

For more than 25 years, Champro Sports has manufactured sports equipment and apparel, distributed exclusively through sporting goods specialty stores.

Participating Location

Wheeling, Ill.

Participating Employees

50 full time, 20 temporary

(approx. 60 percent warehouse, 40 percent office)

Transportation Options

Pace Route 234 serves Champro, and connects to several Metra stations on the North Central and UP-Northwest lines as well as various other Pace routes.

Commute Challenges

Champro relocated from Skokie, Ill., to Wheeling – a 17-mile move – in 2008, to allow the company to grow. Many of their employees live in the city. Making the **city-to-suburb commute** each day can be difficult, especially for those who want or need to take public transportation. Pace Route 234 serves Champro, but the **last bus serves Champro around 6 p.m.** Many employees, including more than 70 percent of warehouse workers, work past then because Champro promises customers that any order received by 4 p.m. will ship that day. Employees who commute to work using Pace often have to scramble to find a way to return home after missing the last bus.

Commute Solutions

Short-term

Champro decided to offer **pre-tax transit benefits**, re-market **Pace Route 234** as a transit alternative, and promote the **Pace Rideshare** program.

Long-term

The company is continuing to explore how to best address the transportation challenge facing employees that must leave work after 6 p.m.



Champro read about Commuter Options in MPC's *Talking Transit* e-newsletter, and asked to become a participant to further bolster their robust Corporate Sustainability initiative.

Traffic congestion costs the Chicago region **\$7.3 billion** annually in wasted time, air pollution, and impacts to the local economy. To address this, MPC is building support for a Chicago-area Transportation Demand Management strategy through the Commuter Options pilot. In the first phase, MPC worked with 15 area employers to design incentives to encourage employees to try alternatives to driving alone.

In partnership with the Regional Transportation Authority, phase two will report on results, including how well each employer's program worked and what benefits it delivered to the company and the region.