



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

### **An Analysis of Monthly Traffic and Enplanement Data, January - October 2020**

**Published: December 2020**

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 monthly 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 and 2019.

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

The bar charts show the average percent change in traffic volumes compared to the equivalent 2019 month. 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.

#### **WEEKLY AVERAGE DAILY TRAFFIC**

The Weekly Average Daily Traffic charts show average weekday traffic volumes using lines and average daily traffic on weekends using columns. Traffic in 2020 is displayed in purple and 2019 traffic for the corresponding weeks is shown in green. Total daily traffic volumes are calculated for each station and the results are averaged by week for the TPB Region and each of the Core, Inner, and Outer Rings.

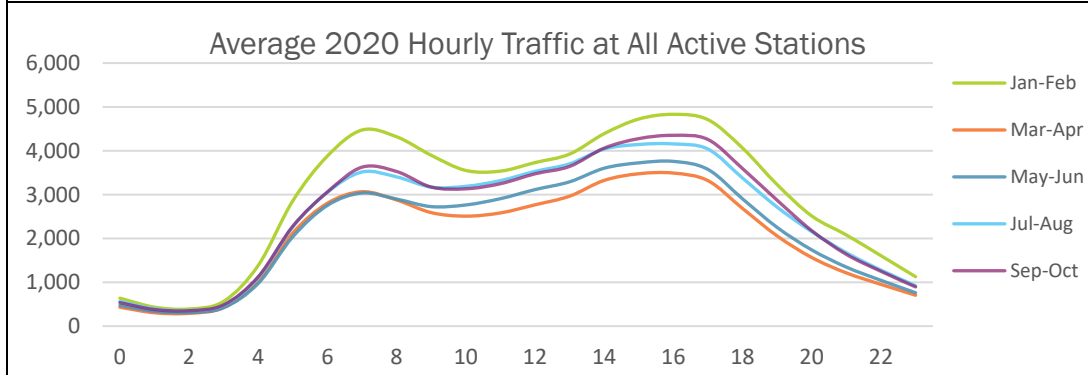
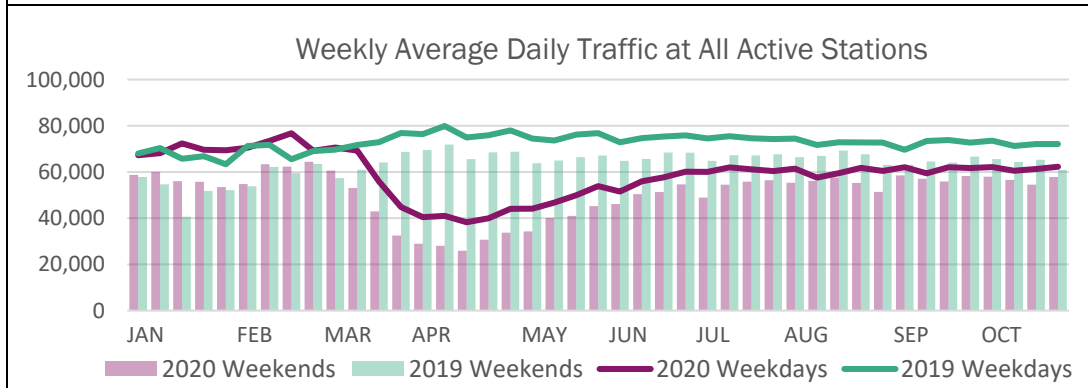
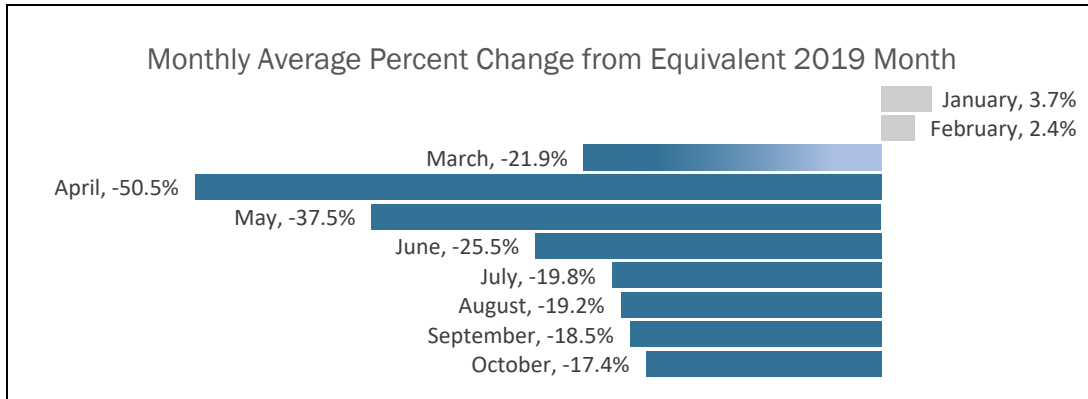
#### **AVERAGE HOURLY TRAFFIC**

