

From: [Erik Johnson](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:32:17 PM

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

Erik Johnson

[REDACTED]
Chicago IL [REDACTED]

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From: [Emily](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:33:30 PM

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My name is Emily Reed, 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.

I don't have a car and would much prefer light rail along the lake. I am in the process of looking to buy a condo in Chicago, and while I'd love to live near the lake, I wouldn't want to live too far east of the Red Line. While there are express buses that go on DLSD, they get stuck in traffic and take forever to get downtown during peak hours.

The sounds of constant speeding traffic also hinders the park experience, damaging one of the cities best assets - public green space along Lake Michigan.

Sincerely,
Emily Reed

[REDACTED]
Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Brian Harrington](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 12:36:18 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,
Brian Harrington

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

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From: [Javier Calvo Mendoza](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:35:59 PM

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

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

Highways next to our biggest asset - the lake is an abomination.

Javier

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From: [Kasey Ostarello](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:37:27 PM

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Hello,

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

We need more public transit, not more highways.

Best,
Kasey Ostarello

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From: [Christie Heston](#)
To: [Info](#)
Subject: KEEP LSD! NO BOULEVARD!
Date: Thursday, February 26, 2026 12:38:11 PM

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My name is Christie Heston. I live in Andersonville. Please do not make LSD a slow moving boulevard. I'm not for widening it either. Just standard repairs are ok!

Sent from my iPhone

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From: [Alvin Dantes](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:40:59 PM

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Hi CMAP team,

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

My name is <INSERT NAME> and I <HAVE SOME RELATION TO LAKE SHORE DRIVE>. I'm asking CMAP not to advance DLSD onto the constrained list until the project is rescoped as a true boulevard with serious regional transit and real lakefront access.

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

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From: [Aaron Nadell](#)
To: [Info](#)
Subject: Public Comment on CMAP Transportation Committee 2/27
Date: Thursday, February 26, 2026 12:41:38 PM

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I'm Aaron Nadell. I live in Uptown. When I purchased my home, the proximity to the lakefront was my highest priority. I live a leisurely walk away from an incredible natural array of nature, but unfortunately to get there I have to walk under an 8 lane highway of noise, smog and pollution.

I'm asking CMAP not to advance DLSD until it is a true boulevard. I want fewer cars, more bikes, more public transportation and more pedestrians.

More car traffic, and higher speeds are exactly what we do not need.

Cars are ruining our beautiful lakefront. Don't double down on a terrible idea from the past.

Thanks,
Aaron

Aaron Nadell
[REDACTED]

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From: [Eric Swartout](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:41:36 PM

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

Eric Swartout



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From: [Matthew Weflen](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:42:27 PM

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Dear CMAP Transportation Committee,

My name is Matthew Weflen and I live in Hyde Park. I have lived within two blocks of LSD for more than a decade. Please do not approve any plans that are aimed at increasing the number of cars on this road. It is a noisy, polluting thoroughfare that diminishes human enjoyment of our beautiful lakefront, and as a city we should be prioritizing public transit and green space over individual vehicle drivers.

We're living in a world with a changing climate. We can't afford to think like it's still the 1950s. Please look towards a better future, not one with more cars on the road.

Sincerely,

Matthew Weflen
[REDACTED]

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From: [Vito Freese](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27, 2026)
Date: Thursday, February 26, 2026 12:41:57 PM

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

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

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From: [William Wingo](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:41:40 PM

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

Good afternoon,

My name is William Wingo, 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.

Sincerely,

William S. Wingo

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From: [REDACTED] on behalf of [Christian Cook](#)
To: [Info](#)
Subject: Do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 12:43:19 PM

[You don't often get email from c [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,
Christian Cook

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

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From: [Jordan Kemp](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:42:31 PM

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Dear CMAP Transportation Committee.

My name is Jordan K, I live in Hyde Park. A densifying city requires that we implement smarter, more modern transportation tactics, like a BRT and other public transit infrastructure. The tactics of the 50s, 60s, and 70s of widening roads and praying the demand it induces won't overload the system are archaic and harmful. Please reconsider.

