

	QUESTIONS RELATING TO THE SCOPE OF THIS PROJECT -	RESPONSE FROM PROJECT TEAM
1	On what authority can you dismiss proposed measures outside of the resolve adverse effects process?	Avoidance, minimization, and mitigation measures are considered throughout the project development process. Avoidance measures are considered early in the project development process and are implemented when feasible and reasonable. If an avoidance measure cannot be implemented, it is usually dismissed before reaching the "resolve adverse effects" stage of the section 106 process. Unless there is a change in circumstances, avoidance alternatives that are dismissed are not re-evaluated. The Section 106 process does not prohibit Federal agencies from considering avoidance and minimization efforts earlier in the process than the "resolve adverse effects" stage.
2	Why was there no Section 106 review for either the Skating Rink or Midway Lighting? Both were considered adverse effects on the Midway Plaisance assessment	Federal review was not triggered for those projects since they did not need any federal permits/approvals and did not receive any federal funding, therefore an analysis of effects was not performed.
3	Isn't there already a Frederick Douglass marker in Jackson Park?	Preliminary research shows an article from the 2009 Hyde Park Historical Society that shows a picture of the Frederick Douglass boulder and states that it is near the Bowling Green. Note that this has not been visually confirmed.
4	Who pays for and maintains the agreed upon Mitigation measures.	This issue will be resolved through the MOA negotiation process and that the MOA will set forth who is responsible for funding each mitigation measure.
5	How does federal and state funding tie into the mitigation measures as a potential carrot and stick vehicle, especially foreseeing large deficits due to the current pandemic response?	Mitigation measures that are agreed upon through the environmental review process, including Section 106, are required to be implemented as part of the project. Therefore, the cost of mitigation is eligible for federal reimbursement under the Federal-aid Highway program as with any other eligible project cost.
6	Does the Federal Govt. have the authority to alter the decisions made in City Council regarding the OPC location and design?	The OPC site development is a privately funded construction activity; therefore, the design and location decisions are outside the scope of the federal agencies' authority.
7	Is no one considering the adverse effects of increased traffic on LSD and Stony Island.	As described in the AOE, the closures of Cornell Drive and Marquette Drive will result in a redistribution of traffic along existing arterials and collectors. The redistribution of traffic would result in three roadways exceeding their existing capacity, leading to unacceptable levels of service. Those three roadways are: (1) Stony Island Avenue, (2) Hayes Drive, and (3) Lake Shore Drive. To address the resulting capacity deficiencies on these three roadways, the City has proposed improvements to achieve acceptable levels of service. As discussed on pages 45 and 47 of the AOE, additional traffic anticipated along Lake Shore Drive and Stony Island Avenue would change traffic noise levels by less than 3dBA, which is not a perceptible change.
8	Can you explain how this narrowly defined mitigation measures aligns with Matt Fuller's broader definition of what mitigation actually is?	Because Section 106 doesn't expressly define mitigation, it is appropriate to use the definition found in 40 CFR 1508.20 which states mitigation includes: (1) avoiding the impact altogether, (2) minimizing impacts, (3) rectifying the impact by repairing, rehabilitating, or restoring the affected environment, (4) reducing or eliminating the impact over time, or (5) compensating for the impact by replacing or providing substitute resources. Many of the mitigation ideas proposed to date by the consulting parties fit into one of these five categories of "mitigation."
9	When is erecting a plaque the best practice when there is an option to preserve the historic integrity of a place?	These and other suggested measures are being noted. During the MOA process, the Federal agencies, the City, and the consulting parties will consider further actions within the agencies' authority that would avoid, minimize, or mitigate the identified adverse effects.

10	Could Matt Fuller explain how still-actives reviews by NPS and USACE fit into the Section 106 conclusion?	An environmental assessment under NEPA is being conducted concurrently to the Section 106 compliance process. The EA also considers the impact of federal actions, both direct and indirect, on cultural resources (historic properties). The EA will be released for public review.
11	Who is considering effects of new traffic lanes on LSD and Stony Island....especially in light of storm effects?	The AOE analyzes the effects of new traffic lanes on Lake Shore Drive and Stony Island Avenue (pages 45-48). All proposed changes to the road system would take into account appropriate stormwater management systems for the location and traffic volume.
12	Can children should be a part of the historical plaque idea. Making them accessible so that they are educated through history and art activities/lessons.	These and other suggested measures are being noted. During the MOA process, the Federal agencies, the City, and the consulting parties will consider further actions within the agencies' authority that would avoid, minimize, or mitigate the identified adverse effects.
13	I have heard several times that Cornell Drive was not part of the original Olmsted concept. Can someone find out if it was or was not? If it was not and was added latter, would this not change the conversation somewhat?	Refer to the AOE for information on Olmsted's design of Cornell Drive. The overall determination of an adverse effect on Jackson Park Historic Landscape District and Midway Plaisance and the Chicago Park Boulevard System Historic District would not change if Cornell Drive was not part of the original Olmsted concept.
14	A narrow Cornell Drive was in Olmsted's original designs. It should be narrowed and quieted. No need to erase it because the designer could not have foreseen cars when it was designed. Do we tear down buildings that didn't foresee air conditioning once air conditioning is available?	The FHWA has authority to approve federal funding for roadway, pedestrian, and bicycle alterations. FHWA's jurisdiction is limited to those portions of the undertaking that will be carried out with federal funding through the Federal-Aid Highway Program. It has no authority over the City's plan to close a portion of Cornell Drive. The City has indicated that one of its principal objectives is to improve connectivity from the west side of the park to the lagoon and lakefront, and that the implementation of traffic calming measures along Cornell would not achieve this goal. Therefore, the traffic studies considered alternative ways to address traffic issues and non-vehicular access to and around Jackson Park based on closing Cornell.
15	Can we pass along the survey tool to others?	The survey will be sent to Consulting Parties and will be posted on the project's website.
16	In order to come up with a mitigation suggestion, I'd like to get a bit of how are the ideas evaluated? Want to be sure the mitigation is an appropriate remedy for the adverse effect?	Mitigation measures should address the adverse effect to Jackson Park and Midway Plaisance Historic District and the Chicago Park Boulevard System Historic District. A successful mitigation should result in an outcome that (1) repairs, rehabilitates, or restores portions of the impacted resources (2) reduces/eliminates an impact over time (3) compensates for the impact by replacing or providing a substitute resource or (4) the mitigation measure minimizes the impact. The project team will also evaluate the mitigation ideas based on feasibility and if the mitigation measure proposed is commensurate with the impact to the resource.
17	If lakefront is designated as a national park system, what happens if further lakefront erosion happens beyond the point of greater destruction than currently exists, including lakefront "private" property and public lands, not to mention future climatory changes and unforeseen human evolutionary needs in future?	This suggestion is outside of the scope of this project and speculative.

