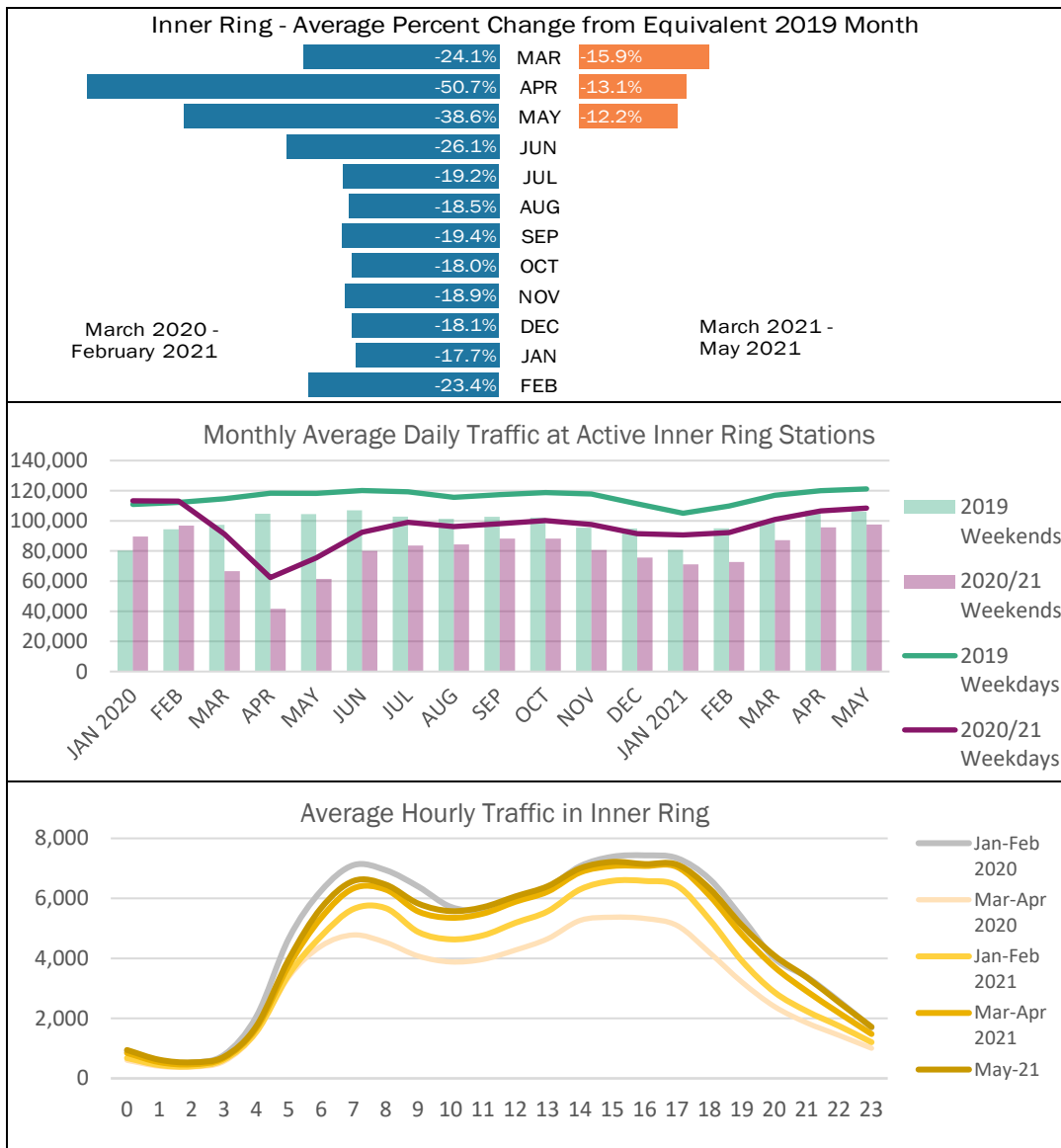


Traffic in the Regional Core decreased more than that of the region as a whole, reaching a low of over 60 percent less than 2019 levels in April 2020. Regional Core traffic continues to experience a slower recovery than the region overall, but by May 2021, it had recovered to over 75 percent of 2019 levels.

