

**From:** [Cheryl Zalenski](#)  
**To:** [ward41@cityofchicago.org](mailto:ward41@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:31:24 PM

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Dear Erin Aleman and Anthony Napolitano,

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,

Cheryl Zalenski

[REDACTED], Chicago, IL [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.

**From:** [Connie Williamson](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info; d \[REDACTED\]](#)  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:32:13 PM

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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,

Connie Williamson

[REDACTED], Chicago, IL [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.

**From:** [Kyle Lantz](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:31:55 PM

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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,

Kyle Lantz

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Gavin Chuck](#)  
**To:** [Office@49thWard.org](mailto:Office@49thWard.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:35:04 PM

---

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Dear Erin Aleman and Maria Hadden,

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

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

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Sincerely,

Gavin Chuck

[REDACTED] Chicago, IL [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.

**From:** [Gavin Chuck](#)  
**To:** [Office@49thWard.org](mailto:Office@49thWard.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:35:42 PM

---

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Dear Erin Aleman and Maria Hadden,

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

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Sincerely,

Gavin Chuck

[REDACTED], Chicago, IL [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.

**From:** [Ginalyn Gurski](#)  
**To:** [ward26@cityofchicago.org](mailto:ward26@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:35:42 PM

---

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.

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,

Ginalyn Gurski

[REDACTED] Chicago, IL [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.

**From:** [Sarah Bloethe](#)  
**To:** [Ward39@cityofchicago.org](mailto:Ward39@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:36:07 PM

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Dear Erin Aleman and Samantha Nugent,

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,

Sarah Bloethe

[REDACTED], Chicago, IL [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.

**From:** [Seth Hemming](#)  
**To:** [info@aldermanmartin.com](mailto:info@aldermanmartin.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:38:50 PM

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Dear Erin Aleman and Matt Martin,

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:** [Better Streets Chicago Action Fund](#)  
**To:** [Yourvoice@ward43.org](mailto:Yourvoice@ward43.org)  
**Cc:** [Info](#)  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:40:42 PM

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Dear Erin Aleman and Timmy Knudsen,

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,

[REDACTED] t, 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:** [Saman Tabatabai](#)  
**To:** [ward03@cityofchicago.org](mailto:ward03@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:41:34 PM

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Dear Erin Aleman and Pat Dowell,

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,

Saman Tabatabai

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Christian Bellefeuille](#)  
**To:** [info@the48thward.org](mailto:info@the48thward.org)  
**Cc:** [Info; d \[REDACTED\]](#)  
**Subject:** Please do not advance NDLSD as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:42:19 PM

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Dear Erin Aleman and Leni Manaa-Hoppenworth,

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

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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,

Christian Bellefeuille

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

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**From:** [Tim Shambrook](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:48:07 PM

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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,

Tim Shambrook

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Daniel Gentile](mailto:Daniel.Gentile@the1stward.com)  
**To:** [info@the1stward.com](mailto:info@the1stward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:53:00 PM

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Dear Erin Aleman and Daniel La Spata,

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,

Daniel Gentile

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Garrett Fallon](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 3:59:46 PM

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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,

Garrett Fallon

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Jack Fojut](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:06:05 PM

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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,

Jack Fojut

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

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**From:** [Mike Coutre](#)  
**To:** [info@40thward.org](mailto:info@40thward.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:05:39 PM

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Dear Erin Aleman and Andre Vasquez,

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:** [Erik Christianson](#)  
**To:** [Office@49thWard.org](mailto:Office@49thWard.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:09:25 PM

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Dear Erin Aleman and Maria Hadden,

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

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Sincerely,

Erik Christianson

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Riley Sester](#)  
**To:** [info@the1stward.com](mailto:info@the1stward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:09:37 PM

---

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Dear Erin Aleman and Daniel La Spata,

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,

Riley Sester

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Samuel Mendelson](#)  
**To:** [info@the48thward.org](mailto:info@the48thward.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:10:23 PM

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

Dear Erin Aleman and Leni Manaa-Hoppenworth,

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

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

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

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

Sincerely,

Samuel Mendelson

[REDACTED], Chicago, IL [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.

**From:** [Harrison Gibbons](#)  
**To:** [info@aldermanmartin.com](mailto:info@aldermanmartin.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:11:38 PM

---

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

Dear Erin Aleman and Matt Martin,

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

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

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

Sincerely,

Harrison Gibbons

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Austin Richards](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:12:38 PM

---

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

Dear Erin Aleman and Bennett Lawson,

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

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

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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,

Austin Richards

[REDACTED] Chicago, IL [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.

**From:** [Brian Grindley](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:14:06 PM

---

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

Dear Erin Aleman and Bennett Lawson,

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

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

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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,

Brian Grindley

[REDACTED] Chicago, IL [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.

**From:** [Brita Dallmann](#)  
**To:** [office@aldermanhopkins.com](mailto:office@aldermanhopkins.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:22:44 PM

---

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

Dear Erin Aleman and Brian Hopkins,

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

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

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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,

Brita Dallmann

[REDACTED] Chicago, IL [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.

**From:** [Maggie Gibbons](#)  
**To:** [info@aldermanmartin.com](mailto:info@aldermanmartin.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:22:33 PM

---

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

Dear Erin Aleman and Matt Martin,

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,

Maggie Gibbons

[REDACTED], Chicago, IL [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.

