

From: [REDACTED] on behalf of [Ryan Rausch](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:34:22 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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,
Ryan Rausch

[REDACTED] Evanston, IL [REDACTED]

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From: [Dustin Pieper](#)
To: [Info](#)
Subject: Lake Shore Drive Corridor Plan
Date: Thursday, February 26, 2026 9:41:38 AM

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Greetings,

As a resident of the Chicagoland area, 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.

Downtown urban highways have a deleterious effect on the vitality of our nation's urban centers, which is a big reason why most other countries kept highways out of the downtowns of their cities. By driving highways into the hearts of our downtowns, an immediate draining effect occurred as urban residents decamped to cheaper land on the outskirts, leading to the pervasive sprawl and resulting traffic and infrastructure problems uniquely endemic to North American cities.

Indeed, there can be traced a direct link to the highway expansion of the 50s and 60s and the immediate decline of our cities in the 70s and 80s, and the infamous crime problems this economic reckoning wrought. Things have since stabilized somewhat as sprawl has reached its full extent, once again increasing housing pressures in the region and thus leading to the gentrification of downtown neighborhoods as folks move back. As such, it is prime time that we seize this positive momentum and work with it, rather than cling to the well outdated and disproven mindset that highway-focused planning represents.

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.

Nobody wants to live next to a highway, after all, so why have them in our most valuable spaces? It wouldn't make sense to locate a garbage dump or sewage plant there, after all. Is the noise and pollution of a highway any much better? And indeed, these urban highways don't even succeed at moving cars all that well, as it tries to drive significant through-traffic through a dense and complicated area with many ramps and conflict points. Far better to route that through-traffic around the city on existing highways and instead implement a more local traffic oriented boulevard approach.

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.

Dustin Pieper

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From: [REDACTED] on behalf of [Eric Wang](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:45:13 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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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,
Eric Wang

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Jill Folan](#)
To: [Info](#)
Subject: Save our Lakefront: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:54:58 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Jill Folan

[REDACTED] Chicago, IL [REDACTED]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [REDACTED] on behalf of [Ryan Alons](#)
To: [Info](#)
Subject: From Concerned Citizen Living on NLSD: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:57:23 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Do not miss out on an opportunity to bring lasting, dynamic economic and lifestyle benefits to our beautiful waterfront. Highways crush and dismantle local economies and communities. Walkable areas with many methods of transportation are economic boons to our local businesses.

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Sincerely,
Ryan Alons

[REDACTED] Chicago, IL [REDACTED]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [REDACTED] on behalf of [Kayla Kroot](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:58:59 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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I personally want Lakeshore Drive to be a space for our citizens to enjoy, prioritizing people over cars. Our lakefront is one of Chicago's greatest assets and we should be able to enjoy it.

Sincerely,
Kayla Kroot

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Parker Alford](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:02:29 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Parker Alford

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

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From: [Colette Gabriel](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 10:03:06 AM
Attachments: [CMAP public comment - Colette Gabriel.docx](#)

You don't often get email from [REDACTED] m. [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. I've attached a word document for your convenience.

Thank you,
Colette Gabriel
South Loop

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Hi, my name is Colette Gabriel and I live in the South Loop. I'm asking CMAP not to move DLSD onto the constrained list until it's rescoped as a true boulevard with serious transit and real lakefront access. I stand with the majority of Chicagoans in wanting better access to the lakefront and better transit infrastructure. When I choose to drive on DLSD I do so because I want the pretty scenery. Building it up to look like any other highway would take that joy away and put a scar on our lakefront.

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

From: [Mark Phan](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 10:04:24 AM

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Hi CMAP team,

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

I am sharing my comment via email below:

My name is Mark and I live in Edgewater. I'm asking CMAP **not** to move forward with the plan to reconstruct the lake shore drive as an expressway.

The plan must be rescoped as a true boulevard with serious transit and real lakefront access.

I've lived in Chicago for 10 years and I do not own a car. I've made it work, but it is not ideal with our infrastructure. I solely rely on public transit. This includes all modes including bus, train, walking, and bike. The fact that modeling has relied heavily on vehicle capacity and limited transit is not ok. I want regional rail access connecting CTA and Metra, stronger and reliable CTA service, east west connections, and infrastructure to support safety of bicyclists and pedestrians.

