

From: [Caitlin McKay](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:17:04 PM

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My name is Caitlin McKay, I live in Bridgeport [REDACTED]. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with tr [REDACTED] and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Thank you,

Caitlin McKay

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From: [Peter Kenny](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb 27)
Date: Thursday, February 26, 2026 1:16:54 PM

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Hello,

My name is Peter Kenny, I live in Lakeview a half block away from Lake Shore Drive. I am asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Dont unlock funding for highway expansion through our parks.

Thank you,

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From: [Josh Livecchi](#)
To: [Info](#)
Subject: Public Comment - CMAP Transportation Committee
Date: Thursday, February 26, 2026 1:17:54 PM

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Hi,

My name is Josh Livecchi. I live in Edgewater/Andersonville. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks." Part of what makes the city amazing in the lakefront and to destroy that would be detrimental to the city.

Thanks

Josh Livecchi

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From: [Juan Luciano](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:17:59 PM

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Hello,

My name is Juan and I live in Lincoln Park. I'm asking CMAP not to advance the DLSD proposal until the project is rescope as a true boulevard with transit and real lakefront access. As someone who lives near the drive I'm concerned unlock funding for a highway expansion through our parks, one of the greatest assets this city has. Please help us protect and expand our great parks!

Juan

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From: [Tasnim](#)
To: [Info](#)
Subject: Public Comment for Transportation Committee Meeting 2/27
Date: Thursday, February 26, 2026 1:17:54 PM

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Hello,

I would like to give public comment verbally for tomorrow's Transportation Committee Meeting. I want to give it in-person; would you please advise me as to how to do so?

Thanks for your help.

Regards,

Tasnim Tanveer

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From: [Bryce Ancil](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:19:26 PM

Vous n'obtenez pas souvent d'e-mail à partir de [REDACTED] m. [Pourquoi c'est important](#)

My name is Bryce Ancil, and I live in Lakeview. I am kindly asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Please do not unlock funding for a highway expansion through our parks.

Best,

Bryce Ancil

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From: [Katrina Nielsen](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb 27)
Date: Thursday, February 26, 2026 1:20:16 PM

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Hello,

My name is Katrina, I live in Ukranian Village. 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,
Katrina Nielsen

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From: [Pierce Bower](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:19:41 PM

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My name is Pierce Bower and I live in Lake View. I have a Masters of Architecture from the University of Nebraska - Lincoln and have extensive education in urban planning and design.

I'm asking CMAP not to advance DLSD until the project is rescoped as a true, pedestrian focused boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks! Chicago, and to a broader extent Illinois, has made excellent gains in transit and pedestrian oriented legislation and development, and it's one of the main reason I moved here. Don't negate the progress the city has made to improve the lives of its residents and attract more people who bolster our local economy!

The proposed expansion is the exact opposite of what we should be doing on the lake front, and I ask that you do everything in your power to improve LSD for everybody, not just those who opt for the most dangerous transportation possible. Here are some figures:

- DLSD averages 7 crashes per day since 2018. 49 people have died.
- 73% of residents surveyed said the Drive diminishes park quality.
- 70% said they want to drive less than they currently do.
- The project modeling barely evaluated regional rail, BRT, or stronger CTA service.
- 14 aldermen signed onto the Better Lakefront Initiative opposing the highway version.

Please consider the staggering negative impact this expansion would have on all of Chicago and especially our lake front communities.

Thank you,
Pierce Bower

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From: [Stephanie Sims](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:20:12 PM

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My name is Stephanie I live in Edgewater . I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. The lakefront is a community jewel that needs d a to be protected. Enlarging the lsd will not improve the park for our communities it will just improve things for those just passing through.

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From: [Brigit McArdle](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:20:41 PM

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

Brigit McArdle
she/her/hers

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From: [Vivian Kelly](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:21:44 PM

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

Dear CMAP Transportation Committee,

My name is Vivian Kelly and I live in Ravenswood. I have lived near LSD for years, and plan to for the rest of my life. I use it multiple times a week for commuting by bus to work and for pleasure. 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. It is also extremely dangerous for pedestrians. 49 pedestrians have died there since 2018.

The lakefront is what makes Chicago so unique, and it would be doing a disservice to the community to focus on cars rather than restructuring it for people's enjoyment and leisure. This is a once in a generation rebuild that could help Chicago maintain its status as a world class city.

