

From: [Mike Webster](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:01:04 PM

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Hello,

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

Thank you,
Mike Webster

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From: [John Casey](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:00:47 PM

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My name is John Casey I live in Edgewater I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. Lake Shore Drive is a scourge not only for the residents along the lakefront, but especially for those, like me, who live in neighborhoods through which the feeder roads flow. LSD makes everything worse.

Sincerely,

John Casey

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From: [Anna Briker](#)
To: [Info](#)
Subject: CMAP public comment
Date: Thursday, February 26, 2026 3:01:40 PM

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Hi CMAP team,

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

My name is Anna Briker and I live near LSD; I use buses to commute on LSD or bike to work on the lakefront path. I'm asking CMAP not to advance DLSD onto the constrained list until the project is rescoped as a true boulevard with serious regional transit and real lakefront access.

The public has asked for a fundamentally different direction for years. The 2023 community survey found 73% of respondents said DLSD diminishes park quality and 70% want to drive less than they currently do. The project modeling leaned heavily on vehicle capacity with limited transit assumptions. It didn't seriously evaluate regional rail, BRT, stronger CTA service, or improved east-west connections. Multiple lakefront alderpersons and state legislators have called for a boulevard approach with real transit investment, and Illinois is actively restructuring regional transit planning. Locking in a highway-first design for the lakefront now would be shortsighted.

Please don't unlock funding pathways for the current version of this project. Send it back for rescoping.

Thank you!

Anna Briker

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From: [Mike Kanter](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:03:27 PM

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My name is Mike Kanter, I live in Ukrainian Village. I am asking CMAP not to advance DLSD until the project is re-scoped as a true boulevard with transit and real lakefront access. Please do not unlock funding for a highway expansion through our parks.

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From: [Wilson, Brandon](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:04:07 PM

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

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From: [elizabeth finlay](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:04:53 PM

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My name is Liz Finlay, I live in Buena Park on Buena. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. Let's invest in a happier, healthier infrastructure.

Best,
Liz

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From: [Todd Flynn](#)
To: [Info](#)
Subject: Public comment for CMAP transportation committee 2/27
Date: Thursday, February 26, 2026 3:06:26 PM

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Hello,

My name is Todd Flynn and I live in West Town. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. Parks are a key element of what makes Chicago great! Shrinking them for more vehicle transit isn't in the city's best interest.

Thank you,
Todd Flynn

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From: [Mark Blenz](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:08:24 PM

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Hello,

My name is Mark Blenz, and I live on the edge of Buena Park and Lakeview. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Thank you,
Mark Blenz.

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From: [Eric Pearson](#)
To: [Info](#)
Subject: Lake Shore Drive
Date: Thursday, February 26, 2026 3:08:44 PM

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

Hello,

My name is Eric, and I live in Andersonville - I'm writing today asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. The lakefront is an incredible part of Chicago - please do not let more of it be taken over by car infrastructure.
Don't unlock funding for a highway expansion through our parks.

Thank you for your attention -

Best,

Eric

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From: [Danny Altkorn](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:10:05 PM

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

Thank you for your time.

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From: [Karen Ross](#)
To: [Info](#)
Subject: LSD Project
Date: Thursday, February 26, 2026 3:09:42 PM

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My name is Karen Ross. I live in [neighborhood]. I'm asking CMAP not to advance DLSD until the project is ^{rescoped} as a true boulevard with transit and real lakefront access. Our lakefront deserves better than a highway expansion.

Thank you.

Karen Ross
[REDACTED]

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From: [REDACTED] on behalf of [Nathan Maag](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:09:36 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 and elected officials alike and needs to be sent back to the drawing board.

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

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 for CMAP to help move this project in the right direction.

Sincerely,
Nathan Maag

[REDACTED] Chicago, IL [REDACTED]

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From: [Kelly Leiseca](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:13:19 PM

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Dear CMAP Committee,

I moved to Elm Street and Inner LSD thirty-one years ago and continue to live in the neighborhood today. I strongly oppose rebuilding Lake Shore Drive to make it faster. As a resident and property owner, I am asking CMAP not to advance DLSD until the project is rescoped our lakefront deserves better than a highway expansion.

