

From: [Nick Schrag](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:28:49 AM
Attachments: [DLSD Comment Feb 27, 2026.pdf](#)

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Dear CMAP team,

I would like to provide public comment on DuSable Lake Shore Drive at the Feb. 27 meeting.
I have attached my written comment.

Thank you,
Nick Schrag
Avondale, Ward 35

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My name is Nick Schrag, a Chicago resident for nearly 20 years. Our lakefront is a natural gem and emblematic of Chicago. We have an opportunity to transform the built environment on the lakefront as a gift to future generations. **CMAP should not advance DLSD in the Regional Transportation Plan until the project is rescope as a true boulevard — not a rebuilt highway — and modeled around serious regional transit and real lakefront access.**

The draft of the CMAP Comprehensive Climate Action Plan for Greater Chicago calls for **low carbon mobility options, like public transit**. Building new infrastructure that prioritizes cars would be inconsistent with CMAP's own guidance. Additionally, the state of Illinois has recently committed \$1.5 billion annually to public transit, which was unimaginable earlier in the planning process for DLSD. With the imminent release of the climate action plan and this new state funding, we must pause to reevaluate the plan for DLSD.

Thank you.

From: [Alexander Lacherbauer-Lynn](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 12:59:59 AM

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Good morning CMAP team,

I'd like to provide public comment on Lake Shore Drive at the Feb. 27 meeting. I'd like to do so in person via Zoom. Please provide me with a building pass.

Thank you,

Alexander Lacherbauer-Lynn

[REDACTED]
Chicago, Illinois [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Brandon Willis](#)
To: [Info](#)
Subject: Input from neighbor Redefine the Drive
Date: Thursday, February 26, 2026 2:00:08 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I live two blocks from DLSD, and I feel like we are wasting the opportunity to redefine the drive in the current proposal, which does nothing to improve Chicagoans quality of life, freedom from car pollution, and reduce the damaging noise along the lakefront that makes the lakefront path, the lake front streets, and DLSD itself unenjoyable to be around.

Therefore 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,
Brandon Willis

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

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From: [Diego Colin](#)
To: [Info](#)
Subject: Lake Shore Drive
Date: Thursday, February 26, 2026 2:06:49 AM

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Good evening,

My name is Diego, I'm a resident of the city of Chicago, a proud supporter of public transit and urban planning enthusiast, and I'd like to share my thoughts about the plan for the future of North Lake Shore Drive.

I know conventional wisdom would have you believe that just adding a new lane here and there and straightening out a few curves would speed up traffic along the road. In reality, though, it's not that simple. It's 2026, we've learned from decades of car-centric urban design that this sort of approach doesn't actually fix traffic, and we shouldn't even be entertaining these types of ideas anymore.

We should be thinking outside the box, try things that other American cities wouldn't even consider. I'd say the best course of action, at least in the short term, would be to dedicate one lane in each direction to busses, something that I guarantee most people would support, given that many people who frequently drive on LSD have stated they'd prefer to take transit if it were faster and more reliable.

I think it would also be beneficial to start treating LSD less as a freeway and more as a boulevard. Removing ramps and replacing them with standard intersections or even roundabouts would give pedestrians more opportunities to cross over between both sides, it would also slow down car traffic keeping drivers and pedestrians safe. We should also give busses transit signal priority so they don't get stuck at red lights along with cars. This all might seem a bit counterintuitive, but if more people start taking transit, then there would be less congestion on the other lanes, so even if cars and busses move at a slower average speed, drivers and transit users will actually save time by not having to sit in traffic. Everyone wins.

Chicago has always been known as the city that makes no small plans, and I think this is yet another once-in-a-lifetime opportunity to show that. We can't be afraid of going against the status quo set by planners of the last century. We can't be afraid of taking one lane away from cars if it means ensuring everyone can get around easier. The way Lake Shore Drive is redesigned is the way it'll stay for decades to come, so it's important we get it right while we still can. I hope you'll take these ideas into consideration, a lot of people are counting on you to make the right choices.

Thank you for your time, Diego Colin.

