

From: [Kyle Braun](#)
To: [Info](#)
Subject: Cmap
Date: Thursday, February 26, 2026 7:31:23 PM

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Hi, my name is Kyle, I live in River north, please do not do this stupid lane expansion. We need better trains and public transportation.

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From: [REDACTED] on behalf of [Matthew Nyquist](#)
To: [Info](#)
Subject: Do Not Advance NDLS
Date: Thursday, February 26, 2026 7:31:30 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 writing to you to 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,
Matthew Nyquist

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

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From: [REDACTED] on behalf of [Karen Spreitzer](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:46:11 PM

[You don't often get email from [REDACTED].com. 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.

Please take the time to rethink how DLSD could serve Chicagoans better. A larger lakefront highway won't do that.

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,
Karen Spreitzer

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

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From: [REDACTED] on behalf of [Renee Patten](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:52:53 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 AS CURRENTLY PLANNED. The project needs more work down to prioritize the lakefront, bikes, peds, and transit - and not prioritize drivers as the current plans do.

- Edgewater Environmental Coalition

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,
Renee Patten

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Joshua Mark](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:54:19 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,
Joshua Mark

[REDACTED] Chicago, IL [REDACTED]

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From: [Betony](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:56:19 PM

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

My name is Betony, I live in Evanston but I commute into Chicago everyday on LSD. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

It would be a desecration to the lakefront to continue with this project as is. Shame on the aldermen who voted this through.

Thank you,
Betony Wenzel

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From: [Maria Kook](#)
To: [Info](#)
Subject: Public comment CMAP Transportation Committee (Feb 27)
Date: Thursday, February 26, 2026 8:07:40 PM

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My name is Maria Kook and I live in East Lincoln Park.

I respectfully request CMAP not to advance DLSD until the project can be rescoped as a true boulevard with transit and a safe lakefront access for pedestrians. Our lakefront is the biggest draw and asset to this city and we need to consider the long term effects of simply expanding highway without putting in the efforts to reduce traffic and related air pollution.

Our lakes deserve better as well as our children and future generations of Chicagoans.

Thank you for consideration.

Maria Kook

[Sent from Yahoo Mail for iPhone](#)

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From: [Sean Alewine](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:12:04 PM

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My name is Sean, I live in the Loop. I'm asking CMAP not to advance DLSD until the project is rescope as a true boulevard with transit and real lakefront access. We do not need an even larger highway taking away space from our parks and public access to our cities greatest asset, the lakeshore. Enlarging highways consistently fails to improve traffic, public funding should go towards improving transit so fewer people need to use the highways.

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From: [REDACTED] on behalf of [Tom Pearl](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:12:33 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.

As a long time Hyde Park resident who commuted along the lake shore - both by car and mostly by bike - I think it is immediately apparent that converting North Lake Shore to be more like South Lake Shore would be a very poor choice. We do not need a high speed freeway along the lake shore.

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,
Tom Pearl

[REDACTED] La Grange, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Jake Foose](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:15:47 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,
Jake Foose

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED]
To: [Info](#)
Subject: DLSD
Date: Thursday, February 26, 2026 8:19:42 PM

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

Best,

- Julian Davis

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From: [REDACTED] on behalf of [Eric Stuck](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:20:12 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,
Eric Stuck

[REDACTED] Chicago, IL [REDACTED]

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From: [David Sorrell](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:21:39 PM

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My name is Dave Sorrell, I grew up in the Buena Park and Wrigleyville neighborhoods. 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,

Dave Sorrell, M.OL,TDM-CP

[REDACTED]

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From: [REDACTED]
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:21:50 PM

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

Best,

- Julian Davis

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From: [Maggie Falkenberg](#)
To: [Info](#)
Subject: NO on LSD Expansion
Date: Thursday, February 26, 2026 8:23:04 PM

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My name is Maggie Falkenberg and 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. Our lakefront deserves better than a highway expansion!

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From: [Abdur Rehman](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:24:54 PM

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

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From: [Amanda DeVore Moehr](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:25:58 PM

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

Amanda DeVore

Sent from my iPhone

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From: [Daniel Ma](#)
To: [Info](#)
Subject: Against expansion of DLSD
Date: Thursday, February 26, 2026 8:26:26 PM

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Hello,

I am a constituent of the 44th Ward in Wrigleyville. I strongly oppose the expansion of Lake Shore Drive into a wider highway.