The average hourly traffic charts show hourly traffic volume trends for each two-month grouping of 2020. 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.

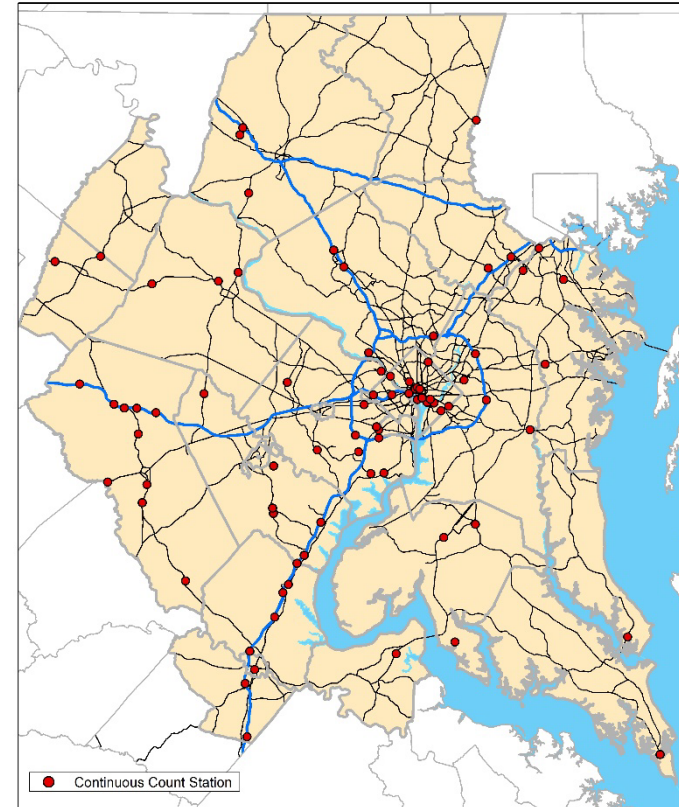
#### **MONTHLY ENPLANEMENT DATA**

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 orange for each month of 2020 and in blue for each month in 2019.

