

From: [REDACTED] on behalf of [Warren Svoboda](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 7:14:10 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Warren Svoboda

[REDACTED] Chicago, IL [REDACTED]

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

From: [REDACTED] on behalf of [Jacob Annes](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 7:48:12 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
Jacob Annes

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

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

From: [REDACTED] on behalf of [Brad Hoot](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 8:07:47 AM

[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.

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Sincerely,
Brad Hoot

[REDACTED] Chicago, IL [REDACTED]

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

From: [REDACTED] on behalf of [ken hultquist](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 8:07:45 AM

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

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Sincerely,
ken hultquist

[REDACTED] Berwyn, IL [REDACTED]
[REDACTED]

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

From: [REDACTED] on behalf of [Brian Quistberg](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 8:29:10 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
Brian Quistberg

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

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

From: [REDACTED] on behalf of [Noah Wright](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 8:59:30 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
Noah Wright

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

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From: [REDACTED] on behalf of [Sam Judd-Kim](#)
To: [Info](#)
Subject: Please rethink NDLS
Date: Wednesday, February 25, 2026 9:10:41 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I'm reaching out to ask you not to advance "Redefine the Drive" in CMAP's upcoming Regional Transportation Plan. This proposal is unpopular with community members and alders representing those communities, and it is irresponsible to advance it without a more rigorous and thoughtful consideration process. A definite majority of us want Chicago to invest more in transit and work toward reducing the traffic and pollution from DLSD as we beautify our lakefront, and this was reflected recently in HR 438. Instead, CDOT has barged through public opinion and advanced proposals that would expand DLSD, neglect the transit investments becoming of a world-class city, and capitulate to the ensconced interests that refuse to think creatively and progressively. Chicagoans deserve so much better from our leaders.

Please don't hesitate to reach out to me with any further questions you may have so I can provide clarification. It would break my heart to see this project move forward in its current state, and it would further erode public trust in city leadership.

Sincerely,
Sam Judd-Kim

[REDACTED] Chicago, IL [REDACTED]

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

From: [REDACTED] on behalf of [Cheryl Zalenski](#)
To: [Info](#)
Subject: Do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:45:52 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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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,
Cheryl Zalenski

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

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From: [REDACTED] on behalf of [Andrew Harris](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 12:21:04 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
Andrew Harris

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [William Bonnell](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:40:02 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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,
William Bonnell

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

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From: [REDACTED] on behalf of [Eddie Lehwald](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 2:21:34 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
Eddie Lehwald

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Elissa Rothman](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 5:39:16 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,
Elissa Rothman

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Cassidy Moncrieff](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:22:58 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,
Cassidy Moncrieff

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Arya Pourtabatabaie](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:25:14 PM

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

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Sincerely,
Arya Pourtabatabaie

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

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

From: [REDACTED] on behalf of [Bess Wilhelms](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:26:42 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,

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Sincerely,
Bess Wilhelms

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Maximilian Hass](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:26:33 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Maximilian Hass

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

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From: [REDACTED] on behalf of [Paul Rizik](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:28:17 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,
Paul Rizik

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

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From: [REDACTED] on behalf of [Harrison Gibbons](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:28:35 PM

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

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Sincerely,
Harrison Gibbons

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

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From: [REDACTED] on behalf of [Sean Madison](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:29:25 PM

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

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Sincerely,
Sean Madison

[REDACTED] Chicago, IL [REDACTED]

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

From: [REDACTED] on behalf of [Mirai Duintjer Tebbens Nishioka](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:29:33 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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,

Mirai Duintjer Tebbens Nishioka

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

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From: [REDACTED] on behalf of [Caitlin Hakala](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:30:58 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,
Caitlin Hakala

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Neville Hemming](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:32:02 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

Dear CMAP Board Members,

I urge you to not advance the “Redefine the Drive” project in CMAP’s upcoming Regional Transportation Plan.

My family and I live near DuSable Lake Shore Drive in Edgewater. We experience every day what it means to have a highway running between our neighborhood and our lakefront. It is noisy, polluting, and physically divides our community from our greatest public asset. We do not want a superhighway on our lakefront park and we certainly do not want to lock one in for another 100 years.

The Drive was and continues to be one of the biggest infrastructure mistakes in Chicago’s history. It cuts our neighborhood off from the park, constrains valuable park space, and fuels high-speed, polluting car traffic that uses our lakefront as a regional bypass. That traffic does not bring communities together, it divides them.

