Pullman Transportation Plan

A Transportation and Access Plan for Pullman National Monument and the Surrounding Neighborhood

September 2017

Letter from Alderman Anthony A. Beale, 9th Ward

Dear Reader:

As Chicago's 9th Ward Alderman and Chairman of the Committee on Transportation and Public Way, I am pleased to introduce the Pullman National Monument Transportation and Access Plan. Building on the community-driven vision in Positioning Pullman, this plan defines the transportation improvements that will benefit all who visit Pullman, and who live and work in the community.

The development of the Pullman Transportation Plan included input from nearly two dozen community groups, Pullman residents, transportation officials, and—our newest neighbor—the National Park Service. It is truly a reflection of our shared vision for the community and the Pullman National Monument.

In reflecting that vision, this plan respects Pullman's past and prepares it for its future by making forward thinking recommendations on how to welcome all comers, whether they stay for a day or a lifetime. That's why this plan focuses on making it safer and easier to walk Pullman's streets and to take transit to and from the community. It illustrates how to restore access to the historic Pullman Factory site, so that it may retake its place as the heart of the neighborhood. These recommendations, when implemented, will create a safer, more welcoming Pullman.

This is an exciting time for Pullman. With the designation of the national monument, new opportunities are arising. The Pullman National Monument Transportation and Access Plan will help us harness those opportunities and ensure our unique urban national park has a future that is just as bright as our past.

Anthony A. Beale
Alderman, Ninth Ward
Chairman, Committee on Transportation and Public Way

Pullman Transportation Plan
Introduction

Introduction

Goals and Recommendations

Project Team

Chicago Metropolitan Agency for Planning

National Parks Conservation Association

Sam Schwartz Consulting, LLC (*Sam Schwartz*)

Teska Associates

Volpe, The National Transportation Systems Center

Executive Summary

The Pullman Transportation Plan provides a holistic set of recommendations to improve access to and from Pullman National Monument and its surrounding neighborhoods for both visitors and residents. In this plan, we identify short-, medium-, and long-term actions that anticipate the influx in activity expected in the area, while nesting these recommendations within a framework of principles that will guide future investments over the years. The plan must meet the standards of the U.S. National Park Service (NPS) as befits a significant cultural resource to the entire country.

Why does Pullman need a Transportation Plan

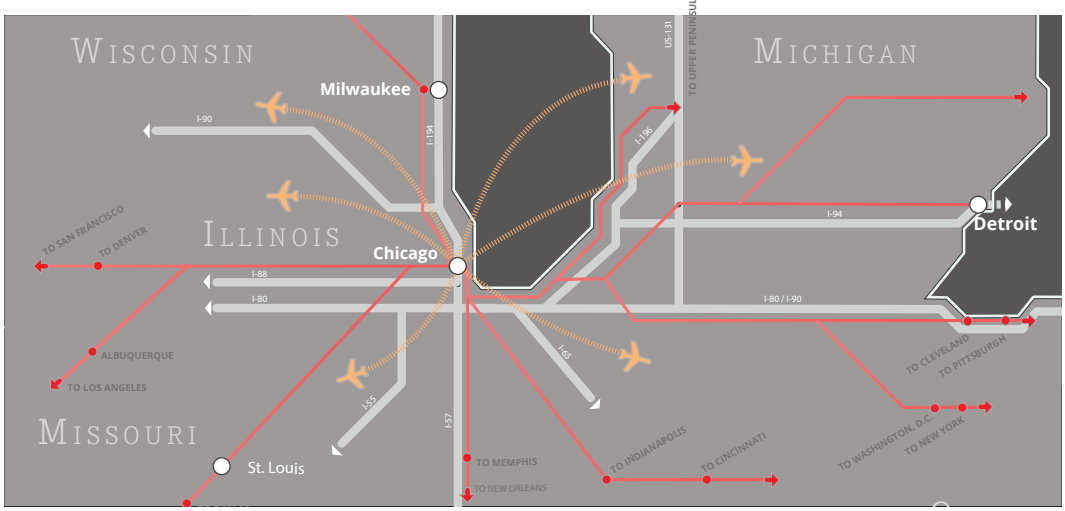
President Obama's proclamation of Pullman as a National Monument provided a national spotlight on one of Chicago's greatest cultural and historical assets. Pullman National Monument is an urban National Park in a vibrant Chicago neighborhood that includes schools, houses, a community garden, industry, and beautiful historic structures. There are highways, trails, trains, and transit throughout the region that could connect Pullman to surrounding businesses and attractions. While the emphasis of the Monument will be its place in the story of American industry and labor, it presents a great opportunity for looking at National Parks as innovative urban landscapes.

Prior to 2015, this State Historic Site attracted 15,000 - 25,000 annual visitors. According to an economic impact study[1], the 2015 designation as a National Monument is expected to grow annual visitation to 300,000 by 2020. This will be a boon for this historically underserved part of Chicago and investment in the site is expected to create spillover benefits for business owners in the area. The new designation heightens the need to improve access and address the challenges of increased transportation demand.

The Pullman Transportation Plan will harness the positive feedback between visitation and economic development; as visitor numbers increase and activities begin to thrive, the demand for access to the destination grows. By enhancing connections from Pullman National Monument and its surrounding neighborhoods to the rest of Chicagoland, the Transportation Plan will ensure that Pullman is prepared to thrive as a cultural resource of national significance and strengthen it as a far South Side neighborhood that is more livable and better connected to social and economic opportunities.

This plan is an opportunity to not only accommodate increased visitor activity in a way that is sensitive to the context of the neighborhood, but also to create additional neighborhood and regional connections that will support economic development and livability in the far South Side of Chicago. This plan is about creating better and safer streets, corridors, sidewalks, and transit. It will ensure the growth of Pullman as a destination that supports local economic growth, and outline innovative ways to tell the Pullman story to visitors.

[1] *Source: Economic Engine: An Analysis of the Potential Impact of a Pullman National Historical Park was a joint project of the City of Chicago, Chicago Neighborhood Initiatives, the Illinois Historic Preservation Agency, and the National Parks Conservation Association.*



Positioning Pullman: A Community Vision

In April 2015, the National Parks Conservation Association (NPCA) and the Chicago Chapter of The American Institute of Architects (AIA) hosted a three-day collaborative ideas workshop in Pullman to start addressing some of the questions regarding what was next for the National Monument. The workshop engaged the public in discussion with the Chicago design community regarding opportunities for enhancing the park visitor experience while leveraging the new Monument designation to advance important community development goals. It focused on four main areas: Park Experience, Historic Preservation & Adaptive Reuse, Access & Connections, and Community Development.

The resulting vision was formalized in the Positioning Pullman Ideas Book. Sam Schwartz Consulting (*Sam Schwartz*) served on the Access & Connections team for the collaborative workshop. As a document representing a vision for the future of the site shared by National Park advocates and community stakeholders alike, many of the big vision projects introduced in Positioning Pullman are reinforced and expanded upon in this Pullman Transportation Plan. Guidance and input from the Positioning Pullman community and stakeholder engagement process directly influenced the principles, goals, and recommendations developed for the Pullman Transportation Plan.

Outreach & Engagement

The Pullman Transportation Plan involved several different outreach strategies. The Transportation Plan began by reviewing the widespread input provided in the Positioning Pullman visioning charrette. This was very important to show continuity from one project to the next and to reaffirm input provided by the community through the Positioning Pullman process. The outreach and engagement took many forms over the course of the project, including interviews with key stakeholders, a presentation to the 9th Ward Community Meeting, two surveys, a public meeting, and Community Open House held at Pullman National Monument Visitor Center. The project website www.pullmantransportation.com became a central location for all resources for the plan. Comments submitted through the website were distributed to the plan's sponsors and incorporated as input for the plan.

Current Context

The National Monument is in the heart of the Pullman neighborhood, 13 miles south of the Chicago Loop. Pullman today is a primarily residential neighborhood with a growing commercial and industrial center east of Ellis Avenue. There are many historic homes and destinations reachable in a 5-10 minute walk from the central National Monument. Pullman National Monument is well-served by Metra and Chicago Transit Authority (CTA) bus routes, though it can still be challenging to walk, drive, or take transit to Pullman today. The community hosts many active resident groups and organizations working to preserve the historic character of the neighborhood.

Executive Summary

Plan Organization

The plan includes thematic chapters which outline Goals, Recommendations, and Actionable Strategies. Each Strategy is detailed with implementation steps broken into Short - "S", Mid - "M", and Long-term "L" implementation categories.

Short – 1 to 3 years

- Recommendations for near term projects that improve site function
- Recommendations that lay the foundation for larger projects and goals
- Recommendations that establish policies and goals to steer investments as they come

Mid – 4 to 6 years

- Recommendations that require or would benefit from a more mature site
- Recommendations that will take agency coordination or will follow a slower process

Long – 7 or more years

- Recommendations that advance projects toward achieving the big vision
- Recommendations for projects contingent on agency timelines, but may be an opportunity to align project priorities for Pullman
- Recommendations contingent on growing residential and retail base

Planning Principles

The Planning Principles guide the direction of the plan. These principles form the foundation upon which the plan's vision, goals, and objectives are built.

1. Establish an actionable plan with optimistic vision

Help to build consensus and partnerships around projects that have benefits beyond Pullman National Monument; dream big.

2. Create benefits for the local community

Ensure local Pullman neighborhood residents and businesses benefit from activity generated by Pullman visitors; anticipate and mitigate early challenges.

3. All information about Pullman should include directions

Pullman visitors will benefit most if information about how to access the site is as easy to find as information about the site itself.

4. Make getting to Pullman a part of the Pullman experience

The visitor's experience getting to and exploring Pullman National Monument and the surrounding neighborhood should be an integral part of Pullman's appeal as a unique Chicago destination.

5. Anticipate differing visitor types, needs, and desires

Systems and infrastructure supporting navigation to/through the Pullman site should be flexible to meet the needs and desires of different visitor types and change over time.

6. Improve the transition to walking from all modes

Anticipate and enhance the experience of walking to/around Pullman from all modes of arrival. Develop wayfinding as part of a wider strategy to remove physical and perceptual barriers and build visitor confidence to explore.

Major Goals

Several goals stand out as key priorities for Pullman National Monument. The goals that follow were reinforced by stakeholder and community discussions throughout the plan development process.

Coordinate efforts to manage growth and change

Coordinate Wayfinding strategies between all modes

Build a network of projects that lead visitors on an intuitive journey through the neighborhood

Build a campus-like feel around Pullman National Monument

Improve transit infrastructure to better serve both visitors and residents

Make Pullman a key link in the regional bike network

Develop a parking strategy that returns benefits to local businesses and community

Coordinated Implementation

Coordinated effort is at the heart of the Pullman Transportation Plan, and partnerships are plentiful in Pullman. It was through the work of Pullman's many dedicated volunteers and neighbors that Pullman received its historic designation in the 1960s. Today, with the spotlight on Pullman as Chicago's first National Monument, partnerships will be instrumental in implementing the Pullman Transportation Plan.

There are a lot of great projects planned and already underway at Pullman National Monument and the surrounding area. Recent investment in transit station upgrades and increasing philanthropic contributions illustrate the momentum building in Pullman. The National Monument was established through strong grassroots coordination, and Pullman will rely on the passion of many organizations working together as it grows. This will be the true force behind implementing ideas and projects in this Transportation Plan.

Looking to the future, Pullman's success relies on continued coordination between the many involved agencies, public-private partnerships, and open lines of communication with residents and neighborhood organizations.

Understanding Pullman

About the Pullman National Monument

Nestled in approximately 300 acres on Chicago's far South Side is the model factory-town of Pullman. It was created from scratch in the 1880s by the Pullman Palace Car Company to manufacture railroad passenger cars and house workers and their families. Today Pullman is a thriving community of approximately 7,000 residents living in the middle of a newly designated National Monument.

From the stories of George Pullman and his desire to build a profitable company and the nation's first model industrial town, to the stories of labor struggles and victories, to the founding and growth of the nation's first African-American union to secure bargaining rights, Pullman provides windows to the past.

The historic buildings that George Pullman had designed and built are still largely intact due to the strong preservation advocacy of Pullman community members. In 1960, when the neighborhood was slated to be turned into an industrial park, residents banded together. As a result, Pullman became a National Historic Landmark District in 1970. Two years later the City of Chicago designated the southern part of the neighborhood a city landmark district and in 1991 the State of Illinois established a state historic site.

In February 2015, President Barack Obama used his authority under the Antiquities Act to designate Pullman National Monument, ensuring that people will experience the unique history captured in Pullman in perpetuity.

Pullman National Monument is projected to attract about 300,000 visitors a year by 2020. The edges of the Pullman community have new industrial and retail growth, bringing new jobs and traffic. And with other new South Side attractions, such as the Barack Obama Presidential Center, this small neighborhood needs planning to welcome new growth.

Additional information about the demographics of the Pullman and nearby Roseland communities can be found in the Existing Conditions Report associated with the Pullman Transportation Plan.

Regional Connectivity

Pullman is located approximately 13 miles south of downtown Chicago and is situated adjacent to the Bishop Ford Expressway (I-94). This combination of distance and highway accessibility positions private vehicles as a highly attractive option for getting to and from Pullman. However, although close to downtown, driving doesn't provide the most efficient access to Pullman at all times of day. The trip can take over an hour to reach by car during peak periods.

Currently, Metra is a simple and convenient service to access Pullman National Monument and provides visitors a door-to-door connection between Millennium Park and Pullman. In fact, the journey between downtown and Pullman takes 26 minutes by Metra, which is comparable to car travel with minimal traffic. This plan intends to promote transit as the best way to access Pullman from within the region, but barriers exist for visitors who are unfamiliar with Chicago's transit network. Lack of signage and wayfinding, aging amenities, and irregular service schedules make traveling to Pullman by transit today challenging for new visitors.

In addition to direct access to Pullman, transit offers opportunities to tie visitor trips to a host of other cultural destinations on Chicago's South Side, such as Museum Campus, McCormick Place, Hyde Park, Jackson Park, the Museum of Science and Industry, and the future Barack Obama Presidential Center.

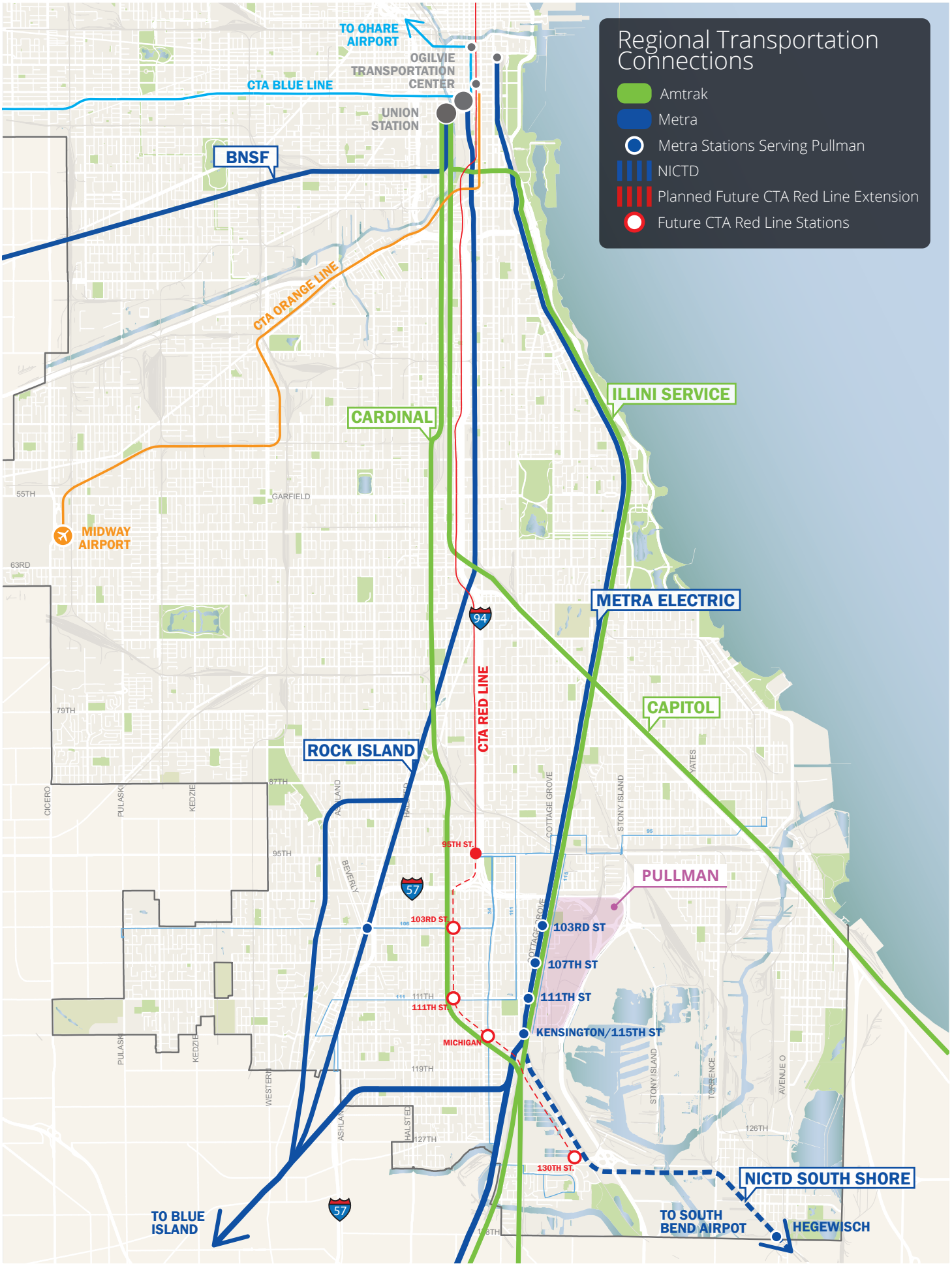
Understanding Pullman

Similar opportunities exist to enhance connectivity to Pullman for cyclists near and far. Today, there are limited connections between Pullman and the Chicago area network of over 200 miles of bicycle lanes and trails. Pullman's designation as a National Monument presents an opportunity to develop Pullman as a hub for a network of regional bike trails reaching from northern Illinois to the Indiana Dunes National Lakeshore and beyond.

The transportation solutions represented in this plan leverage existing transportation options and infrastructure, provide mitigation tools for large events and daily visitors, better connect the site to other local and regional destinations, and provide solutions for internal circulation for both visitors and lifelong residents of the area. Regional recommendations in this plan seek to improve the legibility of transit networks for visitors and build the missing links in the transit and bicycle network

The historic district itself is spread out physically: a mile and a half long north-south and a quarter mile east-west. Period row houses stretch from 115th Street up to 103rd Street on the neighborhood streets. This creates a unique perspective for transportation planning: unlike a traditional museum or many National Parks in the West, today there is no clear front-door to Pullman.

Historic Pullman was constructed in the 1880s as a factory town. Common to this time period, factory towns are areas where major industrial anchors developed adjacent land with worker housing and basic amenities. Most notable, Pullman is generally recognized as one of first great examples in the U.S. of a master planned model town. This goes significantly beyond the typical factory town, where there was merely a close relationship between the government and the company. Around the Pullman factory complex, housing, parks, shops, a hotel, and a church were built to support the daily needs of workers and their families, all planned and owned by the Pullman company. Pullman maintains its multi-use character today with industry, commercial space, and residential areas coexisting in close proximity.


Regional Transportation Connections
Amtrak
Metra
Metra Stations Serving Pullman
NICTD
Planned Future CTA Red Line Extension
Future CTA Red Line Stations
TO OHARE AIRPORT
OGILVIE TRANSPORTATION CENTER
CTA BLUE LINE
UNION STATION
BNSF
CTA ORANGE LINE
ILLINI SERVICE
CARDINAL
MIDWAY AIRPORT
METRA ELECTRIC
CTA RED LINE
CAPITOL
ROCK ISLAND
PULLMAN
95TH ST.
103RD ST
107TH ST
111TH ST
KENSINGTON/115TH ST
MICHIGAN
130TH ST.
NICTD SOUTH SHORE
TO BLUE ISLAND
TO SOUTH BEND AIRPOT
HEGEWISCH
55TH
GARFIELD
63RD
79TH
87TH
95TH
111TH
119TH
126TH
127TH
CICERO
PULASKI
KEDZIE
WESTERN
ASHLAND
HALSTED
BEVERLY
COTTAGE GROVE
STONY ISLAND
TORRENCE
AVENUE O
YATES
94
57

Understanding Pullman

Image from Positioning Pullman - Reference map descriping extent of historic designations and district boundaries.

Getting Around

The relationship between the Pullman factory and its neighborhood both past and present is key to appreciating this unique destination. Historic buildings are peppered throughout Pullman, with the National A. Philip Randolph Pullman Porter Museum (Pullman Porter Museum) anchoring the northern neighborhoods.

Pullman National Monument is well-served by Metra, Northeast Illinois Regional Commuter Rail System, and Chicago Transit Authority (CTA) bus routes though it can still be challenging to walk, drive, or take transit to Pullman today. To see the wealth of historical and cultural resources and to reach nearby retail destinations, improving local transportation connectivity for all modes is a priority as visitation increases around Pullman National Monument and the neighborhood.

CMAP GO TO 2040 Goals

Livable communities
Human capital
Regional mobility

The Chicago Community Areas of Pullman, West Pullman, Roseland, and Riverdale, which are within or adjacent to Pullman National Monument, experience substantial economic and social disparities compared with the city as a whole. In line with the goals of the Chicago Metropolitan Agency for Planning's GO TO 2040, the attention, activity and investment surrounding Pullman National Monument can be leveraged as a catalyst to spur new development and investment in these neighborhoods, which have lost 19% of their population in the last decade.[2] Improving local transportation infrastructure and services can benefit neighborhood mobility, increase last-mile connections with rail transit, and encourage visitors from outside the neighborhood to patronize local businesses.

Ridership and Activity

Ridership and activity at local transit hubs was documented as part of the Pullman Transportation Plan Existing Conditions Report created in November 2015. The average vehicle volumes on the Bishop Ford (I-94) reach over 180,000 vehicles per day at the I-57 junction to the north of Pullman, and over 130,000 per day near the 111th Street exit.[3] High traffic volumes during peak hours can triple the travel time required from central downtown Chicago to Pullman to 1 hour and 15 minutes. Several CTA bus routes serve the National Monument area with service through Pullman and Roseland neighborhoods. CTA Bus Route #34 has the highest ridership among the four routes that serve the Pullman and Roseland neighborhoods at 2.4 boardings per stop. CTA bus routes #111A, #115, and #106 ridership trends show approximately 2 boardings per stop during peak periods. The bus stops with higher ridership include those at the 95th Red Line Station, and Metra Stations at 111th Street and 115th Street.

The Metra Electric District Line has a ridership of 33,000 per day.[4] Metra's express trains serve the Pullman neighborhood at the 115th Street / Kensington Station serving 1,080 passengers per day.[5] Other Metra stations are served by local trains that require passengers to request a stop by the train to board. Ridership at these stations is much lower than that of 115th Street / Kensington Station.

2 US Census, Decennial Total Population 2000 to 2010
3 IDOT, AADT Count Estimates. 2014.
4 Metra. "Operations and Ridership Data." 2016.
5 Metra. "Communter Rail System Station Boarding/Alighting Count." 2014

Outreach & Involvement

Outreach Events & Public Involvement

The Pullman Transportation Plan involved several different outreach strategies. The process to develop Positioning Pullman documented a wealth of public feedback which was used to inform this planning process and build continuity in the larger planning effort for Pullman National Monument.

One of the first outreach activities specifically focused on the transportation planning effort was to conduct a series of interviews with key stakeholders. These stakeholders included residents of Pullman, Alderman Anthony Beale's office, Pullman Civic Organization, National A. Philip Randolph Pullman Porter Museum, Historic Pullman Foundation, Chicago Neighborhood Initiatives, Calumet Area Industrial Commission, Method, Far South Community Development Corporation (CDC), Pullman Bank and Trust, Adrian Smith + Gordon Gill Architecture, the Chicago Park District, Roseland Chamber of Commerce, and many others.

