

RED LINE RAPID TRANSIT STATION DESIGN IDEAS COMPETITION

Facilitator: IndyGo



INTRODUCTION

The Indianapolis Public Transportation Corporation (IndyGo) is currently in the process of designing the Red Line Bus Rapid Transit (BRT) system that will stretch 35 miles through Westfield, Carmel, Indianapolis and Greenwood. The initial 13.6 mile phase would be complete in 2018. The Red Line would be the first BRT system in Indiana, as well as the first all-electric BRT system in the country. As part of the overall system design, IndyGo is facilitating a design ideas competition to foster creative design solutions for 28 rapid transit stations along Phase One of the Red Line BRT route with possible replication of these stations along the two future phases. Full details of the Red Line, including the detailed alignment plan, can be found at www.indygo.net/redline.

This competition is a one-stage, open-ideas competition. It will require two separate concept-level station designs, one for center platforms and one for curbside platforms. The winning design team will receive a \$5,000 cash prize (2nd Place - \$2,000; 3rd Place - \$1,000). No follow up design or construction contracts will be awarded upon winning this design competition, and applicants will retain any relevant copyrights to their design (but will license the use of the concept to IndyGo). IndyGo consultants currently under contract will be responsible for adapting the winning concept(s) into final design and construction documents. This competition is facilitated by IndyGo, along with the Red Line engineering consultants who will serve as technical advisors.

The goals of this design competition are to develop a station concept that:

- Maximizes the benefits of rapid transit to riders
- Reflects the culture of Indianapolis and its neighborhoods
- Conveys a sense of safety and elegance
- Can be built in a cost effective and sustainable manner
- Integrates with other modes of transportation
- Portrays a functional, effective, and reliable transit system

WHAT IS BUS RAPID TRANSIT?

Bus Rapid Transit (BRT) can be thought of as light rail on rubber tires. It provides fast, frequent and comfortable transport for passengers and serves as the spine of an effective transit network. Although similar to a traditional bus system in that a bus is the mode of transit, BRT systems offer many advantages over such a system.

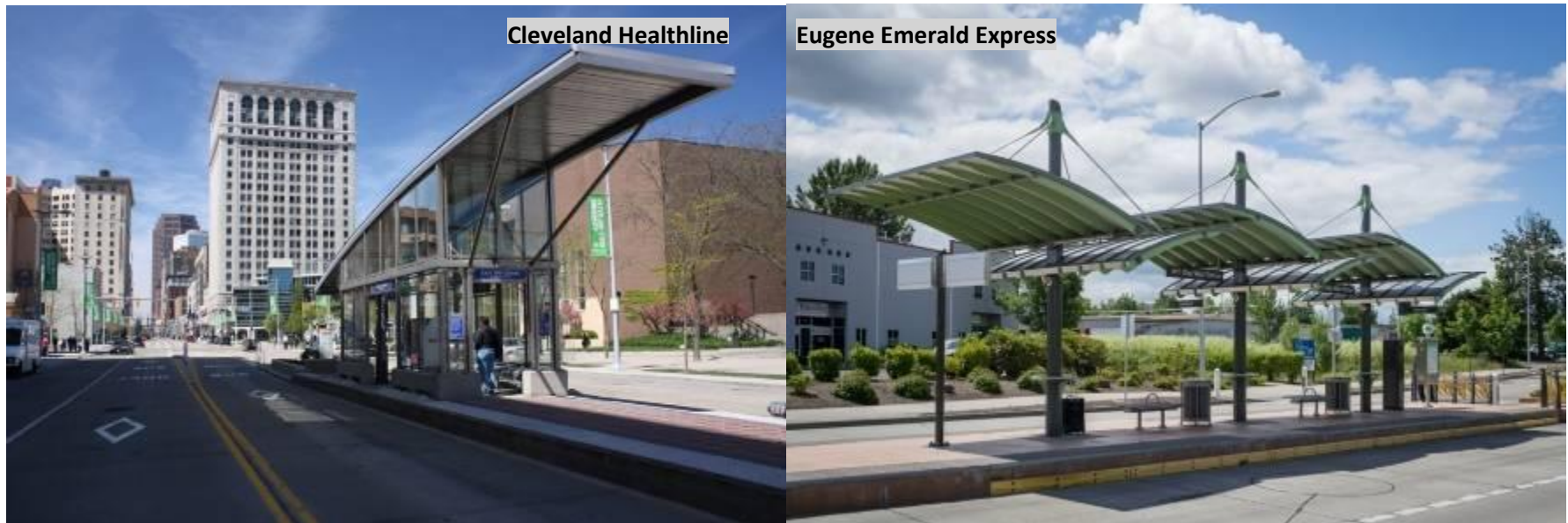
These include:

- Pre-paid ticketing
- 14”high platforms to facilitate level boarding
- Dedicated bus lanes
- “Real Time” arrival information
- Fully covered stations
- Bike parking



DESIGN PRECEDENTS

These photos show some examples of other BRT stations around the country and the world.





