

From: [Carrick Coakley](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Wednesday, April 22, 2026 7:32:23 AM

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As a Lakeview East resident, I would recommend against advancement of the current highway-focused DLSD design in the Regional Transportation Plan and would prefer a more boulevard-focused redesign.

Chicago has a prime opportunity to make far better use of some of the most valuable waterfront property in the entire Midwest. Instead of using the space for congested and polluting car traffic, this vital strip of land could be unlocked for more widely accessible development. Having stronger pedestrian access to the lakefront in this area would drastically improve local land values and drive productive new growth. To say nothing of the improvements to the quality of life of local residents by removing the adjacent heavy traffic congestion.

Chicago has been doing good work the past decades to renew its status as a world-class city. Please don't cling to the mistakes of the past. Instead, I urge you to have the vision for a far more livable future.

All the best,
Carrick Coakley

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From: [Nathaniel Steinbach](mailto:Nathaniel.Steinbach@cityofchicago.org)
To: ward44@cityofchicago.org
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 9:10:42 AM

Dear Erin Aleman and Bennett Lawson,

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,

Nathaniel Steinbach

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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From: [Shane Guenther](#)
To: [Info](#)
Subject: Stop the highway expansion
Date: Wednesday, April 22, 2026 9:29:28 AM

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

Hello,

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

We cannot further entrench a highway that divides our people from our lakefront. This land is quite literally the best spot in the Midwest and should be appropriately prioritized for people of all users, not only suburban private-vehicle commuters.

Shane

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From: [Jacob Klaybor](#)
To: [Info](#)
Subject: Re: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Wednesday, April 22, 2026 11:40:54 AM

Please submit the same comment. Thank you Ingrid!

On Wed, Apr 22, 2026 at 11:38 AM Info <Info@cmmap.illinois.gov> wrote:

Hello Jacob,

Thank you for confirming. Since you cannot attend the meeting on Friday, you can send a written public comment for the meeting on Friday to be included with the meeting like you did for the February meeting. I can also submit the same comment from February, if you like.

Thanks,

Ingrid

From: Jacob Klaybor [REDACTED] >
Sent: Wednesday, April 22, 2026 11:17 AM
To: Info <Info@cmmap.illinois.gov>
Subject: Re: Public Comment – CMAP Transportation Committee (Feb. 27)

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

Thank you Ingrid. I am unable to attend Friday's meeting.

Jacob

On Wed, Apr 22, 2026 at 11:15 AM Info <Info@cmmap.illinois.gov> wrote:

Hello Jacob,

Your message has been received. Please advise if you would like to give a public comment at the next meeting on Friday, April 24th. If you would like to give a comment on this Friday, please advise if you would like to comment virtually or in person? I would need to provide you with a QR code for security access, if you will be attending in person.

Thank you,

Ingrid

From: Jacob Klaybor [REDACTED] >
Sent: Tuesday, April 21, 2026 9:25 PM
To: Info <Info@cmap.illinois.gov>
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)

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Hello,

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

My name is Jacob Klaybor and I live in Ward 46 in the Lakeview 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.

Living just a few blocks from Chicago's spectacular lake front, I utilize this area nearly daily for riding the bus to work, getting in a run, or enjoying the beach. I agree with the majority of public feedback in saying that a highway approach to redesigning DLSD is shortsighted and does not meet the next 50 years of needs for Chicagoans.

The vitality of many American cities is still damaged or recovering from the movements of the 1950s and '60s to construct highways in dense urban areas. The

redevelopment of DLSD should steer as far from these old mistakes as possible.

I'm confident that a reimagined and forward-thinking plan can be developed that better supports the vibrance of our lakefront by making it less noisy, polluted, sprawling, and congested and benefit the many Chicagoans like myself who rely on public transit. I encourage you to be visionary rather than settle for an outdated design.

Please pause and require a serious boulevard alternative before advancing funding.

