

January 2017

ASLA LaGasse Medal Nomination
Non-Landscape Architect Category
c/o Carolyn Mitchell
636 Eye Street, NW
Washington, DC 20001-3736

Re: Nomination of Janette Sadik-Khan, LaGasse Medal

Dear ASLA Executive Committee and Board of Trustees,

It is with great pleasure and enthusiasm that I join my colleagues in nominating Janette Sadik-Khan for the LaGasse Medal in the Non-Landscape Architect category. Through her work, Sadik-Khan has become an influential voice for making pedestrians and cyclists a priority in a city's growth. She has spread her message through a Ted Talk, newspaper articles, lectures, and the book *Streetfight: Handbook for An Urban Revolution*. Her most notable accomplishments came when she led the New York City Department of Transportation for nearly 6 years as Commissioner. In that role, she managed one of the greatest transformation efforts to New York City's public realm in over 50 years, overseeing the building of nearly 400 miles of bike lanes, more than 60 pedestrian plazas, and the creation of Citi Bike, which is known as the nation's largest bike share system.

Janette Sadik-Khan was born in San Francisco, California and raised in New York City. She earned a B.A. in Political Science from Occidental College in Los Angeles, California and a J.D. from Columbia University School of Law. Sadik-Khan's first major role in public policy was as a transportation advisor to Mayor David Dinkins in the early 90's. She later served as the Deputy Administrator at the United States Department of Transportation in Washington, DC under President Bill Clinton, and was a Senior Vice President at Parsons Brinckerhoff after that. In 2007 Sadik-Khan was appointed Transportation Commissioner by New York City Mayor Michael Bloomberg and served in that role from 2007-2013. She has since worked at Bloomberg Associates as Principal of Transportation. In that role, Sadik-Khan continues to reimagine and redesign cities throughout the world by collaborating with mayors that want to improve the quality of life of their citizens through the implementation of innovative transportation practices.

For the first time in history, the majority of the world's population lives in cities rather than in rural areas. According to a study by the United Nations, the number of "mega-cities" increased from 10 in 1990 to 28 in 2014 and is expected to increase to 41 in 2030. With this trend, a greater emphasis on sustainable development is needed. Sustainable development includes protecting and providing valuable open space as well as improving transportation systems. New York City is a mega-city and in 2007 it was overdue for a transformation. As Commissioner of the New York City Department of Transportation, Janette Sadik-Khan was the visionary that pushed forward an agenda that championed and managed programs that would make it easier and safer to get around New York City and make it a better place for residents and businesses.

During Sadik-Khan's tenure as the Commissioner, she was responsible for managing a \$2 billion annual budget and 4,700 employees. With that budget and workforce, along with collaboration from other New York City agencies, consultants, and citizen groups, Sadik-Khan led and/or collaborated in efforts to improve safe and efficient mobility and expand the public realm by converting traffic lanes to bike lanes,

introducing bike share, and transforming streets to plazas. Despite meeting vocal opposition and being sued, Sadik-Khan pushed forward with the installation of bike lanes, bike share stations, and plazas throughout New York City to make pedestrians and cycling a priority over cars. Her efforts are now celebrated and appreciated by the citizens and visitors of New York City. One of the most notable transformations she led was the pedestrianization of Times Square and redesigning 2.3 miles of Broadway from Columbus Circle to Union Square. Sadik-Khan also developed and published New York City's first-ever Street Design Manual and Street Works Manual which defined new standards for creating more resilient and attractive streets. With only asphalt and concrete to start off with, Sadik-Khan worked closely with planners, engineers, and landscape architects to convert approximately 180 acres of motor vehicle dominated road space to safe and welcoming spaces for bicycles and pedestrians. Sadik-Khan's thumbprint can be seen in the five boroughs with the Neighborhood Slow Zone Program, DOT's Urban Art Program, DOT's Street Seat parklet program, LOOK! safety campaign, DOT's Summer Streets program, audio pedestrian crossing signals, extensive bike lane network, large bike share system, pedestrian plazas, walkable intersections, and wayfinding.

At the pinnacle her career, Sadik-Khan has been called a "bicycle visionary" by the New York Times, "equal parts Jane Jacobs and Robert Moses," by New York magazine, and one of "The Most Innovative and Practical Thinkers of Our Time" by Slate. She has won numerous awards including:

- the Rockefeller Foundation's Jane Jacobs Medal for New Ideas and Activism
- the National Audubon Society's Rachel Carson Award
- the Cooper-Hewitt National Design Museum's Design Patron Award
- the AIA's George S. Lewis Award
- the APA's Lawrence M. Orton Award
- the Philadelphia Center of Architecture's Edmund N. Bacon Memorial Award
- the ITS America's Smart Solution Spotlight Award.

