



Regional Commuter Survey

The Georgia Commute Options (GCO) Program

- ▮ The RCS is undertaken through the Georgia Commute Options (GCO) program, which has been managed by ARC since 2017 with oversight from, and in partnership with, GDOT.
- ▮ The goal of GCO is to increase the use of travel modes other than single-occupant vehicles (SOV) by delivering services to employers, property managers, local governments, schools, and commuters in the 20-County Atlanta Region.
- ▮ Effective implementation will reduce peak-period congestion, SOV trips, vehicle miles traveled, and emissions throughout the region.



GEORGIACOMMUTE**OPTIONS**

What is the Regional Commuter Survey (RCS)?

Goal

- Provides data-driven insights into how employed residents of the 20-county Atlanta region travel to work and how these patterns evolve over time.

Target Population & Sample

- Employed residents of the 20-County Atlanta Region
 - Outer counties are grouped for weighting and analysis
- Minimum of 5,000 completed responses was targeted for precision level of 5% at 95% confidence level.
 - Over 6,000 collected and 5,657 kept

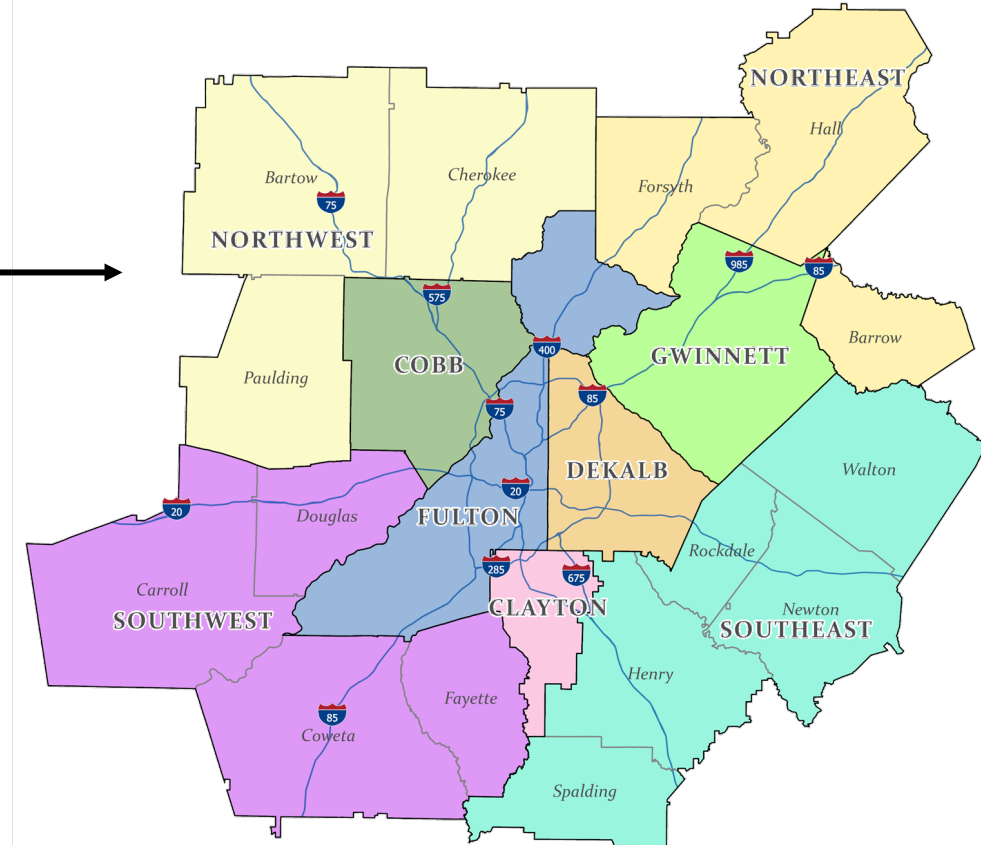
Methodology

- Surveys mailed to stratified random sample of households in each target county.
 - Respondents could participate using paper (mail), online, or by phone

Frequency and Timing

- Every 3-5 years
- 2025 is the first post-pandemic iteration
- 2025 RCS was conducted in three waves, from Feb – May

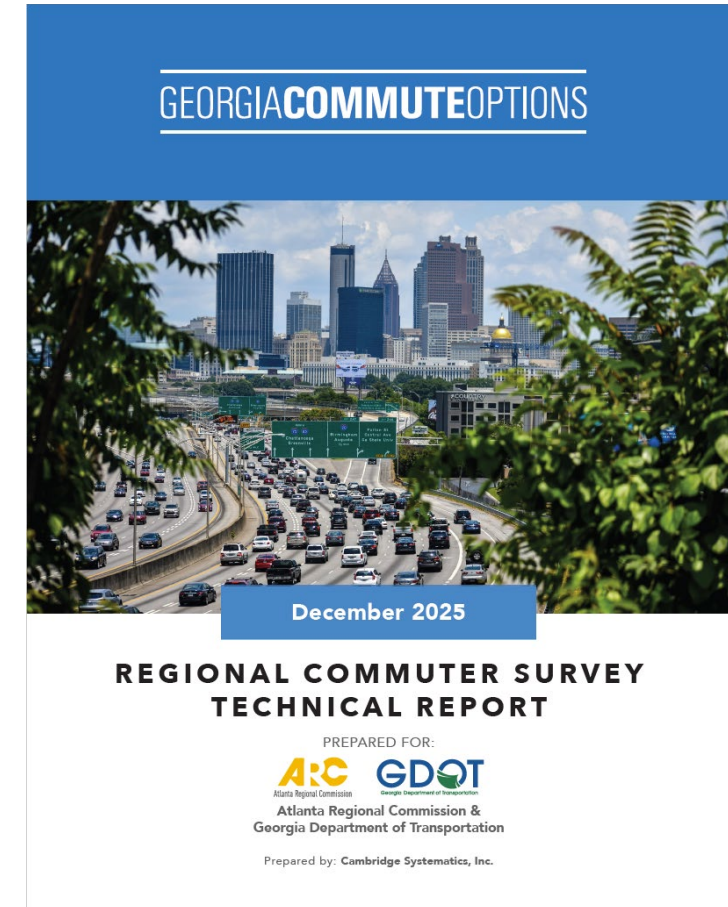
Counties by RCS Analysis Areas



RCS: Key Objectives

Key objectives:

