2026 AIA Fellowship

Candidate Etty Padmodipoetro
Organization Urban Idea Lab LLC
Location Jamaica Plain, Massachusetts
Chapter AIA Massachusetts; Boston Society of Architects/AIA

Category of Nomination
Object 4 (Government, Industry Org, Public Service) > Public Service

Summary Statement
Etty Padmodipoetro advances transportation infrastructure design standards by centering people. Working across disciplines, she engages public officials, professionals, and citizens in reimagining multimillion-dollar engineering projects to achieve more accessible, equitable, and human-scaled communities.

Education
Harvard University, Cambridge, MA, 2005-2006, Loeb Fellow, Advanced Fellowship in Environmental Design
University of Minnesota, Minneapolis, MN, 1977-1982, Bachelor of Architecture with Distinction
University of Minnesota, Minneapolis, MN, 1975-1979, Bachelor of Environmental Design with Distinction

Licensed in:
Massachusetts, #6296, 1985-present

Employment
Urban Idea Lab, LLC, Boston, MA
Principal and Founder, 2013-Present

Rosales & Partners, Boston, MA
Vice President, 2005-2013

Stull & Lee Inc., Boston, MA
Senior Associate, Director of Urban Design, 1986-2005

Arrowstreet, Inc., Cambridge, MA
Junior Architect, 1984-1986

Wallace Floyd Ellenzweig Moore, Cambridge, MA
Junior Architect, 1982-1984

THE NEW SCHOOL
PARSONS
School of Constructed Environments | Architecture
2 West 13th Street | New York, New York 10011

04 October 2025

Mr. Garner, FAIA, NOMAC, LEED AP ND, Chair
and Distinguished 2026 Jury of Fellows:

Re **Etty Padmodipoetro, AIA**

It is my distinct honor to sponsor Etty Padmodipoetro, AIA for her 2nd-year fellowship application to the American Institute of Architects. Etty thoughtfully responded to the 2025 juror feedback, adding empirical evidence of the context and outcomes of her work and restructuring her submission to align with Object 4: Public Service, which addresses juror concerns about the mismatch of her expertise with Object 5.

In retrospect, Etty's fit with Object 4 should have been self-evident from the outset. She has a long record of service as an architect/urban designer on transportation infrastructure projects, having secured multi-year contracts with such public sector clients as MassDOT, the Massachusetts Turnpike Authority, and the Massachusetts Bay Transportation Authority. All seven of her initial references were enthusiastic about revising their letters to reflect her new object alignment.

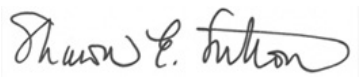
Furthermore, Etty established the baseline that jurors need to assess the extent of her transformations, adding "before" images and other quantitative data. For example, she provided the construction budgets for each of her exhibits to show that she is entrusted with leading projects costing taxpayers billions of dollars, a public trust that Etty takes very seriously by insuring their maximum benefit to local communities. As you will see, her projects range from a low of $20 million for the Bremen Street Park to a high of $2.4 billion for the Allston Multimodal Project, an ongoing endeavor that she began in 2015.

Etty also established that these projects have extraordinary durability, for example the service life of bridge projects is typically 75 to 100 years and that of parks can virtually be in perpetuity because, as trees mature, parks actually improve. Finally, Etty added information on the scope of her projects, for example the $2.1 billion MBTA Green Line Transformation Project includes four branches that serve the Boston, Brookline, and Newton communities with 23 miles of commuter rail and 67 stations. This project will last generations into the future.

Finally, to clarify the ripple effect of her efforts to engage public officials, professionals, and citizens in reimagining transportation infrastructure, Etty made extensive revisions to her list of public engagements.

Etty Padmodipoetro, AIA is an undisputed leader in raising the standards of transportation infrastructure design. I hope that she will be among those you elevate in 2026 to fellowship in the American Institute of Architects.

Respectfully,



Dr. Sharon Egretta Sutton, FAIA
Distinguished Visiting Professor of Architecture | Parsons
American Academy of Arts & Letters | Arch Department
AIA/ACSA Topaz Medallion | ACSA Distinguished Professor
Medal of Honor | AIA Seattle and AIA New York Chapters

1.0 Summary of Achievements

Etty Padmodipoetro advances transportation infrastructure design standards by centering people. Working across disciplines, she engages public officials, professionals, and citizens in reimagining multimillion-dollar engineering projects to achieve more accessible, equitable, and human-scaled communities.

Etty Padmodipoetro, AIA

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN

Etty Padmodipoetro successfully leverages multi-million dollar infrastructure investments to underwrite expanded project scopes—without additional cost—that improve community living conditions. She takes a holistic design approach that enhances the environment while uplifting user experience.

Etty's formative years were spent as the lead urban designer for East Boston on Boston's $14.6B Central Artery/Tunnel Project (aka "the Big Dig"). That section initially included a narrow buffer with a 30-foot-high noise wall to mitigate the effects of the viaduct on the adjoining community. Rather than simply improving the aesthetics of the wall, Etty saw an opening and campaigned to re-allocate the wall budget to establish what became Bremen Street Park. From this experience, she recognized that infrastructure mega-projects, which often disproportionately burden adjoining communities, also offer an opportunity to improve them. Etty's approach shifts engineering-focused transportation projects to ones that achieve human-centered designs and enhance surrounding neighborhoods.

Etty's long track record of service to public sector clients has resulted in their support of her proposals to achieve a larger social purpose within their infrastructure budgets. Leading her Urban Idea Lab team, she has provided leadership on such major infrastructure projects as the Allston Multimodal, MBTA's Green Line Transformation and the RFK Bicycle and Pedestrian Bridge, among others. She raises transportation infrastructure standards by reframing project scopes to eliminate blight and foster thriving communities.

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

Etty's transportation infrastructure practice results in accessible, just, and human-scaled communities. As an urban designer and architect, she uses infrastructure investments to achieve inclusive, muti-dimensional projects that serve the needs and interests of diverse constituents, reframing engineering projects to center on and respect the users.

For example, the Christina and John Markey Memorial Pedestrian Bridge, which connects Wonderland Station to the national historic landmark Revere Beach, provides an accessible path, not just for commuters, but also for residents of the greater Boston Metropolitan area. The design achieves the client's and the City of Revere's goals for an iconic bridge, while also revitalizing the area through enhanced walkability.

Etty far exceeds ADA requirements in defining accessibility standards. For example, on the Twenty-Five Commuter Rail Accessibility Study for the Massachusetts Bay Transit Authority, she redefined the traditional concept of station accessibility to extend well beyond the limits of the stations. Based on her advocacy, the project scope was expanded to include urban-scale connectivity between each neighborhood and its stations. Etty's recommendations are currently being implemented at the Wellesley Hills and Wellesley Square commuter rail stations and, when the study is fully implemented, the commuter rail system will be fully accessible.

By expanding the engineering scope of infrastructure design projects, Etty seamlessly integrates functionality and aesthetics with an expansive universal accessibility.

ENGAGING PUBLIC OFFICIALS, PROFESSIONALS, AND CITIZENS

Existing aging and failing transportation infrastructure presents a generational opportunity for an innovative approach in reimagining how to meet the needs of the future.

When starting design, Etty initiates a collaborative visioning process among public officials, professionals (including engineers and other architects), and community stakeholders. She approaches each project inclusively, through strategy sessions, workshops, charrettes, public and one-on-one meetings, that result in a robust collective effort to define the scope of the projects. Her designs integrate engineering requirements with aesthetic considerations.

Etty also provides industry leadership by mentoring the next generation of architects and engineers in the exciting possibilities of infrastructure design, holding regular meetings with emerging architects and students. During a weeklong design charrette, Etty teamed with Seattle officials and a local practitioner to guide students and faculty at the University of Washington in reconceiving the city's historic King Street Station as a multimodal transportation center.

As an architect with a global perspective and experience in creating equitable communities, Etty also provides leadership in rethinking transportation infrastructure through conference panel presentations and industry workshops. She answered a call from the Indonesian government to join a steering group on a series of workshops to create a sustainable plan for redeveloping the area surrounding the historic Borobudur Temple, thereby expanding her influence on the industry well beyond the geographical limits of her current design practice.

"Through her practice and professional service, Etty is a passionate advocate for people-centered infrastructure design, shaping projects, influencing policies, and inspiring the next generation of designers."

Anne-Marie Lubenau, FAIA
Lecturer in Urban Planning and Design
Graduate School of Design, Harvard University

PROFESSIONAL PRACTICE

Urban Idea Lab, LLC, Boston, MA
Principal and Founder, 2013-Present

Rosales & Partners, Boston, MA
Vice President, 2005-2013

Stull & Lee Inc., Boston, MA
Senior Associate, Director of Urban Design, 1986-2005

Arrowstreet, Inc., Cambridge, MA
Junior Architect, 1984-1986

Wallace Floyd Ellenzweig Moore, Cambridge, MA
Junior Architect, 1982-1984

EDUCATION

Loeb Fellow, Advanced Fellowship in Environmental Design
Harvard University, Cambridge, MA, 2005-2006

Bachelor of Architecture with Distinction
University of Minnesota, Minneapolis, MN, 1977-1982

Bachelor of Environmental Design with Distinction
University of Minnesota, Minneapolis, MN, 1975-1979

PROFESSIONAL ACCREDITATIONS & LICENSES

Licensed Architect
Massachusetts, #6296, 1985-present

FELLOWSHIPS

Richard Upjohn Fellow
American Institute of Architects, 2024

ACADEMIC SERVICE

Crossing The Pell Design Studio
Rhode Island School of Design, Spring 2021
Guest Reviewer

Integrasi dan Olah Desain Kawasan Pusaka Studio
Adaptive Design and Development in a Historic District – Design Studio
School of Architecture
Gajah Mada University, Spring 2021
Studio Critic

Transit Oriented Development Studio - Little Tokyo, LA
College of Environmental Design
California State Polytechnic University, Pomona, Fall 2021
Guest Critic

Master of Urban Planning, Core 1 Studio
Harvard Graduate School of Design, Fall 2021
Guest Critic

Womxn in Design, Profiles in Practice
Harvard Graduate School of Design, January 2020
Guest Speaker, J-Term Course

Race, Inclusion, and the City
Harvard Graduate School of Design, Fall 2018
Guest Speaker

King Street Station Design Charrette
University of Washington, 2003

ACADEMIC SERVICE

Filmmaking and the Environment
Department of Visual and Media Arts (VMA)
Emerson College, Fall 2018
Guest Critic and Student Mentor

Art and the City
Urbano Project, Summer 2015
Teaching Artist


The Urbano Project

NATIONAL SERVICE

AIA Board of Knowledge Committee
Member, 2023-Present

AIA National Board
Public Member, 2023

AIA Housing and Community Development Knowledge Community
Chair, 2020-2021
Advisory Board 2021-Present

JURY

AIA Upjohn Research Grants
Jury Member, 2023

AIA Housing Awards
Jury Chair, 2022

ACSA Student Project Awards
Jury Member, 2020

AIA New York Chapter Infrustructure Project Awards
Jury Member, 2020

"Etty and I share a belief that central to our future we must reimagine transportation infrastructure to include carbon mobility and community adaptation."

Camilla Ween
Author of Future Cities

COMMUNITY SERVICE

Urbano Project
Founding Board, 2009-Present

Save the Harbor Save the Bay
Board Member, 2022-Present

Institute for Human Centered Design (IHCD)
Board Member, 2023-Present

The Trustees of Reservations
Corporate Trustee, 2006-2008

Women in the Building Trades
Board Chair, 2000-2006
Board Member, 1995-2000

Urban Arts
Board Member, 1992-1998

COMMUNITY VOLUNTEERING

Loeb Fellowship Day of Service
Making Places in Lowell
A 50th Anniversary Day of Service, 2022

2020: Everywhere and All at Once
Allston Project – Moving towards Green Infrastructure
Loeb Fellowship Global Event, Harvard GSD

Plan Brockton: A Briefing for the Future
Community Workshops, Charrettes
Summary Report, 2006

INTRODUCTION

The projects in this section exemplify how Etty's transportation infrastructure design approach reaches beyond traditional practice to create new, exciting, and often healing environments. Whether they are massive works or small and simple transformations, her projects are anchored in community, context, and history.