I love Chicago and love living near the lake. However, I dislike how much the city prioritizes cars and the pollution it creates next to an active area where so many people are active biking, walking, and running.

Illinois is restructuring regional transit planning. Locking in a highway-first lakefront now would be shortsighted. Please do not fund the current version.

Chicagoans have been clear for over a decade: we want a boulevard, not a superhighway.

Thank you,
Mark

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From: [REDACTED] on behalf of [Michael McLean](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:04:26 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Michael McLean

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

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From: [REDACTED] on behalf of [Colin McCarthy](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:09:50 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
Colin McCarthy

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [John Gore](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:11:14 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
John Gore

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

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From: [REDACTED] on behalf of [Mitchell Oddo](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:11:50 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Mitchell Oddo

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

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From: [REDACTED] on behalf of [Cody Cahill](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:11:44 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Cody Cahill

[REDACTED] Sycamore, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Cory Wilson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:12:37 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Cory Wilson

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

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From: [REDACTED] on behalf of [David Collins](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:15:52 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
David Collins

[REDACTED] ve Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Alex Nelson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:18:55 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Alex Nelson

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Lindsey Lorenzana](#)
To: [Info](#)
Subject: Please don't advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:19:39 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Lindsey Lorenzana

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

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From: [REDACTED] on behalf of [Michael McCarthy](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:22:28 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I attended the public open house where IDOT blatantly ignored the years long public visioning process to recommend a bloated Interstate-like design on our lakefront. Their plan is a stark contrast to the initial comments and vision from early public meetings. Every step of the way the public has spoken against highway expansion and at each step our comments were ignored and a highway expansion greenwashed with trail improvements. Despite overwhelming comments against the preferred alternative from residents and legislation passed by elected officials demanding a better plan, I am sickened to hear you are considering this project to advance in the federal process. It goes against CMAP's own regional priorities by expanding a highway without regard for transit and alternative modes.

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

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

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

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

Sincerely,
Michael McCarthy

[REDACTED] Chicago, IL [REDACTED]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [REDACTED] on behalf of [Eamon Lauster](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:22:40 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

I am a researcher at the Urban Transportation Center. I have personally analyzed Lake Shore Drive safety data and found what countless other studies have found - focus on automobiles over transit and active transportation makes streets more exclusive and more dangerous.

Residents want investments in transit and clean air 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.

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 change the lakefront for the better, for all Chicagoans.

Sincerely,
Eamon Lauster

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Neil Stein](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:26:50 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

Sincerely,
Neil Stein

[REDACTED] Chicago, IL [REDACTED]

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From: [Aidan Duffy](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 10:29:46 AM
Attachments: [Public Comment – CMAP Transportation Committee \(Feb. 27\).pdf](#)

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 attachment).

Thank you,
Aidan Duffy
Armour Square

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Hi,

My name is Aidan Duffy, and I live in Armour Square, just off of 31st Street. I'm asking CMAP not to move DuSable Lake Shore Drive onto the constrained list until it's rescoped as a true boulevard with serious transit and real lakefront access. The public has asked for a fundamentally different direction for years, and the modeling hasn't seriously considered stronger regional transit. Please don't unlock funding for the current version. This kind of funding would only drive stakes into the ground that pressure future decision-makers to continue with the project or risk wasting what's been previously allocated.

Chicago has prided itself as being a city on a lake—a beautiful city. DSLSD plays a vital role in maintaining access to the lake front and keeping this vision of Chicago alive. Although it's in dire need of a redesign, we can push to do it well, with structured transit options and an emphasis on creating something beautiful, not just efficient. Let's remember the US urbanism lessons learned from Robert Moses' West Side Highway in Manhattan, which took decades to reshape from a water-front-barrier into the boulevard-like form it exists as today.

Illinois is restructuring regional transit planning. Locking in a highway-first lakefront now would be shortsighted and lacks imagination. CMAP must not move DuSable Lake Shore Drive onto the constrained list until it's rescoped as a true boulevard with serious transit and real lakefront access.

Thank you.

