

From: [Chloe Weber](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 7:31:11 AM

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My name is Chloe Weber, I live in South Loop.

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

Don't unlock funding for a highway expansion through the parks!!

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From: [Stephanie Bartuska](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 7:37:15 AM

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My name is Stephanie Bartuska, 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.

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From: [Logan Hughes](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 7:39:54 AM

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My name is Logan Hughes, I live in Rogers Park, Chicago. 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. There is a better way to have a lakefront. We could be investing in public transit to reduce car traffic, mitigating the need to expand DLSD. It's loud and car exhaust can be constant. Let's make Chicago a better place to live by improving public transportation so that our lakefront parks can become quieter and more accessible.

Sincerely,
Logan Hughes

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From: [Vincent I](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27
Date: Friday, February 27, 2026 7:39:10 AM

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CMAP,

My name is Vincent Irizarry 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.

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.

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 does 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. Send it back for rescoping.

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

Sincerely,
Vincent Irizarry

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From: [Ronald Lundgren](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 7:41:25 AM

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My name is Ronald Lundgren, 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.

Thank you!

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From: [Camarillo Guenther, Quincy](#) [REDACTED]
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 7:46:24 AM

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Good morning,

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 love it as is, do not want a highway, and would much prefer any funds go towards improving walkability, access, and park upkeep.

Sincerely,

Quincy

Hyde Park

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From: [Jeremy Goyette](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 7:47:17 AM

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My name is Jeremy Goyette and I live in the Uptown neighborhood of Chicago. I use Lakeshore Drive almost daily.

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

Please consider the plans put forth by my alderperson on the Better Lakefront Initiative.

Thank you.

Jeremy Goyette

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From: [Max Holder](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 7:50:17 AM

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Hello,

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

Thank you,
Maxwell Holder

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From: [Rebecca Koskiewicz](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee
Date: Friday, February 27, 2026 7:57:31 AM

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

Hello! To whom it may concern --

My name is Rebecca Koskiewicz. I have lived in Wrigleyville for the last 3 years. 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. Lake Shore Drive already takes up so much of the beautiful lakefront trails, I would hate for the small area we have for running/walking/enjoying the lakefront to become even smaller.

Thank you!
Rebecca

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From: [REDACTED] on behalf of [Gordon Kratz](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:01:04 AM

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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,
Gordon Kratz

[REDACTED] Chicago, IL [REDACTED]

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From: [Alexander Vega](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee
Date: Friday, February 27, 2026 8:02:14 AM

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My name is Alexander, I live in Gold Coast right next to lsd. I'm asking CMAP not to advance DLSD until the project is rescope as a true boulevard with transit and real lakefront access. Our lakefront deserves better than a highway expansion. The wellbeing of the chicago public is at risk. There are clear guidelines and studies that show that highway expansion only induces more traffic, there will be no one who benefits from the current expansion of LSD. Please put a halt to this project. We need public transportation and safety for the public.

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From: [Lisa Aggarwal](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb 27)
Date: Friday, February 27, 2026 8:02:41 AM

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My name is Lisa Aggarwal and I am a resident of the Lakeshore East community. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Our lakefront deserves better than a highway expansion.

With thanks,
Lisa Aggarwal
[REDACTED]

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From: [REDACTED] on behalf of [Thomas Christensen](#)
To: [Info](#)
Subject: Do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:08:15 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

Living just off Diversey Ave close to the harbor the lakefront is an almost daily part of my life. Rain, snow or shine you can find me out there biking, running, or just enjoying one of the best features Chicago has to offer.

The only change I would make to the lakefront would be to make it more accessible and less polluted from the LSD. This current proposal is a half measure that despite shiny renderings will only serve to worsen the experience along the lakefront and reduce its usage by the people who actually live here.

The changes proposed are a half measure that will do almost nothing to existing traffic while at the same time same time it will take away both space and enjoy from lakeside visitors.

If passed and implemented it will be a complete waste of money and in ten years you or your replacement will be back trying to redefine the drive once more. I only hope the powers in charge at that time will not take the easy cheap option of widening the drive even further and taking away from the gem of Chicago.

Ultimately this project as currently constructed is a half-measure meant to appease suburban commuters and the residents of the Northside it will end up pleasing neither.

