

**From:** [REDACTED]  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:01:04 PM

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Good afternoon,

My name is Nicholas Staehler. I live in West Town and frequently travel to the lake. I am deeply concerned about the effect of LSD expansion on pedestrian safety and access to the lake shore. The lake is perhaps the most unique and special asset the city of Chicago has. Sacrificing accessibility of that asset, increasing noise and pollution, and hindering pedestrian and bicycle access to the shore will make Chicago a worse city to live in. Highway expansion never alleviates congestion, it only induces increased demand. If Chicagoans are concerned about congestion, we should be investing in our public transit, walking, and cycling infrastructure to reduce the number of cars on the road.

Let's make this city better, not worse.

Thank you,  
Nicholas

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**From:** [Sam Griffin](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:02:04 PM

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My name is Sam and I'm a resident of 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.

Thanks for your time and consideration. Best,

**Sam Griffin**

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**From:** [Nolan Winkler](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:05:29 PM

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My name is Nolan Winkler, and I have lived in Hyde Park near DLSD for the past 15 years after growing up taking DLSD down from Evanston.

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,

Nolan (he/him)

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**From:** [Patrick Rotunno](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:05:27 PM

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Hello,

My name is Patrick Rotunno and I live in Jefferson Park. I am asking CMAP not to advance DSLD until the project is rescopeed as a true boulevard with transit and real lakefront access. Dont unlock funding for a highway expansion thru our parks.

Patrick Rotunno  
Chicago, IL

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**From:** [Andrew Parkkila](#)  
**To:** [Info](#)  
**Subject:** Public Comment for CMAP Transportation Committee (Feb 27)  
**Date:** Thursday, February 26, 2026 2:07:57 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 Andrew Parkkila and I am a commuter/frequent user of the many park spaces along Lakeshore Drive. 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.

Thank you,  
Andrew Parkkila

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**From:** [Bubba Jackson](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee  
**Date:** Thursday, February 26, 2026 2:08:43 PM

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My name is Greg Jackson, I live in Ravenswood. I'm asking CMAP not to advance DLSD until the project is rescopeed as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. Please prioritize options that keep our lakefront reserved for people, not cars.

-GJ

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**From:** [Emily D](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:10:08 PM

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My name is Emily 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.

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**From:** [Kelsey Buckley](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:09:30 PM

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My name is Kelsey Buckley, 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. Our city's children deserve clean air and safe access to nature.

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**From:** [Jen Connor](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:16:10 PM

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My name is Jen Connor, 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:** [ewotring@everyactioncustom.com](mailto:ewotring@everyactioncustom.com) on behalf of [Erik Wotring](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Thursday, February 26, 2026 2:18:36 PM

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[You don't often get email from [ewotring@everyactioncustom.com](mailto:ewotring@everyactioncustom.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. 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,  
Erik Wotring

Chicago, IL

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**From:** [Adam Slota](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:26:57 PM

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

My name is Adam Slota I live in North Park and frequently drive DLSD and visit the lakefront. 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,  
Adam Slota

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**From:** [REDACTED] on behalf of [Edwin Chalas Cuevas](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Thursday, February 26, 2026 2:28:23 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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,  
Edwin Chalas Cuevas

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

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**From:** [Christina Hebding](#)  
**To:** [Info](#)  
**Subject:** PUBLIC COMMENT  
**Date:** Thursday, February 26, 2026 2:29:23 PM

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My name is Christina, I live in streeterville. I'm asking **CMAP not to advance DLSD** until the project is rescoped as a true boulevard with transit and real lakefront access. Our lakefront deserves better than a highway explanation.

Thank you for your consideration.

Your neighbor,  
Christina Hebding—Rauch

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**From:** [REDACTED]  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:30:11 PM

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

Hello,

My name is Paul Kulis, 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,  
Paul

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**From:** [Steve Helm](#)  
**To:** [Info](#)  
**Cc:** [Steve Helm](#)  
**Subject:** DuSable Lake Shore Drive | Feb. 27 Meeting  
**Date:** Thursday, February 26, 2026 2:30:15 PM

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

Hi CMAP team,

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

My name is Steve Helm and I along with my wife olive in our condo at the corner of Michigan Ave/Lakeshore Drive and Oak Street. 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.

Thanks

Steve Helm

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**From:** [Morgan Thompson](#)  
**To:** [Info](#)  
**Subject:** DLSD public comment  
**Date:** Thursday, February 26, 2026 2:30:46 PM

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Dear 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 Morgan Thompson and I use the Lakeshore trail and beaches for recreation in the spring, summer, and fall on the northside. 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.