From: [REDACTED] on behalf of [Tanya Sheth](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:45:05 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Tanya Sheth

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Adolfo del Valle](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:50:51 AM

[You don't often get email from [REDACTED] m. 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,
Adolfo del Valle

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

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From: [REDACTED] on behalf of [Gabriela Gallegos](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 10:58:13 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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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,
Gabriela Gallegos

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Michael Thomas](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:01:33 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

Hi, my name is Michael Thomas and I am a father of two living in the North Center neighborhood of Chicago. I have used a car, bus, and bike (during the Bike the Drive event as well as along the entire length of the Lakefront Trail) to travel the length of the DLSD corridor many times a year. It's my favorite part of Chicago, and the most unique and beautiful place in the city.

I request you do not move the "Redefine the Drive" project on the constrained list at this time. You may be aware that the state of Illinois passed an enormous reform of regional transit planning. Advancing a design for the corridor that further invests in the legacy, car centered design ahead of the modernization of regional transportation around Chicago would be irresponsible.

I volunteered to help with a noise study along the corridor, and unsurprisingly long stretches of DLSD exceed the state of Illinois own guidelines for noise abatement due to the high speeds of car traffic, which (along with air pollution that we did not study) harms the health of all who live along the corridor (which is among the most densely populated in the Mid-West).

DLSD should be comprehensively redesigned as a boulevard with a mix of new housing, restaurants, cultural, and nature development taking up the old footprint of the DLSD highway. Such a wholistic rebuild would create an investment with enormous financial, social, and cultural returns for the city, county, and state, compared to just another costly road to maintain.

At the very least a decision on advancement should be postponed a year or two while the new transportation vision for the Chicago region takes shape. Please do not advance the DLSD project onto the constrained list.

Sincerely,
Michael Thomas

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Aaron Rogers](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:09:04 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Aaron Rogers

[REDACTED] Forest Park, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Zach Welden](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:07:50 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

[REDACTED] Chicago, IL [REDACTED]

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From: [Matthew Truskowski](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 11:11:23 AM

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Hi CMAP;

I would like to provide a public comment on Lake Shore Drive at the Feb 27 meeting via Zoom. Please provide a link so that I may attend.

If it helps, I will provide the below comment here:

I am asking CMAP not to move forward with redevelopment of Lake Shore Drive (LSD), including moving the project into the constrained list, until the design is reconfigured to provide benefits such as improved transit, and protection of the lake front and residents from the pollution and noise generated by LSD.

As it exists today, LSD is a blight on the lakefront and greatly worsens the experience of visiting the majority of the lakefront, an opinion that I see shared with many lakefront visitors. In addition to the notable noise, the traffic poses a major health risk for the development of respiratory diseases and worsening of cardiac diseases among the many Chicago residents who live near LSD and visitors to the lake front.

The redevelopment, as it stands most likely to be executed today, would not change the paradigm prioritizing private vehicular traffic, which as mentioned above worsens the lake shore area. It does not provide meaningful environmental enhancements (ie noise barriers, buffer space with trees, improved access to the lakefront as LSD is the greatest barrier to accessing the lakefront) nor does it provide meaningful transit enhancements to provide Chicago residents and visitors better ways to travel via transit (ie dedicated bus lanes and other infrastructure exclusive to public transit). "Redefining the drive" as the status quo on LSD with laughable "improvements" is a waste of money at best, and more than likely is spending money to worsen the lake shore, which is a major generator of tax revenue.

There are superior alternatives for "Redefining the Drive" that have been discussed and are ready for planning. Increasing traffic capacity is increasing the blight of LSD and historically such infrastructure "improvements" as roadway/highway widening/straightening tend to be expensive boondoggles that do not meaningfully improve traffic but do worsen life for everyone around the construction and increase maintenance costs incurred by the municipality responsible for it.

As such, I would like to ask CMAP and any other involved parties to not move forward with "Redefine the Drive", at least until the project is rescoped to produce meaningful benefits to transit, local residents, and visitors to the lake shore.

