

REDEFINE THE DRIVE



NORTH DuSABLE LAKE SHORE DRIVE

NORTH DUSABLE LAKE SHORE DRIVE STUDY SPOTLIGHT

SOCIAL FACTORS

Level 3 Screening Criteria: Results

February 2022

The North DuSable Lake Shore Drive (NDLSD) Phase I Study is currently evaluating the [five remaining NDLSD Build Alternatives \(“Level 3 Screening”\)](#). As part of this evaluation, nearly 30 different criteria are being considered, including Performance, Social, Economic and Environmental factors. The project team has separated criteria into two categories: 1) Distinguishing criteria contain results that vary amongst alternatives, and 2) Non-distinguishing criteria contain results that are the same or similar amongst alternatives. This Study Spotlight addresses several non-distinguishing Level 3 Screening criteria associated with each of the remaining alternatives under consideration, including right-of-way acquisition, consistency with local plans, and parking impacts. This Spotlight also discusses the aggregate effects of independent past, present and future projects in the NDLSD study area. For additional details regarding the overall Phase I Study, please visit the project website at northdusablelakeshoredrive.org.

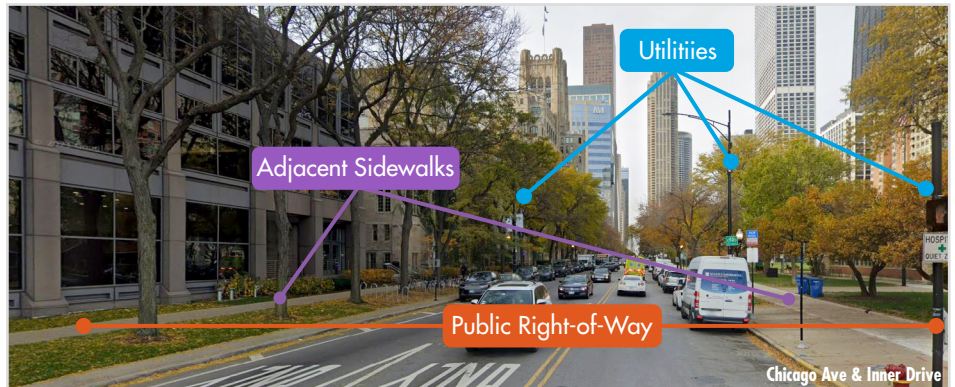
RIGHT-OF-WAY ACQUISITION

Traditionally, roadway right-of-way includes not just the public roadway itself but also adjacent sidewalks and in some cases the space used for utilities such as street lighting and storm sewers. However, North DuSable Lake Shore Drive (NDLSD), as recognized today, was originally constructed as a park feature by the Chicago Park District starting in the 1930s, with the northernmost extension completed in the early 1950s. In 1959, jurisdiction of NDLSD was transferred from the Park District to the City of Chicago, but that only included transfer of land devoted to roadway purposes (i.e., curb-to-curb). Roadway jurisdiction was transferred again in the 1970s from the City to the Illinois Department of Transportation, although the City has retained maintenance responsibility for the roadway facilities.

As the NDLSD roadway is surrounded by a historic park, any proposed physical changes may affect park property. Although the “right-of-way” for NDLSD is jurisdictionally defined by the backs of curb on each side of the roadway, it also includes roadway appurtenances such as street lighting and utilities. Any property beyond these limits is Chicago Park District property that is protected under Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 106 of the National Historic Preservation Act of 1966. Thus, impacts to Park District property will be important considerations in project decision-making. Details of impacts to park land will be outlined as part of the Green Space, Section 4(f) and Section 106 evaluation criteria at future Task Force meetings.