The project team also reached out to Neighborhood Housing Services – Roseland, who was in the process of completing a Quality of Life Plan for Rosemoor/North Pullman with the Rosemoor Community Association and North Pullman CDC. Transportation recommendations in the Quality of Life Plan were reviewed and incorporated as input for this planning process. Outreach and public involvment took place over several public events:

- On September 27, 2016 a presentation was made to the 9th Ward Community Meeting to over 100 residents. At the meeting, residents provided feedback through submitting comment cards as well as marking up a map of the study area with comments on specific transportation issues.
- From December 2016 through January 2017 an extensive public outreach process was led to encourage residents and other stakeholders to take a survey (discussed below) and attend a public meeting on January 26 at Pullman National Monument Visitor Center.
- On January 26 a Community Open House was held and included a welcoming by Kathy Schneider, the Superintendent for Pullman National Monument, as well as presentations by *Sam Schwartz* and Teska Associates.
- A number of interactive sessions were set up as break-out areas including an opportunity to post comment cards to a map of the area and region.

Web Presence & Feedback

There were several outreach tools developed and utilized throughout the project. A website was created and launched in October 2015 that provided a central place for all documents, past plans, news items, a link to the survey, and submission of public comments. The website www.pullmantransportation.com became a central location for all resources for the plan.

Comments submitted through the web site were distributed to the plan's sponsors and incorporated into the plan.

962 unique users to the web site

3,742 web site hits

1,126 LinkedIn views of Pullman Open House announcement

26 comments to Pullman map at Open House

Survey

A survey was offered both online and on paper at public meetings. The survey was also distributed through the Community Advisory Committee (see below) both online and through printed copies. Key themes expressed in the survey include:

- *97% believe it is important or very important to improve conditions of walkways along Cottage Grove Avenue and 111th Street;*
- *94% believe it is important or very important to make the 111th Street Pullman Metra a regular stop during major events;*
- *90% believe it is important or very important to coordinate signs for pedestrians, bikers, transit riders, and cars;*
- *89% believe it is important or very important to identify locations for tour bus drop-off and pick-up and limit idling on residential streets; and*
- *80% believe it is important or very important to make 111th Street a primary east west street for bicyclists.*

Stakeholder Engagement

Technical Advisory Council

A Technical Advisory Council was formed, bringing together the core team (NPCA, DPD, CDOT, CMAP) with members from transportation agencies (e.g. CTA, RTA, and Metra), the National Park Service, and local groups. The members of the Technical Advisory Committee represent some of the key agencies decision-makers at a local, regional, and even national level. The successful implementation of this plan will rely on coordination and buy-in from the participating agencies engaged throughout the planning process.

Community Advisory Committee

A Community Advisory Committee (CAC) was formed in September 2015 and guided the development of the plan. The CAC provided data, resources, input and served as "ambassadors" of the plan to the larger community. Along the way, this group consulted with community advisors to include local organizations, businesses, and associations throughout Pullman and the surrounding area to ensure it captured the needs of the broader community. Those who participated are listed below.

9th Ward
Active Transportation Alliance
Calumet Area Industrial Commission
Chesterfield Community Council
Chicago Neighborhood Initiatives
Chicago Park District
Far South CDC
Historic Pullman Foundation
Golden Gate Homeowners Association
Adrian Smith + Gordon Gill Architects
House of Hope
Method
Metropolitan Planning Council
National A Philip Randolph Pullman Porter Museum
National Park Service
Neighborhood Housing Services Roseland
North Pullman Community Development Corporation
Pullman Bank and Trust
Pullman Civic Organization
Pullman State Historic Site
Pullman Wheelworks
Roseland Chamber of Commerce
Roseland Heights Community Association
Rosemoor Community Association

Pullman Transportation Plan
Goals and Recommendations

Agency Acronym Index

CTA	Chicago Transit Authority	IDOT	Illinois Department of Transportation
CDOT	Chicago Department of Transportation	NPCA	National Parks Conservation Association
CPD	Chicago Police Department	NPS	National Park Service
DPD	Department of Planning and Development	RTA	Regional Transportation Authority

Building on Collaboration

Coordination & Benchmarks

Positioning Pullman established a vision for the future of Pullman National Monument built around community goals and fortified by agency participation. This plan attempts to move some of those projects and program ideas forward, but the execution of project ideas will come through agency coordination, public-private partnership, philanthropic investment, and continued grassroots community efforts.

There are a lot of great projects planned for and already underway at Pullman National Monument and the surrounding area. Recent investment in transit station upgrades and increasing philanthropic contributions illustrate the momentum building for the National Monument. It is important to maximize existing channels for communication and develop good tracking practices to ensure that this change is coordinated and that lines of communication are open between residents, business interests, government agencies, and the National Park Service.

How to read this plan

Each Goal has a series of recommendations and explanations which work toward achieving the Goal.

This level of text articulates a recommendation for Pullman National Monument

The intended impact of each recommendation is articulated below the recommendation title. These paragraphs provide some framing language to put the recommendation in context. Some information may be included detailing implementation approaches.

STRATEGIES:

M	Strategy text is organized into small tables following each recommendation. Each strategy provides an action or implementation step toward achieving the recommended outcome.	CDOT

" S", "M", and "L" in this column represent the anticipated timeframe to initiate or implement each strategy. More information about the time scales can be found on page 7 of this plan.

Each strategy also has agency acronyms on the right side. These are key partners, agencies or organizations who might help in implementing each idea. More information about acronyms can be found on page 17 of this plan.

GOAL 1

Coordinate efforts to manage growth & change

Coordinate development efforts to achieve a unified vision for Pullman National Monument

Chapter 2-120, Article XV of the Municipal Code of Chicago establishes the "Chicago Pullman Committee," which, when appointed, could be a coordinating entity for implementing this and other non-federal plans in the Pullman neighborhood. Until this entity or another entity is authorized, Pullman will grow through continued grassroots efforts and willing partners.

Whether under the guidance of a coordinating agency, or as individual partners, all agencies and organizations in Pullman should work hard to maintain awareness of planning, projects, and initiatives relating to the Pullman neighborhood and greater South Side. New developments at Pullman National Monument should be influenced by consistent and on-going community engagement, and changes should reflect both community goals and those of the City and National Park Service.

STRATEGIES:

ongoing	Use existing neighborhood groups' communication mechanisms to receive regular feedback	CPC*, NPS, Partners, or Alderman
ongoing	Reference local and regional plans to identify and align project details with existing community priorities where possible	CPC*, NPS, Partners
ongoing	Coordinate the future Visitor Center Central State Historic Site development and projects with the Pullman Transportation Plan and Positioning Pullman vision and other local and regional approved plans	CPC*, NPS,
ongoing	Prioritize projects and programs that promote transit as the most desirable means of getting to Pullman National Monument	CPC*, NPS, Partners
S	Create a record of neighborhood organizations and contacts	NPS, Alderman
ongoing	Uphold guidelines for historic preservation put forth by the Secretary of the Interior Standards	CPC*, NPS, Partners

**CPC refers to the Chicago Pullman Committee or other coordinating agency to be determined.*

Collect data and establish growth benchmarks for all modes

Consistent collection of data ensures the ability to track and react to changes over time. Pullman National Monument is new to the Chicago context, it is the only destination of its kind in Chicago, and it is undergoing change. Visitor numbers will increase over time, and demands – both anticipated and unforeseen – on the site and surrounding neighborhood will arise. Establishing means and methods of tracking and benchmarking visitor numbers and use of facilities is paramount to ensuring investment in transportation amenities that benefit visitors and residents alike. The National Park Service Visitor Use Statistics Program is responsible for developing visitation tracking methodologies and for collecting and publishing visitation data on an annual basis. With the help of local agencies in annual data collection, a wealth of information is available to benchmark Pullman's development.

STRATEGIES:

annual	Conduct ongoing survey of visitor travel preference surveys	NPS
ongoing	Track increase in pedestrian activity at the future Visitor Center	NPS, CDOT, Partners
annual	Track increase in biking and transit ridership at area stops/stations	CDOT, CTA, Metra
seasonal	Track parking utilization during peak weekend visitor days/times for on-street and off-street parking	NPS, Partners
annual	Observe and document parking utilization in Pullman and private lots during events, and ridership of event-related transit service	NPS, Partners, CTA, Metra

Wayfinding and Exploration

Wayfinding means more than defining sign locations and messages. Identifying key routes to and around Pullman can help drive investments for all modes where they matter most. Wayfinding can give visitors confidence to explore an area by reducing confusion and providing a series of preferred routes.

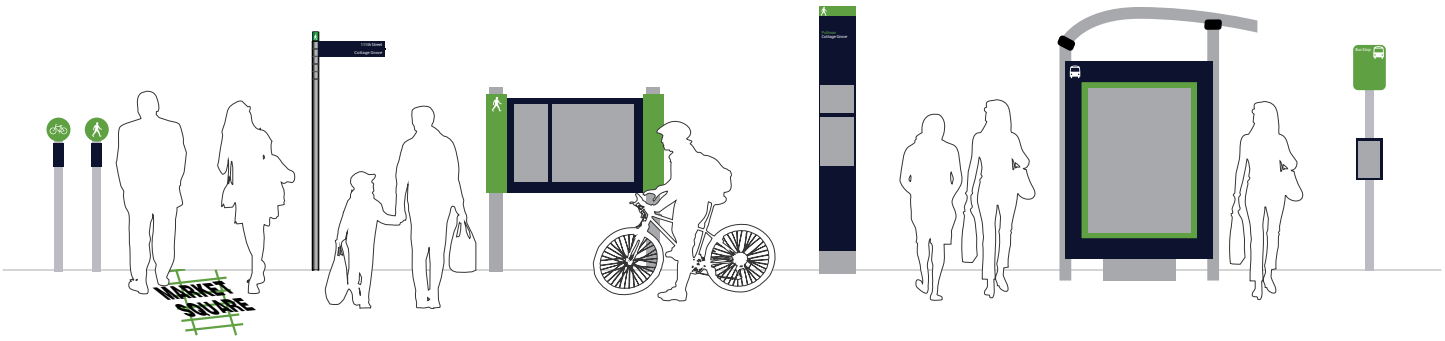
Gateways

The moment of arrival is central to the visitor experience at any major attraction. Gateways come in many forms, ranging from physical structures to more subtle changes in context cohesiveness. Gateways at National Parks let visitors know that they have arrived and help to define the character of the park. Identifiable signage, improved lighting, discernible gateways at major entrances, and easy-to-follow wayfinding cues are important elements when enhancing a district and destination such as Pullman. Today, some historic sites in the neighborhood are marked by placards with historical information, but many are in poor condition and are not linked by a unifying style that can be levied into other parts of the visitor experience and navigation. There are already efforts to improve signs for visitors in the area, but these efforts are not coordinated and may lead to visitor confusion and sign clutter. In tandem with landscaping and transit infrastructure improvements, establishing a comprehensive approach to wayfinding and signage for the neighborhood is necessary to ensure visitors can identify the easiest paths of travel for all modes. Pullman National Monument needs a comprehensive wayfinding and signage plan to guide implementation of a wayfinding strategy through the neighborhood.

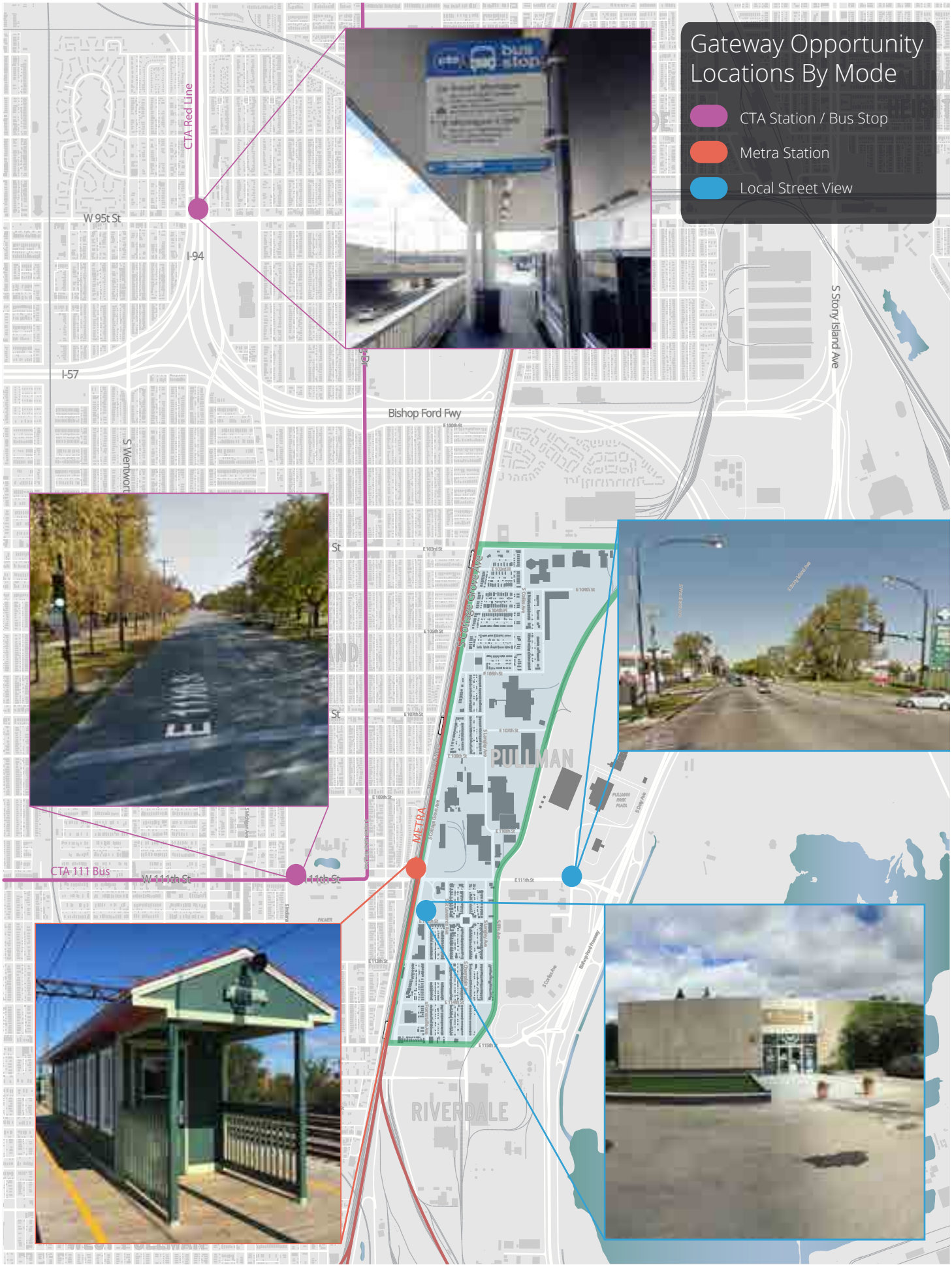
Beyond Signs

In its nascent development Pullman National Monument is poised to take a different and more unique approach to wayfinding. This plan promotes some unconventional design approaches to building the visitor networks. Signs orient visitors to their distance and direction to surrounding destinations. Unconventional physical cues – like pavement markings, mural artwork, and consistent landscaping treatments – help to build a sense of place, which ensures that visitors anywhere in the Pullman neighborhood have an intuitive sense that they are still within the visitor areas. Both approaches support visitor wayfinding in different ways.

Beyond static signage is the opportunity for Pullman National Monument to integrate technology into the visitor experience at the site in a deep and meaningful way. The National Park Service is already champion to projects which integrate technology into the visitor experience with the Mississippi National River and Recreation Area (MISS) comprehensive traveler information website. Additionally, some Parks are working to integrate real time examples like the transit information website and create mobile apps to aid navigation. Information on how to navigate to and around Pullman must be coordinated across digital tools, and easy to access. A proactive approach to technology integration will greatly benefit Pullman, as more and more visitors rely on digital tools to plan their trip. A dedicated web-page, at minimum, is necessary to provide information about how to access Pullman National Monument. It should include real-time transit information, emphasize the need to plan a return journey, and be mobile friendly.



Marker | Multiuse Directional | Visitor Information Kiosk | Visitor Orientation Kiosk | Neighborhood Directional | Visitor Orientation Mini-Kiosk


Gateway Opportunity Locations By Mode
CTA Station / Bus Stop
Metra Station
Local Street View
CTA Red Line
W 95t St
I-94
I-57
Bishop Ford Fwy
S Wentworth
S Stony Island Ave
S College Grove Ave
METRA
CTA 111 Bus
W 111th St
111th St
PULLMAN
RIVERDALE

GOAL 1

Coordinate wayfinding strategies for all modes

Develop a comprehensive wayfinding plan for Pullman National Monument

A wayfinding plan for Pullman National Monument and surrounding neighborhood should include documentation of all existing signs, murals or public artwork, and destination markers within Pullman National Monument and along pathways to the Monument from destinations within 2 miles. Sign frequency should increase as pathways near the National Historic Landmark District. A planned strategy for signage design and placement will reduce sign clutter throughout the residential area, preserving the neighborhood character for local residents.

Recommendations included in a wayfinding strategy should identify existing signs to be removed or relocated. It should provide a suite of sign types including those shown in the graphic on page 22 of this plan, and recommended locations for each. Designs used in wayfinding strategies should be inclusive of all visitors through partnerships with the disability community to ensure accessibility for all.

STRATEGIES:

S	Update signage plan and sign locations as part of all National Monument-related development plans	
S	Initiate survey and documentation of all existing signs and markers in the National Historic District	NPS
M	Develop a wayfinding plan for Pullman National Monument	NPS
M	Develop informational brochures instructing visitors on travel. Place at visitor intercept locations such as transit station information kiosks and hotel concierge desks.	NPS

Establish 111th Street as the gateway for all modes

"Gateways" come in many forms, and often conjure the image of artistic structures over the streets or sidewalks with prominent signs overhead. 111th Street would be a prime location for the more traditional gateway structure, but midblock placement will be most visible to drivers. With or without a physical structure, in the near term there is the need to build a sense of arrival at the National Monument. This can be accomplished by installing elements like consistent landscape and lighting treatments with banner signage, to distinguish this street segment from others.

Pullman National Monument provides multi-modal access, which means there are many gateways to Pullman. Visitors are likely to start their journey to the Monument at the Visitor Center, which means that all modes will converge near the intersection of 111th Street and Cottage Grove Avenue. For visitors arriving by transit or the residential neighborhoods to the west, the viaduct presents an opportunity to install gateway signage on a structure already spanning the street, and at a point of intercept for many arriving to the National Monument by transit.

STRATEGIES:

S	Use the viaducts as welcoming, informational gateways to Pullman National Monument through Alderman Beale viaduct improvement program	CDOT
S	Paint signifier signage along face of viaduct from both directions	CN Railway, Metra
M	Increase signage to Pullman National Monument from Metra Station platform	CN Railway, CDOT, Metra, RTA
M	Improve CN Railway rights-of-way by trimming trees and brush to improve sightlines to Pullman Historic Clocktower and grounds	CN Railway, CDOT
M	Consider installation of gateway type structures over sdewalks along 111th Street; potential to align with pathways to the future Visitor Center	NPS, Alderman
L	Consider long term coordination of station names along Pullman National Monument and neighborhood to build continuity to the north and south	Metra, RTA

Rendering of mural artwork and gateway banner on viaduct at 111th Street.

Wayfinding Sign Guide

- Gateway
- Educational Pathway Marker
- Destination Marker
- Visitor Orientation Kiosk
- Visitor Information Kiosk
- Multiuse Directional
- Pedestrian Directional
- Vehicle Directional
- Parking
- CTA Bus Stops and Shelters
- Paint/Mural On Rail Road Structure
- Tour Bus drop-off zone

Sign strategy assumes future Visitor Center Location.

Coordinate wayfinding to Pullman with other local and regional wayfinding systems and guidelines

Many of the implementation partners in this planning effort have existing agency signage or wayfinding guidelines. Pullman National Monument should build on the systems that are already in place for locating signage where possible. A starting point is to use the standards established by the RTA to increase signage. These guidelines can also provide some direction on where destination identification or neighborhood maps can be integrated into existing transit-related signage. One key objective should be to increase signage directing visitors to Pullman via CTA bus or bike at CTA Red Line 95th Street to make the transfer easier for unfamiliar visitors to navigate. It may be necessary to work with transit agencies to devise enhanced signs for visitors at this important transfer point.

The National Monument is served by several local CTA bus routes; this transit infrastructure is an opportunity to reinforce the wayfinding strategy without additional signs. Effort should be made to integrate transit stops in site design of the National Monument, respectful of historic character.

STRATEGIES:

S	Implement vehicle directional signage project; pursue IDOT to install highway signage	IDOT, CDOT
S	Install on-street "Bike Route" signs from area trail with "To Pullman" articulated on signage	CDOT
M	Install signs to Pullman from Union Station, and high visitor-intercept Metra stations with direct connection to Pullman beginning with Millennium Station, and CTA Clark/Lake and Roosevelt Stations.	RTA Guidelines, Metra, CTA
M	Upgrade all bus stops along Cottage Grove Avenue with transit shelters and paved passenger waiting area off-street	CDOT, Alderman
M	Enhance transit shelters closest to the future Visitor Center with real-time bus tracker or other passenger amenities	CDOT
M	Install RTA neighborhood maps at all transit shelters in Pullman neighborhood	CTA, RTA
L	Create and install signage from Amtrak Stations connecting to Metra at Union Station	RTA Guidelines
L	Pursue CTA to install Pullman directional signage at 95th Street CTA Station for #115 Bus Route to Pullman; consider changeable signage or audio announcement (i.e. "next bus to Pullman National Monument ### Arriving now")	CTA

CASE STUDY

Wayfinding and Signage at Lowell National Historical Park (LOWE)

Integrated throughout the urban fabric of Lowell, Massachusetts, LOWE commemorates the hydro-powered textile mills and workers that were part of the early American industrial revolution in New England, including mills that produced fabric for Pullman rail cars. Since its designation in 1978, the park has worked closely with the City of Lowell and local partners with an explicit mission of supporting economic revitalization.

Because LOWE is integrated within a downtown commercial and industrial district which includes canals and locks, and because of its historical pedestrian and transit-oriented scale, signage and wayfinding are an important transportation planning and visitor experience consideration. The park has sometimes taken an opportunistic approach to signage in the past, installing signs individually as funding became available. Unfortunately, this has led to a somewhat inconsistent wayfinding environment and a confusing visitor experience, which staff are currently working to correct through an all-inclusive signage replacement initiative.

A similar challenge exists at LOWE with respect to walking paths between the park's many canals. These too were built individually over time as funding was available, leading to differences in materials and design characteristics which fail to provide visitors with consistent visual cues that help them navigate between the canals. LOWE staff are now considering various interventions, such as a consistent pavement treatment between the canal paths, which would improve their legibility and help visitors better understand how to get around the park.

The experiences of LOWE suggest that Pullman should begin with a comprehensive approach to signage and wayfinding and work diligently over time to implement it, ensuring the final result is consistent throughout the site, helping visitors easily understand how to navigate the National Monument.

