

**From:** [Ash White](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 11:02:37 PM

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My name is Ash White, I live in Edgewater. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

I love the lakefront. The future should not prioritize high speed car travel along it.

**Ash J.I. White**  
[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [Lucas van Dijk](#)  
**To:** [Info](#)  
**Subject:** Dissatisfied with current Lake Shore Drive Plan  
**Date:** Thursday, February 26, 2026 11:02:46 PM

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Dear CMAP transportation committee,

My name is Lucas van Dijk and I live in North center. I regularly walk and bike along the lake front, and would strongly oppose any car-oriented plan that increases the number of lanes, increases noise, increases pollution, and diminishes the human enjoyment of this beautiful part of the city.

This city should rescope this project with a more forward-looking vision, prioritizing public transit, green spaces, and a boulevard.

Thank you for considering alternative options.

Kind regards,

--

Lucas van Dijk

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**From:** [Nick Samata](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 11:06:26 PM

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Hello,

I believe any major renovation of Lakeshore drive that does not include improved public transit, specifically dedicated bus lanes as a minimum, is irresponsible.

Frequent, reliable, and fast busses are integral to the city moving forward and away from a reliance on cars. They also have been shown to reduce traffic for drivers as well.

Only looking at models that assume people's current transportation uses into account and not improvements to other public transit does not accurately reflect the possibilities of the future with proper investment in public transportation. The rest of the area, state, and transit organizations are beginning to see this and make the investments, CMAP's plans can either help lead the charge or be an anchor dragging down progress for decades to come.

Thank you

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**From:** [Laura Duran](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 11:09:14 PM

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My name is Laura Duran, I live in Lakeview. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access.

Please do not unlock funding for a highway expansion through our parks.

Thank you,

Laura

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**From:** [Jen Scinto](#)  
**To:** [Info](#)  
**Subject:** Public Comment - CMAP Transportation Committee - DLSD  
**Date:** Thursday, February 26, 2026 11:14:41 PM

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Hello,

I'd like to provide this public comment on DuSable Lake Shore Drive for the Feb. 27 meeting in writing.

My name is Jennifer Scinto and I currently live in Logan Square in the 35th ward. I used to live at Division and Dearborn and spent much of my time along the lakeshore while I lived there. I think the lakeshore is one of Chicago's best features and should not be adjacent to a highway causes pollution, environmental noise, and additional traffic via induced demand for the surrounding area.

I am asking CMAP not to move DLSD onto the constrained list until it can be rezoned as a true boulevard with serious public transit and public lakefront access. The public has been consistently asking for an alternative for our lakefront. Please do not unlock further funding for the current version. I believe funding should be allocated to expansion and promotion of public transit.

Sincerely,  
Jennifer Scinto

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**From:** [Carrie Woodward](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27  
**Date:** Thursday, February 26, 2026 11:15:56 PM

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Hello,

My name is Carrie Woodward. I live in Lakeview/North Center. I love our lakefronts and believe in making our city more transit and pedestrian friendly. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

If possible, please share a Zoom link for tomorrow's meeting and I will attend.

Thank you,

Carrie Woodward

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**From:** [Kevin Noone](#)  
**To:** [Info](#)  
**Subject:** Public Comment: Do Not Advance DLSD Funding Without Rescoping  
**Date:** Thursday, February 26, 2026 11:18:33 PM

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My name is Kevin Noone, and I live in Lakeview East (44th Ward).

I urge CMAP not to advance the DuSable Lake Shore Drive project until it is rescoped as a true boulevard with transit and real lakefront access. The current scope amounts to a highway expansion through our parkland, and CMAP should not unlock funding for it.

This is a once-in-a-generation chance to do something better. Please don't let it pass.

Thank you,  
Kevin Noone

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**From:** [Casimir Leonard](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 11:19:29 PM

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My name is Casimir Leonard I live in uptown. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Please do not expand more lanes for cars. We need more green space and bike pathing.

Best,

Casimir Leonard  
[REDACTED]

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**From:** [Charlie Palm](#)  
**To:** [Info](#)  
**Subject:** DLSD Expansion  
**Date:** Thursday, February 26, 2026 11:19:17 PM

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Hello,

My name is Charlie, I live in Bucktown. I'm asking CMAP not to advance DLSD until the project is re-scoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. It's hard enough for me to cross the Kennedy and the river to get to the lake on my bike, and expanding DLSD makes something that's already difficult even harder, and fills our streets with more cars, more exhaust, and more traffic.