Thank you,

Jacob Klaybor

Lakeview Neighborhood (Ward 46)

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From: [Edward Marto](#)
To: Office@49thWard.org
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSLSD as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 11:52:10 AM

Dear Erin Aleman and Maria Hadden,

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,

Edward Marto

, Chicago, IL [REDACTED]
[REDACTED]

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From: [Roberta Garner](#)
To: ward44@cityofchicago.org
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 4:31:32 PM

Dear Erin Aleman and Bennett Lawson,

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,

Roberta Garner

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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From: [Harrison Woodruff](mailto:Harrison.Woodruff@33rdward.org)
To: info@33rdward.org
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 5:44:02 PM

Dear Erin Aleman and Rossana Rodríguez-Sanchez,

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,

Harrison Woodruff

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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From: [Alenka Figa](#)
To: info@the48thward.org
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 7:17:17 PM

Dear Erin Aleman and Leni Manaa-Hoppenworth,

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,

Alenka Figa

[REDACTED] Chicago, IL 6 [REDACTED]

[REDACTED]

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From: [Katie Binhack](#)
To: ward04@cityofchicago.org
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 7:25:06 PM

Dear Erin Aleman and Lamont Robinson,

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,

Katie Binhack

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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From: [Jennifer Bekkerman](#)
To: office@aldermanhopkins.com
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSLSD as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 7:26:12 PM

Dear Erin Aleman and Brian Hopkins,

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,

Jennifer Bekkerman

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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From: [Paul Rizik](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:01:46 PM

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My name is Paul Rizik, I am a resident of Chicago. I am writing to register my extreme disapproval of the current DSLSD plan. In a time of increasing climate change, energy crises, and high cost of living, doubling down on a highway model for the road is a generational mistake. We need a slower, connected boulevard and increased investment in transportation, not another highway boondoggle.

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From: [Ryan Levin](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:04:38 PM

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I would like to have my written comment below added to the record.

Hi, my name is Ryan Levin and I am a member of the East Lakeview community. I'm asking CMAP not to move DLSD forward in its current form. This is still a highway focused design, and it prioritizes car speed over safety and access. This is a once-in-a-generation investment, and it should be rethought as a true boulevard with low speeds, serious transit, and safer crossings for those accessing Chicago's crown jewel. PLEASE don't lock in the current version. Thank you.

Best,

Ryan

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From: [Emily Hagan](#)
To: [Info](#)
Subject: Redefine the Drive
Date: Wednesday, April 22, 2026 9:09:57 PM

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To the Illinois Department of Transportation,

I am writing to formally oppose your preferred alternative for the Redefine the Drive project.

Here is what I see when I read your plan: more room for cars. Wider lanes, smoother curves, faster speeds. All of it designed to move private vehicles a little more efficiently between the suburbs and the Loop. That is a 1990s highway project dressed up in 2025 language.

You are missing the moment.

This corridor runs along our lakefront, the single greatest public amenity in the city of Chicago. It separates some of our densest neighborhoods from the water. Every day, thousands of people try to cross it, bike alongside it, or simply reach a park on the other side. Your preferred alternative makes that harder.

Here is what I want instead. Dedicated bus lanes. Real, physically separated bus lanes that move people, not cars. Not painted lines that disappear the moment traffic backs up. Not "peak hour only" lanes that confuse everyone. The #6, #J14, and #146 carry tens of thousands of riders daily. Those buses sit in the same traffic as single occupancy SUVs. That is a policy choice, and it is the wrong one.

We have a once in a generation chance to redesign this roadway. Not widen it. Not smooth it out for faster commutes. Redesign it for transit, for biking, for walking, for the people who live here.

Reject the preferred alternative. Start over with a transit first, pedestrian first, bike first approach. The lakefront belongs to all of us. Your job is to help people reach it, not drive past it.

Sincerely,

Emily

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From: [Neil Marklund](#)
To: [Info](#)
Subject: Public Comment - CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:11:52 PM

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Hello,

My name is Neil Marklund and I live in Logan Square. I have previously lived in Lakeview East and will be moving to Streeterville in May. I know how inconvenient and unpleasant the current Lake Shore Drive is to our beautiful lakefront park and beaches. It makes crossing difficult and forces pedestrians to use run down tunnels with pooling water. The sound of cars speeding on the highway are present at all times.