Encourage visitors to consider their journey home when planning their trip

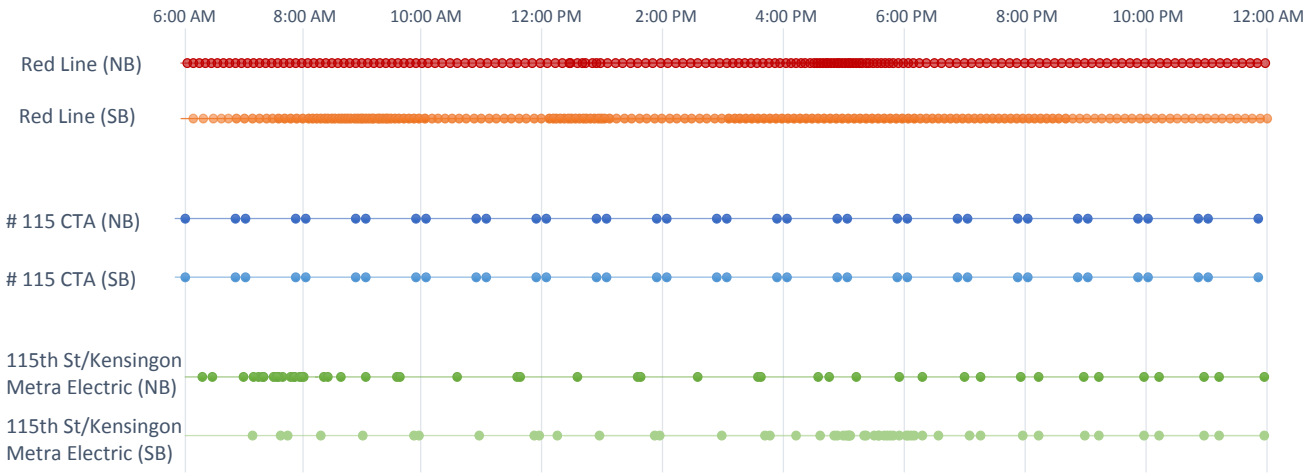
It is important that Pullman visitors are encouraged to consider their journey "home" when planning a trip to Pullman National Monument. Limited transit service schedules offering one- to two-hour frequency at off-peak periods from the 111th Street Metra station and fewer taxis or rideshare drivers in the Pullman neighborhood could mean significant delay of a return journey from the area to downtown or elsewhere. Visitors should have easily accessible information at their disposal indicating that more frequent service is available at the 115th Street / Kensington Station. Encouraging people to consider their return journey in planning doesn't have an easy actionable step—the best approach is to emphasize this point in all possible resources available to visitors.

The "flag-stop" service to and from the 111th Street station is a barrier for visitors to Pullman who are unfamiliar with the Metra transit system. Although ridership does not support returning 111th Street to regular service in the near future, an effort should be made to make the flag-stop service more intuitive for new users by installing a real-time tracker at the future Visitor Center.

STRATEGIES:

S	Ensure print, website, or navigational tools for Pullman National Monument alert visitors to the importance of return trip planning	NPS
S	Emphasize or enhance "flag-stop service" indication and instructions at station platform for new users	Metra
M	Install real-time train tracker signage at ground-level approach to Pullman Metra station platform with scrolling arrival time within 6 hours; label as flag-stop	CDOT, Metra, NPS, Partners
M	Station volunteers at Metra platforms during major events distributing information on return Metra schedules	NPS and/or Community

Transit Frequency in Pullman: Metra, CTA Bus, CTA Rail



Make transit an easy option for individuals with barriers to mobility

A shared goal of local transit agencies and the National Park Service is to provide ADA/ABA accessibility to visitors. Until Metra brings 111th Street into ADA compliance, preferred transit access for those with disabilities should be promoted from the Kensington / 115th Street station with CTA bus service from the station to the Visitor Center. Fifteen- to twenty-minute headways for the CTA Route #111A bus could mean added time to a trip to Pullman by transit for passengers with barriers to mobility. For this reason, further enhancements to the 111th Street station should remain a priority consideration in the future.

STRATEGIES:

S	Install more prominent "flag-stop" instructions for near term improvements, and create auditory announcement to play at station platform with instructions	Metra
S	Prior to completion of Metra station improvements that bring the 111th Street station into ADA compliance, preferred transit access for those with disabilities via CTA 111A Bus should be promoted as last mile connection for passengers	NPS, CTA
M	Increase awareness to visitors of the National Monument that all buses running on the 3 nearest routes are ADA compliant	CTA
L	Make 111th Street Station ADA accessible	Metra

GOAL 2

Build a network of projects that lead visitors on an intuitive journey through the neighborhood

Create an educational pathway through the Pullman neighborhood

A project originating from Positioning Pullman, this idea proposes physical identification of a pathway through the Pullman neighborhood which would pass historic destinations and opportunities to learn more about historic homes or sites through signage and place-markers. Boston's Freedom Trail provides an excellent project example: a brick line inlaid in the sidewalks offers an intuitive pathway for visitors to follow through Boston's neighborhoods. A similar strategy using paint or pavement signifiers could lead people through the Pullman neighborhood. Execution of this vision could include leveraging smartphone technology through a navigational app, integrating digital "pins" containing information about the site. A pilot program might include temporary signage and painted ground markers at major events.

STRATEGIES:

S	Create "pins" with interpretation in Google Maps	NPS
S	Pilot Educational Pathway at major event(s)	NPS
L	Implement Educational pathway with permanent pavement signifiers; Integrate with visitor maps and brochures, and digital media and navigational tools	NPS
L	Call-out pathway on Pullman access webtool & identify pathway in Google Maps walking paths as "trail" network	NPS

Unify wayfinding and marketing strategies for Pullman National Monument

Unifying wayfinding and marketing means thinking strategically about the imagery, icons, and tools that visitors will interact with and recognize as they learn about the site. Pathways and destination locations can also be reinforced prior to and during visits by offering apps that provide navigational tools and educational opportunities to learn about Pullman National Monument and the Pullman neighborhood. Historic homes could be identified using pavement markers or subtle designations to add a layer of meaning to visual clues leading visitors through the site.

STRATEGIES:

S	Leverage views of the future Visitor Center as an orienting feature from all corners of the site; Future development in the Pullman neighborhood should preserve future Visitor Center sight lines whenever possible.	NPS
M	Create a program for permanent historic home markers through the future Visitor Center or NPS	NPS, DPD
L	Create a site exploration app dedicated to navigating the Pullman neighborhood that connects visitors to historic sites within the neighborhood, and helps get them there. [see bottom left]	NPS
L	Evaluate feasibility of repurposing Pullman Rail Cars to replace the Metra warming houses from 103rd to 115th. Particular priority on the 111th Street station	Metra, NPS

St. Louis Arch

Use the Metra structure along Cottage Grove to reinforce pathways around Pullman

The viaducts central locations between 103rd Street and 115th Street make them prominent informal neighborhood gateways to Pullman National Monument. The Metra structure along Cottage Grove is also an opportunity to reinforce north-south pathways within the Pullman neighborhood. One simple way to reduce the need for individual wayfinding signs is to integrate wayfinding messages in mural artwork throughout the community. This requires coordination with any community initiatives to develop viaduct artwork independent of NPS. Canadian National Railway (CN Railway) would need to approve gateway signage on their side of the viaduct, and mural artwork on the Cottage Grove Avenue side of the embankment.

STRATEGIES:

M	Install mural artwork along Metra structure facing Cottage Grove Avenue between 115th Street and 111th Street	DPD, NPS, CN Railway
M	Involve CN in landscaping and structural improvements in the National Monument	CN Railway
M	Integrate wayfinding messages into viaduct murals or artwork where possible	Alderman, NPS

GOAL 3

Align wayfinding messaging through technology and navigational tools

Define Pullman's "front door" and ensure that it is consistent across various online mapping tools

One effective way to control the message about a destination is to dedicate time to reviewing and aligning available resources. GoogleMaps and transit agency websites already offer travel information to visitors. The messages and directions offered to visitors through these resources can be aligned through agency coordination (RTA Trip Planner) or updating location and amenity information (GoogleMaps). This type of recommendation would be carried out by the NPS coordinating with a local governing body once established as part of annual visitor tracking and benchmarking.

STRATEGIES:

S	Review and Revise "Street Address" or "Destination Address" in common map and navigation applications, such as GoogleMaps, Bing, etc. Set "pin" location to the future Visitor Center; specify other site locations in web maps	NPS Partners
S	Update walking and bike pathways in Google Maps/other navigational tools	NPS Partners
M	Develop an interactive trip planner and navigational tools for Pullman National Monument; Grow website to include regional destinations through partnerships	CDOT, CTA, RTA
M	Tie into integrated web-map tool accessible via Pullman National Monument NPS Website	NPS Partners

Encourage cross-promotion of National Park tourism through existing informational materials and programs

Programs already exist through the National Park Service or other regional tourism organizations which could increase foot traffic to Pullman National Monument. For example, the NPS Passport Program provides visitors with a unique stamp in a novelty passport book for each National Park visited. The Circle Tour of Lake Michigan is another opportunity for Pullman promotion. The Lake Michigan Circle Tour is just one of the designated scenic road systems around the Great Lakes. As the name implies, it follows state highways around Lake Michigan, through Illinois, Indiana, Wisconsin, and Michigan. Chicago is designated as a destination on the Southern Lake Michigan Circle Tour route; Pullman National Monument could be promoted as a destination along the route.

STRATEGIES:

S	Establish Pullman as part of the NPS/Amtrak Trails & Rails program offering on the Wolverine, Blue water, and Lincoln Service Routes	NPS, Amtrak
M	Establish Pullman as part of "Circle Tour" around Lake Michigan	NPS

Navigational tool examples

Exploring On Foot

Walking is the best way to experience the Pullman neighborhood. Whether you arrive by car, train, bus, or other mode – there will be a point in your visit to Pullman where you leave that mode and begin walking. Growth of safe and easy to navigate pathways around the neighborhood are key to visitors getting the most out of their visit. The ability to move at a casual pace from a closer vantage point makes walking an attractive way for visitors to experience the historic architecture and landmarks of the neighborhood. Improvements to sidewalks and intersections to better support people walking is a big opportunity for investment in Pullman National Monument, will directly benefit area residents, and should be a priority for near future.

Pedestrian History

Pullman was originally designed as a pedestrian-first environment. Historically, almost all travel within the neighborhood was on foot, with other low-speed modes including horse-drawn carriage and bicycles. The return to a pedestrian-first orientation is fitting with the historic character of the National Monument and supports the intended visitor experience.

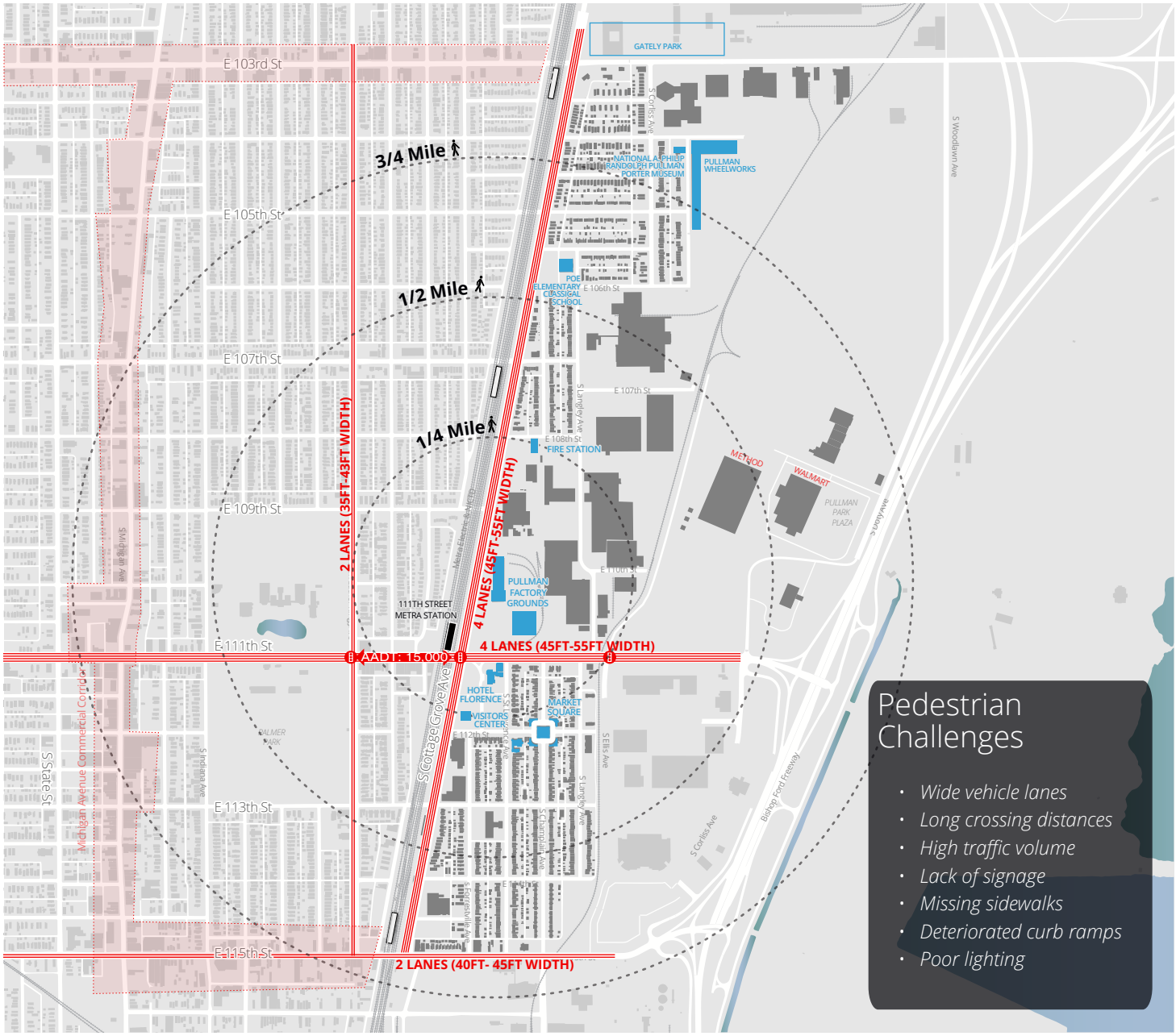
There are many destinations located throughout the Pullman neighborhood of interest to visitors beyond the future Visitor Center. The overarching recommendation to build a campus-like feel suggests that all physical improvements should be spread throughout the neighborhood to achieve a cohesive look and to encourage organic exploration no matter the walking route. This approach will benefit residents by spreading investment in sidewalks and lighting improvements throughout the area, rather than focusing funding on one project or pathway. This strategy could be paired with a lighter-touch or more creative approach to visitor-focused projects such as defining an educational pathway through the neighborhood, as presented in the prior chapter.

Critical Pathways

Cottage Grove Avenue and 111th Street are gateways to the National Monument for various modes. With bus routes, rail connections, and a planned buffered bike route, Cottage Grove Avenue will continue to provide an essential multi-modal connection for both residents and visitors traveling to and exploring Pullman. 111th Street will be the primary access for drivers arriving from the Bishop Ford Expressway. Between Cottage Grove Avenue and Ellis Avenue, the character of 111th Street should alert drivers to their arrival to Pullman National Monument. Today 111th Street is a barrier for people walking through the neighborhoods. The proposed streetscape designs and additional crossings will better integrate it into the neighborhood street network.

Truck Challenges

East of Ellis Avenue, the design of 111th Street must not only serve resident and visitor traffic, but also many large trucks accessing industrial and commercial destinations via Doty Avenue and Ellis Avenue. Streets with high levels of truck traffic typically have wider lanes and larger intersections to accommodate truck turning movements. However, the improvements that make a street support large vehicles are often the same ones that make it challenging for people to walk or bike. Larger intersections mean longer pedestrian crossings, and wider vehicle lanes mean less space for bike lanes. The presence of a high volume of trucks requires more robust bike and pedestrian infrastructure. Under these conditions, best practice would push bike and pedestrian facilities further from the street's edge and enhance intersections to make pedestrians more visible at crossings. Achieving this vision will require ongoing partnership with landowners and developers in the area. But, to change the character of 111th Street east of the Langley / Ellis Avenue intersection will require a long-term vision and coordinated effort with local commercial and industrial stakeholders to build a network of streets that decreases 111th Street's role in the truck circulation network. As retail and residential development comes to Pullman along 111th Street, the character of street will need to not only support, but celebrate increasing numbers of pedestrians and cyclists.



Pedestrian challenges

Historic photo showing Pullman Porters walking along the Pullman Factory.

View of the future Visitor Center from Cottage Grove Avenue

GOAL 1

Build a campus-like feel around Pullman National Monument

The design of 111th Street at the National Monument should knit together the Pullman neighborhood

111th Street is unique from other neighborhood streets, and bisects the Pullman neighborhood to the north and south residential areas. Due to limited pedestrian crossings, a wide section, and a constant flow of automobile traffic, today, 111th Street is a barrier to the natural flow of people exploring the neighborhood. The focus of improvements to 111th Street should be on enhancing the street by shortening pedestrian crossing distances and making the street flow calmer.

111th Street is also the main east-west gateway to Pullman. The design of the streetscape between Cottage Grove Avenue and Ellis Avenue should signal to visitors their arrival to the National Monument. Beyond wayfinding, the street character should reinforce a cohesive character with improved sidewalks and pedestrian scale lighting. A narrower street section can reduce the impact of 111th Street as a major through-way and signify to visitors that they have arrived at the pedestrian-focused National Monument.

STRATEGIES:

S	Conduct traffic study and preliminary design for implementation of streetscape enhancements (Cottage Grove Avenue to St. Lawrence Avenue) and midblock crossing at St. Lawrence Avenue	NPS, CDOT
M	Consider bollards on the Y-entrance so access could be opened up at Forrestville Avenue approaching the Hotel Florence when needed for special events	CDOT
M	Implement 111th Street / Cottage Grove Avenue intersection improvements tied to CDOT striping plan	CDOT
L	Obtain additional funding for complete street reconstruction from local, state, and federal sources	CDOT, NPS
L	Reconstruct 111th Street between Cottage Grove and Langley/Ellis Avenue intersection to create sense of arrival to National Monument	CDOT

Create a prominent pedestrian crossing on 111th Street at St. Lawrence Avenue

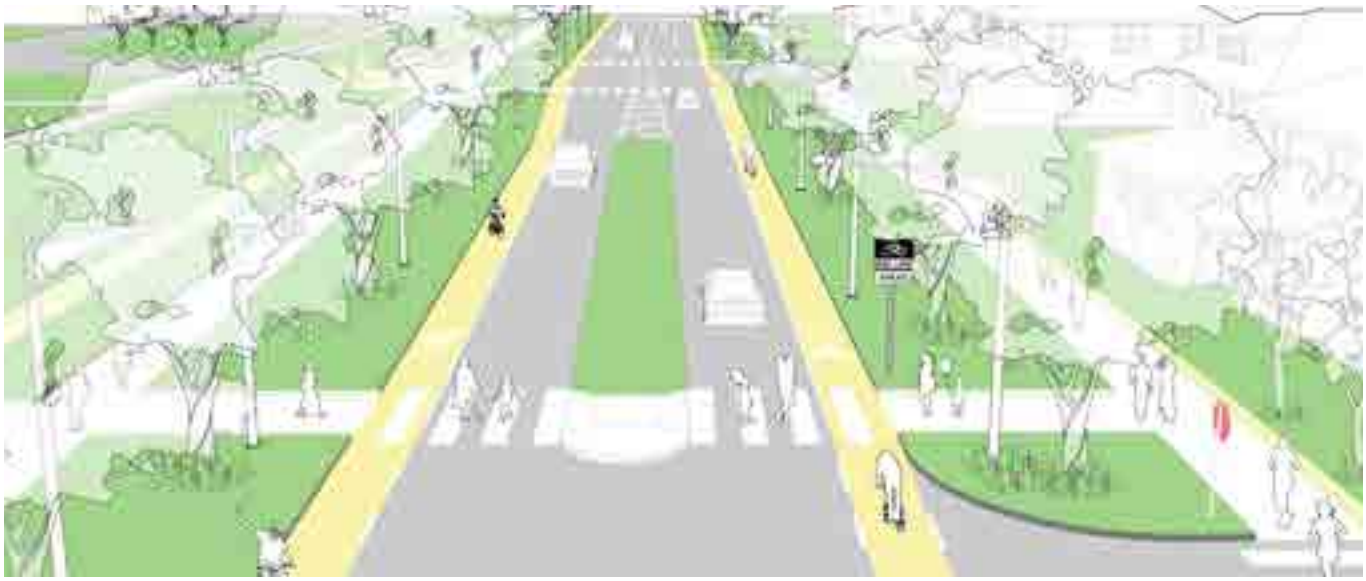
A midblock crossing at St. Lawrence Avenue would connect visitors to the entrance at the future Visitor Center via the historic worker's entrance into the Pullman Factory. This mid-block crossing will be the primary crossing for pedestrians and cyclists traveling between major historic sites on the south side of East 111th Street . The midblock crossing would further calm traffic along 111th Street closest to the future Visitor Center. Focus should be placed on increasing protection and visibility of pedestrians within the guidelines for historic preservation.

STRATEGIES:

M	Incorporate traffic study guidance and historic preservation standards required by the Historic District and Monument designations	CDOT, NPS, Alderman
M	Include bike connection from Cottage Grove Avenue to midblock crossing or design minimum 12ft width pathway on north side of 111th Street (refer to page 51- Pullman: A Bike Destination chapter)	CDOT, NPS
L	Install decorative paver crosswalk at Champlain Avenue with construction of Champlain Avenue north of 111th Street	CDOT
L	Reconstruct 111th Street between Cottage Grove and Langley/Ellis intersection, respectful of historic character, to create sense of arrival	CDOT

Photo showing historic midblock crossing at St. Lawrence

Boulevard design for 111th Street proposed in Positioning Pullman, in plan view



Boulevard design for 111th Street proposed in Positioning Pullman, in rendered view looking east

Design spaces that make visitors want to walk, stop, and stay

Designing a pedestrian-enhanced area means designing first for the comfort and safety of people walking. Design details like wider sidewalks along major roadways, smaller and slower streets, landscaping, and shade structures create an environment which best supports an enjoyable experience on foot in this area. Improvements for pedestrians should be coordinated with locations for vehicle pick-up and drop-off to avoid conflict, and should be co-located with future amenities like bike share stations and areas for outdoor programming. As the site develops, re-establishing Champlain Street north of 111th Street could provide needed circulation for all modes to the future Visitor Center.

Although this idea applies to the entire Pullman neighborhood, a natural starting point would be the central area surrounding the current Visitor Center and Hotel Florence. The area around the Hotel Florence, Arcade Park, and north side of the Visitor Center present an opportunity to take back space dedicated to vehicular circulation. The creation of a site development strategy for future use of the current Visitor Center and plan for new public uses might also be included.

STRATEGIES:

S	Sign and stripe curbside at 111th Place as Tour Bus Drop-off only	CDOT, NPS
M	Develop a pedestrian enhanced site plan for the current Visitor Center and Hotel Florence as campus-like improvements	NPS
M	Rehabilitate and expand of area sidewalks; improve landscaping	CDOT
M	Consider straightening or closure of Forrestville Avenue and E 111th Place to vehicular traffic and expand park-space	CDOT
M	Return Market Square to its historically pedestrian character by piloting a shared street design for the area	NPS, CDOT
M	Traffic calm Champlain Avenue to discourage vehicular cut-through traffic	CDOT
M	Re-establish Champlain Avenue north of 111th Street to 106th Street as part of Pullman National Monument site development	NPS, CDOT
L	Install pedestrian scale lighting throughout the neighborhood starting with key pedestrian pathways: educational pathway, pathways to parking, and transit	CDOT

Use parks, open space, and public art display to connect the north and south ends of the Pullman neighborhood

The open spaces fronting Cottage Grove Avenue on the east have great potential to unify the Pullman neighborhood between 103rd Street and 115th Street. With a unified landscape and development strategy, these parcels could be developed to create a series of green open spaces and parks, providing another intuitive pathway for visitors from the future Visitor Center to destinations in the north and south ends.