Thank you;
Matthew Truskowski (Ward 43)

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From: [REDACTED] on behalf of [Matthew King](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:13:38 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Matthew King

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Maddie Johnson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:16:43 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Maddie Johnson

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Nicholas Mata](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:20:14 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

Sincerely,
Nicholas Mata

[REDACTED] Chicago, IL [REDACTED] 1

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From: [Barbara Huckabay](#)
To: [Info](#)
Subject: Dusable Lake Shore Drive
Date: Thursday, February 26, 2026 11:20:40 AM

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

Dear CMAP,

My name is Barbara Huckabay. I am a Chicagoan(zip code 60647) and a lover of our beautiful lake. I am very disappointed in the current vision for DLSD. Lakefront access for pedestrians and cyclists and public transportation should both be given a much higher priority. Please do not fund this unsatisfactory plan.

Sincerely,
Barbara Huckabay

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From: [William Rudnick](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 11:21:30 AM

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

My name is William Rudnick and I live on Lake Shore Drive in Chicago. I'm asking CMAP not to advance DLSD onto the constrained list until the project is rescoped as a true boulevard with serious regional transit and real lakefront access.

I don't just commute on this road. I live on it. I hear it from my windows. I cross it to get to the lake. And I'm expecting my first child, which means the decisions made now will determine whether my kid grows up next to a highway or next to a boulevard that actually connects our neighborhood to the waterfront.

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

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

Thank you,
William
Lake Shore Drive, Chicago

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From: [REDACTED] on behalf of [Evan Velline](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:22:39 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Evan Velline

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Michael Fergus](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:23:24 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Michael Fergus

[REDACTED] Mount Prospect, IL [REDACTED]
[REDACTED]

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From: [Keelan Lang](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 11:37:46 AM

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.

My name is Keelan Lang, and I live in Uptown, hardly 1000 feet west of DLSD. I'm respectfully asking that CMAP does NOT move DLSD onto the constrained list until it's rescoped as a true boulevard with serious transit and real lakefront access. The public has asked for a fundamentally different direction for years, and the modeling has not seriously considered stronger regional transit. Please do not allow funding for the current version.

I recently moved to Chicago, but I've spent dozens of weekends, summers, and months in the city over the past ten years. Over that time, I've absolutely fallen in love with the pedestrian-focused fabric of the city. The buses are incredibly and easy. The train is quick and frequent. The streets become more pedestrian and biker friendly each season. Because of all of this, I was able to completely get rid of my car when I moved here.

I live very close to DLSD, and in this part of town, it has always struck me how unpleasant it feels to be around. When I'm in the lakefront parks, there's constant noise from vehicles. When I'm at the beach, I can still hear the sounds of drivers honking at the many conflict points on the road. Going beyond the discomfort of being nearby, the effects of noise pollution and vehicle emissions, including particulate from tires, are well studied and understood to be severely detrimental to human health. Granting funding to increase traffic on DLSD would only hurt the communities closest to the drive. Increase speeds and volume would directly increase automobile-related pollution. Even as we transition to a more electrified world, the noise and particulate from tires on the roadway will only get worse.

The current plan to increase funding for DLSD is also short-sighted and ill-informed. The modeling used for the current plan did not explore transit alternatives thoroughly enough, which does not reflect the reality that increasingly people don't want to drive. Additionally, the state of Illinois is in the midst of a historic shift to prioritizing public transit in the state, so expanding DLSD is counter to this statewide goal.

I urge CMAP to reconsider funding for expansion of DLSD, and instead focus on improving its transit and pedestrian focus. Improving transit for local residents means more Chicagoans won't need to use their cars to get around town. This leads to fewer cars on DLSD, easing congestion, reducing emissions, and even reducing the maintenance burden on the roadway. We have endless data that shows that Chicagoans continue to demand better transit access and less funding for new roadways, so I hope that CMAP makes the right choice for the future of our gorgeous city.

Thanks,
Keelan Lang
[REDACTED]

Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Ben Shepler](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:42:31 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Ben Shepler

[REDACTED] Chicago, IL [REDACTED] 2

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From: [REDACTED] on behalf of [Jaiden Singh](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:43:12 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

[REDACTED] Chicago, IL 6[REDACTED]

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From: [REDACTED] on behalf of [Nicholas Anastasia](#)
To: [Info](#)
Subject: Please do NOT advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:42:48 AM

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

I want less cars on the roads, functional public transit and walk able neighborhoods. This money is better spent on these goals which will strengthen the city in the long term.

Sincerely,
Nicholas Anastasia

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Jack Schneeman](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:51:15 AM

[You don't often get email from jmschneeman@everyactioncustom.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.