Im appalled that we are still considering making this already dangerous road even wider and bringing increased traffic to even more streets like Addison which will get "new" highway exit ramps as part of Redefine the Drive.

I want Lake Shore Drive to be a transit boulevard and turn some of the asphalt back into park space. This is a once in a lifetime project and keeping the status quo would be one of the citys worst mistakes comparable to selling our parking meters for 75 years.

Best,

Neil Marklund
[REDACTED]

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From: [William Bonnell](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:12:26 PM

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

Hi,

As a constituent I strongly urge for the reimagining of durable lake shore drive. Pause development and take the opinion of Chicagoans seriously.

Lake shore drive needs to be developed as a safe, eco-conscious boulevard that enables public transit, protects bikers and pedestrians, and keeps our air clean and environment safe.

As an asthmatic who continuously suffers in the community from growing CO2 emissions I urge CMAP to protect the residents who live here and prevent LSD from becoming a growing highway.

Protect our parks. Close LSD.

Thanks,
William Bonnell

[REDACTED]
Chicago IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Colin Anderson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 9:16:16 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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,
Colin Anderson

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

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From: [REDACTED] on behalf of [Lesley Skousen](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 9:17:02 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I am so worried about this attempt to turn NDLSL into a highway. Yes, it might give us access to federal funds, but money like that will only restrict the kinds of things we want to do with a vein that goes right down the middle of our city. And look where federal funds that gotten us with this administration! And do we really want to convert a huge thoroughfare in Chicago into a highway, reducing our decision making prospects in the future?

This is not a good idea and it shuts off a lot of potential in our future.

Please push against the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This is a deeply flawed project that has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

The Illinois General Assembly passed HR 438 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 pause this proposal to do something the people of Chicago actually want.

Sincerely,
Lesley Skousen

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

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From: [Ean Neyrey](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation
Date: Wednesday, April 22, 2026 9:17:50 PM

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

Hi,

My name is Ean Neyrey and I live in West Loop.

I'm asking CMAP not to move DLSD forward in its current form.

1. This is still a highway design, and it prioritizes speed over safety and access.
2. It makes the Lakefront experience even worse, by increasing noise, pollution, and decreasing access.
3. The plan is based on outdated assumptions (at least 12 years old) and doesn't reflect how people travel today, nor NITA transit changes

This is a once-in-a-generation investment, and it should be rethought as a true boulevard with low speeds, serious transit, and safer crossings. Please don't lock in the current version. Thank you.

Best,
Ean Neyrey

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From: [Mark DeLew](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:23:33 PM

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Hello,

I would like to comment on the proposed highway-focused redesign of DLSD. I live on the northwest side of Chicago. I often bike to the lakefront, and I find it very hard to access it, especially with my 3 kids. Having a loud, unsafe, fast highway separating our city from the lake is tragic. It cuts the lakefront off from the people like me who wish it wasn't such a pain to cross it on foot or bike. DLSD comprises a lot of square footage that could be partially repurposed for transit, pedestrians, turning this asphalt into a beautiful place that will attract more people to our city.

DLSD should be rethought as a true boulevard with low speeds, serious transit, and safer crossings. Please don't lock in the current version. Thank you.

Mark DeLew

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From: [Andria Anderson](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:25:25 PM

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Hi, my name is Andria Anderson and I live in Edgewater in Chicago. I'm asking CMAP not to move DLSD forward in its current form. This is still a highway design, and it prioritizes speed over safety and access.

It's time to place people over cars. Other big cities are doing it. So can Chicago - if you let us.

This is a once-in-a-generation investment, and it should be rethought as a true boulevard with low speeds, serious transit, and safer crossings. Please don't lock in the current version. Thank you.

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From: [Owen Hayes](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:26:35 PM

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

Hello,

My name is Owen Hayes and I live in Wicker Park. I love our lakefront (shoutout to the #72 bus that takes me to North Ave beach!).