# Comparison of Monthly 2020 & 2019 Traffic at all Continuous Count Stations in the TPB Modeled Region



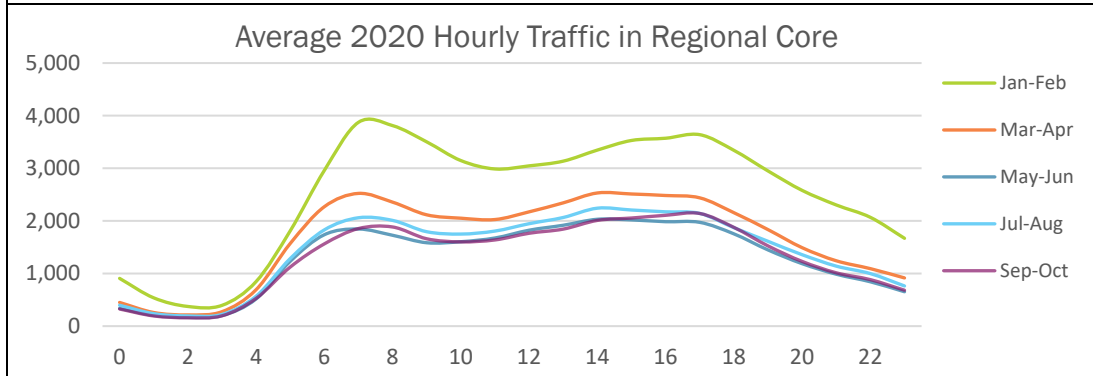
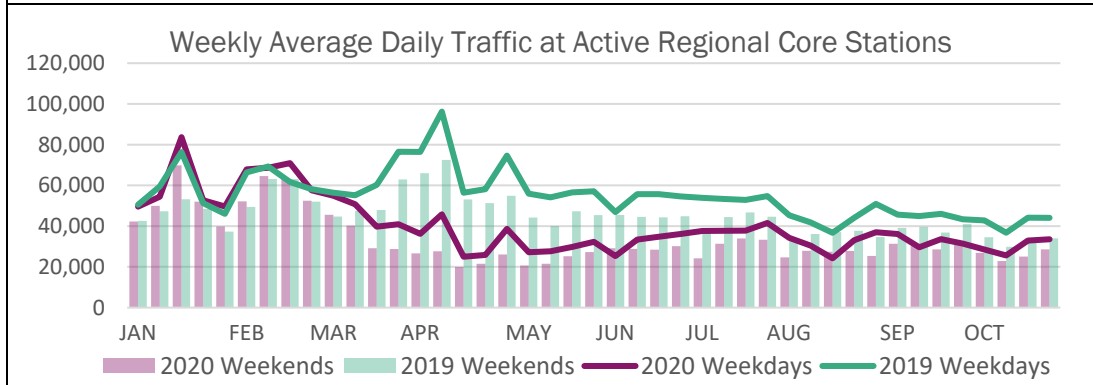
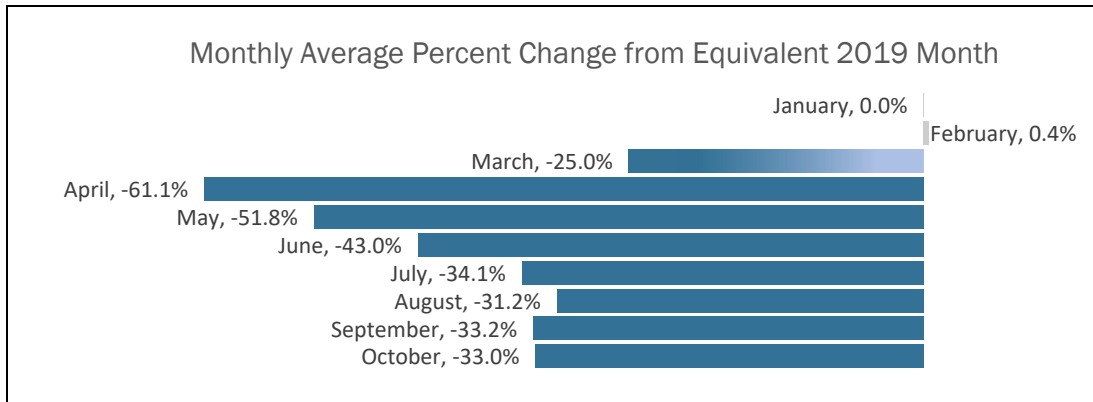
2020 Active Continuous Count Stations in the TPB Modeled Region