- Document **current commute patterns**, including:
 - ▶ Mode use and frequency
 - ▶ Primary mode share
 - ▶ Commute time and distance
 - ▶ prevalence of hybrid and remote work
- Assess commuter **awareness and perceptions** of commute options
- Identify **barriers** to and **motivating factors** for alternative-mode use
- Provide **Baseline data** for TDM program evaluation and planning



2025 RCS Results Overview

▮ The “**New Normal**” for commuting post-pandemic:

- Increase in teleworking, both full-time and occasional
- Reduction in alternative mode use
- Increase in non-traditional work schedules

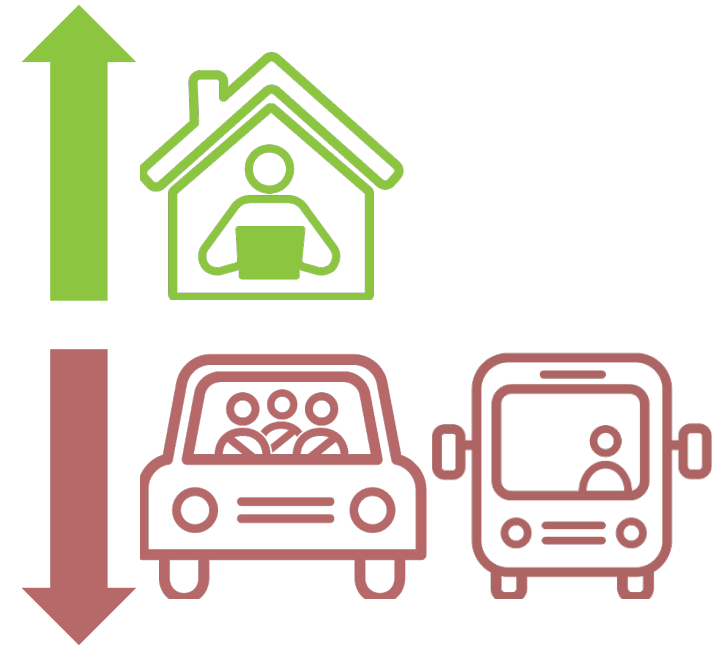
▮ Telework levels have decreased drastically from pandemic-era peaks.

▮ But teleworking remains significantly higher than pre-pandemic levels.

▮ However, telework is not equally accessible to all workers.

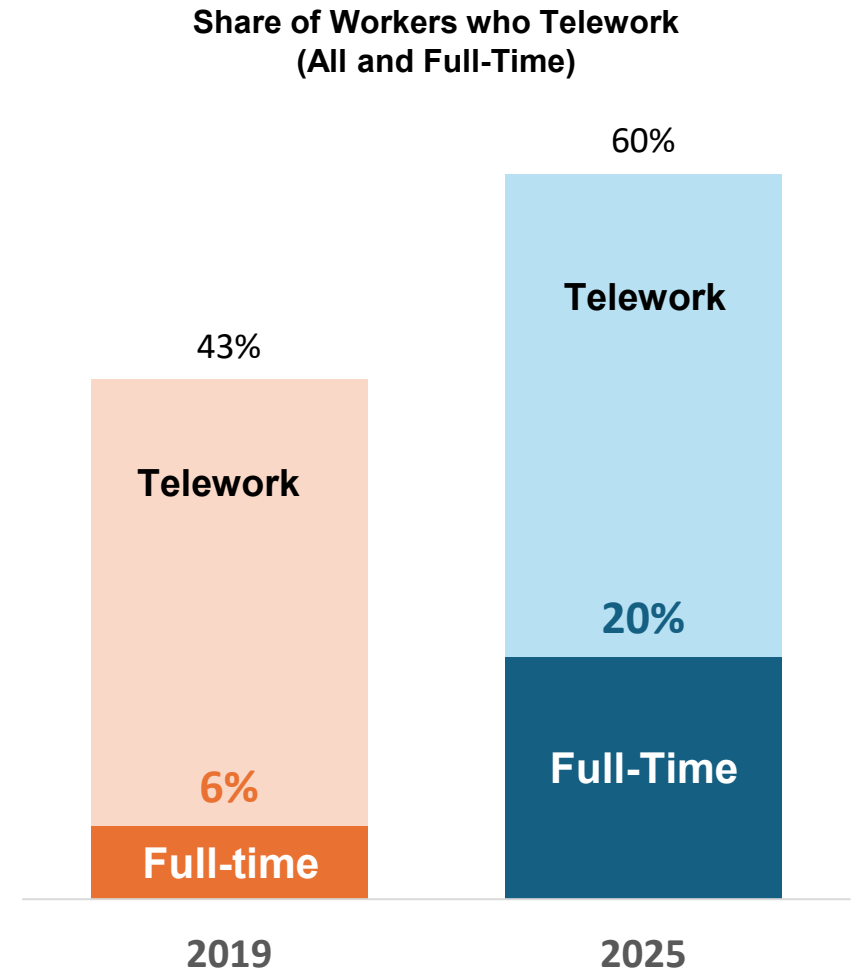
▮ Alternative mode use has decreased, especially carpool and bus.

▮ And commuters face numerous barriers to using alternative modes.



