

From: [Casey Shoup](#)
To: [Info](#)
Subject: Public Comment on CMAP Transportation Committee, Feb 27
Date: Thursday, February 26, 2026 4:00:37 PM

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Hi!

Please don't approve the funding for the Lakeshore Drive highway expansion! There are already a significant amount of car wrecks and speeding, and it's been proven over and over again that expansions don't assist in safety or improving the efficiency of the roads. DLSD averages 7 crashes per day. That's insane. Please don't unlock funding for the highway expansions, ESPECIALLY at the cost of all of the lakefront park access.

Thanks!

Casey Shoup
[REDACTED]

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From: [Alessandro Beltran](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:02:18 PM

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Hello,

My name is Alessandro Beltran, I live in Humboldt 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.

Sincerely,

Alessandro

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From: [Myles Rosario](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:02:01 PM

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

Hello CMAP,

My name is Myles Rosario, 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.

Best,
Myles Rosario

Sent from my iPhone

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From: [susan rancourt](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee
Date: Thursday, February 26, 2026 4:02:06 PM

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My name is Susan Rancourt and I live at [REDACTED] I am writing to ask CMAP NOT to advance the current DLSD project as it is in its current state! There is surely a need BUT there must be a better way to preserve the best part of the Drive while allow for a true boulevard with transit and real lakefront access. Let's not take a step backward. Wasn't it Montgomery Ward who started the idea to preserve the lakefront! Let's move ahead and think ahead!

Susan Rancourt
[REDACTED]
Chicago, IL 60611
[REDACTED]

[REDACTED]

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From: [Jim Bethune](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:03:18 PM

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Hello,

My name is James Bethune, and I live in Logan Square. 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.

Thanks,
James Bethune

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From: [Joe](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:03:27 PM

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My name is Joe Orihuela, 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.

Thanks,
Joe Orihuela

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From: [Jon Christens](#)
To: [Info](#)
Subject: Public Comment | CMAP Transportation Committee | Feb 27
Date: Thursday, February 26, 2026 4:02:32 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 Jon Christens and I live right off the drive in Uptown next to Foster Beach. I'm asking CMAP not to advance DLSD onto the constrained list until the project is rescoped as a true boulevard with serious regional transit and real lakefront access.

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

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

Sincerely,

-Jon

Jon Christens
[REDACTED]

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From: [Christopher Pratt](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:05:26 PM

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Dear CMAP Transportation Committee,

My name is Chris, I live in Brookfield and frequent user of the lakefront. I'm asking CMAP not to advance DLSD until the project is rescope as a true boulevard with transit and real lakefront access. With our region densifying, we must promote access to our majestic lakefront with a boulevard that promotes transit, not giving more space to private automobiles. Don't unlock funding for a highway expansion through our parks.

Thank you for your consideration,
Chris

Sent from my iPhone

Christopher Pratt, PhD

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From: [Keaton Schwartz](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:06:11 PM

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My name is Keaton Schwartz, I live in North Center 2 miles west of Lake Shore Drive. I run on the lakefront nearly everyday. 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] on behalf of [Jeremy Sokolec](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:06:32 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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,
Jeremy Sokolec

[REDACTED] Chicago, IL [REDACTED]

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From: [Josh Cordell](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:09:42 PM

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My name is Josh Cordell, I live in Lakeview East in the Wave Lakeview building just steps from Lakeshore Drive.

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

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

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

Sincerely,
Josh Cordell

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From: [Juan-Diego Ospina](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:13:30 PM

My name is Juan-Diego Ospina, 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

Juan Diego Ospina
MS. Business Analytics DePaul University (2020)
BS. Industrial Engineering Universidad de los Andes (2016)

[Linkedin](#)

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From: [REDACTED] on behalf of [Harriett Davis](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:15:42 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

Hi, my name is Harriett Davis, and I live in Chicago's Bucktown-Wicker Park neighborhood. 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. Public feedback has favored transit, biking, walking, and better lakefront connections, not highway expansion. A 2023 community survey found 73% said DLSD diminishes park quality, and 70% want to drive less than they currently do. Locking in a highway-first lakefront would be shortsighted.

