

Appendix C: Community Profile

Demographic Profiles of Pace User (Customers)/Non-user

The summary demographic profile of Pace users (customers) and non-users as based on our research is presented on Table 40.

Research indicates that Pace customers earn significantly less than non-users and are much less likely to own an automobile. This underscores the critical role Pace plays in getting residents to jobs. Over 80% of Pace customers use the service to get to work—without Pace services and without an automobile, many of our residents would not be able to get to work.



New and comfortable buses are very important to Pace riders.



Convenient transferring is also a top concern for Pace riders.

Table 40. User/Non-User Demographic Profiles

	Non-Users	Users (weekday only)
Age in Years		
Group Median	47.0	44.8
Sex:		
Male	48%	44%
Female	52%	56%
Education		
Some high school or less	2%	8%
High school graduate	12%	25%
Some college or technical school	20%	34%
College graduate	37%	23%
Graduate or Professional Degree	29%	10%
Total Annual Household Income		
Group Median (000)	\$74.80	\$38.00
Auto Ownership		
None	5%	29%
One	26%	37%
Two or more	69%	34%
Ethnic Background		
African American	7%	40%
Asian	3%	7%
Hispanic	10%	11%
Caucasian	79%	37%
Other	1%	5%

Data Source

Non-user: South Cook County-Will County Service Restructuring Initiative, 2006, regional sample size = 1,195

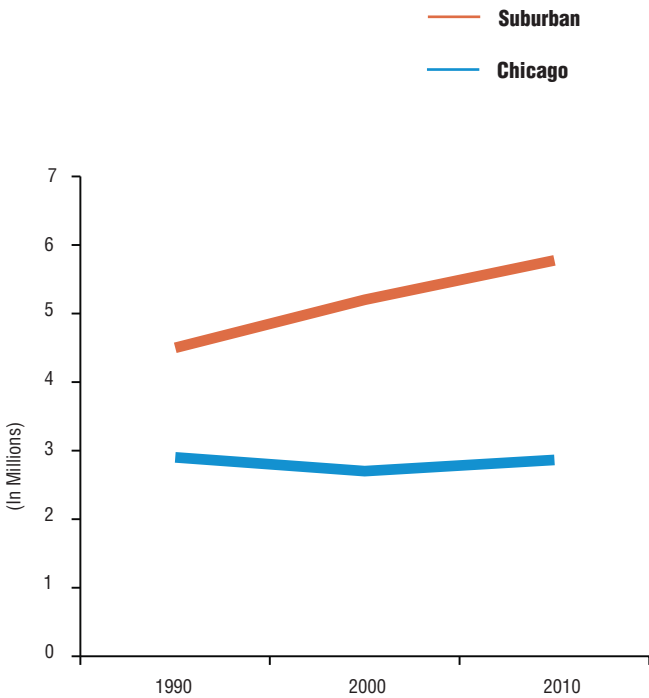
User: 2007 CSI/User Survey, regional sample size = 4,919

Regional Population

Population

The suburban population increased by over .5 million between 2000 and 2010, from 5.2 million residents to 5.7 million residents. Chicago's population grew by nearly .2 million between 2000 and 2010 from approximately 2.7 million to 2.9 million. The following graphs depict the recent population trends in the metropolitan Chicago region from 1990 through 2010.

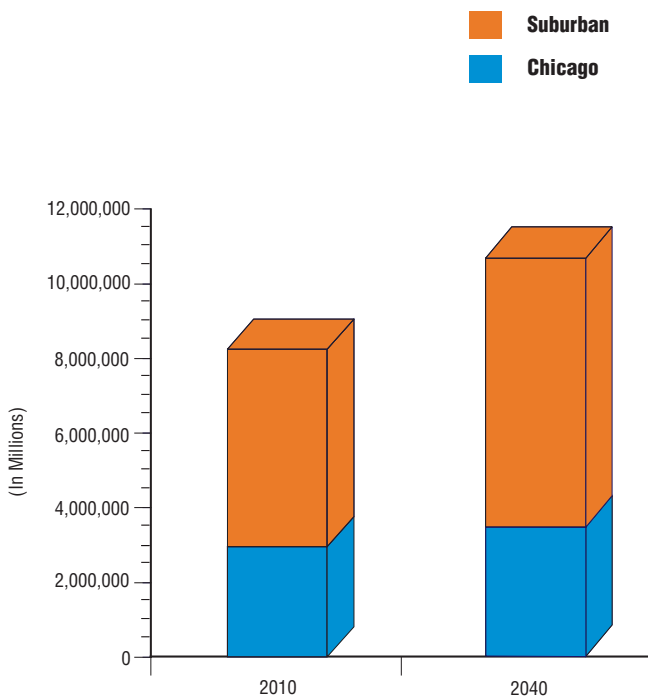
Chart J. 1990 to 2010 Regional Population



Regional Population Change 2010 to 2040

The Chicago Metropolitan Agency for Planning (CMAP) provides official 30 year population forecasts for the region. These forecasts project population growth rates and patterns. According to CMAP, the regional population is expected to increase by 2.4 million people between 2010 and 2040 to 11 million. CMAP projects the number of residents between 65 and 84 years of age will double between 2010 and 2040. Furthermore, they anticipate the number of residents in the region who are over 85 years old is projected to triple during the same time period. Between 2010 and 2040, 2.3 million new residents in households will accrue to Pace's service region while Chicago's population will increase by 0.4 million new residents in households.