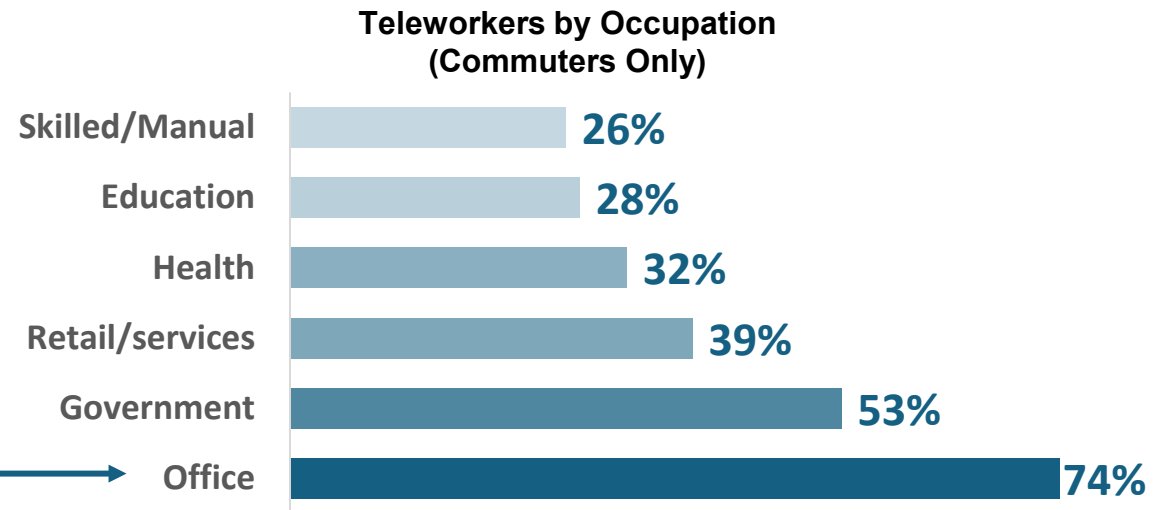
Increase in Telework & Full-time Work From Home (WFH)

- Teleworking is down compared to the pandemic, but remains much higher than pre-pandemic
- Share of workers who telework (part or full-time) has seen a nearly 50% increase since 2019:
 - 2019: 43%**
 - 2025: 60%**
- Large increase in workers who are full-time work from home (WFH)
 - more than tripled since 2019
 - 2019: 6%**
 - 2025: 20%**
 - These full-time WFH workers do not commute

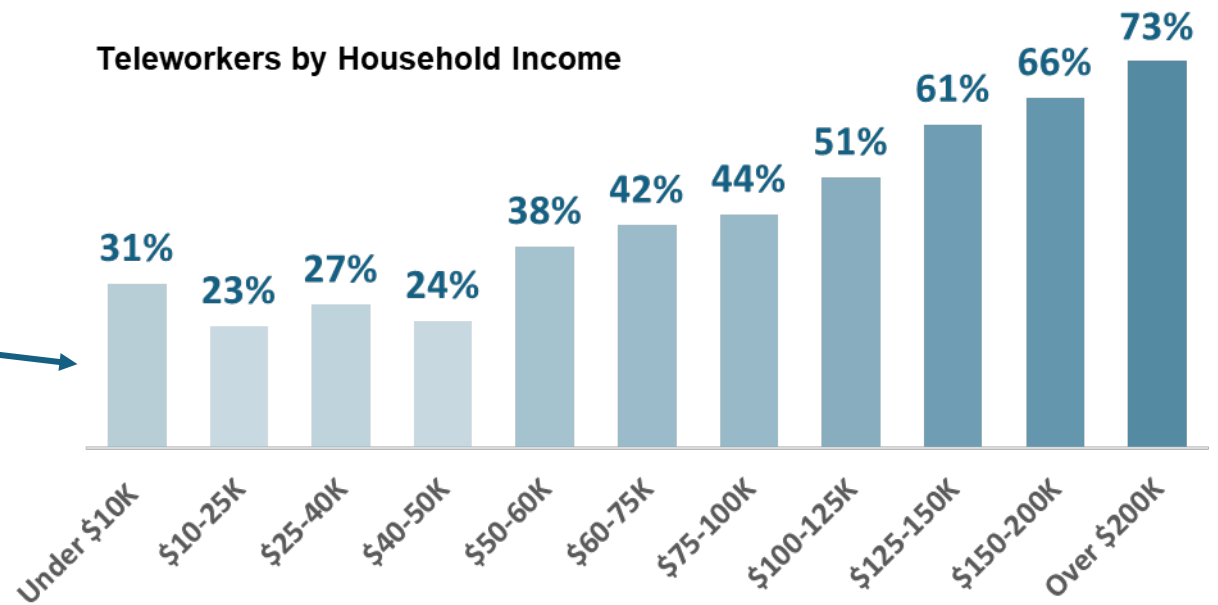


Unequal Access to Teleworking

- Frontline workers don't have the same access to telework.
- Only 28% of education and 26% of skilled/manual commuters telework
 - Much lower than office sector, where 74% of workers telework.