San Bernardino sbX



Grand Rapids Silverline



Taichung, Taiwan



Johannesburg, South Africa

DESIGN OBJECTIVES

The design submissions will be judged around three design objectives (feasibility, placemaking, and rider experience), giving all three equal weight. These objectives are intended to help guide your design in a direction that will be both desirable for, and beneficial to, the people of Indianapolis.

FEASIBILITY

The designs should be realistic in terms of upfront capital expenditure and should consider long term maintenance costs. Stations should be robust, easy to replicate, and built to last.

- Stations can be built within the given budget and using the design specifications
- Designs manage and mitigate the future maintenance and management costs
- Stations mitigate their overall impact on the environment
- Designs should be adaptable to potential future BRT station locations

PLACEMAKING

The designs should be flexible enough to complement the surrounding area/neighborhood while still representing the culture of Indianapolis as a whole. Stations should be aesthetically appealing.

- Designs should allow for cohesion, not competition, within their surroundings
- Stations should express the culture of Indianapolis while establishing a unique identity for the BRT corridors
- Designs incorporate customizable features that allow stations to be adjusted post construction to reflect the character of an individual neighborhood/area, e.g. cultural and historic district identification or public art
- Some stations will be located within Historic Districts and will have to be approved by the Indianapolis Historic Preservation Commission (IHPC), and so designs that are flexible enough to be used in all settings will be rated higher. Some examples of considerations:
 - Stations should not directly or indirectly alter adjacent historic buildings, including significantly obscuring them.
 - Stations can be contemporary in design, but form, mass, scale and proportion should fit in with surrounding buildings.
 - Materials, colors, and textures should be of a similar quality to and compatible with the surrounding area and buildings

RIDER EXPERIENCE

The stations should create a safe, welcoming, and integrated experience. Stations should serve to attract ridership.

- Designs integrate the advantages of Bus Rapid Transit
- Stations are easily accessible by both able-bodied pedestrians as well as those with mobility limitations
- Stations allow for implementation of wayfinding measures to assist those making transfers or visitors to the city
- Designs practically integrate and encourage multimodal connectivity

DESIGN SPECIFICATIONS

Submissions should include conceptual design renderings for two separate station types: a center platform station designed to board passengers on both sides, and a curbside platform station designed to board passengers only on one side (schematics and dimensional requirements of both are available at the end of this document). It is expected that the major design details for the two configurations would largely match each other and would be replicated at each station location along the route and possibly for future expansions of the Red Line. Designs should be reasonably expected to accommodate certain requirements, including structural loads and wheelchair maneuverability, as well as to fit within the footprints allotted.

STATION 1: CENTER PLATFORM WITH BOARDING ON BOTH SIDES

Example is 54th Street and College Avenue.

- Platform Dimensions: 12 ft. wide x 75 ft. long x 14 in. tall
- Wind Load: 90 MPH
- Snow Load: 20 PSF
- Ramp Length: 17 ft

STATION 2: CURBSIDE PLATFORM WITH BOARDING ON ONE SIDE

Example is Woodlawn Avenue and Virginia Avenue. Submissions should only include one curb platform, even though a typical station area includes a platform on each side.

- Platform Dimensions: 10 ft. wide x 60 ft. long x 14 in. tall
- Wind Load: 90 MPH
- Snow Load: 20 PSF
- Ramp Length: 10 ft

CONSTRUCTION BUDGET

The construction budget is differentiated by design and non-design elements, and is further divided by platform type. A submittal is only responsible for considering the cost of design elements, which include, but are not limited to, the canopy, furniture, accessories, landscaping/art, railings, and decorative pavement treatment. Non-design elements are those such as the concrete, communications equipment, drainage, and utilities. Budgets for each station type are:

- Station 1 (center) has a total budget of \$581,000 each, of which **\$320,000** is available for design elements.
- Station 2 (curbside) has a total budget of \$469,000 each, of which **\$244,000** is available for design elements. This is the cost per side, not for the pair of stations that typically comprise a station area.