Furthermore, these projects meet or exceed Federal Guidelines that insure durability far into the future, 75-100 years for vehicular and pedestrian bridges, 50 years for plazas, and virtually in perpetuity for parks that improve as landscaping matures.

Projects highlighted in Exhibits

*Since founding Urban Idea Lab over 12 years ago, Etty Padmodipoetro has led the architecture and urban design on more than 20 transportation infrastructure projects, valued at over **4 billion dollars**. Her regional reach goes beyond Massachusetts to include New York, and Vermont.*

Her unique expertise in and approach to elevating the standard of transportation infrastructure design has spread beyond the United States through her participation in numerous conferences, panel discussions, and small advisory panels throughout the US and internationally.

"Etty transforms infrastructure into inclusive, community-enhancing design solutions—reframing transportation projects to elevate accessibility, environmental quality, and user experience through visionary leadership, strategic collaboration, and holistic urban design."

Emily Grandstaff-Rice, FAIA
2023 President of the American Institute of Architects (AIA)

Vehicular Bridges

Etty ensures that her vehicular bridge projects are multi-modal and accommodate all users equally. They showcase her ability to shift from an engineering focus to achieve people-centric, human-scaled outcomes. These projects often require community support, which she gains through extensive charrettes, workshops, and other public participation processes.

Pedestrian Bridges

Though they are smaller in scale and budget as compared with vehicular bridges, Etty's pedestrian and bicycle bridges and community paths serve as transformative community connectors. She uses in-depth context analyses as the basis for community workshops and charrettes, resulting in designs that reflect the needs of all users.

Transit Projects

Etty's customer-centric approach to transit projects has transformed the way the MBTA—an old and extensive public transportation network—designs its major upgrades, rehabilitations, replacements, and expansions. By applying expansive universal design principles, she extends transit accessibility into the surrounding neighborhoods.

Parks and Plazas

Understanding that parks and plazas are the jewels of infrastructure projects, Etty's design approach often "discovers" and enhances them. These projects, driven by listening and communicating with local communities, have established new parks and plazas that improve under-utilized areas, create equitable neighborhoods, and transform and revitalize communities.

Master Plans and Studies

Etty's master plans and studies are roadmaps for future development that establish new standards and guidelines. Working across disciplines, she plants the seeds to ensure that future projects are equitable and just, that they support human-scaled communities.

Works Previous to Founding Urban Idea Lab

This section includes selected projects that represent key inflection points in Etty's professional trajectory. The experience gained from working on these projects provided the basis of her current design approach. She worked on these projects in various capacities prior to forming Urban Idea Lab.

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN

The Robert F. Kennedy Bridge (Triborough Bridge) Bike and Pedestrian Path Project | New York, NY

The RFK bridge, a majestic suspension bridge dominating the East River skyline, includes an inaccessible pedestrian path too narrow to be functional. The bridge, a National Historic Civil Engineering Landmark, was originally designed to be in perfect structural balance, so the options for modifications were limited.

Etty designed an accessible shared-use addition to the bridge by collaborating with engineers and agencies to ensure structural viability consistent with the bridge's historic aesthetics. Etty leveraged this project – originally limited to only the bridge itself – to include connections to nearby parks for the benefit of the community.

Outcome: Accessible connection, Queens/ Randalls Island
Budget: $47M

Date: In construction
Role: Bridge Architect and Urban Designer
Client: Metropolitan Transportation Authority (MTA) Construction & Development
Office: Urban Idea Lab sub-consultant to WSP
Firm of Record: N/A Design-Build Phase

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN

Rourke Bridge Replacement Project
Lowell, MA

The Rourke Bridge over the Merrimack River was a "temporary" bridge that has been in use for over 40 years and is now at the end of its useful life. For all those decades, the community has been patiently waiting for a permanent replacement. The location is across a rare straight stretch on the river, perfect for boat races and festivals.

Etty designed the new bridge using a robust outreach process that included design charrettes, stakeholder briefings, and public meetings. Based on that input, the new bridge is people-focused, serves all users, and celebrates the river crossing with a series of overlooks for viewing the activities on the river.

Outcome: Accessible people-centric bridge
Budget: $270M

Date: In construction
Role: Bridge Architect and Urban Designer
Client: Massachusetts Department of Transportation (MassDOT)
Office: Urban Idea Lab sub-consultant to HNTB
Firm of Record: N/A on-going project

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN

Basiliere Bridge
Haverhill, MA

The replacement of the Basiliere Bridge over the Merrimack River is necessary due to its age and deteriorated state. The bridge crosses over the river at the center of the city. Named after PFC Ralph T. Basiliere, Haverhill's first Vietnam War casualty, it is much beloved by the community.

Based on her success on similar projects, Etty and her design team were brought in to support MassDOT. Etty's design was developed with input from multiple charrettes and public meetings. The new bridge is a fully accessible arch structure with center overlooks that maintains the spirit of the original bridge and is fully supported by the community.

Outcome: Accessible bridge that evokes history
Budget: $213M

Date: In construction
Role: Bridge Architect and Urban Designer
Client: Massachusetts Department of Transportation (MassDOT)
Office: Urban Idea Lab subconsultant to WSP
Firm of Record: N/A on-going project

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

Northern Avenue Bridge
Boston, MA

The Northern Avenue Bridge is one of the last bascule bridges in the city. This bridge connects downtown to the new Seaport District – two major pedestrian destinations. Unfortunately, the bridge has deteriorated beyond repair due to neglect and constant flooding exacerbated by climate change.

Etty worked closely with the engineering team to elevate the new bridge to avoid the impact of sea-rise while still providing a fully accessible bridge.

Outcome: Climate adapted accessible pedestrian and bicycle bridge
Budget: $150M

Date: Bid Package, Completed 2021
Role: Bridge architect and urban designer
Client: The City of Boston
Office: Urban Idea Lab sub-consultant to AECOM
Firm of Record: N/A on hold pending funding

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

South Burlington Bicycle and Pedestrian Bridge Project | South Burlington, VT

The South Burlington community envisioned an accessible, grade-separated, shared-use bridge across I-89 that would serve as an iconic gateway into the city. A busy road with a sidewalk currently exists, but it is underutilized and deemed unsafe by users, so people drive the short distance.

Etty led the project team in developing bridge options through intensive public participation. She incorporated ideas generated by a diverse section of the community by leading an interactive design development process. Her design achieved the public's goals for an iconic, modern, and forward-looking bridge that provides safety and year-round accessibility.

Outcome: Iconic inter-city accessible connection
Budget: $23M

Date: To start construction in 2026
Role: Bridge Architect and Urban Designer
Client: The City of South Burlington
Office: Urban Idea Lab sub-consultant to VHB
Firm of Record: N/A on-going project

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

Davis Path Pedestrian Bridge Project
Brookline, MA

The original Davis Path footbridge crossed over the MBTA Green Line, but in 2020 it was deemed unsafe and was closed. This area of Brookline was left without a way to safely cross the tracks, leading to long detours for pedestrians.

Etty's design started during COVID restrictions, so her inter-active design process balanced between in-person (on-site) and remote meetings. Working closely with engineers, City officials, and nearby stakeholders, Etty designed a fully accessible bridge that met all the community's goals. This newly restored connection will vastly improve the walkability, bike-ability, and overall accessibility of the area.

Outcome: Reconnecting a divided community
Budget: $14M

Date: On-going project
Role: Bridge Architect and Urban Designer
Client: The Town of Brookline
Office: Urban Idea Lab sub-consultant to WSP
Firm of Record: N/A on-going project

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

MBTA Green Line Transformation Project

Multi-cities, MA

The Green Line, the oldest subway system in the country, was originally constructed to maximize transit capacity with little thought for accessibility. It is now woefully inadequate in terms of inclusivity and equity.

As part of a multi-disciplinary design team selected by the MBTA to upgrade the entire line, Etty led the urban designers, architects, and landscape architects to develop the urban design and architectural components for the system's upgrade. Her design improves the connections to the diverse neighborhoods that the Green Line passes through, emphasizing not only accessibility and inclusivity but also resiliency and sustainability.

Outcome: Improved accessibility and sustainability
Budget: $2.1B

Date: Current On-going Project
Role: Principal-in-Charge
Client: Massachusetts Bay Transportation Authority (MBTA)
Office: Urban Idea Lab sub-consultant to Mott MacDonald
Firm of Record: N/A on-going project design

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

Columbus Avenue North Bus Lanes Project

Boston, MA

The Columbus Avenue North Busway is an extension of the busway system already implemented on Columbus Avenue. As in most cities, Boston roadways are car-centric, but this approach is now evolving. More roads are becoming intermodal with bicycle networks transversing the city, and with better sidewalks for improved pedestrian access.

Etty's design includes relocating the busway to the center of the roadway gives priority to public transportation. Bicycle paths, pedestrian sidewalks, and green buffer strips are designed as part of this new roadway environment.

Outcome: Intermodal road with center busway
Budget: $15M

Date: On-going project
Role: Urban Designer
Client: Massachusetts Bay Transportation Authority (MBTA)
Office: Urban Idea Lab in collaboration with Stull and Lee Inc. sub-consultant to WSP
Firm of Record: N/A on-going project

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

Nubian Station Accessibility Project

Boston, MA

Nubian Station, which is part of the Nubian Square Historic District and on the National Register of Historic Places, is one of Boston's major bus stations. This station has long been in disrepair and is currently undergoing a modernization program. Structurally, the main station building has a distinctive aesthetics characteristic of stations past.

Etty is designing the station not only to be fully accessible, but also to be a neighborhood anchor and destination point. In collaboration with engineers, accessibility experts, and MBTA's wayfinding department she is designing a station that is worthy of its former place in the community.

Outcome: Accessible, iconic bus station
Budget: N/A, under development

Date: On-going project
Role: Pricipal-in-Charge
Client: Massachusetts Bay Transportation Authority (MBTA)
Office: Urban Idea Lab sub-consultant to WSP
Firm of Record: N/A on-going project

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

Verrazano Narrows Under the Viaduct Park
Brooklyn, NY

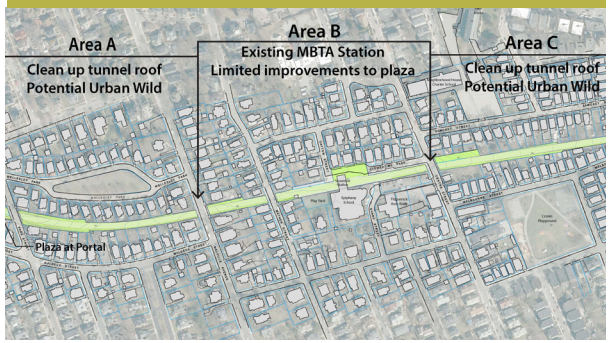
Initially, this project did not include the development of the area under the viaduct due to access required for bridge inspection and maintenance. Undeterred, Etty and her team analyzed the site and discovered the possibility of creating shared use of that space without jeopardizing highway inspection access requirements.

Etty convinced the client to leverage that possibility and worked with NYC Parks Department to develop a new park that connects to other area parks. Her design of the new park will serve all ages, including local Senior Center residents, as well as youth with a skate park and playgrounds.

