



COVID-19 Travel Monitoring Snapshot

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

Published: February 2023

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. This will be the last in the series of COVID-19 Travel Monitoring Snapshots,

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.

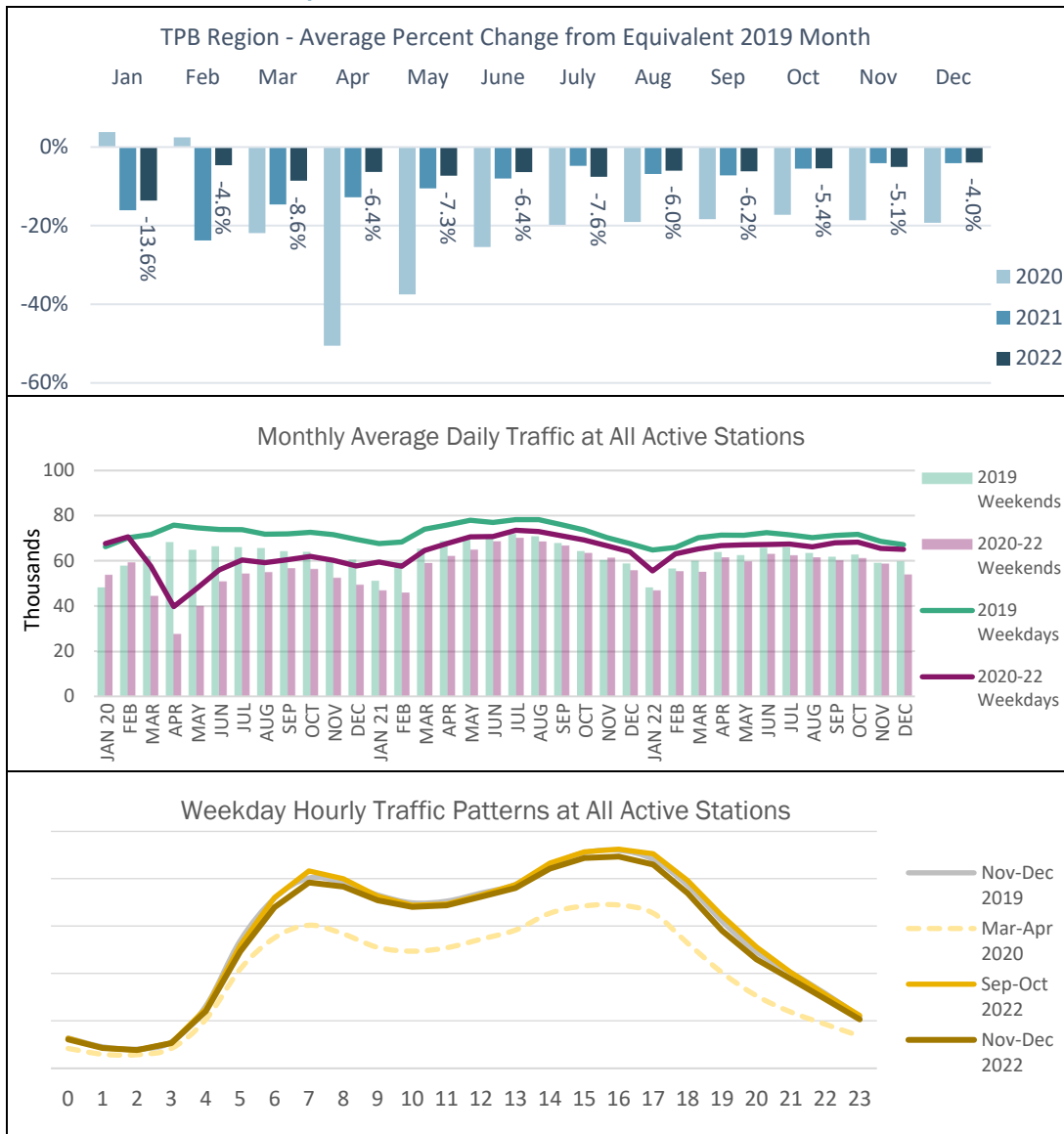
WEEKDAY HOURLY TRAFFIC PATTERN

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

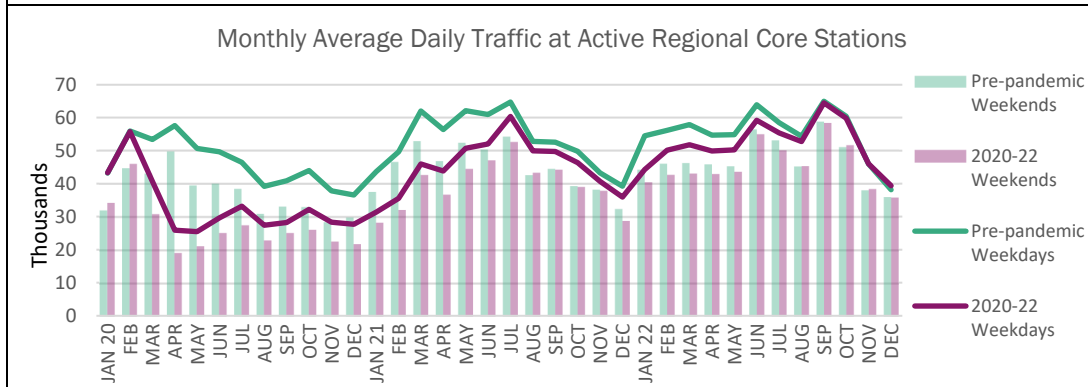
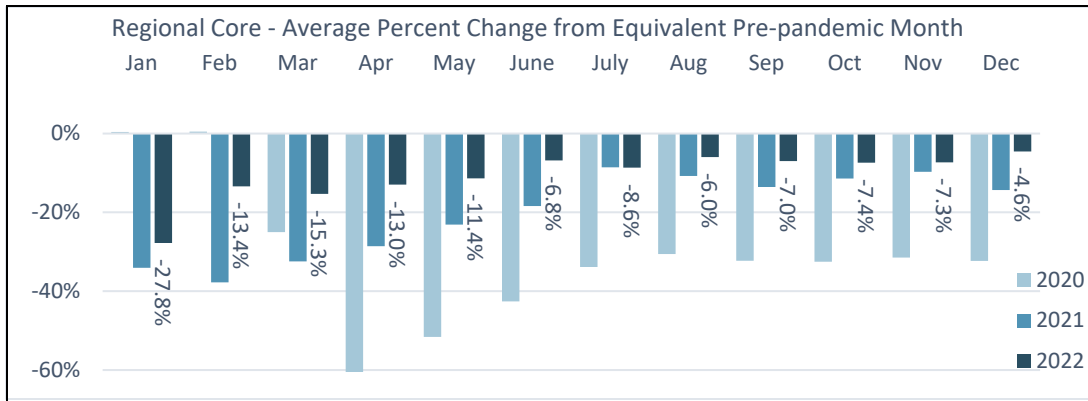


