

**From:** [George Stankevich](#)  
**To:** [Info](#)  
**Subject:** Oppose Redefine the Drive plan  
**Date:** Wednesday, May 27, 2026 12:07:34 AM

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I am writing to oppose the Redefine the Drive Plan as it is now proposed.  
A highway along Lake Michigan is the last thing Chicago needs. Chicago needs to revitalize itself as a transit oriented city. The plan needs to be redesigned prioritising transit, density and walkability. This is the path forward for Chicago, and for Illinois.

Sincerely,

George Stankevich

[REDACTED]

Chicago, Illinois [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:** [Liam Jones](#)  
**To:** [Yourvoice@ward43.org](mailto:Yourvoice@ward43.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSO as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:09:02 AM

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Dear Erin Aleman and Timmy Knudsen,

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,

Liam Jones

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Kati Woock](#)  
**To:** [info@ward32.org](mailto:info@ward32.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 6:32:16 AM

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Dear Erin Aleman and Scott Waguespack,

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]

[REDACTED]

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**From:** [REDACTED] on behalf of [Rich Hauser](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 8:11:32 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 thus far ignored 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,  
Rich Hauser

[REDACTED] Chicago, IL [REDACTED]

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**From:** [bilal.khurshid](mailto:bilal.khurshid@ward32.org)  
**To:** [info@ward32.org](mailto:info@ward32.org)  
**Cc:** [Info; b](#) [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 10:22:50 AM

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Dear Erin Aleman and Scott Waguespack,

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,

Bilal Khurshid

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Brendan Iglehart](#)  
**To:** [ward36@cityofchicago.org](mailto:ward36@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 10:28:33 AM

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Dear Erin Aleman and Gilbert Villegas,

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,

Brendan Iglehart

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [REDACTED] on behalf of [Jason Zenz](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 11:29:10 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,  
Jason Zenz

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

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**From:** [Lynn Windsor](#)  
**To:** [info@aldermanmartin.com](mailto:info@aldermanmartin.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSO as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 12:09:24 PM

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Dear Erin Aleman and Matt Martin,

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,

Lynn Windsor

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [REDACTED] on behalf of [Christopher Crawford](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 12:37:47 PM

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[You don't often get email from [REDACTED] com. 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,

Christopher Crawford

[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:** [REDACTED] on behalf of [Dan Joseph](#)  
**To:** [Info](#)  
**Subject:** DuSable Lake Shore Drive is a drive and should not be part of the United States highway system as U. S. #41.  
**Date:** Wednesday, May 27, 2026 2:39:49 PM

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[You don't often get email from [REDACTED]m. 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,  
Dan Joseph

[REDACTED] Evanston, IL [REDACTED]  
[REDACTED]

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**From:** [REDACTED] on behalf of [Michael Morowitz](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 2:40:43 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,  
Michael Morowitz

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Derrick James](#)  
**To:** [Info](#)  
**Subject:** Please seriously consider public opposition to rebuilding DuSable lake Shore Drive as an 8-lane expressway.  
**Date:** Wednesday, May 27, 2026 2:57:20 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 an 8-lane expressway 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.

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.

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,  
Derrick James

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

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**From:** [REDACTED] on behalf of [Austin Dzik](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 2:58:35 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,  
Austin Dzik

[REDACTED] Chicago, IL 6[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 [Bryce Trzebiatowski](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 3:37:04 PM

---

[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,  
Bryce Trzebiatowski

[REDACTED] Chicago, IL 60618-[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 [Will Bennett](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 3:44:00 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,  
Will Bennett

[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:** [REDACTED] on behalf of [Daphne Robinson](#)  
**To:** [Info](#)  
**Subject:** NDLSO should be a Priority Project  
**Date:** Wednesday, May 27, 2026 3:52:52 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 support and advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. Lake Shore Drive is a jewel and vital artery along the lakefront. The infrastructure is crumbling, the bridges and underpasses and well should be resurfaced and repaired.

Investments in bus routes that also stop at the lakefront as well as traffic enforcement of the speed limits would make this safer for all.

More frequent bus routes and even a route that goes from Edgewater to Hyde Park would be beneficial. There are posted speed limits but many flout those. Ticket speeders.

Sincerely,  
Daphne Robinson

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Emmett Broustis](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 3:53:31 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. Transit investments on the North Side and improvements to Metra service provide a vastly more sustainable and efficient alternative to this bloated freeway project.