Right-of-way limits along other nearby roadways, such as Inner Lake Shore Drive or Marine Drive and side streets to the west, delineate the space between public and private property. **None of the remaining alternatives would require acquisition of additional right-of-way from private property owners.**

Typical Right-of-Way Elements



PARKING

A detailed evaluation of existing available parking was conducted throughout the study area including on-street parking as well off-street parking lots that serve park facilities and/or the adjacent neighborhoods. Existing parking is impacted by each of the alternatives, however, replacement parking has been incorporated into the proposed design plans at several locations which would result in a net zero change in the number of available parking spaces along the corridor. **Parking impacts and proposed mitigation plans are therefore the same across each of the remaining alternatives.**



CONSISTENCY WITH STATE, REGIONAL AND LOCAL PLANS

The purpose of the NDLSL project is to improve safety and mobility of all modes of travel, improve facility deficiencies and improve accessibility to and from Lincoln Park, the Lakefront Trail and the adjacent communities. Each of the remaining alternatives satisfy these needs in varying manners, but there are certain features that address these needs that are common to all remaining alternatives. All remaining alternatives include softening the Oak Street curve and providing safety zones at the outer edges of pavement to improve vehicular safety. All the alternatives also include separating bicycles and pedestrians on the Lakefront Trail and providing grade separations at trail conflict points, providing priority treatments improve the speed and reliability of transit vehicles, shoreline protection improvements to prevent wave overtopping, as well as complete reconstruction and modernization of infrastructure along the corridor.

As a part of Level 3 Screening for the NDLSL Phase I Study, state, regional and local plans were reviewed to determine if the remaining alternatives are consistent with those plans. This plan consistency assessment began with research to identify and review planning documents that are relevant to the NDLSL project. Over 20 state, regional and local plans were reviewed for their applicability to the NDLSL project. Several of the applicable plans that have been reviewed are identified to the right.

As noted above, all of the remaining alternatives include common improvements to address the many needs of the project, which also align with objectives in the varying state, regional, and local plans. **Therefore, all remaining NDLSL alternatives were found to be generally consistent with each of the applicable state, regional and local plans.**

Reviewed Plans
State <ul style="list-style-type: none">• IDOT Long Range Transportation Plan• IDOT Strategic Highway Safety Plan• Illinois Bike Transportation Plan
Northeastern Illinois Region <ul style="list-style-type: none">• ON TO 2050 Comprehensive Regional Plan• Invest in Transit, the 2018-2023 Regional Strategic Plan
Local <ul style="list-style-type: none">• Lakefront Plan of Chicago/Lakefront Protection Ordinance• Lincoln Park Framework Plan• Chicago Climate Action Plan• Chicago Pedestrian Plan• Chicago Streets for Cycling Plan

OVERALL EFFECTS ON THE HUMAN AND NATURAL ENVIRONMENT

The National Environmental Policy Act requires federal agencies to take a “hard look” at their actions on the human and natural environment. This “hard Look” includes not only the impacts of the project being undertaken, but also the aggregate impacts of other independent effects anticipated by past, present, or future projects on the same human and natural resources. The image to the right depicts these considerations.

For example, impacts to each of the identified environmental resources such as trees, wetlands, air quality and noise, will be considered in light of other projects outside the scope of the NDLSL project. The NDLSL team has coordinated with local stakeholders and agencies to understand past projects within and adjacent to Lincoln Park. An example would be the construction of [separate trails for bicyclists and pedestrians along the Lakefront Trail](#), which was completed in 2018. Projects that are currently under construction, such as the [AIDS Memorial Garden project](#) in Lakeview, are also being considered. We will also continue to ensure that NDLSL plans are compatible with future plans within the park, such as [improvements to the Chicago Shoreline](#) that will be studied by the U.S. Army Corps of Engineers.

It is important to recognize that changes within Lincoln Park are occurring continually. **The aggregate impacts of past, present, and future actions beyond the NDLSL scope are expected to have similar overall effects on the human and natural environment when combined with any of the remaining NDLSL alternatives.** A detailed analysis of past, present, and future projects will be prepared in conjunction with the preferred alternative.