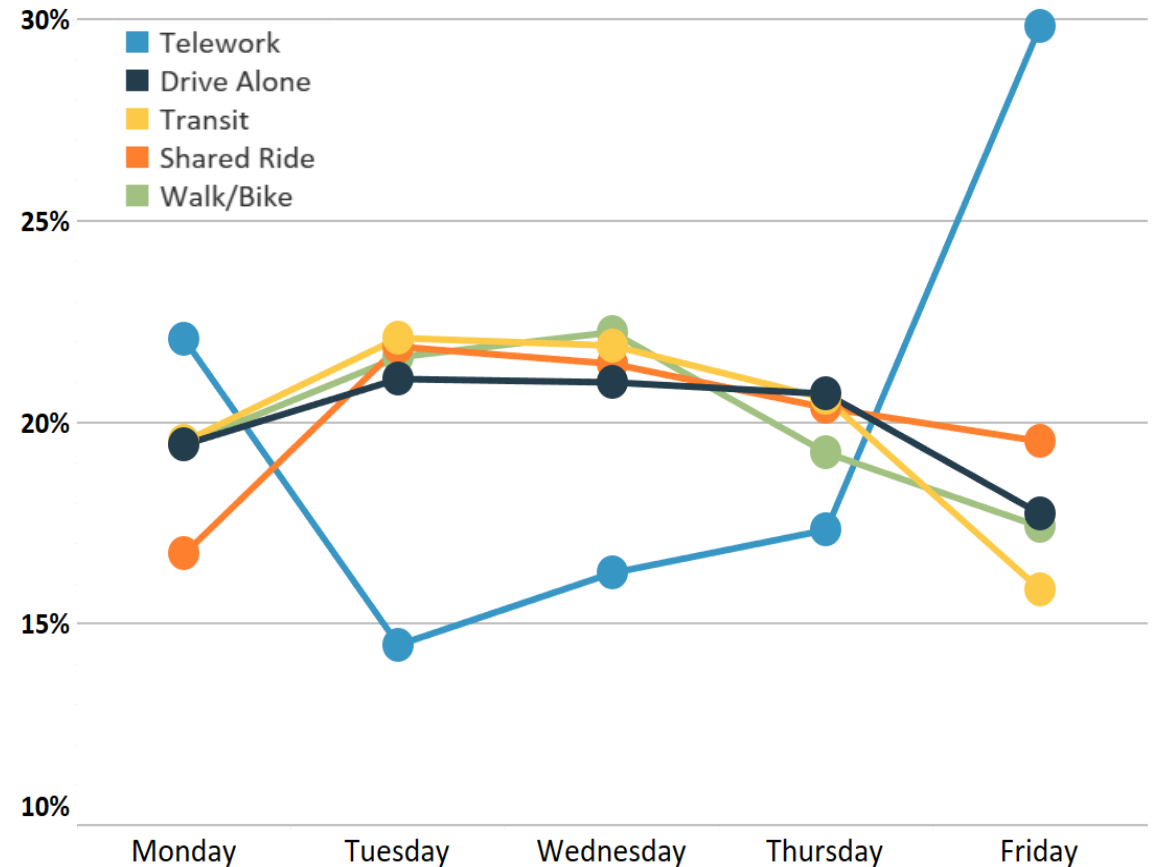
- Lower income commuters telework much less
 - Nearly 75% of commuters making over \$200K a year telework



Telework Highest on Monday and Friday

- Teleworking peaks on Monday and Friday
 - Highest share of total weekly telework trips occur on Monday and Friday:
 - Monday (22%)**
 - Friday (30%)**
- All other modes exhibit the opposite pattern:
 - Largest share of total weekly trips occur mid-week, especially Tuesday and Wednesday
- Telework trips are mostly replacing drive alone trips.
 - Mondays and Fridays should see less congestions due to fewer cars on the road.

Share of Each Mode's Weekly Trips by Day of Week



Average Commute Time Down

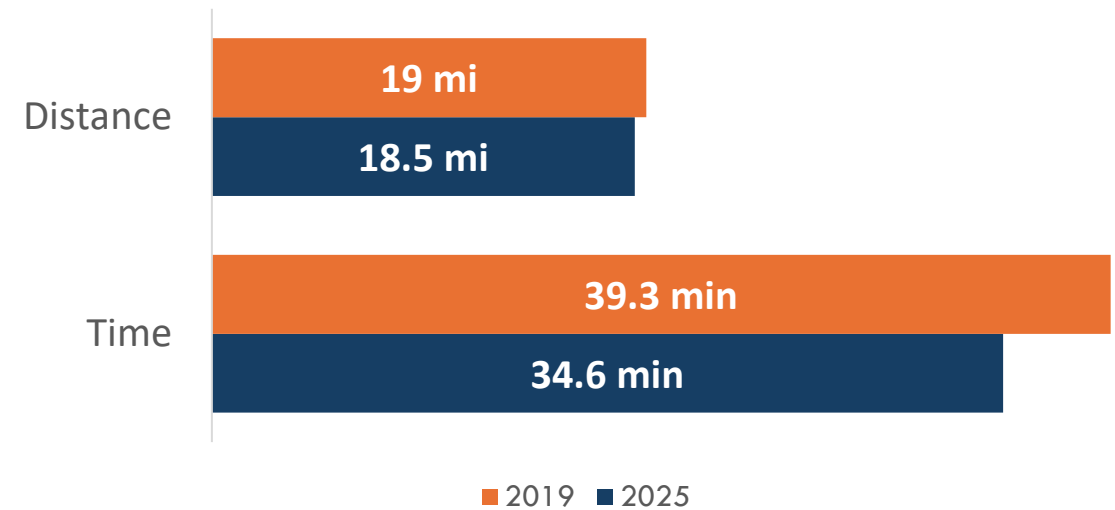
Average commute time has gone down since 2019, despite average commute distance being very similar

- Average Commute Distance
 - ▶ **2019: 19 miles**
 - ▶ **2025: 18.5 miles**
- Average Commute Time
 - ▶ **2019: 39.3 minutes**
 - ▶ **2025: 34.6 minutes**

Numerous factors could contribute:

- Increase in telework and full-time WFH
 - ▶ Less commuters = less cars on the road
- Increase in non-traditional work schedules
 - ▶ Spread of peak period congestion