The Lakeshore is a crowning jewel of this city and makes Chicago a highly desirable place to live. It benefits its residents greatly. Few cities on earth have what we have and despoiling it by slashing a concrete scar through it would be as devastating as turning Central Park or the Champs-Élysées into an expressway. The urbanism of this city is precious and the prime reason I am here. If it weren't urbanist, I would have left Chicago a long time ago, as I'm sure it would have had just as bad a sprawl as Dallas or Houston.

Please take the opinions of this city's citizens seriously.

I thank you for your time.

Daniel Ma

[REDACTED]

[REDACTED]

Chicago, IL

[REDACTED]

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From: [Lauren Howard](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:32:13 PM

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My name is Lauren Howard and I live in Lakeview. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with drastically improved transit and better lakefront access. Our lakefront (and public access to it) is one of the best things about the city and it deserves better than a highway expansion. Traffic is already terrible and Lake Shore Drive is already too loud - both would be improved by focusing on public transit instead. A bolstered public transit system, including along the lake, would only be positive for the city. I urge CMAP to prioritize public transit and pedestrians over cars in order to improve our beautiful, dynamic city.

Sincerely,

Lauren Howard

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From: [REDACTED] on behalf of [Mike Bezanson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:35:38 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,
Mike Bezanson

[REDACTED] Chicago, IL [REDACTED]

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From: [Allan Berry](#)
To: [Info](#)
Subject: LSD: no expansion
Date: Thursday, February 26, 2026 8:38:48 PM

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Hi there,

Please don't expand Lake Shore Drive. It's the only freeway in the city where I feel safe driving; the only one where crazy people aren't cutting me off at 90mph. I know it's not perfect, but sometimes it's the only sane road in the city.

Maybe just fix the loop area, which is the only really bad part. But keep everything north and south as it is!

Thank you,
-Allan

Allan Berry
[REDACTED], Chicago IL [REDACTED]

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From: [Oz Amram](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:39:51 PM

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My name is Oz Amram, 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: [Graham Bechman](#)
To: [Info](#)
Subject: Public Comment for CMAP Transportation Committee (Feb 27)
Date: Thursday, February 26, 2026 8:40:51 PM

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

My name is Graham Bechman, and I live in Edgewater; as one of the people best suited on paper to benefit from an expansion of DLSD, I'm writing today to ask you to **oppose** turning DLSD into a highway, and instead urge you to focus on improving transit and lakeshore access.

Thank you.

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From: [Kyle Pollina](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:42:56 PM

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

Hello - My name is Kyle, 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.

- DLSD averages 7 crashes per day since 2018. 49 people have died.
- 73% of residents surveyed said the Drive diminishes park quality
- 70% said they want to drive less than they currently do
- The project modeling barely evaluated regional rail, BRT, or stronger CTA service
- 14 aldermen signed onto the Better Lakefront Initiative opposing the highway version
- State Rep Kam Buckner sponsored a resolution (passed unanimously) calling for a true boulevard
- Illinois is literally restructuring regional transit planning right now, and they want to lock in a highway before that's done

I live near this road. The noise is constant. The exhaust is real. Crossing to the lake feels like crossing an interstate.

Please do not expand the roads. Please consider alternatives. We want less cars, slower cars, safer streets, cleaner streets, quieter neighborhoods, safer neighborhoods. Make this city the best of class. Do not go ahead.

Thank you
Kyle

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From: [Oleg Morozov](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:43:40 PM

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

Hello,

My name is Oleg Morozov and I'm a resident of Lakeshore East. I'm writing to express my support for the NDLSLSD project. I believe our city can benefit from the expansion of LSD into a true highway that connects the city, as long as it is accompanied by investments in parks, reinforcement of the shoreline, and an expansion of public areas.

Thank you!

Oleg Morozov

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From: [Caleb Schemmel](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Thursday, February 26, 2026 8:44:13 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.

Caleb Schemmel
Ukrainian Village

Hi, my name is Caleb and I live in Ukrainian Village. I'm asking CMAP not to move DLSD onto the constrained list until it's rescope 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. Further, I consider Chicago as having one of the strongest waterfronts in the country, if not world. At a time when dozens of cities across the planet are tearing down their waterfront highways it seems extremely counterintuitive that we would be building ours up. The billions of dollars and years of disruption in pursuit of what I would consider negligible gains seems at complete odds with the stated project objectives. I implore cmap and IDOT to explore smaller scale interventions prior to fully embarking on this project. Things like removing the traffic light at Chicago Ave, adding painted bus lanes to the current layout, and increasing transit capacity would cost much less and would allow us to correctly identify the needs of our community. Please don't unlock funding for the current version. Thank you.