Lake Shore Drive runs through the heart of residential neighborhoods, parks, and lakefront spaces that are used daily by families, cyclists, runners, and commuters. It should not be treated or redesigned as a freeway. Increasing vehicle speeds would make the corridor more dangerous, noisier, and less accessible for the very communities it serves.

This roadway is not an isolated highway — it borders homes, schools, and public spaces, and it connects residents to the lakefront. Prioritizing speed over safety and livability would undermine the character of the surrounding neighborhoods and reduce quality of life for the people who live there.

Instead of designing for faster traffic, planning efforts should focus on safety, multimodal access, pedestrian crossings, public transit reliability, and environmental protection. The goal should be a balanced, community-oriented boulevard — not a high-speed thoroughfare.

Lake Shore Drive is part of our neighborhood fabric, not a freeway. It should be rebuilt to reflect that reality.

With gratitude,

Kelly Leiseca [REDACTED]

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From: [REDACTED] on behalf of [Timothy Shambrook](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:13:50 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,

Timothy Shambrook

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

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From: [Steven Brandt](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:15:16 PM

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Hi,

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

Thank you

- - - - -

Steven Brandt

[REDACTED] [5](#)

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From: [Ellen S](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:15:49 PM

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Hi CMAP Team,

I'd like to provide public comment on DuSable Lake Shore Drive at the Feb. 27 meeting. I plan to comment in person, and I copied it below for reference.

Thank you,
Ellen Steinke
Lakeview

Hi, my name is Ellen Steinke, and I live in Lakeview.

I'm asking CMAP not to move DuSable Lake Shore Drive into the constrained list under its current framework.

Right now, Lincoln Park feels like the edge of an expressway. It's noisy, fast, and it physically separates neighborhoods from the lake. A 2023 survey found that 73% of Chicagoans say DLSD diminishes their quality of life. Rebuilding this corridor around speed and vehicle throughput reflects mid-20th-century mobility priorities. But in 2026, safety, climate, and quality of life are supposed to come first.

The models informing the current direction were developed more than a decade ago. They assumed continued high car dominance and did not account for the transformational governance and funding reforms now underway through the NITA.

But both the data and the policy context have changed. Seventy percent of Chicagoans say they want to drive less, not more. Before locking in a generational decision for our lakefront, we should update the modeling to reflect today's transit context and seriously evaluate a scaled-back boulevard alternative. If we are going to spend billions and disrupt this corridor for years, this is the moment to modernize it, not entrench outdated assumptions.

Please pause and require a serious boulevard alternative before advancing funding. Thank you.

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From: [Jacques Frank-Loron](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:16:13 PM

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Hello,

My name is Jacques Frank-Loron, I live in Lakeview East. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. One of the greatest improvements to quality of life in Chicago was the reclamation of the lakefront from pollutive industry in the 1900s and the provision of this land for public use and parks.

Advancement of DSLD would be a step back to quality of life in the city and may not assist with congestion reduction. The park along Lakeshore Drive is an area of beauty that promotes tourism and commerce in the nearby neighborhoods and to the city as a whole. The DSLD "improvement" would reduce enjoyment, livability, quality of life, and health in the adjacent neighborhoods

Induced demand phenomena may also result in greater use and congestion of this roadway.

I encourage the committee to review more efficient, clean, and modern methods of transport such as light rail when looking to improve transportation regionally and within the city. Don't unlock funding for a highway expansion through our parks.

Thank you,

Jacques

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From: [Sophee Langerman](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:16:56 PM

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Hello!

My name is Sophee Langerman; I am a resident a homeowner in south Loop, just half a mile from the lake front and DLSD. I am asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. I am fortunate to live in a part of the city where there is access to the parks and lakefront, but that is not the case further south and further north. Public use and public access of parks and facilities should be a priority in this project. Don't unlock funding for a highway expansion through our parks.

Sophee Langerman

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From: [Brendan Iglehart](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:18:13 PM

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Hello, I live in Chicago (West Town) and I'm writing to ask CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access.

I am a frequent visitor to Chicago's lakefront parks and I strongly disapprove of further expansion of DSLD, especially without transit tightly involved. I am a daily CTA user and the growth of Chicago depends on strong transit and parks, not individual cars.