Average Commute Distance and Time



Increase in Part-Time Workers

Increase in part-time workers since 2019

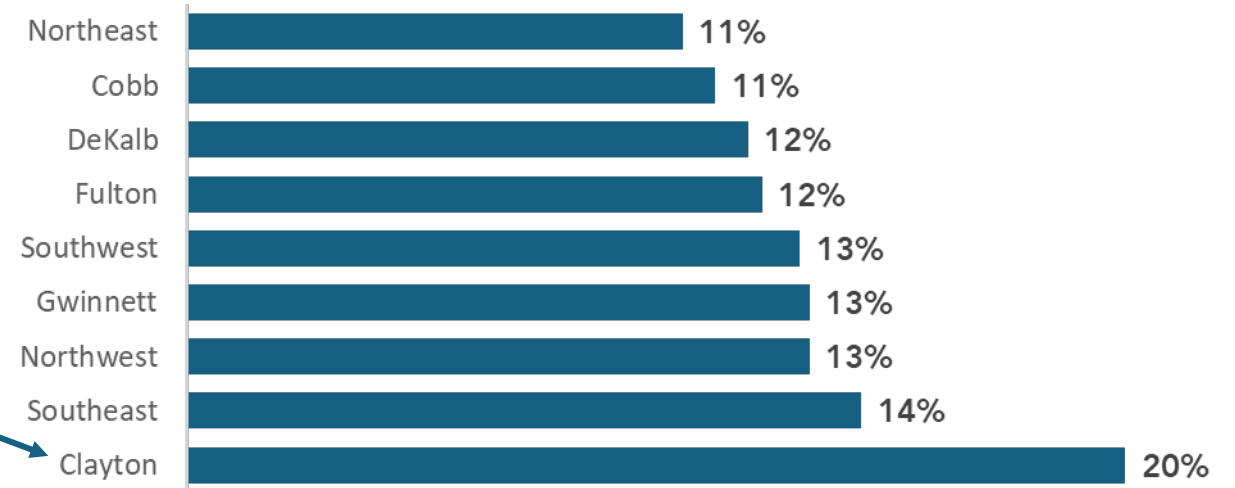
- **2019: 10.7%**
- **2025: 13%**

Particularly large share in **Clayton County**, where **20% are part-time**

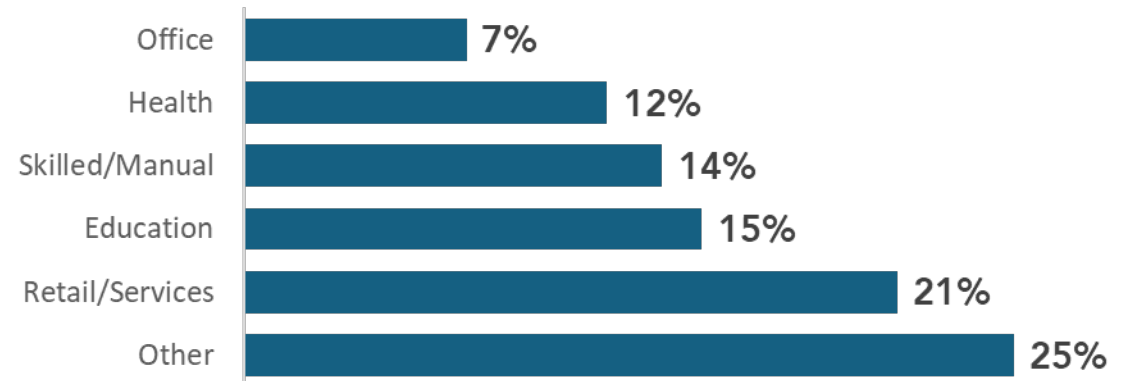
Share of workers who are part-time varies by occupation

- Retail/Services, Education, and “Other” are above average
- Office is well below average

Share of Workers That are Part-Time by Home County/Region



Share of Workers That are Part-Time by Occupation



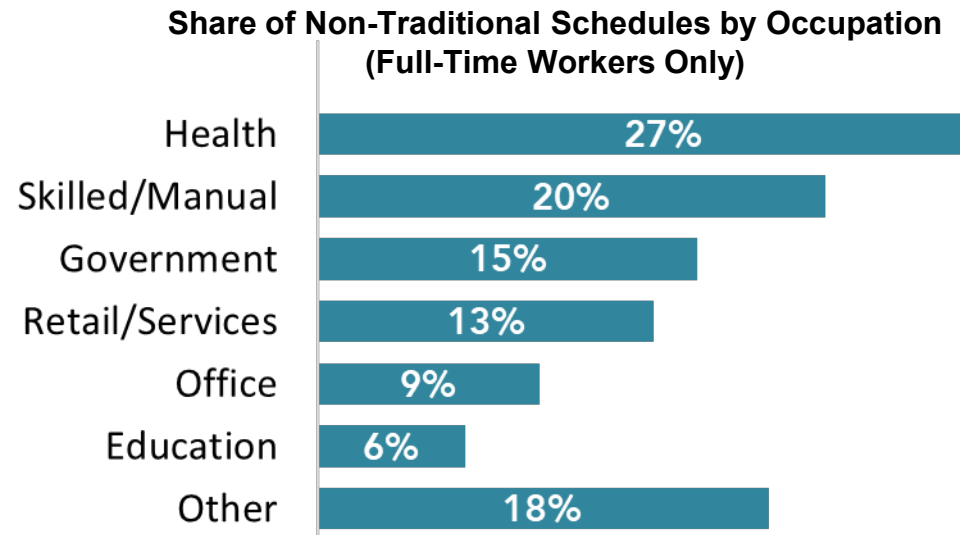
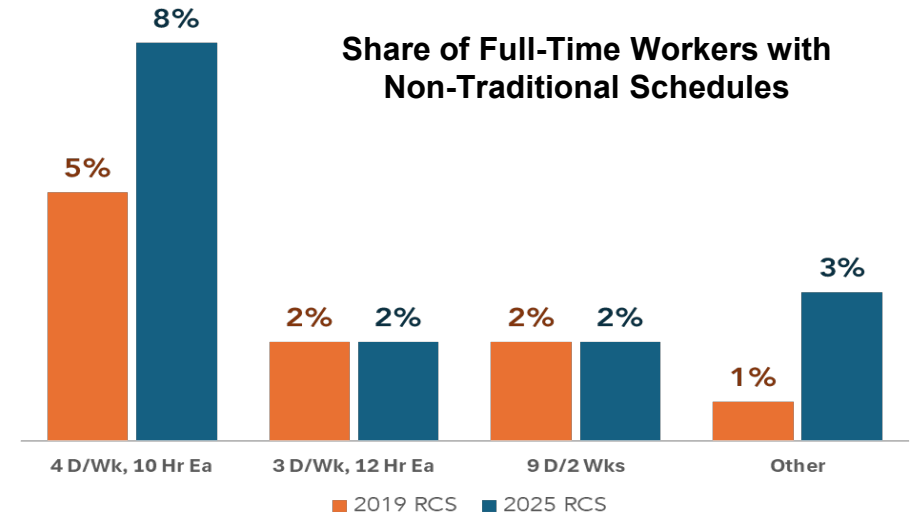
Increase in Non-Traditional Work Schedules