Please do not advance the current DLSD project into the Regional Transportation Plan in its current form.

Sincerely,
Vivian Kelly

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From: [Alexandra Ricardel](#)
To: [Info](#)
Subject: Public Comment for CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:21:40 PM

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My name is Alexandra , I live in Humboldt 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 park. Our lakefront is one of our best assets and can be so much more than a multi lane highway. This is our chance to do something so much better and to secure a better future for Chicago for generations!

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From: [Bryce Trzebiatowski](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:22:27 PM

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

Bryce Trzebiatowski
[REDACTED]

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From: [Caroline P](#)
To: [Info](#)
Subject: Comment on Lake Shore Drive plan
Date: Thursday, February 26, 2026 1:22:07 PM

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My name is Caroline Pavlecic, and I'm a Lincoln Park resident and member of the CTA Citizens Advisory Board writing in my personal capacity. I'm writing to express my opposition to the plan for the future of DuSable Lake Shore Drive as it stands. Already, there are an average of seven crashes per day on DLSD. I regularly ride my bike down the lakefront path or drive up DLSD home, and far too often I encounter serious crashes. I am worried that if plans for DLSD expansion go ahead and the roadway becomes bigger and more dangerous, more people will be seriously injured or killed, including pedestrians and cyclists on the adjacent lakefront path.

Thankfully, there is a better way forward. Downsizing DLSD and adding more space for pedestrians, cyclists, and public transportation on our lakefront provides a safer, more health-conscious, and more environmentally friendly option. This could look like increasing the width of the bike and pedestrian paths, adding bus-only lanes or even a light rail, or simply providing more park and beach space. I would especially like to see more protection of the bike and pedestrian paths from waves between North Avenue and Navy Pier so the trail does not need to be closed so frequently due to hazardous conditions, and to fix the slanted bike path between Oak and Ohio streets.

Please say no to the plans as they stand, and consider a path forward for human-oriented use on our lakefront. 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: [Jonathan Sammon](#)
To: [Info](#)
Subject: Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:21:55 PM

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My name is Jonathan Sammon I live in Rogers 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.

Jonathan

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From: [REDACTED]
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:23:19 PM
Attachments: [Pasted Graphic.tiff](#)

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My name is Jacob Geittmann, and I live in Buena 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.

Jacob Geittmann, BSc.

MPA Candidate - University of Southern Indiana

[REDACTED]



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From: [Phillip Lewis](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:23:01 PM

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Dear CMAP,

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 Phillip Lewis and I live in Streeterville. 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.

Sincerely,
Phillip Lewis, PhD

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From: [Amelia Gutfeldt](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:25:01 PM

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My name is Amelia Gutfeldt, I am a Chicago resident living in Uptown. I'm asking CMAP not to advance DLSD until the project is rescoped. A raw lane expansion has shown time and again to not actually alleviate traffic congestion, and the currently scoped project will destroy the quality and access to the lakefront. A new proposal must be drafted turning DLSD into a true boulevard with transit and real lakefront access, and a better quality of life for all citizens within Chicago. Don't unlock funding for a highway expansion through our parks.

Sincerely,
Amelia Gutfeldt

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From: [Fiona Horner](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb 27)
Date: Thursday, February 26, 2026 1:24:48 PM

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Hello,

My name is Fiona and I'm a resident of Uptown. I'm asking CMAP NOT to advance the DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. The lakefront is the best thing about Chicago, please protect it for all residents.

Fiona Horner

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From: [Andi LP](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:25:48 PM

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My name is Andi Pourchot. 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.

Andi LP
[REDACTED]

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From: [REDACTED] on behalf of [Taylor Grey](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 1:26:10 PM

[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,
Taylor Grey

[REDACTED] Chicago, IL [REDACTED]

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From: [Conor Jansen](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:28:26 PM

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Hello CMAP team,

I send this email to provide public comment on DuSable Lake Shore Drive at the Feb. 27 meeting. I plan to comment in writing.

My name is Conor Jansen, I live in Edgebrook, and I regularly take Lake Shore Drive, both as part of my work commute and for visiting friends. I'm asking CMAP not to advance DSLD onto the constrained list until the project is rescoped as a true boulevard with serious regional transit and lakefront access.