Revamping DLSD with dedicated transit and more pedestrian friendly spaces is what the city needs. NOT wider lanes and more dedicated spaces for cars. We have enough.

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**From:** [REDACTED] on behalf of [Samuel Mendelson](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Thursday, February 26, 2026 11:25:12 PM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Samuel Mendelson

[REDACTED] Chicago, IL [REDACTED]  
[REDACTED]

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**From:** [Stormy Kara](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 11:26:11 PM

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Comment submitted in writing via email.

The current Lake Shore Drive redesign fails to meaningfully adapt and improve this vital transportation corridor into a multimodal boulevard that creates greater lakefront connectivity and better transit services. I am commenting to request CMAP to NOT advance the current DSLD plan into the "constrained" list.

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**From:** [REDACTED] on behalf of [Kacper Stasik](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Thursday, February 26, 2026 11:27:45 PM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,

Kacper Stasik

[REDACTED] Chicago, IL [REDACTED]  
[REDACTED]

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**From:** [Przemyslaw Bezara](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27) In Writing  
**Date:** Thursday, February 26, 2026 11:31:03 PM

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This project must be scrapped or delayed. With the formation of the NITA this year, it is reckless to cement this wasteful project in, before a comprehensive unified regional transit service is put into place. We do not live in the era of highways anymore.

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**From:** [A Mac](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 11:47:19 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

I am humbly voicing my support AGAINST the current plans to expand North Lake Shore Drive into an even larger barrier between the people of Chicago and our greatest natural resource: the lakefront. At the VERY minimum, if we are choosing to lock in a lakefront highway for the next 8 decades long after we recognize the harms of this kind of infrastructure, we MUST include full transit lanes throughout the length of the expressway which are enforced 24 hours a day. We should under no circumstances accept the terrible proposal put forth by IDOT that prioritizes rich suburban motorists over working class city transit riders who should be *prioritized* for choosing a greener and more efficient form of transportation. Even if the decision is made to advance this project, we NEED to fight for a better version of the project. Lest we regret our brand new urban freeway which will no doubt block us from our lakefront until our grandchildren are old.

Respectfully,

-A lifelong Chicagoan who would prefer to remain anonymous for professional reasons

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**From:** [Edmond Fitzgerald](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 11:51:14 PM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello,

My name is Edmond Fitzgerald, I live in Ravenswood. I am a regular commuter on Lakeshore Drive and I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. I work as a developer and I believe that the current plan does not align with LaSalle factors 1-4. Don't unlock funding for a highway expansion through our parks.

Thank you

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**From:** [Collin Pearsall](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 12:03:38 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

Hi,

I am writing in strong opposition to keeping a highway on our lakefront. Road noise and pollution do not belong in a park. Waterfront highways in urban areas are an atrocity because they not only waste valuable land but lower the desirability and taxable value of surrounding properties. Any plan that does not replace general purpose highway lanes with something better, like dedicated bus lanes or a boulevard or even a passenger rail corridor, is a vote for the status quo where the highway induces demand for car travel. More people want to take the lakefront bus routes, but the buses are stuck in traffic on the drive and on city streets, making it an unappealing option. I am opposed to the continued existence of DLSD in its current form, or one of the worse forms that has been proposed, because I've cared deeply about climate change for nearly my whole life. As electric vehicles have become widespread, I've also realized how many other problems cars create, from particulate, noise, and water pollution to burdens on personal and municipal finances, which electric vehicles will not solve. At a time when other cities in the US and around the world are removing urban waterfront highways and reaping the benefits, Chicago must do better. We will not accept any expansion of DLSD, period.

Thank you for your consideration,  
Collin Pearsall

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**From:** [REDACTED]  
**To:** [Info](#)  
**Subject:** DLSD  
**Date:** Friday, February 27, 2026 12:05:12 AM

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My name is Suzanne Valliere, I live in Streeterville. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Our lakefront deserves better than a highway expansion."

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**From:** [Michael Nock](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 12:08:24 AM

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My name is Michael Nock. I live in West Loop in Chicago. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. I don't support widening a highway that reduces the size of the park and that doesn't solve the problems that the current Lakeshore drive faces. We need to keep the park as an area that all Chicagoans can access and enjoy.