Best  
Morgan

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**From:** [Zach Smith](#)  
**To:** [Info](#)  
**Subject:** Public comment for the CMAP transportation committee  
**Date:** Thursday, February 26, 2026 2:30:35 PM

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Hello,

My name is Zach Smith and I live in the Lincoln square and uptown area of Chicago. I'd like to offer feedback on the proposed changes to lakeshore drive

Please do not forward with the current plan. I spend as much time as possible on the lake front in the summer, and increasing the size of lake shore drive will make everything worse. Please consider making it more of a boulevard with cross walks and lanes for buses

Make it a larger highway would be terrible for the city

Thank you I appreciate you receiving this feedback

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**From:** [Matthew Walters](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:33:39 PM

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Hello, I live in Old Town Triangle within the 43rd Ward. I am strongly opposed to advancing the DLSD project. As proposed, the project will increase traffic while doing virtually nothing to improve public transit or pedestrian access. This is a once in a generation opportunity to remake the 8-lane highway that pollutes our city and cuts off access to our beautiful lakefront into a true boulevard. Instead, IDOT has proposed a highway widening project that maintains the status quo. Please do the right thing and send this project back to the drawing board.

Thank you for your consideration,

**Matthew S. Walters**

[REDACTED]

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**From:** [Christopher Skobel](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:35:47 PM

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My name is Chris Skobel, I live in Lakeview on Chicago's North side. 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.

Additionally, we need to expand cycle lane access so more busy roads such as Montrose have protected lanes such as the lanes seen in some sections of Clark.

Best,

Chris Skobel

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**From:** [Erinn Lawber](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:36:15 PM

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My name is Erinn Lawber, I have lived in Uptown for 15 years. I'm asking CMAP not to advance DLSD until the project is re-scoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Thank you,  
Erinn Lawber  
Chicago Uptown resident

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**From:** [REDACTED]  
**To:** [Info](#)  
**Cc:** [ward26@cityofchicago.org](mailto:ward26@cityofchicago.org)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:37:21 PM

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My Name is Matt Seifert. I live in Logan Square.

I'm asking CMAP not to advance this program to turn Lake Shore Drive into a slow-moving boulevard.

We do not need bike lanes or pedestrian sidewalks along Lake Shore Drive as there is already a robust park system along the lake that supports this.

Lake Shore Drive is a critical arterial route connecting the north and south sides and it is critical that we maintain this motor vehicle preferred route. Many people cannot bike, use scooters, or walk considerable distances and those people are tied to vehicular transportation.

Impacting the existing ability to navigate the city so that more bike routes can be created on a space where none are needed unfairly punishes those who are unable to use them by creating congestion, which increases commute times and creating increased driver stress and road rage.

The city of Chicago has existing north-south bike and pedestrian infrastructure within the park system that should be prioritized.

Adding bike-lanes to Lake Shore Drive will leave those existing resources less utilized. It will bring bikes closer to traffic without reason or cause.

Please stop the needless penalization of drivers and motor vehicle owners.

Please stop elevating the needs to bicyclists above the needs of those who must take motor vehicle transportation.

Please stop making false claims about CDOT's ability to prevent accidents, and start supporting each claim made with documented references. CDOT is a government organization and should adhere strictly to actual facts instead of a clear and obvious anti-car/anti-truck ideology.

Furthermore, CDOT should review its own implementation programs and procedures, as they appear to be severely lacking. In my neighborhood, no parking signs are mis-managed in that many prohibit parking on the wrong side of the intersection on one-way streets. Specifically, cars are allowed to park right up to the crosswalk in the direction of traffic, which obscures the driver's view of anything within the crosswalk, and then there is no parking on the opposite side of the intersection for 20ft or so, which helps no one.

There are at least 6 intersections in the immediate vicinity of my house where this has occurred and they have been this way for 20 years. I believe an investigation of CDOT's traffic control implementation failures will likely show corroboration between such failures and pedestrian/biker deaths. Perhaps it would be in CDOT's interests to investigate this further.

Sincerely,  
Matt Seifert

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**From:** [Isaac Husemann](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:39:57 PM

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Hi there,

My name is Isaac, I live in Bucktown and have previously lived 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. This space is much better suited for legitimate public transit, and not additional space for individual-occupancy cars.

Thank you.

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**From:** [Daylam Tayari](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:37:40 PM

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My name is Daylam Tayari, 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.

I am out walking, running, or cycling along the lakefront every single day, and Lakeshore Drive is such an infuriating disruption to any kind of activity along the lakefront. The constant roaring of cars along with honking, the regular crashes, makes for constant noise pollution that can be heard over any headphones.

The air pollution from all of the cars can also be felt when along the lakefront and tarnishes such an incredible park that is truly one of the gems of Chicago.

DLSD needs to be rescoped to a true boulevard with more pedestrian friendly lakefront access, and anything less would be contradictory to the interests of Chicagoans and not serving the constituents of the City of Chicago.

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**From:** [Ryan Carey](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:39:55 PM

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My name is Ryan, I live in Irving 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 explore regional rail or buses as alternatives to expanding Dusable Lake Shore Drive.

Sincerely,  
Ryan Carey

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**From:** [REDACTED] on behalf of [Jacob Korb](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Thursday, February 26, 2026 2:40:48 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,  
Jacob Korb

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

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**From:** [REDACTED] on behalf of [Ricco Iglesias](#)  
**To:** [Info](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Thursday, February 26, 2026 2:41:36 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,  
Ricco Iglesias

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

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**From:** [HENRY F GORECKI](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (FEB 27)  
**Date:** Thursday, February 26, 2026 2:45:58 PM

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Hello:

My name is Henry Gorecki, and I live at [REDACTED]. 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." We will all breathe more easily and enjoy the city more.