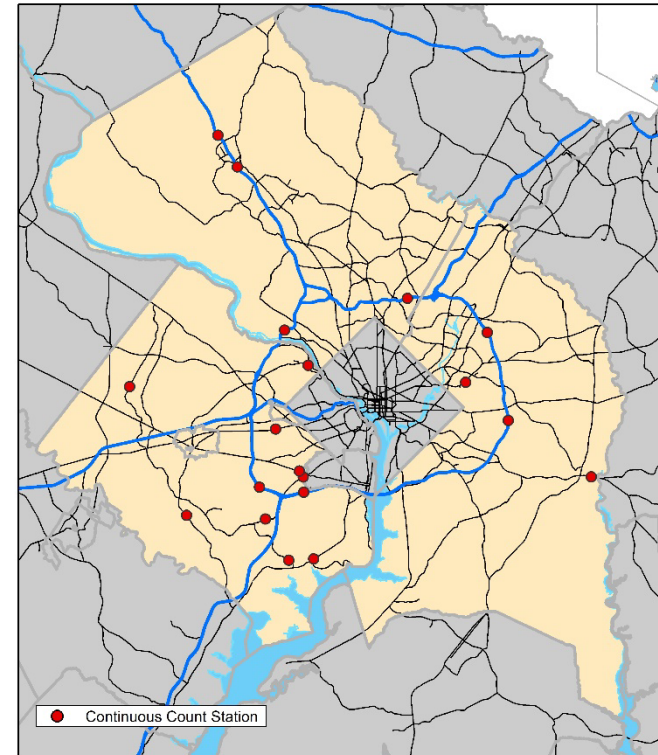
Hourly weekday traffic levels which had been relatively flat throughout much of the pandemic, are beginning to show patterns similar to the pre-pandemic months of January and February 2020.

*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



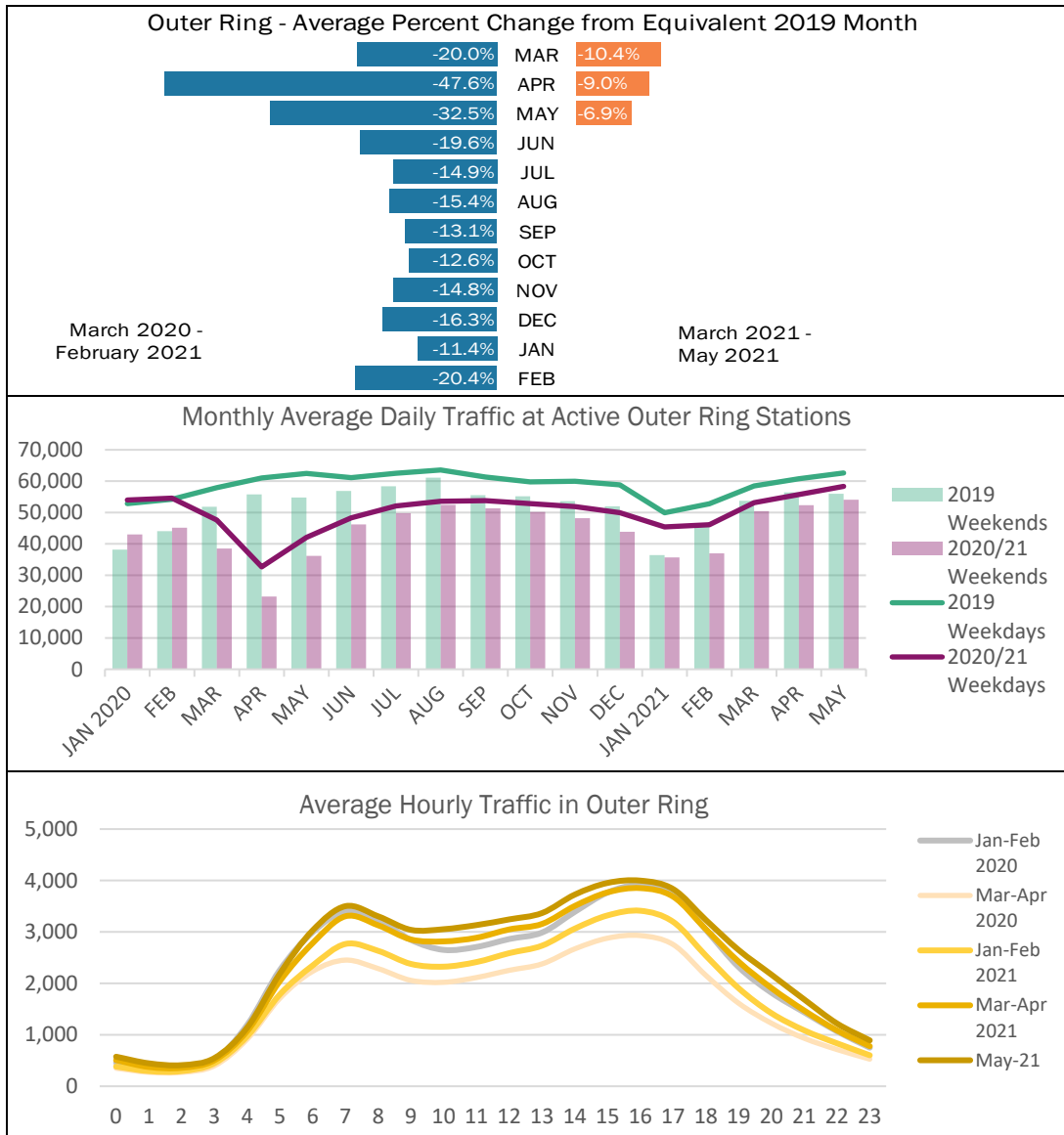
2020/21 Active Continuous Count Stations in the Inner Ring Jurisdictions of the TPB Modeled Region