In the words of Ron Swanson never half-ass two things. I hope you will do everything in your power to stop this shortsighted plan and instead take the opportunity to redefine the drive in a way that is actually beneficial to the people who live here.

Sincerely,
Thomas Christensen

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Patrick Skaggs](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:12:35 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Patrick Skaggs

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Cory Bernstein](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:18:11 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

Sincerely,
Cory Bernstein

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

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From: [REDACTED] on behalf of [Samantha Odyniec](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:21:51 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Samantha Odyniec

[REDACTED] Chicago, IL [REDACTED]

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From: [ben hartke](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 8:26:38 AM

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Good Day,

I believe green space is something that makes Chicago stand out when compared to many other cities. The lake shore is invaluable, please don't had more roads.

-Ben

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From: [Kyle Clark](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 8:26:33 AM

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My name is Kyle Clark, I live in Lakeview [REDACTED]. 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,
Kyle

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From: [REDACTED] on behalf of [Alana Rubin](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:29:13 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Alana Rubin

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Micah Lutkowitz](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:30:46 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Micah Lutkowitz

[REDACTED] Chicago, IL [REDACTED]

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From: [Steven Babick](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 8:32:58 AM

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

Build more transit, have more frequent bus routes, and stop enabling a car-centric city. The city can only grow in density, economy, and popularity if we move to a more transit-focused society. DSLD is iconic, but we cannot turn it into a highway. Chicago is beautiful, Houston is ugly. Don't make Chicago look more like Houston.

Steven

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From: [REDACTED] on behalf of [Ian Sikora](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:36:46 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Ian Sikora

[REDACTED] Chicago, [REDACTED]
[REDACTED]

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From: [Jodi Barlev](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee
Date: Friday, February 27, 2026 8:36:16 AM

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Dear CMAP Leadership,

As a Gold Coast resident, I must voice my firm opposition to the current plan for the DuSable Lake Shore Drive (DLSD) modernization project. This proposal, regrettably, appears to be a highway expansion rather than the urban boulevard our city truly needs, threatening to compromise our invaluable lakefront park spaces.

Allowing this project to proceed as designed would fundamentally alter our lakefront, eroding its purpose as a public amenity and vital ecological corridor. We implore CMAP to exercise its critical oversight and financial leverage by withholding funding until a complete and comprehensive redesign is mandated.

Our community envisions a DLSD that prioritizes multi-modal transportation, robust public transit, and accessible, aesthetically pleasing pathways for pedestrians and cyclists. It must embrace green infrastructure, reduce vehicle dominance, and genuinely connect residents to the lake, rather than creating further separation.

CMAP has a crucial role as a steward of sustainable development. We urge you to leverage your influence to ensure this project evolves into a true urban boulevard, one that reflects modern planning principles, enhances environmental stewardship, and improves the quality of life for all Chicagoans. We must safeguard our lakefront parks for future generations.

Thank you for your urgent attention to this matter.

Sincerely,
Jodi Barlev

[Sent from Yahoo Mail for iPhone](#)

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From: [REDACTED] on behalf of [Kevin Curran](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:37:58 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

Sincerely,
Kevin Curran

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Jason DeVoll](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:39:22 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

Sincerely,
Jason DeVoll

[REDACTED] Chicago, IL [REDACTED]

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From: [MICHAEL BASSETT](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27
Date: Friday, February 27, 2026 8:44:47 AM

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

"My name is Michael Bassett, I live on Michigan Ave in the South Loop.
I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access.
PLEASE!! Don't unlock funding for a highway expansion through our parks."

People NOT cars! Thank you!

Michael Bassett

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From: [Susan Everett](#)
To: [Info](#)
Subject: 2/27 meeting
Date: Friday, February 27, 2026 8:50:19 AM

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Hi, I would like to attend the meeting today, can you send me the zoom link? I live at Belmont and Sheridan and this affects my daily quality of life.

