



## Artist Statement

Samantha Beck

As an artist I grow older and wiser in my practices. I learn something new with every click I make with my computer while creating a graphically appealing design. When I was younger and someone asked me what I wanted to be when I grew up, I never thought I would say, "I want to be a graphic designer". Now, it is something that is truly thrilling to me. My work that I have had the most fulfillments in creating is when I am able to take an existing story and interpret it as I see fit. The freedom to be able to take an idea and morph it into something new and exciting for the viewer is something that makes me proud of myself and proud of my work. To see an opportunity for a new creation is to see nothing but treasures yet to be found.

	<u>Title</u>	<u>Media</u>	<u>Original Format</u>
<b>Figure 1:</b>	Matilda the Musical	Digital Illustration	Photoshop Paint, 11"x 17"
<b>Figure 2:</b>	Dali Deli Logo	Digital Illustration	Illustrator 11"x17"
<b>Figure 3:</b>	Dali Deli Menu	Digital Illustration	Illustrator, Photoshop 11"x17"
<b>Figure 4:</b>	Dali Deli Stationery	Digital Illustration	Illustrator 11"x17"
<b>Figure 5:</b>	Evolution of the Hashtag	Digital Illustration	Hand drawing, Illustrator, 11"x17"
<b>Figure 6:</b>	Washington Loyals Logo	Digital Illustration	Illustrator, Photoshop, 11"x17"
<b>Figure 7:</b>	Pumpkin Carving Kit Ad	Digital Illustration	Carved pumpkin, Paint, Photography, Photoshop, 11"x17"
<b>Figure 8:</b>	Washington Loyals Poster	Digital Illustration	Illustrator, Photoshop, 11"x17"
<b>Figure 9:</b>	Robot Car	Digital Illustration	Photoshop, 11"x17"
<b>Figure 10:</b>	Living Smaller	Digital Illustration	Play-Doh, Photography, Illustrator, 11"x17"