Please don't unlock funding for the current version. Thank you.

Sincerely,
Harriett Davis

[REDACTED] Chicago, IL [REDACTED]

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From: [Stephen Janke](#)
To: [Info](#)
Subject: Opposition to current DLSD plans
Date: Thursday, February 26, 2026 4:17:01 PM

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Hi, my name is Stephen Janke and I live in Lakeview. I'm asking CMAP not to move forward with the plan to expand DuSable Lake Shore Drive as an urban highway. We have been destroying cities with highways for the last 60 years, and it has not brought anything good. DLSD is already a traffic sewer that worsens Chicago's otherwise beautiful lakefront with pollution, noise, and safety issues. DLSD should be redesigned with **reduced motor vehicle traffic** and **expanded transit**. Please do not unlock funding for the current version.

Thank you,

Stephen Janke

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From: [REDACTED] on behalf of [Kunal Joshi](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:19:49 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

Your redefine the drive plan is bad. We do not want a highway next to the lake. People should be able to access the lake without having to traverse dangerous 8 lanes of traffic or go through tunnels that often flood.

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,
Kunal Joshi

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

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From: [Olivia Masier](#)
To: [Info](#)
Subject: Public Comment CMAP transportation committee (Feb 27)
Date: Thursday, February 26, 2026 4:20:07 PM

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Hi,

My name is Olivia Masier. I live in Wicker Park [REDACTED]. I'm asking CMAP not to advance DLSD until the project is rescope as a true boulevard with transit and real lakefront access. Do not unlock funding for a highway expansion through our parks.

Thanks you,
Olivia Masked

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From: [Deaglan McAndrew](#)
To: [Info](#)
Subject: CMAP Transportation Committee Meeting 2/27
Date: Thursday, February 26, 2026 4:21:48 PM

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Hello,

My name is Deaglan McAndrew, and I live in Chicago. I'm writing today to urge the members of the CMAP Transportation Committee to oppose the inclusion of the NDLSO improvements in the 2026 Regional Transportation Plan. The current proposal that has come out of the Redefine the Drive project provides minimal transit priority, and serves to cement an expressway on our lakefront for another 80 years.

This is completely at odds with efforts to reduce greenhouse gas emissions, which we urgently need to reduce to avert the worst effects of global warming. Now is the time to be taking significant action, and a glorified status quo of NDLSO is NOT one such action. Any plan to change NDLSO should provide highest priority for mass transportation, yet that is not what the proposal before you does.

I once again urge you to oppose the inclusion of the NDLSO Improvements from the Regional Transportation Plan.

Thank you,
Deaglan McAndrew

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From: [Eddie Rus](#)
To: [Info; ward44@cityofchicago.org](mailto:ward44@cityofchicago.org); office@ward42chicago.com
Subject: Do NOT expand DLSD to be MORE like a HIGHWAY (OPPOSED)
Date: Thursday, February 26, 2026 4:23:38 PM

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Subject: Public Comment, CMAP Transportation Committee (Feb. 27)

My name is Edward Rus. I live in Lakeview East right by the lake and even use DLSD with my 2021 Toyota Corolla Hybrid when I want to get down to South Loop or Hyde Park quickly. Despite this habit, 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 might be a DLSD user, but I am a user of the park land as well. We cannot move in this direction of car centralizing our shared spaces and amenities further. It's such a disaster in this city that tries to have it every which way. Chicago on the North Side is fairly walkable, but still shows evidence of car centric planning and prioritization throughout the city. If I wanted to live in a car centric big city, I'd live in LA. And now here we are, trying to further ruin the lakefront and its beautiful park land with a greater expansion of a gross chaotic highway, even if one of the more convenient transport options.

Would it really kill CMAP to actually transform our water front into something more transit friendly, if not pedestrian friendly. Walking several overpass bridges just to reach a beach is not it. Not it at all.