Additionally, Sadik-Khan continues to influence her field by serving as the chair of the National Association of City Transportation Officials and as a member of the Board of Directors for the Institute for Transportation and Development Policy, and the Regional Plan Association. It is because of Sadik-Khan's past and continued efforts to advocate for the expansion of the public realm in our cities, the significant physical and policy impacts she has made to the cityscape, and her use of landscape architects to make these tactical interventions that I ask that you recognize her achievements and contributions by awarding her the 2017 LaGasse Medal. Thank you for your consideration.

Sincerely,



Luis F. González, PLA, ASLA, AICP
Senior Project Designer

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OF LANDSCAPE BOX 355734 BUILT
WASHINGTON ARCHITECTURE SEATTLE, WA 98195-5734 ENVIRONMENTS

January 30, 2017

Dear ASLA LaGasse Medal Committee:

Understanding the importance of changing the way we think about cities; I am honored to support the nomination of **Janette Sadik-Khan** for the ASLA LaGasse Medal for a non-landscape architect. Ms. Sadik Kahn serves as a "public intellectual" with national reputation for addressing the nation's public landscapes in the context of cities and urban developments. She is a leader who has concerned herself with the "impact of science and philosophy on man's perception of a rational universe" by changing how we perceive movement through a major 21st century city, New York City. Her work is having an impact across the country as we seek to make cities safer, healthier, and happier.

Janette Sadik-Khan was appointed commissioner of the New York City Department of Transportation in 2007 under Mayor Bloomberg. While Commissioner she transformed the focus of the department from traffic and cars to pedestrians and bicycles, essentially from machines to people. She oversaw the operation and management of some 6,300 miles of streets throughout the city's five boroughs. In doing so, she took this already complex job and turned it into a catalyst for change developing it into a hallmark example for cities across the country.

Despite an apparently ample budget of some \$2 billion, Sadik-Khan did not begin by spending huge amounts of money. Instead she adopted a start-up approach to urban innovation: rapid testing and regular iteration. She gathered ideas, and tried them at a small start up scale. If one didn't work, she tried something else, no harm done, little lost. In Times Square, a tourist site visited daily by 350,000 people, she and the department created pedestrian zones by painting the asphalt and setting up cheap lawn chairs. The success of the project was so marked that she was able to persuade authorities to establish 50 pedestrian zones throughout the city, in the process, repurposing 26 acres of space previously allocated to cars. In 2013, she helped to introduce the instantly-popular Citi Bike bicycle-sharing program to the city, making New York the cycling capital of the United States. Her ideas and projects are being imitated in cities around the nation including Seattle, Chicago, and Los Angeles.

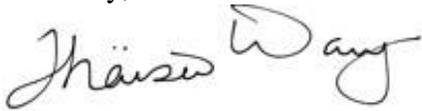
Jason Gray of the Wall Street Journal described Ms. Sadik-Khan's six-year tenure as commissioner as, "a full reconsideration about how an entire city moved—the way

people got to their jobs and their families and their dinners. The New York grid had been re-patterned in a way that made an unwieldy town move more fluidly—surveys now show vehicular traffic moving at a better rate since the bike lanes and bike share arrived. " In short, her projects altered the structure of a city through a focus on the people that lived and visited there.

Furthermore, honoring Ms. Sadik-Khan with this ASLA Medal is an opportunity to acknowledge the critical role of urban landscapes as public landscapes, and our immense road and sidewalk networks as public spaces. Ms. Sadik-Khan has brought immense attention to this public space and its importance as urban landscape, knitting the city into a coherent whole with the potential to improve the lives of every citizen. In this role she has been an advocate for public landscapes in her engagement as an accomplished and compelling public speaker. She has been a guest on TED as a part of the TedCity 2.0 series: Re-Imagining the City hosted by John Cary. It is a engaging piece that has been used in classes and workshops in programs across the nation. Her talks inspire and incite her audiences, bringing an enthusiasm to the topic of traffic and transportation engineering that few of us could predict.

Once again, I am honored and thrilled to support the nomination of Ms. Sadik-Kahn for a LaGasse Medal.

Sincerely,

A handwritten signature in black ink that reads "Thaisa Way". The signature is written in a cursive, flowing style.

Thaisa Way Ph.D., ASLA, FAAR
Professor, Landscape Architecture
Adjunct Professor, Architecture
Adjunct Professor, History

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February 2, 2017

ASLA LaGasse Medal Nomination
Non-Landscape Architect Category
c/o Carolyn Mitchell
636 Eye Street, NW
Washington, DC 20001-3736

Re: Nomination of Janette Sadik-Khan, LaGasse Medal

Dear ASLA Executive Committee and Board of Trustees,

It is without reservation that I join my colleagues in nominating Janette Sadik-Khan for the LaGasse Medal. I'm sure you will hear and read about the impressive impact her work and policies have had in the public realm of NYC as well as urban centers in cities around the globe; including those with very few resources.