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**From:** [REDACTED] on behalf of [deven desai](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 12:15:19 AM

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[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
deven desai

[REDACTED] Chicago, IL [REDACTED]  
[REDACTED]

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**From:** [Enrique Nava Muñoz](#)  
**To:** [Info](#)  
**Subject:** No more lanes in Lake Shore  
**Date:** Friday, February 27, 2026 12:36:56 AM

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No suele recibir correo electrónico de [REDACTED]. [Por qué es esto importante](#)

Hi,

I am a resident of the Lincoln park area and would hate an expansion of the lanes in lake shore drive. We need pedestrian, bike and transit-oriented development, not more cars. Please withhold any car infrastructure funds!

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**From:** [REDACTED] on behalf of [Dale Rosenthal](#)  
**To:** [Info](#)  
**Subject:** Please do NOT advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 12:39:45 AM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This project has faced overwhelming opposition from community members as well as elected officials. The result was clearly based on biased premises and met with massive community opposition because the process was deeply flawed. Redefine the Drive needs to be sent back to the drawing board, especially in light of the creation of NITA. We need a solution that works well with the transit network we create.

The premise of the project, from the beginning, fundamentally rejected public input. That public input would have reflected that an overwhelming majority of residents want investments in transit and a reduction in the impact of DLSD on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Dale Rosenthal

[REDACTED] Chicago, IL [REDACTED]  
[REDACTED]

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**From:** [REDACTED] on behalf of [Kaitlin Mitchell](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 12:51:02 AM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Kaitlin Mitchell

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED]  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 1:08:59 AM

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My name is Joe, I live in River North. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [REDACTED]  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 1:37:39 AM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

To whom it concerns,

My name is Carsyn Fisher, I live in Gold Coast. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Our lakefront deserves better than a highway expansion.

Best,

Carsyn Fisher

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**From:** [Charles Dietzel](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 1:53:29 AM

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Hello,

This is my written comment on the "Redefine the Drive" CMAP proposal regarding DLSD:

As someone living in Chicago, I strongly urge CMAP to pause on advancing DLSD into the constrained list.

The flawed evaluation process for the proposed changes to DLSD has been largely based on car throughput.

I ask that, for the good of Chicago as a whole, CMAP not double down on its flawed car-centric approach to an expressway that runs alongside parkland for three-quarters of its length.

Instead, CMAP should hold off on advancing DLSD to the constrained list and should instead perform additional modeling that treats DLSD as a true boulevard rather than a rebuilt highway.

During this process, CMAP should seriously consider transit-oriented improvements, such as regional rail, bus rapid transit, bike lanes, or significantly improved CTA service.

These changes would be quieter and more visually pleasing, enable higher transit throughput, and produce less pollution for the countless thousands of tourists and citizens who visit the Chicago lakeshore each year.

Thanks,

-Charles Dietzel

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**From:** [REDACTED] on behalf of [Kati Woock](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 2:00:07 AM

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[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Kati Woock

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Steven Vance](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 2:00:29 AM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

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It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Steven Vance

[REDACTED]

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**From:** [REDACTED] on behalf of [Eric Pacheco](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 2:09:12 AM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Eric Pacheco

[REDACTED] Chicago, IL [REDACTED]  
[REDACTED]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [REDACTED] on behalf of [Michael Weiss](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 2:21:55 AM

---

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Michael Weiss

[REDACTED] Chicago, IL [REDACTED]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [Amelia Moffatt](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 2:31:21 AM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

To whom it may concern,

My name is Amelia Lancaster Moffatt,

I live in the Gold Coast at [REDACTED]. I believe it would be most unwise for CMAP to advance DLSD in its current state. Only until the project is rescoped as a true boulevard with transit and real lakefront access will I abide by this project. Unlocking funding for a frankly unneeded highway expansion would dramatically lower my quality of life, as well as that of others in my neighborhood, and lakefront residents across the city.

I urge the Committee to reconsider in the interests of a society that is becoming increasingly less dependent on personal automobiles. I myself do not own a car, and I find it hard to believe that this project has a place in a city where 73% have indicated they would wish to drive less. The economic benefit of a boulevard-ed lakefront becomes clear when it is made open to everyone. It would drive local tourism and promote the development of businesses closer to the lake.

As Lake Shore Drive is already closed to trucks and other heavy traffic, there is no popular incentive to perform an action that would bring these dangerous vehicles to our doorstep. The economic benefit of allowing such vehicles is also not likely to be realized for decades due to both incurred delays and cost of construction. Is it not clear to the Committee that this project stands to incur an incredible volume of construction in one of the densest parts of Chicago? Is it then not obvious that its undertaking is virtually guaranteed to be wildly unpopular? Such measures would also worsen air quality in a city already so full of cars. If some are not willing to give up lanes, the answer is surely not more.