After a slow start to 2022, regional traffic levels began to gradually increase again in February and ended the year at over 95 percent of 2019 levels.

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 in recent months. Weekday traffic levels remain lower but are moving closer to 2019 levels.

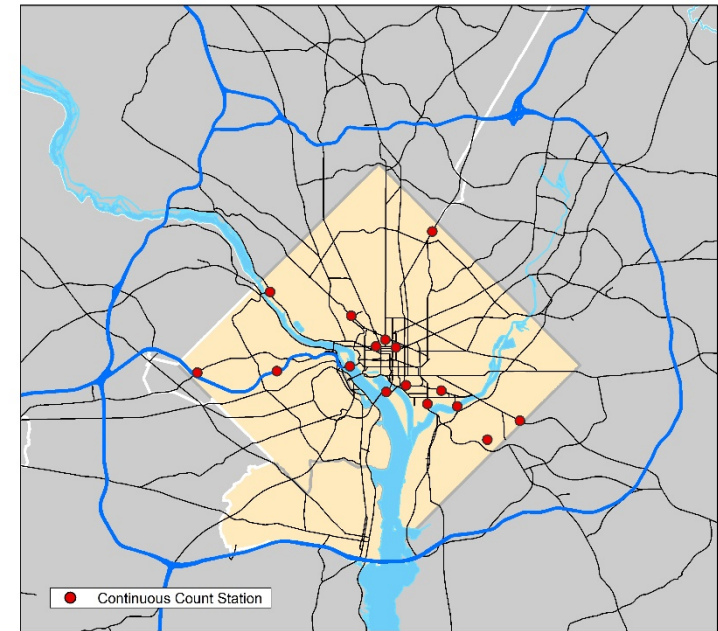


Comparison of Traffic in the Core Jurisdictions of the TPB Modeled Region



Insufficient data available to perform hourly longitudinal analysis for the Regional Core