COMMENTS RECEIVED FROM CHAT - WEBINAR #1	RESPONSE FROM PROJECT TEAM:
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1	Keep Cornell dr in place but calm it with ped and bike features.	The FHWA has authority to approve federal funding for roadway, pedestrian, and bicycle alterations. FHWA's jurisdiction is limited to those portions of the undertaking that will be carried out with federal funding through the Federal-Aid Highway Program. It has no authority over the City's plan to close a portion of Cornell Drive. The City has indicated that one of its principal objectives is to improve connectivity from the west side of the park to the lagoon and lakefront, and that the implementation of traffic calming measures along Cornell would not achieve this goal. Therefore, the traffic studies considered alternative ways to address traffic issues and non-vehicular access to and around Jackson Park based on closing Cornell.
2	Cornell should have a pleasant bike corridor	A new shared-use path along the vacated Cornell Drive would be constructed within a portion of the limits of the existing roadway pavement.
3	Midway should be an open meadow space.	The proposed layout of the East End of the Midway Plaisance includes a flexible open space approximately 1.1 acres in size.
4	Include better landscaping on east end of midway.	The City and the Park District, in consultation with the community, will make the final design selections in light of the historic nature of the Midway Plaisance. Moreover, the City and the Park District have indicated that they welcome the participation of the Illinois SHPO and other Consulting Parties during the design review process for the replacement recreation site.
5	Midway skating rink and lighting (star wars) listed as adverse effects.	These projects are outside of the scope of this project.
6	Cornell dr – original Olmsted design to park. Can it be retained and reduced in size and integrate into the OPC site. Preservation Chicago	The FHWA has authority to approve federal funding for roadway, pedestrian, and bicycle alterations. FHWA's jurisdiction is limited to those portions of the undertaking that will be carried out with federal funding through the Federal-Aid Highway Program. It has no authority over the City's plan to close a portion of Cornell Drive. The City has indicated that one of its principal objectives is to improve connectivity from the west side of the park to the lagoon and lakefront, and that the implementation of traffic calming measures along Cornell would not achieve this goal. Therefore, the traffic studies considered alternative ways to address traffic issues and non-vehicular access to and around Jackson Park based on closing Cornell.
7	The UPARR protection and new play area should be placed in a different location to avoid any adverse effect to the east section of the Midway and leave the east section as primarily an open flexible meadow as designed by Olmsted. The City has studied seven other excellent possible locations for UPARR replacement sites. (Save the Midway)	The east end of the Midway Plaisance was among seven potential sites the City evaluated for UPARR replacement recreation. These included Harold Washington Park and five vacant sites between 57th Street and 71st Street. The City evaluated the sites that could offer the same quality of recreational opportunities within a mature landscape, walkability to Chicago's lakefront, and walkability to neighborhoods surrounding the OPC site. The City also considered anticipated cost, feasibility, and complexity of using the sites for UPARR replacement recreation. The vacant sites and Harold Washington Park were ruled out for UPARR-designated recreation because they lack all or most of the key characteristics and because they present feasibility concerns. In contrast, the east end of the Midway Plaisance exhibits each of the key characteristics. The Midway Plaisance is already integrated into the same park system as Jackson Park and like Jackson Park, provides a historic setting for recreation. The City believes the historic setting is valuable and enhances the experience of the space. The City also owns the Midway Plaisance, substantially limiting the risk of unforeseen complexities like environmental contamination.

8	ADA compliance remediation is long overdue.	ADA improvements would be included at widened or modernized intersections, such as installation of compliant sidewalk slopes, curb ramps, detectable warning tiles, and accessible pedestrian signals.
9	Cornell Drive- Olmstead could not have contemplated cars driving through such a beautiful park. Crossing the street is impossible. Let's make sure that this park is accessible to all!	Pedestrian improvements are proposed throughout Jackson Park to improve connectivity. Improvements include new trails, crossings, and underpasses to provide safer and more comfortable access for pedestrians.
10	Connect Lakefront, Jackson Park, Midway, Washington Park via bike pathways - there are old pathways along the Midway that could be rejuvenated.	Bicycle improvements throughout Jackson Park would be implemented and would improve bicycle connections to adjacent areas.
11	Resolution suggestion: The City should not drain the ephemeral wetland but should rather replace it with a small, narrow, designed water feature. It should be respected as an ecological resource that promotes the richness of flora and fauna of the entire area.	As discussed on page 44 of the AOE, the sunken lawn is a non-historic wetland that experiences frequent flooding, which is an impediment to recreational use on the site. Draining the sunken lawn would allow the restoration of its historic appearance including a symmetrical balance and pre-1960s spatial plantings, while maintaining the sunken nature and recreational use of the lawn.