Thank you for your attention,

Henry Gorecki

[REDACTED]  
Chicago, IL [REDACTED]

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

**From:** [Vishal Shah](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:45:34 PM

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My name is Vishal Shah, 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.

Thanks!

Vishal

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**From:** [Choe, Joseph](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:48:23 PM  
**Attachments:** [image001.png](#)

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

Hi there,

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

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**Joseph Choe (He/Him)**  
J.D. Candidate, Class of 2027  
Loyola University Chicago  
School of Law  
[REDACTED]

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**From:** [Macaire Marino](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:47:48 PM

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My name is Macaire Marino, and I and my family live in Chicago's Uptown neighborhood. I have lived near and used LSD for more than 15 years. Please do not approve any plans that are aimed at increasing the number of cars on this road. It is a noisy, polluting thoroughfare that diminishes human enjoyment of our beautiful lakefront, and 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 cannot afford to think like it's still the 1950s. Please look towards a better future with enhanced green spaces and lake access for ourselves and future generations, not one that prioritizes more cars on the road. I'm asking MAP 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,

Macaire Marino

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**From:** [Ayla](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:51:07 PM

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My name is Ayla Olvera, I live in Logan Square, born and raised in Lakeview and Midway 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 more roads and cars through our parks.

No one moves to Chicago for our roads, they appreciate our preservation of nature and parks for all. This will not attract more jobs, companies, or benefit our environmental goals.

Expand public transit and keep more cars off the road!

Regards,

Ayla  
Sent from Gmail Mobile

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**From:** [Emma Sutherland Shaw](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation  
**Date:** Thursday, February 26, 2026 2:51:34 PM

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Hello,

My name is Emma and I live in Lincoln Park in Chicago. I'm asking CMAP to NOT advance DLSD until the project is rescopeed as a true boulevard with transit and real lakefront access. Do not unlock funding for a highway explanation through our parks. As a Chicagoan who uses the Lakefront Trail and lakefront parks on a nearly daily basis, it us important to me to maintain easier access to our parks and an expansion would be detrimental to the health and safety of our community.

Thank you,

Emma Sutherland

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**From:** [Juan Hyun](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:52:49 PM

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

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**From:** [Benjamin Simon](#)  
**To:** [Info](#)  
**Date:** Thursday, February 26, 2026 2:55:13 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 Ben Simon and I currently live in Lincoln Square, less than 3 miles from Lake Michigan, an area I frequently go to in order to utilize the Lakefront Trail. 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.

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**From:** [loganwibberley](#)  
**To:** [Info](#)  
**Subject:** Public Comment – CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:55:09 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.

Thank you,  
Logan Wibberley  
Lakeview East

Hi, my name is Logan Wibberley and I live in Lakeview East. I'm asking CMAP not to move DLSD onto the constrained list until it's rescope 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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**From:** [Bennett McMordie](#)  
**To:** [Info](#)  
**Subject:** DLSD  
**Date:** Thursday, February 26, 2026 2:55:40 PM

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To whom it may concern,

My name is Bennett McMordie, I live in Uptown. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and improved lakefront access.

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

Thank you.

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**From:** [Kathy Koster](#)  
**To:** [Info](#)  
**Subject:** Lake Shore Drive  
**Date:** Thursday, February 26, 2026 2:56:41 PM

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I am strongly opposed to expanding Lake Shore Drive! The project sounds like another cash-grab boondoggle. Please, simply repair the existing elements of the Drive, avoiding the apparent planned obsolescence that plagues our streets, while lining the pockets of contractors through repeated rebuilding work.

Your planned expansion does not have the support of voters (although contractors no doubt are “lobbying” you behind the scenes to move forward). Please do the right thing this time. **DO NOT FLUSH MONEY DOWN THE TOILET.**

As an aside, Lake Shore Drive is not an expressway. Please see to enforcement of the speed limit.

Kathy Koster

Sent from my iPhone

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**From:** [Chris Charles](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:59:08 PM

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Hello,

My name is Chris Charles, I live in Lakeview East. I'm asking CMAP not to advance DLSD until the project is rescoped as a true green space with accessible public transit and true lakefront access.

Despite the incredibly loud car sounds coming from the existing road, I absolutely love and adore this space. It is one of the reasons I love Chicago so much. Expanding the road even more would only degrade that experience. Please make this a safe walkable space instead!!

Thanks!  
- Chris

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**From:** [Corey Selover](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 2:58:38 PM

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My name is Corey Selover, I live in Roger's 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.

~Queerly~

Corey Selover

*She/her*

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**From:** [Collin DeMeritt](#)  
**To:** [Info](#)  
**Subject:** Public Comment, CMAP Transportation Committee (Feb. 27)  
**Date:** Thursday, February 26, 2026 3:00:03 PM

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My name is Collin DeMeritt, I live in the 44th ward 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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