

From: [Abby Kilani](#)
To: [Info](#)
Subject: Subject: Public Comment for CMAP Transportation Committee (Feb 27)
Date: Thursday, February 26, 2026 5:03:10 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 Abby Kilani and I live in Roger's Park. 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 highway-first design for the lakefront now would be short-sighted.

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

Best,

Abby Kilani

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From: [Colin O'Dwyer](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee
Date: Thursday, February 26, 2026 5:10:04 PM

My name is Colin O'Dwyer, 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

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From: [Jennie Sochon](#)
To: [Info](#)
Subject: DLSD repairs
Date: Thursday, February 26, 2026 5:14:29 PM

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I live in Edgewater near the lake. The drive needs resurfacing and bridge repairs but it does NOT need to be turned into a boulevard. The main function of Route 41, aka Lake Shore Drive is to move traffic north and south. It does that well. Repair what needs to be fixed and that's it. Thank you.

Sincerely,

Jennie Sochon

[REDACTED]

Chicago IL [REDACTED]

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From: [Scott Bryson](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:14:02 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 Scott Bryson and I hate using DLSD. It is too fast with too many bottlenecks. We spent a few years on redesigning the drive but instead we are making it worse. 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. Take redesigning the drive seriously and make this better, not an even worse highway.

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From: [David Brown](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:22:11 PM

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My name is David Brown, I live in the South Loop off of 18th St. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

I frequently use the Lakeshore path as my path for my commute to work via bike. Expanding the number and size of car only lanes on the Drive will only make the deafening roar of vehicles more pronounced.

David Brown

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From: [franklin medio](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (2/27/26)
Date: Thursday, February 26, 2026 5:25:57 PM

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Dear Members of the Committee,

My name is Franklin Medio. I live in the Lakeview neighborhood. 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

Franklin Medio

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Franklin Medio, PhD

[REDACTED]
Chicago, IL [REDACTED]

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From: [Ryan Paroline](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27) - DuSable Lake Shore Drive
Date: Thursday, February 26, 2026 5:25:37 PM

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Good Evening,

My name is Ryan, and I live in the 47th Ward of Chicago in North Center. I'm emailing to request that CMAP NOT advance DuSable Lake Shore Drive until the proposed project is rescoped as a true boulevard with provisions for and priority of transit over cars and lakefront access for all. Cities around the world with waterfront access have successfully removed highways and boulevarded previously car-dominant spaces from Portland's Harbor Drive in 1974 on forward.

As it stands, the current plan in committee moves forward with the backwards-thinking idea of expanding DLSD's highway lanes for cars when its proximity to the lakefront should see its future as a pedestrian-prioritized space. Moving forward as currently planned will make the already visible problems of pedestrian and motor safety, pollution, and lake access worse than they already are. A change to prioritizing a boulevard is not without precedent and wouldn't be unlike a sort of continuance of earlier progressive unlocking of Chicago's lakefront with park planning for the enjoyment of its citizens and international visitors closer to The Loop throughout the 20th Century.

In this comment, I am proud to be able to commend Ald. Matt Martin of the 47th Ward for his support of an alternate future for DSLD beyond encouragement of more cars via the Better Lakefront Initiative. I urge this committee to think of this city and its people and refrain from unlocking funding for a highway expansion through our parks.

With Civic Pride,

Ryan

--

Ryan Paroline
Chicago, IL [REDACTED]

[REDACTED]

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From: [REDACTED] on behalf of [Isrrael Diaz](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 5:26:04 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,
Isrrael Diaz

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

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From: [Suraj Pabba](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:27:35 PM

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My name is Suraj , 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.

Thank you,
Suraj Pabba

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From: [Daniel Ovaert](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:28:45 PM

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Hi,

My name is Dan Ovaert, 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.

Sincerely,

Dan Ovaert

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From: [Patrick O. Maguire](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:32:19 PM

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Hello,

I live in Woodlawn. 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,
Patrick Maguire

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From: [Corey Albrecht](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:34:19 PM

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

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From: [Mattioli, Dominik](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:36:43 PM

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Hello CMAP team,

My name is Dominik, I live in Logan Square and I have lived in Chicagoland for most of my 33 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. There are more efficient transportation designs and they do not prioritize personal vehicles.