Outcome: New under-the-viaduct park
Budget: $5M estimated (part of overall $249M project)

Completion: Design-Build Package 2023
Nominee's Role: Principal-in-Charge
Client: Triborough Bridge and Tunnel Authority (TBTA)
Office: Urban Idea Lab sub-consultant to WSP and HNTB
Firm of Record: N/A Design-Build Procurement Phase

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES



Dorchester Greenway Project
Boston, MA

Etty's feasibility study for the Dorchester Greenway Project improves a 0.7-mile-long linear park above the MBTA Red Line subway tunnel between Ashmont Station and Park Street. The feasibility study identifies "Quick Build" components that will be followed by a more capital-intensive concept design or "Long Term Plan".

Etty's design approaches the problem from an urban design perspective, exploring the larger context, including connectivity to the city's bicycle network. Etty is achieving the community vision by providing a safe and traffic-free environment by working closely with the City, MBTA (the owner of the tunnel), and local advocates.

Outcome: Linear Park with pedestrian/bicycle connections
Budget: N/A, under development

Date: On-going project
Role: Urban Designer
Client: The City of Boston
Office: Urban Idea Lab sub-consultant to AECOM
Firm of Record: N/A on-going project

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

Roxbury Crossing Plaza Project
Boston, MA

The Roxbury Crossing Plaza is part of the Columbus Avenue North Busway Project. Located just outside the Roxbury Crossing Subway Station, this plaza is a popular local public space.

This plaza can be a true hub; in addition to the subway and busway stops, it serves several major institutions including a large mosque, Roxbury Community College, Reggie Lewis Track and Field Arena, Madison Park High School, and a weekly farmer's market. Etty created a new plaza that is beautiful and flexible to serve the various

Outcome: Multi-use public plaza serving diverse community needs
Budget: $3M

Date: On-going project
Role: Urban Designer
Client: Massachusetts Bay Transportation Authority (MBTA)
Office: Urban Idea Lab in collaboration with Stull and Lee Inc. sub-consultant to WSP
Firm of Record: N/A on-going project

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN

Allston Multimodal Project
Boston, MA

The Allston Multimodal Project, with its new transportation station, is one of the largest infrastructure projects in Massachusetts. Earlier removal of toll booths and the relocation of rail yards created a large development parcel rarely found in an established dense urban area such as Boston. This allowed for the re-imagining of a new neighborhood and transportation improvements using multimodal connections.

Etty and her team developed a new commuter rail station and pedestrian bridges connecting various surrounding neighborhoods with a shared-use path to the Charles River. This project takes community input seriously, having used a robust public participation process, to make this neighborhood transformation possible.

Outcome: A new 90-acre development area
Budget: $2.4B

Date: N/A On-going
Role: Bridge Architect and Urban Designer
Client: Massachusetts Department of Transportation (MassDOT)
Office: Urban Idea Lab subconsultant to TetraTech
Firm of Record: N/A on-going project

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

Commuter Rail Accessibility Study
Multi-Cities and Communities, MA

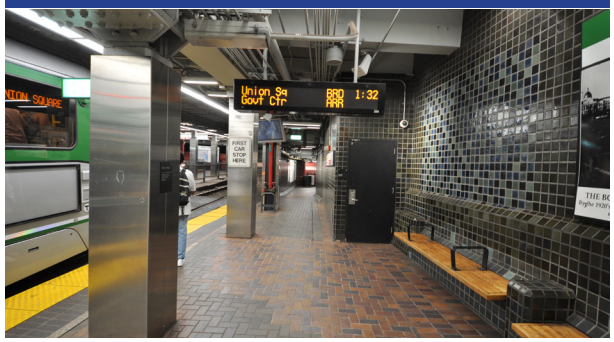
Many of the stations on the commuter rail system do not meet current accessibility requirements. MBTA's initial project scope was limited to Etty developing a "mini-high" platform to ensure ADA compliant level boarding.

After intensive investigation, including the deployment of accessibility user experts, Etty convinced the MBTA to take a more broad, holistic approach. This greatly expanded approach now includes improvements to the overall connectivity between the neighborhoods and stations. Her subsequent site analyses and station planning evolved into a detailed study that outlines the work necessary for reaching universal accessibility at each station.

Outcome: Improved connectivity and accessibility
Budget: N/A - Phased by station

Date: Study was completed in 2016
Role: Principal-in-Charge and Urban Designer
Client: Massachusetts Bay Transportation Authority (MBTA)
Office: Urban Idea Lab
Firm of Record: Urban Idea Lab

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN



MBTA Design Standards and Guidelines
Boston, MA

The MBTA is developing new Design Standards and Guidelines (DSG) to be used throughout the transit system, replacing outdated documents. This is a major undertaking long desired by the MBTA, but once implemented, creates higher standards for design consultants working for the MBTA much easier and more streamlined.

Etty is responsible for ensuring that accessibility is integrated into all aspects of the design. Her design includes standards for users of all abilities, to ensure that the MBTA provides universal accessibility throughout the system. This project will have long-term positive impacts through future transit project designs.

Outcome: New agency design standards
Budget: N/A

Date: On-going
Role: Architect and Urban Designer
Client: Massachusetts Bay Transportation Authority (MBTA)
Office: Urban Idea Lab subconsultant to ARUP
Firm of Record: N/A on-going project

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN

Bremen Street Park Project
East Boston, MA

Bremen Street Park is an example of a great outcome when public officials and the community work together. Originally, this was supposed to be a narrow buffer with a 30-foot-high noise wall to screen a highway viaduct.

Etty realized that a noise wall would only further isolate the neighborhood. She worked collaboratively with the community and public officials to re-purpose the budget to develop a new park instead. This park serves as a neighborhood anchor that has attracted several other facilities and amenities. The park is now part of a larger greenway system connecting the neighborhood to the waterfront.

Outcome: 18-acre bark replacing neighborhood blight
Budget: $20 million

Date: Completed in 2007
Role: Lead Urban Designer during the Preliminary Design Phase
Client: Massachusetts Turnpike Authority (MTA)
Office: Stull + Lee subconsultant to Bechtel/ Parsons Brinckerhoff
Firm of Record: Brown Richardson and Rowe

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

The Christina and John Markey Memorial Pedestrian Bridge | Revere, MA

Etty's design of the Christina and John Markey Memorial Pedestrian Bridge was the outcome of a value engineering re-evaluation of a previous concept. It provides an accessible connection between Wonderland station and historic Revere beach by eliminating the need to cross a busy road at grade.

As the bridge architect through conceptual design, Etty worked closely with the client, city officials, and public stakeholders to design this iconic cable-stayed bridge. The result is an award-winning bridge that enhances the users' experience, fostered local development, and showcases the historic beach.

Outcome: Iconic accessible bridge to historic Revere Beach
Budget: $22 million

Date: Completed in 2013
Role: Conceptual Design Bridge Architect
Client: Massachusetts Bay Transportation Authority (MBTA)
Office: Rosales + Partners sub-consultant to Arrowstreet
Firm of Record: AECOM

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN

Vent Building 7
East Boston, MA

Vent Building 7 is sited on the East Boston approach to the I-90 Ted Williams Tunnel. It was part of the first major milestone of Boston's Central Artery/Tunnel ("Big Dig") Project. This significant building at Logan Airport required intensive design coordination with MassPort Authority, who was concurrently undergoing a major redevelopment of the airport.

Etty, working with the project architects, used an intensive iterative process to ensure the design met the urban design goals of both the Big Dig and Massport. This was one of the initial projects that made Etty realize the creative possibilities that exist in infrastructure projects.

Outcome: Iconic industrial building met multi-stake-holder goals
Budget: $15M (not including major equipment fit out)

Date: Completed in 1995
Role: Lead Urban Designer and Design Coordinator
Client: Massachusetts Turnpike Authority (MTA)
Office: Stull + Lee subconsultant to Bechtel Parsons/Brinckerhoff
Firm of Record: TAMS Architecture

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

Frances Appleton Pedestrian Bridge
Boston, MA

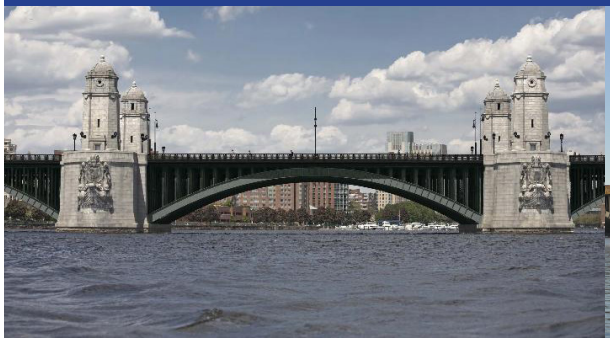
The Frances Appleton Bridge carries pedestrians over Storrow Drive from the Beacon Hill neighborhood of Boston to the Charles River Esplanade. This bridge was part of the historic Longfellow Bridge Rehabilitation Project, replacing one that was not ADA accessible.

Etty's work included the siting of the bridge; she approached the project from the urban design perspective. Ensuring accessibility was integral to bridge aesthetics, her design created sweeping curves on the approaches to the bridge crossing. Etty relocated the off-ramps from Storrow Drive to create enough space for a continuous ramp suitable for both pedestrians and cyclists and to avoid having to use traditional switchback ramps.

Outcome: Accessible bridge that connects neighborhoods
Budget: $12.5M

Date: Completed in 2018
Role: Urban Designer
Client: Massachusetts Department of Transportation (MassDOT)
Office: Rosales + Partners sub-consultant to Jacobs

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN



Longfellow Bridge Restoration and Rehabilitation | Boston MA

The landmark Longfellow Bridge, nicknamed the Salt and Pepper Bridge, is a major historic multi-modal bridge carrying MBTA subway trains, vehicular traffic, bicyclists, and pedestrians. The bridge rehabilitation project scope included mitigating structural deterioration, increasing capacity, and bringing it up to current codes.

As the bridge architect and urban designer, working closely with the engineers, Etty consulted with preservation technologists to restore and re-install distinct historical elements of the bridge to achieve the historic integrity of the new design.

Outcome: Upgraded multimodal historical bridge
Budget: $305.7M

Date: Completed in 2019
Role: Urban Designer and Bridge Architect
Client: Massachusetts Department of Transportation (MassDOT)
Office: Rosales + Partners sub-consultant to Jacobs

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN

Fore River Bridge
Quincy -Weymouth, MA

The Fore River Bridge crosses the river between the cities of Quincy and Weymouth. This bridge replaced a 20-year-old temporary lift bridge that had replaced the original bascule bridge.

The community was extremely attached to the original bascule bridge and intended to fight other options with an all-or-nothing attitude. The replacement of this state-owned bridge connecting two municipalities with influential abutters required the use of a robust public process. Etty worked closely with engineers, the client, and stakeholders to develop a modern movable bridge that is supported by the community. Her rigorous collaborative strategic process was key to the success of this bridge design project.

Outcome: Community supported, Inter-City lift bridge
Budget: $272M

Date: Completed in 2014
Role: Bridge Architect
Client: Massachusetts Department of Transportation (MassDOT)
Office: Rosales + Partners sub-consultant to STV
Firm of Record: Skanska Koch Joint Venture

Francis Appleton Bridge, Boston, MA

Frances Appleton Pedestrian Bridge

Role: Etty was Vice-President of Rosales + Partners. As urban designer and architect during the conceptual design phase, she developed the unique siting of the bridge, creatively resolving the challenging ramp length required for accessibility.

2020 American Institute of Steel Construction – National Steel Bridge Alliance National Award – Special Purpose

2020 Rethinking the Future Awards – First Award – Transportation (Built)

2020 American Council of Engineering Companies (ACEC) – Engineering Excellence Awards (EEA) National Recognition Award for Exemplary Engineering Achievement

2019 International Bridge Conference – Arthur G. Hayden Medal

Longfellow Bridge Restoration and Rehabilitation

Role: Etty was Vice-President of Rosales + Partners. She was the lead project architect during the conceptual and preliminary design phases.