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



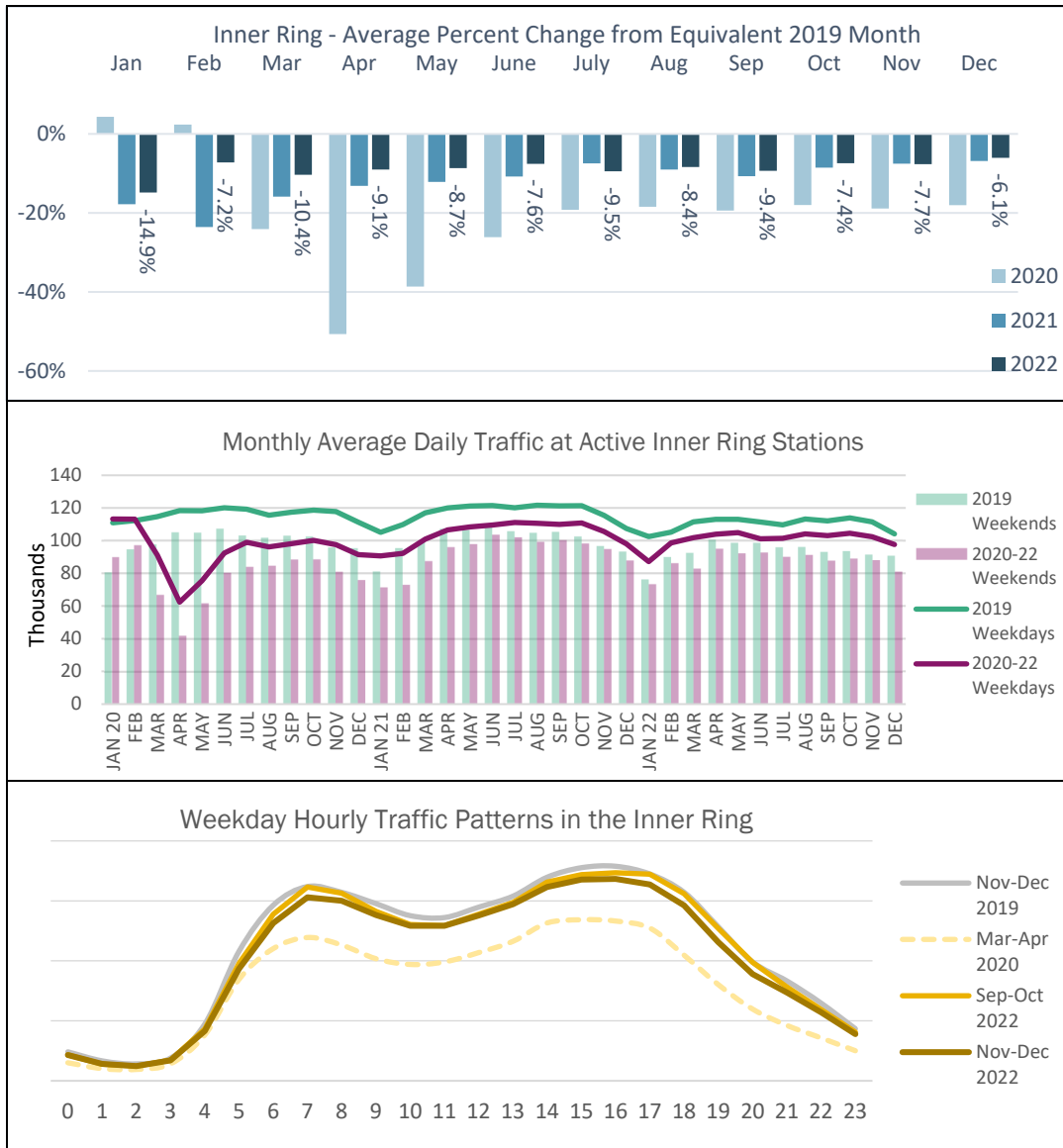
Traffic volumes in the Regional Core experienced a notable recovery during the spring of 2022. The pace of traffic recovery slowed in the Inner and Outer Rings during the spring and summer of 2022 while it increased in the Regional Core. In the fall of 2022, traffic volumes increased to more than 93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

Both weekday and weekend traffic levels in the fall of 2022 were nearly identical to those of the same months of 2019.