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,  
Emmett Broustis

[REDACTED] Evanston, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Geraldine Conrad](#)  
**To:** [Info](#)  
**Subject:** STOP CATERING TO AUTOMOBILE DRIVERS RATHER THAN CONSIDER OPENING ACCESS TO THE LAKE  
**Date:** Wednesday, May 27, 2026 4:01:47 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 despise this plan to help car drivers take more space along the lakefront. Buses are slow because we have many commuters who don't live in Chicago using it as a speedway. I ride the 146 and 136 many times a week and am appalled at the bad drivers. I WISH WE HAD ACCESS TO THE WATER IN LIEU OF POLLUTION THERE.

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,  
Geraldine Conrad

[REDACTED] Chicago, IL 6[REDACTED]  
[REDACTED]

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**From:** [Marissa Chatman](#)  
**To:** [info@aldermanmartin.com](mailto:info@aldermanmartin.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:22:23 PM

---

Dear Erin Aleman and Matt Martin,

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,

Marissa Chatman

[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:** [Cole Schwaab](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:22:58 PM

---

Dear Erin Aleman and Bennett Lawson,

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,

Cole Schwaab

[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:** [Emma Foster](#)  
**To:** [ward35@cityofchicago.org](mailto:ward35@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:23:15 PM

---

Dear Erin Aleman and Anthony Quezada,

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,

Emma Foster

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Emma Fostsr](#)  
**To:** [info@the1stward.com](mailto:info@the1stward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:23:03 PM

---

Dear Erin Aleman and Daniel La Spata,

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,

Emma Fostsr

, 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:** [Brandon Willis](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info:](#) [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:24:03 PM

---

Dear Erin Aleman and Angela Clay,

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,

Brandon Willis

[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:** [Connie Williamson](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:25:03 PM

---

Dear Erin Aleman and Angela Clay,

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,

Connie Williamson

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Connie Williamson](#)  
**To:** [Connie Williamson](#)  
**Cc:** [info@46thward.com](mailto:info@46thward.com); [Info](#)  
**Subject:** Re: Please do not advance NDLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:27:59 PM

---

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

I am a Lakeview East resident, just 2 blocks from Lakeshore Drive. I am also a runner who crosses under the drive in and out of the park at least 12 times a week, often more. The current system is exhausting. I have to cross the high speed Inner Lake Shore Drive, run on a narrow strip of sidewalk between inner and proper lake shore drive as cars fly past, then go into a damp tunnel to finally access the park. I frequently fear for my life at the intersection of Addison and Inner Lake Shore Drive because of this traffic pattern.

Like many Chicago residents, I do not own a car and rely on the CTA to get around. I pay just as much tax as the drivers do for LSD and all it's surrounding infrastructure, but I get far fewer benefits from it. It is absurd to rebuild the drive without dedicated bus infrastructure given how popular express buses like the 146 and 147 are. Bus rapid transit on this corridor is low hanging fruit that would materially improve the lives of everyone living nearby, drivers and non drivers. Not including buses is willfully ignorant of us who live and work in Chicago but don't drive.

Thank you,  
Connie Williamson

On Wed, May 27, 2026, 4:24 PM Connie Williamson <[\[REDACTED\]](#)>

[REDACTED] wrote:

Dear Erin Aleman and Angela Clay,

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,

Connie Williamson

[REDACTED] [Chicago, IL](#) [REDACTED]

[REDACTED]

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You don't often get email from [REDACTED]

<<https://aka.ms/LearnAboutSenderIdentification>> Learn why this is important

I am a Lakeview East resident, just 2 blocks from Lakeshore Drive. I am also a runner who crosses under the drive in and out of the park at least 12 times a week, often more. The current system is exhausting. I have to cross the high speed Inner Lake Shore Drive, run on a narrow strip of sidewalk between inner and proper lake shore drive as cars fly past, then go into a damp tunnel to finally access the park. I frequently fear for my life at the intersection of Addison and Inner Lake Shore Drive because of this traffic pattern. Like many Chicago residents, I do not own a car and rely on the CTA to get around. I pay just as much tax as the drivers do for LSD and all it's surrounding infrastructure, but I get far fewer benefits from it. It is absurd to rebuild the drive without dedicated bus infrastructure given how popular express buses like the 146 and 147 are. Bus rapid transit on this corridor is low hanging fruit that would materially improve the lives of everyone living nearby, drivers and non drivers. Not including buses is willfully ignorant of us who live and work in Chicago but don't drive.