**From:** [Matt Siehoff](#)  
**To:** [info@aldermanmartin.com](mailto:info@aldermanmartin.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:31:01 PM

---

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

Dear Erin Aleman and Matt Martin,

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,

Matt Siehoff

[REDACTED] Chicago, IL 6 [REDACTED]

[REDACTED]

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**From:** [Brian Harrington](#)  
**To:** [info@ward32.org](mailto:info@ward32.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:33:45 PM

---

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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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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,

Brian Harrington

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Adam Drakulic](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:39:52 PM

---

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

Dear Erin Aleman and Bennett Lawson,

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

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

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

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

Sincerely,

Adam Drakulic

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

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**From:** [James Allardyce](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:40:04 PM

---

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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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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 Allardyce

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Chloe Groome](#)  
**To:** [ward34@cityofchicago.org](mailto:ward34@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:47:46 PM

---

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Dear Erin Aleman and Bill Conway,

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,

Chloe Groome

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Art Holzknacht](#)  
**To:** [info@ward32.org](mailto:info@ward32.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 4:53:04 PM

---

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

Sincerely,

Art Holzknacht

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Franco Reyes](#)  
**To:** [info@aldermansposato.com](mailto:info@aldermansposato.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:01:16 PM

---

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Dear Erin Aleman and Nicholas Sposato,

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,

Franco Reyes

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [John Gore](#)  
**To:** [ward12@cityofchicago.org](mailto:ward12@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:07:16 PM

---

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

Dear Erin Aleman and Julia Ramirez,

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,

John Gore

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Sunjay Kumar](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:19:08 PM

---

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

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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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,

Sunjay Kumar

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

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**From:** [Omar Khan](#)  
**To:** [ward26@cityofchicago.org](mailto:ward26@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:21:54 PM

---

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

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.

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,

Omar Khan

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Colin McCarthy](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info; \[REDACTED\]](#)  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:23:18 PM

---

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

Dear Erin Aleman and Bennett Lawson,

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

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

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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,

Colin McCarthy

[REDACTED] Chicago, IL [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.

**From:** [Jocelyn Wilcox](#)  
**To:** [ward34@cityofchicago.org](mailto:ward34@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:27:03 PM

---

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

Dear Erin Aleman and Bill Conway,

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,

Jocelyn Wilcox

[REDACTED], Chicago, IL [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.

**From:** [Delphine Labbe](#)  
**To:** [info@the1stward.com](mailto:info@the1stward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:43:03 PM

---

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Dear Erin Aleman and Daniel La Spata,

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,

Delphine Labbe

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Cooper Whitley](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:52:16 PM

---

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Dear Erin Aleman and Bennett Lawson,

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

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

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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,

Cooper Whitley

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Brandon Bell](#)  
**To:** [info@the48thward.org](mailto:info@the48thward.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:54:02 PM

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Dear Erin Aleman and Leni Manaa-Hoppenworth,

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

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

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

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

Sincerely,

Brandon Bell

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Brandon Bell](#)  
**To:** [info@46thward.com](mailto:info@46thward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:54:06 PM

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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.

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 Bell

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Jessie Steckling](#)  
**To:** [info@the1stward.com](mailto:info@the1stward.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 5:58:52 PM

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Dear Erin Aleman and Daniel La Spata,

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,

Jessie Steckling

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Nicholas Haile](#)  
**To:** [ward04@cityofchicago.org](mailto:ward04@cityofchicago.org)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 6:16:36 PM

---

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Dear Erin Aleman and Lamont Robinson,

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

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

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

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

Sincerely,

Nicholas Haile

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Nicholas I McGregor](#)  
**To:** [ward26@cityofchicago.org](mailto:ward26@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 6:42:29 PM

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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.

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,

Nicholas I McGregor

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Matt Owen](#)  
**To:** [Walter@aldermanburnett.com](mailto:Walter@aldermanburnett.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLS as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 7:37:48 PM

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Dear Erin Aleman and Walter Burnett,

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,

Matt Owen

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Jim Hodapp](#)  
**To:** [Yourvoice@ward43.org](mailto:Yourvoice@ward43.org)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLSLSD as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 7:42:56 PM

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Dear Erin Aleman and Timmy Knudsen,

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,

Jim Hodapp

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Kai Oishi](#)  
**To:** [ward34@cityofchicago.org](mailto:ward34@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 8:25:39 PM

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Dear Erin Aleman and Bill Conway,

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,

Kai Oishi

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Nina Holl](#)  
**To:** [Walter@aldermanburnett.com](mailto:Walter@aldermanburnett.com)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 8:32:31 PM

---

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Dear Erin Aleman and Walter Burnett,

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,

Nina Holl

[REDACTED] Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Liz Lehman](#)  
**To:** [ward03@cityofchicago.org](mailto:ward03@cityofchicago.org)  
**Cc:** [Info](#); [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 9:49:27 PM

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Dear Erin Aleman and Pat Dowell,

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,

Liz Lehman

[REDACTED], Chicago, IL [REDACTED]

[REDACTED]

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**From:** [Neil Marklund](#)  
**To:** [ward44@cityofchicago.org](mailto:ward44@cityofchicago.org)  
**Cc:** [Info](#) [REDACTED]  
**Subject:** Please do not advance NDLSL as a Priority Project on the Constrained List  
**Date:** Friday, April 17, 2026 11:26:44 PM

---

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Dear Erin Aleman and Bennett Lawson,

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

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

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

Sincerely,

Neil Marklund

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

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