This decision will shape Chicago’s lakefront for generations. Once rebuilt, this infrastructure will define the experience of residents, families, and children for the next century. We should not cement a 20th-century highway design into the 22nd century.

From the beginning, the project’s premise has fundamentally rejected public input. Community engagement has repeatedly shown that a strong majority of residents want meaningful transit investment and a reduction in the Drive’s footprint and impact. This vision was reflected in HR 438, which passed unanimously in the Illinois General Assembly, calling for the Drive to be converted into a true boulevard with major transit improvements. A majority of North Lakefront alderpersons have made similar calls.

Despite this, IDOT and CDOT have advanced plans that fail to meaningfully improve transit and instead double down on a high-speed highway configuration that will lock in car dependence and environmental harm for generations to come.

It would be profoundly irresponsible for CMAP to endorse that approach. At a time when Illinois has made historic investments in transit and is rethinking regional transportation planning, CMAP has an opportunity and an obligation to help reset this project.

Please do not advance “Redefine the Drive” in its current form. Send it back for a true rethink that prioritizes transit, safety, park space, and community connection over preserving a highway.

Sincerely,
Neville Hemming

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Nathan Danek](#)
To: [Info](#)
Subject: Do not continue with the current Redefine the Drive plan!
Date: Wednesday, February 25, 2026 9:33:06 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,

Redefine the Drive is not good for the future of Chicago. I live on Broadway near Hollywood and I am directly affected by the horrendous traffic generated by the current iteration of Lakeshore Drive. The amount of traffic that passes by me, the noise pollution, the air pollution, and crashes generated by the demand induced by this highway is shocking. In no way is the solution to the congestion problem to make the drive that much more appealing for drivers. All that will occur is the same thing that has occurred every single time a highway is expanded. Induced Demand. Look it up. It is a proven phenomenon and we will prove no exception. Chicago has declared a climate crisis and we should not be pursuing moronic solutions that won't work all while killing ourselves now due to air pollution and in the future with the climate change wrought by fossil fuel powered vehicles. Not only are they poor for the environment, and don't belong next to public parks where kids play and adults exercise, but they are inefficient uses of space. Instead of devoting money to a solution that will lock us into a problem for the next 60+ years, instead this money should be spent on the addition of dedicated bus lanes or light rail along the drive that will reduce congestion, pollution, and actually drive Chicago forward into the future instead of keeping us stuck in the 1950's.

Signed,
Gen Z that will have to live with your potentially boneheaded decisions

Sincerely,
Nathan Danek
[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Peter Jantsch](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:33:02 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. The Lake Michigan waterfront is the jewel in the crown of our city, and obstructing and polluting it with a major roadway is simply a bad idea! We should be making DLSD smaller, and replacing cars with bus and rail trips to improve park access and enjoyment.

Thank you for your consideration.

Sincerely,
Peter Jantsch

[REDACTED] Oak Park, IL 6 [REDACTED]

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From: [REDACTED] on behalf of [Ashley Dodson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:34:37 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

To the Chicago Metropolitan Agency for Planning (CMAP) Board,

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

From the beginning, the premise of this project has fundamentally rejected public input. An overwhelming majority of residents have made it clear: we want massive investments in transit and a drastic reduction of the roadway's impact on our lakefront. This desire was clearly represented in HR 438, which passed unanimously in the Illinois General Assembly calling for investments in transit and a true boulevard, and by the majority of Chicago's alderpeople representing the North lakefront who have echoed these demands.

Despite this clear mandate, the Illinois and Chicago Departments of Transportation have flouted these calls for a better city. They have presented plans with zero meaningful improvements to public transit, actively attempting to lock in a barrier superhighway for the next 100 years of Chicagoans.

We must think bigger than slightly modifying a highway. North Lake Shore Drive should be removed entirely and replaced with a dedicated elevated transit line. By completely removing the drive, we can seamlessly stitch the lakefront back into the city's grid, replacing concrete with fully integrated, pedestrian-focused spaces. This is the only way to truly attach the city to the lake and prioritize people over cars.

It would be profoundly irresponsible for CMAP to rubber-stamp the current, outdated vision. Given the historic investment in transit the Illinois General Assembly just made, paired with dramatic changes to our regional planning for transit, it is time for CMAP to hit 'reset' on this project.