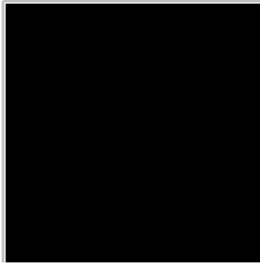
Sincerely and respectfully,
Dominik Mattioli

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From: [Kyle Lucas](#)
To: [Info](#)
Subject: Public Comment for 2.27.26 Transportation Committee
Date: Thursday, February 26, 2026 5:36:32 PM

Good afternoon,

I would like to provide verbal public comment in-person/virtually at the 2.27.26 Transportation Committee meeting.



Kyle Lucas

[Redacted]
[Redacted]

- [Redacted]
- [Redacted]
- [Redacted]

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From: [Jacob Lewis Hall](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:37:54 PM

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My name is Jacob Lewis-Hall, I live in Ravenswood. 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 ridiculous.

-Jacob Lewis-Hall

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From: [Harrison Gibbons](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:40:48 PM

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To whom it may concern,

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

Thanks for your time and attention.

—

Harrison Gibbons

Phone: [REDACTED]

Email: [REDACTED]

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From: [Jessica Barry](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:41:56 PM

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My name is Jessica Barry, I live in Portage 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.

Please keep humans first, cars after, when designing our lived environments.

Thank you
- Jessica Barry

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From: [REDACTED] on behalf of [Avery Montavon](#)
To: [Info](#)
Subject: Please do not advance NDLS
Date: Thursday, February 26, 2026 5:43:35 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.

I live on LSD. My wife and I take it nearly every day. This project would make our lives significantly worse, and is by far one of the worst proposals brought forward to be considered. It has been clear that this project from the very beginning has no interest in what the public actually needs from Lakeshore Drive. An overwhelming majority of residents, my wife and I included, 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,
Avery Montavon
[REDACTED] Chicago, IL [REDACTED]

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From: [Greg Macek](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:45:54 PM

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My name is Greg Macek. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. We need to protect our lakefront, not give it over to more car traffic.

Greg Macek

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From: [Maxine Brooker](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:46:18 PM

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My name is Maxine Brooker , 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.

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From: [Alfonso Mendoza](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (for Feb. 27)
Date: Thursday, February 26, 2026 5:48:26 PM

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To whom it may concern,

I am Alfonso Mendoza and I live in Gold Coast / Streeterville (990 LSD) . 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.

Sincerely,

Alfonso Mendoza

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From: [REDACTED] on behalf of [Lucy Tanek](#)
To: [Info](#)
Subject: no to Expansion - Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 5:48:35 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,
Lucy Tanek

[REDACTED] Chicago, IL [REDACTED]

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From: [Taylor Salak](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:48:02 PM

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To whom it may concern,

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

Best,

Taylor Mendoza

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From: [Taylor Mendoza](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:49:35 PM

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To whom it may concern,

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

Best,

Taylor Mendoza

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From: [Dom Perignon](#)
To: [Info](#)
Subject: Public Comment - CMAP Transportation Committee for Feb 27
Date: Thursday, February 26, 2026 5:50:01 PM

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To whom it may concern,

I am Alfonso Mendoza and I live in Gold Coast / Streeterville (990 LSD) . I'm asking CMAP not to advance DLSD until the project is rescope as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Sincerely,

Alfonso Mendoza

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From: [Sophie McCloskey](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:50:12 PM

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My name is Sophie McCloskey, and 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.

Limiting access to the lakefront through alternate transit methods and furthering car-centric infrastructure makes the city less accessible and worse for all of us outside of vehicles.

Thank you for your consideration,
Sophie McCloskey (she/her)

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From: [REDACTED] on behalf of [Tatiana Montavon](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 5:50:47 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.

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,
Tatiana Montavon

[REDACTED] Chicago, IL [REDACTED]

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From: [Sandra James](#)
To: [Info](#)
Subject: Transforming Du Sable Lake Shore Drive
Date: Thursday, February 26, 2026 5:54:07 PM

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

Dear CMAP Staff,

I am writing to express my opposition to any expansion of Du Sable Lake Shore Drive. Based on current transportation realities and competing public needs, expansion of this corridor is not a necessity. Instead, scarce public funds should be prioritized toward more urgent issues that directly affect safety and long-term fiscal stability.

Public planning materials already acknowledge that modern boulevard concepts emphasize moving more people efficiently through transit, walking, and biking improvements rather than simply expanding vehicle capacity. Given these evolving transportation priorities, I respectfully urge CMAP and partner agencies to reconsider any current or future allocations for DLSD expansion.

Specifically, I ask that any future or currently earmarked funds for expansion be redirected toward (1) increased security and safety presence on CTA trains and platforms, and/or (2) strengthening state and municipal pension obligations. Both areas represent more immediate and tangible needs for Chicago residents and commuters.