DESIGN ELEMENTS

Submissions must incorporate:

- ADA compliant ramps and clearances
- Overhead rain/snow protection for riders
- A bus arrival time digital sign
- A ticket vending machine location
- Bicycle parking on the station or nearby

- Opportunities for neighborhood customization

Submissions should consider, but are not required to include, elements which address:

- Signage and wayfinding
- Protection from wind and sun
- Drainage needs
- Seating
- Trash receptacles
- Durability
- Ease of maintenance

SUBMISSION PROCESS

There is no fee or prequalification for participation in this competition, and individuals or firms may submit multiple entries. To register, entrants will need to sign an agreement granting the Indianapolis Public Transportation Corporation licensing and rights as outlined in the competition rules. This agreement is located at the end of this document and the completed form should be sent in an email to IndyGobus@gmail.com along with the name, telephone number, and email address of the entrant or team leader. The subject line of this initial email should read “Red Line Station Design Competition.” This registration must be received no later than 5:00pm on July 1, 2016.

A confirmation of registration along with a 5-digit registration number will be emailed to the confirmed registrant in response. Each design submission (a submission includes both center-running and curbside station types) will require a separate registration number and this registration number will be used for the remainder of the competition to identify each entry. Other than the registration number, all submittal documents should be free of any names, logos, or other personally or professionally identifying features of the entrant(s).

Any questions about competition details shall be submitted in writing to IndyGobus@gmail.com no later than 5:00pm on June 13, 2016. A complete list of all questions and answers will be maintained on the project website and emailed to registered entrants, with the final version posted no later than June 17, 2016.

For registered entrants, the following narrative and graphic materials should be submitted via email to IndyGobus@gmail.com no later than 5:00pm on July 8, 2016 in a single zip file with the 5-digit registration number, e.g. “12345.zip”. The email subject line should read “Registration Number_1235.”

NARRATIVE MATERIAL:

- A short (one or two page) design brief describing the overall design, inspiration, and notable features with a clear expression of design objectives. Features/areas that can be customized for each station/neighborhood should be described. The file should be submitted as “Statement_12345.doc”.
- A single page document with team identification and contact information. The file should be submitted as “ID_12345.doc” and should include the following:
 - Project title
 - Firm name (if applicable)

- Team member name(s)
- Identification of team leader (if applicable)
- Team leader/entrant telephone number
- Team leader/entrant mailing address
- Team leader/entrant email address

GRAPHIC MATERIAL:

- A maximum of six (6) views (at least one of each station type) in .jpg or .png at a resolution of at least 300 dpi. The files should be submitted as “View1_12345.jpg”, “View2_12345.jpg”, etc. The 5-digit registration number should be the only identifying feature in these images, no other personal or professionally identifying features are allowed. The “View1” file will be used as the primary image for the submission.
- One (1) view of each station type, annotated to identify the location of required design elements (i.e. ADA compliance ramps, protection from weather, bus arrival time, ticket vending machine, bicycle parking, and customizable areas) as well as any other elements the entrant considers noteworthy, in .jpg or .png at a resolution of at least 300 dpi. The files should be submitted as “Annotated1_12345.jpg” and “Annotated2_12345.jpg”. The 5-digit registration number should be the only identifying feature in these images, no other personal or professionally identifying features are allowed.

EVALUATION PROCESS

This design competition is a single phase process that will be reviewed by IndyGo and the Red Line engineering consultants for technical and financial feasibility prior to the judging process. Qualifying submittals will be blindly judged by an 8-person selection panel of community leaders. In addition to the selection panel, all qualified submittals will be voted on by the public both online and via an in-person public forum. The design with the highest total votes from the public will receive the equivalent of one (1) vote on the selection panel.

The aggregate rankings from the panel and the public vote will select first place, second place, third place, and honorable mention designs. Rankings will be assessed based on how well the designs achieve and address the questions and goals of each of the three design objectives. A summary report will be distributed explaining the rationale for the decision.