I'm asking CMAP not to move DLSD forward in its current form. This is still a highway design, and it prioritizes speed over safety and access. This is a once-in-a-generation investment, and it should be rethought as a true boulevard with low speeds, serious transit, and safer crossings. Please don't lock in the current version.

Thank you,
Owen Hayes

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From: [Lesley Martin](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:27:54 PM

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

Hello--

I'm Lesley Martin. I live in the Lincoln Square neighborhood of Chicago. I'm asking CMAP not to move DLSD forward as it stands. This is a once-in-a-generation investment, and it should be rethought as a true boulevard with low speeds, serious transit, and safer crossings.

The plan as presented is a highway design that values speed over safety. The lakefront is one of Chicago's most valuable assets and should be treated as such.

Please don't lock in the current version. Thank you.

Lesley Martin

[REDACTED]

Chicago IL [REDACTED]

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From: [Michael Hoffstrom](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:35:47 PM

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

Hello,

My name is Michael Hoffstrom and I live in Lincoln Square in Chicago. I'd like to submit this email for public comment at CMAP's upcoming Transportation Committee meeting.

I'm asking CMAP not to move DLSD forward in its current form. This is still a highway design, and it prioritizes speed over safety and access. This is a once-in-a-generation investment, and it should be rethought as a true boulevard with low speeds, serious transit, and safer crossings. This is a car-first, not people-first design, and CMAP should prioritize the well-being of people in Chicago as people are what make this city and our communities great. Please don't lock in the current version.

Best regards,

Michael Hoffstrom

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From: [Ela Eames](#)
To: [Info](#)
Subject: DLSD Design
Date: Wednesday, April 22, 2026 9:39:08 PM

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Hi,

My name is Ela Eames and I live in Rogers Park, Chicago. I'm asking CMAP not to move DLSD forward in its current form. This is still a highway design, and it prioritizes speed over safety and access. This is a once-in-a-generation investment, and it should be rethought as a true boulevard with low speeds, serious transit, and safer crossings. Please don't lock in the current version. Thank you.

Ela Eames (*she/her/hers*)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: [Adrian](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 9:40:06 PM

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To whom it may concern,

I am writing to you today in opposition to the currently proposed plan for North DuSable Lake Shore Drive. What we are building right now will define our lakefront for generations. When I think about a lakefront that my kids would be proud of, I do not envision a highway configuration that takes up valuable park space, emits a lot of noise and pollution, and is a barrier for Chicagoans to access their best park. Rather, I envision expanded park space, transit priority, and livability being the key features that make our lakefront great. The plan is based on very outdated assumptions, and it shows: around the world, a focus is put on pedestrian safety, transit improvements, and expanded green space. Chicago stands out for a regressive way of thinking with this plan: prioritizing vehicle numbers over people. We can do better! I urge CMAP and all other stakeholders to seriously redesign the current plan. Adding a bus lane is not sufficient. We must reimagine how great our lakefront can be.

Thank you for your time and consideration.

Best regards,

Adrian Lehmann, a resident who lives right next to the Drive and loves the lakefront.

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From: [REDACTED] on behalf of [Elizabeth Stone](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 9:52:07 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,
Elizabeth Stone

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

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From: [Mariane, John](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 10:13:55 PM

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Hello. I would like to make a public comment in writing. Please see below:

Hi, my name is John Mariane and I live in Chicago's 1st Ward. I'm asking CMAP **not** to move forward with the DSLD project in its current form.

The current plans are still a highway design, and it prioritizes speed over safety and access.

Not only is this project based on outdated assumptions (at least 12 years old), it doesn't reflect how people travel today, NITA transit changes, or what residents and elected officials have consistently asked for.

This is a once-in-a-generation investment, and it should be rethought as a true boulevard with low speeds, serious transit, and safer crossings.

Please **DO NOT** move forward with the current version of this project.

Thank you,
John Mariane
1st Ward Resident

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From: [Matt Hendrick](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 10:21:14 PM

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Hello,

My name is Matt Hendrick and I live in Lakeview. I regularly walk along the lake and drive on Lake Shore Drive. I am writing to request that CMAP refuse to advance the proposed Lake Shore Drive redesign.