Do not lock us into another century of a severed lakefront. Reject the current "Redefine the Drive" proposal and demand a visionary plan that delivers an elevated transit corridor and a fully pedestrianized, accessible shoreline.

Sincerely,
Ashley Dodson

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

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From: [REDACTED] on behalf of [Ellio Turner](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:36:30 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,

As someone who lives just off Lake Shore Drive and experiences its impact every day, I strongly urge you not to advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This deeply flawed proposal has faced overwhelming opposition from neighbors, community groups, and elected officials, and it needs to be sent back to the drawing board.

From the outset, the project's premise has dismissed clear public input. Residents along the North Lakefront have consistently called for real investment in transit and for reducing the drive's negative impact on our lakefront and surrounding neighborhoods. That vision was formally reflected in House Resolution 438, which passed unanimously in the Illinois General Assembly and called for transforming the drive into a true boulevard while prioritizing transit improvements. A majority of Chicago alderpeople representing the North Lakefront have echoed those same priorities.

Despite this, the Illinois Department of Transportation and the Chicago Department of Transportation have advanced plans that fail to meaningfully improve transit and instead lock in a superhighway design for the next century of Chicagoans.

It would be profoundly irresponsible for the Chicago Metropolitan Agency for Planning to follow that same path. Given the historic transit investments recently approved by the Illinois General Assembly and the major changes underway in our region's transit planning, now is the moment for CMAP to help hit reset on this project and align it with what residents actually want: a safer, greener, transit-forward lakefront.

Sincerely,
Ellio Turner

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

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From: [REDACTED] on behalf of [Connor Hanneken](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:37:14 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,

Connor Hanneken

[REDACTED] Chicago, IL 6 [REDACTED]

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From: [REDACTED] on behalf of [Quillan Darrahill](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:39:53 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,
Quillan Darrahill

[REDACTED] Chicago, IL [REDACTED] 0

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From: [Noah Rossi](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (2/27)
Date: Wednesday, February 25, 2026 9:41:22 PM
Attachments: [CMAP Transportation Committee \(2 27\) comments.pdf](#)

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, which is attached here.

Thank you,
Noah Rossi
River North, [REDACTED]

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Dear committee members,

My name is Noah Rossi and I live in River North. Today I'm asking CMAP not to move Lake Shore Drive onto the constrained list until it's rescope'd 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.

Some of my fondest memories in Chicago are on the Lakefront Trail and in Lakefront parks. However, the number one thing I consistently hear from fellow residents is that the city's waterfront amenities would benefit most from a reduction in road noise and better access to the lake.

CMAP itself has recognized that Lake Shore Drive is a high-ridership transit corridor — during peak hours, buses carry 30 percent of travelers between Fullerton and Oak Street in just 1 percent of the vehicles. When IDOT held its Redefine the Drive open house, 62 percent of public commenters said the proposed redesign doesn't do nearly enough to improve public transportation. The current preferred alternative dropped dedicated bus lanes entirely, even though they had been included in every other finalist option. This project should reflect what the public and the data are telling us.

Other great American cities have reduced their dependence on waterfront highways to great positive effect. I've visited Seattle before and after they removed the Alaskan Way Viaduct, a highway that separated people from the water, and replaced it with a waterfront boulevard. The result is a space that is infinitely more enjoyable to spend time in. San Francisco achieved a similar transformation with the demolition of the Embarcadero Freeway. Businesses are booming and citizens are enjoying these new public spaces in both cases.

Thank you for your consideration.

Sincerely,
Noah Rossi

From: [REDACTED] on behalf of [Dan DiMeo](#)
To: [Info](#)
Subject: Please do *not* advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:41:39 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. Transit is more for the city than just a highway.

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,
Dan DiMeo

[REDACTED] Chicago, IL [REDACTED]

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From: [Ariel Ropp](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Wednesday, February 25, 2026 9:42:07 PM

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Hi CMAP team,

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

Thank you,
Ariel Ropp
Edgewater

Hi, my name is Ariel Ropp and I live in the 48th ward. I'm asking CMAP not to move DLSD onto the constrained list until it's rescoped as a true boulevard with better public 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.