2019 National Trust for Historical Preservation – Richard H. Driehaus Foundation National Preservation Award

2019 American Public Works Association (APWA) Public Works Project of the Year Award – Historical Restoration/Preservation

2019 American Council of Engineering Companies (ACEC) – MA Engineering Excellence Award

2019 Engineering News Record – New England Award of Merit – Highway Bridge

2019 Massachusetts Historical Commission Preservation Award

Pallavi Mande

Green Links: LivableStreets / Boston Society for Architects Design Competition

Role: Etty was the lead project architect and urban designer for a design competition hosted by BSA for conceptual designs for missing links in the Emerald Network in Boston. The design team consisted of a team of landscape architects, environmental planners and GIS specialists, who provided a variety of strategies for improving the public realm and pedestrian connections along the existing roadways in the primarily industrial neighborhood in South Boston.

2015 Award for Most Implementable Short-Term Plan

Christina and John Markey Pedestrian Bridge

Role: Etty was Vice-President of Rosales + Partners. She was the lead architect during the conceptual and preliminary design phases.

2014 American Council of Engineering Companies of Massachusetts – Bronze Award – Honoring Outstanding Professional Design Excellence

2014 American Institute of Steel Construction (AISC) – National Steel Bridge Alliance Prize Bridge Award – Special Purpose

Vent Building 7

Role: Etty was Senior associate and Director of Urban Design for Stull and Lee Inc. She was lead urban designer for the East Boston Area of the Central Artery/ Tunnel Project. She was responsible for the design coordination of Vent Building 7.

1999 Boston Society of Architects -J. Harleston Parker Award "Most Beautiful Building in Boston"

Fore River Bridge

Role: Etty was Vice-President of Rosales + Partners. She was the lead architect during the conceptual and preliminary design phases.

2019 American Council of Engineering Companies (ACEC) – MA Engineering Excellence Award

Cities Today, April 2014

AUTHORED BY NOMINEE

AIA Strategic Council Housing Report
Contributor
AIA Strategic Council, End of the year report 2020

“Strategies for Safer Multifamily Housing”
Chair of the Study
AIA National, May 2020

“Why Transport Projects Must Make Cities More Liveable”
Co-Author
Cities Today, April 2014

“An Artful Life”
Harvard GSD, Loeb Blog, May 2006

“Plan Brockton: A Briefing for the Future”
Contributor to the urban design section of the Report for the City of Brockton, April 2006, Boston Society of Architects and Community Design Resource Center, Boston

ABOUT NOMINEE

“AIA Future Focused - Etty Padmodipoetro, AIA”
AIA National, May 2024
link: https://www.youtube.com/watch?v=5K268M9apvI

ABOUT NOMINEE’S PROJECTS

“Here’s how to spend the perfect day in East Boston”
Boston.com, August 2024

“South Burlington secures final funding for I-89 pedestrian bridge”
WCAX.com, March 2024

“Construction of I-89 walk-bike bridge in South Burlington set for 2024”
Vermont Biz, November 2023

City unveils a new Northern Ave. bridge design, hopes to begin work next year

Proposed are a lane for pedestrians, one for transit and bikes, and a waterside park

By Tim Logan Globe Staff, Updated May 7, 2020, 9:35 a.m.

An artist's rendering of the latest design for a new Northern Avenue bridge. CITY OF BOSTON

The Boston Globe, May 2020

ABOUT NOMINEE'S PROJECTS

"Town moving forward with $14 million Davis Path Footbridge replacement"
Brookline News, September 2023

"South Burlington finalizes a design for pedestrian bridge over I-89: Here are the details."
Burlington Free Press, November 2022

"Updates on the East-West Crossing Bridge with Ilona Blanchard"
Sustainable Transportation Vermont, November 2022

"See MassDOT's Early Designs for a New Car-Free Bridge Over the Pike in Allston"
Streets Blog Mass, June 2022

"Northern Avenue Bridge - Boston Bold - A People First Experience"
AECOM, 2020
link: https://www.youtube.com/watch?v=pcWEvjdsAUQ

"Here's what the new Northern Avenue Bridge will look like"
Boston.com, May 2020

"City Unveils a New Northern Ave. Bridge Design, Hopes to Begin Work Next Year"
The Boston Globe, May 2020

"Town of Brookline to Demolish Davis Path Pedestrian Footbridge due to Structural Deficiencies"
Brookline Town News, May 2020

"Brookline's 100-Year-Old Davis Path Footbridge to be Demolished"
Brookline Patch, May 2020

"'It's going to be a legacy project;' South Boston community wrestles with vision for historic Northern Avenue Bridge"
MassLive, November 2018

LOCAL

Panelist, **"Luncheon Seminar with Women of the Big Dig,"** WTS Boston, in-person, Boston, MA, regional, September 2024

Presenter/Panelist, **"Intersections: Mobility, Equity, and the Built Environment"** symposium, Boston Society of Architects + Boston Society of Landscape Architects, October 2022

Panelist, **"Symposium: Intersections: Equity, Environment + the City,"** BosNOMA and Boston Society of Architects Women in Design, Boston, MA, November 2021

Presenter/Panelist, **"Politics, Partnerships + Public Process,"** ABX Conference, Boston, MA 2017

Boston Society of Architects (BSA) Women in Design (WID)

NATIONAL

Presenter and Panelist, **"Leveraging Public Sector Projects for Small & Mid-Size Firms,"** AIAU, November 2024

Facilitator, **"2024 AIA Housing and Community Development Forum,"** AIA 24 Conference, Washington DC, June 2024

Panelist, **"How Architects can Make a Difference NOW in Housing and Climate,"** AIA Housing and Community Development, April 2024

Moderator, **"How Architecture Can Combat Loneliness,"** AIA, March 2023

Panelist, "**AIA National Housing Awards: Excellence in Housing Design,"** NOMA Unplugged, Nashville, TN, October 2022

Presenter, **"2022 AIA Housing Award Presentation,"** AIA '22 Conference, Chicago, IL, June 2022

Panelist, **"Equity and Social Justice in Design and Planning of Public Infrastructure,"** Boston Chapter of the National Organization of Minority Architects (BosNOMA), Boston, MA, 2021

Presenter, **"Infrastructure: The Road to Community Empowerment,"** 47th Annual NOMA Conference, Brooklyn, NY, 2019

Lead organizer **"Avenues of Exchange: Professionals, Educators, and Communities Building Equitable, Healthy, and Resilient Cities,"** AIA/ACSA Pre-conference Workshops at American Collegiate Schools of Architecture Annual Meeting; Seattle, Denver, Detroit, Pittsburgh; 2016-2019

INTERNATIONAL

Panelist, **"Disaster & Conflict through the Lens of the Venice Charter,"** World Heritage Day 2024, Yogyakarta, Indonesia, April 2024

Participant **"Density & Design: Steps Towards Green, Affordable, Equitable, and Beautiful Housing,"** United Nations' World Urban Forum (WUF 12), Cairo, Egypt, November 2024

Organizer and Panelist, **"From Copenhagen to New York: Architects for Sustainable Cities and Communities,"** United Nations Sustainability Conference, New York City, NY, July 2023

Organizer and Researcher, **"Density & Design: Steps Towards Green, Affordable, Equitable, and Beautiful Housing,"** United Nation' World Urban Forum (WUF11), Katowice, Poland June 2022

Panelist, **"Respecting Genius through Inspiring Architecture,"** Cultural Heritage Talks, Yogyakarta, Indonesia, February 2022

Panelist, **"Looking for a New Paradigm for Heritage Economics,"** (Mencari Paradigma Baru Ekonomi Pusaka)
Ekonomi Pusaka, Surakarta, Indonesia, January 2022

Panelist, **"Heritage Economy in Promoting SDG,"** 2021 International Summer Course on Jogja World Batik City, Yogyakarta, Indonesia, May 2021

Panelist, **"Promoting Inclusive, Safe, Resilient, and Sustainable Human Settlement in a Disruptive Era,"** International Seminar on Livable Space (ISLivaS) Conference, Indonesia, August 2020

Panelist, **"Connectivity Behind Tourism,"** ("Konectivitas di Balik Pariwisata") - Gajah Mada University, Yogyakarta, Indonesia, November 2020

INTERNATIONAL

Panelist, **"Transportation, Infrastructure, Architecture, & TOD,"** Ayo Belajar, Jakarta, Indonesia, November 2020

Keynote Speaker, **"Your House Health, Your Family Health,"** ("Sehat Rumahku, Sehat Keluargaku). Ministry of Health Republik Indonesia, Jakarta, Indonesia, November 2020

Keynote, **"Talks, Heritage, Songs & Music #3,"** Ikatan Arsitek Indonesia, Yogyakarta, Indonesia, July 2020

EXHIBITS

3

"Over the course of her career in Boston, Etty has been an unstoppable force of nature for design that makes a difference in people's lives. Whether creating parks that mitigated the burden of the Big Dig or making public transit and a pedestrian realm that works for everyone, she models the power of design to make communities better by focusing on making it better for those at the edges."

Valerie Fletcher
Executive Director, Institute for Human Centered Design

Bremen Street Park Project, Boston, MA

Etty Padmodipoetro

3.0 Exhibits List

ADVANCING THE STANDARDS OF TRANSPORTATION DESIGN

EXHIBIT 3.1 **Bremen Street Park**

EXHIBIT 3.2 **Robert F. Kennedy Bridge Bike-Pedestrian Path Project (Triborough Bridge)**

EXHIBIT 3.3 **South Burlington Bicycle and Pedestrian Bridge Project**

BUILDING ACCESSIBLE, EQUITABLE, AND HUMAN-SCALED COMMUNITIES

EXHIBIT 3.4 **Northern Avenue Bridge Project**

EXHIBIT 3.5 **The Christina and John Markey Pedestrian Bridge**

EXHIBIT 3.6 **Commuter Rail Accessibility Study**

EXHIBIT 3.7 **MBTA Green Line Transformation Project**

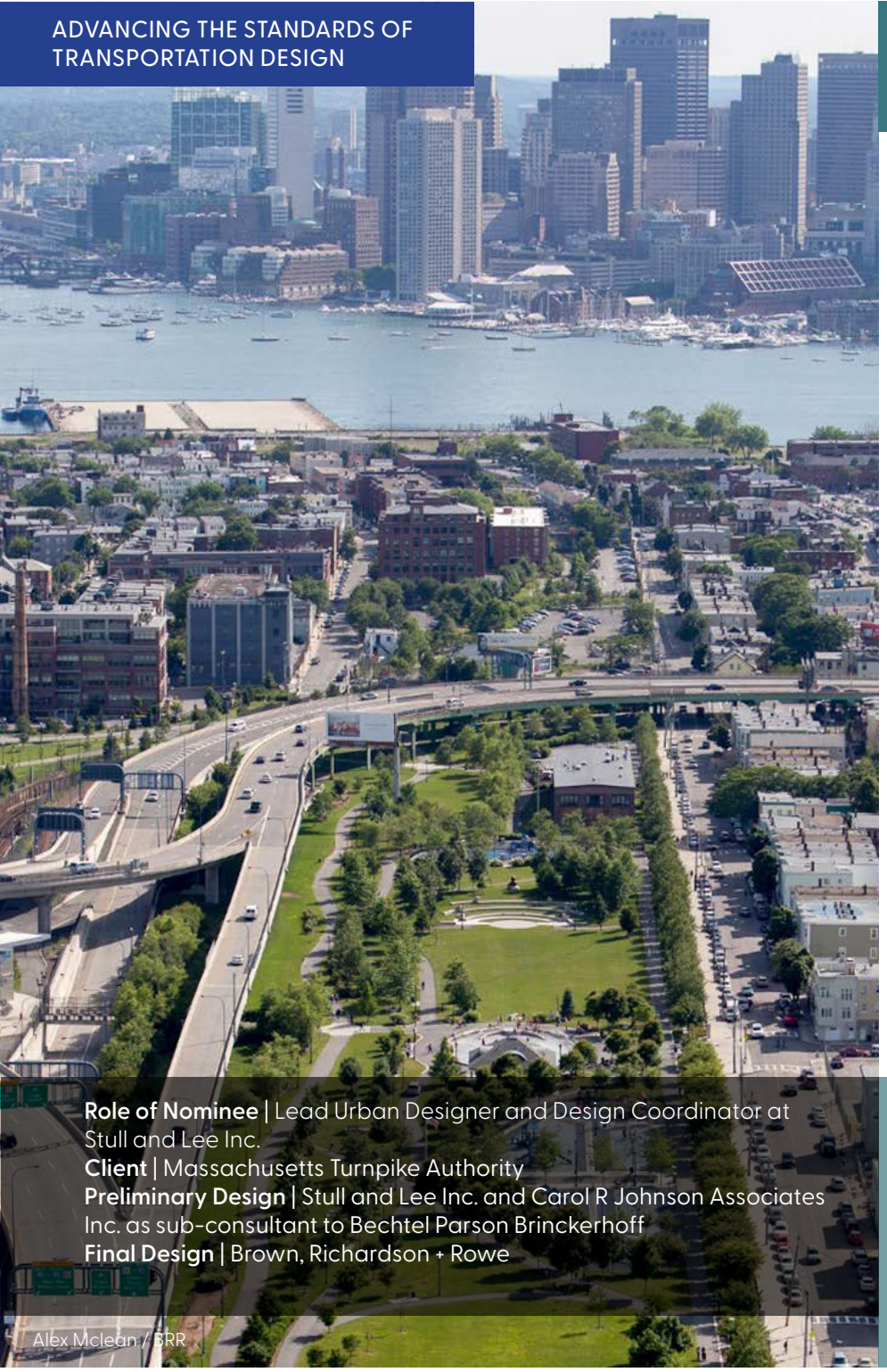
EXHIBIT 3.8 **Allston Multi-Modal Project**