Thank you,  
Connie Williamson

On Wed, May 27, 2026, 4:24 PM

[REDACTED]  
> wrote:

Dear Erin Aleman and Angela Clay,

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Sincerely,  
Connie Williamson

[REDACTED]  
Chicago, IL [REDACTED]  
[REDACTED]  
[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:** [Lena Guerrero](#)  
**To:** [Yourvoice@ward43.org](mailto:Yourvoice@ward43.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:31:01 PM

---

Dear Erin Aleman and Timmy Knudsen,

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,

Lena Guerrero

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Michael Kaiser-Nyman](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSO as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:32:11 PM

---

Dear Erin Aleman and Angela Clay,

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,

Michael Kaiser-Nyman

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Michael Kaiser-Nyman](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:32:01 PM

---

Dear Erin Aleman and Bennett Lawson,

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,

Michael Kaiser-Nyman

, Chicago, IL [REDACTED]  
[REDACTED]

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**From:** [Adonnis Williams](#)  
**To:** [ward06@cityofchicago.org](mailto:ward06@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:33:31 PM

---

Dear Erin Aleman and William Hall,

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,

Adonnis Williams

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Cheryl Zalenski](#)  
**To:** [ward41@cityofchicago.org](mailto:ward41@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:44:55 PM

---

Dear Erin Aleman and Anthony Napolitano,

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,

Cheryl Zalenski

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Danny Tortelli](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info:](#) [REDACTED]  
**Subject:** Please do not advance NDLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:45:39 PM

---

Dear Erin Aleman and Angela Clay,

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,

Danny Tortelli

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

[REDACTED] [REDACTED] 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:** [Michael J Tyznik](#)  
**To:** [info@the48thward.org](mailto:info@the48thward.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:50:19 PM

---

Dear Erin Aleman and Leni Manaa-Hoppenworth,

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,

Michael J Tyznik

[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:** [Gina gurski](mailto:Gina.gurski@cityofchicago.org)  
**To:** [ward26@cityofchicago.org](mailto:ward26@cityofchicago.org)  
**Cc:** [Info:](#) [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:52:30 PM

---

Dear Erin Aleman and Jessie Fuentes,

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,

Gina Gurski

[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:** [Lara Smetana](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:51:51 PM

---

Dear Erin Aleman and Bennett Lawson,

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,

Lara Smetana

[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:** [Darryl Sher](#)  
**To:** [ward42@cityofchicago.org](mailto:ward42@cityofchicago.org)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:52:56 PM

---

Dear Erin Aleman and Brendan Reilly,

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,

Darryl Sher

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

[REDACTED] 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:** [Cameron Lamir](#)  
**To:** [Yourvoice@ward43.org](mailto:Yourvoice@ward43.org)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLSO as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:54:10 PM

---

Dear Erin Aleman and Timmy Knudsen,

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,

Cameron Lamir

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

[REDACTED] [REDACTED] 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:** [Cameron Rayner](#)  
**To:** [Info](#)  
**Subject:** Subject: Public Comment: Opposition to Car-Centric Redevelopment of DuSable Lake Shore Drive  
**Date:** Wednesday, May 27, 2026 4:55:12 PM

---

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Dear Chicago Metropolitan Agency for Planning (CMAP) Board and Staff,

I am writing to submit my formal public comment regarding the upcoming redevelopment of DuSable Lake Shore Drive (DLSD). I want to firmly express my opposition to any car-centric or highway-forward designs for this corridor, and urge CMAP to leverage its planning and funding oversight to support a vision that prioritizes transit, accessibility, and public parkways.

Please consider the following critical points as you review the status of this project:

- **A Need for Genuine Transparency:** I appreciate CMAP's confirmation that no preferred alternative has been finalized and that the Illinois and Chicago departments of transportation (IDOT and CDOT) are revisiting the alternatives analysis using updated modeling. It is imperative that this ongoing evaluation process remains fully transparent, accountable, and genuinely driven by the community rather than predetermined highway standards.
- **Prioritizing People Over Traffic:** For years, public feedback has consistently and overwhelmingly favored transit enhancements, robust biking and walking infrastructure, safer pedestrian crossings, and seamless lakefront access. The community has made it clear that rebuilding or expanding a highway is not the solution.
- **Implementing Accurate Traffic and Transit Modeling:** Previous project modeling relied heavily on status quo assumptions around driving demand. It failed to meaningfully evaluate the viability of stronger regional transit, bus rapid transit (BRT), improved CTA service, east-west connectivity, or significant mode shifts. The updated modeling must accurately reflect modern travel patterns, the true costs of driving and parking, regional climate goals, and the growing demand for viable alternatives to driving.
- **Restoring the Park Experience:** The current highway design severely compromises our public space. A 2023 community survey revealed that 73 percent of respondents feel DLSD diminishes the quality of the surrounding park, while 70 percent stated they would prefer to drive less than they currently do if given better options.
- **Aligning with Political Will:** There is strong and growing political momentum for a redesigned corridor. State legislators and multiple lakefront alderpeople have actively called for a lower-speed boulevard approach integrated with serious transit investment and improved waterfront access.
- **Following Global Waterfront Trends:** Major cities worldwide are successfully removing or transforming waterfront highways because they recognize that they create harmful barriers, pollution, noise, and unsafe public environments. Chicago should not spend billions of taxpayer dollars doubling down on an outdated, 20th-century highway design. Make Daniel Burham Proud
- **Responsible Funding Allocations:** While DLSD may currently sit on constrained and priority investment lists, this inclusion should not serve as a blank check for the previous highway-forward proposal. Any funding prioritized by CMAP must be contingent on a

design that moves away from car-dependency and aligns with the region's environmental and transit goals.