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: [Keith](#)
To: [Info](#)
Subject: Do NOT Advance Current LSD Plan
Date: Wednesday, February 25, 2026 9:42:00 PM

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Hello, my name is Keith and I'm a Chicago-based urban planner and transit YouTuber (Car Free Keith is the channel). I made a nearly 20-minute-long video with all the reasons why it would be a huge mistake for Chicago to maintain a huge highway on its lakefront. But let me summarize it real quick:

Illinois sent a huge message with the passing of the NITA law. Thousands of people demanded world-class transit in what many lawmakers regarded as the biggest outcry they'd ever heard from their constituents. As a regional planning body, I believe it is your duty to honor that by demanding that meaningful transit priority be truly considered and implemented on LSD, a road where nearly 30% of all users at rush hour are riding a cta bus, and where 60% of those in a car would rather take the bus if it was given priority (per IDOT's own survey).

It's time to give the lakefront back to the city of Chicago and give transit riders the priority they deserve. That's what already sets Chicago apart as a city from our sunbelt peers. Let's keep building on it. Let's be bold. Don't let the status quo continue!

Than you for your time.
-Keith

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From: [Michail](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Wednesday, February 25, 2026 9:42:36 PM

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

Hi CMAP team,

I'd like to provide public comment on DuSable Lake Shore Drive at the Feb. 27 meeting. I won't be able to make it so I'd like to comment in writing.

Hi, my name is Michail Yasonik and I live in Uptown. I'm asking CMAP not to advance DLSD in the RTP until the project is 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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From: [REDACTED] on behalf of [Beny Collins](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:45:51 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,
Beny Collins

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

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From: [REDACTED] on behalf of [Sebastian Borrás-Ziems](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:45:40 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Sebastian Borrás-Ziems

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

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

From: [REDACTED] on behalf of [Katrina Weiland](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:46:38 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,
Katrina Weiland

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

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From: [REDACTED] on behalf of [Eris Zimmerlee](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:47:40 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Eris Zimmerlee

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

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From: [REDACTED] on behalf of [Jeffrey Marinacci](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:48:15 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,
Jeffrey Marinacci

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

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From: [REDACTED] on behalf of [Erik Christianson](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:51:43 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,

Erik Christianson

[REDACTED] Chicago, IL [REDACTED]

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From: [T Weiland](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Wednesday, February 25, 2026 9:52:12 PM

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

Hi CMAP team,

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

Thank you,
Katrina Weiland

Ravenswood

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From: [REDACTED] on behalf of [Steven Kaplan](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:51:57 PM

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

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Sincerely,
Steven Kaplan

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

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From: [REDACTED] on behalf of [Ryan Levin](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:53:38 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,
Ryan Levin

[REDACTED] Chicago, IL 6[REDACTED]

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From: [REDACTED] on behalf of [Alexander Bratslavsky](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:55:29 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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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I know I currently reside in the suburbs, but until recently I lived in the city limits. This is important to me as someone proud of Chicago's walkability relative to the rest of the country. I want to keep coming back to spend time in the city, and dream of a Lake Michigan coastline accessible to all, with fewer cars hindering the experience.

Sincerely,

Alexander Bratslavsky

[REDACTED] Mundelein, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Alex Strojny](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:55:53 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,

Hey please don't do this.

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,
Alex Strojny

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Caroline Doyle](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:56:32 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,

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Sincerely,
Caroline Doyle

[REDACTED] Oak Park, IL 6 [REDACTED]

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From: [REDACTED] on behalf of [Jose Rangel](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:58:43 PM

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

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Sincerely,
Jose Rangel

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

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From: [REDACTED] on behalf of [Rich Joerger](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 9:58:41 PM

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

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Sincerely,
Rich Joerger

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Brennan Tremblay](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 10:01:41 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,
Brennan Tremblay

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

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From: [garrett fallon](#)
To: [Info](#)
Subject: Dusable Lake Shore Drive Regional Transportation Plan
Date: Wednesday, February 25, 2026 10:16:15 PM

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Hello 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 here as I cannot make the meeting in person due to work.

My name is Garrett Fallon, and I live in East Lakeview. I'm asking CMAP not to move DLSD onto the constrained list until it's rescoped as a true boulevard with serious transit and lakefront access. I moved to Chicago 3 years ago because I instantly fell in love with this great city when I visited it. From its world class architecture, to its fantastic urbanism, Chicago is a top of the line city. Its fully and forever public lakefront is a part I never tire of visiting and showing off to visitors. However, it's marred by one thing: the 8 lane highway separating it from the city.