Susan Everett

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From: [REDACTED] on behalf of [Brita Dallmann](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 8:52:26 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,

Brita Dallmann

[REDACTED] Chicago, IL [REDACTED]

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From: [rebecca.monaghan](#)
To: [Info](#)
Subject: Public comment, CMAP Transportation Committee (Feb 27)
Date: Friday, February 27, 2026 8:59:02 AM

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My name is Rebecca Monaghan, I live in the Loop facing LSD. I'M asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lake front access. Don't unlock funding for a highway expansion through our parks.

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From: [Scott Moorhouse](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 8:50:51 AM

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My name is Scott Moorhouse, I live in Irving Park with my wife and children. I'm asking CMAP not to advance DLSD until the project is rescope with a true focus on transit and lakefront access. The combination of LSD and N LSD already has up to 13 lanes in some areas, capacity isn't the issue. Don't unlock funding for a highway expansion through our city's most valuable asset.

We have repeatedly seen that expanding the number of roads simply expands congestion. Given the number of buses that already use LSD frequently, we should focus on a comprehensive "more transit" solution rather than a simple "more cars" solution. The goal should be to move more people, not more cars.

Thank you,
Scot Moorhouse

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From: [Sarah Kate Corie](#)
To: [Info](#)
Subject: Urgent- DLSD request
Date: Friday, February 27, 2026 9:00:03 AM

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

Hi there,

My name is Sarah Corie. I'm a resident of Roger's Park. I'm begging CMAP NOT to advance DLSD until the project is rescope as a true boulevard with transit and real lakefront access. DLSD is not broken- don't fix what isn't. Please don't unlock funding for a highway expansion through our parks. The lake and lakefront are what makes Chicago stand out as a major city. It's the best part of this state and it is simply not worth damaging it in order to get more lanes. This project would absolutely drive me, and many others, to leave Chicago.

Please, don't do this.

Thank you,
Sarah Corie

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From: [Vineet Kumar](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 9:02:47 AM

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My name is Vineet, I live in the south loop. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. DSLSD should be more accessible to all folks not just cars.

Please provide a link for today's meeting. Thank you

Vineet Kumar

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From: [REDACTED] on behalf of [Ryan Rask](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 9:03:00 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Ryan Rask

[REDACTED] Chicago, IL [REDACTED]

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From: [Larry Benfield](#)
To: [Info](#)
Subject: Lake Shore Drive's Future
Date: Friday, February 27, 2026 9:07:20 AM

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

I am Larry Benfield and I live at 860 N. Lake Shore Drive. I understand that there is a vote upcoming on the drive's future. Please know that what we need is a better lake shore, with better walking and bike lanes, more park space, NOT more auto traffic and simply more car lanes. The lake shore just north of Navy Pier is currently a concrete mess, and surely the city can do better—and not take twenty years to do so.

Thanks for listening.

Larry Benfield

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From: [REDACTED] on behalf of [Timothy Andersson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 9:08:42 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Timothy Andersson

[REDACTED] Chicago, IL [REDACTED]

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From: [Emily Beaufort](#)
To: [Info](#)
Subject: public comment, cmap transportation committee
Date: Friday, February 27, 2026 9:17:03 AM

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Lake Shore Drive shouldn't be expanded! It runs through a residential areas and along one of the biggest assets the city has to offer. We should be putting transit there and reducing car traffic- expanding car lanes will increase noise pollution, further pollute the environment and air, block access to the lake and parks for chicago residents, and increase traffic fatalities. We need pedestrian, bike and public transportation options- not more room for cars.

Highways do not belong in parks! We already allot too much public space to cars- we should do better! Chicago is a dense urban area- we can reduce traffic by giving folks more options for travel, not by giving more space to the option that is expensive and uses the most resources/space.

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From: [Jeffrey Smith](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 9:18:06 AM

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My name is Jeffrey Smith and I live in Andersonville. 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.

Jeffrey Smith

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From: [Morgan McLuckey](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 9:23:09 AM

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Dear Committee,

My name is Morgan McLuckey, I live in Lincoln Park, directly across from the park and near Lake Shore Drive.

I'm asking CMAP not advance any plans aimed at increasing the number of cars on, or expanding the size of, Lake Shore Drive. These projects do not improve traffic and destroy green space. We should be prioritizing public transit options and green space over individuals in cars.