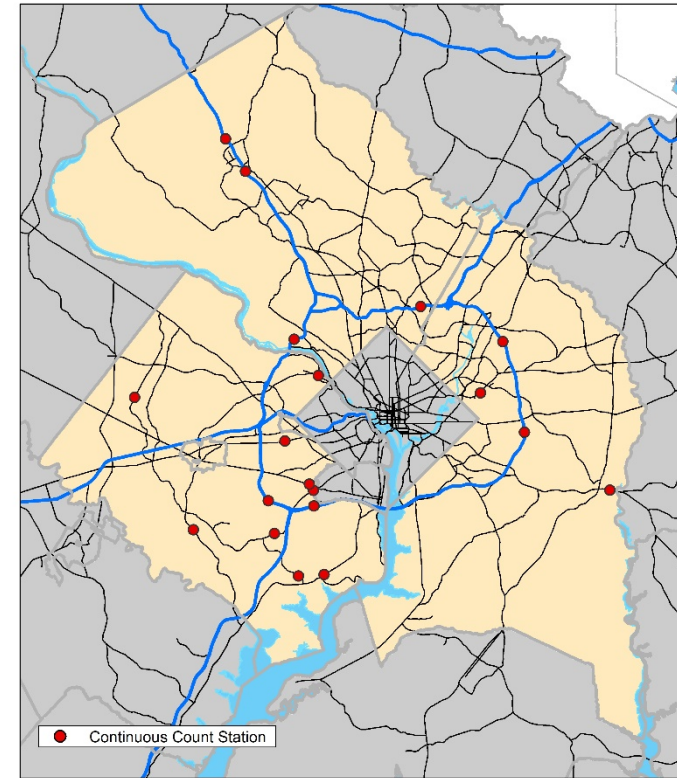
Please note: Due to data availability issues, it was not possible to draw comparisons between hourly traffic in November/December 2022 with earlier monthly groupings.



Comparison Traffic in the Inner Jurisdictions of the TPB Modeled Region



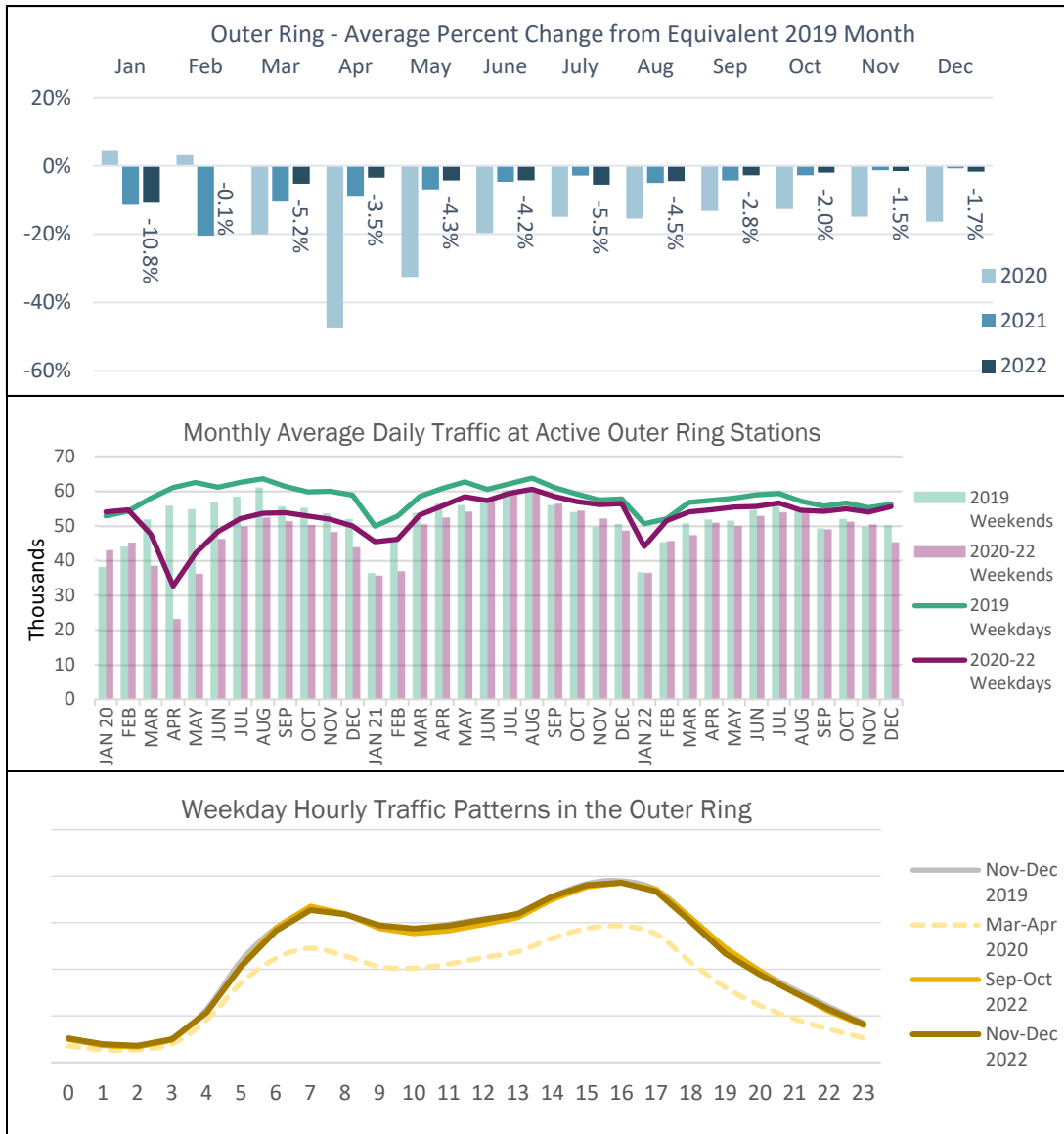
Continuous Count Stations in the Inner Ring Jurisdictions of the TPB Modeled Region