Figure 1: Matilda the Musical

dali



Figure 2: Dali Deli Logo



Figure 3: Dali Deli Menu



Figure 4: Dali Deli Stationery

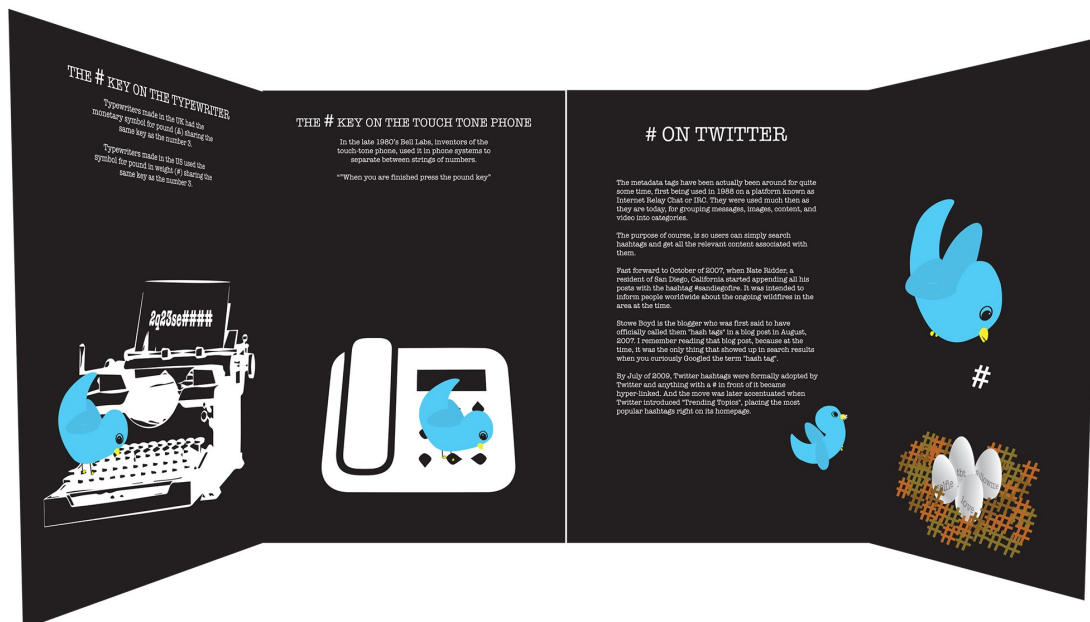
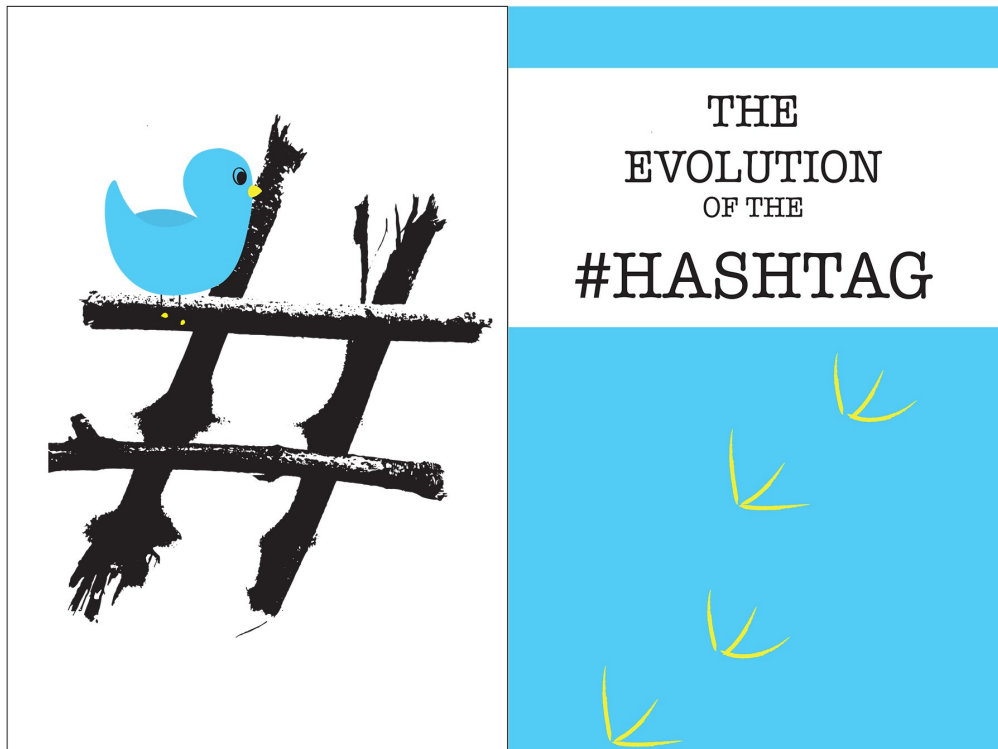