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,

Jack Schneeman

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

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From: [Husain Taher](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 11:51:43 AM

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Hi CMAP team,

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

I will need a building pass. Could I receive one so I can attend the meeting tomorrow morning?

Thank you,
Husain Taher
South Loop

My comment is pasted below:

Hi, my name is Husain and I live in South Loop. 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. I frequently go to the lakefront beaches with friends and bike on the lakefront trail. Better transit and less car traffic on Lakeshore drive would make the lakefront healthier, more enjoyable, and much more valuable for all Chicagoans.

Also the public has asked for a fundamentally different direction for years, and the modeling hasn't seriously considered stronger regional transit. Please don't unlock funding for the current version. Additionally, locking in a highway-first lakefront now would be shortsighted while Illinois is restructuring regional transit planning. Thank you.

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From: [Ilya Raskin](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 11:51:55 AM

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My name is Ilya Raskin, I live in the Old Town/Gold Coast neighborhood. I'm asking CMAP not to advance DLSD until the project is re-scoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

I live 2 blocks away from DSLD and cross it to get to the lakefront trail almost every day. The noise, air pollution, and car crashes are all negatively affecting Chicagoans' quality of life. DSLD should never have existed but unfortunately it does so let's do better by reimagining what a true multimodal boulevard could be! The lakefront is one of our most valuable assets, it should not be buried under more highway expansion.

Sincerely,
Ilya Raskin

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From: [Naomi Bhagat](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 11:52:35 AM

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My name is Naomi, and 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. Don't unlock funding for a highway expansion through our parks.

Thanks,

Naomi

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From: [REDACTED] on behalf of [Riley Sinnott](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 11:56:26 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

[REDACTED] Chicago, IL [REDACTED]

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From: [Christopher Kupcho](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:01:08 PM

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My name is Christopher Alan Kupcho, I am a resident of Chicago and use the Lakefront Park almost daily. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Thanks,

Christopher Kupcho

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From: [REDACTED] on behalf of [Agnes Bijole-Himes](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 12:01:37 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,
Agnes Bijole-Himes
[REDACTED] Evanston, IL [REDACTED]

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From: [Jonathan Matthew](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:04:00 PM

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Unlike you I live on our beautiful lakefront.

I thought I could not hate LSD any more, but apparently you people want to make it even more of a deadly blight than it already is.

I hope someone paves over your front lawn with a highway right outside your living and bed room windows so you can enjoy the noise and pollution you carbrained idiots love so much.

I'm asking CMAP not to advance DLSD until the project is rescoped as a true multimodal boulevard with transit and real lakefront access, preferably with all car traffic banned.

Only an insane person would think through traffic belongs in one of the world's most unique parks.

You people are out of your damned minds.

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

Try going for a walk sometime,

Jonathan D. Matthew

t: [REDACTED]

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From: [m.howard](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:03:53 PM

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

Hi,

My name is Matt Howard and 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. Please don't unlock funding for a highway expansion through our parks.

Thanks,
Matt

Sent from my iPhone

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From: [Paul Soud](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (2/27/26)
Date: Thursday, February 26, 2026 12:03:57 PM

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Hello,

My name is Paul Soud and I live in Logan Square. I'm asking CMAP not to advance DLSD until the project is re-scoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. Public opinion on this project is obviously in favor of minimizing the amount of car traffic on DLSD--Not even mentioning the accidents and deaths that already occur on DLSD every year--and expanding the traffic lanes would be a massive step backwards.

Thanks,

-Paul Soud

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From: [REDACTED] on behalf of [Nicholas Jensen](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 12:06:42 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 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,
Nicholas Jensen

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

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From: [Ryan Moore](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:07:11 PM

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Hello my name is Ryan Moore, I live in lakeview. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks. Two of the biggest things that sets Chicago apart from other big cities are our beautiful parks/lakefront and our public transit that keeps traffic congestion down and the city accessible for all.

Thanks for your consideration.

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From: [Mike Kegler](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:09:59 PM

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My name is Mike Kegler, and I live in Evanston. 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,
-Mike Kegler

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

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Dear CMAP Team,

My name is Dr. Chloe Groome and I am writing to strongly urge the CMAP to not advance Du Sable Lake Shore Drive (DLSD) in the Regional Transportation Plan in its current state.