Share of full-time workers following a non-traditional work schedule has seen a 50% increase since 2019:

- **2019: 10%**
- **2025: 15%**

Share of workers with a non-traditional schedule varies by occupation

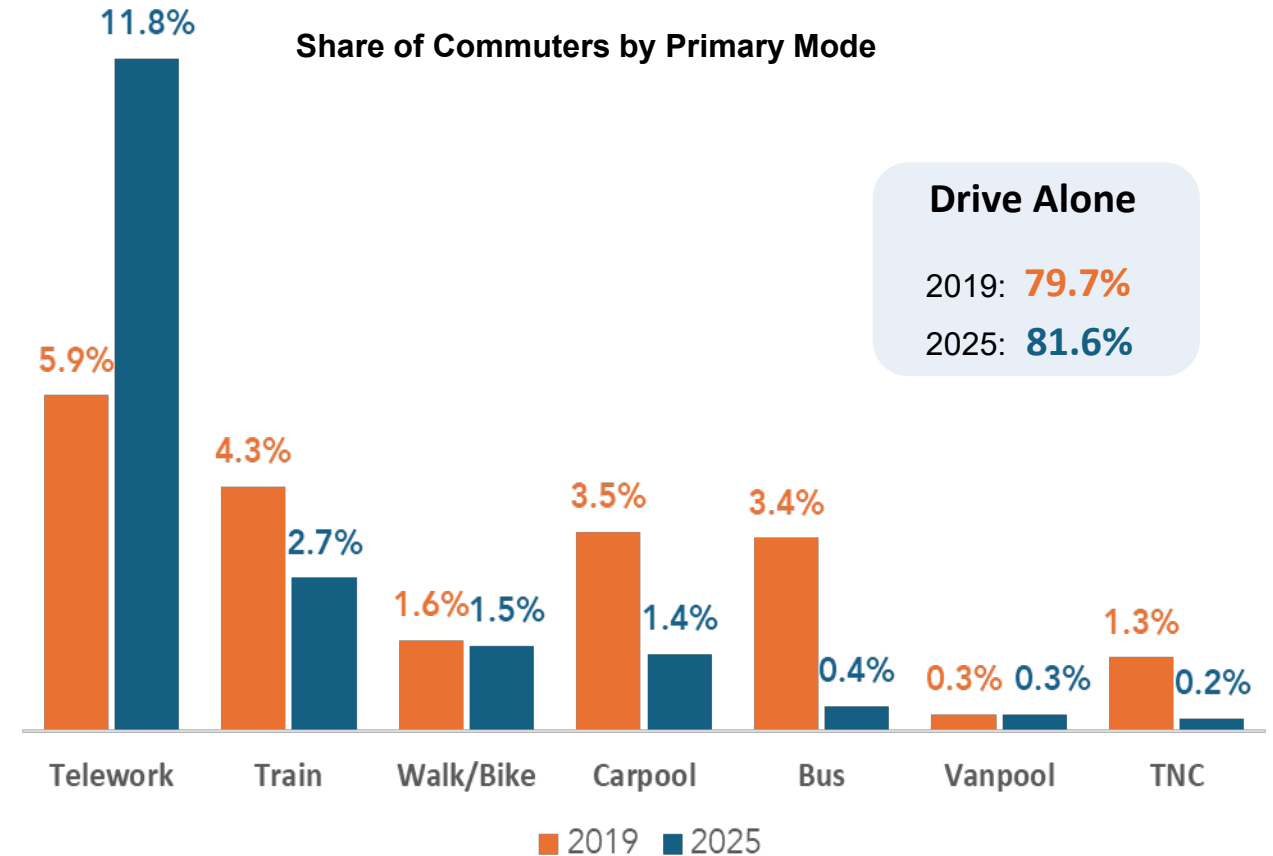
- Health, Skilled/Manual, and “Other” are above average
- Office and Education are below average



Increase in Telework as Primary Commute Mode

Change to primary mode share:

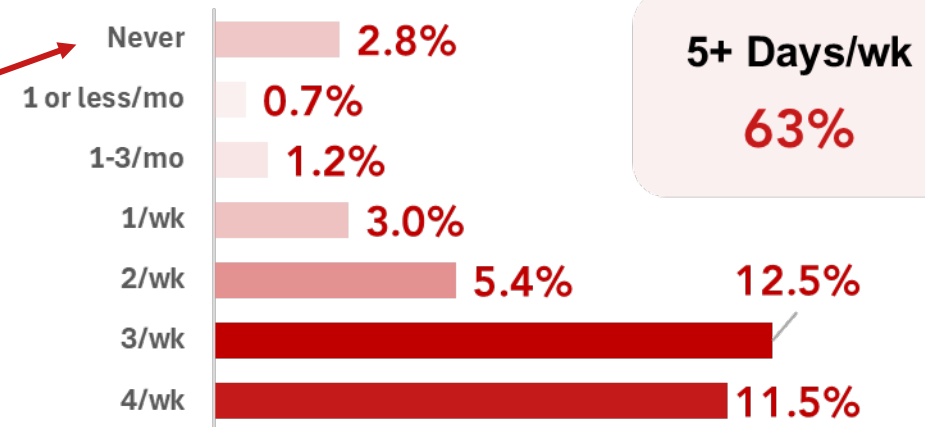
- Increase in telework
 - ▶ **2019: 5.9%**
 - ▶ **2025: 11.8%**
- Increase in Drive Alone:
 - ▶ **2019: 79.7%**
 - ▶ **2025: 81.6%**
- Decrease in Alternative Modes
 - ▶ Particularly Bus and Carpool