Figure 5: Evolution of the Hashtag



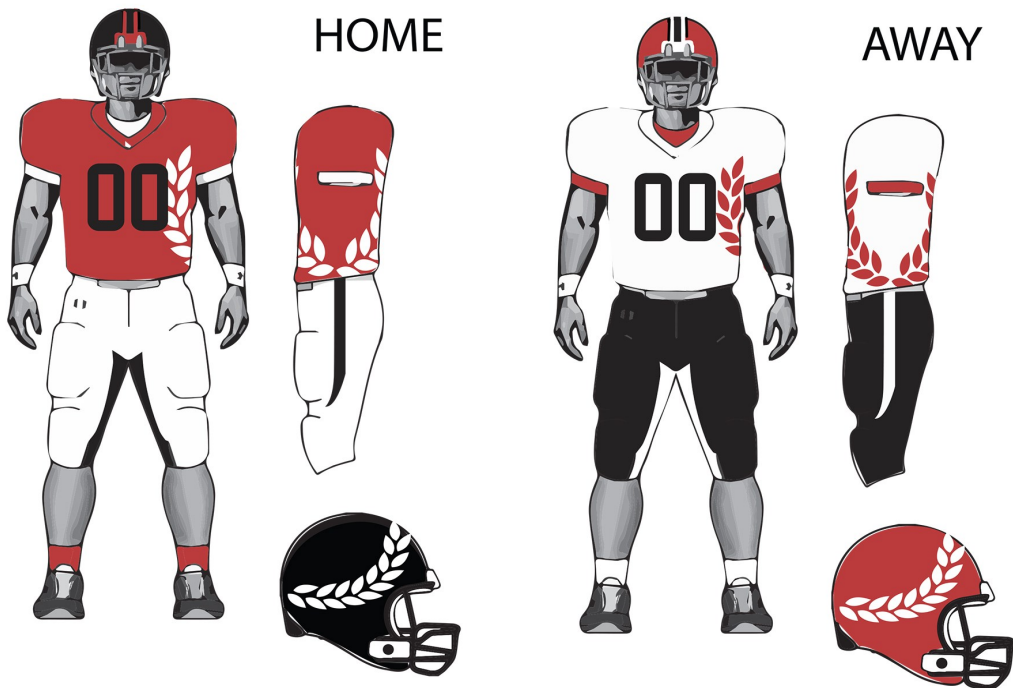


Figure 6: Washington Loyals Logo



# Heads is the call.

*2014-2015 NFL Season*



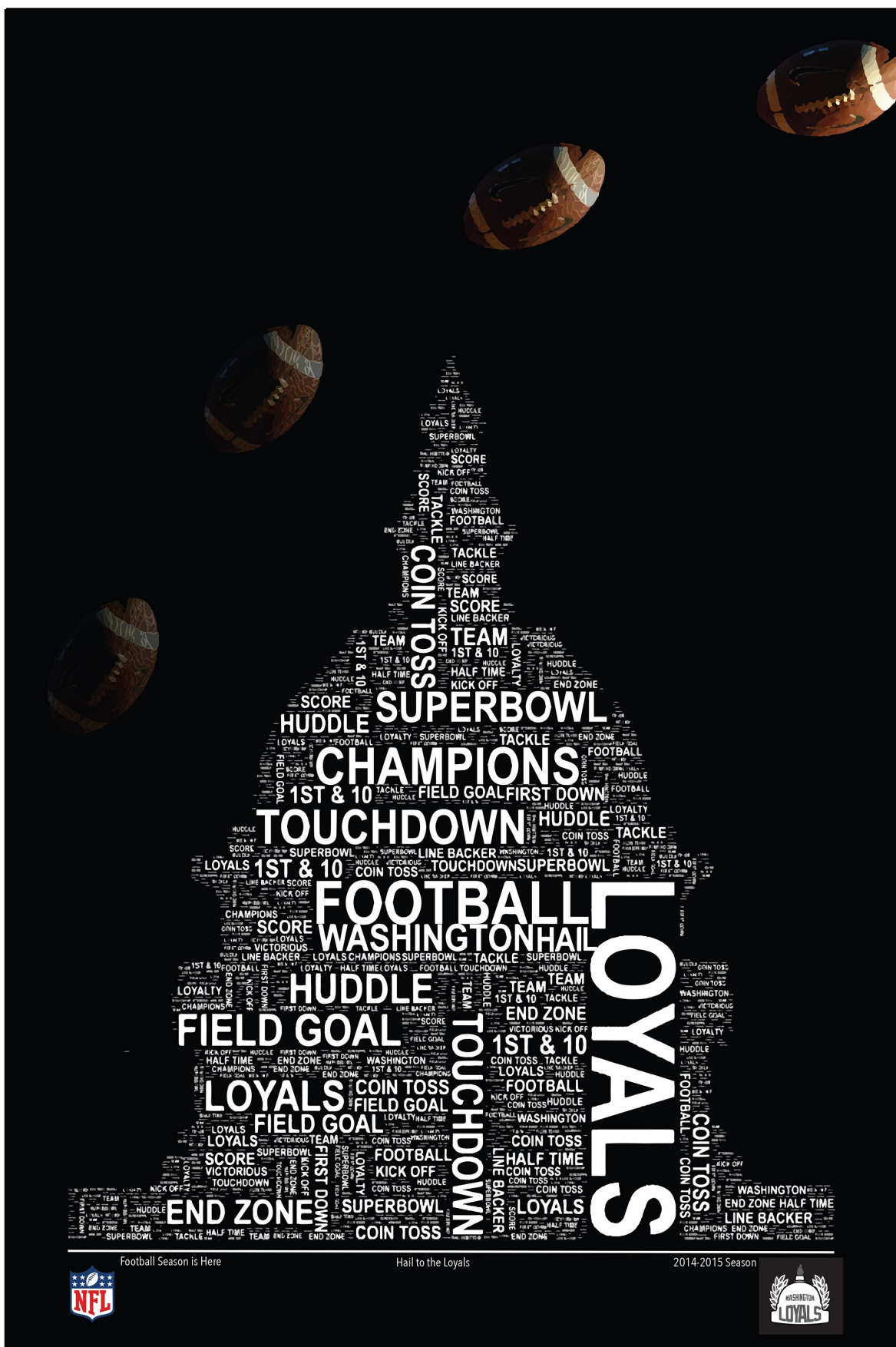
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Pumpkin Masters Carving Kit