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From: [REDACTED] on behalf of [Cameron Uslander](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:11:05 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,
Cameron Uslander

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [KURT KUGELBERG](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 3:44:39 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
KURT KUGELBERG

[REDACTED] Elk Grove Village, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Sean McNally](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:46:47 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,
Sean McNally

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

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From: [REDACTED] on behalf of [Julia McNally](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 4:47:34 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,
Julia McNally

[REDACTED] ve Chicago, IL [REDACTED]

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From: [Aisaiah Pellecer](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 5:11:38 AM

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Dear 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 Aisaiah Pellecer, and as **a lifelong Chicagoan, Albany Park native, and constituent**, I am writing to urge you not to advance the current North Lake Shore Drive Plan into the Regional Transportation Plan. The current plans would turn Lake Shore Drive into another highway, cutting through our city as a visual and physical barrier, much like the Eisenhower Expressway (which is hardly a pleasant place to walk by, if you'd even bother). Moreover, we have a lakefront to protect, not just traffic to move.

I ask that CMAP invest more time in developing a plan that better aligns with the goals of SB2111 and the creation of the Northern Illinois Transportation Authority (NITA), and that supports a more sustainable, transit-oriented future. Many have advocated for re-envisioning Lake Shore Drive as a boulevard with meaningful transit investment, and I would like to see that vision reflected in any plan adopted by CMAP. Strong transit investment brings clear economic and accessibility benefits to our region, and this project should reflect that potential.

I strongly disagree with the Preferred Multimodal Roadway Alternative proposed by IDOT and CDOT. It still gives far too much priority to cars and does not meaningfully prioritize transit, buses, pedestrians, and long-term regional mobility. This is a once-in-a-generation opportunity to redesign this corridor as a truly transit-supportive arterial rather than locking in a highway-focused design for decades.

For these reasons, again, I respectfully request that you do not advance the current NLSD Preferred Multimodal Roadway Alternative into the Regional Transportation Plan.

Sincerely,
Aisaiah Pellecer

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From: [REDACTED] on behalf of [Jay Sullivan](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 5:14:47 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.

We want to invest in a sustainable future. This current design sets the stage for 50 years of highway on our lakefront, encouraging personal automobile travel. We must invest in a sustainable future of world class public transportation

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,
Jay Sullivan

[REDACTED] Chicago, IL 6[REDACTED]

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From: [REDACTED] on behalf of [Seth Hemming](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 6:23:46 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,
Seth Hemming

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

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From: [REDACTED] on behalf of [Phoebe Rudnick](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:13:54 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,
Phoebe Rudnick

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Emily Wengel](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:20:37 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,
Emily Wengel

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Mike Coutre](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:35:00 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,
Mike Coutre

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

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From: [REDACTED] on behalf of [Christian Bellefeuille](#)
To: [Info](#)
Subject: Please do not advance NDLSO as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:41:08 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.

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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.

Additionally, as a resident of Edgewater on the far North side, my own quality of life and those of my neighbors and community would be drastically improved by a re-scoping of NDLSO. We currently experience significant noise and air pollution created by people using our neighborhood and local streets to access lake shore drive and other parts of the city, despite the fact that Edgewater itself is highly transit connected and has very little use for a highway connection.

Thank you for taking the time to consider options for this project that maximize the lakefront's usefulness for people rather than just for cars.

Sincerely,
Christian Bellefeuille

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Sofia D'Errico](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:40:49 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Sofia D'Errico

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

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From: [REDACTED] on behalf of [Glenn Foster](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:47:25 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,
Glenn Foster

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

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From: [REDACTED] on behalf of [Jun Call](#)
To: [Info](#)
Subject: Making DSLSD Human-Centric, Not Car-Centric
Date: Thursday, February 26, 2026 7:48:09 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,
Jun Call

[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: [Ryan Auer](#)
To: [Info](#)
Subject: Public Comment - DLSD
Date: Thursday, February 26, 2026 7:47:34 AM

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

Dear CMAP staff,

Please accept this email as my comment in response to the redesign of DuSable Lake Shore Drive(DLSD) at the Feb. 27 meeting.