The list of her accomplishments is almost exhausting, the most notable ones gained were achieved in a brief 7 years as NYC DOT Commissioner. Where others before her were ground down by the "no" policies of DOT, she employed her unique and versatile bag of tricks accumulated over a diverse span of educational and work experience. She boldly challenged "no" conventions with a mix of legal, transportation and political urbanist strategy that created "temporary" public plazas in the fragments of space left over from Broadway's idiosyncratic collision with Manhattan's street grid. She recognized that tactical interventions, if categorized as "temporary", didn't require the public approval hurdles and, in effect, dared anyone in DOT to snatch back spaces that immediately and permanently seduce the city's pedestrian world.

The same tactics were employed when we and lawyers proposed a "temporary" walkway and bikeway along the Hudson River and the new Westside highway construction that was deemed a "safety measure" to accommodate the inevitable pedestrian attraction to the river. We knew, once New Yorkers came, they would never give their riverfront back. It is now Hudson River Park. We need to emulate these tacticians to achieve our goals.

Since the 1970s, I have been the lone NYC landscape architect who saw the extraordinary potential of the 90 acres of small social spaces (POPS) and their impact on the lives of New Yorkers within 2 or 3 blocks. I have done over 50 of them in the densest neighborhoods in Manhattan.

Janette's policy to unleash more of these powerful spaces didn't stop along Broadway. Thanks to her, we are designing more street closings or narrowings to produce the same vibrant social spaces in underserved neighborhoods of Queens, Brooklyn and the Bronx. It is this arena that our social sustainability impact as a profession has been neglected; and is now being awakened. When people like Janette open these doors of opportunities, we as a profession should knock them down! By recognizing Janette's contribution, we will encourage the next and the next Janette to think creatively so that we can work creatively.

Thank you for your consideration of this deserving friend of landscape architecture and our cities.

Sincerely,

A handwritten signature in black ink, appearing to read 'TB', with a long, sweeping flourish extending to the right.

Thomas Balsley, PLA, FASLA
Principal

February 3, 2017

ASLA LaGasse Medal Nomination
Non-Landscape Architect Category
c/o Carolyn Mitchell
636 Eye Street, NW
Washington, DC 20001-3736Name

Re: **Nomination of Janette Sadik-Khan, LaGasse Medal**

Dear ASLA LaGasse Medal Committee:

Walking and Bicycling are two of the most basic modes of transportation, and it is my honor to support the nomination of Janette Sadik-Khan for the LaGasse Medal in the Non-Landscape Architect category. As Commissioner of the New York City Department of Transportation from 2007 to 2013, Ms. Sadik-Khan led one of the greatest transformation efforts within the public realm of New York City in over 50 years. Beyond her role as commissioner, she has become an influential voice for making bicyclists and pedestrians a priority with the urban environment and transportation network.

Beyond Ms. Sadik-Khan's efforts to expand New York City's bicycle network with over 400 miles of bicycle lanes, the development of more than 60 urban pedestrian spaces, as well as the implementation of Citi Bike, the national largest bicycle share system, she has led the efforts to improve safe non-motorized transportation throughout all five boroughs. Ms. Sadik-Khan often faced significant opposition in her role with the City; however she continued to move ahead with improvements to the urban transportation network with the greater interests of the people. Other achievements include developing the Neighborhood Slow Zone Program, implementing the Urban Art program, Summer Street program, LOOK! Safety campaign, and the Street Seat parklet program.

As a non-landscape architect, Ms. Sadik-Khan's vision for making the urban realm a greater place for users of all modes, and in most particular improving the non-motorized transportation network, was visionary and has become inspirational for cities of all sizes throughout the country and world.

Finally, as chair of the National Association of City Transportation Officials (NACTO), and other influential organizations, Ms. Sadik-Khan continues to spread her passion for advocating and sharing her vision for making urban spaces better for all. In conclusion, honoring Ms. Sadik-Khan with this ASLA LaGasse Medal is an opportunity to acknowledge the important role of public spaces, and her continued contribution to improving the urban realm.

Once again, I am honored to support the nomination of Ms. Sadik-Kahn for a LaGasse Medal.

Sincerely,
WESTON & SAMPSON PE, LS, LA, PC



Daniel P. Biggs, ASLA
Senior Landscape Architect / Team Leader



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Your new way around New York.
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1-day pass	\$ 2.00 (unlimited rides)

To avoid confusion, please return bikes to a station within 30 minutes.

Quarter-hour	Hourly	Additional 15 min
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\$ 0.50	\$ 5.00	additional \$ 0.50
\$ 0.60	\$ 6.00	additional \$ 0.60

Account info: Account membership is only \$5. Sign up at www.citibikenyc.com

2. Ride

Before you start your ride, you must scan the QR code on the bike. The bike will be put on your phone.

3. Return

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- Obey traffic lights
- Ride with traffic

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citi bike

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Before



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After