Figure 7: Pumpkin Carving Kit Ad



### Figure 8: Washington Loyals Poster

# Predictions & Productions of the Robot Car

By Ian Bogost  
Illustrated by Samantha Beck

After attending the 1964 World's Fair, the science-fiction author Isaac Asimov wrote an essay in *The New York Times* imagining a visit to the World's Fair 50 years in the future, in 2014. Among his predictions: "Much effort will be put into the designing of vehicles with 'robot-brains'—vehicles that can be set for particular destinations and that will then proceed there without interference by the slow reflexes of a human driver."

Asimov got some of the details wrong (he thought the cars would ride suspended on compressed air), but most of his prediction proved accurate: much effort is, indeed, now being put into the design of robot cars, thanks largely to Google. Earlier this year, the company revealed a prototype of a fully driverless car, an adorable machine without a steering wheel or pedals that toolled around its campus in Mountain View, California.

Google's achievement draws on the ideas of computer scientists, roboticists, and automotive engineers who have been working on autonomous vehicles for decades. And the goal is not just to realize our science-fiction dreams: driverless cars might alleviate congestion, ease demand for parking, and reduce crashes, one of the leading causes of death in the United States.

Early efforts were not really robot cars at all, but highway-automation systems. Back in 1956, for instance, GM introduced a Firebird II concept car that would be guided by a hypothetical electric highway of the future.

In the individualist 1980s, though, the cars took control. As autonomous vehicles like Stephen King's *Christine* and *Knight Rider*'s KITT graced the big and small screens, researchers' efforts began to bear fruit. A team at Bundeswehr University Munich transformed a Mercedes van into a self-driving vehicle called VaMoRs, and the Carnegie Mellon Robotics Institute turned a Chevrolet panel van into the first in its line of Navlab robot cars. (Why vans? To store all the computing equipment necessary to operate the vehicles.)

In 2004, the Defense Advanced Research Projects Agency launched its Grand Challenge series, a multimillion-dollar competition for autonomous vehicles, giving roboticists scattered across American universities and companies a chance to go toe-to-toe. A rivalry developed between Stanford and Carnegie Mellon, which traded the top spots in the first two years a prize was awarded.

Figure 9: Robot Car



# Living Smaller

by Witold Rybczynski

It is not really surprising that the grow home met with popular acceptance: the market and the economy have changed in ways that will make everyone compromise and be more flexible. The first of three seismic events that altered how Americans live -- and how they must think about buying houses in the future -- started as an undetected rumble in the early 1960s, just after the golden age of American housing. Almost three quarters of existing U.S. houses were built after 1940, many in the twenty years following the end of the Second World War. The overwhelming majority followed the same model: single houses for single families.

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“little boxes made of  
ticky-tacky”

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The best-known example, which became a symbol of homeownership throughout the 1950s, was devised by the developer William Levitt. The house was small and uncomplicated, but it had a fully equipped kitchen, the lot was big enough for a garden, and at \$7,990 -- no down payment and \$65 a month -- in 1949 it was a bargain. Homecoming GIs, impatient to get on with their lives, saw this little cottage as just what they needed.

If such houses were uniform “little boxes made of ‘ticky-tacky,’” in the words of the scornful song, it was not necessarily the result of a lack of imagination but, rather, a reflection of a remarkable homogeneity in the size and composition of American households. In 1940 the typical number of occupants of a house was four: husband, wife, and two children. Their roles were predictable: Dad worked at the factory or office, and Mom stayed home, kept house, and took care of the kids, who played in the yard.

Households were not only smaller but different. Starting in the 1960s, for a variety of reasons, more women began to work, and by the 1970s they were entering the work force in unprecedented numbers; today in more than half of all families both parents work outside the home. At the same time, divorce rates have risen -- it is now estimated that half of all marriages will end in divorce. Hence the increased number of single-parent families, most headed by women.

More people are living alone, and single-person households now account for almost a quarter of the total, up from 17 percent, twenty years ago; during the same period married-couple households went down from 71 percent to 55 percent. The typical family -- a married couple with young children -- in the Levittown cottage is not typical anymore. Indeed, it is now called the “traditional” family, and makes up less than a third of all households.



Figure 10: Living Smaller