The public has asked for a fundamentally different direction for years. The 2023 community survey found 73% of respondents said DSLD 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 did not 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. Please send it back for rescoping.

Thank you and be well,
Conor Jansen

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From: [Rushil Pingali](#)
To: [Info](#)
Subject: Public Comment on DuSable Lake Shore Drive
Date: Thursday, February 26, 2026 1:28:28 PM

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Hi CMAP Team,

I am writing to provide public comment regarding DuSable Lake Shore Drive for the February 27 meeting. I intend for these comments to be submitted in writing.

My name is Rushil Pingali and I live <1 mile from the lake shore. I am asking CMAP not to advance DuSable Lake Shore Drive onto the constrained list until the project is rescoped as a boulevard that prioritizes regional transit and lakefront access.

The public has consistently requested a different direction for this project. According to the 2023 community survey, 73% of respondents believe the current drive diminishes park quality, and 70% expressed a desire to drive less. Despite this, current project modeling remains focused on vehicle capacity rather than evaluating regional rail, Bus Rapid Transit (BRT), enhanced CTA service, or improved east-west connections.

Furthermore, several lakefront alderpersons and state legislators have advocated for a boulevard approach with significant transit investment. Given that Illinois is currently restructuring regional transit planning, committing to a highway-centric design at this stage would be shortsighted.

I urge you not to unlock funding pathways for the current version of this project and instead send it back for rescoping.

Sincerely,

Rushil Pingali

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From: [Garrett W](#)
To: [Info](#)
Subject: Feb 27 : Transportation Committee meeting
Date: Thursday, February 26, 2026 1:28:34 PM

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Hi CMAP,

I currently live off of DLSD around the Montrose exit, and use DLSD regularly so am hoping to comment on the infrastructure proposals coming at tomorrow's meeting.

I wanted to comment on the proposal to add "northdusablelsd.org" proposal to a constrained list (this is linked in the Agenda "for more info"). I'm confused because it sounds like the project is for Grand to Hollywood avenue, but the website you link for more information was last updated Aug 2024 with designs of DLSD south of Grand. While I love the renderings for the reinvisioned Oak Park beach and removing the Chicago light, this is woefully unhelpful for Grand to Hollywood. I also think that the "S" curve needs to be extended.

I am writing in support of <https://www.betterstreetschicago.org/dlsd/vision>, which has a nicely defined plan DLSD around Lincoln Park Zoo. There is concern that DLSD in its current highway-expansion form gets that stamp of approval before it's been rescoped as the boulevard that the public, 14 aldermen, and state legislators have asked for. The road should only be expanded for BRT or bus-only lanes, potentially a nicer bike path.

Explicitly, 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.

Thanks,
Garrett Watson

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From: [mark kerekes](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:29:56 PM

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Hello,

My name is Mark Kerekes and 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. If CMAP is serious about making Chicagoland a safer, more sustainable, and well planned region, proper planning should take place to ensure that DLSD prioritizes pedestrians, rapid transit, and park quality first.

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From: [Micah Lawler](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:30:45 PM

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

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From: [REDACTED]
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:32:22 PM

You don't often get email from pudgy.cyphers_1f@icloud.com. [Learn why this is important](#)

My name is Eric, I live in Rogers 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. Widening this road will only incentivize even faster more reckless driving.

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From: [Mark Raney](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:32:34 PM

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Hello,

My name is Mark Raney, I live in Buena Park, a 2 minute walk from LSD. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Thank you,
Mark

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From: [Ryan Gruetzmacher](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:36:56 PM

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Hi,

My name is Ryan Gruetzmacher, I currently live in Wicker Park, but have spent my 10 years here across the city in Gold Coast, Lake view east, and Lakeview and the common thing I found myself drawn to was the lake and getting there for exercise, peace, clean and usable space to support my well being. If you haven't seen a sunrise from between north ave and oak street beach I highly recommend it. 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 would work to destroy one of the most beautiful parts of Chicago that draws people here and keeps them for so many years.

Thank you for your consideration.