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From: [REDACTED] on behalf of [Art Holzknecht](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:50:47 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,
Art Holzknecht

[REDACTED] Chicago, IL [REDACTED]

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From: [Benjamin Nagy](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:52:25 PM

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

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 (see below).

Thank you,
Ben Nagy
Albany Park

My name is Ben and I live in Albany Park.

I am frequently at or near the lakefront or on the DLSD. I greatly value having a lakefront free of pollution, both from vehicle exhaust and noise. I drive, bike, walk, and take public transit. DLSD is currently a miserable experience for all of the above.

I am imploring the committee to reconsider its plan for DLSD because "redefining the drive" without public transit is not sensible for the future of Chicago and the region.

DLSD is a key transportation corridor. Public transit, the most efficient and effective way to move people through this corridor, should be the centerpiece of this plan. If this corridor were designed with public transit in mind, less people would drive which would reduce pollution (exhaust and noise) as well as reduce congestion; it would also make the area safer. Prioritizing public transit in the corridor is the only sensible option.

I am far from alone in my views. Public feedback for years 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. State legislators and multiple lakefront alders have called for a boulevard approach with transit investment.

Please reconsider this plan for DLSD and incorporate public transit as the centerpiece. You have the power to shape our lakefront into something we can all be proud of and protect as one of our city's greatest treasures. I urge you to be bold in envisioning a brighter future for Chicago's lakefront.

Thank you for your consideration

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From: [Mark Anderson](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:00:01 PM

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

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

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From: [Mark Pajor](#)
To: [Info](#)
Subject: Public comment, CMAP Transportation Committee (Feb 27)
Date: Thursday, February 26, 2026 9:03:53 PM

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My name is Mark Pajor, participating in this public comment in writing.

I commute into the city from Indiana using the South Shore train. I urge CMAP *not* to advance DLSD until the project is rescope as a boulevard with transit and real lakefront access. You should not unlock funding for a highway expansion cutting through and blocking access to a vital resource and draw for both inhabitants and visitors to the city: the lakefront parks.

The worst thing about commuting to Chicago is encountering the car traffic and consequent air and noise pollution, and these things will be worsened by an approach that maintains car-dominant planning. Instead, pause to consider options that give commuters reason to spend more time — and money — in the city when we come in, by making it easier and more pleasant for us to walk and take transit and simply exist when we're in the city. Car throughput is the wrong metric to pursue, as plans like this come at the cost of the city's quality of place, both for visitors and residents.

Best,
Mark Pajor

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From: [Austin Spademan](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:04:01 PM

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

My name is Austin Spademan, I live in the John Hancock. I'm asking CMAP not to advance DLSD until the project is rescoped to be more transit oriented and overall bolder in terms of public realm improvements.

Best,
Austin Spademan

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From: [JACOB TREVICK](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:05:12 PM

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

To Whom it May Concern,

My name is Jacob Trevick, I live in West Loop. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. The city does not need more highways, it needs transit options that serves Chicagoans beyond the car dominated status quo. Don't unlock funding for a highway expansion through our parks.

Regards,

Jake

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From: [Zach Long](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:14:58 PM

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My name is Zachary Long, 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.

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From: [Sonja Petrović](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:19:29 PM

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

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.

Sonja Petrovic

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Sonja Petrovic](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:19:29 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.

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Sincerely,
Sonja Petrovic

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Michael Ryzhov](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:20:47 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.

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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,
Michael Ryzhov

[REDACTED] Chicago, IL [REDACTED]

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From: [Kylie Wood](#)
To: [Info](#)
Subject: Public comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:21:53 PM

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

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

Thank you,

Kylie

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From: [Purav Vagadia](#)
To: [Info](#)
Subject: Public comment, CMAP transportation committee (Feb 27th)
Date: Thursday, February 26, 2026 9:22:20 PM

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My name is Purav and I live in uptown and I am asking CMAP to not advance DLSD until the project is rescoped as a true boulevard with transit real lake front access. Don't unlock funding for a highway expansion through our parks.

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From: [Andrew](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:23:19 PM

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

I love the lakefront but feel like speeding cars and heavy traffic tarnish the park. When using the lakefront for recreation or walking or biking you are constantly assaulted by the noise and pollution from motorists breaking the speed limit. When I drive on the road I feel threatened while trying to maintain the post speed limit.

Please do not move forward with this plan that will lock LSD into an unnecessary dangerous highway with zero enforcement when we need to be designing to promote other modes of transportation that will improve our future.