I will lend my praises to Aldermen Lawson, Clay, Knudsen, Bryon Sigcho Lopez, and La Spata for standing up for our lakefront and against the noisy, clunky, risky, dangerous in terms of both car accidents as well as shootings on LSD, motor vehicles that ruin our lakefront. We should be thinking of ways to redesign DLSD with the highway either underground like MA's big dig, or a transit reorientation for such a wide strip of land covering much larger areas than NYC's Central Park. I will be on zoom tomorrow to vocally oppose this wrong headed move.

Best,

Edward T Rus

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From: [Deb Frels](#)
To: [Info](#)
Subject: expanding the drive
Date: Thursday, February 26, 2026 4:29:56 PM

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Hello

My name is Deb Frels I live in the west ridge 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."

Our green space is a precious resource and to make a roadway faster and wider does disservice to that fact.

People need to slow down not speed up

Sincerely
Deb Frels

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From: [Colleen](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:31:15 PM

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Dear CMAP Members:

I live in Printers Row and use DuSable Lake Shore Drive as both a driver and a pedestrian — and it's not a pleasant experience in either case. DLSD gets less safe every year, with an average of seven crashes per day and dozens of pedestrian deaths in the last few years.

I'm writing to ask CMAP not to advance the DLSD project until it's rescoped in line with Rep. Buckner's resolution that would make DLSD a true boulevard with transit and better lakefront access.

The lakefront is the best thing about Chicago, and this is a once-in-a-generation chance to shape it into something better. Please don't expand a highway through our parks and along our lakefront.

Yours truly,

Colleen Frankhart
[REDACTED]

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From: [Ahmad Asha](#)
To: [Info](#)
Subject: Public Comment CMAP transportation
Date: Thursday, February 26, 2026 4:32:02 PM

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Hi,

My name is Ahmad Asha. I live in Wicker Park [REDACTED] I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Do not unlock funding for a highway expansion through our parks.

Thanks you,
Ahmad Asha

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From: [REDACTED] on behalf of [Marie Cerbie](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:32:35 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,
Marie Cerbie

[REDACTED] [REDACTED]

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From: [Austin R.](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:34:58 PM

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Hello,

My name is Austin Richards and I live in Lake View, within a mile of Lake Shore Drive. I'm asking CMAP not to advance DLSD until the project is rescopeed as a true boulevard with transit and real lakefront access.

Moving forward now does not adequately address the community's needs or desires. Our lakefront is a unique and precious part of Chicago; adding additional lanes and barriers to LSD will reduce our access to it and place cars over people. We should have a plan that prioritizes mass transit, pedestrian access, and trails.

--

Austin Richards
[REDACTED]

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From: [Ben Marsh](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:35:02 PM

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My name is Ben Marsh, I live in Madison WI, and I, with my family, am a frequent 'tourist' to Chicago's downtown. 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 your parks.

Thanks,

-Ben

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From: [Collin Huffman](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:36:17 PM

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My name is Collin Huffman, I live in Lake View 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. Lake Shore Drive is already too much of an expressway as it is, and it cuts off lake front access for a lot of people. It's a necessary evil at this point, but it does not need expanded unless it includes transit.

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From: owen.c.hayes@everyactioncustom.com on behalf of [Owen Hayes](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:36:06 PM

[You don't often get email from owen [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,
Owen Hayes

[REDACTED] Chicago, IL [REDACTED]

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From: [Steven Guerry](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:36:25 PM

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

Steven Guerry

[REDACTED]

Chicago, IL [REDACTED]

Steven Guerry
310-795-1626

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From: [Alyssa Thompson](#)
To: [Info](#)
Subject: Public comment for CMAP Transportation Committee
Date: Thursday, February 26, 2026 4:37:19 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 Alyssa Thompson and I live in Uptown in a building directly facing Lakeshore Drive. I'm asking CMAP not to advance DLSD onto the constrained list until the project is rescoped as a true boulevard with serious regional transit and real lakefront access.

