

## Honorary Membership Nomination Narrative

Nominee: Thomas Bradshaw

Nominee's Address: 7416 Grist Mill Road

City/State/Zip: Raleigh, NC 27615

Phone: 919-847-1459

Nominator: Brian Starkey, NC Chapter Trustee



The late 1960s and 1970s were turbulent times. The US engaged in an unpopular war in Vietnam, the black rights movement was maturing, the women's rights movement was emerging, the environmental movement was gaining attention and traction. In Raleigh, NC all of these energy sources interacted to change the trajectory of the somewhat sleepy Capital City and State government. This nominee for Honorary Member of the ASLA stepped up and played a major roll in this process for a half century.

In the late '60s the League of Women Voters hosted an initiative to change the way Raleigh's City Council was elected, and to suggest numerous opportunities to better manage the City's growth. They sought public involvement in preparation of a "Goals for Raleigh" report and succeeded in getting a ballot referendum. The public approved amendments to the way the City Council was elected, to include at-large and district representation, and direct election of the Mayor. The first Council seated under this new process was in 1971.

Tom Bradshaw had been elected and sworn onto Raleigh's City Council in 1969. He was the youngest Councilor in Raleigh's history. In 1971 he ran for and was elected Mayor, serving through 1973. Under his leadership and the support of Council members, the City realigned its management programs, by taking incremental steps to better reflect the contemporary public interest. In retrospect, this was clearly the beginning of Raleigh's ascension into the ranks of a world-class-city.

Raleigh did not exist prior to 1792, when the State's General Assembly chose the site for its new, and centrally located, Capital City. The siting criteria required a high spot for the new Capitol building, thereby avoiding any major water courses. Thus it had no coastal port, no river transportation, no access to an existing rail line, no connector to a Colonial road, and only soil & gravel roads outside the City limits up to the time of a 1920 State Highway map. Thus the new city experienced neither flood damage for its first 150+/- years, nor any significant growth due to the absence of infrastructure.

After flooding of new development in the early 1960s, the response was to contract with the Corps of Engineers for plans to channelize the major creeks on the north and south sides of the

city. Those contracts were cancelled by the Council seated under the new election structure with Tom as Mayor, and the focus was switched to securing floodplain mapping and National Flood Insurance coverage, as well as appropriate local zoning regulations. This was quickly followed by sediment control regulations; and collaboration with the State on wetland avoidance.

Another step was appointment of a "Greenways Advisory Committee" to recommend how to proceed with implementation of a greenway concept that had been introduced in 1969 and further explained in a 1972 report. The City created a Greenways Program and adopted a plan for a continuous and interconnected riparian corridor network of greenways about a year later. It has now been recognized as the first comprehensive, jurisdiction-wide greenway plan and program in the US, by Charles Little in his 1990 book "Greenways for America".

In 1977 an election changed the State government's administration and led to Tom Bradshaw being appointed Secretary of the Department of Transportation. In that role he applied his proven skill sets to advance the State's image, infrastructure, and future prosperity. He spent much of his first year walking the halls in DC, promoting and explaining the State's need for transportation infrastructure improvements and priorities. This served as the foundation for the following seven years of maintenance, upgrades, and new projects. He also supported and expanded the embryonic NC Bicycle Program in the NCDOT, which had been the first established in the US, further contributing to the rights and safety of bicyclists on public ROW.

Following his successful direct public service, Tom joined Citigroup Global Markets as Managing Director and Co-Head of the Transportation Group. He has also served the public indirectly as: a member of the Southern Growth Policies Board, the Executive Committee of the Transportation Research Board of the National Academy of Sciences, Vice Chairman of the NC Global TransPark Authority, and as an active presence in numerous civic and nonprofit entities of all scales.

Throughout his public and private career, Tom Bradshaw has been a leader, open to pursuing new initiatives, making improvements to the status quo, and advancing opportunities and the quality of life through attention to decision making processes. He has used vision, policies, planning, designs, regulations and laws to manage the delivery of quality land use patterns, specific public use opportunities, and safety, consistent with the purposes of the Landscape Architecture profession.