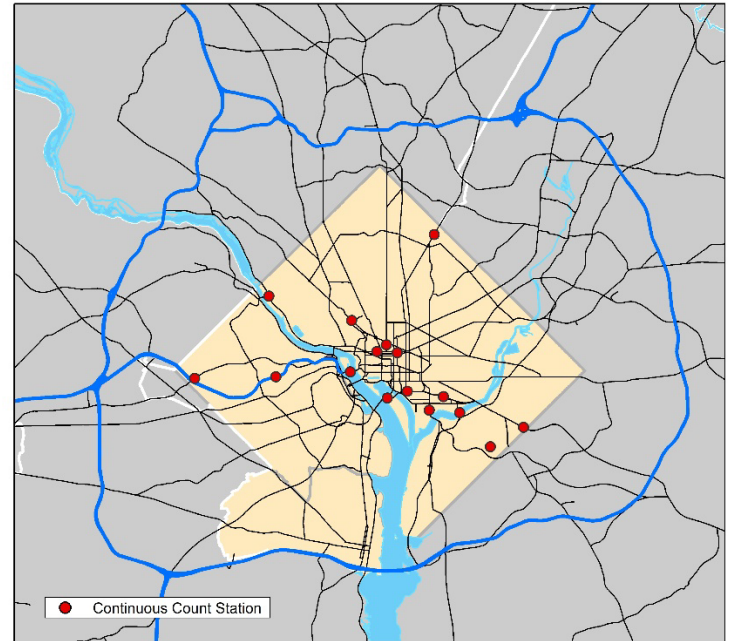
Regional traffic volumes, which in April 2020 had dipped below 50 percent of 2019 volumes, had recovered to over 80 percent of 2019 volumes by July, and continued a slow recovery through October.

Weekday hourly traffic during the COVID-19 outbreak shows a less prominent AM Peak when compared with pre-pandemic levels but the peak traffic periods are beginning to rebound.