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,

Jordan

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From: [OEF](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:44:10 PM

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

My name is Mack Mercer, I live in Kenwood. I drive DLSD at least 2-3 times per week. I would do ANYTHING for my TAX DOLLARS to be used to help create light rail or bus rapid transportation system that covers the entirety of DLSD. Being able to rapidly go north and south along the lakefront would unlock significant FREEDOM of travel to Chicagoans. It would connect our museums better and would significantly cut down on noise, air, water, and soil pollution from less car traffic.

You as planners have an opportunity to make history as visionaries who saw the future and that future was a DENSE Chicago that extends both north and south. No exaggeration, Chicago is a good city because of its devotion to its parks and we are blessed with the best lakefront park in the entire world. Why do we devote so much space and TAX DOLLARS to a loud, polluted, eyesore that cuts like a dagger through our beautiful and beloved lakefront park? Let's stop throwing more money at just another lane. Let's learn from our mistakes. Let's save lives. Let's make Chicago a modern city for this millennium.

I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access throughout its entirety. Don't unlock funding for a highway expansion through our parks. We want highway funding to go towards transit and making sure our parks remain parks.

Sincerely,
Mack Mercer

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From: [Sarah Sandberg](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:44:08 PM

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Hi there! My name is Sarah Sandberg, 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.

Thanks,
Sarah

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From: [REDACTED]
To: [Info](#)
Subject: Public Comments, CMAP Transportation Committee (February 27)
Date: Thursday, February 26, 2026 12:44:06 PM

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

Hello,

I live in Edgewater and am asking CMAP not to advance DLSD until the project is rescoped to include public transit and real lakefront access.

The lakefront beaches, trails, and parks are one of the best things about Chicago. Don't let a highway expansion take up even more of this beautiful and unique resource.

Thank you,

Xavier

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From: [Zachary Cordes](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:45:49 PM

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My name is Zachary Cordes, I live in Logan Square and Chicago for 16 years. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Chicago's investment in public transit is the best way to address inequality and human thriving at all socioeconomic levels.

Thank you,

Zach

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From: [Danielle Sweet](#)
To: [Info](#)
Subject: Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:48:05 PM

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My name is Danielle Sweet, 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.

Thank you,
Danielle

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From: [Vincent Dumas](#)
To: info@cmap.chicago.gov; [Info](#)
Subject: Lakeshore Drive Expansion
Date: Thursday, February 26, 2026 12:47:35 PM

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Good afternoon,

My name is Vincent Dumas and I'm a resident of Chicago in the Old Town area.

I oppose CMAP advancing DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Lakeshore drive is already a massive highway along what should be the most beautiful area of the city. Don't unlock funding for a highway expansion through our parks. If Boston can bury an interstate, Chicago should be able to come up something more than another lane expansion.

Best,
Vincent

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From: [Aaron Alberg](#)
To: [Info](#)
Subject: DSLD for the people, not cars!
Date: Thursday, February 26, 2026 12:49:27 PM

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Hi! I am a born and raised Chicago resident that is incredibly concerned about the plans for Lakeshore Drive. The drive needs to be reshaped to benefit pedestrians, bikers, transit riders, and not just cars.

CMAAP 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.

We need to take notes from other cities (SF, Boston) that have had great success in improving their cities by removing highways that block access from the greatest natural resource we have.

Thanks,
Aaron Alberg

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From: [Ian Kidwell](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:49:40 PM

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My name is Ian and I live in Wicker Park, but I grew up on Sheridan road right by the drive. As a lifelong Chicagoan who grew up right next to DuSable Lake Shore Drive, I am writing to urge you **not** to advance the current project or unlock funding for what is effectively a highway expansion through our parks.

Growing up by the Drive, I experienced firsthand how constant noise pollution and high-speed traffic act as a barrier to what should be the "crown jewel" of our city. For too long, we have prioritized cars over people in our most scenic public space.

I am asking CMAP to delay advancement until the project is rescoped as a true boulevard that prioritizes:

- **Dedicated transit** to move people efficiently.
- **Safe, seamless lakefront access** for pedestrians and cyclists.
- **Environmental health** by reducing the footprint of a high-speed expressway.