Thank you for your time, leadership, and consideration of these comments. I urge CMAP to champion a human-scaled, climate-resilient future for DuSable Lake Shore Drive.

Sincerely,

Cameron Rayner

████████████████████ Chicago IL ██████████

Beverly Neighborhood. - Proudly Southside

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**From:** [Morgan Quinn](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info; \[REDACTED\]](#)  
**Subject:** Please do not advance NDLSO as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 4:55:36 PM

---

Dear Erin Aleman and Angela Clay,

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,

Morgan Quinn

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Stephen Benchik](#)  
**To:** [info@aldermanmartin.com](mailto:info@aldermanmartin.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:08:02 PM

---

Dear Erin Aleman and Matt Martin,

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,

Stephen Benchik

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Aaron Schaer](#)  
**To:** [ward03@cityofchicago.org](mailto:ward03@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:12:18 PM

---

Dear Erin Aleman and Pat Dowell,

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,

Aaron Schaer

, Chicago, IL [REDACTED]  
[REDACTED]

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**From:** [Aaron Schaer](#)  
**To:** [ward03@cityofchicago.org](mailto:ward03@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:13:09 PM

---

Dear Erin Aleman and Pat Dowell,

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,

Aaron Schaer

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [dhral@everyactioncustom.com](mailto:dhral@everyactioncustom.com) on behalf of [David Hrabal](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:13:35 PM

---

[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,

We live in the Loop and getting to the lakefront is incredibly dangerous and unpleasant because we must cross DLSD which a multi-lane highway. The lakefront is for people and not just cars. There has to be a shift in thinking on this. Please think of something besides making it easy for cars. We own a car, but I would rather have a boulevard than a multi-lane highway.

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,  
David Hrabal

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Michael Spencer](#)  
**To:** [Info](#)  
**Subject:** DLSD  
**Date:** Wednesday, May 27, 2026 5:18:46 PM

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Lakeshore drive should be buried. Build a tunnel from Edgewater to the Museum campus.  
Transit first. People not throughput.

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**From:** [Katrina Nilles](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:27:14 PM

---

Dear Erin Aleman and Bennett Lawson,

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,

Katrina Nilles

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [REDACTED] on behalf of [James O. León Weber](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:27:34 PM

---

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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.

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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,  
James O. León Weber

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Anne K Alt](#)  
**To:** [ward19@cityofchicago.org](mailto:ward19@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:29:46 PM

---

Dear Erin Aleman and Matt O'Shea,

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,

Anne K Alt

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

[REDACTED] [REDACTED] 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 [Jared Snyder](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:36:37 PM

---

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,  
Jared Snyder

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Scott Rubin](#)  
**To:** [Info](#)  
**Subject:** Transit-oriented boulevard for DLSD  
**Date:** Wednesday, May 27, 2026 5:43:25 PM

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Hello CMAP DLSD Stakeholders,

I'm writing to support a transit-oriented boulevard for DLSD. We do not need a highway on the lake front.

Regarding public feedback, the public has consistently favored transit, biking, walking, safer crossings, and better lakefront access — not rebuilding or expanding a highway.

IDOT's previous attempts at redesigning DLSD relied on status quo assumptions around driving demand and did not meaningfully evaluate stronger regional transit, BRT, improved CTA service, east-west connectivity, or significant mode shift.

The updated modeling should reflect modern travel patterns, the true cost of driving and parking, climate goals, and the reality that many Chicagoans want alternatives to driving if those options are safe, reliable, and convenient.

State legislators and multiple lakefront alderpeople have called for a lower-speed boulevard approach with serious transit investment and improved lakefront access.

I'm urging you to take these points into account as the future of DLSD is determined.

Thank you,  
Dr. Scott Rubin  
1st Ward Resident

--

Scott Rubin  
[REDACTED]

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**From:** [REDACTED] on behalf of [Benjamin Burton](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:43:33 PM

---

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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,  
Benjamin Burton

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [John Ceffalio](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:50:42 PM

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[You don't often get email from [jpcceffalio@everyactioncustom.com](mailto:jpcceffalio@everyactioncustom.com). 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. Instead please focus on lakefront access for all, better transit, improved air quality, increased green space, better access and more lanes for bikes, and pedestrian safety. The lakefront is a terrible place for an enormous high-speed highway.