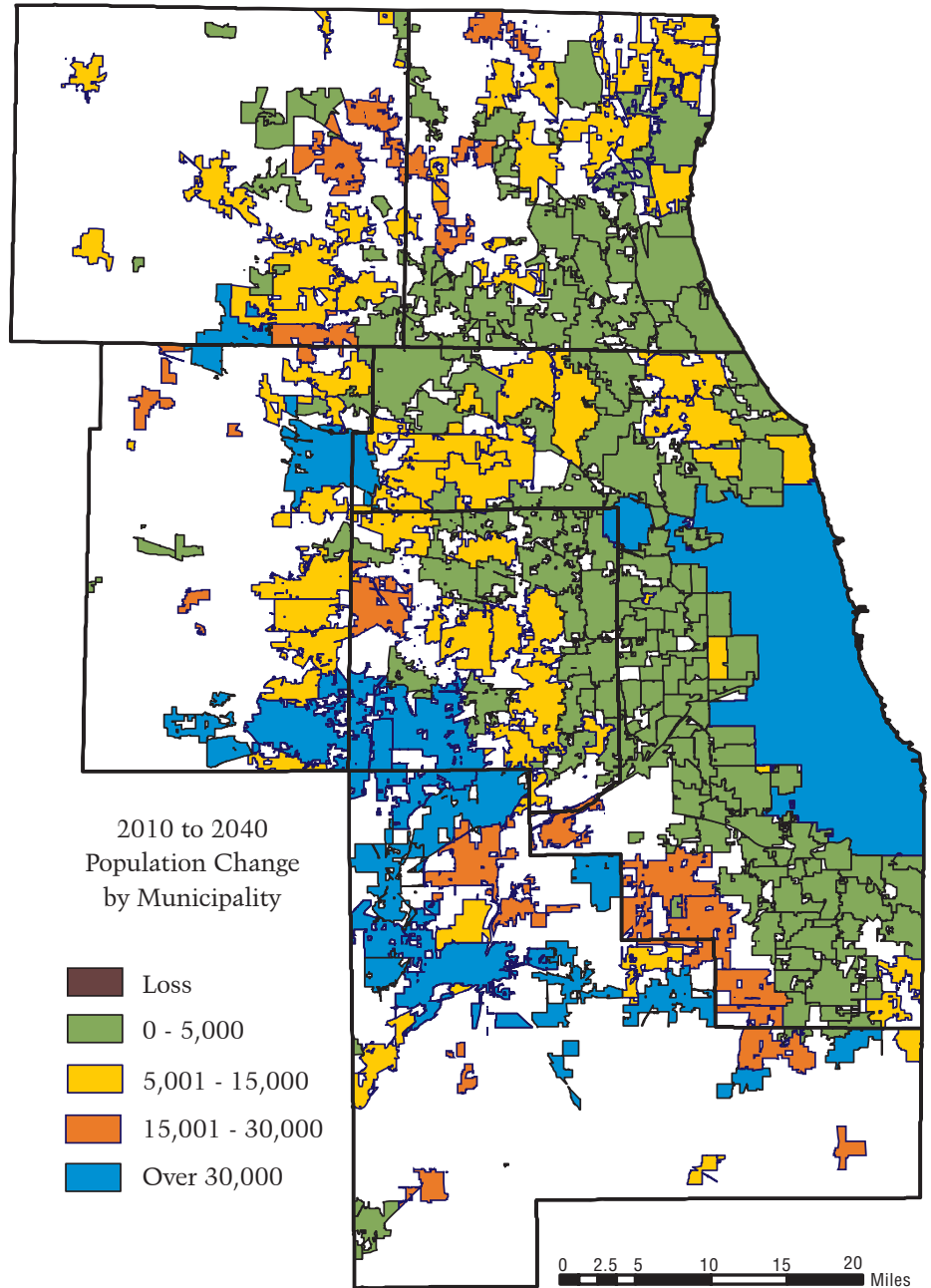
Chart K. 2010 to 2040 Regional Population Projection



Regional Population Change 2010 to 2040

CMAP population growth forecasts for 2040 are depicted on the adjacent map. Will County is expected to experience population growth of nearly one-half million people between 2010 and 2040 followed by the City of Chicago which is expected to add 380,000 residents by 2040.