# TRIANGLE GREENWAYS COUNCIL

Honorary Membership Nomination  
C/O Honors and Awards  
636 Eye Street, NW  
Washington, DC 20001-3736

## ADVISORY BOARD MEMBERS

TERRY REEVES  
SMEDES YORK  
GREGORY POOLE

Dear Distinguished Committee Members:

It is with enthusiasm that I write in support of Tom Bradshaw's nomination for Honorary Member of the ASLA. Our paths first crossed in 1970 when I was a summer intern in Raleigh's Parks and Recreation Department, and he was in his first term on the City Council. Thereafter, I chose to prepare a Graduate Project report on the benefits, potential, and methodology of establishing a greenway system in Raleigh.

The original greenways concept had been introduced to the City in 1969, in a five-year budget proposal for the recently merged P&R Department. While an intriguing document, it was not a sufficient explanation to support action on greenways, and there were also institutional barriers to be navigated. When I presented the final project report to the City Council in 1972, Tom was Mayor and the Council was much more favorable.

Over the next two years the City made incremental and significant changes to its land use decision making structures in preparation, in part, for adoption and implementation of its new greenway plan and program. This was a bold step that has resulted in accumulation of almost 4000 acres of continuous and interconnected riparian-based greenway corridors throughout the City's jurisdictional area; and 120 miles of paved greenway trails for non-motorized use. Public surveys consistently find that the greenways network is the most appreciated P&R facility for both its natural green infrastructure and unprogrammed recreational functions. Tom's vision and leadership over his tenure on Raleigh's City council were instrumental to this success. Beyond Raleigh, the greenway concept, in variations of naturalness vs trail efficiency, has spread across the region, state, and country over the past four+ decades.

In 1973 I was approached about an appointment-opportunity to serve on an advisory committee to a new Bicycle Program within the NCDOT. I accepted. Then, a pending election raised the uncertainty of a change in Governor, and possibility for loss of the administratively created Bicycle Committee. A citizen's initiative was launched to seek Legislative authorization for the Bicycle Committee, including its purposes, programs, and processes. Jim Hunt was elected the new Governor, and he appointed Tom Bradshaw to be the new Secretary of the NCDOT. One of his first assignments was to review Bills pending before the Legislature, to recommend which deserved the new Governor's support. He gave a thumb's-up to the authorization of a permanent Bicycle Committee.

This led the Bicycle Committee to propose NCDOT Administrative Procedure amendments to specify the responsibilities for integrating program activities related to bicycle planning, design, construction, and maintenance. After internal review, the proposal was sent by Sec. Bradshaw to the responsible administrators throughout the department for refinement, adoption and

## BOARD MEMBERS

JON ANDERSON, WILLIAM BREAZEALE, SKIP BROWDER, NORMAN CAMP, RICK CANNITY, SUSAN CARL, BONNIE ESTES,  
WILLIAM FLOURNOY, LARRY GILES, ROBERT HINSON, ANDREW LEAGER, DAVID PERMAR, GRADY SHIELDS.

institutionalization; for bicycling issues to be integrated at the state, regional, and local scales; and adoption of appropriate design alternatives. A tangible result of this effort was NC being the first State with an authorized Bicycle Program, and the Board of Transportation authorizing the current 5000+ miles of planned, signed, and mapped cross-state Bicycling Highways within its system. And, NC local governments also having a structure and guidance for their bicycle projects for more than a decade before the USDOT addressed the issue through its broader Trails Program, created in 1992.

In reflection, it is now clear that Tom's leadership and conflict resolution skills were a key factor to these successes. Both the City of Raleigh and State of NC are better places as a result of his public service. His macro scale presence resulted in quality of life opportunities being conserved and improvements being available to the general population through their every-day landscapes. His vision of what's possible is now found on the land.

Sincerely,

A handwritten signature in blue ink that reads "Bill Flournoy". The signature is fluid and cursive, with a long, sweeping tail that extends to the right.

William L. Flournoy, Jr. FASLA

President

TGC Board of Directors

THE  
CONSERVATION FUND

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January 22, 2019

American Society of Landscape Architects  
Honors and Awards  
636 Eye Street, NW  
Washington, DC 20001-3736

Re: Honorary Landscape Architect Nomination for Thomas W. Bradshaw of NC

Dear Friends:

I am writing to support the nomination of Thomas W. Bradshaw of Raleigh, North Carolina as an Honorary Landscape Architect.