Thanks for your consideration.

Sincerely,  
John Ceffalio

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Ruben Whitaker](#)  
**To:** [info@33rdward.org](mailto:info@33rdward.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSO as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 5:51:59 PM

---

Dear Erin Aleman and Rossana Rodríguez-Sanchez,

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,

Ruben Whitaker

[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:** [Molly Hendrickson](#)  
**To:** [Info](#)  
**Subject:** Public Comment: Reimagining DuSable Lake Shore Drive for People, Not Cars  
**Date:** Wednesday, May 27, 2026 6:35:50 PM

---

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To the Project Selection Committee and Regional Planning Officials:

I would like to give a virtual public comment.

I am writing to express my strong opposition to the current "Redefine the Drive" plans that maintain or expand DuSable Lake Shore Drive as an eight-lane, high-speed highway. Rebuilding this corridor to accommodate and lock in heavy vehicle traffic for the next half-century is a profound misstep. We should not be accommodating more cars; we should be fundamentally changing our infrastructure to be pedestrian-friendly, accessible, and climate-resilient.

Chicago's lakefront is our most valuable public asset, yet it is currently severed from our neighborhoods by an expressway. I urge the project team to halt the current car-centric trajectory and entirely shift the vision toward a transit-and-pedestrian boulevard.

The focus of this multi-billion-dollar investment must prioritize the following transformations:

**Prioritize Rapid Public Transit Over Private Vehicles:** The drive should be converted to dedicated, high-capacity rapid transit—such as bus rapid transit (BRT) or light rail—alongside vast walking and biking corridors. Public transit is far more equitable and efficient at moving large volumes of people.

**Expand Parkland and the Lakefront Trail:** Removing vehicle lanes and grade-separated highway junctions would free up dozens of acres of land. This space should be used to expand Lincoln Park, restore native shorelines to combat climate erosion, and build separate, high-capacity paths for recreation and active commuting.

**Design for Safety and Accessibility, Not Speed:** An urban highway with average speeds well exceeding 40 mph is inherently dangerous. According to recent traffic studies, the drive sees thousands of crashes and dozens of fatalities over just a few years, occasionally spilling over to endanger users on the Lakefront Trail. Transitioning to a pedestrian-forward space eliminates these high-speed conflicts.

**Increase Entry Points to the Coast:** Accessing the lakefront shouldn't feel like navigating a barrier. We need more frequent, grade-level, and welcoming entry points to the path. Relying on dark, intimidating underpasses or inaccessible overpasses isolates families, the elderly, and people with disabilities.

**Transportation Equity:** Not everyone in Chicago owns a car, nor wants to rely on one. Investing heavily in a highway system disproportionately serves drivers at the expense of residents who rely on transit, walking, and rolling.

A 2023 community survey revealed that over 70% of respondents believe the current state of Lake Shore Drive diminishes the quality of our parks, and that most residents would prefer to

drive less. We have a once-in-a-generation opportunity to correct the planning mistakes of the 20th century. Please listen to the overwhelming majority of public feedback and choose a future that returns the lakefront to the people.

Thank you,

Molly Hendrickson

Chicago Resident

Molly Hendrickson (she/her)  
[REDACTED] Chicago, IL

**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:** [Daniel Gentile](#)  
**To:** [info@the1stward.com](mailto:info@the1stward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 6:39:35 PM

---

Dear Erin Aleman and Daniel La Spata,

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,

Daniel Gentile

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Elizabeth Wyman](#)  
**To:** [info@the48thward.org](mailto:info@the48thward.org)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 6:57:27 PM

---

Dear Erin Aleman and Leni Manaa-Hoppenworth,

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,

Elizabeth Wyman

[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:** [Elizabeth Monkus](#)  
**To:** [Info](#)  
**Subject:** Re Define the Drive  
**Date:** Wednesday, May 27, 2026 6:59:09 PM

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I have lived in East Lakeview, less than half a mile to the Lake for almost 20 years. My family has been in Chicago since the Fire. I'm asking CMAP not to move DLSD onto the constrained list until it's rescoped as a true boulevard with serious transit and real lakefront access. Please don't unlock funding for the current version.

I attended my first Define the Drive community meeting about a decade ago. At that meeting, people in the room overwhelmingly supported turning the Drive back into a Boulevard. with transit priority and improved Lakefront access. I attended several more meetings over the next few years, seeing community input of all kinds, but again, overwhelmingly prioritizing the beauty of the Lakefront, and community access to it, as well the need to reduce traffic use of DSLSD, slow drivers down, and prioritize transit use. A 2023 community survey found 73% said DLSD diminishes park quality and 70% want to drive less than they currently do.