Sincerely,
Morgan McLuckey

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From: [Stacy Lindau](#)
To: [Info](#); [Peter Lindau](#)
Subject: Public Comment, CMAP Transportation Committee 2/27/26
Date: Friday, February 27, 2026 9:24:37 AM

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

Dear Committee Members,

My name is Stacy Lindau. I live in Lakeview East. Our lakefront is Chicago's single most important and defining asset. It is critical for the health of our residents, the environment and our economy. De Sable Lake Shore Drive (DLSD) should not be expanded to increase traffic, increase traffic speed or increase noise and air pollution.

I walk on the lakefront nearly every day and have had multiple near-miss incidents with vehicles moving across pedestrian crossways to/from the lakefront at high speed. As a physician, I have also been a first-responder to a person on a bike who was run over and seriously injured by a hit and run car when crossing a DSLD exit at Montrose.

I am imploring CMAP NOT to move forward with the DLSD project as a highway expansion. Improvement to DLSD means a plan that increases the quality of life, health and safety of our people and our city. I support proposals that for a future of DLSD that moves it toward a grand boulevard that respects the lakefront and park, increases engagement of our residents with the natural resources of our city and maximizes lakefront quality and access. I do not support a move in the direction of highway expansion.

Thank you,
Stacy Lindau, MD
[REDACTED]

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From: [Petras Swissler](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 9:36:34 AM

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My name is Petras Swissler, I live in Wilmette and I also own property 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. The lakefront is the best thing about Chicago. It would be the height of stupidity to build a highway through it when we have a once-in-a-generation chance to do something better.

-Petras

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From: [REDACTED] on behalf of [Liz Zumbach](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 9:40:39 AM

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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,
Liz Zumbach

[REDACTED] Chicago, IL [REDACTED]

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From: [Katrina Zoldowski](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 9:45:12 AM

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

My name is Katrina , I live in the South Loop area. 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 beautiful park and asset to the City of Chicago that should not be compromised and should be a safe and accessible park for all to experience.

Thank you for your attention to this matter.

Kind regards-

Katrina Zoldowski

Sent from my iPhone

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From: [Derek Schneider](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 9:52:02 AM

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Hi,

My name is Derek Schneider 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. There is a real opportunity to rethink how we travel across the city for the better, both for tourists and commuters. We would be doing ourselves a disservice by ignoring this opportunity.

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

Respectfully,
Derek Schneider

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From: [REDACTED] on behalf of [Joshua Kiggins](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 10:05:11 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Joshua Kiggins

[REDACTED] Chicago, IL [REDACTED]

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From: [Pamela](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 10:05:12 AM

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Hello,

My name is Pamela Ginsberg and I live in Lakeview East. 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.

The current proposal is essentially a highway expansion that will allow for wider lanes, faster cars, more noise and more pollution, right through the middle of the lakefront parks. This goes against the ethos of having a clean, accessible, enjoyable lakefront.

The lakefront is the best thing about Chicago. Let's not expand a highway through it when we have a once-in-a-generation chance to do something better!

Best,
Pamela

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From: [Cyrus Dowlatshahi](#)
To: [Info](#)
Subject: Public comment
Date: Friday, February 27, 2026 10:20:22 AM

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Lake Shore Drive cannot prioritize cars. I'd like to comment on zoom about this. Thank you!

Cyrus Dowlatshahi

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From: [Steven Goldberg](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 10:21:03 AM

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My name is Steven Goldberg and I live in Andersonville. I oppose the current plan to expand Lake Shore Drive. There should not be a highway going through our parks. The project needs to be rescoped as a true boulevard with transit.

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From: [Charlie DiGregorio](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 10:26:29 AM