I strongly oppose any design of DLSD that would increase speeds, expansion of the right-of-way, or level of service.

The current road already generates negative impacts on nearby neighbors or beach users. Vehicle Noise and debris create harmful conditions - expanding or enhancing service would exacerbate these issues.

DLSD is the primary culprit for poor access to the lakefront. Access to the lakefront is an essential mechanism for maintaining a high quality of life for residents.

Many residents desire a DLSD that supports transit and other means of mobility (bike, walk, etc).

Thank you.

Ryan Auer

Resident of Wicker Park / Bucktown neighborhood, Ward 32

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 [James Ghera](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:48:54 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,
James Ghera

[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 [Julia Rumely](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 7:53:21 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.

Sincerely,
Julia Rumely

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

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From: [Jun Call](#)
To: [Info](#)
Subject: Public Comment - CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 7:53:04 AM
Attachments: [image001.png](#)
[Public Comment - CMAP Transportation Committee JC.docx](#)

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

Make DSLSD Human-Centric, Not Car-Centric

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.

Thank you,
Jun Call
Humboldt Park

Jun Call | [REDACTED]
[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.

Hi, my name is Jun Call and I live in Humboldt Park.

Make DSLSD Human-Centric, Not Car-Centric.

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.

Public feedback for years has favored transit, biking, walking, and better lakefront connections, not highway expansion.

The modeling relied heavily on vehicle capacity and limited transit assumptions. It didn't fully evaluate regional rail, BRT, stronger CTA service, or east-west connections.

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 alderpeople have called for a boulevard approach with transit investment.

Illinois is restructuring regional transit planning. Locking in a highway-first lakefront now would be shortsighted.

Thank you.

From: [REDACTED] on behalf of [Kalen Luciano](#)
To: [Info](#)
Subject: Do not advance the unpopular NDLS as a Priority Project
Date: Thursday, February 26, 2026 7:58:18 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 hundreds of community members as well as elected officials in the neighborhoods affected by this project. Redefine the Drive 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,
Kalen Luciano

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Amanda Davis](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:00:42 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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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,
Amanda Davis

[REDACTED] Chicago, IL [REDACTED]

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From: [Cole Rogers](#)
To: [Info](#)
Subject: Public Comment for 2.27.26 Transportation Committee
Date: Thursday, February 26, 2026 8:00:39 AM
Attachments: [Lakeshore Public Comment.docx](#)

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

Hello Transportation Committee,

I would like to provide a written public commit to the committee for the 2.27.26 Transportation Committee meeting. I am unable to attend this meeting due to the time it is held.

I have attached my written public comment to this email as a Docx.

Best,

Cole Rogers

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.

Public Comment for 2.27.26

Transportation Committee

Transportation Committee:

I would like to oppose advancing the selected Redefine The Drive proposal for Lakeshore Drive. The current Redefine the Drive proposal would involve an extremely expensive infill of the lake and close the Drive for years with no backup plan for transportation. It would not address or prevent noise or air pollution on the lakefront, and would not significantly improve access to the lake from the city or parks, blocking off Chicago's best natural feature. Additionally, straightening the Drive at the S curve near oak street will only improve the flow of traffic outside of rush hour and will increase speeding on lakeshore drive. Increasing car capacity will also likely attract additional drivers from outside the city, making traffic and bus routes worse for everyone who lives here.

The selected proposal has ignored years of community input from Chicago residents, drivers, Aldermen, and state legislators. They have asked for improved access to the lake, improved transit on the lakefront, and a quieter, cleaner, lakefront. The proposal will do nothing to improve transportation for hundreds of thousands of residents without cars, many of whom are concentrated on the North Side. The only transit improvement considered by Redefine The Drive was bus lanes, which were rejected. BRT, LRT, new Metra lines, increased Metra frequency, etc were not explored by the study. Converting the Drive into something other than a highway was also not explored. For the reasons listed above, the proposal will not address the needs of the community.

For these reasons, I object to the proposal.

Cole Rogers

From: [REDACTED] on behalf of [Craig Smith](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:07:05 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 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,
Craig Smith

[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: [Kalen Luciano](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:07:26 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 sent a comment in writing, but I'd like to attend the meeting via Zoom and make a comment there if possible.

