

From: [Gavin Chuck](#)
To: [Info](#)
Subject: Pause Redefine the Drive
Date: Thursday, April 23, 2026 2:44:20 AM

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Hello.

I urge CMAP to pause the current IDOT plans for DLSD.

I was excited when the process was opened up for public input several years ago but bitterly disappointed that IDOT ended up proposing a plan that essentially preserves the current highway. Simply put, their final proposal fails to redefine DLSD.

DLSD is not merely a highway. It is part of a physical and human geography. Its context is our shoreline and our people. And its design must therefore allow us all to share our space in ways that are integrated with the many aspects of our lives.

A truly redefined DLSD must account for the needs of car drivers, yes, but also of pedestrians, cyclists, and transit users as they go about their lives. IDOT's plan is extremely imbalanced towards car use.

Furthermore, DLSD must balance these various transportation uses with the many ways people use our shoreline for recreation, relaxation, socialization, exercise, and peace of mind. Our infrastructure must be human-scale. Eight lanes of highway is not human-scale. Pedestrian access points spaced a half-mile apart are not human-scale. Loud, continual noise from high-speed traffic is not human-scale.

CMAP has the power to amplify the voices of citizens who have long wanted to actually reimagine DLSD. This is a once-in-a-generation opportunity to design an infrastructure that maximizes the benefits of our unique landscape and culture.

Please do not advance IDOT's plan. Instead, re-open the process to tap the power of our fellow citizens' imagination and expertise.

Yours sincerely,

Gavin Chuck

[REDACTED]

Chicago, IL [REDACTED]

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From: [Gavin Chuck](#)
To: [Info](#)
Subject: Request for public comment
Date: Thursday, April 23, 2026 2:47:09 AM

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I would like to offer public comment during the CMAP meeting on Friday, April 24. The text of my comment follows.

I urge CMAP to pause the current IDOT plans for DLSD.

I was excited when the process was opened up for public input several years ago but bitterly disappointed that IDOT ended up proposing a plan that essentially preserves the current highway. Simply put, their final proposal fails to redefine DLSD.

DLSD is not merely a highway. It is part of a physical and human geography. Its context is our shoreline and our people. And its design must therefore allow us all to share our space in ways that are integrated with the many aspects of our lives.

A truly redefined DLSD must account for the needs of car drivers, yes, but also of pedestrians, cyclists, and transit users as they go about their lives. IDOT's plan is extremely imbalanced towards car use.

Furthermore, DLSD must balance these various transportation uses with the many ways people use our shoreline for recreation, relaxation, socialization, exercise, and peace of mind. Our infrastructure must be human-scale. Eight lanes of highway is not human-scale. Pedestrian access points spaced a half-mile apart are not human-scale. Loud, continual noise from high-speed traffic is not human-scale.

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Please do not advance IDOT's plan. Instead, re-open the process to tap the power of our fellow citizens' imagination and expertise.

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From: [REDACTED] on behalf of [Jonah Gottlieb](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 5:49:07 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,
Jonah Gottlieb

[REDACTED] Wilmette, IL [REDACTED]
[REDACTED]

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From: [Brandon T. Willis](mailto:Brandon.T.Willis@46thward.com)
To: info@46thward.com
Cc: [Info](#) [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 6:13:36 AM

Dear Erin Aleman and Angela Clay,

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,

Brandon T. Willis

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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From: [Marjorie Isaacson](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Thursday, April 23, 2026 6:52:28 AM

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I am emailing this comment to the current plans for upgrading DuSable Lake Shore Drive. They are deeply flawed. The design prioritizes vehicle travel and speed over safety and access. The priority should be lowering speeds, improving public transit, and making safer crossings. Traditional plans like the current ones are NOT appropriate for this time - we need to make things easier for people without cars. I am a 70 year old woman who has never owned a car by choice, so I know what works and doesn't work. Our lakefront is a wonderful access that needs to be protected instead of the current experience with noise, pollution, and poor access. Please don't lock in the current version. Thank you.