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



Charlie DiGregorio

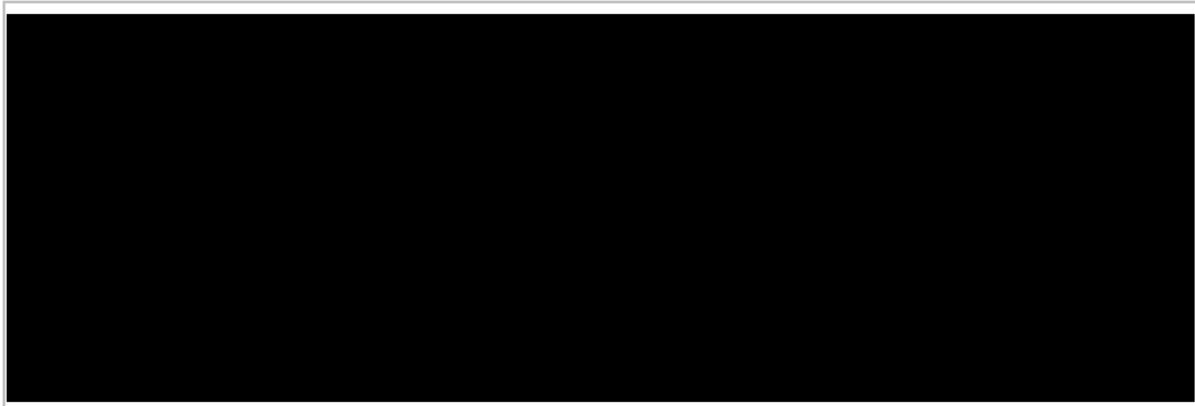
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: [Lindy Girman](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation
Date: Friday, February 27, 2026 10:29:15 AM

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My name is Lindy Girman , 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.

Thank you,

LG

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From: [Amy Maguire](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 10:33:06 AM

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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.

I'm a current resident of Wicker park, but work directly off of DLSD and lived in (and hope to return to) the Lakeview neighborhood. I truly care about this project as I drive there frequently and walk to the lake even more often.

My core ask is to improve public transit and lake access. The current proposal does not do that. As an engineer myself I know the headache that these public comments can cause, their importance cannot be discounted. This plan would be a detriment for the residents of the city, and lacks tangible benefits for commuters.

The best part of living in Lakeview was the proximity to the lake. The worst parts were having to cross DLSD to get there, and the fact that busses downtown always got stuck in traffic. Driving on DSLD was never awful, but the fact that I had to certainly was. I'm a huge proponent of public transit and even I gave up on the busses downtown on DSLD, meaning one more car on the road, meaning worse traffic for everyone.

Please don't lock in a "highway first" plan at this stage. The city is growing, we need public transit and better access to the beauty that this city provides, not wider lanes.

Thank you,
Amelia Maguire

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From: [REDACTED] on behalf of [Benjamin Schlarman](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 10:43:12 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Benjamin Schlarman

[REDACTED] Chicago, IL [REDACTED]

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From: [David Garza](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 10:43:57 AM

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

My name is David Garza, I live in the East Side neighborhood of Chicago. I believe public officials need to rethink support for a LSD expansion project that stands to do little for the public good. Increasing the scope of a roadway along the city's best feature, the lakefront, will not allow for city residents and tourists alike to truly enjoy that area without the constant exhaust, and noise that comes along with it, both during construction and afterwards. The cons certainly outweigh the pros on this issue. 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,
David Garza

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From: [R Slone](#)
To: [Info](#)
Subject: DLSD vote
Date: Friday, February 27, 2026 10:48:04 AM

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

Dear CMAP members.

I am Ricca Slone. I live in east Lakeview, and served as a member of the neighborhood residents' committee for the IDOT/CDOT North Lake Shore Drive plan. I sat through many meetings where most participants favored a transit-friendly parkway or boulevard redevelopment of the Drive. Not a high-speed expressway.

Please withhold your votes until the DLSD project is rescoped as a true boulevard with transit and real lakefront access.

Thank you for your consideration.

Regards.

Ricca Slone
[REDACTED]

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From: [Ben Schlarman](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 10:50:24 AM

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

I'd like to submit this comment against the "Redefine the Drive" by email:

I urge the committee to reject the "Redefine the Drive" project in the 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.

Thank you,
Benjamin Schlarman
[REDACTED]

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From: [Josh Holliman](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 11:05:07 AM

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Hey to whom it may concern,

My name is Josh and currently reside in Lakeview. I am asking CMAP not to advance DLSD until the project is rescoped as a true sustainable solution. I don't understand the reasoning behind adding access for more vehicles on LSD, as opposed to an environmentally sustainable long-term solution that is beneficial for the lake and lakeshore itself, is instead moving forward. Forget the residences, great views, noise, etc., none of those are as important as the environmental sustainability "lens" that CMAP should prioritize.