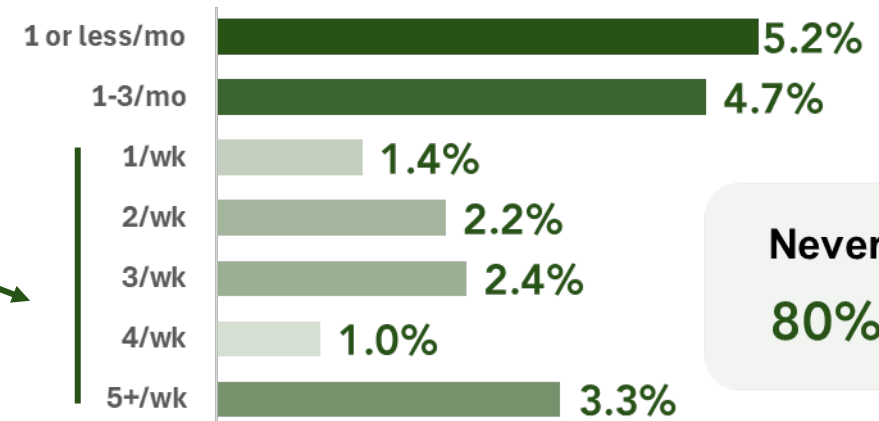
10% of Commuters Use Alt Modes Weekly

- 97% of commuters drive alone, at least occasionally
- Only 3% report never driving alone to commute.
- 63% of full-time workers who commute drive alone every day
 - Consistency in this mode choice
- Only 10% of commuters use alternative modes on a weekly basis
- 80% never use alternative modes

Drive Alone Frequency:
Full-time Workers who Commute

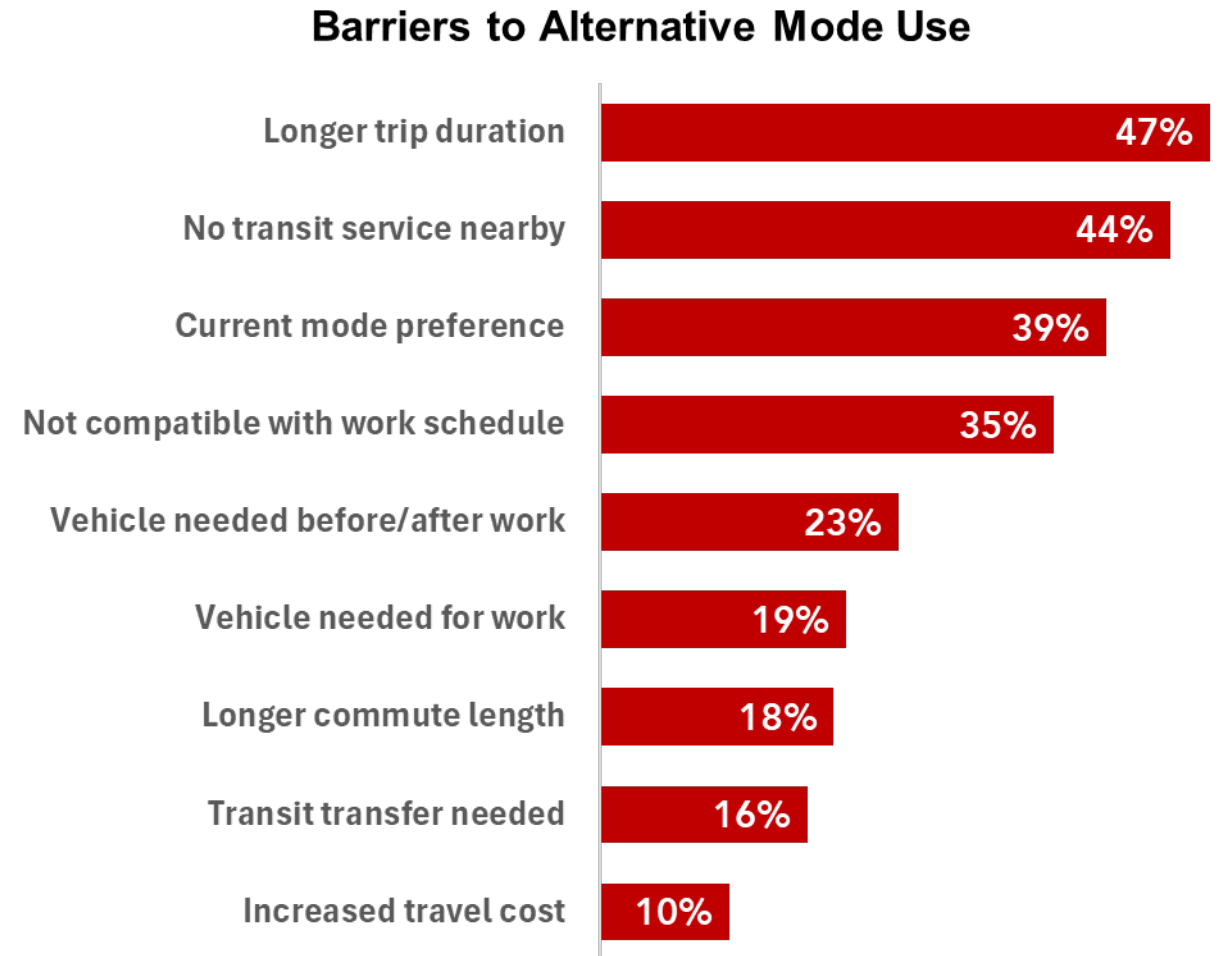


Alternative Mode Frequency:
Full-time Workers who Commute



Commuters Face Barriers to Alternative Mode Use

- Respondents identified challenges to using alternative commute modes.
- Longer trip time (47%)** was the most frequently cited
- No transit available** was also frequently cited (44%)
 - Top barrier in **Cobb County (56%)**
- In **outer counties**:
 - “Preferring to drive”** alone is a key barrier
 - Also report **needing a personal vehicle** before, during, and after work at a high rate.