Additionally, I have been witness to several crashes caused on the current LSD configuration due to dangerous driving. There have been 49 fatalities on the road in its current configuration, which also racks up some seven accidents PER DAY. Despite the fact that there is a 40 (or in some cases 45) mph speed limit, this is not followed in the slightest. I routinely see drivers going double this speed, an act which is extremely reckless and endangers the lives of others. This is also hard to control through law enforcement, as oftentimes the average speed of traffic will be at least 60 mph on straight stretches.

Who is an officer to stop in such cases? In trying to follow the speed limit, I am oftentimes met with frustration from other drivers who seem to be in a terrible hurry indeed. The only time I have ever seen police presence on the drive is north of Foster, and this is simply not enough to deter such carelessness. The construction of a boulevard with multiple lights and crossings on the main road would remove the perception of LSD being another Kennedy. Proof of concept can be seen in the stretch east of Millennium and Grant Park, where there are *not* people driving at speeds seen on the Kennedy.

It is clear to me that Lake Shore Drive needs to be treated more like a surface street and less like people's personal expressway if CMAP truly has the interests of Chicago in mind. Doing so would save lives, reduce accidents, improve quality of life, and bring valuable economic

opportunities to the lakefront. I once again urge the Committee to stop this nonsense and think about what they are doing before they lend support to Chicago's biggest embarrassment since the parking deal.

Yours sincerely,

Amelia Lancaster Moffatt

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**From:** [Eli Winter](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 2:43:45 AM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

My name is Eli Winter, I live in Andersonville. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

**Eli Winter**  
[REDACTED]

**Sent from my iPhone**

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [REDACTED] on behalf of [Nicholas McGregor](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 4:46:27 AM

---

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Nicholas McGregor

[REDACTED] ve Chicago, IL [REDACTED]  
[REDACTED]

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**From:** [REDACTED] on behalf of [Alex Kuznetsov](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 4:55:13 AM

---

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

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It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Alex Kuznetsov

[REDACTED] Chicago, IL [REDACTED]  
[REDACTED]

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**From:** [Mary Elizabeth](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 5:49:23 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

The drive should not be redefined as a larger highway! The parks, beaches, and bikelanes are for the PEOPLE! We say NO to expanded highway!

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [REDACTED] on behalf of [Matt Smith](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 5:57:31 AM

---

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

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It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Matt Smith

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Liesl Orenic](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 5:59:49 AM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

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It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Liesl Orenic

[REDACTED] Chicago, IL [REDACTED]  
[REDACTED]

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**From:** [REDACTED] on behalf of [Andrew Gazdziak](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 6:14:43 AM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

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Sincerely,  
Andrew Gazdziak

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Jessica DeFrances](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 6:14:17 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

My name is Jessica DeFrancrd and I live in Ukranian Village]. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Jessica DeFrances

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**From:** [REDACTED] on behalf of [Joseph Pavilonis](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 6:17:07 AM

---

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have made calls for the same.

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It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project

Sincerely,  
Joseph Pavilonis

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Goutham Nair](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 6:20:54 AM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

Good morning,

I am writing to oppose the DSLD expansion until and unless the project is formally rescoped as a true boulevard with strong consideration for improving regional transit instead of simply expanding the highway. The city can learn from other cities' mistakes; expanding the highway and focusing on cars instead of safer, more efficient, and less impactful forms of transportation such as CTA, Metra, and Pace as well as pedestrian traffic would be a massive mistake.

Sincerely,

**Goutham Nair, MD**

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**From:** [Marcus Papadopoulos](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 6:21:34 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

My name is Marcus Papadopoulos, I live in Lincoln Park, [REDACTED] I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Best,  
Marcus

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**From:** [David W. Johnson](#)  
**To:** [Info](#)  
**Subject:** Public Comment CMAP Transportation Committee Feb 27  
**Date:** Friday, February 27, 2026 6:23:03 AM

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You don't often get email from c [REDACTED]. [Learn why this is important](#)

My name is David Johnson. I live in Pilsen. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

We need more clean, affordable, accessible public transportation for this century; not more infrastructure for the last one.