Thank you,
Brendan Iglehart

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From: [Eric Hauser](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:17:45 PM

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Hi,

My name is Eric Hauser, I live in Portage Park (45th ward). I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Even though I don't live very close to the Drive, I often ride my bike and walk along the lake front and the traffic is already problematic. Please don't make some of the best land in our city busier, more dangerous, and more polluted.

Thank you,
Eric Hauser

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From: [Ariel Johnson](#)
To: [Info](#)
Subject: Public Comment CMAP Transportation Committee (Feb 27th)
Date: Thursday, February 26, 2026 3:21:25 PM

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My name is Ariel Johnson, I live in South loop and I'm asking that you please don't expand the DLSD until the project is rescoped as a true boulevard with transit and real lakefront access.

Don't unlock highway funding through the parks.

Ariel

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From: [Meaghan O'Reilly](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:20:41 PM

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Hello,

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

Best,
Meaghan

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From: [Ayden Miller](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:21:43 PM

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Hello,

My name is Ayden Miller, I live in Streeterville. I am asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Do not unlock funding for an expansion through our parks.

-Ayden Miller

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From: [Hope Asya](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:22:47 PM

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Hello, my name is Hope, I'm a lifelong Chicagoan and I live in Edgewater, very close to Lakeshore Drive. I am strongly asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks!

Studies continuously show that highway expansions do not reduce traffic, however they do have long term impacts on public health, community connectedness, and the wellbeing of cities. Many cities around the world are seeing great success by reducing driving in cities. Chicago can and should be a pioneer in becoming more walkable, not less.

Thank you,
Hope Asya

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From: [Chad](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:23:53 PM

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Hello,

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

As someone who relies on public transit as my main mode of transportation and who regularly visits the lakefront, I welcome a plan to improve Chicago's lakefront, but I believe this plan should be oriented around transit and pedestrian developments. I believe that LSD should be redesigned to be a more transit and pedestrian friendly environment, not to welcome more car traffic along our waterfront.

Best,
Chad Brown

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From: [REDACTED] on behalf of [Austin Busch](#)
To: [Info](#)
Subject: NDLSL plans are not ready to be a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:24:49 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 and the proposed list of priority investments. The project is not nearly ready to be fiscally constrained, and given community feedback, will likely need to re-enter a design phase.

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, there has been no substantive changes to the basic design of the construction plan. CMAP cannot sign off on this at this time.

Sincerely,
Austin Busch

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Liz Lehman](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:25:37 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,
Liz Lehman

[REDACTED] Chicago, IL [REDACTED]

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From: [Róisín Smith](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:26:55 PM

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

Best,
Róisín

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From: [REDACTED] on behalf of [Raudel Rodriguez](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:27:37 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,
Raudel Rodriguez

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

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From: [Will Choate](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:28:20 PM

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My name is Will Choate, and I live in Uptown. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit (such as light rail) and real lakefront access. Don't unlock funding for a highway expansion through our parks. I want to enjoy the lakefront without a huge highway impeding my access to it.

Thanks!

Will Choate

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From: [REDACTED] on behalf of [Cameron Silver](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:30:09 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,
Cameron Silver

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED]
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:30:27 PM

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

My name is Peter Giles. I live in the Gold Coast on Cedar Street. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access.

Don't unlock funding for a highway expansion through our parks.

Regards,

Peter

Sent from my iPhone

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From: [REDACTED] on behalf of [Sarai Marban](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:30:18 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,
Sarai Marban

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

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From: [Christian Michel](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:32:18 PM

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My name is Christian Michel and I live in Avondale at 2836 N Lawndale.

I'm asking CMAP not to advance the DLSD until the project is rescoped as a true boulevard and real lakefront access.

Public transit is so important to the city and funding it would benefit significantly more Chicagoans than a highway expansion. Please don't unlock funding for a highway expansion through our parks.