It has been absolutely demoralizing to see that input rejected, to see the community's voice ignored. We have been asking for a fundamentally new vision for the Lakefront with modeling that seriously considers stronger regional transit. Please don't unlock funding for the current version.

The Lakefront is a treasure and should be treated as one.

Elizabeth Monkus

[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:** [Charles Dietzel](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (May 29)  
**Date:** Wednesday, May 27, 2026 7:01:10 PM

---

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

Hi CMAP team,

I'd like to provide public comment on DuSable Lake Shore Drive at the May 29 meeting. I am commenting in writing:

As a citizen of Chicago, I strongly urge CMAP not to advance the "Redefine the Drive" proposal into the constrained list 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 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 Redefine the Drive 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  
Little Italy

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**From:** [Cameron Uslander](#)  
**To:** [Walter@aldermanburnett.com](mailto:Walter@aldermanburnett.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 7:11:46 PM

---

Dear Erin Aleman and Walter Burnett,

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,

Cameron Uslander

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

[REDACTED] [REDACTED] 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 [Christian Avila](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 7:47:35 PM

---

[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,  
Christian Avila

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

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**From:** [Jennifer Anne Meri Jones](#)  
**To:** [Office@49thWard.org](mailto:Office@49thWard.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSO as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 7:58:23 PM

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Dear Erin Aleman and Maria Hadden,

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,

Jennifer Anne Meri Jones

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

[REDACTED] [REDACTED] 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 [Blair Baughet](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 8:05:33 PM

---

[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,  
Blair Baughet

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Laurel Morris](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 8:10:57 PM

---

[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,  
Laurel Morris

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [deven desai](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 8:40:25 PM

---

[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]

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**From:** [REDACTED] on behalf of [Collin Pearsall](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 8:46:25 PM

---

[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,  
Collin Pearsall

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Justin Hoffman](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 8:58:40 PM

---

[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,  
Justin Hoffman

[REDACTED] Chicago, IL [REDACTED]

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**From:** [Jean Pabon](#)  
**To:** [info@the48thward.org](mailto:info@the48thward.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSO as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 9:11:29 PM

---

Dear Erin Aleman and Leni Manaa-Hoppenworth,

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,

Jean Pabon

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [REDACTED] on behalf of [Jason Kreke](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 9:21:40 PM

---

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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.

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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,  
Jason Kreke

[REDACTED] Chicago, IL 6[REDACTED]

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**From:** [REDACTED] on behalf of [Matt siehoff](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 9:25:40 PM

---

[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 am writing regarding the ongoing Drive Lake Shore Drive (DLSD) alternatives analysis and CMAP's recent confirmation that no preferred alternative has been finalized. I want to be direct: this is a once-in-a-generation opportunity to fundamentally reimagine one of Chicago's most iconic corridors — and the public has made clear it will not accept a highway-forward outcome.

The 2024 proposal to reconstruct DLSD as an eight-lane, car-centric roadway through Chicago's largest park generated overwhelming and sustained opposition. That opposition was not noise. It reflected a genuine, citywide consensus that Chicagoans want something fundamentally different from what exists today. I am glad CMAP has acknowledged this and is revisiting the alternatives analysis. But acknowledgment is not enough.

I am urging CMAP, IDOT, and CDOT to seize this moment with the seriousness it deserves. Specifically, I am asking for:

- Full transparency throughout the process — including public access to updated modeling assumptions, ridership and demand data, and the criteria used to evaluate alternatives.
- Meaningful community input, not pro forma public meetings. The voices of Chicagoans — particularly those who live near and depend on the lakefront — must be a genuine driver of the outcome, not an afterthought.
- Serious investment in transit alternatives. IDOT's own study found that 60% of people currently driving on Lake Shore Drive would prefer to take transit if buses were more frequent and more reliable. A Bus Rapid Transit (BRT) lane along this corridor could dramatically increase ridership, improve throughput, and reduce both congestion and emissions — without rebuilding a highway through a public park. That finding demands a serious response, not a footnote.
- Lower-speed boulevard concepts that prioritize safety, livability, and neighborhood connectivity over vehicle throughput.
- Substantial improvements to pedestrian and bicycle infrastructure, including protected lanes and safer lakefront crossings. The lakefront should be designed for people — not just for cars passing through it.

Keeping DLSD on the region's constrained and priority investment lists is reasonable. But planning momentum cannot become an excuse to predetermine the outcome. The corridor has been car-centric since the 1930s. Rebuilding it for another 50 to 100 years in the same mold — when the data, the climate, and the public all point in a different direction — would be a historic failure of planning leadership.

Chicago will not have another opportunity like this for decades. I urge CMAP to lead boldly.

Thank you for your attention and public service.