Including my comment below too:

Hi, my name is Kalen Luciano and I live in Lakeview right next to DLSD. This roadway affects me everyday causing huge levels of pollution and noise and safety risks to my neighbors and me.

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, but the modeling relied heavily on vehicle capacity and limited transit assumptions. It didn't fully evaluate regional rail, BRT, stronger CTA service, or east-west connections.

In addition to community feedback, state legislators and multiple lakefront alderpeople have called for a boulevard approach with transit investment.

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

Thank you,
Kalen Luciano
Lakeview

--

Kalen Luciano
He/him/his

[REDACTED]

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From: [James Anderson](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee - Feb. 27
Date: Thursday, February 26, 2026 8:09:54 AM
Attachments: [CMAP Public Comment - Lake Shore Drive.docx](#)

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

Feb. 27, 2026

Please enter the following statement (pasted below and attached as a Word document) into the record of the proceedings of the Transportation Committee under Public Comment:

I urge the Chicago Metropolitan Agency for Planning not to move DuSable Lake Shore Drive onto the constrained list until it's redesigned as a local street, not an expressway. I have communicated this to the Illinois Department of Transportation, where former Secretary Omer Osman told me he finally understood why people would not want a highway, and with various elected officials, who largely agree.

The name of the project is "Redefine the Drive." This is a once-in-a-century opportunity to undo the vandalism that Lake Shore Drive has visited upon our lakefront since the 1930s. Clearly, nobody would build Lake Shore Drive now if it didn't already exist. In fact, extending the Lake Shore Drive north through Edgewater, Rogers Park, Evanston and Wilmette hasn't been discussed for 20 years, and hasn't been seriously contemplated since the 1960s. **The only reason the construction of an Eisenhower-style expressway on the lakefront is being considered now is because an expressway already exists there.** Please open your minds as to whether an expressway would be appropriate for our lakefront, in the mid-21st Century, if there wasn't an expressway already there.

What we need, instead of anything like the existing DuSable Lake Shore Drive or the proposed reconstruction, is a Michigan Avenue-style boulevard along the lakefront. The only limited-access, grade-separated road should be for mass transit.

By way of background, in the 1990s I resided at [REDACTED] N. Winthrop Ave., and was president of T.H.A.B.S., the block club for that area. We were constantly dealing with the effects of this car sewer starting and terminating in our neighborhood,

making Hollywood Avenue and Sheridan Road difficult to cross for pedestrians and side-street car traffic, giving us disproportionate car-generated air pollution, horn honking, and numerous car crashes, which are not limited to the roads. Cars involved in crashes, especially at high speed, often rebound over the curbs, where they can kill or injure pedestrians, and cause property damage. Even the threat of all that traffic violence and pollution makes it difficult for people to visit and enjoy the lakefront.

In the early 1990s, I personally made the proposal, now in effect for 30+ years, to allow northbound Lake Shore Drive traffic to go through to Hollywood Avenue during the morning rush period, and make a right-turn-only onto northbound Sheridan Road, rather than forcing all traffic off at Bryn Mawr Avenue to clog neighborhood streets. So I have some knowledge and history with this road, and I believe that the time is now ripe to undo Lake Shore Drive. “De-pave,” if you will.

Unfortunately, engineers began this current project with the assumption that the existing 170,000 daily car trips on North DuSable Lake Shore Drive (85,000 in each direction) must be accommodated in the new project, and it would be great if the road was so awesome that it could induce even more motor vehicle traffic. This is the faulty premise at the crux of the disconnect between those of us who want the lakefront to be for people, and engineers flummoxed by this concept.

If we are to build a Michigan Avenue-style boulevard on the lakefront, and tear down the expressway, surely on the day of the ribbon cutting there will be some upheaval with traffic patterns. But commuters will have had 10 years or more to know this is coming - that the expressway will be decommissioned - and will have chosen where they live and where they work accordingly. That is to say, **removing the expressway from the lakefront will remove the need for an expressway on the lakefront.**

On a final note, when I complained to one of the engineers at the Temple Shalom presentation in 2023 that DuSable Lake Shore Drive is like the Eisenhower, he told me DLSD is nothing like the Eisenhower, in that it doesn't carry trucks.