Thank you for considering public input on this matter. I would appreciate that this comment be included in the official record for the project.

Sincerely,

Sandra James

Chicago, IL

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From: [REDACTED]
To: [Info](#)
Subject: Public Comment, CMAP Transport Committee
Date: Thursday, February 26, 2026 5:55:07 PM

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My name is Blake, 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.

Blake Hutson

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From: [REDACTED] on behalf of [Christopher Holcomb](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 5:57:07 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

As a local resident living just a block from North DuSable Lake Shore Drive, I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

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

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,
Christopher Holcomb
[REDACTED] Chicago, IL [REDACTED]

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From: [Scott Otis](#)
To: [Info](#)
Subject: Comments on proposed LSD expansion
Date: Thursday, February 26, 2026 5:58:06 PM

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My name is Scott Otis, and I live in Belmont Cragin. 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: [Fernando Ralph Tobias](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 6:00:05 PM

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My name is Fernando Tobias, I live in Uptown, 48th 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. We do not need a highway passing through our neighborhoods.

thank you,
Fernando

Sent from iPhone

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From: [runpete](#)
To: [Info](#)
Subject: DSLD Opposition
Date: Thursday, February 26, 2026 6:10:28 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,

I understand that there may be a decision to advance the North DuSable Lakeshore Drive plan to the constrained list on Friday, February 27th. If there is not a plan to have a vote on this date, I still wish for my concerns to be considered.

As a resident of Chicago who lives less than one block from NDLSL, I write in opposition of moving the plan to the constrained list. I know I am not alone in asking for this. 14 of our alderman, mine included, have asked for a boulevard-style plan. Over 70% of surveyed residents have likewise advocated for a boulevard plan. We should be prioritizing transit and easy access to the lakefront. While the proposed Essential Plan does make improvements to the lakefront, it is regrettable that it does not prioritize public transit. We should be encouraging people to take transit and to reduce our carbon impact. We should not be encouraging more car-centric traffic.

As a resident of Chicago and one who lives within very close proximity to Lakeshore drive, I urge you to not advance the current plan to the constrained list.

Thank you,

Peter Ower
[REDACTED] Chicago

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From: [REDACTED] on behalf of [Patrick Daniel](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 6:12:47 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,
Patrick Daniel

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

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From: [REDACTED]
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 6:15:38 PM

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

My name is Mark Wright, I live in Ravenswood. 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: [REDACTED] on behalf of [Chris Vazquez](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 6:16:59 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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Sincerely,
Chris Vazquez

[REDACTED] Chicago, IL [REDACTED]

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From: [Amanda Anderson](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb 27)
Date: Thursday, February 26, 2026 6:18:55 PM

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Hello,

My name is Amanda Anderson, I live in the South Shore neighborhood. I ride the Metra electric downtown often. I am 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: [Aaron Ocampo](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation
Date: Thursday, February 26, 2026 6:21:04 PM

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I'm Aaron Ocampo Victoria and I live in the Lakeview 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 can be even more beautiful without noisy and gray highways.

Aaron Ocampo Victoria

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From: [Tamara Dandan](#)
To: [Info](#)
Subject: Public comment;CMAP transportation DLSD
Date: Thursday, February 26, 2026 6:34:28 PM

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

Good Afternoon,

My name is Tamara Dandan, I live in Fulton Market, West Loop. 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." Please preserve our Lakefront Parks. This is the part of the heart of our city and what makes Chicago great.

Please call me if you need additional feedback.

Thank you,

Tamara Dandan

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From: [Drew Slagter](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 6:35:08 PM

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My name is Drew Slagter, I live in Andersonville and 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: [James Diamond](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 6:37:58 PM

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

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

More info: betterstreetschicago.org/dlzd/vision

The lakefront is the best thing about Chicago. Do not expand a highway through our park.

Sent from my iPhone

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From: [Hugh](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 6:44:13 PM

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My name is Hugh, I live in North Center. 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: [Kevin Limehouse](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 6:50:08 PM

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

My name is Kevin L., I live in Bronzeville. 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.

Are you all seriously thinking about expanding what is functionally a highway in the year of our lord 2026? We know this is a failure, we know this worsens traffic, noise and pollution. Just stop.

Make it into a boulevard, make it into a place with better transit and pedestrian options.

Please do better.

Sincerely,
Kevin L.