STRATEGIES:

M	Develop open space parcels fronting Cottage Grove Avenue (between 103rd Street corner to Firehouse parcel 108th Street)	NPS, DPD, CPD
M	Integrate consistent landscaping and signage such as park identifier signs, CTA shelter design, lighting, or other potential unifying streetscape elements along sidewalk edge 103rd Street – 115th Street	CDOT, CTA
L	Consider expansion of sidewalk and landscaping if Cottage Grove Avenue undergoes full reconstruction in the future	CDOT

Vacant southeast parcel at 103rd Street and Cottage Grove Avenue

Public Art Display

Enhanced Streetscape

Enhanced Streetscape

GOAL 2

Connect Pullman to the surrounding neighborhood and amenities

Integrate 111th Street into the National Monument and neighborhood

111th Street Retail to the East of Ellis Avenue

As the retail develops on 111th Street east of Pullman National Monument, preserving sightlines, sidewalks, and a clear east-west connection will be increasingly important to move people smoothly to local food and retail. East of Ellis Avenue, 111th Street takes on a new character—the street is wider and there is more truck traffic.

There is a need to shift truck circulation from 111th Street to 103rd Street as pedestrian activity increases. From the Bishop Ford Expressway (I-94), trucks exit the highway at 103rd Street, 111th Street, and 115th Street to access local commercial and industrial anchors. This circulation is vitally important to the sustained function of these businesses—the most heavily used connection today is via 111th Street. 111th Street provides the most direct access for trucks to local commercial and industrial anchors like the Method Factory and Walmart. The forthcoming Whole Foods distribution center will further increase truck circulation along 111th Street.

Working in partnership with local industry stakeholders, new street connections north of 111th Street should be explored. These proposed connection options offer trucks an alternative route to 103rd Street via Woodlawn Avenue, with easy access to I-94. Only with a reduction of large vehicle traffic from 111th Street will the quality of the street improve for people walking and biking. In an effort to create a safe connection for people walking and biking along 111th Street, an off-street multi-use trail along the north side of 111th Street east of Langley Avenue should be considered. Similar to the Indianapolis Cultural Trail, this off-street connection could provide an active pedestrian environment, despite heavy traffic and a large roadway section. It also improves the potential for a bike facility crossing the Bishop Ford via the 111th Street overpass.

111th Street and Ellis Avenue looking east

111th Street and Champlain Avenue looking west

The Langley / Ellis intersection improvements are also limited by large vehicle design demands. A long-term approach to improvements includes pursuing an at-grade connection across the Norfolk Southern Railway Company at 110th or 107th. Once a connection is made north of 111th Street, Langley Avenue could be closed to motor vehicles south of 110th Street, simplifying and improving the 111th Street / Langley / Ellis Intersection.

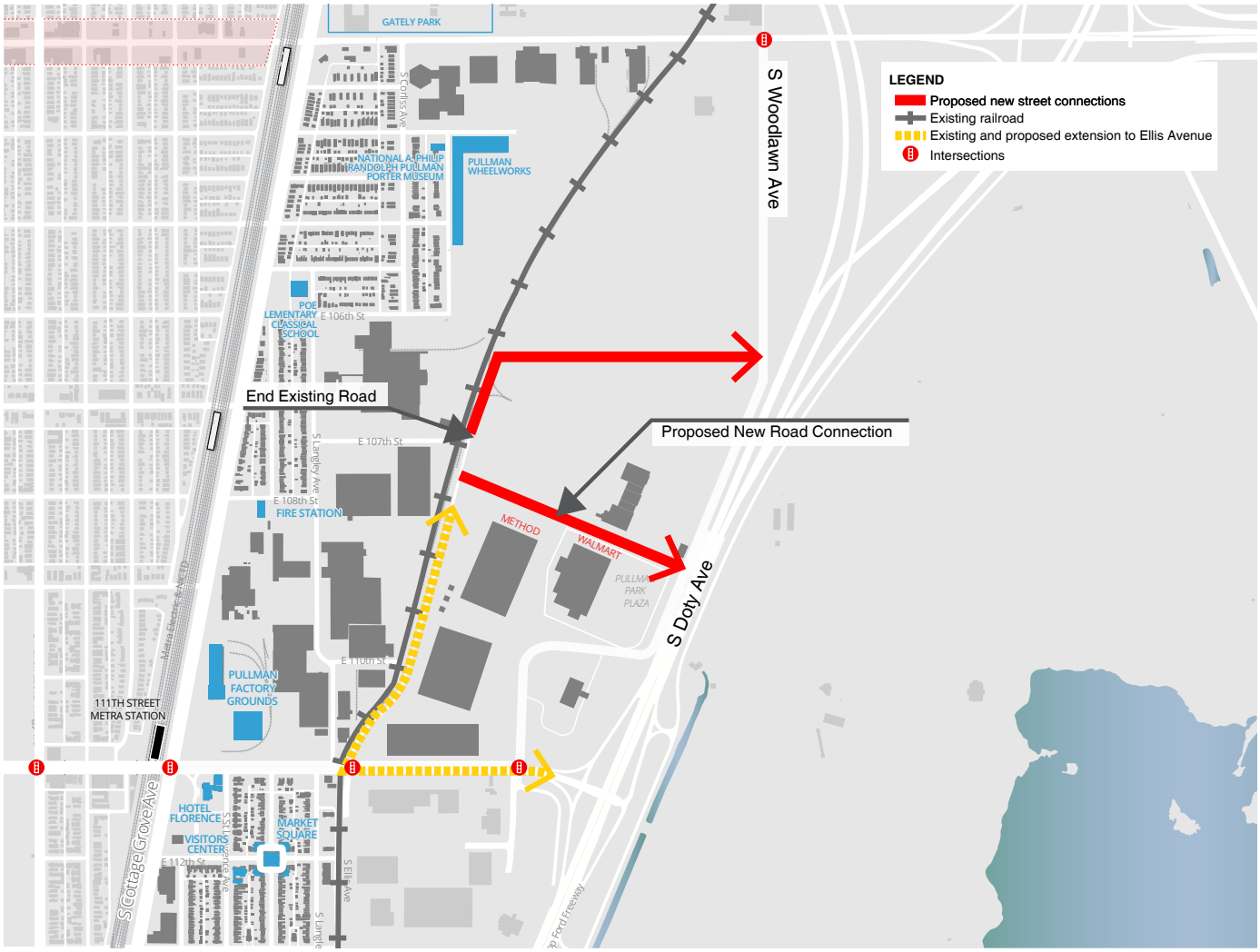


Diagram of proposed network shifts for trucks accessing local industrial and commercial parcels from 111th Street to 103rd, and creation of interior connection to Woodlawn.

STRATEGIES:

S	Restrict all on street parking on 111th Street from Cottage Grove Avenue to Doty Avenue. Convert 112th Street to one-way to accommodate diagonal parking & convert Ellis Avenue (111th Street to 112th Street) to one-way northbound to accommodate diagonal parking on one side of the street. (Net increase in parking for the Courthouse)	CDOT, CPD, Private Partners
S	Encourage future development along 111th Street to include minimum 12ft width pathway along north side of 111th Street for potential future use at multi-use path connection across highway	CDOT, Private Partners
S	Restripe the Langley/Ellis railroad crossing and 111th Street intersection with wider high-visibility crosswalks and re-time with Leading Pedestrian Intervals in all directions	CDOT
S	Engage industry stakeholders to develop intersection design improvements for 111th Street / Ellis Avenue	CDOT, Private Partners
M	Reconstruct 111th Street east of Ellis Avenue with westbound right turn lane; Determine if need to alter curb-radius for right turning vehicles northbound onto Ellis Avenue	CDOT, Private Partners
M	Pursue at-grade RR crossing at 107th or 110th Streets	Norfolk Southern
M	Close Langley Avenue or restrict to one-way southbound between 110th and 111th Streets. (contingent on RR crossing)	Partners, CDOT
L	Construct street connection between Pullman and Doty Avenue, between 111th Street and 103rd Street	CDOT, Alderman

Integrate 111th Street into the National Monument and neighborhood (continued)

111th Street Retail West of the Metra Tracks

Expand small scale streetscape enhancements, sidewalk improvements, and signage west along 111th Street. Connect visitors to existing commercial corridors on Michigan Avenue and Martin Luther King Boulevard.

STRATEGIES:

S	Support 111th Street, 103rd Street, and Michigan Avenue revitalization plans	NPS, Private Partners
S	Include Roseland 111th Street Retail to the West in wayfinding signage	NPS
M	Implement streetscape improvements along 111th Street to Michigan Avenue	CDOT, Private Partners

Compex intersection at Langley Ave, Ellis Ave, and 111th Street.

Improve pathways from transit throughout the Pullman neighborhood

Priority visitor pathways to Pullman National Monument should stand out as such. Physical upgrades to the 111th Street Metra Station and 115th Street / Kensington Stations have been made in recent years, but pedestrian pathways leading visitors arriving by Metra to the future Visitor Center are deteriorating and in need of upgrades. These pathways are the welcome mat to Pullman National Monument and should be enhanced in keeping with the historic character of the neighborhood.

Today, sidewalks only exist along the east side of Cottage Grove Avenue. Although CDOT plans to install a buffered bike lane along Cottage Grove Avenue which will re-stripe many needed crosswalks, there is currently no plan for construction of sidewalks or paved transit waiting areas on the west side of the street. Cottage Grove Avenue is as much a "front door" to Pullman National Monument as 111th Street. Many visitors arriving by CTA buses – particularly those arriving from 95th Street CTA Station – will alight on the west side of the street and be faced with no sidewalks.

STRATEGIES:

S	Reinforce CDOT striping improvements to Cottage Grove Avenue crossings by conducting a review of crossing ramps to determine the need for improvements	NPS, Community Partners
S	Install in-street stop for pedestrians signage at midblock crossing near future Visitor Center	CDOT
S	Construct bus stop pads and sidewalks connecting to crosswalks along west side of Cottage Grove Avenue for the safety of those arriving to the area by CTA bus	CDOT
S	Install a guardrail between the sidewalk and street under the viaduct.	CDOT
S/M	Ensure pathways from 115th Street / Kensington Station are built to ADA/ABA standards.	CDOT
L	Pursue full street reconstruction of Cottage Grove Avenue including pedestrian scale lighting upgrades, construction of sidewalks on both sides of Cottage Grove Avenue	CDOT

Improve pathways from parking amenities around the Pullman neighborhood

The design of Pullman National Monument should encourage visitors to leave their cars behind and explore the area on foot. This requires offering parking amenities that are easy to find (addressed in last chapter), and pathways from parking that look inviting, even in an unfamiliar place.

STRATEGIES:

M	As parking amenities are acquired or developed ensure that all properties provide a connection to and emphasize sidewalks which lead directly to the future Visitor Center	NPS
L	Infill sidewalk along 115th Street, Corliss Avenue to Champlain Avenue to provide access to potential Event Parking at House of Hope	CDOT
L	Create a railroad crossing at a neighborhood intersection or street at 114th Street near the House of Hope parking lot (if determined to be preferred satellite parking lot)	Norfolk Southern

Pullman By Transit

The best way to move National Monument visitors with minimal impact on day-to-day traffic flows of the surrounding neighborhoods is to move them on public transit. Visitors are most likely to make this trip on public transit when it is an accessible, easy, and pleasant experience.

Pullman is a neighborhood first. By focusing improvements to make transit the preferred means of reaching Pullman, amenities will benefit residents and visitors alike. This has the potential to offset some of the need for dedicated on-street and off-street visitor parking, a major concern from residents. Public transit improvements will focus on utilizing existing service and transit capacity while improving the physical infrastructure to make transit trips accessible and easy. The experience of visiting historic Pullman should not begin when a visitor sets foot on the National Monument grounds, but rather when his or her trip to the site begins.

Pullman is directly accessible via rail transit by Metra Electric and indirectly through the 'L' at the 95th Street CTA Station. The Metra Electric District Line provides access to Pullman National Monument for visitors from all directions. Visitors can begin their trip from the north at Millennium Station in the Loop, travelling through the south shore of Chicago and Hyde Park. Visitors from the south can begin at University Park and on through Blue Island before arriving at Pullman. Metra stations within Pullman include 95th Street, 103rd Sreet, 107th Street, 111th Street, and 115th Street / Kensington Station along Cottage Grove Avenue.

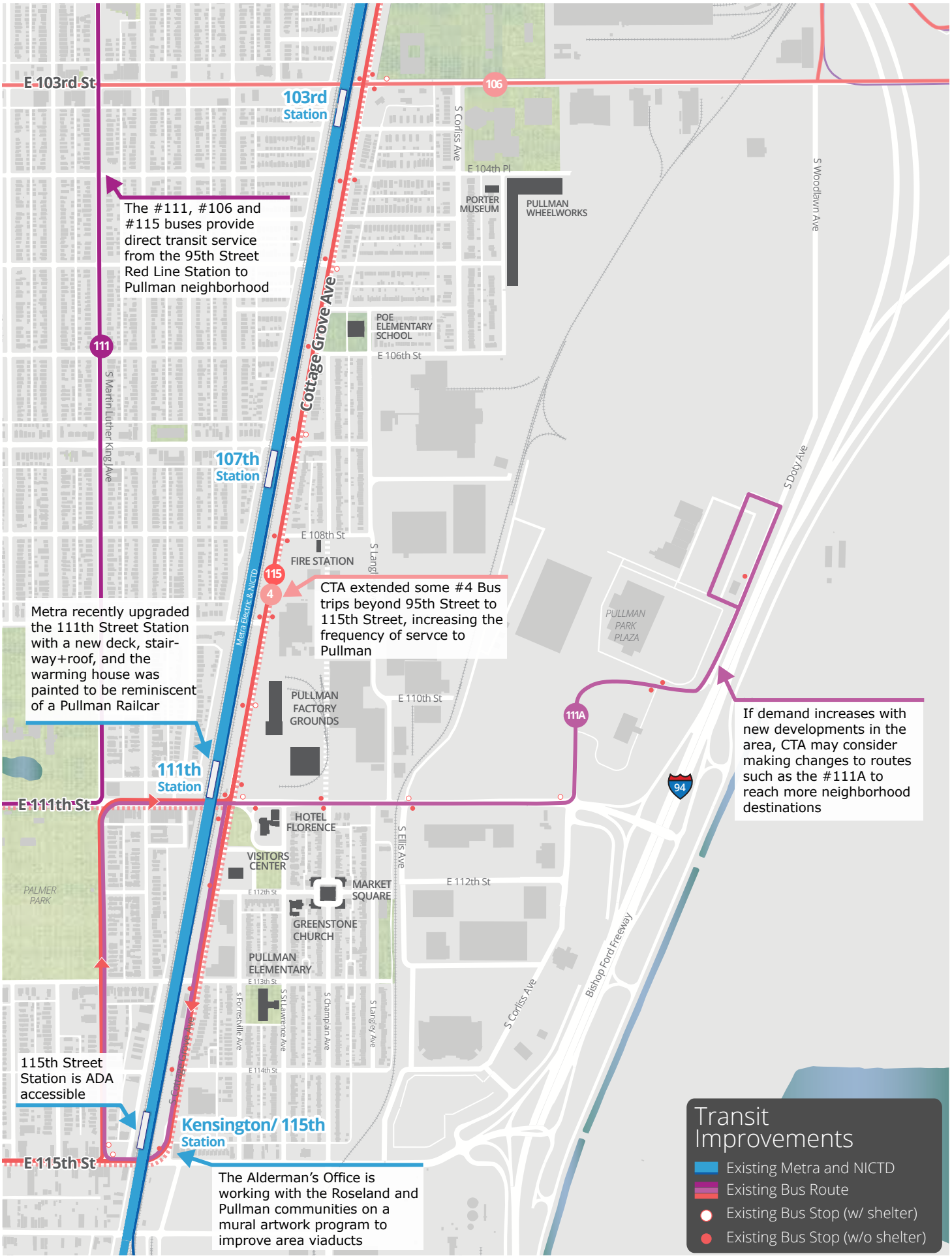
Increased transit frequency, improved stations, and safer connections to and from Pullman will be beneficial to both residents and visitors. There is an opportunity to increase mobility options for day-to-day trips. The average commute time for Pullman residents (around 2,500 total workers) is 43 minutes, nearly 10 minutes more than that of the average Chicagoan. More than 30% of Pullman residents commute for more than an hour to work. Nearly 80% of workers commuting to Pullman use a private vehicle while around 70% of workers who live in Pullman commute by private vehicle.

Benefits to Residents and Visitors

Few people today both live and work in the Pullman community, with more than 2,500 Pullman area residents working elsewhere, including areas throughout Chicago, Cook County, and even the surrounding counties. Major employment destinations for residents are the Loop, the University of Chicago, and the Illinois Medical District. Due to the Interstate highway system and Chicago's broad transit network, the catchment area for employment in Pullman, and the rest of Chicago's industrial corridors, are orders of magnitude larger than when these neighborhoods were constructed. Workers from places as far apart as Rogers Park, Schaumburg, and Northwest Indiana could contend for available jobs within Pullman. The proportion of the workforce that commutes to and from Pullman highlights how important a robust transportation network is to the vitality of the neighborhood.

Surveys of visitors to attractions all over Chicago were conducted by the RTA. Results from these surveys reveal that how visitors get around the city and travel to attractions depends on where they come from. International tourists are more likely to use transit - even though 8 in 10 international tourists have access to a car during their visit, only 3 in 10 actually use their cars to get around the city. On the other hand, domestic tourists are least likely to use transit to reach attractions in Chicago at some point during their visit. Familiarity may underlie this difference: international tourists are more likely to come from places with high quality public transportation, whereas domestic tourists may be less familiar with how to navigate a transit system.[6]

6 Source: Chicago Area Visitor Survey. Regional Transit Authority, August-September 2014.


E 103rd St
103rd Station
106
S Corliss Ave
E 104th Pl
PORTER MUSEUM
PULLMAN WHEELWORKS
S Woodlawn Ave
The #111, #106 and #115 buses provide direct transit service from the 95th Street Red Line Station to Pullman neighborhood
111
S Martin Luther King Ave
Cottage Grove Ave
POE ELEMENTARY SCHOOL
E 106th St
107th Station
S Doty Ave
E 108th St
FIRE STATION
S Langley Ave
115
4
CTA extended some #4 Bus trips beyond 95th Street to 115th Street, increasing the frequency of servce to Pullman
Metra Electric & NICTD
PULLMAN PARK PLAZA
Metra recently upgraded the 111th Street Station with a new deck, stair-way+roof, and the warming house was painted to be reminiscent of a Pullman Railcar
PULLMAN FACTORY GROUNDS
E 110th St
111A
111th Station
E 111th St
If demand increases with new developments in the area, CTA may consider making changes to routes such as the #111A to reach more neighborhood destinations
94
HOTEL FLORENCE
VISITORS CENTER
S Ellis Ave
E 112th St
MARKET SQUARE
PALMER PARK
GREENSTONE CHURCH
PULLMAN ELEMENTARY
E 113th St
S Forestville Ave
S St Lawrence Ave
S Champlain Ave
S Langley Ave
S Corliss Ave
Bishop Ford Freeway
E 114th St
115th Street Station is ADA accessible
Kensington/ 115th Station
E 115th St
The Alderman's Office is working with the Roseland and Pullman communities on a mural artwork program to improve area viaducts
Transit Improvements
Existing Metra and NICTD
Existing Bus Route
Existing Bus Stop (w/ shelter)
Existing Bus Stop (w/o shelter)

Pullman By Transit

Among visitors from Chicagoland, residents of the City of Chicago are both less likely to have access to a car and more likely to take transit than people from the suburbs. However, City of Chicago residents who have access to cars are 7 times more likely to drive than their counterparts who don't have access to a car. This suggest a strong potential for Chicagoans to be either "choice transit riders" or "choice drivers," and therefore, this cohort of visitors may be the most sensitive to the quality of transit when making their mode choice.

The following recommendations will help to improve the experience and accessibility to Pullman National Monument and neighborhood, both physically and through proposed programs and initiaitves.

Barriers

While transit service is available to Pullman residents and visitors, barriers exist that decrease accessibility, ease of use, and attractiveness of this option. Personal automobile is the primary mode of transportation for both residents and workers in Pullman, however, there is a significant segment of both groups that make use of public transportation. Using bus and rail options, travel time to the Loop from Pullman can reach one hour by bus and 25 to 30 minutes by rail, even at peak periods when service is more frequent. Shorter travel times would allow for residents to have access to not only a greater number of employment options, but also health services, schools, and recreation opportunities. Long travel times can also be a hindrance to potential tourists and visitors to the site.

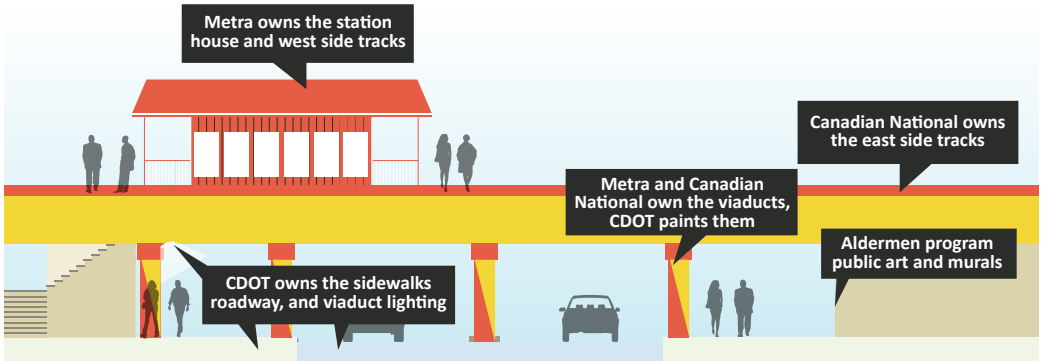
The 115th Street Metra station is the only Metra location in Pullman where express trains stop, while the other are local 'flag stops' that are only served by local trains and require the passengers to request a stop during most trips. This means that to get off at the 111th Street station during off-peak times, passengers must know that they need to ask the conductor to stop. This may dissuade infrequent Metra users or those unfamiliar with public transit. Visitors destined for Pullman National Monument who take express trains from downtown must disembark at 115th Street / Kensington Station and walk 0.6 miles to the site.

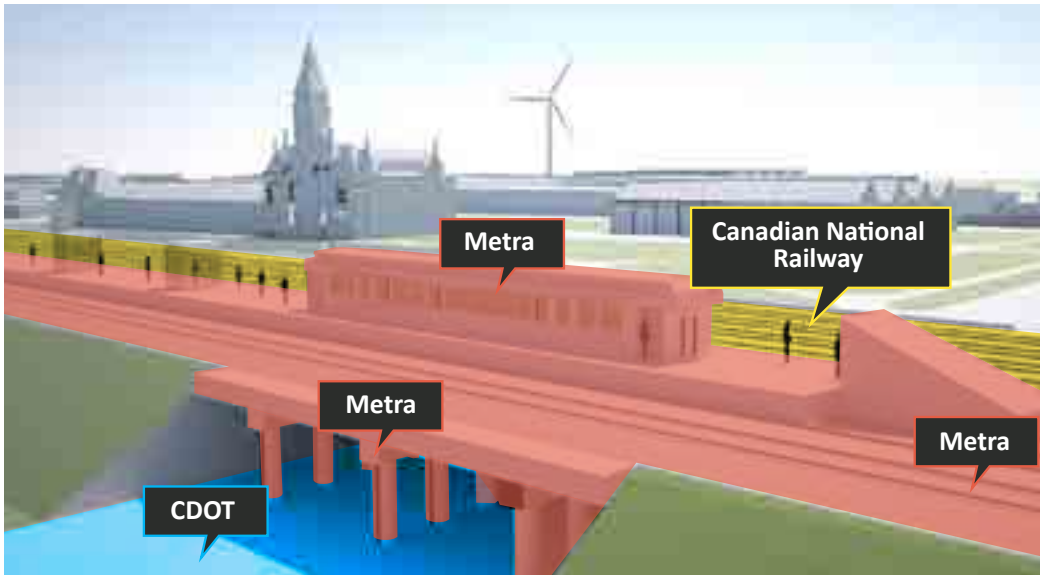
During peak hours, Metra Electric trains pass through Pullman every 10 to 15 minutes. However, service on the weekend and off-peak hours is far more limited, with trains only every hour or two hours. If traveling from downtown Chicago on the CTA, residents must ride the Red Line with travel times ranging from 45 minutes to one hour, then transfer to a bus and travel for 15 to 30 minutes. The highest bus ridership in the area is at this transfer point- with over 1,000 bus trips taking place on a typical weekday from the 95th Street CTA Station.