Please do not commit our city to another century of highway-centric design. We deserve a lakefront that feels like a park, not a transit corridor for suburban commuters.

Sincerely,

Ian Kidwell



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From: [Doug Zerafa](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:51:51 PM

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My name is Doug Zerafa, I live in Avondale and work in the loop. I commute by cycle using the lakefront trail for work and am a frequent user of our lakefront parks. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. I would appreciate a cleaner and quieter environment through which to ride my bike and recereate. As it is now, the bike path is right next to the highway on most of the route and I don't see how that will be alleviated by highway expansion. We need fewer lanes, calmed traffic, bus right of way, and if possible rail.

Doug Zerafa
Chicago Avondale resident since 1999

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From: [Ed Kaminski](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:53:53 PM

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

Thank you for your time,
Ed

Ed Kaminski Phoenix Bathtub Renewals, Inc.

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From: [Lucia](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:54:59 PM

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

Thank you,
Lucia

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From: [Molly Luitjohan](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:55:27 PM

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

Good afternoon,

My name is MaryElizabeth Luitjohan. I was born and raised in Chicago, and I now live in Forest Park. The lakefront is one of the treasures of Chicago, and as a society we should be moving away from car-centric design.

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

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

Sincerely,

MaryElizabeth Luitjohan

Sent from my iPhone

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From: [Chris K](#)
To: [Info](#)
Subject: Public Comment for 2.27.26 Transportation Committee
Date: Thursday, February 26, 2026 12:55:36 PM
Attachments: [transportation comments.txt](#)

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

Good morning,

I would like to provide verbal public comment in-person at the 2.27.26 Transportation Committee meeting. Can you provide the instructions I will need for the day of?

Additionally, I have attached a copy of my prepared remarks below for the record.

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.

Redefine the Drive as it stands now, recommending the "essential" alternative actually doesn't redefine the drive at all. Instead, it just invests in the status quo. There's a real opportunity to improve both the lakefront and how people get around Chicago. That's not just driving on LSD, that's the red, brown, purple line that parallel LSD, and the UP-N metra, and local and express bus routes including the 22, 151, 146, 147.

Chicagoans don't just not want this project the way it stands. We want investment and improvement in ways of getting around that aren't driving in a car, and we want better access to the lakefront.

A 2023 community survey led by Better Streets Chicago showed:

73% of respondents said DLSD diminishes the quality of the parks. I've seen this firsthand when I run, bike, or walk along the lakefront and can't get away from the noise of a highway next to me.

52% reported having at least one car and wanting to give it up.

34% reported having no car.

70% said they want to drive less than they currently do.

55% reported they want to bike more than they currently do.

In 2024, at the project's last open house almost two years ago, most feedback from Chicagoans was against the project in its current form. Multiple elected officials spoke against the project.

If there are real fiscal constraints to what we can do with LSD, and that's why this current "essential" alternative is recommended, then let's save some money and just paint one lane each way red as a bus only access lane for those LSD express routes. If we want to really redefine the drive, and improve it for people who live in this city, it would be better to not do anything than to go along with this plan.

From: [Michael McCarthy](#)
To: [Info](#)
Subject: Public comment for 2/27 Transportation committee meeting
Date: Thursday, February 26, 2026 12:55:35 PM

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I am appalled that CMAP would even consider IDOT's unimaginative plan to expand DuSable Lake Shore Drive and continue to ignore a mountain of public comments against the "locally preferred" alternative which is only preferred by IDOT. This plan goes against CMAP's own principles by expanding a highway while ignoring transit and alternate modes. It would be a shameful stain on our most precious natural resource, induce more demand in private vehicles across the region, and contribute to more deaths and serious injuries on this already dangerous road. This plan does nothing to improve the commutes for thousands of people using CTA lakeshore express buses. I implore the members of the Transportation committee to reject this item from inclusion on the constrained projects list for the RTP.