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From: [Patrick Gombert](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 6:50:12 PM

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

Hello, my name is Patrick and I'm a Chicago resident. I'm asking CMAP not to advance DLSD as I am against expanding funding for highways in urban environments. The crown jewel of our city is the lakefront park and the DLSD proposal is detrimental to the lakefront park. Residents do not want this.

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From: [REDACTED] on behalf of [Aedan Hodgson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 6:51:32 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,
Aedan Hodgson

[REDACTED] Chicago, IL [REDACTED]

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From: [Daniel L](#)
To: [Info](#)
Subject: Public Comment: CMAP Transportation Committee (2/27)
Date: Thursday, February 26, 2026 6:52:08 PM

Hi. My name is Daniel and I am a resident of the Uptown neighborhood of Chicago. I am writing to express my deep concern for the proposed redesign of Lakeshore Drive. It seems the primary focus is on widening the road, and inviting more traffic onto The Drive. There are so many reasons why this would be an absolute plague on our world-class city. Basic infrastructure research tells us that widening roads does not solve traffic congestion. (see: induced demand).

This redesign should prioritize PEOPLE, not motor vehicles. We have an unbelievable opportunity to create one of the best boulevards in the world that is safe, reduces pollution and noise, and moves people efficiently through the city without the use of single occupancy vehicles.

I am downright pleading that this project be reconsidered in a way that prioritizes sustainability and quality of living. Again, we have such an amazing opportunity to do something wonderful here. Let's not squander it!

Thank you.

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From: [Cynthia Ockerman Phillips](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:00:32 PM

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

Hello,

My name is Cindy Phillips, I live on N Lake Shore Dr. and I am asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. It is not living up to what a major metropolitan waterfront should be presenting and can be greatly improved for function, liveability, and beauty. Our lakefront deserves better than a highway expansion. Please consider how much improvement needs to be made for us, the residents and our many national and international visitors.

Sincerely,
Cindy Phillips

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From: [Gage Ottinger](#)
To: [Info](#)
Subject: Lakeshore
Date: Thursday, February 26, 2026 7:00:53 PM

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

My name is Brent McCollum I live in Rogers Park please do not turn Lakeshore into a Boulevard. Do not add a dedicated bus lane. You can leave it just as is as far as I'm concerned.

Sent from my iPhone

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From: [Dana Mattioli](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:02:00 PM

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

Hello,

My name is Dana, I live in Printers Row, 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.

Sincerely,

Dana Mattioli

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From: [Ethan Henderson](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:03:40 PM

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My name is Ethan,

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!!!

Best,

--

Ethan Henderson

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From: [REDACTED] on behalf of [Matt Daniels](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:02:42 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,
Matt Daniels

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

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From: [Jarrett Perkins](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:06:22 PM

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My name is Jarrett, and I live in Bucktown. I kindly request that CMAP refrain from advancing DLSD until the project is rescoped to become a genuine boulevard with transit and genuine lakefront access. Please avoid allocating funding for a highway expansion that would encroach upon our parks.

Regards,
Jarrett Perkins

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From: [REDACTED] on behalf of [Scott Henke](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:07:18 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.

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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,
Scott Henke

[REDACTED] Chicago, IL [REDACTED]

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From: [Nate Norris](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:11:24 PM

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

My name is Nate Norris, I live in Lakeview. I'm begging CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. We need more park space, not less! More highway expansion is not what the city needs.

Thanks,

Nate

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From: [Dan Carney](#)
To: [Info](#)
Subject: Lake shore drive comments
Date: Thursday, February 26, 2026 7:14:42 PM

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

Hello,

I am resident of Chicago, the Edgewater neighborhood and would like to ensure my comments are on the record.

I am asking CMAP to pause.

Specifically, CMAP should not advance DLSD in the constrained list until the project is formally rescoped as a true boulevard — not a rebuilt highway — and re-evaluated using serious regional transit scenarios. That includes modeling alternatives that incorporate stronger CTA service, regional rail coordination, bus rapid transit, and improved east–west connectivity before assuming continued high-volume, high-speed car demand.

Thank you

Dan Carney

Sent from my iPhone

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From: [Sam D](#)
To: [Info](#)
Subject: Public Comment for CMAP Transportation Committee
Date: Thursday, February 26, 2026 7:14:57 PM

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

Hello,

Please do not advance the Lake Shore Drive project until it is planned as an actual boulevard with better transit and lake access. As it currently stands, this project is a highway widening boondoggle that will do nothing to advance the livability of Chicago.