I would say the similarities are greater than the differences: This is an eight-lane, limited access superhighway, with traffic traveling at dangerously high speeds. And

by the way, the landfill used for the extension of Lake Shore Drive from Foster Avenue to Hollywood Avenue in the 1950s literally included rubble and debris from the destruction of homes that were condemned and demolished to make way for the Eisenhower. I bet the engineers then were pleased with themselves.

Respectfully submitted,

James R. Anderson

[REDACTED] Chicago IL [REDACTED]

[REDACTED]

[REDACTED]

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Feb. 27, 2026

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Road, rather than forcing all traffic off at Bryn Mawr Avenue to clog neighborhood streets. So I have some knowledge and history with this road, and I believe that the time is now ripe to undo Lake Shore Drive. "De-pave," if you will.

Unfortunately, engineers began this current project with the assumption that the existing 170,000 daily car trips on North DuSable Lake Shore Drive (85,000 in each direction) must be accommodated in the new project, and it would be great if the road was so awesome that it could induce even more motor vehicle traffic. This is the faulty premise at the crux of the disconnect between those of us who want the lakefront to be for people, and engineers flummoxed by this concept.

If we are to build a Michigan Avenue-style boulevard on the lakefront, and tear down the expressway, surely on the day of the ribbon cutting there will be some upheaval with traffic patterns. But commuters will have had 10 years or more to know this is coming - that the expressway will be decommissioned - and will have chosen where they live and where they work accordingly. That is to say, **removing the expressway from the lakefront will remove the need for an expressway on the lakefront.**

On a final note, when I complained to one of the engineers at the Temple Shalom presentation in 2023 that DuSable Lake Shore Drive is like the Eisenhower, he told me DLSD is nothing like the Eisenhower, in that it doesn't carry trucks.

I would say the similarities are greater than the differences: This is an eight-lane, limited access superhighway, with traffic traveling at dangerously high speeds. And by the way, the landfill used for the extension of Lake Shore Drive from Foster Avenue to Hollywood Avenue in the 1950s literally included rubble and debris from the destruction of homes that were condemned and demolished to make way for the Eisenhower. I bet the engineers then were pleased with themselves.

Respectfully submitted,

James R. Anderson

[REDACTED], Chicago IL [REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] on behalf of [Chris Nightengale](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:13:00 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Chris Nightengale

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

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From: [REDACTED] on behalf of [Liz Dunn](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:13:18 AM

[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.

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,
Liz Dunn

[REDACTED] 2 Chicago, IL [REDACTED]
[REDACTED]

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From: [Michael Morowitz](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:22:13 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.

For many years now, Chicagoans like myself have hoped for a future for DSLSD that takes what's great about our lakefront and improves it for all Chicagoans. Far too much of our prized lakefront property is reserved for private car usage. The city, our visitors, and the region at large yearn for a DSLSD that incorporates better lakefront access, improved mass transit options, and safe travel for all people, not just private car owners.

The current proposed modeling for DSLSD relied heavily on vehicle capacity and limited transit assumptions. It didn't fully evaluate regional rail, BRT, stronger CTA service, or east-west connections.

A 2023 community survey found 73% said DLSD diminishes park quality and 70% want to drive less than they currently do.

Please do not unlock funding for the current planned DSLSD model. It would rob the city of a major opportunity for major improvements.

Thank you,
Michael Morowitz
Irving Park neighborhood
Chicago, IL

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From: [REDACTED] on behalf of [Alexey Chekanov](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:22:57 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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Sincerely,
Alexey Chekanov

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

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From: [Eric Broadhead](#)
To: [Info](#)
Subject: LSD Plan
Date: Thursday, February 26, 2026 8:25:33 AM

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Hello,

My name is Eric Broadhead and I am a citizen of Illinois. Specifically, I live in Chicago, and I am concerned about the current "Redefine the Drive" LSD plan that is potentially being advanced soon.