Free Parking Incentivizes Drive Alone

- Free parking is widely available
 - 79% of commuters have free or fully subsidized parking available at work**
- Free parking acts as a barrier to alt mode use
 - Incentive to drive alone
 - Reduces direct costs associated with driving.



Share of Commuters that Pay for Parking

Do Not Pay
79%

Pay Some
2%

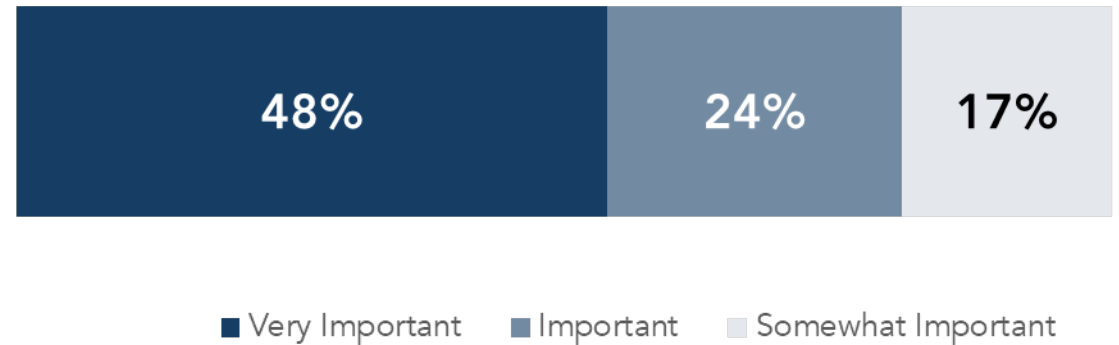
Pay All
6%

Rarely Park
12%

Access to Commuter Benefits & Services are Important


- 72% of workers see access to alternative mode services and benefits as important or very important.
- Commuters recognize importance of making alternative commute modes available.
- Suggests openness to trying alt modes if barriers are addressed

Importance of Access to Alt Mode Benefits and Services



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Regional Commuter Survey

EXPLORE MOBILITY SERVICES

- Explore Mobility Services
- Georgia Commute Options
- Georgia Commute Schools
- TDM Annual Report
- TDM Dashboard
- 2023 Regional Transportation Demand Management Plan
- Atlanta E-Bike Rebate Program
- Regional Commuter Survey**

The 2019 Regional Commuter Survey (RCS) is a survey of employed residents of the 19-county Atlanta metropolitan region. The survey serves two primary purposes:

1. It documents trends in commuting patterns, such as the types of transportation used and their frequency of use, commute distance and time, and perceived difficulty or satisfaction with one's commute.
2. It examines commuters' awareness of travel options and commute services available to assist them, and it collects their opinions about current travel issues.

The 2019 RCS is the fourth iteration of the survey, with previous surveys conducted in 2007, 2010, and 2014. The RCS provides critical information to help the Atlanta Regional Commission, Georgia Commute Options, and partner organizations tailor their services to meet commuter needs.

On this page

- 2019 Regional Commuter Survey Results & Key Findings
- Regional Commuter Survey: Covid-19 Follow Up 2020 & Highlights
- Summary and Technical Reports and Presentations


Navigate to RCS Homepage

Dashboard


Regional Commuter Survey 2025 GEORGIA**COMMUTE**OPTIONS

Demographics Commute Length O-D Primary Mode Mode Use Telework Benefits/Barriers Opinion & App Use

Regional Commuter Survey



Click the image below to visit the RCS homepage



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Overview

The Regional Commuter Survey (RCS) is conducted by the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) through the Georgia Commute Options (GCO) program. The results provide critical insights into how employed residents of the 20-county Atlanta region travel to work and how these patterns evolve over time, helping ARC and its partners plan, implement, and evaluate strategies to reduce vehicle miles traveled (VMT), disperse or decrease peak-period congestion, and lower transportation-related emissions.

Summary Findings

The findings illustrate ongoing adjustments in post-pandemic commuting—highlighting continued reliance on single occupancy travel, increased hybrid work schedules, a greater share of part-time workers, and growing awareness of the value of alternative modes.

Overall changes in the workforce's commuting patterns have been driven by increased work outside of the workplace, either working from home exclusively or doing so on some days, especially Monday and Friday. The decreased regularity of commuting has also coincided with decreased use of transit and carpool.

Telework levels decreased drastically from pandemic-era peaks when the majority of full-time workers were remote, and most employees continue to work primarily outside the home. However, a significant portion now incorporate remote work into their weekly schedules.

Definitions

Worker: Employed person who is 18 years of age or older and lives in the 20-county Atlanta region.

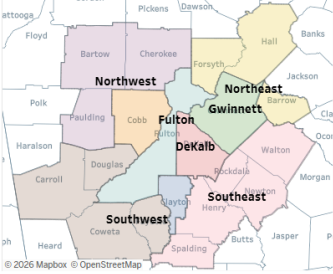
Commuter: A worker who works outside of their home (ie, commutes to a location, at least occasionally).

Full-time Work From Home (WFH): A worker who does not work outside their home (ie, does not commute to a location).

Primary Mode: The commute mode a worker uses with the highest frequency.

Home and Work Regions

For weighting and analysis, the regional counties outside of the core five (Clayton, Cobb, DeKalb, Fulton, and Gwinnett) are grouped into larger regions. These regions are used throughout the dashboard.



Navigate to RCS Dashboard