Rides that require transfers between modes are often less popular to visitors. With a high number of transfers to buses at the 95th Street CTA Station on a typical weekday, the uninitiated or infrequent public transit users may find the transferring troublesome at this large bus transfer center and rail terminus. Signage at the 95th Street CTA Station is limited to one standard CTA bus stop sign indicating CTA Route #115 Pullman. Furthermore, with headways ranging from 11 to 20 minutes on routes connecting 95th Street CTA Station to Pullman, customer experience might suffer from long waits at the terminal.

Ownership Challenges

Any improvements made to viaducts at Metra stations will encounter some ownership obstacles. As shown in the graphics below, varying parts of the structures are under the jurisdiction of several entities. Because of this complexity, it is paramount that any projects involving the viaduct structures are pursued through coordinated efforts by CDOT, Metra, CN Railway, and the Alderman's office.





GOAL 1

Improve transit to better serve both visitors and residents

Pursue physical upgrades to all Metra stations and viaducts along Pullman National Monument and neighborhood

Implementing improvements to Metra stations at 103rd, 107th, 111th, and 115th Streets will make the transit experience more attractive to people who frequently take the train and those who are occasional or infrequent users. Improving viaducts with updated lighting and murals will both improve the pedestrian experience and help to increase perceived safety and improve aesthetics in the areas around the stations.

Physical upgrades to the stations that serve the area have the potential to retain and attract transit users and create a welcoming arrival to the National Monument. The view from the Metra platform is the first view of Pullman, and as such, the station design is important. Preserving the visitors first impactful view to Pullman from the platform by trimming trees and overgrowth in the railway right of way is necessary.

STRATEGIES:

S	Survey lighting and condition of viaducts annually	NPS Partners
S	Pursue mural artwork for all viaducts; encourage community participation and integrate wayfinding where possible	Alderman, Partners
S	Install guardrail along street-side of sidewalks under viaduct	CDOT
S	Preserve the view of Pullman National Monument by trimming overgrown vegetation and trees blocking the view of the future Visitor Center from Metra platform	CDOT, CN Railway
L	Reconstruct 111th Street viaduct with higher clearance over sidewalk and attractive design	Metra, CN Railway
Ongoing	Trim trees and overgrowth from the railway right of way as necessary	Metra, CN Railway

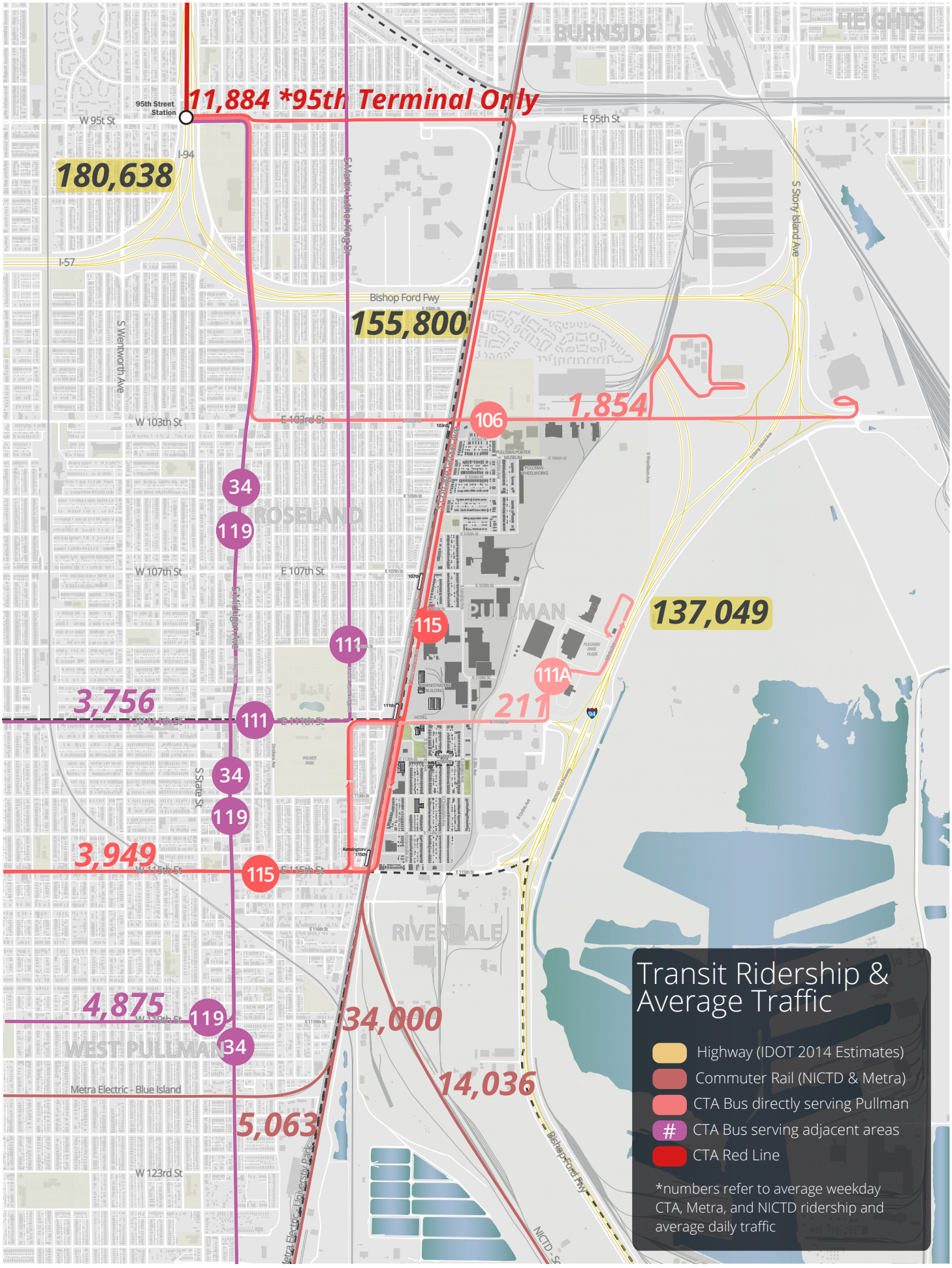
Pursue implementation of a regular service schedule at Metra 111th Street station

The Metra station at 111th Street is the closest station to the National Monument and therefore the most direct route to Pullman by transit. However, express trains do not stop at this station and even on regular service, the station is a "flag-stop." Both service characteristics impede those who want a convenient and accessible transit experience to the National Monument and surrounding residents. In the short-term, more prominent flag-stop instructions should be installed throughout the train and terminus stations to alert users how to use the system. In the medium-term, Metra should begin tracking ridership at this station, pilot regular service during major events, and pursue service change responding to increased demand over time.

STRATEGIES:

S	Continue to track ridership at all Pullman station stops seasonally	Metra, CTA
S	Install more prominent "flag-stop" instructions	Metra
M	Pilot regular service at 111th Street station for major event(s)	Metra
M	Monitor and evaluate ridership levels at 111th Street station to determine if regular service should be provided on additional trains, as funding allows	Metra

Metra 111th Street station


11,884 *95th Terminal Only
95th Street Station
180,638
155,800
1,854
137,049
3,756
211
3,949
4,875
34,000
14,036
5,063
106
34
119
111
115
111A
W 95th St
E 95th St
I-94
I-57
Bishop Ford Fwy
S Martin Luther King Dr
S Wentworth Ave
S Story Island Ave
W 103rd St
E 103rd St
S Michigan Ave
W 107th St
E 107th St
W 111th St
E 111th St
S State St
W 115th St
E 115th St
W 119th St
W 123rd St
ROSELAND
PULLMAN
RIVERDALE
WEST PULLMAN
BURNSIDE
Metra Electric - Blue Island
Metra Electric - University Park
Transit Ridership & Average Traffic
Highway (IDOT 2014 Estimates)
Commuter Rail (NICTD & Metra)
CTA Bus directly serving Pullman
CTA Bus serving adjacent areas
CTA Red Line
*numbers refer to average weekday CTA, Metra, and NICTD ridership and average daily traffic

Improve the quality of and ease of access to CTA bus stops near the Pullman National Monument; integrate facilities into site design

A connected network of sidewalks and crossings is needed to support people of all abilities to reach transit services. Some of the bus stop locations, such as those along the west side of Cottage Grove Avenue, have gaps in quality access to Metra Stations. Incremental improvements should start with high ridership stops first. The bus stops along 111th Street and Cottage Grove Avenue with proximity to the National Monument are part of the view of the future Visitor Center and should be integrated into the site design accordingly.

The north-south walk along Cottage Grove Avenue through Pullman is nearly two miles. Providing clear signage and maps might encourage visitors to use local area buses to see more of the Pullman neighborhood during their visit. Visitors who are unfamiliar with the bus system may benefit from marketing and signage efforts so they feel more comfortable using the bus.

STRATEGIES:

S	Install sidewalks at each bus stop, beginning with high ridership stops	CDOT, CTA
S	Incorporate site design into bus stops near the Monument	NPS, CDOT, Partners
M/L	Implement marketing strategies to help visitors unfamiliar with the bus system	NPS, CDOT, CTA

Support CTA Red Line Extension and station location at 115th Street

The CTA Red Line Extension Project will increase connectivity to Pullman. The station closest to Pullman would be the Michigan Station – near the intersection of 115th Street and Michigan, within a 20-minute walk of the Pullman neighborhood. The station's location is very close to the 111A bus pickup on 115th Street. This extension would also provide additional connectivity between far South Side neighborhoods, such as Riverdale, to Pullman National Monument, expanding local visitor access from the far South Side of Chicago.

STRATEGIES:

ongoing	Support the proposed extension of the CTA Red Line to 130th Street	NPS, Alderman
L	Ensure Pullman National Monument is included in all station wayfinding maps and promotional materials once constructed	CTA
L	Consider extending 111A service to include stop at Michigan Red Line Station	CTA

Bus stop near the future Visitor Center

Example of wayfinding integrated into a transit stop

Promote Access to Pullman by bus from nearby neighborhoods

Acknowledging that it may be difficult to encourage visitors to use buses to reach Pullman when Metra options are faster from the Loop, marketing efforts and additional bus stops could increase the attractiveness of traveling by bus, particularly for local residents. The 103rd Street & Stony Island Avenue Garage Terminal is located 1.5 miles from the Pullman Porter Museum via 103rd Street. Several CTA bus routes terminate at the Stony Island Garage. One potential way to increase transit connectivity to Pullman would be to consider adding an additional stop in the Pullman neighborhood, before terminating at the Stony Island Garage. Aesthetic and safety improvements along 103rd Street will also be necessary.

CTA Route #J14 provides an additional opportunity to connect Pullman to downtown. CTA Routes #28 and #15 terminate at the Olive Harvey College, even closer to Pullman, and both connect to Jackson Park – another visitor destination.

STRATEGIES:

M	Create near neighborhood promotional materials identifying local bus access to Pullman for nearby residents, universities, and destinations	Alderman, CTA
M	Pursue changes to CTA Route #111A to include additional stops in the Pullman neighborhood	CTA
M/L	Consider extension of additional CTA bus routes as visitor numbers increase or with programmatic incentive from nearby destinations (i.e. MSI, Barack Obama Presidential Center); Consider extension of CTA Routes #J14, #28 or #15	CTA
S/M	Explore additional stop at Pullman along 353 Pace bus route to provide transit connection between Pullman and southeast suburbs	PACE

GOAL 2

Build connections to other National Parks and destinations

Connect to Indiana Dunes National Lakeshore parks by transit

Located less than 40 miles from one another, the Indiana Dunes National Lakeshore and Pullman National Monument are the only two NPS designated park units in the region. While the South Shore Line, operated by Northern Indiana Commuter Transportation District (NICTD), runs adjacent to both places, it only serves the Indiana Dunes. Both Metra and NICTD have expressed interest in bringing South Shore service to Pullman, but feasibility will depend on the cost of new tracks, station houses, and level of demand. Amtrak also runs along these tracks, which provides an opportunity in the future for Pullman to become part of the Amtrak network. The long distance Amtrak route (originating in the City of New Orleans), as well as the Illini/Saluki state Amtrak route (traveling from Carbondale, IL to Chicago), each have around 300,000 riders per year. In addition, Amtrak has a partnership with the National Park Service called "Trails & Rails," which operates on 17 different Amtrak routes. The program encourages travelers to visit the more than 200 National Park Service units accessible by Amtrak and is often operated by staff and volunteers from the National Parks and Monuments.

STRATEGIES:

L	Re-establish a NICTD South Shore stop in Pullman	NICTD
L	Establish Amtrak Stop at Pullman	Amtrak

Program a Metra car/train as part of a visitor experience that begins in the Loop

Building on the other important transit improvements, programming a train car that begins in the Loop can further improve the visitor experience. Rather than the visit to the National Monument beginning when a person exits their mode of transportation in Pullman, a train with Pullman branding, marketing, and visitor information could create a unique trip to the site. A Pullman "special event train" that runs from Downtown Chicago during select holidays (i.e. when children are not in school) could increase the number of visitors and entice Chicago area residents to learn more about the National Monument. In addition, placing volunteers at Pullman Metra stations, similar to the NPS Trails & Rails program, could provide increased information and guidance to visitors disembarking trains, all while continuing the unique Pullman experience.

The Chicago Architecture Foundation (CAF), or other agencies specializing in tours originating from the Loop, would be a logical partner for interactive or educational rail tours. The National Park Service already has history of pursuing cooperative agreements with 3rd party touring and tour bus companies.

STRATEGIES:

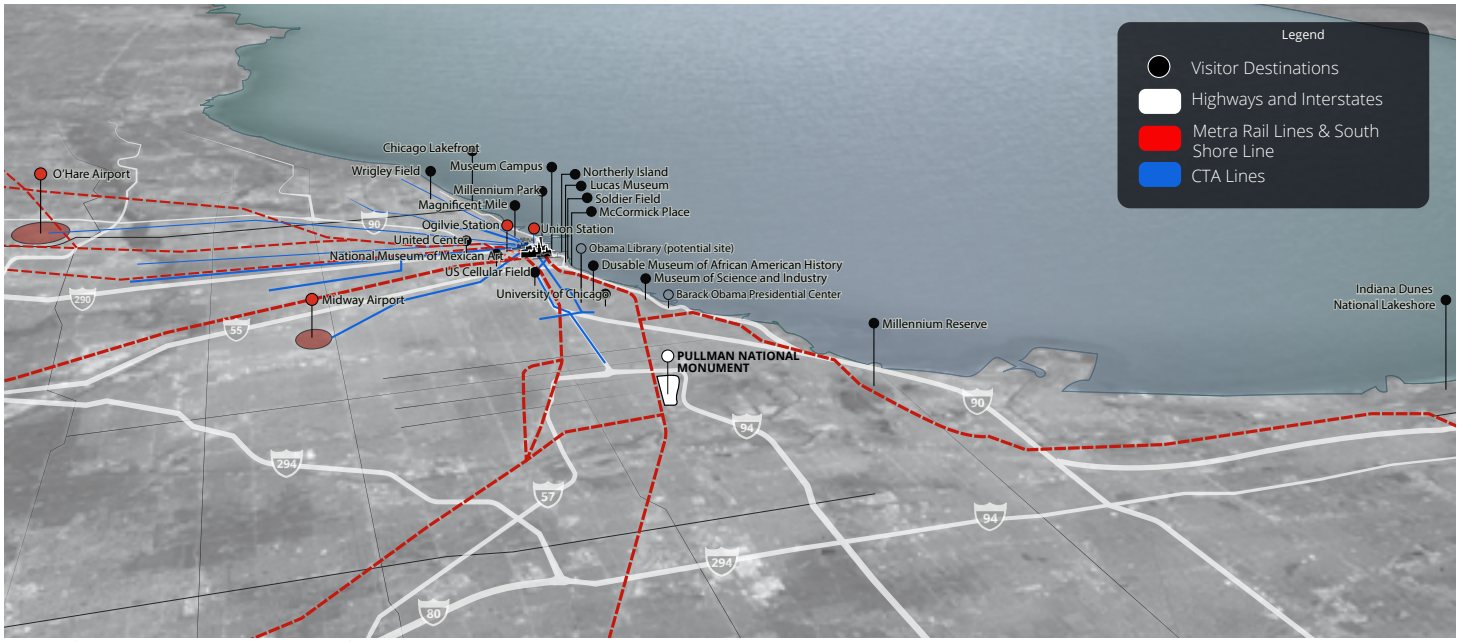
S	Create and program a Pullman Metra Car/Train; Partner with CAF/Metra to develop visitor tour guide program; Pilot at major events	Metra, CAF
S	Create a Pullman Special Event Train to run from downtown Chicago during Labor Day and other major events	Metra
S	Provide training for downtown hotel concierges on how to direct visitors to Pullman, and back again	NPS
L	Consider Amtrak for historic rail car program as extension or alternative to Metra program	Amtrak, NPS

Create connections between South Side destinations by transit

Pullman is near many other South Side destinations, including Washington Park and Jackson Park, Museum of Science and Industry, historic Hyde Park and Kenwood, the South Shore Cultural Center, the Rebuild Foundation's many art and cultural projects, and the future Barack Obama Presidential Center. Transit connections should be strengthened in order for visitors and residents to experience both Pullman and other South Side destinations. Encouraging visitors to stop at destinations along the way can enrich their overall experience and break up what may seem to some like a lengthy trip from the Loop. Education and guidance is necessary to help people plan their trips and navigate schedules, which could include advertisements and marketing on buses that travel through the area. Featuring routes in marketing efforts will make buses traveling to Pullman more distinguishable.

STRATEGIES:

L	Create an advertising program for inside the CTA buses that go to Pullman. Develop an ad campaign for installation in CTA buses that circulate to/around Pullman	CTA, NPS
L	Create bus hub / unique signage for CTA buses connecting South Side locations (e.g. Barack Obama Presidential Center / Museum of Science and Industry). Consider bus waiting areas at such locations as well as bus wraps advertising the National Monument	CTA, CPS Partners



Regional Transportation Connections and Visitor Destinations

Pullman A Bike Destination

The City of Chicago was named the best city for bicycling in September 2016 by Bicycling Magazine. This is both a recognition of the world-class bicycling network embedded throughout the City, which includes the combination of on-street bikeways and off-street trails and the Divvy bike share system, as well as the strong bicycling community that brings life to the network, making bicycling a more attractive option.

History of cycling

Pullman's development as a National Park has an opportunity to tie itself into a network of regional bike trails reaching from northern Illinois to Indiana Dunes National Lakeshore, another National Park treasure. Pullman stands to become a high-priority destination for regional bike tourism in the Chicago area. In fact, Pullman has a history of being a bike destination in the region. The Pullman Road Race was a bike race organized by the South Side Cycling Club in partnership with the Chicago Cycling Club as early as the 19th century. As Chicago's most popular bike race of the time, the event was traditionally held on Memorial Day and drew over 400 participants. The annual 18-mile race commenced at Van Buren and Michigan Avenue, weaving throughout the city streets towards Chicago's South Side, with the finish line located in Pullman.[7]

Barriers

Today, there are limited connections between Pullman and the Chicago area network of almost 200 miles of bicycle lanes and trails. Like many areas of the City, the area surrounding Pullman National Monument and neighborhood contain the remnants of both pre-war transportation planning and postwar auto-centric designs. While some areas contain Complete Streets designs for all, most arterials are wide and carry large vehicles creating barriers. While the calm residential streets within the historic area of Pullman are ideal for biking, the routes leading to the community and the National Monument are not welcoming to cyclists of all abilities. In order to encourage cycling both to and within Pullman, there must be safe connections from other destinations in the Chicagoland area.

One can easily imagine how Pullman National Monument could be integrated into a day of exploring other attractions on Chicago's South Side by bike. Beginning a day in the Loop using the world famous Lakefront Trail to Bronzeville, continuing through Chicago's Hyde Park neighborhood with a stop at the Museum of Science and Industry or planned Barack Obama Presidential Center in Jackson Park, on to Greater Grand Crossing taking time to explore the Rebuild Foundation's Stony Island Arts Bank. Finally, on through residential neighborhoods or along Martin Luther King Drive – a signed bike route today. Trails and on-street bike facilities would carry visitors to 93rd Street, but beyond that point the bike network breaks down with gaps and lack of dedicated space. These conditions do not suit unfamiliar visitors or people not comfortable riding in traffic.

There are a lot of other groups working in Pullman and around Chicago's South Side to increase connectivity for people biking. These include big vision projects like Big Marsh Bike Park to the east of Lake Calumet, which struggles with many of the connectivity challenges Pullman faces in proximity to Lake Calumet and the irregular network of streets, major highway infrastructure, presence of railways, and roadway deterioration on Chicago's South Side. Pullman is bordered by 103rd Street to the north and 115th Street to the south, which provide vehicles a roadway connection beyond I-94 to the east. 111th Street connects to I-94, but does not extend to the east beyond Lake Calumet. Today the intersection configurations at the highway ramps pose significant challenges for people biking, but major investment in bike infrastructure is needed to overcome the highway infrastructure barriers.

7 The Chicago Sports Reader: 100 Years of Sports in the Windy City. Edited by Steven A. Riess, Gerald R. Gems. 2009.

The Lakefront Trail at Promontory Point

Trail at Indiana Dunes State Park

Burnham Greenway

Major Taylor Trail

Visitors who wish to bike from Northwest Indiana are impeded by both physical barriers (steel mills, industrial areas, and private golf courses) and jurisdictional boundaries—many communities have bike infrastructure that ends at their edges. This leaves potential bike routes to the south and southeast disjointed. No matter the direction or origin by bike, once a visitor gets close to the Pullman neighborhood, the network of on-street bike facilities breaks down, posing a challenge to reach the destination.

Challenges pertaining to both pedestrian and vehicle circulation in the area also affect Pullman's "bikeability." Although the scale of the neighborhood is ideal for exploration by bikes—most destinations are within a 1- to 2-mile area—traffic volumes and truck circulation on 111th Street, a lack of crossings, and no dedicated on- or off street bike facilities make the existing site challenging for even advanced cyclists. And much like transit improvements, bike amenities and increasing connectivity to Pullman for cyclists have mutual benefits for local residents. Although bicycle mode share in the far South Side neighborhood is low, interest in cycling and the bike community is growing all over Chicago. This presents new opportunities and momentum Pullman can build on to both attract visitors and provide increased mobility options for residents.

GOAL 1

Build local bike connections to Pullman

Establish Cottage Grove Avenue as a major north-south bike corridor

Cottage Grove Avenue runs from the Chicago Loop to 115th Street and serves as the primary north-south route to and through the Pullman neighborhood. Running past five Metra stations in Pullman, a bikeway along Cottage Grove Avenue would create an important link in the overall bikeway network. CDOT has already begun work to plan a buffered bikeway along this corridor. This planned bike facility (to be constructed in 2017) will improve connectivity to surrounding neighborhoods, and to transit, for those who are linking trips at the 95th Street CTA Station.

Well-designed Complete Streets that are comfortable for travel by all modes will not only make it easier to access the site, it will create the atmosphere of a walkable and bikeable scale; somewhere people want to linger and explore. Adding bike destination signs within Pullman would also help to contribute to enhanced access for people who bike.