Ryan

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From: [Cassie Campbell](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee Feb 27
Date: Thursday, February 26, 2026 1:38:14 PM

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Hello,

My name is Cassie Campbell and I am an Old Town resident. I'm asking CMAP not to advance DSLD 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,
Cassie Campbell

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From: [REDACTED] on behalf of [Vitaliy Vladimirov](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 1:38:37 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Vitaliy Vladimirov
[REDACTED] Chicago, IL [REDACTED]

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From: [Christopher Udry](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation
Date: Thursday, February 26, 2026 1:42:35 PM

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My name is Christopher Udry. I live at 3314 North Lake Shore Dr., Apt 4AB.. 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 is our gem. It deserves better than a highway expansion.

Sincerely,
Chris Udry

--

Christopher Udry
Department of Economics
Northwestern University

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From: [REDACTED] on behalf of [Scott Rubin](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 1:46:21 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,
Scott Rubin

[REDACTED] Chicago, IL [REDACTED]

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From: [JK](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:47:07 PM

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To whom it may concern,

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

The lake and the easy public access is essential to preserve, and is one of the best things about the city.

Be bold and think of the people living in the city, and not just driving through it.

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From: [JonathanLoveall](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee
Date: Thursday, February 26, 2026 1:47:21 PM

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My name is Jonathan Loveall, 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.

Jonathan Loveall

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From: [REDACTED] on behalf of [Louis Zeller](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 1:46:40 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,
Louis Zeller

[REDACTED] Chicago, IL 6 [REDACTED]

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From: [Jillian Dowdy](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:48:10 PM

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My name is Jillian Dowdy, and I live in Rogers Park.

I'm asking CMAP ***ABSOLUTELY NOT*** to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. DO NOT unlock funding for a highway expansion through our parks! >:(

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From: [Michael Glasgow](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:47:34 PM

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My name is Mike, and I am a resident of Chicago. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. We need more transportation options along that corridor beside individual cars. Light rail and BRT are two solutions that need to be added. More lanes do not answer our problems, only worsen them, induced demand would happen. Don't ruin our beautiful lakefront and unlock funding for a highway expansion through our parks.

Thank you,

Mike Glasgow

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From: [Tyrel Floyd](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:48:01 PM

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My name is Tyrel, and I live in Lincoln Park. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access.

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

Tyrel

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From: [Zack Sims](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:47:32 PM

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

My name is Zack Sims, I live in Albany 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.

-Zack

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From: [Lily Cohen](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:49:14 PM

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Good afternoon,

My name is Lily, and I live in Edgewater. I'm writing to protest the expansion of Lakeshore Drive. As someone who commutes downtown to work three times a week, 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 wouldn't improve our experience living in Chicago. It wouldn't improve Chicago itself. It honestly just sucks, as someone who loves Chicago and the lakefront. The answer to better transportation is better busses and trains, not more concrete and wider swaths of road.

It's a waste of our money, time, and land.

Thank you for reading,
Lily Cohen

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From: [Randy Johnston](#)
To: [Info](#)
Subject: DSLD rebuild feedback
Date: Thursday, February 26, 2026 1:48:50 PM

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I live a block away from Lakeshore Drive near Belmont, and noise and air pollution is a serious quality of life and health concern for me.

Any serious proposal for DSLD should be focused on reducing car lane-miles and individual private automobile traffic (i.e. removing cars from the roadway) and focus on improving pedestrian, bike, and CTA volume and efficiency.

Wider lanes and faster car speeds is a bad (dangerous, unhealthy) plan for the 100,000s of people that live within walking distance of DSLD and makes Chicago an overall lower quality, less globally competitive city.

Sent from my iPhone

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From: [REDACTED] on behalf of [Samuel Naik](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 1:50:28 PM

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

Dear Chicago Metropolitan Agency for Planning 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,
Samuel Naik

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Kelsey Sheldon](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 1:51:26 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,
Kelsey Sheldon

[REDACTED] Chicago, IL [REDACTED]

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From: [Adam](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:54:08 PM

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Hello,

My name is Adam Barresse, I live in Ravenswood. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. We should be striving to make that area more accessible to pedestrians, not to vehicles.

Respectfully,
Adam Barresse

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From: [Pj Snyder](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:54:40 PM

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

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

Sent from my iPhone

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From: [Ben Christensen](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:55:55 PM

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Greetings,

My name is Ben Christensen, I live in the Lakeshore East neighborhood. The lakefront is the best thing about Chicago and expanding DLSD would dramatically worsen a key part of what everyone loves about visiting and living here. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access, as described in the Better Lakefront Initiative. Don't unlock funding for a highway expansion through our parks!