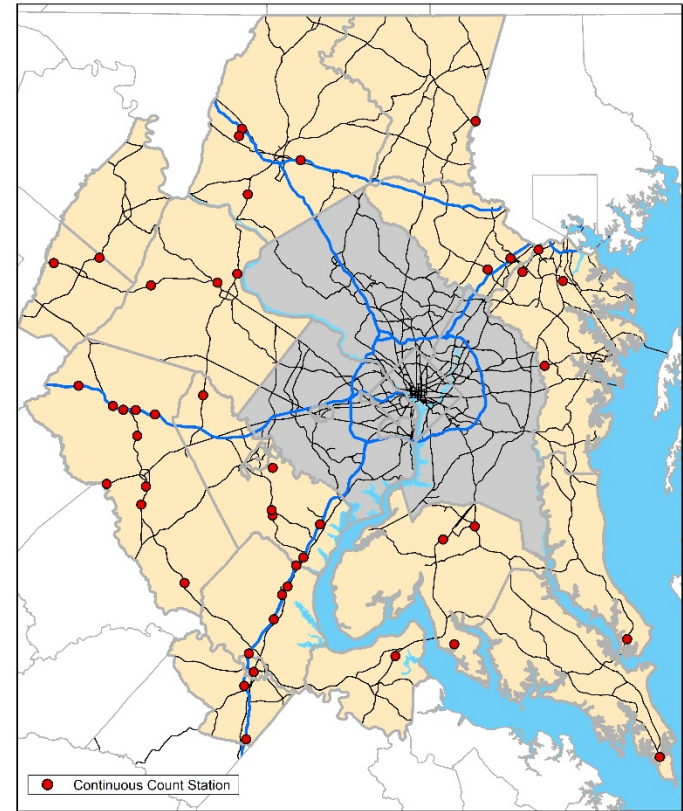
Traffic in the inner suburbs was fairly steady at about 91 percent of 2019 levels during the spring and summer of 2022 but increased again in the fall and ended the year at about 94 percent of 2019 levels. Fluctuations in overall weekday traffic volumes may be due to seasonal differences.

While not yet reaching 2019 levels, weekday hourly 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.

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 since September.

The weekday hourly traffic in the outer ring is showing patterns very close to those of the same period in 2019. Unlike the inner ring, the November/December hourly levels were not noticeably lower than the September/October levels.

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 95 percent or more of 2019 levels at the region's major airports in September through November of 2022. Enplanements at DCA were actually higher than 2019 levels in every month beginning in April of 2022.