ENGAGING PUBLIC OFFICIALS, PROFESSIONALS, AND CITIZENS

EXHIBIT 3.9 **Reimagining Human Centered Infrastructure**

EXHIBIT
3.1

BREMEN STREET PARK
Boston, MA



Role of Nominee | Lead Urban Designer and Design Coordinator at Stull and Lee Inc.
Client | Massachusetts Turnpike Authority
Preliminary Design | Stull and Lee Inc. and Carol R Johnson Associates Inc. as sub-consultant to Bechtel Parson Brinckerhoff
Final Design | Brown, Richardson + Rowe

Alex Mclean / BRR

Budget | $20 million
Size | 18 acres
Project Status | Completed in 2007

Community Benefits:
- On-site Public Library
- On-site Daycare
- Community garden
- Playground and splash pool
- Multi-purpose lawn
- Direct connection to Airport Station

Before:
The parcel was industrial land, railroad tracks then a remote parking lot with over 1300 parking spaces - a blight to the community (see before image)

CHALLENGE

As part of the $14.6 billion Central Artery/Tunnel ("Big Dig") Project, a new highway viaduct was planned to expand into the East Boston neighborhood. The proposed mitigation, using a strip of an adjacent Park-N-Fly site, was planned to be a 30-foot-high noise wall along the entire length of the viaduct closest to the residential neighborhood. The wall would shield residents from the sight and noise of the highway but, like past infrastructure community transgressions, it would also isolate them, essentially creating a fort. Viewing this situation from the perspective of East Boston's residents rather than the motoring public, Etty saw the challenge as one of developing community benefit in lieu of that wall, and of convincing the Big Dig's leadership to redirect its planned budget for the wall toward an investment in achieving community benefit.

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's responsibility for the Bremen Street Park Project as described in the exhibit. The responsibilities included leading the urban design effort, project coordination, and community engagement.

Michael Lewis
Former Project Director of the Central Artery/Tunnel Project

ACTIONS

The East Boston neighborhood was very organized and experienced from its prior struggles against the expansion of the nearby Logan International Airport—community members had literally parked baby carriages in front of bulldozers. As the lead urban designer for the Big Dig in East Boston, Etty worked closely with community members, meeting with them every two weeks for over four years. She recognized that building trust takes a long time, but that the effort was necessary for her to be able to leverage their energy to jointly envision a community benefit. She built trust by being clear in explaining what was possible while also being clear about the nonnegotiable. She had to make community members understand, for example, that they could not wish the highway away. As a result of these open and honest discussions, community members eventually realized she was their advocate and started to focus on the positive outcomes they could accomplish together.

OUTCOME

Etty learned that the community wanted to improve people's health and quality of life in this densely populated neighborhood where there were simply not enough parks. They were unanimous that the noise wall would be unsightly, unsafe, and would not adequately reduce noise. She campaigned to the Big Dig leadership to reverse course and adopt the park option. Implemented through a complicated three-way land swap between two public authorities and a private landowner, the replacement option was provided with a new 18 -acre parkland as well as a new subway station that was relocated to connect to the park. Eventually a new library, school, and day care were added. Bremen Street Park has become a true community anchor, improving the quality of life and health of the neighborhood.

Before

Fairchild Aerial Surveys, Inc.

After

Alex Mclean / BRR

Etty Padmodipoetro

Christopher Barnes

"Etty Padimodipoetro was the dedicated and creative organizer of a wonderful civic engagement process that made it possible to transform an underserved city neighborhood. She led the urban design for a large and lovely park that now provides spaces where community residents and visitors play, exercise, travel to the library, walk to school and access mass transit. She met the challenge of resolving conflicting views of activists from the 60's, immigrants, urban professionals, life-longers, local non-profits, politicians from City, State and Federal levels, government agencies, bicyclists and environmental advocates."

Nina Brown
Brown Richardson + Rowe, Landscape Architects and Planners
Principal-in-Charge of Final Landscape Design of Bremen Street Park

EXHIBIT
3.2

ROBERT F. KENNEDY BRIDGE BIKE-PEDESTRIAN PATH PROJECT

New York, NY

Budget | $47 million
Bridge Length | 2780 feet
Project Status | In construction

Community Benefits:
- Accessible connection to Randalls Island
- Shared pedestrian and bicycle with spectacular view
- New overlooks at the towers

Before:
A narrow walk (5 feet) accessible only by stairs (see before images)

CHALLENGE

The Robert F. Kennedy Bridge, (previously known as the Triborough Bridge), links the boroughs of Manhattan, Queens, and the Bronx. Originally opened in 1936, it crosses the East River and traverses Randall's Island to Queens. Designed by the legendary Swiss American civil engineer Othmar Ammann, the RFK Bridge was designated a National Historic Civil Engineering Landmark in 1986. As a historic bridge, any changes to its aesthetics requires an intensive review and approval process by the State Historic Preservation Office (SHPO). As the footprint touched many jurisdictions, the pedestrian bridge design required approvals by countless state and city agencies, including the NYC Parks Department. Maintaining RFK's historic integrity was critical to any structural modifications.

The bridge's structure was originally designed to be perfectly balanced, so any proposed additions or changes –no matter how minor–also had to undergo an intensive engineering review and approval process, including the use of a wind tunnel study. For people who could access the walkway, the view afforded by the height was spectacular, but this iconic structure had become a hot spot for people with suicidal tendencies, which brought safety and security issues to the fore of the design review process. The key to solving this problem was to find the right balance between structural integrity and aesthetics while achieving accessibility and safety.

Role of Nominee | Urban Designer and Bridge Architect for Urban Idea Lab
Client | The Triborough Bridge and Tunnel Authority (TBTA)
Preliminary Design | Urban Idea Lab LLC as sub-consultant to WSP
Design Build Team | American Bridge Company & Parsons

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's responsibility for the Robert F. Kennedy Bridge Bike-Pedestrian Path Project as described in the exhibit. The responsibilities included urban design, conceptual pedestrian bridge design, and inter-agency coordination.

Samia Abdou
WSP Senior Vice President Complex Bridge Group

Before

Urban Idea Lab Conceptual Renderings

CHALLENGE (cont.)

As a result of these constraints, the seemingly simple task of widening the walkway and making it safe became an extremely complicated design challenge.

ACTIONS

The affiliate agency for the project (TBTA, part of MTA) searched its professional grapevine for a bridge architect who could address this complicated challenge. Etty was strongly recommended, so they brought her on board after the project was already underway. The agency tasked her to work closely with the engineers and stakeholders to lead the design of the new walkway.

Etty was brought on to design an accessible pedestrian and bicycle connection, replacing the narrow five-foot wide pedestrian walkway above the roadway that could only be accessed through stairs. Recognizing the complex structural and aesthetic constraints and the "it-had-to- be-done-yesterday" mindset, Etty held rapid design charette sessions, working collaboratively not only with the engineering team and the community, but also with upper management and other decision makers on the project. Everyone experienced a steep learning curve; while Etty was assimilating the complexities and technical aspect of the bridge, she was able to teach her collaborators about the role of urban design and infrastructure architecture, especially the value and implications of achieving truly universal accessibility.

OUTCOME

Wind tunnel tests that had already been completed indicated that any widening of the existing upper-level path would disturb the bridge's dynamic equilibrium. As a result, the new path was determined to be relocated to the lower roadway level. Etty's design resulted in a fully accessible path that accounts for the desires of the stakeholders and local communities.

EXHIBIT
3.3

SOUTH BURLINGTON BICYCLE AND PEDESTRIAN BRIDGE PROJECT

South Burlington, VT

Budget | $23 million
Bridge Length | 2940 feet
Project Status | Construction to begin in 2026

Community Benefits:

- Reconnecting two cities divided by I-89
- Dedicated shared "walk + bike" connection
- Creating an iconic destination point

Before:
Connection over I-89 unsafe and unused (see before image)

CHALLENGE

South Burlington, Vermont's second largest city, is constructing a new bicycle and pedestrian bridge to connect to Burlington, the state's largest city. A pathway linking these two cities currently exists, but it is very underused as it traverses several ramps and crosses interstate highway (I- 89). Due to safety concerns, most people drive the short distance. South Burlington officials envisioned a grade-separated, shared-use bridge across I-89 that would serve as an iconic gateway into the city. Their goal was to provide a safe link between the two cities that would avoid the highway even though it would be 600 feet longer. The challenge was to encourage and incentivize bicyclists and pedestrians to make a conscious choice to use the new bridge. The design had to deliver more than efficiency and to offer users a truly joyful experience.

Role of Nominee | Bridge Architect at Urban Idea Lab
Client | The City of South Burlington, Vermont
Preliminary Design | Urban Idea Lab (UIL) sub-consultant to Vanasse Hangen Brustlin, Inc. (VHB)

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's responsibility for the South Burlington Bicycle and Pedestrian Bridge Bid Package as described in the exhibit. The responsibilities included urban design, bridge design, and inter-agency and city coordination.

Ilona Blanchard
Community Development Director, City of South Burlington

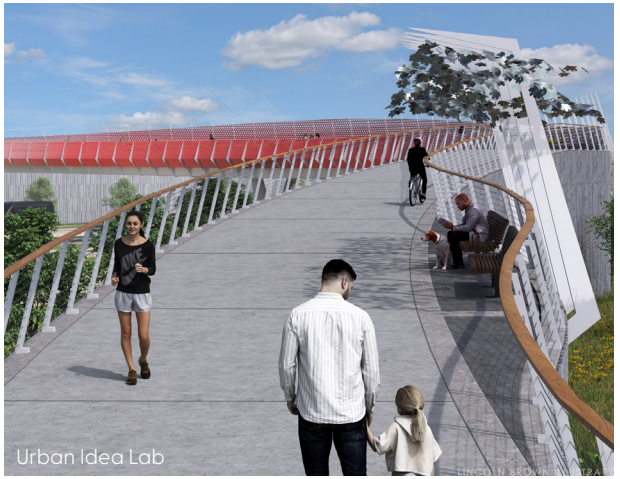
ACTIONS

Etty envisioned the project as an opportunity to provide the communities adjacent to I-89 with safe, universally accessible infrastructure that would promote social interaction and a healthy option of biking and walking rather than driving.