STRATEGIES:

M	Highlight route on all future CDOT bike/ pedestrian plans and promotional materials	CDOT, CPD
L	Implement parking or curb-protected bike boulevard along Cottage Grove Avenue – connecting into Pullman National Monument	CDOT

Complete an on-street bike connection to 95th Street CTA Station

Facilitating that first-mile/last-mile connection to transit takes more than simply having access to a bicycle. The physical connections need to be in place in the form of a comfortable bikeway network, through a combination of on-street bikeways and off-streets trails. The 95th Street CTA Station has the largest existing ridership and is also the closest continuous rapid transit service that terminates near the Pullman neighborhood.

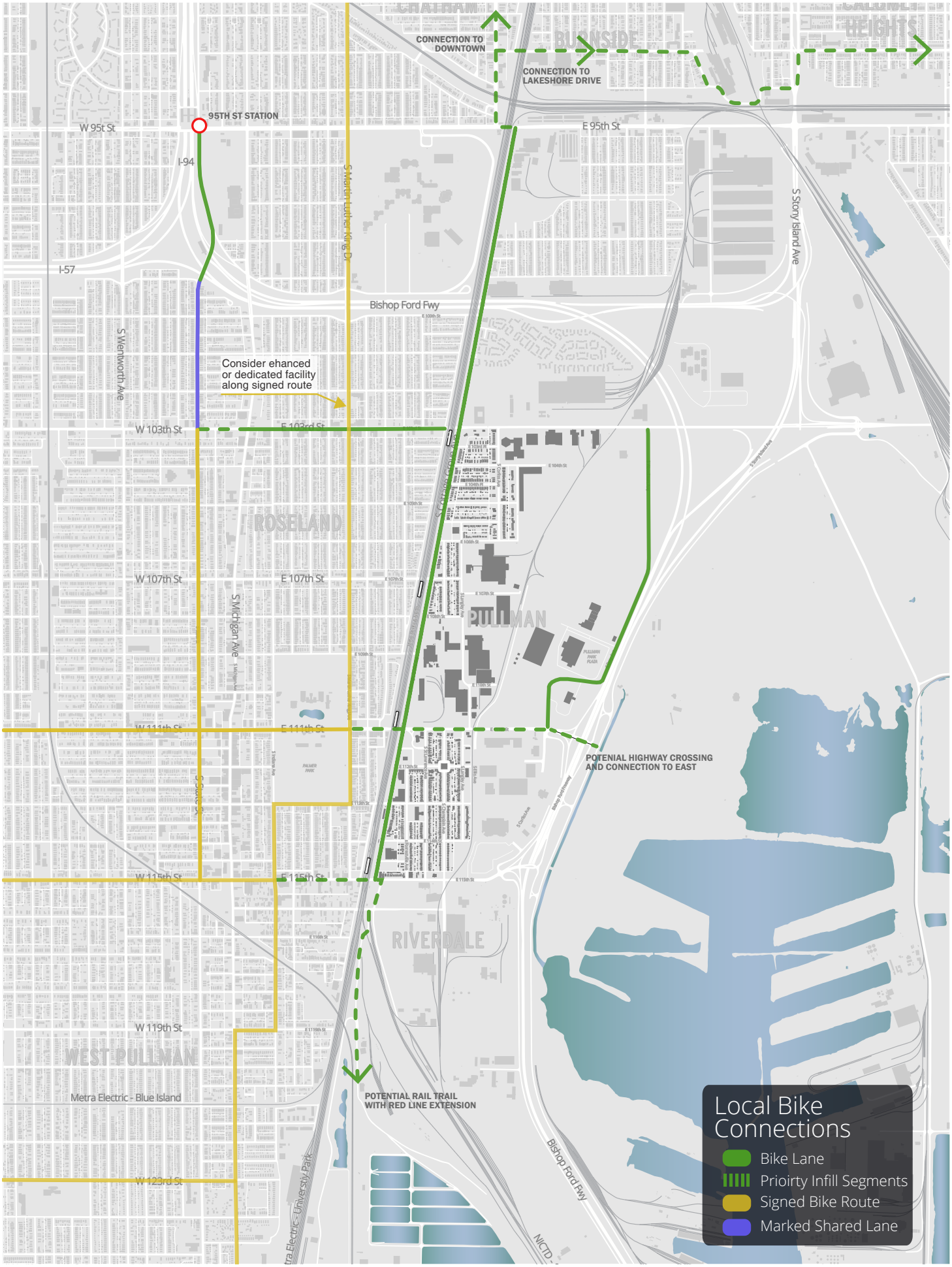
Some bike lanes exist along a potential route between Pullman and the 95th Street CTA Station, along portions of 103rd Street and State Street, but there is no continuous route. The gaps should be filled in to create one continuous route. This can be accomplished using several combinations of streets, including 111th Street and Cottage Grove Avenue, which are both recommended here as bikeways.

STRATEGIES:

S	Sign the route between Pullman and the 95th Street CTA Station	CDOT
S	Infill missing bike facility on 103rd Street	CDOT

Kinzie protected bike Lane

103rd Street bike Lane


CONNECTION TO DOWNTOWN
CONNECTION TO LAKESHORE DRIVE
95TH ST STATION
W 95t St
E 95th St
I-94
I-57
S Martin Luther King Dr
S Story Island Ave
Bishop Ford Fwy
S Wentworth Ave
Consider ehanced or dedicated facility along signed route
W 103th St
E 103rd St
ROSELAND
W 107th St
E 107th St
S Michigan Ave
PULLMAN
E 111th St
POTENIAL HIGHWAY CROSSING AND CONNECTION TO EAST
W 115th St
E 115th St
RIVERDALE
W 119th St
WEST PULLMAN
Metra Electric - Blue Island
POTENTIAL RAIL TRAIL WITH RED LINE EXTENSION
W 123rd St
Metra Electric - University Park
Bishop Ford Fwy
NICTD
Local Bike Connections
Bike Lane
Priority Infill Segments
Signed Bike Route
Marked Shared Lane

Create a continuous bike connection to the east via 111th Street

With the creation of Big Marsh Bike Park, a 278-acre open space devoted to bike recreation, the challenge is now to connect that asset to the broader community. This includes the Pullman neighborhood, but also on a broader scale to transit and the regional bikeway network, to enable people to use their bikes to access the park, rather than drive.

111th Street could one day serve as one of the main connections between Pullman and Big Marsh Bike Park, if a connection can be made over I-94 to Doty Avenue and through or around the Harborside Golf Center to Big Marsh. This connection could also open up better access to the Lakefront Trail east of the 103rd Street highway on-ramps, Torrence Avenue, and 100th Street. However, additional gaps in that route would need to be filled to make it a seamless connection.

STRATEGIES:

S	Sign "Bike Route to Pullman" from all surrounding bike destinations	CDOT
M	Initiate feasibility study and cost estimation for trail from Big Marsh, through Port of Illinois property to I-94, and connection over I-94 to Pullman	DPD, CPD, CDOT, NPS Partners
L	Approach near future development along 111th Street to include >12ft sidewalks along north side of 111th Street along street frontage for future multi-use path connection	NPS, Private Partners
L	Implement on-street or multi-use path connection from Cottage Grove Avenue to St. Lawrence Avenue proposed midblock crossing	CDOT, NPS
L	Create an on-street bike connection between Palmer Park and Pullman (may require reduction of on-street parking)	CDOT

Cyclists crossing the 103rd Street interchange east-west, even on a sidepath, would be required to cross 4 potential points of conflict in each direction as they pass vehicle on/off ramps.

111th Street overpass poses the fewest potential conflicts for cyclists in its current form, and presents the widest contiguous bridge section to install a protected bike facility.

Indianapolis Cultural Trail- combined bike/pedestrian trail. This type of off-street connection coulld provide a safe facility for people walking and biking along the north side of 111th Street, east of the highway.

Although similar to 111th Street, the central opening in the 115th Street overpass limits the negotiable width for a protected bike facility in both directions.

CASE STUDY

Nice Ride Bike Share and the Mississippi National River and Recreation Area (MISS)

MISS is located in the Minneapolis-St. Paul metropolitan area and is 72 miles long with multiple access points to the Mississippi River and continuous access to its park and trails. Like Pullman National Monument, MISS is also a partnership park; NPS owns only 60 acres of the park. The majority of the area within the park boundary is owned by local governments and other entities. MISS can be accessed by a range of transportation options. The park is accessible by foot and bicycle and there are Nice Ride MN bike share stations – equivalent to Chicago's Divvy system – located throughout MISS.

MISS has developed a strong partnership with Nice Ride MN bike share in Minneapolis and St. Paul and has worked with Nice Ride to have stations installed within MISS boundaries. The stations installed within the park are some of the busiest stations in the entire bike share system, and there is great enthusiasm for biking throughout the park.

Park staff secured funding through grants from the Paul S. Sarbanes Transportation in Parks Program (TRIP) and from the NPS Midwest Region's Federal Lands Transportation Program (Category III) to install the first Nice Ride stations within MISS several years ago. TRIP funding was used to pay for the station infrastructure, but was not eligible to pay for the bikes or the operations costs of the service. TRIP funding was not renewed by Congress and is no longer a viable funding source. Over the past few years, the park has received Category III funding to add a few Nice Ride stations along the river each year.

Photo source: National Park Service, https://www.nps.gov/miss/learn/management/atp-bikeshare.htm

Bring bike share to the Pullman neighborhood

Divvy is in itself a tourist attraction; combining a ride on a Divvy bike with a visit to Pullman National Monument can be an even bigger draw for tourists to Chicago. A system would also have benefits for local residents and employees. Major area employers have expressed interest in increasing multi-modal connections for local workers.

Thinking across modes – the extension of the Red Line would increase connectivity to the Pullman area within the region, but the distance between the nearest proposed station (Michigan) is a more comfortable distance to bike than to walk. Bike share helps people make those last-mile connections to destinations that are beyond a comfortable walking distance or when a faster mode is needed. For many, using bike share is a better option than taking their own bike on transit to create those connections, as it removes the hassle and physical barrier of getting one's bike on and off the train. For residents and visitors alike, bike share also makes this connection possible for those without access to a bicycle.

STRATEGY:

M	Expand the existing station network to Pullman, or explore new Divvy service area expansion models to bring bike share bikes to the Pullman area	CDOT, Private Partners

Increase bike parking around Pullman

Installing bike racks around the Pullman neighborhood provides an amenity to both residents and visitors. Consider covered bike parking at high-use locations near the Visitor Center, or branded racks to integrate bike parking into the wayfinding strategy in the area.

STRATEGY:

M	Provide bike parking hubs at current and future Visitor Center, Metra Stations, and 111th Street intersection	CDOT

GOAL 2

Make Pullman a key link in the regional bike network

Connect Pullman to the Loop and the Indiana Dunes National Lakeshore

Many of the recommendations in this section focus on making local connections to existing trails or transit services. However, two major destinations for bicyclists could have direct connections to Pullman: Chicago Loop and the Indiana Dunes National Lakeshore. Already a viable route, the journey from the Chicago Loop would use the Lakefront Trail for the majority of the distance and make the connection to Pullman using the roadway network. This connection should be branded, alerting bicyclists to the nearby National Monument and helping them choose the best route.

Chicago Loop:

S	Sign "Bike Route to Lakefront Trail" from Pullman via Cottage Grove Avenue and 93rd Street; sign "Bike Route to Pullman" from Lakefront Trail.	CDOT, CPD
L	Pursue Neighborhood Greenway design of 93rd Street	CDOT

Indiana Dunes National Lakeshore:

L	Complete on-street or trail connection via Burnham Greenway	DPD, CPD, CDOT

Promote Pullman as a regional bike destination

Pullman National Monument should promote its regional connections through events and inclusion in regional trail informational materials. Providing enhanced bike amenities can bolster interest from regional/longer-distance riders who need things like showers, bike lockers, and food options to make Pullman both an amenity and a destination. Bike-friendly businesses and bike-supportive employers can be a draw to the area beyond the National Monument. Bike amenities support all riders, not just those visiting the National Monument.

STRATEGIES:

S	Create "Bike Friendly Business" campaign for Pullman and surrounding neighborhood	Alderman
M	Pursue local major employers to provide enhanced amenities for those cycling to work	Private Partners
M	Include bike access to Pullman in Calumet Regional informational materials and near regional trail maps (Cal-Sag, Burnham Greenway, etc.); and cross promotion with Big Marsh Bike Park	Bike Advocates, NPS
L	Create annual long-haul bike event from Pullman National Monument to Indiana Dunes State National Lakeshore and Circle Tour	Local Bike Advocates

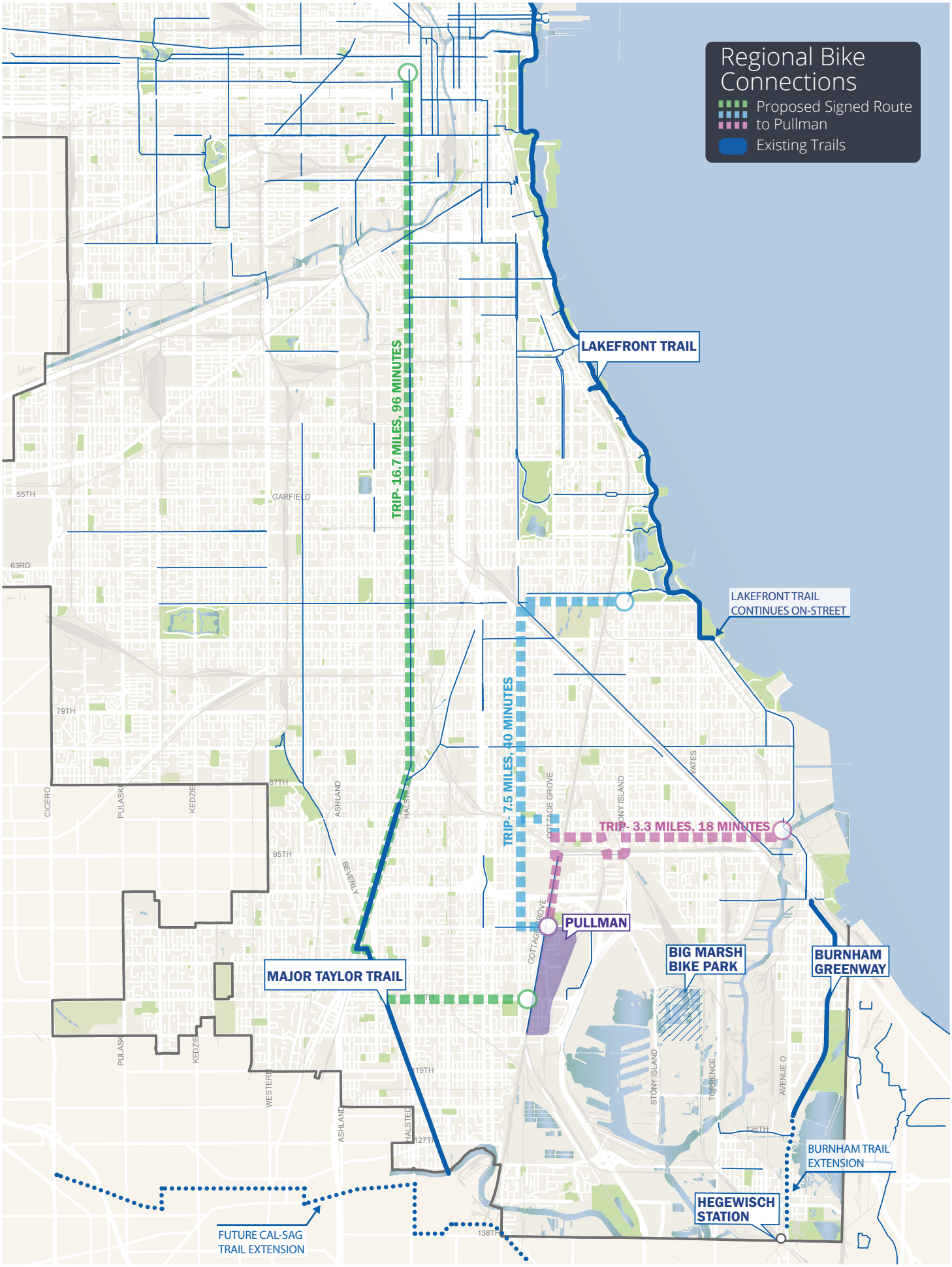
Improve bike access via all transit systems

Creating a network of bike facilities that enable people to reach transit by bike expands the reach of the transit service, by making farther destinations part of the realistic catchment area of that station. And, the sheer fact that there are multiple National Parks within a bikeable distance may be a draw for some visitors and bike enthusiasts, but the one-way trip might be enough. The opportunity to take a return-journey by train with a bike is a big benefit in making this type of trip more attainable to more visitors.

One important component of this is to have a policy in place to allow rail passengers to bring bikes on trains. Transit services supportive of bikes already exist on the NICTD and South Shore lines, but today these lines do not have a stop at Pullman National Monument. The approach at Pullman National Monument should duplicate these types of services on the Metra Electric line, and pursue re-establishment of NICTD and South Shore service to the Pullman neighborhood.

STRATEGIES:

S	Encourage bike-aboard program on Metra Electric Line	Metra
S	Promote ADA accessible station at 115th Street/ Kensington Station elevator to assist bike unloading to street-level	Metra
M	Pursue complete on-street bike lane connection from 95th Red Line CTA Station	CDOT
L	Re-establish a South Shore stop at Pullman via NICTD South Shore Line; promote bike-aboard program on NICTD Line	Metra, NICTD
L	Promote Bike Aboard program via NICTD (if service reestablished to Pullman)	NICTD
L	Expand on-street bike connections from South Shore 57th Street and Hegewisch Stations (via Burnham Greenway extension)	CDOT
L	Promote bike-car on South Shore line	NICTD


Regional Bike Connections
Proposed Signed Route to Pullman
Existing Trails
LAKEFRONT TRAIL
LAKEFRONT TRAIL CONTINUES ON-STREET
TRIP- 16.7 MILES, 96 MINUTES
TRIP- 7.5 MILES, 40 MINUTES
TRIP- 3.3 MILES, 18 MINUTES
PULLMAN
MAJOR TAYLOR TRAIL
BIG MARSH BIKE PARK
BURNHAM GREENWAY
BURNHAM TRAIL EXTENSION
HEGEWISCH STATION
FUTURE CAL-SAG TRAIL EXTENSION
55TH
63RD
79TH
87TH
95TH
111TH
119TH
127TH
138TH
126TH
GARFIELD
CICERO
PULASKI
KEDZIE
WESTERN
ASHLAND
HALSTED
BEVERLY
COTTAGE GROVE
STONY ISLAND
YATES
TORRENCE
AVENUE O

Vehicles + Parking

Pullman National Monument is in a unique urban context, situated in both a residential community and growing industrial center. The dynamics of vehicle flows through the area and parking for both residents and visitors will change over time as visitor numbers increase and the community grows and changes. The National Park Service emphasizes the desire for visitors to have an authentic experience in National Parks. This means getting people out of their cars and exploring the area. Improvements to vehicular circulation and the site's development strategy should reinforce this goal in design, placement, and operation of amenities for passenger drop-off and parking.

Today, all on-street parking in the Pullman neighborhood is free, and the only lot available for legal and free public parking for the National Monument is at the current Visitor Center and the Pullman Porter Museum with limited hours. It is likely that any unregulated on-street parking will be used by opportunistic visitors. But, a recommendation to acquire, enhance, or promote off-street parking isn't enough to discourage this visitor behavior. The approach to managing visitor parking impacts will take a variety of measures, and will evolve along with the neighborhood, informed by visitation tracking and community response.

Opportunistic Parking

There is a natural tendency for drivers to try to find parking as close to their destination as possible at the lowest cost. The most desirable spaces are located within sight of the destination itself. At Pullman today, the most convenient spaces are on-street along Cottage Grove Avenue and 111th Street. However, with proposed re-striping and redesign of these streets with bike facilities, pedestrians, transit, and curbside-use designation for pick-up or drop-off of CTA and tour buses, there will be even more competition for the limited spaces outside the residential neighborhoods. On-street parking is a public amenity that must balance the demand from residents and visitors over time.

Developing a parking plan for Pullman National Monument is a primary recommendation to follow the Pullman Transportation Plan. The goal of a parking plan for the area and recommendations included here is to make the most of the existing on- and off-street parking and spread parking demand from both people who live along neighborhood streets and visitors. Development of parking solely to create the most desirable parking spaces could result in the most prominent land for visitor use being dedicated to parking instead of active spaces for all to enjoy. Pullman must employ strategies which preserve the historic character, and utilize limited developable space and funds to support the best visitor experience and emphasize regulatory parking management strategies in partnership with the City of Chicago.

Historic sites are located throughout the National Historic Landmark District. Rather than building a large central parking structure, which would undermine the historic character of the Pullman neighborhood, a concentration of well-identified smaller parking lots should be located close to the future Visitor Center, reserving the closest spaces for those with barriers to mobility and electric or efficient vehicles. As visitor numbers increase and the site develops, parking lots should be available to the north and south ends of the Pullman Landmark District. Once parked, the network of pathways and wayfinding should lead the visitor through the campus-like area no matter the starting point. The design of new lots should position the primary access point from the adjacent commercial street where possible to minimize cars circulating on neighborhood streets.

Tour Buses

One of the most prevalent concerns from residents focused on the impact of tour bus activity on nearby neighborhood streets. Concerns voiced included noisy idling of large vehicles on neighborhood streets and streets blocked by large vehicles attempting to navigate tight residential intersections. As visitor numbers increase to Pullman, so will the number of tour buses in the area. Based on data from the Martin Luther King Jr. Neighborhood National Historic Site school field trips and programmed bus tours will likely be the first to consistently bring large groups to the area.

Catering to these groups to ensure a smooth and enjoyable visit is important, and does not have to be to the detriment of residents if there is a plan in place to manage these groups.

Event Demand

Placing parking where it is needed for day-to-day activities is much different than addressing sizeable parking demand for big events. A comprehensive parking strategy is vital to addressing all transportation goals, and must be user-friendly, provide immediate access to mobility-impaired, and be flexible for events with high parking demand. Large, remote lots already exist in the Pullman neighborhood which could be instrumental in meeting this event demand. Partnerships with local transit agencies to provide flexible or event-based service also have the potential to alleviate negative impacts of high-demand events on local neighborhoods.

**Metra Park n' Ride lots near the 115th Street / Kensington Station are paid facilities.*

GOAL 1

Develop parking strategy that returns benefits to local businesses and community

Develop a parking plan for Pullman National Monument and neighborhood

A parking plan for Pullman National Monument should address day-to-day visitors arriving by car, plan for major events, and preserve the historic character of the National Historic Landmark District. Like recommendations for signage and wayfinding in the Pullman area, a Visitor Use Management Plan (VUM Plan) is a coordinated plan typically developed by NPS and partners for management of parking and tour bus amenities a National Park Unit grows. The parking component of a Pullman VUM Plan, or a dedicated parking plan, would be a plan to make the most of the existing parking resources, spreading the demand, to ensure that there are convenient spaces available to visitors, all while having the least negative impact on residents possible. The parking plan should identify which streets may be appropriate for meters, what form a Residential Permit Program might take in the area if supported by residents. Residential Permit Programs can restrict on-street parking by time-of-day, and can be varied throughout the neighborhood to best serve the surrounding context. The construction of larger projects such as a garage or underground parking should also be evaluated in the plan as a long-term solution, if warranted by increased demand.

STRATEGY:

M	Develop a Visitor Use Management Plan (VUM Plan) for the Pullman neighborhood	NPS
M	Emphasize on-street parking along Cottage Grove Avenue for immediate growth in visitor parking	NPS

Monitor and evaluate impact of visitor parking on Pullman neighborhood streets over time; explore operational changes as necessary

As visitors to the National Monument increase and the resident community grows, demand for parking in the area will increase. Explore regulatory changes, such as meters and residential parking permit areas as necessary.