Ben Christensen

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From: [Robb Morford](#)
To: [Info](#)
Subject: Public Comment: CMAP Transportation Committee 2/27/26
Date: Thursday, February 26, 2026 1:56:23 PM

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Dear Committee Members,

My name is Robb Morford, and I am a resident of the Edgewater neighborhood in Chicago. I am writing to urge the committee to withhold funding for the DuSable Lake Shore Drive project until serious consideration is given to incorporating multi-modal travel and prioritizing pedestrian safety.

The "Reimagine the Drive" project has failed to deliver meaningful change, appearing instead as a simple repaving effort. This roadway remains dangerous, averaging seven fatalities per year and serving as the site of numerous accidents. Furthermore, it continues to pollute the lake and remains a physical barrier between residents and the waterfront.

As someone who regularly works at Northerly Island during non-traditional hours and relies on public transit and biking for financial reasons, I find the current infrastructure inadequate. My commute involves multiple transfers and over two miles of walking. Creative transit options on DLSD could move residents down the lakefront much more efficiently.

I ask that you require CDOT to genuinely consider innovative solutions, such as boulevard transit or Bus Rapid Transit (BRT), which were previously dismissed. As residents who live near and utilize this infrastructure, we deserve better than a continuation of the dangerous and ineffective status quo.

Thank you for your consideration.

Best regards,

Robb Morford

Thank you for your consideration.

Robb Morford

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From: [REDACTED] on behalf of [Andria Anderson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 1:57:29 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,
Andria Anderson

[REDACTED] Chicago, IL [REDACTED]

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From: [Eric Sedlacek](#)
To: [Info](#)
Subject: Public Comment CMAP Transportation Committee
Date: Thursday, February 26, 2026 1:56:42 PM

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My name is Eric and I live in Ukrainian village. I'm asking CMAP to not advance plans to expand lakeshore drive without adding lakefront access and additional transit options.

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From: [Mike Sherman](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:57:38 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 via Zoom, but included written comments below as well.

Thank you,
Mike Sherman
Hyde Park + Logan Square

Hi, my name is Mike Sherman, and although I'm now in Logan square, I lived in Hyde Park until recently, and still spend much of my time there.

The lakefront has always been one of the most important parts of Chicago to me. When on the LFT, especially the south side, the experience is often dominated by traffic noise, exhaust smells, and I frequently pass bumpers and other crash debris on the trail. Despite pedestrian bridges, much of the lakefront is isolated from local communities. I'm greatly concerned that the proposed expansion will lock in this reality, make the existing issues worse, and prevent investment into solutions.

CMAP should not advance DLSD in the Regional Transportation Plan until the project is rescoped as a true boulevard — not a rebuilt highway — and modeled around serious regional transit and real lakefront access.

Public feedback for years has favored transit, biking, walking, and better lakefront connections, not highway expansion. State legislators and multiple lakefront alderpeople have called for a boulevard approach with transit investment.

Please make sure we take this opportunity to make a long term viable plan with transit and lakefront access, instead of locking us into the highway expansion immediately.

Thank you,
Mike Sherman

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From: [Hannah King](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee
Date: Thursday, February 26, 2026 1:58:47 PM

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Hello,

My name is Hannah King and I live in Kilbourn Park. I am asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. I bike and walk the city for commuting and pleasure, and it would be nice to continue to enjoy the lake.

For the good of the city,
Hannah

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From: [Jumping Spider](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:59:05 PM

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My name is Isaac Schmitt, and I live in Hyde Park. I'm asking CMAP not to advance DSLD. The park is one of the cities greatest assets, and many of us living in neighborhoods near the lake use this area frequently for recreation. The current state of the freeway already degrades access and pollutes the area with noise and exhaust. The fact that the area remains popular despite this speaks to the fact that it is such an important asset. Do not allow our precious lakefront to be further degraded by auto centric development.

Best,

A concerned citizen.

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From: [REDACTED] on behalf of [Sam Webb](#)
To: [Info](#)
Subject: Redefine the Drive Should Not Be Advanced
Date: Thursday, February 26, 2026 2:00:17 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

Sincerely,
Sam Webb

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

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