Etty understood that she had to go beyond simply getting local buy-in by mobilizing community members through several major design charettes. With more than 150 people in attendance, and food and drinks provided, Etty's charettes were designed to reinforce the project's theme of healthy social interactions. Etty and her team also conducted other meetings including focus groups, public workshops, and "pop-up" discussions around the city. Through this participatory process, the bridge design ultimately became a community-generated product, as participants took ownership of what they had created together. They could see how the bridge would transform South Burlington.

OUTCOME

Etty's design captured the input from the city, its agencies, and the stakeholders, informed by a community-based process that ensured local acceptance. The bridge design was approved by the Burlington City Council, was advanced into the final design, and is expected to start construction in 2026. The design meets the challenge set out by city officials and creates a universally accessible path between the communities adjacent to I-89. While gracefully carrying bicyclists and pedestrians across this "no man's land", the design also provides seating areas to allow users to rest while enjoying their journey.



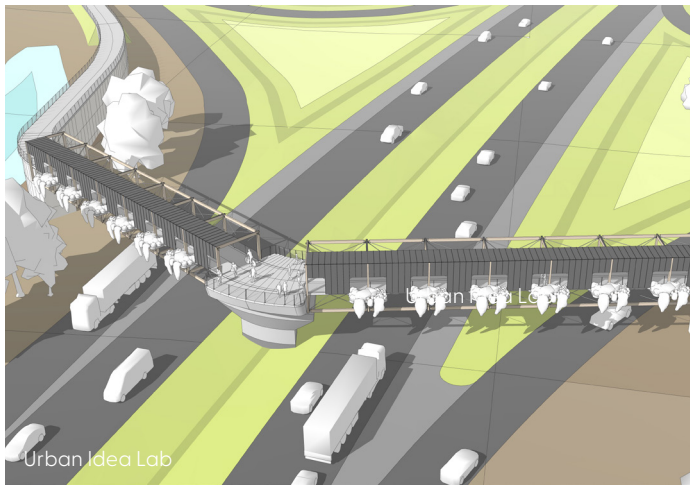
"The perceptual opportunities for drivers moving through a bridge at 70 mph and the opportunities for people above walking across it are vastly different. Etty understands both sets of opportunities, and her bridges show it."

Frederick Gottemoeller
Author of Bridgescape: The Art of Designing Bridges

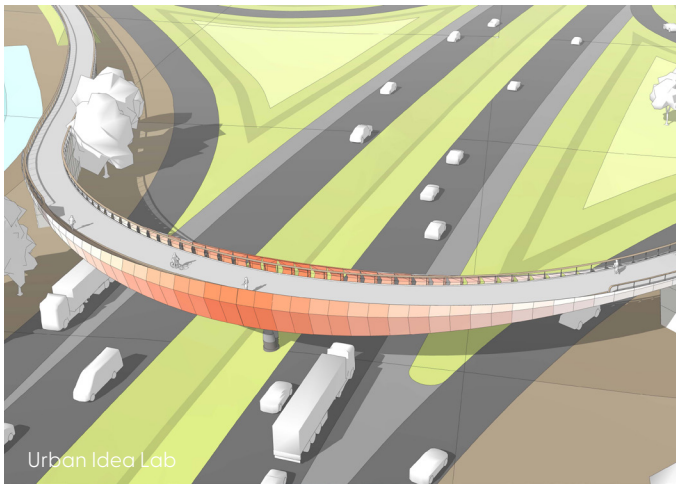
Before

Option 1 - Land Bridge

Option 2 - Traditional Bridge



Option 3 - Modern Bridge - Selected to Advance



AECOM

Role of Nominee| Bridge Architect at Urban Idea Lab
Client | The City of Boston
Preliminary Design | Urban Idea Lab (UIL) sub-consultant to AECOM

EXHIBIT
3.4

NORTHERN AVENUE BRIDGE PROJECT

Boston, MA

Budget | $150 million
Bridge Length | 640 feet
Project Status | On-hold pending funding

Community Benefits:
- Multimodal connection between the new Seaport District to Boston's Financial District
- Accessible access to water level

Before:
Deteriorated, closed Bascule Bridge in danger of collapsing (see before images)

CHALLENGE

The Northern Avenue Bridge over Boston's Fort Point Channel is one of the last bascule bridges in the city. Unfortunately, the bridge has deteriorated beyond repair due to neglect and constant flooding exacerbated by climate change. Initially the mechanism for opening the bridge was unable to be repaired, and eventually the City of Boston was required to close the bridge to traffic. This bridge is in a prime location in downtown Boston, connecting a major tourist area near the waterfront with the newly developed and vibrant Seaport District. As a historic, highly visible and iconic structure, a Design Review Committee made up of influential stakeholders, was established to advise the City on the best way to "bring life" to this area by providing accessibility complicated.

The bridge is on a very tightly constrained site. There are buildings surrounding the approaches, and highly traveled roadways and sidewalks on either side, making the grading necessary to provide full accessibility to the bridge. The City's challenge was to repair or replace the bridge to re-establish the lost pedestrian connection, and to satisfy the community in its design.

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's responsibility as the bridge architect and urban designer for the Northern Avenue Bridge Project. The responsibilities included urban design, bridge design, task force meetings, inter-agency and city coordination, task force meetings, community workshops, and public presentations.

Joseph M. Allwarden, P.E.
Northern Avenue Bridge, Project Manager, AECOM
Northeast Bridge Discipline Leader
Vice President, Transportation

ACTIONS

From a technical standpoint, the bridge had to meet complicated geometric constraints. The bridge had to be elevated to avoid future impacts of sea rise due to climate change, while touching down very close to current locations to provide access. Etty's bridge design team worked very closely with the engineering team to develop grading options to provide this accessibility. Informed by a City decision to not accommodate cars, Etty carefully developed the approach grades for a fully accessible bridge that will bring life to this area.

Etty also worked closely to develop options to address the historical significance of the bridge. These options ranged from a complete repair in-place to a new bridge that re-used some components to satisfy the historical requirements.

Etty used her careful, respective coordination approach successfully to work closely with the City, the Design Review Committee, and the other stakeholders. Etty held several informational meetings and design charettes. Eventually, a strong consensus was developed.

OUTCOME

Etty's design met these multiple challenges and fully satisfied the goals of the City and the stakeholders. Etty addressed concerns about the impact of sea rise by elevating the bridge, while simultaneously incorporating a complicated and creative grading approach to ensure accessibility to and across the bridge.

Etty's design satisfied historical criteria by salvaging and incorporating certain components of the existing bridge into the new bridge. Etty's elevated standard for bridge design resulted in a project that will replace an eyesore and bring life to valuable new and old areas of downtown Boston.

Urban Idea Lab Renderings

Before

Role of Nominee | Bridge Architect at Rosales and Partners
Client | Massachusetts Bay Transit Authority (MBTA) and the City of Revere
Preliminary Design | Rosales + Partners sub-consultant to Arrowstreet
Final Design | AECOM with Schlaich Bergermann Partner

Don Kindsvatter

EXHIBIT
3.5

THE CHRISTINA AND JOHN MARKEY MEMORIAL PEDESTRIAN BRIDGE

Revere, MA

Budget | $22 million (including plaza)
Bridge Length | 640 feet
Project Status | Completed in 2013

Community Benefits:

- Provided a grade-separated pedestrian crossing between station and beach
- Iconic bridge and destination point enhancing community's experience and showcasing the beach
- Fostered the development of a thriving community in the area

Before:
The area was all parking lot and the pedestrian connection between Wonderland transit station and Revere Beach was via an unsafe at-grade crossing (see before image)

CHALLENGE

Wonderland Station, located on the northern terminus of the MBTA Blue Line rapid transit station, originally opened in 1954 and was reconstructed in 2008. Referred to as the MBTA Revere Transit Facility & Streetscape Project.
Etty was brought into the project late after the design was already developed as part of the value engineering team. She was specifically invited to evaluate the design of the pedestrian bridge that would connect Wonderland Station to Revere Beach. This was a challenging assignment because, while the design was already set, her review was focused on improving the design while optimizing cost and schedule. She had to convince the project leaders that the design could be changed with minimum impact on cost and schedule.

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's responsibility for the Christina and John Markey Memorial Pedestrian Bridge Project as described in the exhibit. The responsibilities included urban design, conceptual bridge design, and inter-agency and city coordination.

Marggie Lackner
MBTA Senior Director for Design, Quality Assurance, and Wayfinding

ACTIONS

Revere Beach is listed on the National Register of Historic Places as the first public beach in the United States, she concluded that the project's center of gravity should be about showcasing the beach. Etty was asked to join the design team to further develop the preliminary design for the new bridge concept. She immediately realized that success could only be achieved through a robust engagement with public officials, the client, and the rest of the design team. She set about getting stakeholders' buy-in for her underlying urban design concept; this was critical for both expediency and cost savings. She ensured that stakeholders would view the bridge design as an integral part of a placemaking strategy. The bridge could not be designed in a silo but rather had to be functional, fully accessible, and respectful of the location's historical significance.

OUTCOME

The Christina and John Markey Memorial Pedestrian Bridge was opened in 2013 as part of the Revere Transit Facility and Streetscape Project. Constructed through a design-build process, the final bridge was significantly identical to Etty's conceptual design, this proving the importance of her strong initial vision.

The structure is a single-span, cable-stayed bridge with pylons opening up to embrace the view of the adjacent historic Revere Beach. The west end connects to an elevated plaza—constructed with the bridge—that is level with the crossover mezzanine of the station. Its east end connects to a plaza next to Revere Beach Avenue, which runs on an elevated berm. The bridge provides a fully accessible, safe pedestrian path from the transit center to the historic beach.

Etty's sensitivity to the historical significance of the location helped her leverage this infrastructure project to maximize its community benefit and social purpose.

AWARDS + HONORS

2014 American Council of Engineering Companies of Massachusetts – Bronze Award – Honoring Outstanding Professional Design Excellence

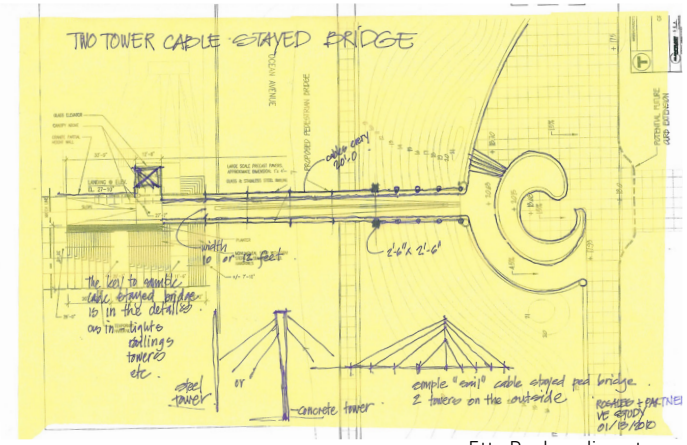
2014 American Institute of Steel Construction (AISC) – National Steel Bridge Alliance Prize Bridge Award – Special Purpose

Before

Etty Padmodipeotro

After

Don Kindsvatter



Etty Padmodipeotro

Don Kindsvatter

EXHIBIT
3.6

COMMUTER RAIL ACCESSIBILITY STUDY

Multi-Cities and Communities, MA

Budget N/A - no overall budget allocation
Scope | Improve accessibility at 25 Commuter rail stations
Project Status | Phased implementation. Study completed in 2016

Community Benefits:

- Provide connectivity between the surrounding neighborhoods and the stations
- Accessibility at transfer to train meets or exceeds standards

Before:
Commuter rail stations were not accessible

CHALLENGE

In addition to bus, light rail and heavy rail, the MBTA provides a commuter rail system that links relatively distant and diverse communities to the downtown Boston core. Prior disinvestment led to a lawsuit settlement agreement with the Boston Center for Independent Living regarding accessibility. The agreement included requirements for upgrading commuter rail stations to comply with current accessibility requirements. The MBTA hired Etty for this task, contracting with her for the first time as the prime consultant

MBTA's initial scope was to develop a "mini-high" platform (a temporary, semi-portable platform extension) to ensure ADA-compliant platform-to-train transfer. Etty saw the scope differently. Believing that the mini-high platform on its own would not provide true accessibility for the station, she considered the need beyond the platform-to-train transfer to include the connectivity between the neighborhood and each station. In other words, Etty wanted to exceed the bare minimum and make sure that users had improved access to the commuter rail system all the way from their neighbor- hoods until on the train.