DWJ

**David W. Johnson, PhD**

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**From:** [REDACTED] on behalf of [Alec Singer](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 6:35:23 AM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Alec Singer

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Colin Griffin](#)  
**To:** [Info](#)  
**Subject:** Do NOT advance DLSD  
**Date:** Friday, February 27, 2026 6:46:07 AM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

My name is Colin, I live in Uptown. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [Robert Baughman](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 6:47:38 AM

---

You don't often get email from [REDACTED] [Learn why this is important](#)

My name is Robert, I live in Bucktown and am a 33 year resident of Chicago. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Our lakefront deserves better than a highway expansion. Although I live further away from the drive I often bike to Lincoln Park and the drive is always a challenge to cross to access the lake front.

Respectfully,  
R. Baughman

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**From:** [Daniel Lucas](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 6:48:11 AM

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[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

My name is Daniel Lucas, and I live in Lincoln Park. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Sent from my iPhone

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [Akville Zakarauskaite](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 6:49:30 AM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

My name is Akville Zakarauskaite and I live in Lakeview. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Akville Zakarauskaite

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**From:** [REDACTED] behalf of [Alan Vaughters](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 7:03:17 AM

---

[You don't often get email from [REDACTED]om. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

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Sincerely,  
Alan Vaughters

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Susan Napolillo](#)  
**To:** [Info](#)  
**Subject:** No expansion of lsd  
**Date:** Friday, February 27, 2026 7:04:14 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**Too many cars now! & too much noise**

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**From:** [John Hilton](#)  
**To:** [Info](#)  
**Subject:** I'm Writing: Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 7:05:25 AM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello:

I am writing to express my disapproval of this project as currently designed. During my now almost 4 years as of two lakefront neighborhoods (Lakeview and Edgewater) I have had to deal with increased dust, noise pollution, traffic congestion, slow transit buses, and other negative externalities of Lakeshore Drive as a freeway. This does not live up to Chicago's legacy of building great public spaces. We are quite literally cut off from our public lakefront that we brag about. Lincoln Park is not a quiet city retreat, but a rumbling loud place as a result of traffic moving at 50 mph+. I know outright removal of this road is probably not going to happen, but at minimum I would like this road reduced to a boulevard, with transit lanes to reduce total vehicle miles traveled. The future road as designed represents the absolute worst of Moses-era highway planning and does not take into account the 10's of thousands of bus riders who sit in traffic daily because of vehicle congestion. Please make transit and access a priority.

Sincerely,  
John Hilton  
Edgewater

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [REDACTED] on behalf of [Victor Garza](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 7:12:53 AM

---

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

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It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Victor Garza

[REDACTED] Chicago, IL [REDACTED]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [Sean Wolter](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 7:19:58 AM

---

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

To whom it may concern,

My name is Sean Wolter. I live in Logan Square at [REDACTED]. I run and bike on the lakeshore at least once a week.

I'm writing to oppose any expansions of DLSD. The boulevard should be a true boulevard. Transit and human lakefront access should be the top priorities. Please don't treat DLSD as a highway.

Thank you for your consideration.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**From:** [REDACTED] on behalf of [Clara Raubertas](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, February 27, 2026 7:23:44 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The premise of the project from the beginning has fundamentally rejected public input which has shown an overwhelming majority of residents want investments in transit and a reduction in the impact of the drive on the lakefront. This desire was represented in HR 438 which passed unanimously in the Illinois General Assembly calling for the drive to be made a true boulevard and for investments in transit. The majority of Chicago's alderpeople who represent the North lakefront have make calls for the same.

Despite this, the Illinois and Chicago Departments of transportation have flouted these calls for better and presented plans with no improvements in transit and locking in a superhighway for the next 100 years of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it's time that CMAP help hit 'reset' on this project.

Sincerely,  
Clara Raubertas

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Daniel Raichel](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Friday, February 27, 2026 7:23:43 AM

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Dear CMAP Transportation Committee,

I write to oppose advancing the Redefine the Drive plan--at least as it stands currently. Having lived next to Lake Shore Drive for 30 years, I urge the committee to amend the plan to include greater traffic calming measures, pedestrian access, and public transportation options. The lakefront is our city's greatest natural asset. And while our family certainly relies on the Drive as a critical mode of transportation, we welcome steps to make it less like an expressway and more like the boulevard it was originally intended to be.

Best,  
Dan

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**From:** [Robert Schleich](#)  
**To:** [Info](#)  
**Subject:** Lakeshore Drive / comments  
**Date:** Friday, February 27, 2026 7:29:47 AM

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The plan as it stands is over-reaching and will further detract from the quality of Chicago's greatest asset, the lakefront parks.

A more reasonable approach would be to design a safer roadway meant to decrease speeds, not increase them.

[REDACTED]

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