--

Sincerely,
Christian Michel

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From: [REDACTED] on behalf of [Ian Horvath](#)
To: [Info](#)
Subject: Asking CMAP not to advance DLSD as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:32:29 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,

Hello,

I am emailing to ask that CMAP not advance the "Redefine the Drive" project in the upcoming Regional Transportation Plan. This is a generational opportunity to redefine what DLSD and the lake shore mean to this city, and I fear it is going in the wrong direction. The community and elected officials have called for something more transit forward, and more biking and walking-friendly throughout the public feedback process, and this plan goes against that.

HR 438, calling for the drive to be made a true boulevard and asking for transit investment, passed unanimously in the Illinois General Assembly. Additionally, most of Chicago's alderpeople who represent the North lakefront have made calls for the same. It is rare to see this kind of consensus around a project, in my experience with Chicago politics.

I am startled that the Illinois and Chicago Departments of transportation have sought to make DLSD even more highway-like despite public sentiments to the opposite. I ask that the Chicago Metropolitan Agency for Planning not do the same by not advancing DLSD as a Priority Project, and in doing so allow for development of a boulevard oriented plan in line with what the citizens and elected officials have been asking for.

This project is a monumental opportunity to improve how Chicagoans' access and experience the lake shore, and I do not want to see it go against the people's wishes.

Sincerely,
Ian Horvath

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

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From: s [REDACTED] on behalf of [Samantha Rustmann](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:32:20 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,
Samantha Rustmann

[REDACTED] Chicago, IL [REDACTED]

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From: [Ian Llewellyn](#)
To: [Info](#)
Subject: Public Comment: CMAP Transportation Committee Feb 27th
Date: Thursday, February 26, 2026 3:33:39 PM

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Hello,

My name is Ian Llewellyn and I live in the Gold Coast neighborhood of Chicago. I am asking the committee to not advance the DLSD project until it is reworked into a true boulevard. The lakefront of Chicago is my favorite part of the city and expanding the Drive would only make the lakefront worse. Please don't allow funding for expanding a highway through the lakefront parks.

Thank you,
Ian Llewellyn

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From: [REDACTED] on behalf of [Marly Ugarte](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:38:44 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,
Marly Ugarte

[REDACTED] Chicago, IL [REDACTED]

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From: [Chloe Wilson](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:39:15 PM

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

Thank you!

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From: [REDACTED] on behalf of [Isaac Gibson](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:39:35 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.

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.

Often, drivers heading north treat Sheridan Road like a northern extension of DLSD, and drive recklessly. It's only been a few months since a pedestrian was struck and killed by one of these drivers. I believe making DLSD even more of a highway will only make this worse.

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,
Isaac Gibson

[REDACTED] Chicago, IL [REDACTED]

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From: [Jordan Griffith](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:40:21 PM

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

Hi,

I live in Uptown about a mile from DLSD. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. The lake is a great asset and DLSD undermines it every day.

Jordan Griffith
[REDACTED]

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From: [Hector Rios](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:41:45 PM

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

My name is Hector Rios, a lifelong Chicagoan born and raised in Ukrainian Village and currently residing in Lincoln Square with my wife, a son and a dog.

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

This is a once in a lifetime opportunity to put Chicago on the world stage as a world class city, much higher than we rank today.

Please implement better transportation for all (not just people with cars).

Sent from my iPhone

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From: [Elizabeth Koskiewicz](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:44:23 PM

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

Hello! To whom it may concern —

My name is Elizabeth Koskiewicz, I've lived in Lakeview and Wrigleyville for the last eight years. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Thank you!

Elizabeth

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From: [C.T](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:44:03 PM

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My name is Catherine, and I live in Wicker Park and frequently use the bus to travel to the lake and enjoy our lakefront.

I am writing to urge CMAP not to advance the Drive Lake Shore Drive (DLSD) project until it is fundamentally rescoped as a true boulevard with meaningful transit investment and real, equitable lakefront access for all Chicagoans.

The lakefront is one of Chicago's greatest public assets — a rare stretch of open, accessible green space that belongs to everyone, not just those who travel by car. The current DLSD proposal threatens to entrench a car-dominated corridor that cuts communities off from the water's edge, rather than bringing people closer to it. Expanding highway capacity through our parks is not a modernization — it is a step backward.