I am submitting this now because I wasn't aware of the committee agenda until this morning. We need more notice for monumental items like the regional constrained projects list. I believe this agenda was posted Friday, leaving 3 business days for review until 9:30 am Thursday is quite a limited period of time.

Michael McCarthy

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From: [Brendan Ploen](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:57:07 PM

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Dear CMAP Team,

Good afternoon, I hope this finds you well.

My name is Brendan Ploen, and I live in the Old Irving Park neighborhood. I'm asking CMAP not to advance DuSable Lake Shore Drive 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 for your consideration at this time.

Best,

-Brendan

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From: [REDACTED] on behalf of [Franco Reyes](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 12:57:24 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,
Franco Reyes

[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: [Beatrice De Castro](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:59:01 PM

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

My name is Beatrice De Castro, I live in Bridgeport. 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 Earth is dying and the automobile continues to reign supreme and have a chokehold on the United States overall, much less just Chicago. Walkability and park space should be emphasized and prioritized, for residents' health and wellbeing, and to prevent additional pollution - noise, gas, visible, etc.

Best,

BEATRICE DE CASTRO



Architecture | Interior Design | Planning | Landscape Architecture

Office ([REDACTED])
Direct ([REDACTED])

[LinkedIn](#) | [Facebook](#) | [Instagram](#) | [Twitter](#)

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From: [Michael Gould](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee
Date: Thursday, February 26, 2026 12:58:47 PM

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Hello

My name is Michael I live in Chicago near the lake 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 without considering just moving the entire highway under ground and then taking the above ground space for public usage such as more parks, lake front access, and public transit. I am at the lake frequently and expanding a highway would take away what truly makes this city great from individuals who make this city great and prioritizing cars and auto companies instead of individuals would be a mistake.

Thanks,
Michael

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From: [Alex Thrush](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:00:21 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.

My name is Alex Thrush and I live in South Loop. I'm asking CMAP not to move DLSD onto the constrained list until it's rescoped as a true boulevard with serious transit and real lakefront access. The public has asked for a fundamentally different direction for years, and the modeling hasn't seriously considered stronger regional transit.

Living in the South Loop, I really enjoy being so close to the lake, but it's a shame that my neighborhood and many others are cut off from the water and parks by DLSD. The road really lessens access to a great public amenity. Additionally, the vehicle noise and pollution make for a less enjoyable experience.

Please don't unlock funding for the current version.

Thanks,
Alex Thrush
South Loop

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From: [Jacq Streur](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:00:15 PM

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

Hello!

My name is Jacq, I've lived in the Chicago area for most of my life.

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

Best,
Jacq

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From: [REDACTED] on behalf of [Julie Olsen](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 1:00:27 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,
Julie Olsen

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

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From: [Katie Ward](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:59:50 PM

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My name is Katie, I live in Roscoe 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.

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From: [Max Mihelich](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:00:10 PM

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To Whom it May Concern,

My name is Max Mihelich, I live in Logan Square but often bike to the lake. The most dangerous part of this bike ride is around DLSD. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Thank you,

Max

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From: [Jessica Cavallo](#)
To: [Info](#)
Subject: Lake Shore Drive Public Comment
Date: Thursday, February 26, 2026 1:01:20 PM

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Planning Agency Members,

On February 27 you are discussing expansions to DuSable Lake Shore Drive. I am strongly against the plan to prioritize car transit over all other uses for premiere lakefront space. This goes against what the community wants and needs from our city.

Please vote against funding this retrograde project. Tell IDOT that they must revisit the plans and provide a solution that is for all types of transit users, not just cars.

This is not what the citizens of this city want and brings us back to a time when transit was used to destroy neighborhoods. This is a chance to build a better DLSD.

Sincerely,
Jessica Cavallo

[REDACTED]

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From: [Kristen Tarr](#)
To: [Info](#)
Subject: Public Comment DLSD Gardner
Date: Thursday, February 26, 2026 1:02:44 PM

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Good afternoon,

I am reaching out to submit written public comment for the CMAP Transportation Committee meeting Feb 27.

My name is Kristen Gardner and I live in the City of Chicago. I ask the Committee not to advance DLSD in the Regional Transportation Plan.