## Comparison of Monthly 2020 & 2019 Traffic in the Core Jurisdictions of the TPB Modeled Region



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

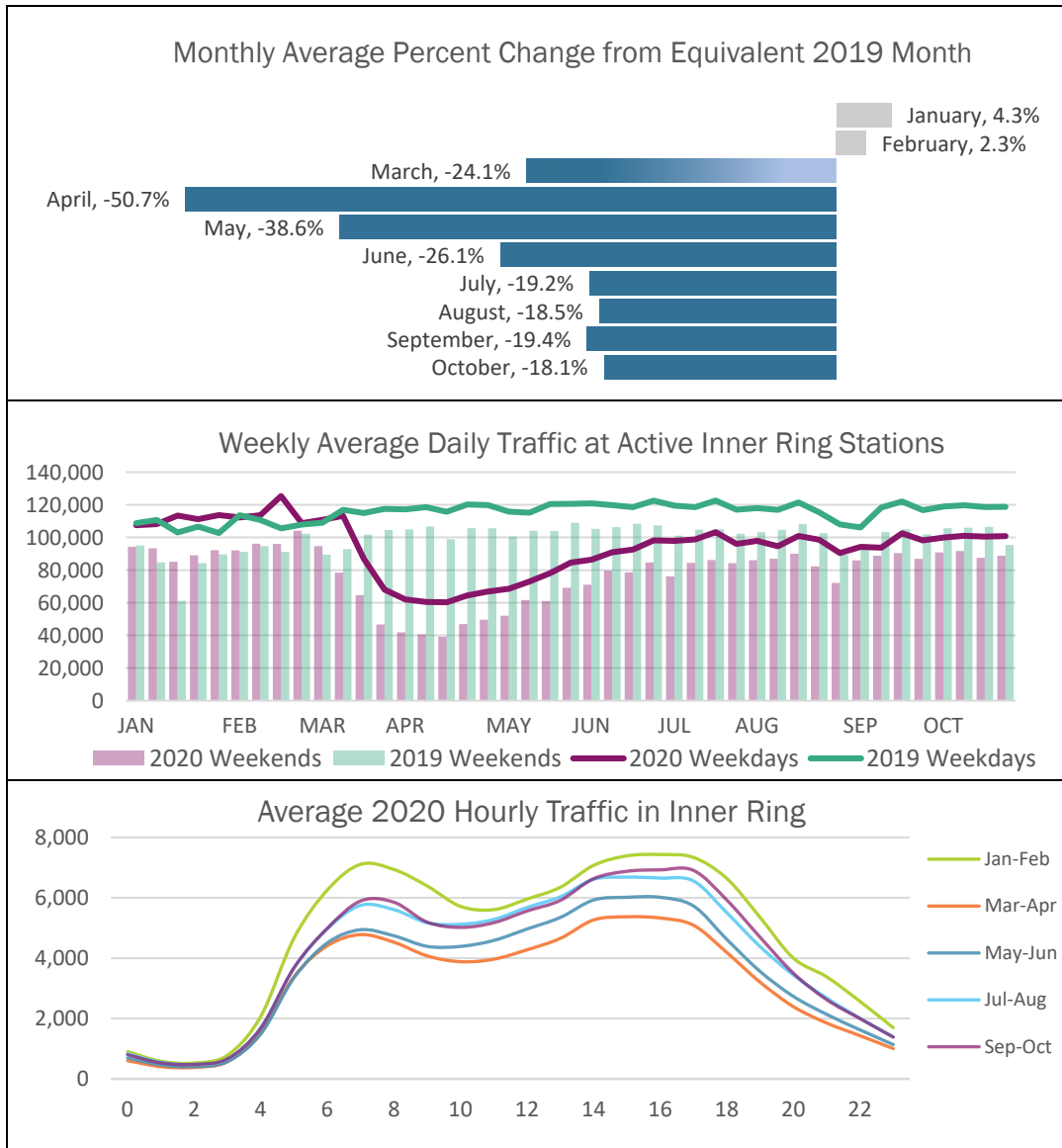


Traffic in the Regional Core decreased more than that of the region as a whole, reaching a low of over 60 percent less than 2019 levels in April 2020. Regional Core traffic continues to experience a slower recovery than the region overall.

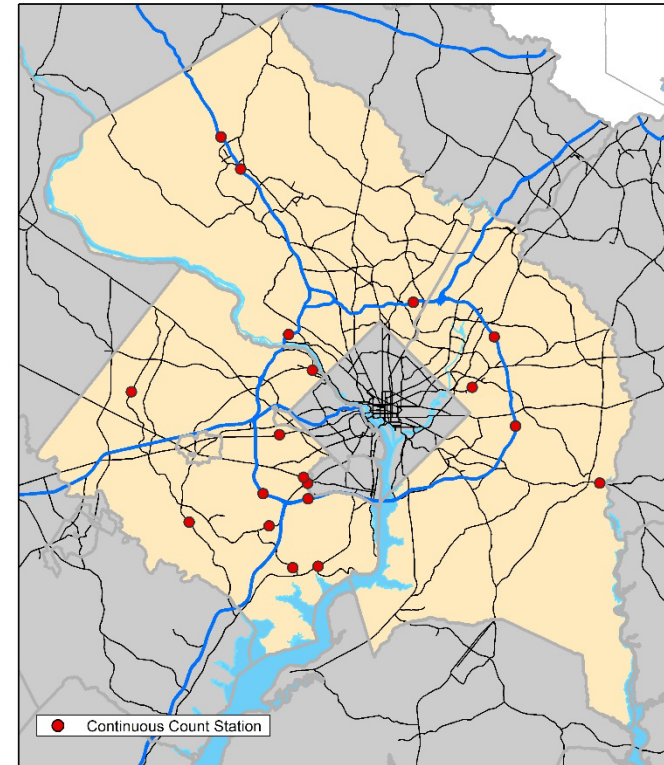
Hourly weekday traffic levels continue to be fairly flat in the Regional Core trending towards one long midday peak rather than discrete AM and PM peaks.