Map 6. Regional Population Change



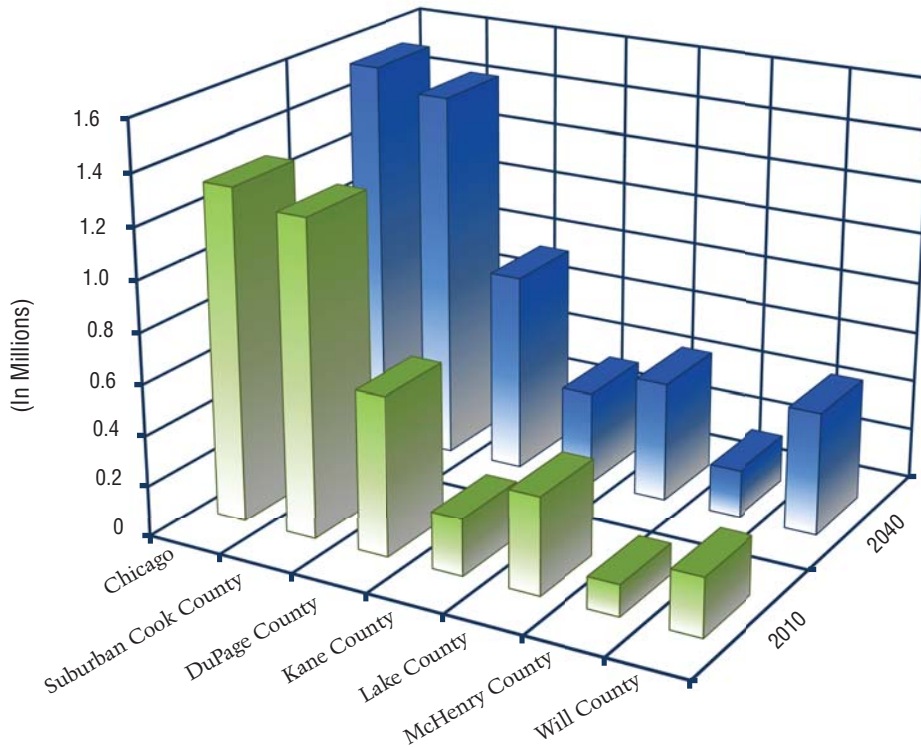
Regional Employment

Employment

CMAP's forecast anticipates an increase of 1.2 million jobs in the region by 2040, of which 1.0 million will accrue to the suburban areas. As a percentage of 2000 employment, Will County's increase is projected to be the greatest at 110%, followed by Kane County (64%) and McHenry County (52%), representing an increase of 252,000, 144,000 and

64,000 jobs, respectively. Will County's projected employment growth is also the largest in absolute terms followed by growth in Chicago (222,000), Suburban Cook County (205,000) and DuPage County (152,000).

Chart L. 2010 to 2040 Employment Projection



Travel and Congestion

Travel Patterns

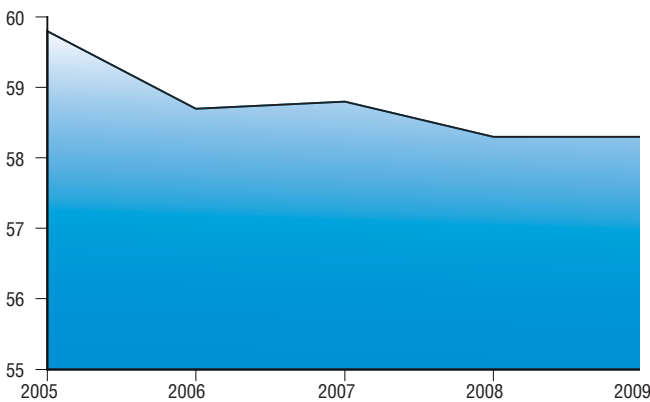
According to the Texas Transportation Institute's 2010 Urban Mobility Report, in 2009, the Chicagoland area was tied with Washington D.C. for the longest peak period travel delay due to traffic congestion. As a result of traffic congestion during the peak periods, our residents consume an extra 52 million gallons of fuel, at a cost of \$1,738 per auto commuter annually, just sitting in traffic.

The regional cost of traffic congestion reaches \$9.48 billion annually when you factor in lost time and wages, increased shipping costs and fuel wasted. Over 373 million hours of travel delay time are lost in the region annually according to the report. This loss takes into account that public transit in the region reduces time lost by 49 million hours annually.

The impact congestion has on the regional economy underscores the need for increased public transportation. Without it, traffic congestion will continue to worsen as it has since 1982, and the cost in wasted time and fuel will continue to rise.

Regional studies such as the RTA's Moving Beyond Congestion have documented that for every \$1.00 invested in improving transit, the region saves \$1.50 on transportation costs.

Chart M. Annual Vehicle Miles—RTA Region—In Billions



Traffic congestion in the suburbs is extremely bad. Over 52 million gallons of fuel were wasted by vehicles due to traffic congestion in the region.



Traffic in the City affects on time performance of our ADA service in the downtown area as well.

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