The challenge was to convince the client that the scope had to expand to develop this universally accessible system. Etty took on that challenge and succeeded in getting the client to agree.

Role of Nominee | Urban Designer and Bridge Architect at Urban Idea Lab
Client | Massachusetts Bay Transit Authority (MBTA)
Planning Study | Urban Idea Lab (UIL) Prime Consultant

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's responsibility for the Commuter Rail Accessibility Study as described in the exhibit. The responsibilities included urban design, conceptual station design, and inter-agency coordination.

Laura Brelsford
MBTA Assistant General Manager, System-Wide Accessibility

ACTIONS

Once the MBTA approved the expanded scope proposed by Etty, she formed a new team of engineers, landscape architects, and accessibility professionals. She collaborated with an accessibility firm, the Institute of Human Centered Design, to deploy user experts (people with lived experience in dealing with physical and cognitive limitations) to visit each station and produce a report summarizing their findings. The report was instrumental in helping Etty understand, and advocate for, the necessary improvements at each station. Using her own and the experts' observations, she analyzed the needs of each different neighborhood and its connection to the station to understand the entirety of the neighborhood-to-station-to-train experience.

In addition to platform improvements, Etty identified improvements for waiting areas, drop off and pickup areas, bus stops, accessible parking spaces, and other program elements. These improvements are necessary, from the perspective of mobility-challenged users, to achieve a universally accessible commuter rail system. After extensive coordination with the client to understand funding and operational constraints, she developed station program and accessibility standards that allow the MBTA to achieve consistent designs across multiple and diverse neighborhoods.

OUTCOME

Etty's site analyses and station planning evolved into a detailed study that outlines the scope of work necessary for achieving universal accessibility on the commuter rail system. These goals were established from both a short- and long-term perspective to allow the MBTA to prioritize its work. The MBTA uses the study as a scope document whenever it identifies funding. As a result of this work, the MBTA continues to seek out Etty as its "go to" architect and urban designer for taking on infrastructure challenges.

Institute for Human Centered Design (IHCD)

IHCD


IHCD

EXHIBIT

3.7

MBTA GREEN LINE TRANSFORMATION PROJECT

Multi-Cities in the Boston Metropolitan Area, MA
| Current On-going Project

Budget | $2.1 billion
Scope | 4 branches, 23 miles, 67 stations
Project Status | On-going – implemented in phases

Community Benefits:

- Provided accessibility from the diverse surrounding neighborhoods to the transit system
- Improved resiliency and sustainability

Before:
System was designed to maximize transit capacity, but inadequate in terms of inclusivity and equity, including accessibility problems.

CHALLENGE

The MBTA initiated the multi-billion-dollar Green Line Transformation Program to increase its capacity and to make it fully accessible. The MBTA's design team brought on Etty as the system's lead architect and urban designer as well as principal-in-charge of Urban Idea Lab's work. The Green Line is the largest line in the MBTA transit system, consisting of four branches with 67 stations and approximately 23 route miles.

New vehicles will be longer to increase passenger capacity as they travel through diverse neighborhoods that span the economic spectrum. Each neighborhood differs in terms of character, population, and economics. The MBTA is committed to ensuring that each neighborhood receives equitable treatment. Etty's approach was to define "success" not just in terms of satisfying speed and headway goals to improve capacity but also in terms of serving users throughout the system equitably.

Role of Nominee | Urban Designer and Bridge Architect at Urban Idea Lab
Client | Massachusetts Bay Transportation Authority (MBTA)
Preliminary Design | Urban Idea Lab as sub-consultant to Mott MacDonald

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's responsibility for the MBTA Green Line Transformation Project as described in the exhibit. The responsibility included principal-in-charge, urban design, and architecture.

Desiree Patrice
MBTA Chief of Integrated Transit Programs

ACTIONS

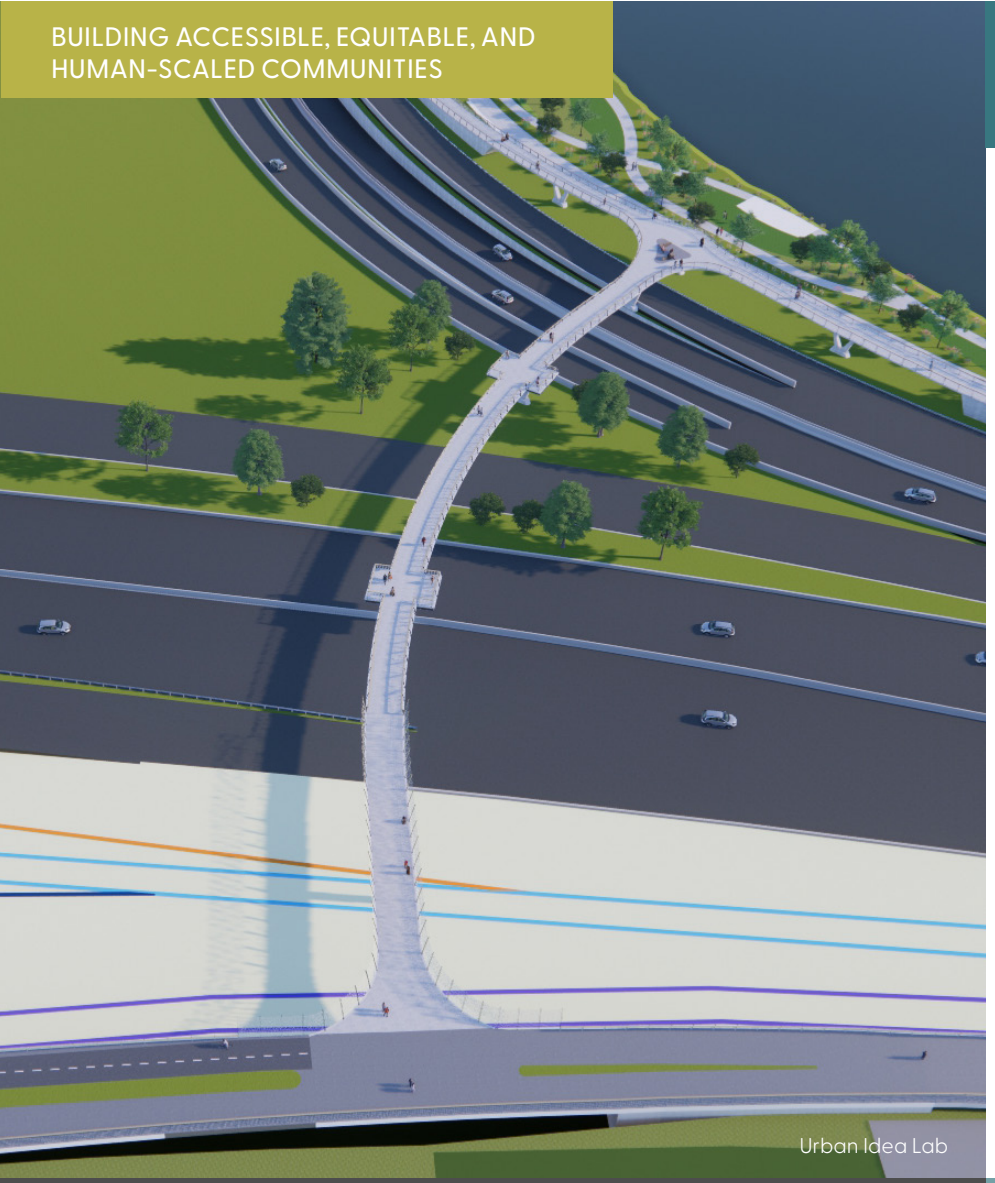
By the time this project was procured, Etty had become the MBTA's "go to" architect for infrastructure design. The client valued her reputation for managing and approaching each project from urban design, accessibility, and equity perspectives. They knew Etty would strive to leverage infrastructure funding to include community building, and they now expect this kind of approach. She embraced the role of "internal advocate" for affected communities and insisted that the client and the design team be responsive to the neighborhood's needs.

Etty immediately began viewing the modernization program from an urban design perspective, analyzing the overall Green Line neighborhood by neighborhood to assess elements such as the surrounding land use, local user patterns, and overall context. Based on these findings, she was able to recommend potential areas for station consolidation - a key GLT program goal to support better headways.

OUTCOME

Given the scale and duration of the project, Etty realized that the work product had to be implemented flexibly to allow for future fluctuations in funding and management. To ensure that future design developments would be able to build on her work, she established contextual diagrams as tools to guide those future efforts. These diagrams incorporated the characteristics of the various neighborhoods.

She also developed detailed project standards for public-facing elements such as platforms, canopies, and lighting. These standards were informed not just by "architectural" considerations such as material use and detailing, but also by the knowledge gained from the contextual analysis of the stations' neighborhoods.



Urban Idea Lab

EXHIBIT
3.8

ALLSTON MULTI-MODAL PROJECT

Allston, MA

Budget | $2.4 billion
Scope | Redevelopment of roughly 90-acre land adjacent to down-town Boston
Project Status | In conceptual design / permitting phase

Community Benefits:

- Infrastructure reconfigurations provide a unique opportunity to develop a vibrant future for Allston
- The new station, with transit access to an underserved neighbor-hood, provides multi-modal functionality

Before:
A large, under-utilized area consisting of the former toll plaza, rail yard, and railroad tracks (see before image)

CHALLENGE

The Allston Multimodal Project is one of the largest infrastructure projects in Massachusetts. Removal of all toll booths, a rail yard and the potential to straighten out a curve in the interstate alignment created a large 90-acre development parcel rarely found in established dense urban areas such as Boston. This section of I-90 is primarily on a viaduct that is at the end of its useful life. In addition, a rail line runs through the site carrying commuter rail and freight traffic.

This site is also in a highly visible area, surrounded by Harvard University, Boston University, and the environmentally sensitive Charles River. Stakeholders include MassDOT, MBTA, Cities of Boston and Cambridge, and local advocates and businesses. The difficult technical challenge is compounded by the heightened political realities. A highly influential Design Review Committee was established to work with and oversee MassDOT's design process.

Role of Nominee | Urban Designer and Bridge Architect at Urban Idea Lab
Client | MassDOT
Conceptual Design | Urban Idea Lab as sub-consultant to TetraTech

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's responsibility as the bridge architect and urban designer for the Allston Multimodal Project. The responsibilities included urban design, bridge design, task force meetings, inter-agency and city coordination, community workshops, and public presentations.

Christopher E. Calnan, P.E.
Project Manager, Allston Multimodal Project
Vice President, Tetra Tech

ACTIONS

Rather than simply keeping the viaduct in place, MassDOT decided to re-imagine the site to develop a new neighborhood and provide multimodal connections. Etty was brought in to assist the project team with bridge design and urban design, and to specifically lead the design of the multimodal transportation center, the Frank Street and Agganis Way Pedestrian Bridges, and the Allston Southside Buffer Path.