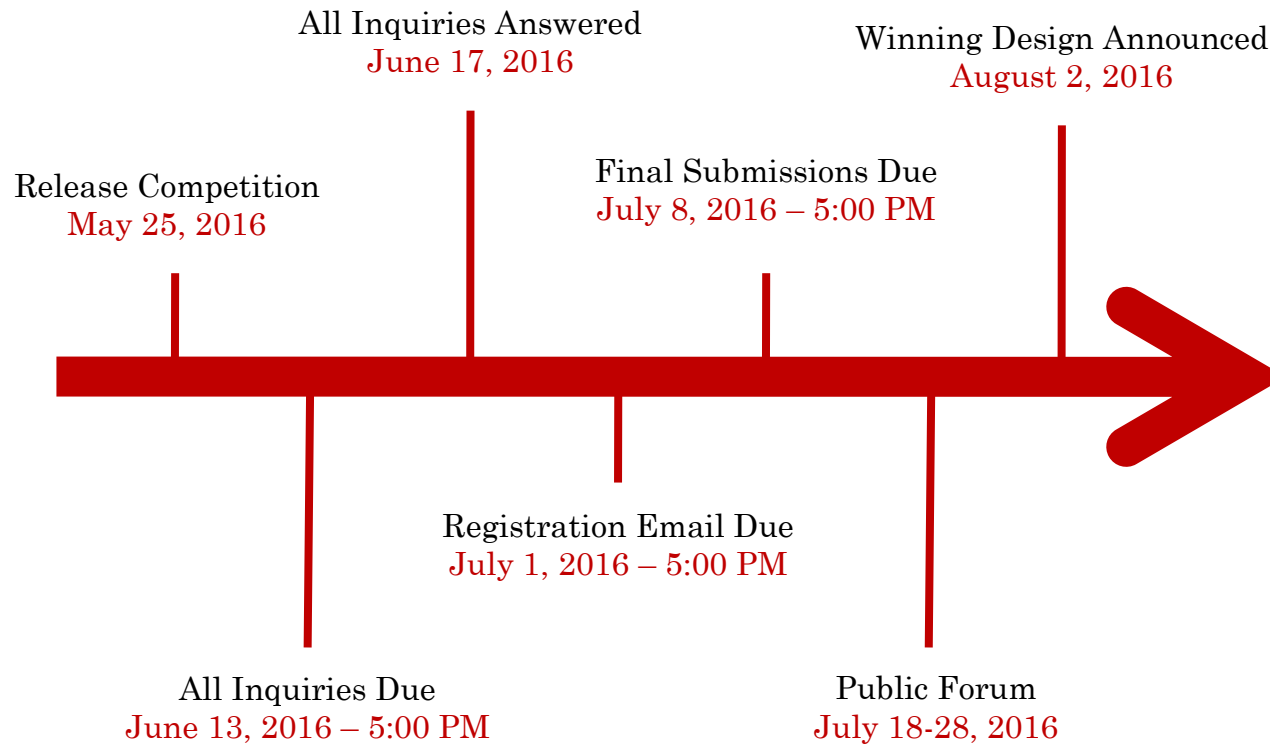
It is expected that final determinations will be made by August 2, 2016.

The first place winner will receive a cash prize of \$5,000 and their name published in IndyGo marketing materials. 2nd place shall receive a cash prize of \$2,000, and 3rd place shall receive a cash prize of \$1,000. Anyone receiving a prize will be required to submit a valid W9 form for payment. A design concept will be fully developed by the Red Line design consultant and no follow-up contracts will be awarded.

JURY MEMBERS

Eight jurors will be selected representing community leaders. A ninth vote will represent the results of the public forum. A final jury report will be made available on the project website.