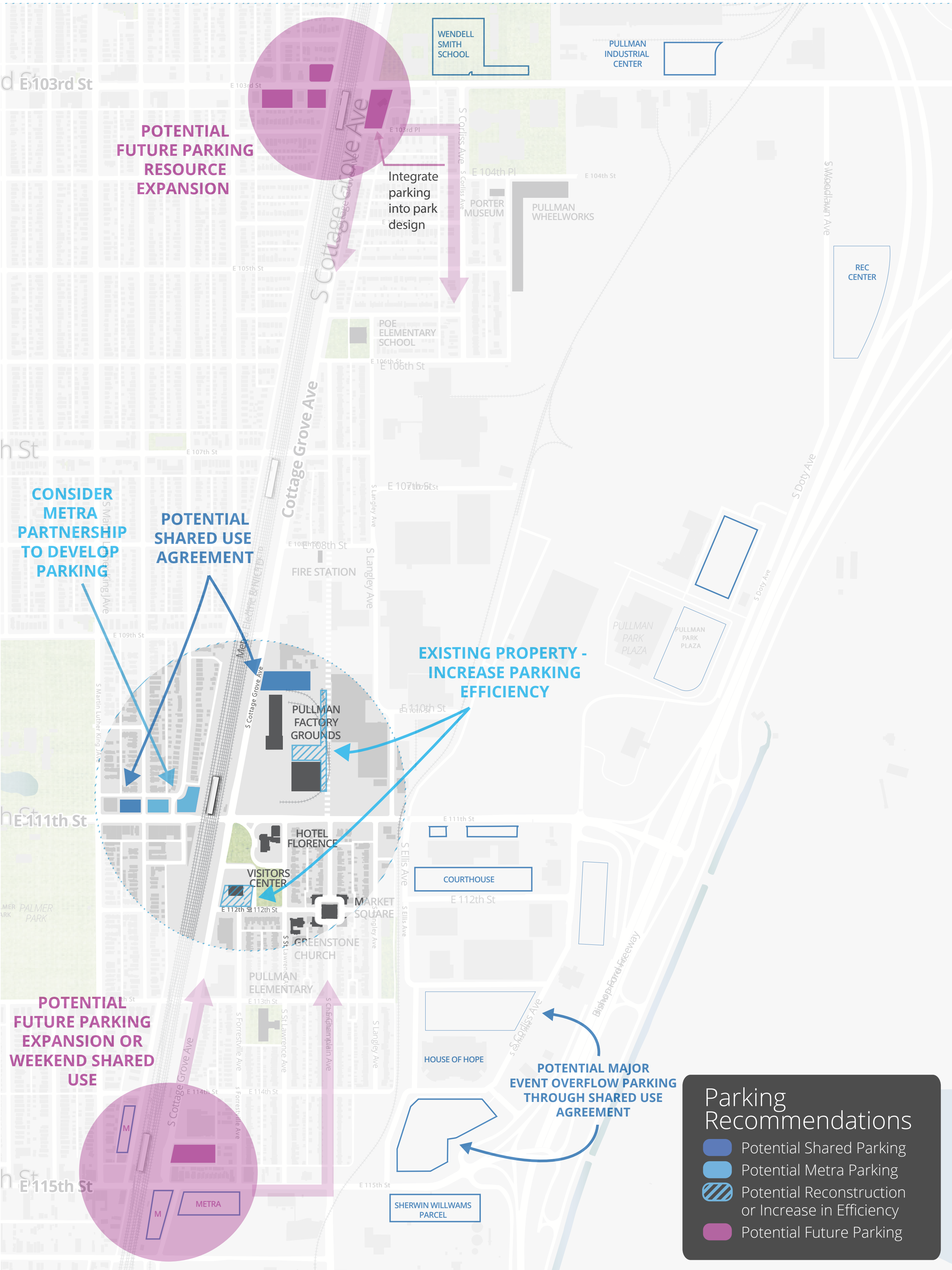
When parking demand is high, the most effective tool cities can use to address problems with competition for parking space is to create paid parking. No one wants to pay for parking, and residents won't want meters on their streets, but they also don't want visitors occupying all the available spaces along a block.

Over time, demand will increase for a variety of parking options which will lead to a mix of regulations throughout the area based on context and community support.

Residential permits exist on some streets, while other streets have metered parking, and the remaining streets have no parking restrictions. The metered spaces should be prominent and convenient to the main attractions. For example, east-west streets are prioritized for meters and the north-south streets are some combination of permit and free – with the explicit acknowledgement that any free parking will be heavily used by the most drivers. It would be easiest to meter the east-west streets because, there are many fewer residential units fronting them.

STRATEGIES:

S	Explore on-street parking along Cottage Grove Avenue for immediate growth in visitor parking as part of residential street regulation strategy	CDOT, NPS
S/M	As initial parking demand grows, pilot summer season of visitor parking on residential streets with open communication with residents	CDOT, Alderman
M	Permit residential streets in the Pullman neighborhood. Consider signing center or ½ block or 1 side of street	CDOT



POTENTIAL FUTURE PARKING RESOURCE EXPANSION
Integrate parking into park design
WENDELL SMITH SCHOOL
PULLMAN INDUSTRIAL CENTER
PORTER MUSEUM
PULLMAN WHEELWORKS
REC CENTER
POE ELEMENTARY SCHOOL
E 103rd St
E 104th Pl
E 106th St
E 107th St
E 108th St
E 110th St
E 111th St
E 112th St
E 115th St
S Cottage Grove Ave
S Langley Ave
S Ellis Ave
S Doty Ave
S Woodlawn Ave
Bishop Ford Freeway
FIRE STATION
CONSIDER METRA PARTNERSHIP TO DEVELOP PARKING
POTENTIAL SHARED USE AGREEMENT
EXISTING PROPERTY - INCREASE PARKING EFFICIENCY
PULLMAN PARK PLAZA
PULLMAN FACTORY GROUNDS
HOTEL FLORENCE
VISITORS CENTER
MARKET SQUARE
GREENSTONE CHURCH
PULLMAN ELEMENTARY
PALMER PARK
COURTHOUSE
HOUSE OF HOPE
POTENTIAL FUTURE PARKING EXPANSION OR WEEKEND SHARED USE
POTENTIAL MAJOR EVENT OVERFLOW PARKING THROUGH SHARED USE AGREEMENT
METRA
M
SHERWIN WILLWAMS PARCEL
Parking Recommendations
Potential Shared Parking
Potential Metra Parking
Potential Reconstruction or Increase in Efficiency
Potential Future Parking

Promote the use of off-street facilities over visitor parking on neighborhood streets

Historic sites are located throughout the neighborhood. Rather than building a large parking structure, a concentration of well-identified smaller parking lots should be created close to the future Visitor Center, reserving the closest spaces for those with barriers to mobility and for electric or efficient vehicles. Growth of parking over time should be based on visitation levels, which must be tracked seasonally. Currently, the parking lot of the current Visitor Center is under construction to be paved and re-striped.

As the National Monument grows and changes, new or renovated parking lots will need to be developed in a way that is sensitive to context. For those that already exist, a simple re-paving and restriping could increase capacity in the short term. Off street facilities could be free or priced competitively with on-street meters to incentivize use if meters are installed.

STRATEGIES:

M	Improve condition of temporary shared Visitor Center parking lot; restripe current Visitor Center parking lot with highest capacity	NPS Partners
M	Formalize all parking facilities created in initial Central State Historic Site development. Development properties identified in central focus are on Parking Recommendations map; Enhance wayfinding and signage to these parking facilities as they are implemented	NPS Partners
L	Install electric vehicle charging stations in parking facility	NPS Partners

Pursue agreements for shared parking facilities – provide opportunities for local businesses to benefit from Pullman visitor parking

A model of acquiring parking spaces through shared-use agreements with nearby property owners is an appropriate approach for near term growth of parking assets for day-to-day visitor use. This model allows local land-owners the potential for direct and immediate benefits from National Monument visitors. This type of strategy will require clarity of signage for all lots with multiple uses. Existing Metra lots near 115th Street Metra Station should be pursued as part of the sharing strategy, as it is anticipated that National Monument visitor demand (not as part of organized tours) would occur on weekend days, whereas Metra's peak demand falls on weekday days and evenings supporting commuter work-flows. Peak demand for the general public visiting the National Monument is anticipated to be weekend, daytime periods.

If metered parking is installed in the area, the possibility of a parking benefit pilot program should be explored, wherein parking meter revenue would return to the community.

STRATEGIES:

ongoing	As needed, pursue agreements with Salem Baptist Church for offices lot, True Vines of Holiness MB church, and adjacent parcels	NPS Partners
M	Pursue development of parcels east of Metra on 111th Street outright or through shared agreements	Metra
M	Pursue Metra to share weekend parking at 115th Station lots	Metra
L	Partner with Metra to develop shared parking strategy if park-n-ride amenities are developed near 111th Street or 103rd Street	Metra

Develop a Major Event parking strategy through partnerships with local institutions with large parking supply

Today, major events parking draw thousands to the area. An estimated 3,000 people attended the Labor Day event held at the Pullman National Monument in 2016. As the National Monument visitation increases, event attendance will also grow. Many existing buildings in the Pullman area have parking lots that may be underutilized some days or times. For example, the House of Hope parking lot has the potential to provide additional parking supply for Pullman National Monument when needed, but this would need to be scheduled around programming by House of Hope. If these types of partnerships can be formalized, some additional streetscape investment may be desired to make these more remote options viable for Pullman visitors on-foot. For example, visitors walking from the House of Hope lot to the National Monument via 115th Street would encounter a missing sidewalk and railroad crossing, and would need signage to know that Champlain Street is the most direct route to the future Visitor Center.

The CTA currently provides a minimum of 10-minute headways to bus stops along Cottage Grove Avenue during the daytime and early evening periods which anticipate visitor use. Typical weekend headways for CTA Routes #4 and #115 run every 10-30 minutes, and 15-20 minutes respectively.

Based on demand, a Pullman neighborhood circulator or shuttle may be desirable, particularly to assist in moving people from transit hubs or remote parking for major events. For example, during the Labor Day event in 2016, a shuttle service was circulated in the National Monument between the event site and two museums. This service could be expanded to parking amenities or other neighborhood destinations, or offered during additional local events.

Remote Parking

STRATEGIES:

S	Pilot satellite parking and shuttle service at one major event in 2017 (Potential use of House of Hope or Sherwin lot on trial basis)	NPS Partners
M	Pursue a shared parking agreement with nearby landowners with substantial parking facilities; concentrate event parking in 1-2 remote parking locations • *Metra Park & Ride Lots at 115th at off-peak periods* • *House of Hope Parking Lot***	NPS Partners
L	Explore temporary parking restrictions, attendants or traffic control on residential streets during major events, or metered spaces with surge pricing	NPS, CDOT, CPD

Circulator/Shuttle

STRATEGIES:

S	Continue to expand CTA service to help manage major event demand	CTA
S	Create a pilot that serves as a shuttle to parking facilities during major event in 2018	NPS, CTA
M	Pursue alternative routing for CTA Route #111A to support connections for visitors from remote parking to the future Visitor Center; Consider Walmart as partner for over-fill parking	Walmart
L	Create and market a National Historic Landmark District circulator/shuttle to a shuttle to parking facilities during peak visitor seasons and major events contingent on demand	NPS Partners

GOAL 2

Manage impacts of tour bus activity on residents

Provide strategic routing and amenities for small- and mid-sized tour buses

These strategies provide a preferred shuttle route for small and mid-sized buses on routes with lowest-impact on residents possible. Best practice management of tour bus activity in Pullman would be accomplished through a strategic partnership with a Chicago tour company early in the site development. NPS supports this type of contract shuttle agreement at other National Park Units.

By Chicago Ordinance, buses over 22ft in length are not permitted to idle or park on neighborhood streets. To alleviate tour bus impacts the National Monument can take a proactive approach to education, signage, and amenity design to make it easy and intuitive for drivers to use the preferred amenities. If tour buses continue to park on neighborhood streets, stepping up legal enforcement during peak visitor days and times may be necessary.

A Visitor Use Management (VUM) Plan for Pullman would include tour bus parking, tour bus drop off, outline NO BUS zone, and preferred routing. Many of the recommendations included in this plan address these issues. However, detailed guidance is contingent on clarity of the National Monument site development phases and a VUM Plan may be a useful tool to outline strategic growth as the site develops.

STRATEGIES:

S	Pursue increased enforcement of restriction by City Ordinance on buses over 22ft size on neighborhood streets within the Pullman neighborhood	Alderman, CPD
M	Include tour bus guidance in development of Visitor Use Management Plan (VUM Plan) for the Pullman neighborhood	NPS
M	Establish communication line between Pullman and preferred tour bus vendors to coordinate schedules and communicate routing and restrictions	NPS Partners
M	Share preferred route with all 3rd party tour orgs – pursue Chicago tour company partnerships	Other

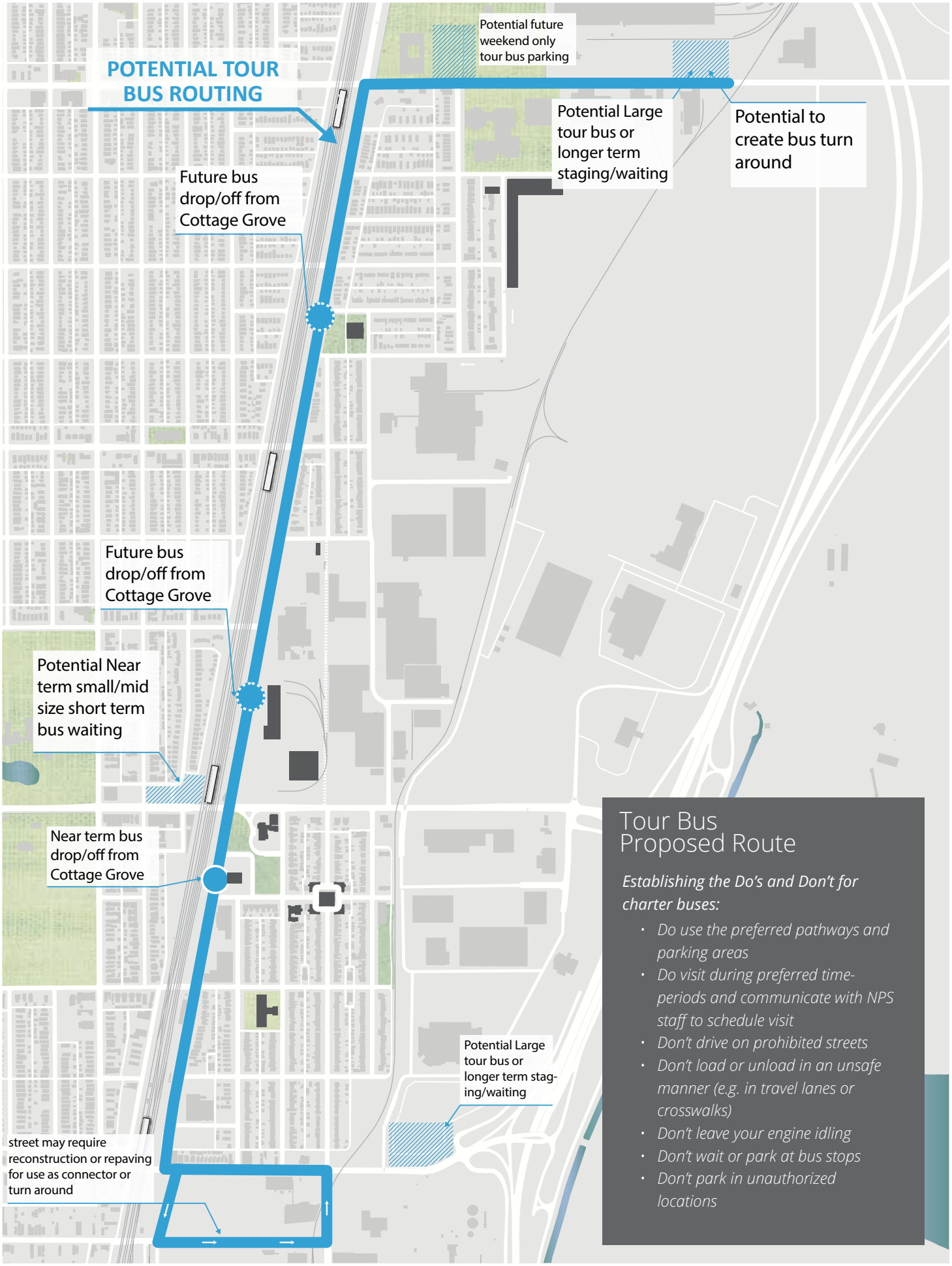
Identify preferred locations for tour bus drop-off/pick-up and policies for idling and staging

Tour Bus drop-off/pick-up should occur directly in front of the current Visitor Center along Cottage Grove Avenue. Any tour bus loading and unloading should take place in the parking lane to avoid conflict with transit bus stops and not impede CTA bus operations. Once the future Visitor Center is open to visitors, tour bus pick-up and drop-off should shift along Cottage Grove Avenue between 111th Street and the Salem Baptist Church offices. Once passengers have exited the buses, staging and idling should be accommodated off-street and cleared from future Visitor Center views. The House of Hope parking lot on E 114th Street during weekdays, or Metra lots near 115th Street on weekends, could supply space for large vehicle staging.

An alternative drop-off for tour groups could be provided to the rear of the future Visitor Center if Champlain Street was extended north of 111th Street. This is advisable only if Champlain Street connected with an access to Cottage Grove Avenue, as the alternative routes large vehicles to 108th Street, a neighborhood residential street. This alternative would also require a large turning radius at the intersection of Champlain Street at 111th Street, increasing the size of the intersection to accommodate large turning vehicles.

STRATEGIES:

S	At current Visitor Center, provide designated parking and drop-off and parking for larger buses along east side of Cottage Grove Avenue	NPS
S	111th Place – Forrestville Avenue – 112th Street should be used only for tour bus turn-around (until closed)	NPS
M	Establish a tour bus drop off from east side of Cottage Grove Avenue adjacent to the future Visitor Center	CDOT
S	Identify large-bus staging area for buses waiting for tour pick-up at H.O.H. lot. Establish "No idling" policy for larger buses.	NPS Partners



Tour Bus Proposed Route

Establishing the Do's and Don't for charter buses:

- *Do use the preferred pathways and parking areas*
- *Do visit during preferred time-periods and communicate with NPS staff to schedule visit*
- *Don't drive on prohibited streets*
- *Don't load or unload in an unsafe manner (e.g. in travel lanes or crosswalks)*
- *Don't leave your engine idling*
- *Don't wait or park at bus stops*
- *Don't park in unauthorized locations*

GOAL 3

Plan for growth in ridesourcing

Promote ridesourcing as an additional visitor access option

Although Chicago has a comprehensive transit network, there are some areas where less frequent or indirect service to Pullman might increase transit travel time for visitors to reach Pullman National Monument. In areas where planning a trip to Pullman National Monument may be inconvenient or require multiple bus transfers, shared-use mobility offers a solution.

Ride-sourcing, ride request services provided by a private company through the use of a smart phone, can offer a convenient alternative to transit. These services could expand the catchment area of transit stations by providing individuals with much needed first/last-mile connections during off-peak periods, or from areas less served by the existing transit network. In addition, these services create little to no additional parking demand in the area.

STRATEGIES:

ongoing	Support expansion of ridesourcing services on South Side	Private Partners
S	Explore partnership with ridesourcing company to support travel to/from Pullman National Monument	NPS, Private Partners
S	Promote transit+ridesourcing solutions that will leverage CTA and Metra service for the major portions of the trip, or reach potential visitors beyond the transit network	NPS, Private Partners, CTA, Metra

Establish a preferred vehicular "passenger drop-off" area to serve visitors carpooling or arriving via taxi/ridesourcing

As the use of ridesourcing to compliment transit service grows and the site develops, communication with ride-sourcing companies should be established to ensure that passenger pick-up locations are properly identified in ridesourcing navigational tools. Space dedicated for ridesourcing drop off should be located away from CTA Bus Stops to ensure passenger unloading and loading does not conflict with CTA service.

STRATEGIES:

S	Establish "destination" in ridesourcing and GPS applications at current Visitors Center entrance	NPS Partners
L	Strategically locate preferred passenger drop-off area within National Monument site; avoid conflict with existing transit stops	NPS

CLOSING

The significance of Pullman National Monument as a cultural icon in Chicago's history cannot be understated. Preserving and enriching the history and communities that live and work in Pullman today has been made possible through the support and coordination between Chicago's many transportation and planning agencies and stakeholders, national partners, and the invested local community. Developed through Positioning Pullman, the Pullman Transportation Plan, and other community and area planning to date provide a framework of guiding principles that will enhance access and management of new transportation demand for the Pullman National Monument. Recommendations for the Pullman area have benefits beyond serving new visitors to the National Monument. Investment in transportation infrstructure and service in the area also supports the local community. Small scale improvements and big vision projects will reinforce Pullman National Monument as a connected hub—attracting visitors, new business, and opportunities for residents to thrive.