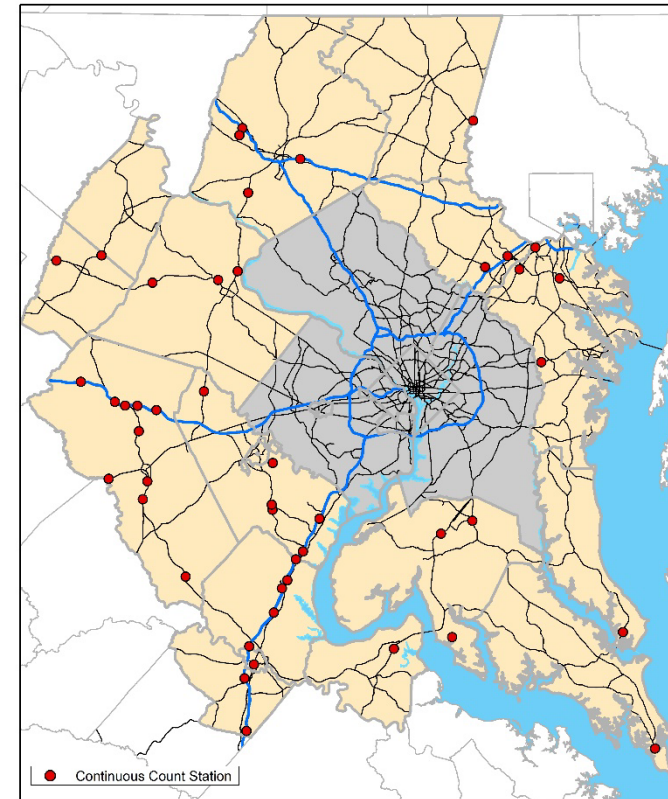
Traffic in the inner suburbs had been fairly steady at about 80 percent of 2019 levels since July of 2020. Similar to the region as a whole, traffic decreased in February 2021 as compared with 2019, but by May 2021 had rebounded to almost 88 percent of 2019 levels.

Weekday traffic is once again showing clear AM and PM peaks in the inner suburbs, although the hourly traffic levels are still lower than those of the pre-pandemic months of January and February 2020.

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



2020/21 Active 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 May 2021 traffic levels had rebounded to 93 percent of the May 2019 levels.

Weekend traffic in the outer suburbs registered levels similar to 2019 in March through May of 2021.

The weekday hourly traffic in the outer ring is showing a trend towards higher levels of midday traffic. The AM and PM peaks are rebounding as well.



## 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.

Regional air travel has recently made a notable recovery with enplanements in April 2021 double the February 2021 levels, however April 2021 enplanements were still 50 percent below the April 2019 levels.