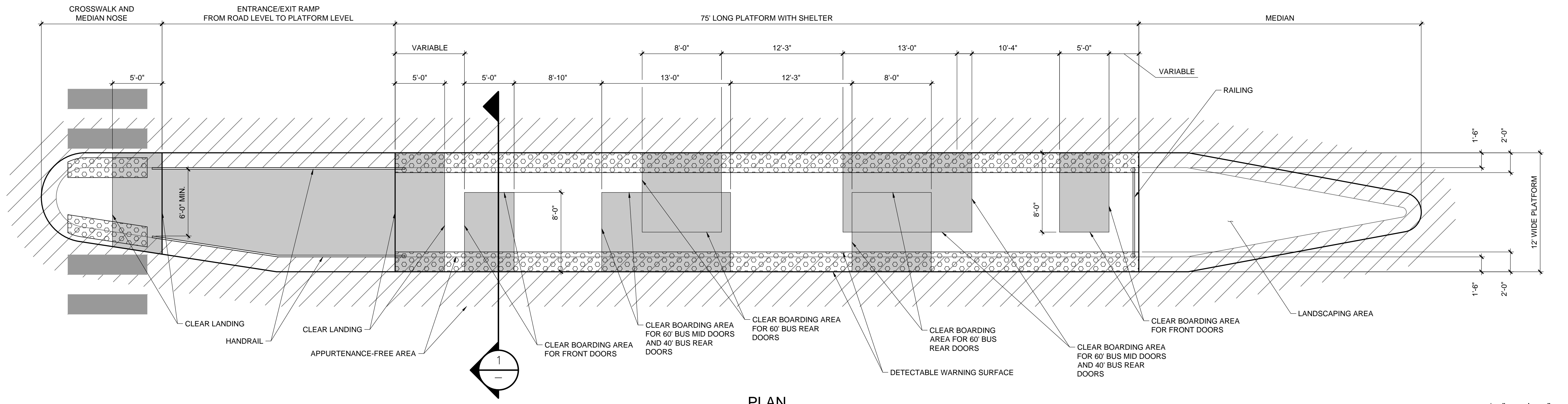
TIMELINE



COMPETITION RULES

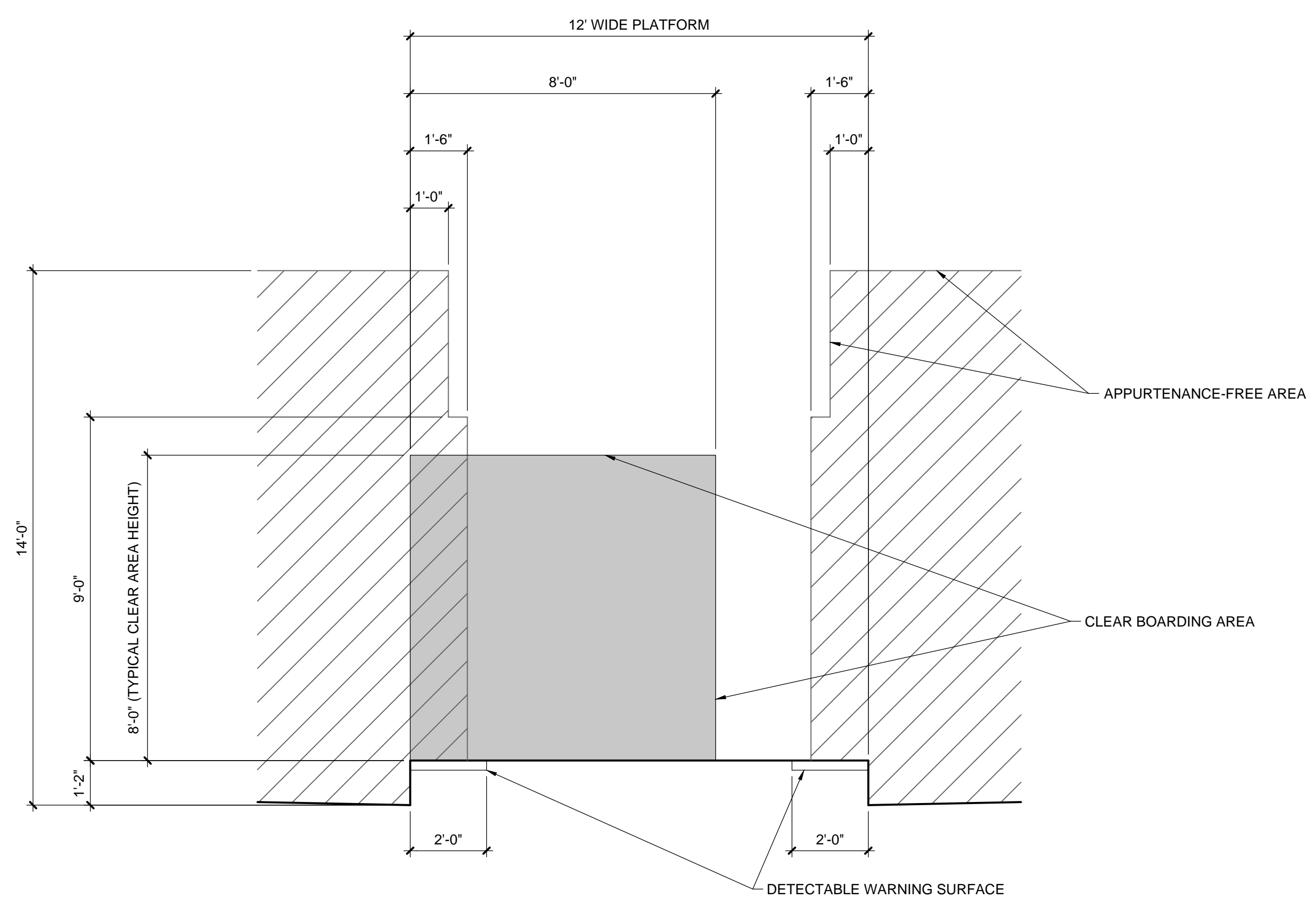
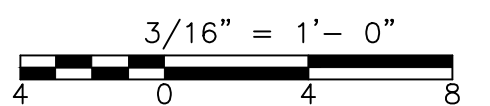
- The Red Line Rapid Transit Design Competition relies on an anonymous judging process. No personal or professional identifying features shall appear in graphic material or in file names. A unique 5-digit registration number given during registration will be the only means of identification. Entrants which place identifying information on the images or attempt to communicate with jury members about the competition may be disqualified.
- The Facilitator and/or Panel reserve the right to deem any submission inadequate. This includes disqualification due to failure to meet competition rules or requirements.
- All winners receiving monetary compensation must submit a valid W-9 form in order to receive the cash reward.
- The Panel has the authority to say that no design submittal was sufficient and award no winners.
- Entrants warrant that all submitted designs have not previously been constructed, is their original work, and that they possess sufficient rights to grant IndyGo the rights and licensures outlined in this document.
- No submitted content shall infringe upon any patent, trademark, trade secret, copyright, right of publicity, or other right of any person or entity, or violate any law or contract.
- As the purpose of this competition is to foster innovative station designs for the upcoming Red Line BRT system in Indianapolis, by submitting an entry, all entrants grant the Indianapolis Public Transportation Corporation an unlimited, transferable, worldwide, perpetual, irrevocable, royalty-free, non-exclusive license and right to copy, display, create derivative works, make, use, or incorporate any entry or any element of any entry in any format for any purpose, including in designs for infrastructure, without guarantee of payment to the competitor. The Indianapolis Public Transportation Corporation will, at their sole discretion, give credit to an entrant if the agency deems their work to have significant influence on final design of a BRT station built. However, the Indianapolis Public Transportation Corporation is not obligated to use any entry, in part or in whole, as the final station design.
- Associates, employees, direct family, or others that are directly associated with the Facilitator and/or Panel are ineligible to participate.
- By submitting a design, responders fully and unreservedly agree to respect and be bound by all terms, rules, and conditions of the competition.
- The official language of this competition is English. All measurements for this competition should be expressed in feet and inches. Any entry deviating from these requirements will be disqualified.
- This competition is open to all United States citizens and corporations who wish to participate.