I urgently ask that you **do not advance** the current LSD plan as is written into the regional transportation plan.

I ask this because I think this plan is a major mistake and a huge missed opportunity. This plan would essentially keep LSD as is - a loud, dangerous, and polluting highway that separates the people of Chicago from the lakefront.

While I accept that this road is useful for many people and we can't just rip it out, I do not accept that this is the best we can do. This a major opportunity to find a compromise that improves transit on LSD (with bus only lanes), adds more park space, makes it easier for people to access the lakefront without having to walk through dingy tunnels under a highway, and reduce the amount of pollution (both noise and actual pollution) along our great lakefront.

Again, please do not advance the current LSD plan as is written. We can do much better than this.

Best regards,

Eric Broadhead

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 [Aaron Schaer](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:29:07 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,

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,
Aaron Schaer

[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: [Alex Cannon](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:28:44 AM

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Good morning,

I will not be able to attend the CMAP Transportation Committee meeting Friday morning and am writing to have my comments inserted into the public record.

I am a homeowner in Lakeview, just a short walk from Lake Michigan and DLSD. In late 2024 CDOT and IDOT unveiled their preferred design for Redefine the Drive. Much to the dismay of myself and my neighbors, the chosen design centered highway expansion through my park and my neighborhood, dismissing our desire for a greenspace-first design with transportation centered around transit and walking, biking, and rolling. After overwhelming public outcry, a unanimous call for change in the state legislature, and a written statement from my Alderman and others along the lakefront, we have heard nothing from our DOTs acknowledging this. After 18 months of silence, I was alarmed to see the project on the CMAP transportation committee agenda this week as under consideration for capital allocation. I am calling on CMAP to table this project until a complete re-thinking of this project centered around the needs of the communities whose local park it divides and pollutes is proposed. Myself, my community, and my state and local elected officials have called to stop this project in its current form. CMAP must do the same.

Thank you,
Alex Cannon

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From: [REDACTED] on behalf of [Reagan Walsh](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:37:09 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Reagan Walsh

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Marcus Hayes](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:40:53 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,
Marcus Hayes

[REDACTED] Skokie, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Mike Pearson](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:42:57 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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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,
Mike Pearson

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [colin Bodger](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:52:37 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,
colin Bodger

[REDACTED] Wheaton, IL [REDACTED]

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From: [REDACTED] on behalf of [Samuel Dixon](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:53:18 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,
Samuel Dixon

[REDACTED] Chicago, IL [REDACTED]

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From: [Kirsten Swann](#)
To: [Info](#)
Subject: Public Comment - CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 8:56:33 AM

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To Whom it May Concern,

I'd like to provide these written public comments regarding DuSable Lake Shore Drive for the Feb. 27 meeting.

I am writing to express my strong opposition to the current version of the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan.

As a Chicago transplant, I chose this city based in part on its commitment to public transportation and its beautiful lakefront open spaces.

Now, I join many other residents in asking that CDOT reorient "Redefine the Drive" to support 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 echoed this call. At the same time, a 2023 community survey found 73% of respondents believe DLSD diminishes park quality, and 70% want to drive less. I'm one of those people.

Based on overwhelming community feedback, please take this plan back to the drawing board and prioritize the transit access that helps make Chicago a truly world-class city. Thank you!

Sincerely,

Kirsten Swann

[REDACTED]

Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Matt siehoff](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:58:04 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 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,
Matt siehoff

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

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From: [REDACTED] on behalf of [Spencer Blackwell](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 8:58:29 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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

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

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

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

Sincerely,
Spencer Blackwell

[REDACTED] Lake Villa, IL [REDACTED]
[REDACTED]

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From: [REDACTED] on behalf of [Lesley Skousen](#)
To: [Info](#)
Subject: **DO NOT Add NDLSL as a Priority Project on the Constrained List**
Date: Thursday, February 26, 2026 8:59:53 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I am writing with urgency to ask that you do not support the "Redefine the Drive" project CMAP's upcoming Regional Transportation Plan.

It may sound like a good idea, but it fundamentally changes "Chicago's backyard" so that we have less control over the DLSD. Cars will be funded more than pedestrians, and all the upcoming plans about improving Grant Park or other access of people will become harder.