More highway as the solution really just seems like the easy way

Thanks,

Josh Holliman

[REDACTED] r

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From: [REDACTED] on behalf of [Mark Bowman](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 11:05:16 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Mark Bowman

[REDACTED] Barrington, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Renee Fonseca](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 11:05:32 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

Sincerely,

Renee Fonseca

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

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From: [Jonathan Hannau](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 11:14:29 AM

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To whom it may concern,

My name is Jonathan Hannau and I live in the Edgewater neighborhood of Chicago.

As someone who strongly believes that cities are meant to be for people and not cars (something most of the modernized world outside of America understands), 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 trail is what makes Chicago such an incredible city, why would you make it harder for PEOPLE to access and simultaneously add more noise and pollution? Studies show that the main contributor to noise pollution in cities is cars, and this would only make things worse.

Too many accidents and problems happen already with our current 8 lane highway. As someone who has a car and unfortunately has to use it regularly I would rather have more opportunities to keep it in my garage and safely and calmly get to my destination without having to deal with traffic and poorly trained drivers.

Accessibility to transit, giving funding to actual public infrastructure, and creating safer opportunities for other modes of mobility is what's going to get the public to move beyond the current car centric culture that has been forced upon us.

Thank you,

--

Jonathan Hannau
[REDACTED]

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From: [REDACTED] on behalf of [Brooke Dahmer](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 11:14:33 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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Sincerely,
Brooke Dahmer

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

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From: [John Ceffalio](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 11:19:36 AM

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My name is John Ceffalio and I live in Streeterville. Please don't advance the DLSD project until it is rescoped as a true boulevard with transit and better lakefront access for pedestrians and bikes. The greatest mistake Chicago made was blocking its residents from the lakefront with an 8-lane freeway. Don't lock this decision in! Instead give us our lakefront back!

Thanks for your consideration.

John Ceffalio

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From: [REDACTED] on behalf of [Nathan Walker](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 11:21:57 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Nathan Walker

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED]
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 11:28:00 AM

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My name is Mary Lou Kissner and I live in the Near East Side neighborhood. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Our lakefront deserves better than a highway expansion.

Sincerely,
Mary Lou Kissner

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From: [Michael John Krystosek](#)
To: [Info](#)
Subject: Proposed LSD Expansion
Date: Friday, February 27, 2026 11:28:34 AM

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Hello,

My name is MJ Krystosek. I live on the North side near Belmont and Inner Lake Shore Drive. I am asking CMAP not to approve the DLSD expansion without extension revision and rescoping. Preserving our parks, especially our lakefront Park areas, is paramount to the continued architectural, cultural, and practical value of Chicago. Balancing those factors against the easiest and most destructive solutions to expanding roadways and other construction have historically helped beautify and preserve our city. Having this public resource also attracts people to the city for both tourism and long term residence. As a tour guide for many years the compliments and appreciation for how much of our Lakefront beauty and utilitarian public space has been constant and effusive. Do not rush hastily into developments that would compromise that for the sake of expediency.

Thank you for your time and consideration,
MJ

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From: [Scott Wilson](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 11:29:43 AM

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My name is Scott Wilson, I live in Mayfair. 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 don't need to fill our city with more cars. There are plenty of roads already. We need slower speeds on dlsl.

Thank you.

Sent from my iPhone

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From: [Win Hartlove](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Friday, February 27, 2026 11:32:42 AM

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

My name is Edwin Hartlove, 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.

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From: [REDACTED]
To: [Info](#)
Subject: DSLD
Date: Friday, February 27, 2026 11:36:15 AM

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

I live in East Lakeview. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Our lakefront deserves better than a highway expansion.

Chicago suffers from a lack of green space when compared to other large cities - don't squander what we have. It's what brings people to the city and what they talk about that makes the city great.

Think three steps ahead, not the same way you always have. Chicago has made a commitment to be MORE THAN a car city - live up to that commitment.

Thank you

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From: [REDACTED] on behalf of [Courtney Cobbs](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Friday, February 27, 2026 11:59:28 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Courtney Cobbs

[REDACTED] Chicago, IL [REDACTED]

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