The public has asked for a fundamentally different direction to DSLD for years. A 2023 community survey found 73% said DLSD diminishes the park quality, and 70% want to drive less than they currently do. Rebuilding a highway that incentivises only driving will accomplish neither of these goals. Public feedback for years has favored transit, biking, and better lakefront connections, not highway expansion. Illinois has voted to restructure its regional transit in a more efficient, transit oriented, fiscally sound, and long term climate friendly direction. The old model used to determine DSLD's direction assumed personal vehicle travel only with limited transit assumptions. It didn't evaluate the boon regional rail, BRT, stronger CTA service, and new east-west connections this historic bill will bring.

Locking in a highway-first lakefront now would be shortsighted. This is a once in a lifetime opportunity to truly redefine the lakefront in a positive, forward looking way. Please do NOT unlock funding for the current version.

Thank you
Garrett Fallon

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From: [Sean Maher](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Wednesday, February 25, 2026 10:15:49 PM
Attachments: [Sean Maher - Public Comment – CMAP Transportation Committee \(Feb. 27\).pdf](#)

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Hello CMAP team,

I would like to submit a public comment on DuSable Lake Shore Drive at the February 27 meeting. My written comment is attached in PDF form and included below.

Thank you,

Sean Maher
43rd Ward Resident, Lincoln Park

Public Comment – CMAP Transportation Committee (Feb. 27)

My name is Sean Maher and I am a Chicago resident who regularly uses the lakefront corridor and relies on public transit. I submit this written comment regarding the proposed advancement of the DuSable Lake Shore Drive (DLSD) project into the constrained program. Given the project's scale, cost, and long service life, decisions made at this stage will have lasting implications for regional mobility, shoreline access, and public financial obligations. Constrained funding should therefore be authorized only once the project scope is clearly aligned with adopted regional goals and fiscally sustainable outcomes.

CMAP should refrain from placing DLSD on the constrained list until the project is formally rescoped as a true urban boulevard with substantial transit investment and materially improved lakefront access. Advancing the current scope would prematurely commit limited regional resources to a design that remains largely roadway-capacity driven and insufficiently responsive to stated multimodal priorities.

Public engagement conducted over multiple years has consistently emphasized improved transit performance, safer pedestrian and bicycle facilities, and stronger east–west connections to the lakefront, rather than increased or highway-oriented vehicle capacity. This input reflects contemporary transportation planning practice, which recognizes streets as public spaces intended to serve people and communities. Project evaluation should therefore prioritize person-movement, safety, accessibility, and public realm outcomes over automobile level-of-service metrics.

To date, however, the analytical framework has placed disproportionate emphasis on vehicle throughput, with comparatively limited modeling of enhanced transit scenarios. Alternatives such as higher-frequency CTA service, dedicated transit lanes or bus rapid transit, and improved multimodal connectivity have not been evaluated at a level comparable to roadway capacity options.

From a fiscal and asset-management perspective, a highway-first configuration presents elevated long-term risk due to substantial lifecycle maintenance and reconstruction obligations. In contrast, high-quality transit investments provide greater person-throughput

per dollar of capital and operating expenditure while supporting more efficient use of constrained right-of-way.

For these reasons, DLSD should remain off the constrained list until the project scope clearly reflects a boulevard-oriented, transit-forward, people-centered design with genuine improvements to lakefront access and connectivity. Thank you for your time.

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Sean Maher

43rd Ward Resident, Lincoln Park

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From: [REDACTED] on behalf of [Maiko Lehman](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 10:19:43 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

Please do not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan, as it is currently set. There's nothing "Redefine" about it!!

It is just more of the same old same old, highway highway highway. We've been asking for more transit and less highway by the lake for a long time, we had hopes that maybe even just a single dedicated bus lane would be included in the latest "more highway" plan (as a rider of the 147 bus I would appreciate this a lot) and even that was denied to us!

No matter where you go on the lakefront, when NDLSL is right next to it, you can't escape the roar of cars. The only time there's peace is during Bike the Drive, and that only happens for half a single day a year. (Which is glorious, and yes, I participate.)

I live a block from the lake, and yet the options to reach the lake are limited to a few select viaducts under this massive highway, and it makes the lakefront feel disconnected from the pedestrian street grid of the city. But at the same time, it turns the residential streets of my neighborhood (Edgewater) into what amounts to a massive onramp for NDLSL. People rushing to get to the highway, people coming off the highway full of road rage when they hit the intersections we're walking as pedestrians.