The project itself is fundamentally flawed. Chicagoans want access to the lake. We want a reduction in the traffic and noise that comes with turning LSD into a highway. HR 438 passed unanimously calling for LSD to become a boulevard rather than a highway. Alders along the lake have supported the boulevard plan over the high way plan.

We are Chicago, we are not Dallas or Houston. We have walkable city that has not yet been completely paved over for cars. Please do not support this plan!

Thank you so much for all you do for the Chicago. I hope you will not support this change for DLSD.

Sincerely,
Lesley Skousen

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

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From: [Spencer Blackwell](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee (Feb. 27)
Date: Thursday, February 26, 2026 9:00:16 AM

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Hi CMAP team,

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

Thank you,
Spencer Blackwell
Soon to be Edgewater Resident

Hi, my name is Spencer Blackwell and I will soon be an Edgewater resident. 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.

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From: [REDACTED] on behalf of [Chris Brandt](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:13:10 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,
Chris Brandt

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

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From: [REDACTED] on behalf of [Leanne Horvath](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:18:51 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.

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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,
Leanne Horvath

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Daniel Gentile](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:21:27 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,
Daniel Gentile

[REDACTED]

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From: [REDACTED] on behalf of [Caroline Eichler](#)
To: [Info](#)
Subject: Do not advance NDLSLSD as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:22:48 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

My name is Caroline Eichler. I'm a resident of Chicago and a voter.

The well-being of our community is a high priority for me.

I urge you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan.

I am in favor of rescoping NDLSLSD as a boulevard with enhanced transit and lakefront access. Changes of this nature will make living in Chicago a better place to live.

Boston spent billions of dollars and multiple decades removing their waterfront superhighway to make more room for community. Chicago should learn from Boston's lessons and invest in infrastructure that will enhance the beauty and livability of our city.

Thank you,
Caroline Eichler

Sincerely,
Caroline Eichler

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

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From: [REDACTED] on behalf of [Daniel Tobon](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:22:39 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.

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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,
Daniel Tobon

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Eric Munn](#)
To: [Info](#)
Subject: Is CMAP About to Make a 100-Year Mistake?
Date: Thursday, February 26, 2026 9:27:41 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'm writing to ask you to pump the brakes on the "Redefine the Drive" project before it makes it into CMAP's Regional Transportation Plan. This project has serious problems, and frankly, the community has made that loud and clear — residents, elected officials, you name it. It needs to go back to the drawing board.

From the start, the whole process has basically ignored what the public actually wants. And what do people want? More transit investment and less highway dominating the lakefront. That's not a fringe position — it passed unanimously in the Illinois General Assembly through HR 438, which called for turning the drive into a real boulevard and putting money into transit. Most of the alderpersons representing the North lakefront have said the same thing.

So what did IDOT and CDOT do with all that input? They ignored it. The plans they put forward have zero transit improvements and would essentially lock in a superhighway for the next 100 years. That's a hard thing to defend.

It would be just as irresponsible for CMAP to rubber-stamp those plans. Especially now — the Illinois General Assembly just made a historic investment in transit, and our regional planning is shifting in a real way. This is exactly the right moment for CMAP to step up and help hit reset on this project.

Sincerely,
Eric Munn

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

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From: [REDACTED] on behalf of [Natasha Chrisandina](#)
To: [Info](#)
Subject: Please do not advance NDLSO as a Priority Project on the Constrained List
Date: Thursday, February 26, 2026 9:30:13 AM

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

Dear Chicago Metropolitan Agency for Planning Erin Aleman,

I am a resident of the 43rd Ward, and I ask you to not advance the "Redefine the Drive" project in CMAP's upcoming Regional Transportation Plan. This project has faced overwhelming opposition from community members as well as elected officials and needs to be sent back to the drawing board.

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

Despite this, the Illinois and Chicago Departments of transportation have ignored 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 stop this project and listen to the will of the people.

Sincerely,
Natasha Chrisandina

[REDACTED] Chicago, IL [REDACTED]

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