I regularly visit the Lakefront path to run with friends and various run clubs. I regularly swim with my triathlon club at Oak Street Beach. The existence of DLSD already diminishes the park quality of the Lakefront path with needless noise and pedestrian safety concerns. The potential expansion of DLSD only invites more cars, more noise, more cyclist/pedestrian deaths, and more pollution. The expansion of DLSD will increase the toxic burden of a major highway on already constrained environmental justice communities. The expansion will diminish property values. More cars contribute to negative public health outcomes including dirty air from uncreased AQI values and PM 2.5 pollutants whose long-term exposure are linked to lung cancer, asthma, and COPD. Furthermore, the expansion is unpopular amongst Chicago residents who choose to live in an urban environment aligned with their values, and the millions of residents and visitors alike who visit the Lakefront path to recreate.

I ask you to stand with the 14 Alderpeople supporting an alternative plan (Better Lakefront Initiative) and oppose this plan as written. Thank you.

Supporters of the Better Lakefront Initiative:

1. Daniel La Spata, Ward 1
2. Byron Sigcho-Lopez, Ward 25
3. Ruth Cruz, Ward 30
4. Scott Waguespack, Ward 32
5. Carlos Ramirez-Rosa, Ward 35
6. Andre Vasquez, Ward 40
7. Brendan Reilly, Ward 42
8. Timothy R. Knudsen, Ward 43
9. Bennett R. Lawson, Ward 44
10. Angela Clay, Ward 46
11. Matthew J. Martin, Ward 47
12. Leni Manaa-Hoppenworth, Ward 48
13. Maria E. Hadden, Ward 49
14. Debra L. Silverstein, Ward 50

Source: [\[bikegridnow.org/dlsd-redesign-press-release/\]\(http://bikegridnow.org/dlsd-redesign-press-release/\)](http://bikegridnow.org/dlsd-redesign-press-release/)

Written and sent by a real human, not AI

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recognize the sender and know the content is safe.

From: [Ryan Lawber](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:03:25 PM

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My name is Ryan Lawber and I've lived blocks away from DLSD in Uptown for the past 20 years. I'd like to provide public comment on DuSable Lake Shore Drive at the Feb. 27 meeting. I plan to comment in writing.

I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with 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 re-scoping.

Ryan Lawber
[REDACTED]

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From: [Alexis Vasiliadis](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:03:36 PM

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My name is Alexis, 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.

The lakefront is for the people, not cars!

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From: [Chelsea Ames](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:03:55 PM

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

My name is Chelsea Ames, I live in Ravenswood. My family and friends and I regularly use the lakeshore for recreation and field trips for school. The worst part of it is crossing and being near DLSD. It is not appropriate to have a freeway cutting through this public space. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Thanks for your consideration,
Chelsea Ames

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From: [John O'Brien](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:03:57 PM

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Hello,

My name is John, I live in Lincoln Park near DLSD and use the road every day to get to work. I'm asking CMAP not to advance DLSD until the project is rescopeed as a true boulevard with transit and real lakefront access. Please don't unlock funding for a highway expansion through our parks.

Thanks,
John

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From: [Paige Safyer](#)
To: [Info](#)
Subject: Public comment on DuSable Lake Shore Drive
Date: Thursday, February 26, 2026 1:03:37 PM

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Hi CMAP team,

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

My name is Paige Safyer and I commute to school and work on Lake Shore Drive. I'm asking CMAP not to advance DLSD onto the constrained list until the project is rescoped as a true boulevard with serious regional transit and real lakefront access.

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

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

Thanks,
Paige

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From: [Rebeca Fernandez de Cordova](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:03:47 PM

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

Rebeca Fernandez de Cordova

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From: [Jay Burd](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:04:56 PM

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To whom it may concern,

My name is Jarron Burdine, and I live in Roger's Park. I'm asking CMAP not to advance DLSD until the project is rescope as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. We do not need to induce more traffic in our city. We need to address the root causes and return the space to PEOPLE, not to CARS.

Please consider!