Marjorie Isaacson

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

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From: [Ben Gayda](#)
To: info@ward32.org
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 6:57:20 AM

Dear Erin Aleman and Scott Waguespack,

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,

Ben Gayda

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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From: [Jill Folan](#)
To: [Info](#)
Subject: Public Comment - CMAP Transportation Committee
Date: Thursday, April 23, 2026 6:57:54 AM

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

Thank you, Jill

--

Fight for those without your privilege

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From: [Brad Legazano](#)
To: info@46thward.com
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 7:04:30 AM

Dear Erin Aleman and Angela Clay,

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,

Brad Legazano

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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From: [Jill Henry](#)
To: ward26@cityofchicago.org
Cc: [Info](#); [REDACTED]
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 7:31:13 AM

Dear Erin Aleman and Jessie Fuentes,

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,

Jill Henry

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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From: [REDACTED] on behalf of [Serena Larkin..](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 7:44:32 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,
Serena Larkin..

[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Emily Wengel Kollada](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 7:52:48 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 Kollada

[REDACTED] Chicago, IL [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, April 23, 2026 7:53:55 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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Sincerely,
Glenn Foster

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

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From: [Hunter Heyman](#)
To: [Info](#)
Subject: Public Comment - CMAP Transportation Committee
Date: Thursday, April 23, 2026 8:14:29 AM

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Hi,

I am Hunter Heyman a resident of 38 [REDACTED] N Greenview. I have lived in Chicago all my life. I used to use DLSD to get to school every day commuting from lakeview to Hyde Park. I implore you please do NOT move forward with the current DLSD plan. I hate (and I really don't like using that word) how DSLD cuts off the lakefront from the city. I want to live in a city where my children would feel comfortable getting to the lake front safely on their own. I want to live in a city where we have rapid transit from the Northside to the South Side that doesn't run through a highway median. I want to live in a city where public projects improve my property values. I want to live in a city where access is prioritized not speed. I want to live in a city that doesn't have a highway on the lake front. Please do not move forward the current DLSD plan.

Best,
Hunter

Founder Strong Towns Chicago

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From: [Natasha Jane Chrisandina](#)
To: [Info](#)
Subject: Written public comment from resident of Ward 43 -- Don't advance the Redefine the Drive project
Date: Thursday, April 23, 2026 8:18:10 AM

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Hello CMAP,

I am a resident of the 43rd Ward (where a portion of LSD is), and I want to urge the agency to not advance the Redefine the Drive project in its current iteration as highway-focused. I am not interested in providing a live comment at the public meeting tomorrow, but hope my written comment will be read out.

Highway expansion does not achieve the stated goal of easing congestion, and sacrifices the health and well-being of the actual residents who live around LSD and are impacted by it every single day.

Research has shown that highway expansion does not ease congestion, but in fact increases the flow of personal vehicles which ends up worsening the experience for drivers long-term. The way to ease congestion is to provide excellent transit options that are competitive on travel time. Increasing the number of car lanes and then adding bus lanes as an afterthought will only result in more traffic. Bus priority is crucial to reduce congestion, not more car lanes.

Furthermore, as a resident who lives near LSD, I (and my fellow neighbors) are actively harmed by all the car traffic that cut through our neighborhoods every day. From increased pollution that makes it difficult for us to breathe, to cutting off access to the lakefront that makes this part of Chicago so popular with residents and visitors alike, LSD has been a net negative for residents like us. As the ones who live near this road, should our health constantly be sacrificed just so IDOT can push forward a highway solution that worsens traffic?

Please think of the long-term impacts of this project, not just the short-term good feelings of increasing road capacity that does not result in actual improvement for drivers and for the residents who have to live with the consequences of an expanded LSD highway. CMAP has an opportunity to push for a better outcome that actually benefits the Chicago metropolitan area. I hope the agency plans on taking this opportunity.

Thanks,
Natasha

Natasha Jane Chrisandina, PhD (she/her/hers)
[REDACTED]

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From: [REDACTED] on behalf of [Brandon Bell](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 8:19:57 AM

[You don't often get email from brandonbell89@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.

