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New Pullman Transportation Plan Released

Blueprint for boosting quality of life, economic development and access

Chicago -- **(September 18, 2017)** – With the intention of complementing the recently designated Pullman National Monument and the increased investment in residential and commercial developments in the Pullman community, 9th Ward Alderman Anthony Beale today released the [Pullman Transportation Plan: A plan for Pullman National Monument](#) and the surrounding community. The strategies in the plan are designed to benefit all who visit Pullman and those who live and work in the community.

A joint effort of the National Parks Conservation Association (NPCA), and Chicago Departments of Transportation and Planning and Development, the plan was prepared by Sam Schwartz Consulting, LLC with funding from the Chicago Metropolitan Agency for Planning (CMAP). It was compiled with input from more than two dozen community groups, area residents and the National Park Service. The plan outlines recommendations for transit, bike and walking paths, and street and pedestrian improvements to be implemented in three phases over the next seven to ten years.

“Improving the Lake Calumet region’s transportation system is one of the keys to improving quality-of-life for residents and quality-of-experience for visitors,” said 9th Ward Alderman Anthony Beale. “The Pullman Plan will help our community partners make continued progress on widely shared goals for growing the region, attracting additional businesses, creating jobs and enhancing visitors’ experience at the Pullman National Monument.”

Some of the plan’s recommendations are already being implemented and are making a difference for visitors and residents. Metra recently rebuilt and opened the 111th Street/Pullman station, which included improvements for traveler safety, such as platform improvements, lighting, painting and new railings. And the Chicago Transit Authority (CTA) extended service of the #4 Cottage Grove bus to 115th Street to serve residents and visitors to Pullman. The Chicago Department of Transportation (CDOT) recently installed bike lanes along Cottage Grove Avenue and has set aside \$1 million for safety and access improvements on 111th Street.

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Add 1/Pullman Transportation Plan

“The Pullman Transportation Plan is a critical step in realizing the full potential of Pullman as a livable, walkable community that tells one of America’s most important stories,” said Joseph C. Szabo, executive director of the Chicago Metropolitan Agency for Planning. “The designation of Pullman National Monument is already a catalyst for investment in the community and surrounding neighborhoods, and CMAP is excited to work with residents and other stakeholders to see the community put this plan into action in coming years.”

According to an economic impact report from National Parks Conservation Association, Pullman National Monument is expected to grow annual visitation to 300,000 by 2020. This coupled with ongoing economic development has increased the need to improve access and make transportation more efficient and effective.

“Interest, investment and community support for Pullman National Monument is incredibly high and continues to set the bar for many national parks in urban areas,” said Lynn McClure, Midwest director of NPCA. “This transportation plan reinforces that improvements that are good for visitors must also help residents and businesses if they are going to work.”

Pullman was named a National Monument in 2015, adding momentum to the revitalization of one of Chicago’s most historic neighborhoods. Besides attracting tens of thousands of annual visitors, Pullman’s resurgence has attracted more than \$300 million from its community partners for new developments, creating more than 1,100 new jobs. Among these developments: a Method products manufacturing facility; Gotham Greens, the world’s largest commercial greenhouse; a large retail center anchored by a Walmart Super Center. Projects underway include a new Whole Foods Distribution Center, Artspace, an innovative artist work/live space; a 135,000 square-foot year-round community recreation center; Gateway, a new shopping center at 111th Street and Doty Avenue featuring neighborhood amenities and dining options; and the adaptive reuse of the historic Pullman Clock Tower, the future home of the National Park Service visitor center.

For additional information about the Pullman Transportation Plan contact:

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Add 2/Pullman Transportation Plan

Highlights of the Pullman Transportation Plan

The Plan provides recommendations that benefit residents, visitors, and commuters and provides coordinated and improved travel options within the community as well as to and from Pullman.

Major Priorities:

- Coordinate development projects and manage transportation growth and change
- Improve transit infrastructure to better serve both visitors and residents
- Develop parking strategy that benefits local business and community
- Make Pullman a key link in regional bike network

Transit:

- Increase transit frequency and reduce commute times to and from Pullman for the benefit of residents and visitors
- Upgrade and improve Metra Stations at 103rd, 107th, and 115th Streets to attract and retain users and create a welcoming arrival to Pullman National Monument
- Develop connections to other destinations and National Parks, including programs starting in the Loop

Walking and bicycling:

- Create safe sidewalks and street crossings throughout Pullman, including the restoration of the historic crossing at 111th Street and St. Lawrence Avenue
- Build a campus-like feel around Pullman National Monument through connected pathways, parks, and public art
- Connect Pullman to the surrounding neighborhood and amenities through improved bicycle and pedestrian pathways

Vehicles and parking:

- Improve main streets in Pullman, such as 111th Street and Cottage Grove Ave., to improve safety and reduce collisions
- Develop a comprehensive parking plan to manage the anticipated visitors who arrive by car or tour bus
- Implement new connections for truck traffic to job sites and improve safety on neighborhood streets

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