Sincerely,  
Matt siehoff

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

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**From:** [Jim Gauer](#)  
**To:** [office@aldermanhopkins.com](mailto:office@aldermanhopkins.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 9:42:49 PM

---

Dear Erin Aleman and Brian Hopkins,

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,

Jim Gauer

[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 [Nicholas Piro](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 10:02:40 PM

---

[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,  
Nicholas Piro

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Rob Daggett](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 10:11:55 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,

Please don't waste this one in a lifetime opportunity to drastically improved Chicago. Forcing LSD to continue to be a highway is just such a waste. People could look on this moment and remember the leaders who gifted the people access to its most precious resource or you could be just another idiot car oriented planet who only wants to go away fast.

Sincerely,  
Rob Daggett

[REDACTED] Geneva, IL [REDACTED]  
[REDACTED]

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**From:** [REDACTED] on behalf of [Jason Brickman](#)  
**To:** [Info](#)  
**Subject:** I actually support keeping I-55 as a highway  
**Date:** Wednesday, May 27, 2026 10:30:02 PM

---

[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,

Please ignore the anti-infrastructure advocates who would prefer to make life harder for commuters and remove access to an already-struggling downtown commercial district.

Making it easy to walk or bike should not come at the cost of making it easy to drive.

Just because you choose not to own a car doesn't mean you should use your advocacy to ruin it for the rest of us.

Sincerely,  
Jason Brickman

[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:** [Jason Brickman](#)  
**To:** [Info](#)  
**Subject:** I am in favor of keeping LSD as a highway  
**Date:** Wednesday, May 27, 2026 10:31:27 PM

---

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

Please ignore the anti-infrastructure advocates who would prefer to make life harder for commuters and remove access to an already-struggling downtown commercial district.

Making it easy to walk or bike should not come at the cost of making it easy to drive.

Just because you choose not to own a car doesn't mean you should use your advocacy to ruin it for the rest of us.

Best,  
Jason B.

**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:** [Jason Brickman](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (May 29)  
**Date:** Wednesday, May 27, 2026 10:34:15 PM

---

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

Hi CMAP team,

I'd like to provide public comment on DuSable Lake Shore Drive at the May 29 meeting. I plan to comment in writing. See below

Thank you,  
Jason Brickman  
Lakeview - [REDACTED]

Please ignore the anti-infrastructure advocates who would prefer to make life harder for commuters and remove access to an already-struggling downtown commercial district.

Making it easy to walk or bike should not come at the cost of making it easy to drive.

Just because you choose not to own a car doesn't mean you should use your advocacy to ruin it for the rest of us.

**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:** [Nishika Ramchandani](#)  
**To:** [ward04@cityofchicago.org](mailto:ward04@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 10:37:23 PM

---

Dear Erin Aleman and Lamont Robinson,

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,

Nishika Ramchandani

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Alisa Tverdokhle](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (May 29)  
**Date:** Wednesday, May 27, 2026 10:41:42 PM  
**Attachments:** [CMAP LSD 052926.pages](#)

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Hi CMAP team,

I'd like to provide public comment on DuSable Lake Shore Drive at the May 29th meeting. I plan to comment in writing.

Thank you,

Alisa Tverdokhle

South Loop

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**From:** [REDACTED] on behalf of [Richard Hanson](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 10:54:43 PM

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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,  
Richard Hanson

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

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**From:** [REDACTED] on behalf of [Trevor Cannon](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 10:57:08 PM

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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.

As a matter of background, I rely greatly on DSLSD functioning as a highway style road in order to get my job in Lockport. But, this is my choice, and likely a rather irrational one at best. This is not the kind of road I see as befitting of an additional \$6-10 billion dollar investment by our city or state, given that many serious accidents occur when drivers drive fast or distracted as the road currently allows.

While I am uncertain how practical a boulevard is for this project, capping the road to provide quieter space for non road users, improving bridges, walkways, drainage, and signal systems, maintaining or increasing park space, providing an absolutely suped up dedicated transit lane to actually INCENTIVE taking the bus which is often easier to walk to than the red line, and expanding emergency exit paths along the drive, will set our road up to still allow those who choose to drive in rush hour, or more practically during late nights when it is the quickest route, while also accommodating other users, is the best path forward.

Sincerely,  
Trevor Cannon

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

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**From:** [REDACTED] on behalf of [Michael Peterson](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 11:10:59 PM

---

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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,  
Michael Peterson

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [James Burzynski](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 11:15:47 PM

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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.

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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,  
James Burzynski

[REDACTED] Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Joseph VanderZee](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 11:17:43 PM

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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.

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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,

[REDACTED]

Chicago, IL [REDACTED]

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**From:** [REDACTED] on behalf of [Jason Chester](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLS as a Priority Project. The lakefront is a treasure!  
**Date:** Wednesday, May 27, 2026 11:20:36 PM

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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.