From an environmental standpoint, widening and entrenching a high-speed roadway along the lakefront will increase vehicle traffic, worsen air quality in adjacent neighborhoods, and deepen the city's carbon footprint at a time when we should be reducing it. The lakefront ecosystem — its beaches, green spaces, and wildlife habitat — deserves protection, not further fragmentation by high-speed traffic. Any honest environmental review should make clear that a highway expansion through parkland is incompatible with Chicago's own climate and sustainability commitments.

Lakefront access must also be meaningfully addressed. For too long, Lake Shore Drive has functioned as a barrier between communities and the water. A true boulevard redesign would prioritize pedestrian and cyclist crossings, reduce vehicle speeds, and create safe, welcoming connections to the lakefront for residents of all backgrounds. Unlocking funding for the current proposal, without those guarantees, risks locking in a design that continues to treat the lake as a backdrop for cars rather than a public space for people.

I urge CMAP to pause, listen to the communities most impacted, and insist on a rescoped project that puts transit, access, and the environment first. Do not unlock funding for a highway expansion through our parks.

Catherine Tucker Calvey

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From: [Liz Iverson](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:44:07 PM

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

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From: [Maggie Schurr](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:45:00 PM

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

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From: [Alex Schafer](#)
To: [Info](#)
Date: Thursday, February 26, 2026 3:49:52 PM

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My name is Alex Wchafer, I live in Lakeview East. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. We should focus on accessible transit for allowing residents of Chicago to get around their communities, not harming the little nature we have to facilitate inefficient traffic to pass through the city. Mass transit should be prioritized over individual traportation. Let's promote beautification, not more highways!

Thank you,
Alex

Alex Schafer
Georgia Institute of Technology Class of 2016
Chicago, IL

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From: [Shelley Brazee](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:54:43 PM

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

Make Lake Shore Drive Better, not Bigger!!!!

My name is Shelley Brazee, I live in Lakeshore East. I have lived here for 20 years. DLSD is no longer a "drive." It has become a loud, traffic-filled space with cars speeding either north or south or a jammed "parking lot" depending on the time of day. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Our lakefront, and we the city residents, deserve better than another highway expansion. Lake Shore Drive and our Lakefront Park are the reasons that Chicago is the most beautiful city in the world!! No other city has such a beautiful open lakefront that all the city residents use. We want more, safer pedestrian access to the lakefront. Not more traffic lanes with cars speeding along between the park and the waterfront with people darting across the lanes. You need to get this right, listen to what the residents want. We are watching to see what you do.

Shelley Brazee

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From: [Miguel Navarrete](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:58:24 PM

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

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

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From: [Zev Meyer](#)
To: [Info](#)
Subject: Public Comment for CMAP Transportation Committee on Feb 27
Date: Thursday, February 26, 2026 3:57:34 PM

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

Hello,

My name is Zev Meyer and I live in Lakeview. I am asking that CMAP does not advance DLSD until there has been a project rescope that makes it a true boulevard with significant transit and lakefront access. We do not need another highway extension at the expense of our parks and well being.

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From: [Emily Slanker](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 3:58:36 PM

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

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From: [Burke, Robert Emmett](#)
To: [Info](#)
Subject: Comment regarding CMAP Transportation Committee meeting, February 27, 2026
Date: Thursday, February 26, 2026 3:59:28 PM

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Good afternoon,

I wanted to provide commentary as a member of the public on CMAP's regional transportation plan. I am opposed to the North Lake Shore Drive plans as they stand, and would be furious if a decade of public engagement is thrown out in favor of a plan that locks us into automobile dependency for generations to come. As a planner (and former MPO staff member) myself, I am appalled that this plan has gotten so far, but it is not too late to stop it. Proponents of the plan have shown how it expands lake access and parkland, but we don't need to rebuild a damaging and divisive superhighway to do those things. The lakefront belongs the people, and the Drive should be fundamentally reimagined to serve them, not cars. With increased funding and appetite for public transit among leaders and the public, we ought to consider an alternative that gives these services a fair chance, including modeling increased service and additional mode shift. Please listen to the people, legislators, and leaders who are calling for change. Thank you.

Robert Burke he/him

University of Illinois Chicago
Adjunct Lecturer – Urban Planning and Policy

[REDACTED]
Let's connect on [LinkedIn](#)

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