Best,
Andrew

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From: [REDACTED] on behalf of [Clicky Coyote](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:26:51 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,
Clicky Coyote

[REDACTED] Chicago, IL [REDACTED]

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From: [Jordan Harris](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:33:04 PM

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

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

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From: [Julian Castillo](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:35:33 PM

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

Hello,

My name is Julian, I live in the Gold Coast. 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.

Regards,

Julian

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From: [Alicia McLuckie](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:38:46 PM

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

Hello,

My name is Alicia McLuckie and I live in Streeterville. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. The lake and public access to it are one of the great things about our city and we shouldn't ruin it for more polluting traffic!

Kind regards,
Alicia

Sent from my iPhone

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From: [Petr Shuller](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:41:31 PM

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My name is Petr, I live in Edgewater at the end of LSD and am looking to move to Gold Coast next to the volleyball beach. 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.

Petr Shuller

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From: [Ciel](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:45:19 PM

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

My name is Ciel McGrath, I live in Sheffield Neighbors. 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: [John Meyer](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:49:39 PM

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

To whom it may concern,

My name is John Meyer. I live in the River North area and work at [REDACTED] as a [REDACTED]. I am requesting the CMAP **cease the DLSD project** until it is reimaged with the safety and efficiency of **ALL road users** in mind.

We have seen that widening lanes and roads in urban areas does not work, repeatedly! It does not elevate traffic. In fact, it makes it worse, as it induces driving. Improving public transportation is the only way you are going to reduce traffic and reduce crash fatalities. Chicagoans deserve better, and so do the Chicagoans who ride public transit on this corridor every day, who take up far less space than, more often than not, single occupancy automobiles.

This project needs to be moved forward with a design that will incorporate (at the bare minimum) public transit priority lanes for the *entire* stretch of this road. Bus priority on ramps are not going to help at all, and it is condescending for IDOT to believe that this will appease public transit users.

IDOT has been ignoring community input for decades and is using outdated assumptions about transit use, they have not been thinking forward or considered that large scale investments in public transportation can make a better experience for both drivers and public transit users. This is the same organization that believes that widening a road, making it easier for cars to speed, will increase safety.

Chicago has a once in a lifetime opportunity to restore our lakefront to a more pedestrian and public transit user corridor, it's time to seize this opportunity.

Kind regards,

John M. Meyer [REDACTED]
[REDACTED]
[REDACTED]

Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Allison Sawyer](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:50:22 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,
Allison Sawyer

[REDACTED] Chicago, IL [REDACTED]

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From: [Ari Levitan](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:51:21 PM

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I am a lifetime Chicagoan and Rogers park resident, and I find It absurd that there is still a push to turn DLSD into a full expressway. If It extended all the way from Milwaukee to Gary like originally planned that would have been one thing, but as is it is a Blight on our Lakefront. It causes massive congestion throughout the city of drivers congregating to the false promise of a quick and smooth experience, when a city of Chicago's size and density's urban transportation needs can only be fulfilled by a robust public transportation system. I am grateful to our forward looking politicians in Springfield who have passed the NITA act, setting us up for long term success, but I am disappointed in our planners at CMAP who fail to look past the car focused planning of the 60s.

Among dozens of road projects in CMAP's plan there are only a few transit projects, and the ones that would be most transformative (Metra RER, new crosstown lines) are never seriously considered. The masses have shown they will use good reliable mass transportation, and younger people are abandoning the car based lifestyle in record numbers. As a City We must plan accordingly.

DLSD should be at most a major Boulevard, with a separate large dedicated space for transit. Ideally a proper light rail line, but even Bus Rapid transit would be a step in the right direction.

Other Major Cities have removed their urban waterfront highways, and Chicago **MUST** not make the mistake of locking ours in for another 60 years with a self destructive project.

thank you

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From: [REDACTED] on behalf of [Amir Sabljic](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:53:59 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.

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Sincerely,
Amir Sabljic

[REDACTED] Chicago, IL [REDACTED]

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From: [Mitch Feldhake](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:53:14 PM

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

My name is Mitchell Feldhake, 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: [Mia LaFond](#)
To: [Info](#)
Subject: Don't expand DSLD
Date: Thursday, February 26, 2026 9:59:32 PM

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

My name is Mia, I'm a landscape designer and I live in Wicker Park. I'm asking CMAP not to advance DLSD until the project is rescope as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. We want walkability, better transit, more trees. Not more road lanes separating the city from the lake.

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