Jarron Burdine
[REDACTED]

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From: [Luis Cartagenova](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:05:07 PM

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My name is Luis Cartagenova, and I live in the Prairie District of South Loop, near the Museum Campus. I'm asking CMAP not to advance DLSD until the project is res-coped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

I'm happy to further discuss and provide additional comments.

Thanks,

Luis

--

Luis S. Cartagenova, MD
[REDACTED]

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From: [Carrick Coakley](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 1:06:57 PM

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

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

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

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

All the best,
Carrick Coakley

[REDACTED] Chicago

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From: [Griffin Dunnigan](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:06:41 PM

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My name is Griffin Dunnigan and I live in West town. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. We need a more livable city, not less.

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From: [Claire Hemmerly](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:08:13 PM

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My name is Claire Hemmerly, I lived in Lakeview for more than 10 years. I'm asking CMAP not to advance DLSD until the project is rescope as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Thank you.

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From: [Richard Norwood](#)
To: [Info](#); [Ingrid Witherspoon](#)
Cc: [Victoria Barrett](#); [Blanca Vela Schneider](#)
Subject: Fw: 2/27 Transportation Committee public comment
Date: Thursday, February 26, 2026 1:11:32 PM

FYI

Richard Norwood | *TIP Analyst | Research, Analysis, and Programming*
Chicago Metropolitan Agency for Planning (CMAP)
433 W. Van Buren St. Suite 450 | Chicago, IL 60607
T 312-386-8780 | E rnorwood@cmap.illinois.gov | W cmap.illinois.gov
Stay up to date: [Newsletters](#) | [Facebook](#) | [Instagram](#) | [LinkedIn](#) | [Threads](#)

From: [REDACTED]
Sent: Thursday, February 26, 2026 1:08 PM
To: Richard Norwood <rnorwood@cmap.illinois.gov>
Subject: 2/27 Transportation Committee public comment

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Hi Richard, below is my public comment for tomorrow's committee meeting.

Regarding file 26-038, I support the removal of North DuSable Lake Shore Drive Improvements from the list of RCPs proposed for the fiscal constraint regional transportation plan. This project should be rescoped to be *fully in-line with the regional transportation plan's own goals and objectives*.

Continuing the status quo would continue disconnection between people and our precious parkland and lake; it would prioritize funding single-occupant vehicles over transit and active transportation; it would perpetuate a dangerous mode of transportation reliant on speeding and risky driver behavior; it would continue carbon emissions levels that perpetuate climate change; it would maintain access to the roadway only for those who can afford a car or during rush hour commutes; it would limit people throughput on this major travel corridor.

The NDLSO project should acknowledge the input of those living near and around it and its neighborhood impacts and should be rescoped to massively invest in better transit options and quality of life improvements. A NDLSO project with a dedicated transitway would reduce our reliance on phalanxes of express busses, improve north-south connectivity away from the North Side Mainline rail services, reduce the negative impact of the highway on our previous parks and lakefront, and increase the vibrancy of this car *in*dependent part of the region.

Thank you,
Michael Dunst

[REDACTED]
Chicago, IL [REDACTED]

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From: [Bradley Peltin](#)
To: [Info](#)
Subject: Public Comment, item 6.01, CMAP Transportation Committee
Date: Thursday, February 26, 2026 1:08:52 PM

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Good afternoon,

I'd like to provide written public comment on item 6.01 regarding improvements on North DuSable Lake Shore Drive for the Feb. 27 meeting.

My name is Bradley Peltin and I live near NDLS. The Illinois Department of Transportation's "Redefine the Drive" initiative falls short as nothing more than a highway expansion through Chicago's greatest public asset - its lakefront.

The Redefine the Drive project is a once-in-a-lifetime opportunity to bring Chicago's lakefront and transportation infrastructure into the 21st century and if there is no course correction, this opportunity will be squandered.

It is imperative that NDLS be designed to reduce speed, noise, and pollution, and increase safety, including for cyclists and pedestrians. It is also important that future design provides buses a competitive advantages over cars to increase reliability, availability, and attractiveness of public transportation, which can move significantly more people in a much smaller space than cars.