I moved to Chicago because of the beautiful public spaces and excellent access to public transportation compared to my home state of Texas. I specifically came to Chicago because it allows for LESS car use.

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: [Rachel Neithercut](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:36:50 PM

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

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From: [Andrew Martinez](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:38:32 PM

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My name is Andrew Martinez, I live in Pilsen but use the DLSD paths frequently for biking and walking. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. This is a waste of resources, please give us better walkability and transit because that is what this city needs.

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From: [Nicole Marwell](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb 27, 2026)
Date: Thursday, February 26, 2026 4:39:07 PM

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My name is Nicole Marwell. I live in Hyde Park, where one of the best things about my neighborhood is its access to the lakefront park. I run there three times a week, raised my son going swimming in the lake, and ran my dog along the water.

I'm asking CMAP to not advance any of the proposed changes to the DuSable Lake Shore Drive until the project is rescoped as a true boulevard with public transit and real lakefront access. Don't unlock funding for a highway expansion through Chicago's most treasured park!

Thank you very much.

Nicole P. Marwell

[REDACTED], Chicago IL [REDACTED]

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From: [REDACTED] on behalf of [Brad Wilson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:40:21 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 Lake Shore 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,
Brad Wilson

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

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From: [REDACTED] on behalf of [Celeen Rusk](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:41:06 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 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,
Celeen Rusk

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Steve Helm](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:40:45 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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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,
Steve Helm

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

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From: [Kyle Jurczak](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:57:00 PM

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Hello,

My name is Kyle, and I live in lakeview east, only a block off of inner lake shore drive. Given that I am so close to the lakefront, I love making use of my proximity and quite often cross DLSD under a tunnel to get to the park. This is already quite dangerous as it is with little barriers separating me from DLSD when I am walking towards the tunnel, and the thought of expansion of DLSD into a more aggressive highway is not appealing.

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. It will make a better city for all of us

Thank you,

Kyle Jurczak

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From: [REDACTED] on behalf of [Amy Berger](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:57:41 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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,
Amy Berger

[REDACTED] Chicago, IL [REDACTED]

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From: [Brian Cobb](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee
Date: Thursday, February 26, 2026 4:58:20 PM

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

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

Thanks

Brian Cobb

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From: [Harrison Garcia](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 4:57:59 PM

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

My name is Harrison Garcia. I live in Streeterville, right next to the lakefront. [REDACTED], Chicago IL, [REDACTED]

I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard: one that prioritizes transit, improves pedestrian and bike access, and restores meaningful lakefront connectivity. Please do not unlock funding for what is effectively a highway expansion through our parks.

I already feel cut off from the lake where I live. Access points like Chicago Avenue are frequently closed, unpleasant, or difficult to navigate. It's frustrating enough as it is. Expanding Lake Shore Drive in its current form would make that separation worse, further dividing residents from the very lakefront that defines our city.

I don't own a car. Yet my neighborhood absorbs enormous volumes of regional traffic every day. Cars funnel through here, bringing congestion, noise, and air pollution. The air quality impact is real. If you widen and expand the roadway, you are incentivizing even more driving and locking in those impacts for decades. That doesn't serve the people who actually live here.

Chicago is not simply a "car city." Thousands of people live along this corridor. We walk. We bike. We take transit. The lakefront trail is one of the most heavily used bike and pedestrian paths in the country. And it is already overcrowded. Instead of expanding lanes for vehicles, invest in expanding transit capacity, widening and improving the bike path, and creating safer, more welcoming pedestrian crossings that truly reconnect neighborhoods to the lake.

If this were your front yard, you would not want a widened highway pushed closer to it. That is effectively what is being proposed for us.

You have a choice: continue the transportation policies of the past, or lead the kind of forward-thinking change that strengthens public health, climate resilience, neighborhood livability, and equitable access to public space.

Please rescope this project. Build a boulevard. Invest in transit. Reconnect us to our lakefront.

Thank you.

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