Tom Bradshaw has been a positive force for civil rights, inclusion, multi-modal transportation and land & water conservation at the local, state and national levels. He served on the Raleigh City Council from 1969-71 and as Mayor from 1971-73. He helped pave the way for the election of Clarence Lightner, Raleigh's first African-American Mayor in 1973.

Thanks to his leadership Raleigh shifted from trying to manage flooding by channelizing and destroying its creeks and floodplains to developing its Greenways Program. Raleigh adopted a plan for a continuous and interconnected network of greenways. I believe it was the first comprehensive greenway plan in the US.

The Capital Area Greenway System has over 100 miles of trails in Raleigh. More are planned. Raleigh's greenways connect to greenways in other cities and towns and to the NC Mountains to Sea Trail and to the East Coast Greenway.

Tom tirelessly advocated for the construction of Falls Lake, the regional water supply for Raleigh and eastern Wake County. Tom also set the standard of Raleigh Mayors advocating for protection of the quality and quantity of water in Falls Lake. His leadership over 40 years ago continues with Raleigh's Watershed Protection Program and in the Upper Neuse River Basin Association.

Governor Jim Hunt tapped Tom to lead his Department of Transportation in 1977. As Secretary of Transportation Tom supported NC's Bicycle Program and state funding for

municipal transit systems. Tom was the first Secretary of Transportation in NC to advocate for investments in all modes of transportation not just highways.

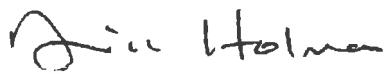
Tom worked at Citigroup Global Markets as a Managing Director.

After Tom retired from Citigroup he re-engaged in his community. He served on the Board of Directors of the Triangle Land Conservancy, a regional land trust. He currently serves on the Board of Directors of Southeast Raleigh Promise, a non-profit that is promoting community economic development in Southeast Raleigh.

Throughout his life Tom has advocate for conservation and economic development.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Bill Holman". The signature is written in a cursive style with a large initial "B" and "H".

Bill Holman

NC State Director

January 14, 2019

Honorary Membership Nomination  
c/o Honors and Awards  
636 Eye Street, NW  
Washington, DC 20001-3736

**RE: Nominee Thomas Bradshaw  
7416 Grist Mill Road  
Raleigh, North Carolina 27615**

Dear Committee Members:

I write this letter in support of Thomas Bradshaw being honored as an Honorary Member of the ASLA. Tom served as Mayor for the City of Raleigh in the early 1970s. This was a time of change, including founding our greenway plan. This greenway system, though starting small, has now grown to over 120 miles of paved trails, and provides our citizens access to many natural locations within our City.

As one of Tom successors years later, I know the importance of his leadership. It is for this and other reasons, that I nominate Tom as an Honorary Member in your Association.

Please feel free to give me a call at (919) 890-4168 if you have any questions about this letter.

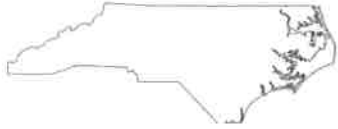
With best wishes,

Sincerely,



Charles C. Meeker  
Raleigh Mayor 2001-2011

CCM:act



Governor of North Carolina  
1977-1985      1993-2001

**The Honorable James B. Hunt, Jr.**

P.O. Box 6449  
Raleigh, NC 27628

January 4, 2019

Honorary Membership Nomination  
C/O Honors and Awards  
636 Eye Street, NW  
Washington, DC 20001-3736

Dear Nomination Committee Members:

It is an honor to give my highest and strongest recommendation for Tom Bradshaw's nomination for Honorary Member of the ASLA.

When I was elected to my first of four terms as Governor of North Carolina, I appointed Tom as my first Secretary of the Department of Transportation. He had served as Mayor of Raleigh and led the city through a period of great growth and prosperity. Tom's leadership was exactly what I needed to lead the department and push federal officials for critical infrastructure improvements. Tom was especially skilled at balancing economic growth with protecting the environment and preserving the natural resources that make North Carolina so special.

I have known Tom for many years and have always admired his commitment to public service and vision for the greater good. I cannot think of anyone more deserving of this recognition and hope that you will give him every consideration.

Warmest regards,

James B. Hunt, Jr.