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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,
Brandon Bell

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

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From: [Anni Metz](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Thursday, April 23, 2026 8:20:45 AM

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Hi,

My name is Anni Metz and I am a Chicago resident living in Ravenswood. I'm urgently asking CMAP not to move DLSD forward in its current form.

This is still a highway design, and it prioritizes speed -- for cars-- over safety and access-- for residents of Chicago. This is a once-in-a-generation investment, and it should be rethought as a true boulevard with low speeds, serious transit, and safer crossings.

The current plan is based on outdated assumptions about how Chicagoans move through the city- at least 12 years old!- and doesn't reflect how people travel today- more frequently via bicycle, ebike, or transit. The public and elected officials have consistently asked for something different, but CMAP doesn't seem to be listening. What good is representative government if no one listens to the wishes of the citizens?

Importantly, a study released by the American Lung Association yesterday declared that Chicago has some of the worst air pollution in the country, with 2.2 children in the metro area breathing unsafe air due to high levels of ozone. Why would we make the problem worse by prioritizing cars- which release ozone into the air- along our beautiful lakefront?

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

Signed,
Anni Metz

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From: [Luke Koenigsknecht](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Thursday, April 23, 2026 8:38:38 AM

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Good morning,

My name is Luke Koenigsknecht. I am at school but am returning to Chicago this summer. I write to express my opposition to the current Lake Shore Drive plan "Redefine the Drive."

As it currently is, LSD is a highway that cuts off our beautiful lakefront from the rest of the city. Expanding the highway will only destroy more of the lakefront space and prioritize cars over people.

Further, the current options do not take transit options into account enough. Bus-only lanes on on-ramps are not enough to give transit options the priority they need. Any option should have bus lanes running down the entirety of the project - this would speed up transit times even more, making it a more attractive option for passengers and thus reducing congestion on the rest of the roadway, with only minor slowdowns for car drivers.

CMAP and IDOT should not waste this opportunity to make LSD a much better and greener transportation option by going with the current plans.

Thank you,
Luke Koenigsknecht

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From: [REDACTED] on behalf of [Mel Tully](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 9:03:01 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,
Mel Tully
[REDACTED] Chicago, IL [REDACTED]

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From: [Alex Thrush](#)
To: [Info](#)
Subject: Public Comment – CMAP Transportation Committee
Date: Thursday, April 23, 2026 9:17:24 AM

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Hello,

I'd like to comment in person at tomorrow's CMAP Transportation Committee meeting. My comment is as follows:

"Hi, my name is Alex Thrush and I live in South Loop. I'm asking CMAP not to move DLSD forward in its current form. Our lake shore should be an enjoyable public resource that is easy to access, not blocked off by eight lanes of private car traffic. As it stands now, anyone who wants to take advantage of this great resource is subject to the constant vehicle exhaust, noise pollution, and diminished amount of park space caused by eight lanes of vehicle traffic. Even as electric vehicles proliferate, most of these problems will remain. Locking in this arrangement for decades to come would be an immense mistake."

Additionally, I do have access to the building as my office is located in it. Will that be sufficient to attend the meeting?

Thanks,
Alex Thrush

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From: [REDACTED] on behalf of [Erik Christianson](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 9:23:20 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,
Erik Christianson
[REDACTED] Chicago, IL [REDACTED]

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From: [REDACTED] on behalf of [Kati Woock](#)
To: [Info](#)
Subject: Please do not advance NDLSL as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 9:25:53 AM

[You don't often get email from katiwithani@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,
Kati Woock

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

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From: [REDACTED] on behalf of [Anya Kaplan-Hartnett](#)
To: [Info](#)
Subject: Please do not advance NDLS as a Priority Project on the Constrained List
Date: Thursday, April 23, 2026 9:29:02 AM

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Dear Chicago Metropolitan Agency for Planning Erin Aleman,

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Sincerely,
Anya Kaplan-Hartnett

[REDACTED] Chicago, IL [REDACTED]

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