The highway-centric design will not solve Lake Shore Drive's current problems. It will cement those problems for a generation.

CMAP instead should advocate for an alternate boulevard design that prioritizes transit to more effectively transport people through, into, and around the city. As [CMAP's own data](#) shows, DLSD is already "a very high ridership transit corridor". A design that takes advantage of the latent demand for transit ([as expressed in surveys](#)) would be able to move large quantities of people more efficiently and significantly reduce Lake Shore Drive's many traffic deaths.

A boulevard design would make Lake Shore Drive safer, cleaner, more economically productive, and would reconnect Chicago with its beautiful lakeshore. Peer cities have received significant benefits when undertaking similar highway-to-boulevard conversions; see ITDP's [The Life and Death of Urban Highways](#) and CNU's [Completed Highways to Boulevards Projects](#).

The proposed plan would lock in 50 more years of an eight-lane barrier between our city and the lakefront. I hope CMAP will choose otherwise.

Thank you,
Matt Hendrick

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From: [REDACTED] on behalf of [Emily Reed](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 10:24:57 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 project has rejected public input which has shown a 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.

It would be irresponsible for the Chicago Metropolitan Agency for Planning to do the same. Please consider incorporating public transit into the plan and reduce the noise, pollution, danger and blight that cars cause to Chicago's lakefront.

Sincerely,
Emily Reed

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

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From: [REDACTED] on behalf of [Sophie Michals](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 10:42:02 PM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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,
Sophie Michals

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

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From: [Ellen Steinke](#)
To: ward44@cityofchicago.org
Cc: [Info](#) [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 10:46:33 PM

Dear Erin Aleman and Bennett Lawson,

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,

Ellen Steinke

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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From: [REDACTED] on behalf of [kylie lynch](#)
To: [Info](#)
Subject: No to NDLS
Date: Wednesday, April 22, 2026 11:08:02 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

Do 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,
kylie lynch

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

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From: [Alex](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 11:08:46 PM

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

Do not advance DLSD in the Regional Transportation Plan until the project is fully rethought. I live right next to the highway in Chicago. My home should not be a pass through for people who do not live in the city. We have a unique resource that is our lakeside, the project would jeopardize that. Why should the buses that travel up and down DLSD, carrying more people (and are more efficient than individual cars) be stuck constantly in traffic? Even if the argument is to allow outside companies, businesses, and people access our city, this project will also just worsen traffic for them, so everyone loses.

The project is based on old theories about public transportation that will not meaningfully allow Chicagoans to travel throughout our city. This project needs to make DLSD safer. There needs to be access to other options than driving, to lessen our environmental impact and not turn our city into a car laden nightmare. It needs to allow Chicgoans easy access to their lakefront path, which the DLSD currently completely cuts through, barring people from easy access to the lake. In its current form, this project benefits no one and just costs taxpayers.

- A. Strojny

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From: [Bert Fox](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Wednesday, April 22, 2026 11:09:04 PM

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To the CMAP Transportation Committee,

My name is Bert Fox, and I live in Chicago. I'm asking CMAP not to advance the Redefine the Drive project in its current form.

As currently proposed, Redefine the Drive would continue to treat DuSable Lake Shore Drive as a highway first corridor and would reinforce the very problems many Chicagoans want addressed: high speeds, unsafe crossings, weak public transit prioritization and poor access to the lakefront. This is not the right direction for such a major and lasting public investment.

The project should be fundamentally rethought as a true boulevard or parkway with lower speeds, safer design, serious public transit improvements, and better access for people who walk, bike, roll, and use transit. We should not spend this kind of public money only to make the existing highway conditions more permanent.

Please do not advance Redefine the Drive in its current form.

Thank you,

Bert Fox
Chicago, IL [REDACTED]

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From: [REDACTED] behalf of [Mirai Duintjer Tebbens Nishioka](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 11:36:56 PM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,

Mirai Duintjer Tebbens Nishioka

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

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From: [REDACTED] on behalf of [JOE HARSHBARGER](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Wednesday, April 22, 2026 11:50:42 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,

JOE HARSHBARGER

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

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