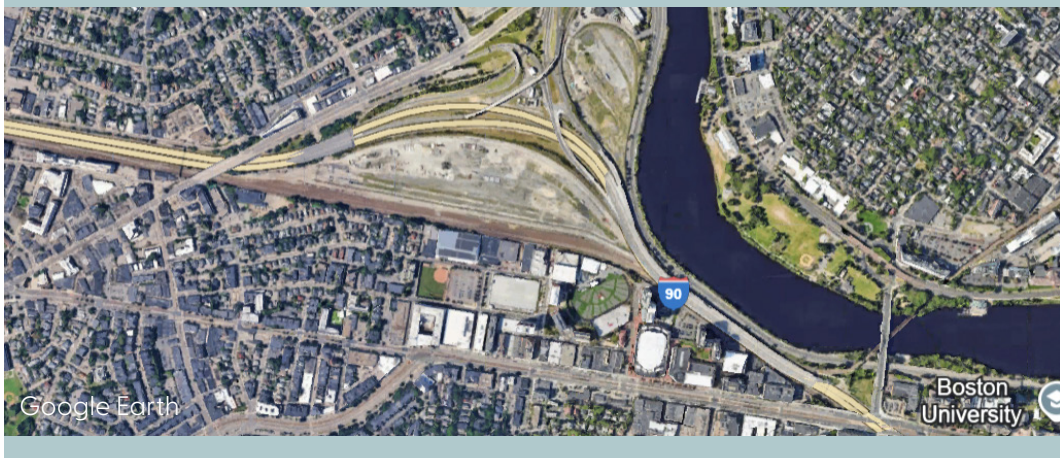
Etty immediately understood the need to build consensus for her designs by using a robust public participation process to make this neighborhood transformation possible. Her outreach process required significant collaboration with, and navigation among many groups, including the Design Review Committee. Her process built trust, enabling her technical design skills to create acceptable projects.

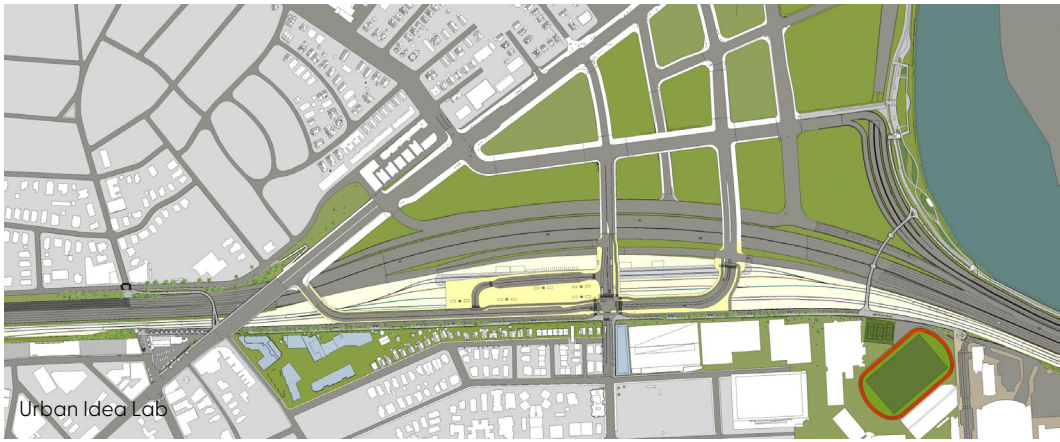
OUTCOME

The new station will provide multi-modal functionality and transportation access to an underserved neighborhood. The West Station itself, built around the existing rail line, will provide transit access to downtown Boston and points west.

Etty's design of the pedestrian bridges and paths provide beautiful, safe, accessible routes through and over the adjacent interstate roadways and train tracks. They also provide pedestrian and bicycle connections from the neighborhoods to the Charles River on a path separated from vehicular traffic and connect the Charles River to downtown as part of Boston's greenway networks and Emerald Necklace.

Before





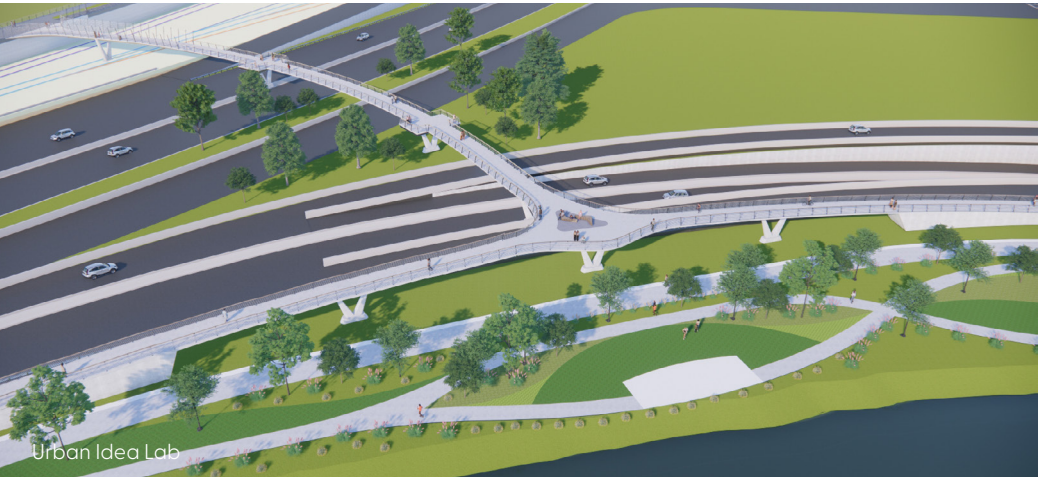


EXHIBIT
3.9

REIMAGINING HUMAN CENTERED INFRASTRUCTURE

Iza Khan

CHALLENGE

Historically, the design of large transportation projects served motorists well by providing more and bigger roadways for ever-increasing traffic. Unfortunately, the state of infrastructure design at that time did not consider the impact on the urban and natural environment nor on the affected communities. Most of our infrastructure is now deteriorating and needs to be repaired, rebuilt, or replaced. As the current Federal Guidelines requirement is 75 to 100-year service life, the impact on the environment will be permanent. The challenge for the design industry is to seize the opportunity to re-imagine our infrastructure projects. Etty is meeting this challenge by elevating the standard of transportation infrastructure design in an inclusive and holistic way and working to broaden and diversify the number of professionals entering the field.

"Etty inspired students to dig deeply into history, explore the opportunities for the future, and particularly understand how infrastructure projects had been and continue to be impacted by climate change."

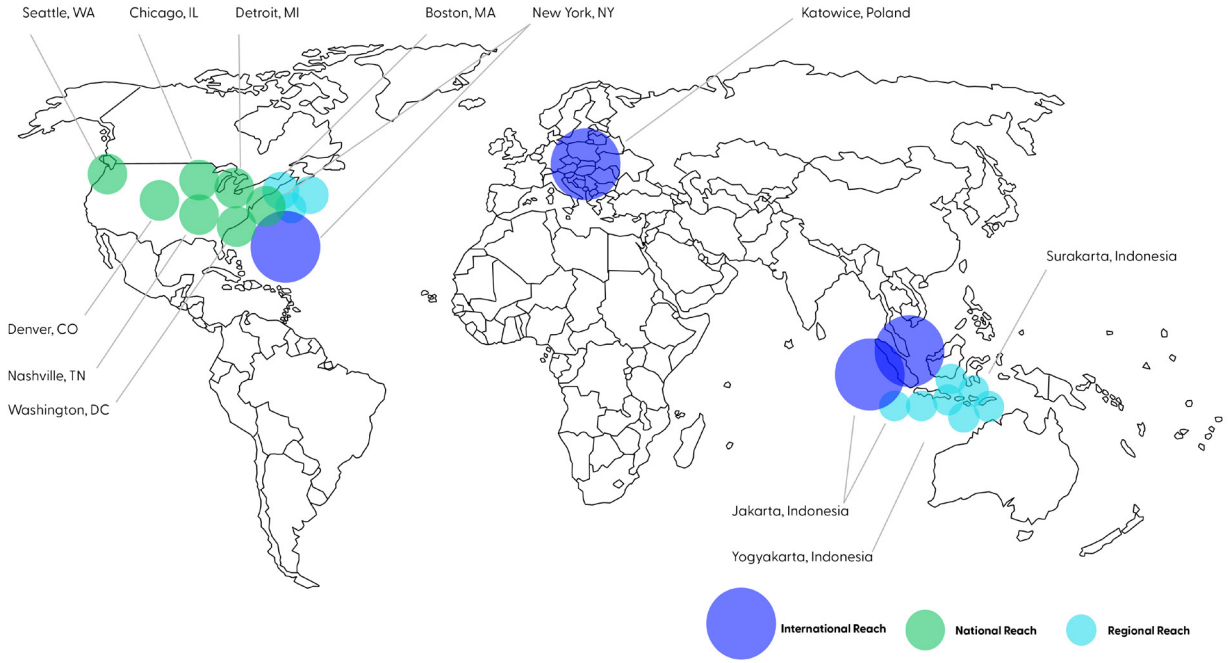
Robert Nesson
Emerson College Adjunct Faculty
and Award-Winning Film Maker

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's numerous speaking engagements. She has been a valued participant in our various panels, workshops, and conferences. Her engagement has reached public officials, communities, and other professionals.

Laretna Trisnantari Adishakti
UGM - UNESCO Chair in Heritage Cities Conservation & Management
Faculty of Engineering, Gajah Mada University

SPEAKING ENGAGEMENTS BY LOCATION AND IMPACT



ACTIONS

Etty believes that architects and urban designers have a central role in this field and speaks to other professionals to encourage that. She has proven that one does not have to work in a large firm to make a difference in influencing infrastructure mega-project design. In addition to her technical practice, Etty's actions include:

- Engaging and collaborating with engineers and other professionals, public officials, community residents and advocates.
- Holding several leadership roles on the AIA Housing and Community Development Knowledge Community (AIA HCD KC) for more than a decade, strengthening the relationship between infrastructure and community development.
- Engaging in panel discussions, conferences, symposia - both nationally and internationally (as illustrated in the diagram).
- Mentoring of young professionals and students

Etty's actions focus on the positive public outcomes achieved by using a community-focused design approach rather than a purely engineering-focused approach.

OUTCOME

Etty's presentations have resulted in practitioners' understanding of the need for and benefit of incorporating socially conscious and green infrastructure goals into transportation projects, both nationally and internationally. Highlighting past lessons learned, Etty has influenced her audiences to seize the opportunity to approach these transportation problems differently. She is raising the standards of transportation infrastructure design.

The importance of the international presentations cannot be overstated. Many developing countries, especially in Southeast Asia, are undergoing unprecedented growth, including the expansion of their infrastructure networks.

Etty has answered this call to action; she is focusing on the future by expanding the field through mentoring, educating, and collaborating with peers to spread the word on the importance of infrastructure design.

Dr. Sharon Egretta Sutton, FAIA

"Etty is a champion of the collective voices as well as equitable presences, serving all with humility, compassion, and joy."

Rahel Shawl Zelleke
Principal, RAAS Architects | Addis Ababa, Ethiopia

"Etty's insights on my transition from CNU (Congress for the New Urbanism) were invaluable. She encouraged me to see broader trends in my professional life to chart a more fulfilling path forward. I have seen her mentoring others, students and peers alike. She is generous with her time, her skill and EQ in this area is innate and applies to everyone she meets. It is truly an extraordinary gift and asset."

Lynn Richards
former President and CEO of the Congress for the Urbanism and current founder and principal of Agora Planning Lab

"Etty has been an incredible beacon of leadership and has mentored so many young architects, urban designers and transportation professionals over the course of her illustrious career! I've been fortunate to have known Etty for almost 25 years as a compassionate leader, mentor and colleague who has always inspired me to push myself as a design professional. I also know that I am one of many BIPOC and women designers who have benefited enormously from Etty's leadership in the industry and in following her footsteps in creating an unconventional but impactful pathway for architects in transportation and infrastructure design!"

Pallavi Mande
Founding Director, Tamraparni

frankmonkiewicz.com