MATRIX OF RECOMMENDATIONS

BUILDING ON COLLABORATION
GOAL 1: Coordinate efforts to manage growth & change

1.1	Coordinate development efforts to achieve a unified vision for Pullman National Monument			
a	Use existing neighborhood groups' communication mechanisms to receive regular feedback	ongoing		CPC*, NPS, Partners, or Alderman
b	Reference local and regional plans to identify and align project details with existing community priorities where possible	ongoing		CPC*, NPS, Partners
c	Coordinate the future Visitor Center Central State Historic Site development and projects with the Pullman Transportation Plan and Positioning Pullman vision and other local and regional approved plans	ongoing		CPC*, NPS
d	Prioritize projects and programs that promote transit as the most desirable means of getting to Pullman National Monument	ongoing		CPC*, NPS, Partners
e	Create a record of neighborhood organizations and contacts	S		NPS, Alderman
f	Uphold guidelines for historic preservation put forth by the Secretary of Interior Standards	ongoing		CPC*, NPS, Partners

1.2	Collect data and establish growth benchmarks for all modes			
a	Conduct ongoing survey of visitor travel preference surveys	annual		NPS
b	Track increase in pedestrian activity at the future Visitor Center	ongoing		NPS, CDOT, Partners
c	Track increase in biking and transit ridership at area stops/stations	annual		CDOT, CTA, Metra
d	Track parking utilization during peak weekend visitor days/times for on-street and off-street parking	seasonal		NPS, Partners
e	Observe and document parking utilization in Pullman and private lots during events, and ridership of event-related transit service	annual		NPS, Partners, CTA, Metra

WAYFINDING AND EXPLORATION
GOAL 1: Coordinate wayfinding strategies for all modes

1.1	Develop a comprehensive wayfinding plan for Pullman National Monument			
a	Update signage plan and sign locations as part of all National Monument-related development plans	S		
b	Initiate survey and documentation of all existing signs and markers in the National Historic District	S		NPS
c	Develop a wayfinding plan for Pullman National Monument	M		NPS
d	Develop informational brochures instructing visitors on travel. Place at visitor intercept locations such as transit station information kiosks and hotel concierge desks	M		NPS

1.2 Establish 111th Street as the gateway for all modes

a	Use the viaducts as welcoming, informational gateways to Pullman National Monument through Alderman Beale viaduct improvement program	S		CDOT
b	Paint signifier signage along face of Viaduct from both directions	S		CN Railway, Metra
c	Increase signage to Pullman National Monument from Metra Station platform	M		CN Railway, CDOT, Metra, RTA
d	Improve CN Railway rights-of-way by trimming trees and brush to improve sightlines to Pullman Historic Clocktower and grounds	M		CN Railway, CDOT
e	Consider installation of gateway type structures over sidewalks along 111th Street; potential to align with pathways to the future Visitor Center	M		NPS, Alderman
f	Consider long term coordination of station names along Pullman National Monument and neighborhood to build continuity to the north and south	L		Metra, RTA

1.3 Coordinate wayfinding to Pullman with other local and regional wayfinding systems and guidelines

a	Implement vehicle directional signage project; pursue IDOT to install highway signage	S		IDOT, CDOT
b	Install on-street "Bike Route" signs from area trail with "To Pullman" articulated in text	S		CDOT
c	Install signs to Pullman from Union Station, and high visitor-intercept Metra stations with direct connection to Pullman beginning with Millennium Station, and CTA Clark/Lake and Roosevelt Stations	M		RTA Guidelines, Metra, CTA
d	Upgrade all Bus stops along Cottage Grove Avenue with transit shelters and paved passenger waiting area off-street	M		CDOT, Alderman
e	Enhance transit shelters closest to the future Visitor Center with real-time bus tracker or other passenger amenities	M		CDOT
f	Install RTA neighborhood maps at all transit shelters in Pullman neighborhood	M		CTA, RTA
g	Create and install signage from Amtrak Stations connecting to Metra at Union Station	L		RTA Guidelines
h	Pursue CTA to install Pullman directional signage at 95th Street CTA Station for CTA Route #115 to Pullman; consider changeable signage (i.e. "next bus to Pullman National Monument ### Arriving now")	L		CTA

1.4 Encourage visitors to consider their journey home when planning their trip

a	Ensure print, website, or navigational tools for Pullman National Monument alert visitors to the importance of return trip planning	S		NPS
b	Emphasize or enhance "Flag Stop service" indication and instructions at station platform for new users	S		Metra
c	Install real-time train tracker signage at ground-level approach to Pullman Metra station platform with scrolling arrival time within 6 hours; label as Flag Stop	M		CDOT, Metra, NPS, Partners
d	Station volunteers at Metra platforms during major events distributing information on return Metra schedules	M		NPS and/or Community

1.5	Make transit an easy option for individuals with barriers to mobility			
a	Install more prominent "flag-stop" instructions for near term improvements, and create auditory announcement to play at station platform with instructions	S		Metra
b	Prior to completion of Metra station improvements that bring the 111th Street station into ADA compliance, preferred transit access for those with disabilities via CTA 111A Bus should be promoted as last mile connection for passengers	S		NPS, CTA
c	Increase awareness to visitors of the National Monument that all buses running on the three nearest routes are ADA compliant	M		CTA
e	Make 111th Street Station ADA accessible	L		Metra

GOAL 2: Build a network of projects that lead visitors on an intuitive journey through the neighborhood

2.1	Create an educational pathway through the Pullman neighborhood			
a	Create "Pins" with interpretation in Google Maps	S		NPS
b	Pilot Educational Pathway at major event(s)	S		NPS
c	Implement Educational pathway with permanent pavement signifiers leading pedestrian through the Pullman neighborhood; Integrate with visitor maps and brochures, and digital media and navigational tools	L		NPS
d	Call-out pathway on Pullman access webtool & Identify pathway in Google Maps walking paths as "trail" network	L		NPS

2.2	Unify wayfinding and marketing strategies for Pullman National Monument			
a	Leverage the future Visitor Center as an orienting feature from all corners of the site; Future development in the Pullman neighborhood should preserve future Visitor Center sight lines whenever possible	S		NPS
b	Create a program for permanent historic home markers through the future Visitor Center or NPS	M		NPS, DPD
c	Create a site exploration app dedicated to navigating the Pullman neighborhood that connects visitors to historic sites within the neighborhood, and helps get them there	L		NPS
d	Evaluate feasilibity of repurposing Pullman Rail Cars to replace the Metra warming houses from 103rd to 115th. Particular priority on the 111t Sreet station	L		Metra, NPS

2.3	Use the Metra structure along Cottage Grove to reinforce pathways around Pullman			
a	Install mural artwork along Metra structure facing Cottage Grove Avenue between 115th Street and 111th Street	M		DPD, NPS, CN Railway
b	Involve CN in landscaping and structural improvements in the National Monument	M		CN Railway
c	Integrate wayfinding messages into viaduct murals or artwork where possible	M		Alderman, NPS

GOAL 3: Align wayfinding messaging through technology and navigational tools

3.1	Define Pullman's "front door" and ensure that it is consistent across various online mapping tools			
a	Review and Revise "Street Address" or "Destination Address" in common map and navigation applications, such as GoogleMaps, Bing, etc. Set "pin" location to the future Visitor Center; specify other site locations in web maps	S		NPS Partners
b	Update walking and bike pathways in Google Maps/other navigational tools	S		NPS Partners
c	Develop an interactive trip planner and navigational tools for Pullman National Monument; Grow website to include regional destinations through partnerships	M		CDOT, CTA, RTA

3.2	Encourage cross-promotion of National Park tourism through existing informational materials and programs			
a	Establish Pullman as part of the NPS/Amtrak Trails & Rails program offering on the Wolverine, Blue water, and Lincoln Service Routes	S		NPS, Amtrak
b	Establish Pullman as part of "Circle Tour" around Lake Michigan	M		NPS

EXPLORING ON FOOT

GOAL 1: Build a campus-like feel around Pullman National Monument

1.1	The design of 111th Street at the National Monument should knit together the Pullman neighborhood			
a	Conduct traffic study and preliminary design for implementation of streetscape enhancements (Cottage Grove Avenue to St. Lawrence Avenue) and midblock crossing at St. Lawrence Avenue	S		NPS, CDOT
b	Consider bollards on the Y-entrance so access could be opened up at Forrestville Avenue approaching the Hotel Florence when needed for special events	M		CDOT
c	Implement 111th Street / Cottage Grove Avenue intersection improvements tied to CDOT striping plan	M		CDOT
d	Obtain additional funding for complete street reconstruction from local, state, and federal sources	L		NPS, CDOT

1.2	Create a prominent pedestrian crossing on 111th Street at St. Lawrence Avenue			
a	Incorporate traffic study guidance and historic preservation standards required by the Historic District and Monument designations	M		CDOT, NPS, Alderman
b	Include bike connection from Cottage Grove Avenue to midblock crossing or design minimum 12ft width pathway on north side of 111th Street (refer to page 51 - Pullman: A Bike Destination chapter)	M		CDOT, NPS
c	Install decorative paver crosswalk at Champlain Avenue with construction of Champlain Avenue north of 111th Street	L		CDOT
d	Reconstruct 111th Street between Cottage Grove Avenue and Langley Avenue / Ellis Avenue intersection, respectful of historic character, to create sense of arrival	L		CDOT

1.3	Design spaces that make visitors want to walk, stop, and stay			
a	Sign and stripe curbside at 111th Place as Tour Bus Drop-off only	S		CDOT, NPS
b	Develop a pedestrian enhanced site plan for the current Visitor Center and Hotel Florence as first phase of campus-like improvements	M		NPS
c	Rehabilitation and expansion of area sidewalks; improve landscaping	M		CDOT
d	Consider straightening or closure of Forrestville Avenue and E 111th Place to vehicular traffic and expand park-space	M		CDOT
e	Return Market Square to its historically pedestrian character by piloting a shared street design for the area	M		NPS, CDOT
f	Traffic calm Champlain Avenue to discourage vehicular cut-through traffic	M		CDOT
g	Re-establish Champlain Avenue north of 111th Street to 106th Street as part of Pullman National Monument site development	M		NPS, CDOT
h	Install pedestrian scale lighting throughout the neighborhood starting with key pedestrian pathways: educational pathway, pathways to parking, and transit	L		CDOT

1.4	Use parks, open space, and public art display to connect the north and south ends of the Pullman neighborhood			
a	Develop open space parcels fronting Cottage Grove Avenue (between 103rd street corner to Firehouse parcel 108th street)	M		NPS, DPD, CPD
b	Integrate consistent landscaping and signage such as park identifier signs, CTA shelter design, lighting, or other potential unifying streetscape elements along sidewalk edge 103rd Street – 115th Street	M		CDOT, CTA
c	Consider expansion of sidewalk and landscaping if Cottage Grove Avenue undergoes full reconstruction in the future	L		CDOT

GOAL 2: Connect Pullman to the surrounding neighborhood and amenities

2.1	Integrate 111th Street into the National Monument and neighborhood			
a	Restrict all on street parking from 111th Street (Cottage Grove Avenue to Doty Avenue). Convert 112th Street to one-way to accommodate diagonal parking (~750ft ea. side) & Convert Ellis Avenue (111th Street to 112th Street) to one-way northbound to accommodate diagonal parking on one side of the street. (Net increase in parking for the Courthouse)	S		CDOT, CPD, Private Partners
b	Encourage future development along 111th Street to include minimum 12ft width pathway along north side of 111th Street for potential future use at multi-use path connection across highway	S		CDOT, Private Partners
d	Restripe the Langley/Ellis railroad crossing and 111th Street intersection with wider high-visibility crosswalks and re-time with Leading Pedestrian Intervals in all directions	S		CDOT
e	Engage industry stakeholders to develop intersection design improvements for 111th Street / Ellis Avenue	S		CDOT, Private Partners
f	Reconstruct 111th Street east of Ellis Avenue with westbound right turn lane; Determine if need to alter curb-radius for right turning vehicles northbound onto Ellis Avenue	M		CDOT, Private Partners
g	Pursue at-grade RR crossing at 107th or 110th Streets	M		Norfolk Southern
h	Close Langley Avenue or restrict to one-way southbound between 110th and 111th Streets. (contingent on RR crossing)	M		Partners, CDOT
i	Construct street connection between Pullman and Doty Avenue, between 111th Street and 103rd Street	L		CDOT, Alderman

2.2	Integrate 111th Street into the National Monument and neighborhood (continued)			
a	Support 111th Street, 103rd Street, and Michigan Avenue revitalization plans	S		NPS, Private Partners
b	Include Roseland 111th Street Retail to the West in wayfinding signage	S		NPS
c	Implement streetscape improvements along 111th Street to Michigan Avenue	M		CDOT, Private Partners

2.3	Improve pathways from transit throughout the Pullman neighborhood			
a	Reinforce CDOT striping improvements to Cottage Grove Avenue crossings by conducting a review of crossing ramps to determine the need for improvements	S		NPS, Community Partners
b	Install in-street stop for pedestrians signage at midblock crossing near future Visitor Center	S		CDOT
c	Construct bus stop pads and sidewalks connecting to crosswalks along west side of Cottage Grove Avenue for the safety of those arriving to the area by CTA bus	S		CDOT
d	Install a guardrail between the sidewalk and street under the viaduct	S		CDOT
e	Ensure pathways from 115th Street / Kensington Station are built to ADA/ABA standards	S/M		CDOT
f	Pursue full street reconstruction of Cottage Grove Avenue including pedestrian scale lighting upgrades, construction of sidewalks on both sides of Cottage Grove Avenue	L		CDOT

2.4	Improve pathways from parking amenities around the Pullman neighborhood			
a	As parking amenities are acquired or developed, ensure that all properties provide a connection to and emphasize sidewalks which lead directly to the future Visitor Center	M		NPS
b	Infill sidewalk along 115th Street, Corliss Avenue to Champlain Avenue, to provide access to event parking at House of Hope	L		CDOT
c	Create a railroad crossing at a neighbhorhood intersection or street at 114th Street near the House of Hope parking lot (if determined to be preferred satellite parking lot)	L		Norfolk South-ern

PULLMAN BY TRANSIT

GOAL 1: Improve transit to better serve both visitors and residents

1.1	Pursue physical upgrades to all Metra stations and viaducts along Pullman National Monument and neighborhood			
a	Survey lighting and condition of viaducts annually	S		NPS Partners
b	Pursue mural artwork for all viaducts; encourage community participation and integrate wayfinding where possible	S		Alderman, Community Partners
c	Install guardrail along street-side of sidewalks under viaduct	S		CDOT, Metra
d	Preserve the view of Pullman National Monument by trimming overgrown vegetation and trees blocking view of future Visitor Center from Metra platform	S		CDOT, CN Railway
e	Reconstruct 111th Street viaduct with higher clearance over sidewalk and attractive design	L		Metra, CN Railway
f	Trim trees and overgrowth from the railway right of way as necessary	ongoing		Metra, CN Railway

1.2	Pursue implementation of a regular service schedule at Metra 111th Street Station			
a	Continue to track ridership at all Pullman station stops seasonally	S		Metra, CTA
b	Install more prominent "flag-stop" instructions	S		Metra
c	Pilot regular service at 111th Street station for major event(s)	M		Metra
d	Monitor and evaluate ridership levels at 111th Street station to determine if regular service should be provided on additional trains, as funding allows	M		Metra

1.3	Improve the quality and ease of access to CTA bus stops near the Pullman National Monument; integrate facilities into site design			
a	Install sidewalks at each bus stop, beginning with high ridership stops	S		CDOT, CTA
b	Incorporate site design into bus stops near the Monument	S		NPS, CDOT, Partners
c	Implement marketing strategies to help visitors unfamiliar with the bus system	M/L		NPS, CDOT, CTA

1.4	Support CTA Red Line Extension and station location at 115th Street			
a	Support the proposed extension of the CTA Red Line to 130th Street	ongoing		NPS, Alderman
b	Ensure Pullman National Monument is included in all station wayfinding maps and promotional materials once constructed	L		CTA
c	Consider extending 111A service to include stop at Michigan Red Line Station	L		CTA

1.5	Promote Access to Pullman by bus from nearby neighborhoods			
a	Create near neighborhood promotional materials identifying local bus access to Pullman for nearby residents, universities, and destinations	M		Alderman, CTA
b	Pursue changes to CTA Route #111A to include additional stops in the Pullman neighborhood	M		CTA
c	Consider extension of additional CTA Bus routes as visitor numbers increase or with programmatic incentive from nearby destinations (i.e. MSI, Barack Obama Presidential Center); Consider J14, #28 or #15 routes	M/L		CTA
d	Explore additional stop at Pullman along 353 Pace bus route to provide transit connection between Pullman and southeast suburbs	S/M		PACE

GOAL 2: Build connections to other National Parks and destinations

2.1	Connect to Indiana Dunes National Lakeshore parks by transit			
a	Re-establish a South Shore stop at Pullman via NICTD South Shore line	L		NICTD
b	Establish Amtrak Stop at Pullman	L		Amtrak

2.2	Program a Metra car/train as part of a visitor experience that begins in the Loop			
c	Create and Program a Pullman Metra Car/Train; Partner with CAF/Metra to develop visitor tour guide program; Pilot at major event	S		Metra, CAF
d	Create a Pullman Special Event Train to run from Downtown Chicago during Labor Day and other major events	S		Metra
e	Provide training for downtown hotel Concierges on how to direct visitors to Pullman, and back again	S		NPS
f	Consider Amtrak for historic rail car program as extension or alternative to Metra program	L		Amtrak, NPS

2.2	Create connections between South Side destinations by transit			
a	Create an advertising program for inside the CTA buses that go to Pullman. Develop an ad campaign for installation in CTA Buses that circulate to/around Pullman	L		CTA, NPS
b	Create bus hub / unique signage for CTA buses connection South Side locations (e.g. Barack Obama Presidential Center/ Museum of Science and Industry). Consider bus waiting areas at such locations as well as bus wraps advertising the National Monument	L		CTA, CPS Partners

PULLMAN: A BIKE DESTINATION

GOAL 1: Build local bike connections to Pullman

1.1	Establish Cottage Grove Avenue as major north-south bike corridor			
a	Highlight Route on all future CDOT bike/pedestrian plans and proportional materials	M		CDOT, CPD
b	Implement parking or curb-protected bike boulevard along Cottage Grove Avenue – connecting into Pullman National Monument	L		CDOT

1.2	Complete an on-street bike connection to 95th Red Line Station			
a	Sign the route between Pullman and the 95th Street CTA Station	S		CDOT
b	Infill missing connection on 103rd Street	S		CDOT

1.3	Create a continuous bike connection to the east via 111th Street			
a	Sign "Bike Route to Pullman" from all surrounding bike destinations	S		CDOT
b	Initiate feasibility study and cost estimation for trail from Big Marsh, through Port of Illinois property to I-94, and connection over I-94 to Pullman	M		DPD, CPD, CDOT, NPS Partners
c	Approach near future development along 111th Street to include >12ft sidewalks along north side of 111th Street along street frontage for future multi-use path connection	L		NPS, Private Partners
d	Implement on-street or multi-use path connection from Cottage Grove Avenue to St. Lawrence Avenue midblock crossing	L		CDOT, NPS
e	Create an on-street bike connection between Palmer Park and Pullman (may require reduction of on-street parking)	L		CDOT

1.4	Bring bike share to the Pullman neighborhood			
a	Expand the Divvy bike share system to Pullman, or explore new Divvy service area expansion models to bring bike share bikes to the Pullman area	M		CDOT, Private Partners

GOAL 2: Make Pullman a key link in the regional bike network

2.1	Connect Pullman to the Loop and the Indiana Dunes National Lakeshore			
a	**Chicago Loop:** Sign "Bike Route to Lakefront Trail" from Pullman via Cottage Grove Avenue and 93rd Street; sign "Bike Route to Pullman" from Lakefront Trail	S		CDOT
b	**Chicago Loop:** Pursue Neighborhood Greenway design of 93rd Street	L		CDOT
c	**Indiana Dunes National Lakeshore:** Complete on-street or trail connection via Burnham Greenway	L		DPD, CPD, CDOT

2.2	Promote Pullman as a regional bike destination			
a	Create "Bike Friendly Business" campaign for Pullman and surrounding neighborhood	S		Alderman
b	Pursue local major employers to provide enhanced amenities for those cycling to work	M		Private Partners
c	Include bike access to Pullman in Calumet Regional informational materials and near regional trail maps (Cal-Sag, Burnham Greenway, etc.); and cross promotion with Big Marsh Bike Park	M		Bike Advocates, NPS
d	Create annual long-haul bike event from Pullman National Monument to Indiana Dunes State National Lakeshore and Circle Tour	L		Local Bike Advocates

2.3	Improve bike access via all transit systems			
a	Encourage bike-aboard program on Metra Electric Line	S		Metra
b	Promote ADA accessible station at 115th Street / Kensington Station elevator to assist bike unloading to street-level	S		Metra
c	Pursue complete on-street bike lane connection from 95th Red Line CTA Station	M		CDOT
d	Re-establish a South Shore stop at Pullman via NICTD South Shore Line; promote bike-aboard pogram on NICTD Line	L		Metra, NICTD
e	Promote BikeAboard program via NICTD (if service reestablished to Pullman)	L		NICTD
f	Expand on-street bike connections from South Shore 57th Street and Hegewisch Stations (via Burnham Greenway extension)	L		CDOT
f	Promote bike-car on South Shore line	L		NICTD

VEHICLES & PARKING

GOAL 1: Develop parking strategy that returns benefits to local businesses and community

1.1	Develop a parking plan for Pullman National Monument and neighborhood			
a	Develop a Visitor Use Management Plan (VUM Plan) for the Pullman neighborhood	M		NPS
b	Emphasize on-street parking along Cottage Grove Avenue for immediate growth in visitor parking	M		NPS

1.2 Monitor and evaluate impact on visitor parking on Pullman neighborhood streets over time; explore operational changes as necessary

a	Explore on-street parking along Cottage Grove Avenue for immediate growth in visitor parking as part of residential street regulation strategy	S		CDOT, NPS
b	As initial parking demand grows, pilot summer season of visitor parking on residential streets with open communication with residents	S/M		CDOT, Alderman
c	Permit residential streets in the Pullman neighborhood. Consider signing center or 1/2 block or 1 side of street	M		CDOT

1.3 Promote the use of off-street facilities over visitor parking on neighborhood streets

a	Improve condition of temporary shared Visitor Center parking lot; restripe current Visitor Center parking lot with highest capacity	M		NPS Partners
b	Formalize all parking facilities created in initial Central State Historic Site development. Development properties identified in central focus are on Parking Recommendations map; Enhance wayfinding and signage to these parking facilities as they are implemented	M		NPS Partners
c	Install electric vehicle charging stations in parking facility	L		NPS Partners

1.4 Pursue agreements for shared parking facilities first – provide opportunities for local businesses to benefit from Pullman parking

a	As needed, pursue agreements with Salem Baptist Church for offices lot, True Vines of Holiness MB church, and adjacent parcels	ongoing		NPS Partners
b	Pursue development of parcels east of Metra on 111th Street outright or through shared agreements	M		Metra
c	Pursue Metra to share weekend parking at 115th Station lots	M		Metra
d	Partner with Metra to develop shared parking strategy if park-n-ride amenities are developed near 111th Street or 103rd Street	L		Metra

REMOTE PARKING

1.5	Develop a Major Event parking strategy through partnerships with local institutions with large parking supply			
a	Pilot satellite parking and shuttle service at one major event in 2017 (Potential use of House of Hope or Sherwin lot on trial basis)	S		NPS Partners
b	Pursue a shared parking agreement with nearby landowners with substantial parking facilities; concentrate event parking in 1-2 remote parking locations *- Metra Park & Ride Lots at 115th at off-peak periods* *- House of Hope Parking Lot***	M		NPS Partners
c	Explore temporary parking restrictions, attendants or traffic control on residential streets during major events, or metered spaces with surge pricing	L		NPS, CDOT, CPD

CIRCULATOR/SHUTTLE

1.5	Develop a Major Event parking strategy through partnerships with local institutions with large parking supply			
a	Continue to expand CTA service to help manage major event demand	S		CTA
b	Create a pilot that serves as a shuttle to parking facilities during major event in 2018	S		NPS, CTA
c	Pursue alternative routing for CTA Route #111A to support connections for visitors from remote parking to the future Visitor Center; Consider Walmart as partner for over-fill parking	M		Walmart
d	Create and market a National Historic Landmark District circulator/shuttle to a shuttle to parking facilities during peak visitor seasons and major events contingent on demand	L		NPS Partners

GOAL 2: Manage impacts of tour bus activity on residents

2.1	Provide strategic routing and amenities for small- and mid-sized tour buses.			
a	Pursue increased enforcement of restriction by City Ordinance on buses over 22ft size on neighborhood streets within the Pullman neighborhood	S		Alderman, CPD
b	Include tour bus guidance in development of Visitor Use Management Plan (VUM Plan) for the Pullman neighborhood	M		NPS
c	Establish communication line between Pullman and preferred tour bus vendors to coordinate schedules and communicate routing and restrictions.	M		NPS Partners
d	Share preferred route with all 3rd party tour orgs – pursue Chicago tour company partnerships	M		Other

2.2	Identify preferred locations for tour bus drop-off/pick-up and policies for idling & staging			
a	At current Visitor Center location, provide designated parking and drop-off and parking for larger buses along east side of Cottage Grove	S		NPS
b	111th Place – Forrestville Avenue – 112th Street should be used only for tour bus turn-around (until closed)	S		NPS
c	Establish a tour bus drop off from east side of Cottage Grove Avenue adjacent to future Visitor Center building	M		CDOT
d	Identify large-bus staging area for buses waiting for tour pick-up at H.O.H. lot. Establish "No idling" policy for larger buses	S		NPS Partners

GOAL 3: Plan for growth in ridesourcing

3.1	Promote ridesourcing as an additional visitor access option			
a	Support expansion of ridesourcing services on South Side	ongoing		Private Partners
b	Explore partnership with ridesourcing company to support travel to/from Pullman National Monument	S		NPS, Private Partners
c	Promote transit+ridesourcing solutions that will leverage CTA and Metra service for the major portions of the trip, or reach potential visitors beyond the transit network	S		NPS, Private Partners, CTA, Metra

3.2	Establish a preferred vehicular "passenger drop-off" area to serve visitors carpooling or arriving via taxi/ridesourcing			
a	Establish "destination" in ridesourcing and GPS applications at current Visitor Center entrance	S		NPS Partners
b	Strategically locate preferred passenger drop-off area within National Monument site; avoid conflict with existing transit stops	S		NPS
c	Sign a preferred passenger drop-off area at future Visitor Center via interior street	L		NPS