I moved to Chicago from California and now live in West Loop. My husband and I love that we can walk to the lakefront, however, actually crossing DLSD is incredibly unpleasant. We have a once in a generation chance to transform DSLD into a proper boulevard that balances transit, biking, pedestrians like myself, and cars.

As it stands, the project envisions DLSD as a highway, prioritizing speed and vehicle volumes. The consequences of the current design of DSLD are over 16,000 crashes and 60 deaths in the past 5 years. If a single bridge, building, or sidewalk was causing this kind of carnage, we would hold the engineer that designed it culpable.

At the very least, we could recognize the huge number of daily commuters on DLSD that take the bus. There are around 69,000 bus commuters daily compared to 155,000 in personal vehicles. That's nearly 30%, and yet every one of the 8 lanes of DLSD is open to personal vehicles, the least efficient mode of transportation. Why not paint the further right lanes red and designate them exclusively for buses and ambulances?

Illinois recently passed groundbreaking transit legislation that will fundamentally restructure the CTA, Metra, and Pace. Locking in a highway-first lakefront now would be extremely shortsighted. Chicago is a world-class gem of a city and the lakefront is a treasure. We need to make the lakefront safer, more accessible, less noisy, and less polluted, for the entire city of Chicago to shine. Please don't unlock funding for the current version of DLSD.

Thank you,
Dr. Chloe Groome

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From: [Hunter Heyman](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:12:46 PM

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Hi I'm Hunter,

I heard that CMAP is considering adding the DSLD highway proposal to the regional transportation plan. I think this would be a big mistake! I think lakeshore drive should be a street instead of a highway, with transit/bus access through out. We should be building for the future instead of the past. Please don't pass funding for highways.

Best,

Hunter

Lakeview resident

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From: [Nora Bonifas](#)
To: [Info](#)
Subject: DLSD Expansion? NO thank you!
Date: Thursday, February 26, 2026 12:15:42 PM

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Hi folks,

It's come to my attention that CMAP is proposing plans to EXPAND Dusable Lakeshore Drive lanes into our parks system.

PLEASE DO NOT DO THIS!!!

Every person I have ever known that has visited me here has said what a shame it is that the parks are cut through by a glorified highway. Please opt for rapid transit instead or ANY other alternative to sacrificing parks' space for a highway.

Cheers,

Nora

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From: [Peter Duff](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:17:40 PM

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My name is Peter, 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. Don't unlock funding for a highway expansion through our parks.

I sincerely hope CMAP listens to residents' feedback for how we want our city to be in the future. Chicago needs less space for cars, and more space for people.

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From: [Tobias Leigh-Wood](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:19:28 PM

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Dear Transportation Committee,

My name is Tobias Leigh-Wood, I live in the 1st Ward but use the lake front every day to commute to work in hyde park. I'm asking CMAP not to advance DLSD until the project is rescoped as a true boulevard with transit and real lakefront access. Don't unlock funding for a highway expansion through our parks.

Please can you send me a link for the zoom tomorrow?

Best
Tobias

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From: [Smcphee827](#)
To: [Info](#)
Subject: Public comment, CMAP Transportation Committee (February 27)
Date: Thursday, February 26, 2026 12:22:00 PM

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Hello: My name is Sara McPhee and I live in East Lakeview, just off Lake Shore Drive. I access the lake front multiple times a week as a pedestrian and I am asking that you do not advance this plan for Lake Shore Drive without rethinking it for better lakefront access and thinking about a coherent plan for transit and transforming it into a boulevard.

Thank you,

Sara McPhee

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From: [Michael Jered Kopp](#)
To: [Info](#)
Subject: Public Comment, CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:25:53 PM

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

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

Thank you.

Michael Kopp

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From: [Elias Martin](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:26:43 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, please see below for comment.

Hi, my name is Elias and I live in Uptown. I'm asking CMAP not to move DLSD onto the constrained list until it's rescoped as a true boulevard with serious transit and real lakefront access. The public has asked for a fundamentally different direction for years, and the modeling hasn't seriously considered stronger regional transit. Please don't unlock funding for the current version. Thank you.

Thank you,
Elias Martin
Uptown

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