*Please note: The April peaks seen on the Weekly Average Daily Traffic chart are due to data availability issues. Traffic counts were not available on some lower volume facilities, resulting in higher average daily levels. The difference between the 2020 levels and the 2019 levels are noteworthy while the total daily traffic levels are not.*

## Comparison of Monthly 2020 & 2019 Traffic in the Inner Jurisdictions of the TPB Modeled Region



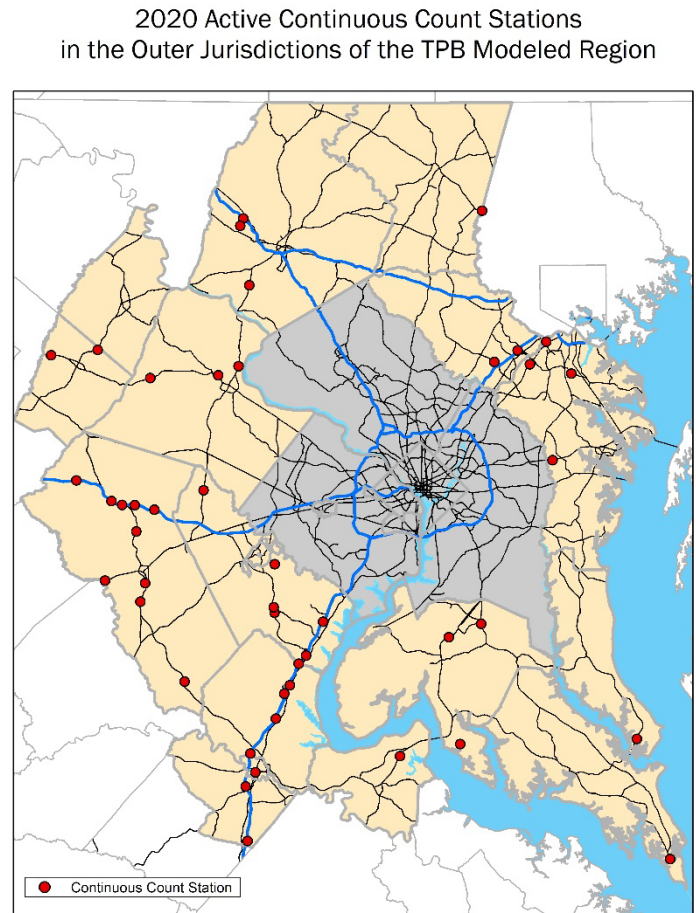
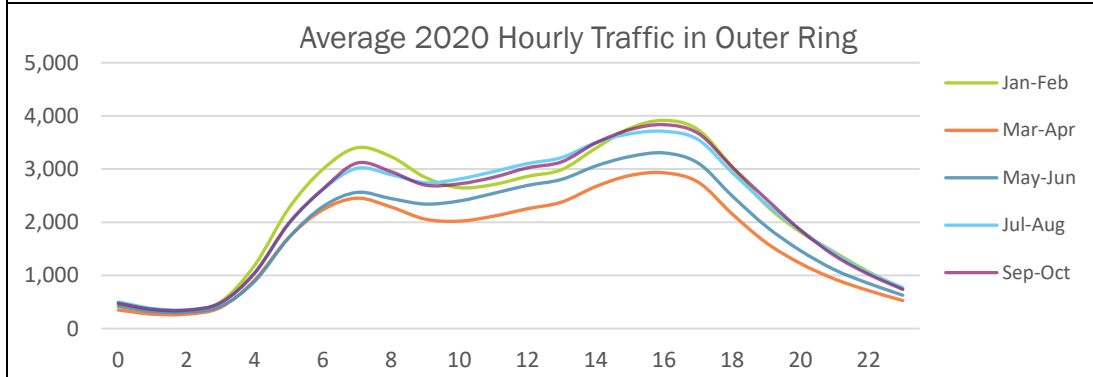
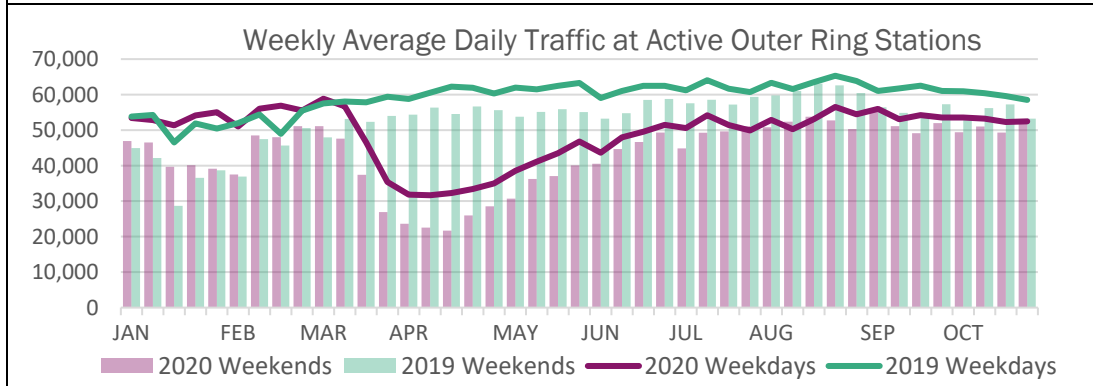
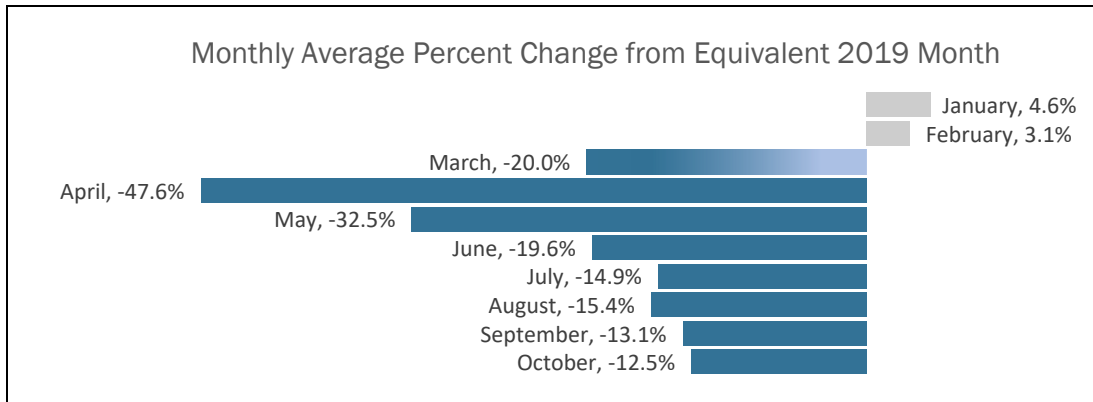
2020 Active Continuous Count Stations in the Inner Ring Jurisdictions of the TPB Modeled Region



After decreasing by more than 50 percent in April, traffic volumes in the inner suburbs have recovered to over 80 percent of 2019 levels, although fluctuations in recovery are still being observed.

Weekday midday traffic is back up to levels closer to January and February of 2020. AM and PM peaks are beginning to become more apparent, although AM peak traffic continues to be much lower than pre-pandemic levels in the inner suburbs.

## Comparison of Monthly 2020 & 2019 Traffic in Outer Jurisdictions of the TPB Modeled Region



In the outer ring within the TPB Modeled Area, traffic volumes sustained the smallest peak decrease in April of 47.6 percent and have since registered notable recovery. By October, volumes in the outer ring were down only 12.5 percent compared to the same time in 2019.

The weekday hourly traffic in the outer ring is showing a trend towards high levels of midday traffic. The PM peak has rebounded to levels roughly equal to January and February and the AM peak is beginning to rebound 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 were only four percent of those during April of 2019.

Air travel is continuing a slow recovery. September enplanements usually show a decrease from August levels after the summer travel season, but in 2020 air travel was fairly even in August and September. Air travel at the region's three major airports in September 2020 was 30 percent of September 2019 levels.