The Chicago lakefront is a treasure and should be a crowning jewel of the city. Ease of access and green space should be prioritized over more car-centric infrastructure that does nothing to relieve gridlock. Any new infrastructure replacing DSLSD should balance vehicular traffic with infrastructure for rapid transit, bike, and pedestrian movements.

Sincerely,  
Jason Chester

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

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**From:** [REDACTED] on behalf of [Thomas Hofstetter](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 11:25:31 PM

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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.

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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,  
Thomas Hofstetter

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

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**From:** [Cole Rogers](#)  
**To:** [Info](#)  
**Subject:** Public Comment for 5.27.26 Transportation Committee  
**Date:** Wednesday, May 27, 2026 11:29:09 PM  
**Attachments:** [Lakeshore Public Comment 3\(1\).docx](#)

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Hello Transportation Committee,

I would like to provide written public comment for the upcoming 5.27.26 Transportation Committee meeting, as I will not be able to attend at the stated time.

Best,

Cole Rogers

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# Public Comment for 5.29.26 Transportation Committee

## **Transportation Committee:**

I strongly oppose advancing the “Redefine the Drive” proposal without a concrete plan to create a new proposal which includes changes from community input, new traffic models, and improved transit planning. While I understand the drive needs to be replaced, I strongly believe that trying to secure federal funding, without any commitment to revisiting the design of the proposal, will lead to the original car-only plan being advanced without significant changes.

The community, city, and many of the North Side Aldermen have strongly come out in opposition to all of the existing proposals put forth by IDOT. Despite this, CMAP has not taken any clear action to definitively redesign the proposal’s alternatives. Instead you have made vague promises to the community that you will "revisit" the design. To address this, CMAP needs to provide the public with a clear understanding of what is happening behind the scenes and what alternatives and plans you might be considering. CMAP should also not advance the redefine the drive proposal without a strong, real, commitment to basing any plan off of community feedback, and without a commitment to improving transit, air quality, lakefront access, and noise pollution on the lakefront.

Hundreds of Chicagoans and area residents have contacted you to make it clear they want a lower speed boulevard with safe crossings and dedicated, separated, roads or rails for transit. There are a large number of transit options that were not explored in depth, and should be seriously re-visited as alternatives with a clear analysis on cost and improved modeshare modeling. The current proposal is a greenwashed proposal to build a highway and the community wants a concrete commitment to fixing that before you apply for federal funding.

Thank you for time,

Cole Rogers

**From:** [Nicholas Orr](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (May 29)  
**Date:** Wednesday, May 27, 2026 11:39:04 PM

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Hi CMAP team!

I'd like to provide public comment on DuSable Lake Shore Drive at the May 29 meeting. My comments are below.

Thank you,  
Nicholas Orr  
Streeterville

Like most people, I'm averse to the idea of a lakefront highway. Just about every city in the US has spent millions (or billions in the case of Boston and Seattle) to eliminate a waterside highway (or cap it) and better reconnect their neighborhoods to their shores.

Chicago is a bit different. Our waterfront highway is about 20 miles long. It's formed an integral part of the local transportation network. Unfortunately, we can't just get rid of LSD, but we should take this opportunity not to double down on its faults, but instead attempt to fix it.

If we're going to sacrifice valuable park space, we need to be efficient with that space. The rebuilt LSD needs to make transit **the** priority. Not an afterthought, not an add-on. It needs to be the driving focus behind the whole project. You probably don't need to be reminded, but the busses move more people in less space, have a lower carbon footprint per passenger than cars, and improve congestion. Taking the bus should ideally be the default use case for LSD, not just another option. I would hope that the traffic models driving some of the decisions would account for a mode shift.

The new LSD should be safer for parkgoers. Having to cross ramp entrances and exits before heading underneath a dreary overpass is a really rotten way to enter our beautiful park system (never mind the tunnels near the concrete beach sections, those are extremely sketchy). The current setup also seems remarkably unsafe at points I've lost track of the number of near misses I've seen at the Foster Turf Field, where a kid nearly gets hit by a car coming off of LSD while chasing after an errant ball.

We also need to be cost-effective with the rebuild. Funding (unfortunately) isn't infinite. Should we really spend billions just to add two more lanes? Is that really the best use of our region's funds? I sure as heck don't think so.

In conclusion, it would be great if we spent our money efficiently and greenly: a rebuilt LSD must make the most use of its current ROW and objectively the only way to do that is by increasing transit access and speeds on LSD.

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**From:** [REDACTED] on behalf of [Brian Blankstein](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Wednesday, May 27, 2026 11:46:11 PM

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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.

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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,  
Brian Blankstein

[REDACTED] Chicago, IL [REDACTED]

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