We just got done passing a historic transit funding bill. We pass HR438 asking for the drive to be downsized from a highway into at least a "regular" city street, and money given to transit there too.

And yet... when it comes to the options for Redefine the Drive, despite all the asking for more transit and less highway, we're even denied the tiniest concession of a dedicated bus line on the existing sort of highway, in future plans that are set to last for up to 100 years.

This is not what people want.

We need to hit "reset" and start over.

Sincerely,
Maiko Lehman
[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Alexandre Sathler](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 10:20:42 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

Sincerely,
Alexandre Sathler

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Yao Hemming](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 10:21:06 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,
Yao Hemming

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Austin Richards](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 10:23:43 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Austin Richards

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Brian Blankstein](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 10:27:31 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,

To advance the "Redefine the Drive" project as it stands would be wildly irresponsible. The work thus far has been done by people operating under the premise that DLSD needs to be a highway. They have ignored every option that isn't at least as car-centric as our current configuration in spite of public input, IL General Assembly input, and global best practices. The designs put forth are awful. We need to do much better! Scrap this terrible project and start it over with people who know how to (and want to) design phenomenal public transportation infrastructure.

Form letter, below:

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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,
Brian Blankstein
[REDACTED] Chicago, IL [REDACTED]

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From: [Neville Hemming](#)
To: [Info](#)
Cc: [Info NEU; 46th Ward Office; info@the48thward.org; kelly@repcassidy.com; hello@rephoanhuyh.com; Connor Bishop](#)
Subject: Neighbors of Edgewater & Uptown Urges CMAP to Reconsider "Redefine the Drive"
Date: Wednesday, February 25, 2026 10:28:04 PM

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Dear CMAP Board Members,

I am writing on behalf of Neighbors of Edgewater & Uptown, a grassroots community group established in 2025 representing residents across the Edgewater and Uptown Community Areas working to make our streets safer, communities more lively, and housing more accessible. Our members are neighbors, renters, homeowners, transit riders, cyclists, small business supporters, and families who care deeply about the future of Chicago's North Lakefront.

Edgewater and Uptown are two of only a handful of Chicago community areas that directly live alongside DuSable Lake Shore Drive. We experience its impacts every day. For us, this is not a regional abstraction it is the barrier between our homes and our lakefront park.

The Drive's influence extends far beyond its lanes. It shapes traffic volumes and street design throughout our neighborhoods. Arterials such as Ridge, Broadway, Hollywood, Foster, Devon, Lawrence and Irving Park function largely to feed the Drive, carrying high-speed regional car traffic through residential and commercial corridors. That means more pollution, more noise, and less safe streets for the people who actually live here and work here.

Rebuilding it as a highway for another century would cement a 20th-century infrastructure mistake well into the 21st and even the 22nd. Once reconstructed, this corridor will define the lakefront experience for generations. That decision requires a fundamentally different vision one centered around people, meaningful transit investment, safety, and reconnecting our neighborhoods to the park.

We respectfully urge CMAP not to advance "Redefine the Drive" in its current form in the Regional Transportation Plan. This project must go back to the drawing board and align with modern transportation planning principles and the long-term interests of the communities most directly affected.

Chicago's lakefront should be a park first not a highway first.

Sincerely,

--

Neville Hemming
Co-Founder Neighbors of Edgewater & Uptown (NEU)



[Instagram](#)

[LinkedIn](#)

[neuchicago.org](#)

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From: [REDACTED] on behalf of [William Delforge](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 10:28:45 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,
William Delforge

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Sophie Starks](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 10:32:46 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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Sincerely,
Sophie Starks

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

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From: [Bert Fox](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee for 2/27
Date: Wednesday, February 25, 2026 10:43:43 PM

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To Whom It May Concern,

I'm writing to submit public comment for the Feb. 27 CMAP Transportation Committee meeting regarding DuSable Lake Shore Drive.

My name is Bert Fox and I live in the Andersonville neighborhood of Chicago, IL. I'm asking CMAP not to advance DLSD in the Regional Transportation Plan until it is rescoped as a true boulevard, not a rebuilt highway, and modeled around serious regional transit and real lakefront access.

DLSD is not just a traffic facility. It is one of the most valuable corridors in the region because it sits between the city and the lakefront. The goal should be moving people efficiently, safely, and in ways that best utilize limited space. That means designing around transit and access, not rebuilding a highway-shaped project that prioritizes vehicle throughput.