Thank you,
Samuel Deetz

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From: [REDACTED] on behalf of [Chris Abbott](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:15:20 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,
Chris Abbott

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Matthew Cardoza](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:15:21 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,

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Sincerely,
Matthew Cardoza

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

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From: [REDACTED] on behalf of [Michael Boren](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:15:36 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 as well as elected officials and needs to be sent back to the drawing board.

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Sincerely,
Michael Boren

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [David Lapidus](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:17:08 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,

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Sincerely,
David Lapidus

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

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From: [Michael Spertus](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:18:47 PM

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

My name is Michael Spertus, and I live in the Andersonville neighborhood, and I am writing in favor of advancing DLSD onto the constrained list. The proposal improves DuSable Lake Shore Drive for both drivers who rely on it and for recreation, a true win-win outcome. As a resident who uses DuSable Lake Shore Drive for both transportation and for its recreational parkland, I am strongly in favor of this plan.

Thank you,

Mike

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From: [REDACTED] on behalf of [Vanessa Reese](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:17:36 PM

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

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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,
Vanessa Reese

[REDACTED] Chicago, IL [REDACTED]

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From: [Chris Murphy](#)
To: [Info](#)
Subject: CMAP's Transportation Committee vote on adding DLSD project into its Regional Transportation Plan
Date: Thursday, February 26, 2026 7:19:19 PM

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Dear CMAP transportation committee

My name is Chris Murphy and I live in [REDACTED] in the South Loop. Please do not approve any plans that are aimed at increasing the number of cars on DLSD. As a city we should be prioritizing public transit and green space over individual vehicle drivers.

We're living in a world with a changing climate. We can't afford to double-down on mistakes of the past. Please look towards a better future, not one with more cars on the road.

Thank you,
Chris

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From: [REDACTED] on behalf of [Sean Hemenway](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:19:26 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,
Sean Hemenway

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

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From: [Alex Bennion](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:20:58 PM

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

My name is Alex Bennion,

I live in Uptown, a couple blocks from the 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.

Sincerely,

Alexander Slade Bennion

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From: [James Parkhill](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:21:28 PM

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

My name is James Parkhill, I live in Lakeview East at the corner of Hawthorn and N Lake Shore Dr. 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.

Sincerely,
James

Sent from my iPhone

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From: [REDACTED] on behalf of [Anne Alt](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:22:47 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,
Anne Alt

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Riley Sester](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:21:53 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,
Riley Sester

[REDACTED] Chicago, IL [REDACTED]

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From: [Keith Creager](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:22:44 PM

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My name is Keith Creager, I live in Hermosa and commute to Goose Island for work. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. More lanes will just invite more traffic and make it more of a polluted sewer on our lakefront.

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From: [Joseph Warner](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:25:31 PM

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

Hi CMAP Transportation Committee,

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

The joint IDOT and CDOT surveys of the region has shown massive opposition to this horrendous highway project, the likes of which remind me greatly of highway projects which brought about urban blight throughout the nation resulting in the creation of NEPA by Congress. By expanding the highway, IDOT would once again harm the people of Chicago by increasing the average speed of roads around NLSO and intersections with NLSO, by increasing dangerous particulate matter emitted by vehicles (not just from gasoline and diesel but also from brake pads, tires, etc.) which will be released in greater and greater quantities as average car speeds increase with no decrease in the number of vehicles right near some of the densest residential communities in the nation, and by making the park even further from the people making it far less connected to the community. And that is not even to speak of the increased parking proposed by IDOT which would further push the park even further from the people and increase the number of vehicles in the area which WILL result in more crashes, more negligent driving, and more completely avoidable deaths.

IDOT rejected CTA's proposed alternatives out of their belief that a car equals a person and because CTA refused to commit to an insane 24/7 service standard which no transit in the agency in the world, let alone one of the worst funded transit agencies in the nation could afford to operate. Their own traffic study has shown that the expansion is entirely unnecessary if we instead build one of CTA's proposed alternatives. We could greatly reduce pollution and protect the community if we reject this proposed highway expansion.

So I urge you to reject in its entirety the DLSD project and send it back to the start of the process starting with defining the project to be focused around people and not around the average speed of cars racing down a road killing people in the process.

Best Regards,
Joseph Warner

[REDACTED] Chicago, IL [REDACTED]

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From: [Charlie Fredian](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:27:15 PM

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

Hi, my name is Charlie and I live in Wrigleyville. 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. The public has asked for a fundamentally different direction for years, and the modeling hasn't seriously considered stronger regional transit. Please don't unlock funding for the current version. Thank you.

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