I'm asking CMAP not to advance funding for the NDLS reconstruction project until the project is rescope with serious plans for regional transit and real lakefront access. The public and our elected leaders have asked for a fundamentally different direction for years. We need a thoroughfare that connects the city with its lakefront instead of dividing it. Instead, IDOT's project modeling relied heavily on vehicle capacity and did not seriously evaluate regional rail, BRT, stronger CTA service, or pedestrian and bicycle use.

I'll note that Illinois has been actively restructuring regional transit planning, so choosing a highway-first design for the lakefront now would be shortsighted. Please don't unlock funding pathways for the current version of the NDLS project. Send it back for rescoping.

Thank you,
Bradley Peltin

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From: [Braeden Magnan](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:09:12 PM

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

Hello,

My name is Braeden Magnan, I live in Lakeview. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. We have a real chance to open up our lakefront into a world class destination, instead of it being simply used as a highway.

Sincerely,

Braeden Magnan

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From: [Christopher Martin-Givens](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:09:01 PM

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My name is Chris Martin-Givens, I live in Kilbourn Park in Chicago. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. The greatest tragedy of DLSD is how it cuts people off from the lake front. Doubling down on it being a highway is silly and backwards looking. Chicago can be a city of the future if we invest properly in this now. Dream big. Be game changers. Make us something to be envious of!

Thanks
CMG

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From: [Alec Kozakowski](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:10:15 PM

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My name is Alec Kozakowski, I live in Lakeview.

I believe CMAP should not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Honestly we should do what Boston has done and expand the green space, not diminish it.

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

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From: [Laura Sloman](#)
To: [Info](#)
Subject: DLSD Plan Consideration
Date: Thursday, February 26, 2026 1:10:22 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 in writing:

My name is Laura Sloman and I'm a Rogers Park resident who uses DLSD regularly as both a driver and cyclist. 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.

DLSD is a noisy, polluting thoroughfare that diminishes human enjoyment of our beautiful lakefront, and as a city we should be prioritizing public transit and green space over individual vehicle drivers. We're living in a world with a changing climate. We can't afford to think like it's still the 1950s. Please look towards a better future, not one with more cars on the road. Please don't unlock funding pathways for the current version of this project. Send it back for rescoping. Thank you.

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From: [Marisa Johnson](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:09:57 PM

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

My name is Marisa Johnson, I live in Old Town. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. I avoid using lakeshore drive, but I do use the parks that are harder to access as a result of LSD. I don't like the noise, the pollution, and the danger posed by LSD.

Marisa Mendez Johnson, she/her
[REDACTED]

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From: [Erin Rooney](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:10:33 PM

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

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From: [Jibraan Ghani](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:11:26 PM

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

Hello!

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

The park is already too loud from car noise and difficult to access at many points.
Please keep Chicago awesome for the people who live here especially without cars.

Best,
Jibraan Ghani

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From: [Ben Cal](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:11:32 PM

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

Best,

Ben

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From: [Stephen Pappa](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:14:21 PM

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Good afternoon,

My name is Stephen Pappa, I live in Lincoln Park. 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. This would reduce the quality of life for thousands for the benefit of the few.

Regards,

Stephen

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From: [Arun Sundaram](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:14:42 PM

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My name is Arun, I live in Old Town.

More lanes is never the answer and this has been proven time and time again. Expanding the lakefront and making it easier and safer to access is what Chicago needs. We need to expand the transit opens around lake short drive with bus lanes not wider lanes only for cars. The goal should be to get cars off the road and make it easier for everyone to get around. The lakefront is the lifeblood of Chicago and this plan is not what the city needs. 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.

Can I also get the zoom link to join the meeting tomorrow?

Thanks,
Arun

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From: [Emily Mueller](#)
To: [Info](#)
Subject: Lake Shore Drive
Date: Thursday, February 26, 2026 1:14:31 PM

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Hello,

My name is Emily, 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.

Thank you,
Emily

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From: [hannah smith](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 1:14:37 PM

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

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

Please and thank you!

Sent from my iPhone

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