I just returned from an 8-day trip to Amsterdam and elsewhere in the Netherlands. The experience made the tradeoffs painfully clear. When you invest in frequent transit, safe walking routes, protected cycling, and easy connections, people have real choices and the city functions better. When you design around cars first, you consume space, create barriers, and you end up chasing congestion forever. Chicago has a chance to choose the first path here.

- Chicagoans have asked for a fundamentally different direction for years: a true boulevard with serious transit and better lakefront access.
- The modeling relied heavily on vehicle capacity and limited transit assumptions. It has not fully evaluated regional rail connections, BRT, stronger CTA service, or better east-west access strategies.
- Community feedback has shown broad concern about DLSD diminishing park quality and a desire to drive less over time.
- Lakefront alderpeople and state legislators have called for a boulevard approach with transit investment.
- With Illinois restructuring regional transit planning, it is the wrong time to lock in a highway-first design along the lakefront.

CMAP should not advance DLSD in the Regional Transportation Plan or place it on the constrained list until it is rescoped as a true boulevard and re-modeled around serious regional transit and real lakefront access.

Thank you,

Bert Fox

[REDACTED]

Chicago, IL 60640

[REDACTED]

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From: [REDACTED] on behalf of [Jack Minardi](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 10:59:47 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,
Jack Minardi

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [James Mullen](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 11:10:51 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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This is not an automated message. I truly believe this is what is best for Chicago.

Sincerely,
James Mullen

[REDACTED] Frankfort, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Stephen Wanca](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 11:13:37 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Stephen Wanca

[REDACTED] Inverness, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Jim Hodapp](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 11:19:24 PM

[You don't often get email from james [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,
Jim Hodapp

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

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From: [REDACTED] on behalf of [Mark DeLew](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 11:19:44 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
Mark DeLew

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

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From: [REDACTED] m on behalf of [Sophie Michals](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 11:26:45 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,
Sophie Michals

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

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From: [Harrison Davis](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Wednesday, February 25, 2026 11:27:52 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 below.

Thank you,
Harrison Woodruff
Irving Park

Hi, my name is Harrison Woodruff and I live in Irving Park. 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. If Chicago wants to be a city of the future and not of the past, we need to consider alternatives to car-first infrastructure. Not including robust transit planning is shortsighted considering the city's and state's plans for transformational transit and housing development in the city. Please don't unlock funding for the current version. Thank you.

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From: [REDACTED] on behalf of [Mikaela Flores](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, February 25, 2026 11:34:27 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
Mikaela Flores

[REDACTED] Chicago, IL [REDACTED]

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From: [Mariane, John](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Wednesday, February 25, 2026 11:43:18 PM

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

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 (see below):

Public Comment by John Mariane:

Hi, my name is John Mariane, and I live in the First Ward of Chicago. I'm asking CMAP not to move DLSD onto the constrained list until it is rescoped as a true boulevard with serious local 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 alternatives. In particular, public feedback has consistently favored public transit, biking, walking, and better lakefront connections, not highway expansion.

The current modeling relied heavily on vehicle capacity and limited transit assumptions. It did not fully evaluate regional rail, light rail, BRT, stronger CTA service, or east-west connections.

According to a 2023 community survey, about 73% respondents said that car traffic on DLSD diminishes park quality, and 70% of respondents want to drive less than they currently do. Additionally, multiple IL State legislators and lakefront alderpeople have called for a boulevard approach with massive transit investment.

Illinois is currently in the process of restructuring regional transit planning. But locking DLSD in a highway-first lakefront now would be incredibly shortsighted and have severe negative impacts felt years, if not decades from now. Please don't unlock funding for the current version.

Thank you.

Sincerely,

John Mariane

Resident of Chicago, First Ward

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From: [Carl](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, February 25, 2026 11:44:54 PM

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Hi,

CMAP should hold off on moving DLSD forward in the Regional Transportation Plan unless and until the project is redefined as a genuine boulevard — not a highway rebuild — and is planned and modeled around meaningful regional transit improvements and true public access to the lakefront.

Why are you repeating the mistakes of the past? Let real experts build something better for everyone.

Brian Carlisle

Cell: [REDACTED]

Emails: [REDACTED]

Northwestern University, Class of 2014

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