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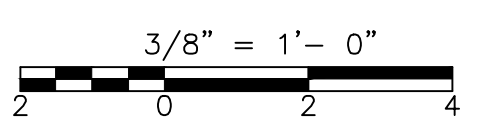
PLAN

3/16" = 1'-0"



SECTION 1

3/8" = 1'-0"



NOTES:

1. APPURTENANCE-FREE AREA - AREA TO BE FREE OF EQUIPMENT OR STRUCTURES TO AVOID CONFLICTS WITH TRAFFIC
2. CLEAR LANDING AND BOARDING AREAS - AREA TO BE FREE OF OBSTRUCTIONS IN ORDER TO MEET ADA STANDARDS OR ALLOW BOARDING & ALIGHTING OF BUSES
3. THE BOARDING AREAS MAY SHIFT ALONG THE PLATFORM BY ADJUSTING THE "VARIABLE" DIMENSION AS DESIRED.
4. PEDESTRIAN ACCESSIBLE ROUTES SHALL BE USED TO ENSURE CONNECTIVITY TO AND WITHIN THE STATION. AT LEAST ONE ACCESSIBLE ROUTE SHALL CONNECT THE ENTRANCE/EXIT RAMP(S), BOARDING AREA(S), FARE VENDING EQUIPMENT, EMERGENCY PHONE, CLEAR GROUND SPACES UNDER THE SHELTER, AND SEATING. ROUTES SHALL MEET ADA STANDARDS. ROUTES ARE NOT SHOWN IN THE DRAWINGS DUE TO THE UNKNOWN EQUIPMENT AND STRUCTURE LOCATIONS.

NO.	DATE	REVISION

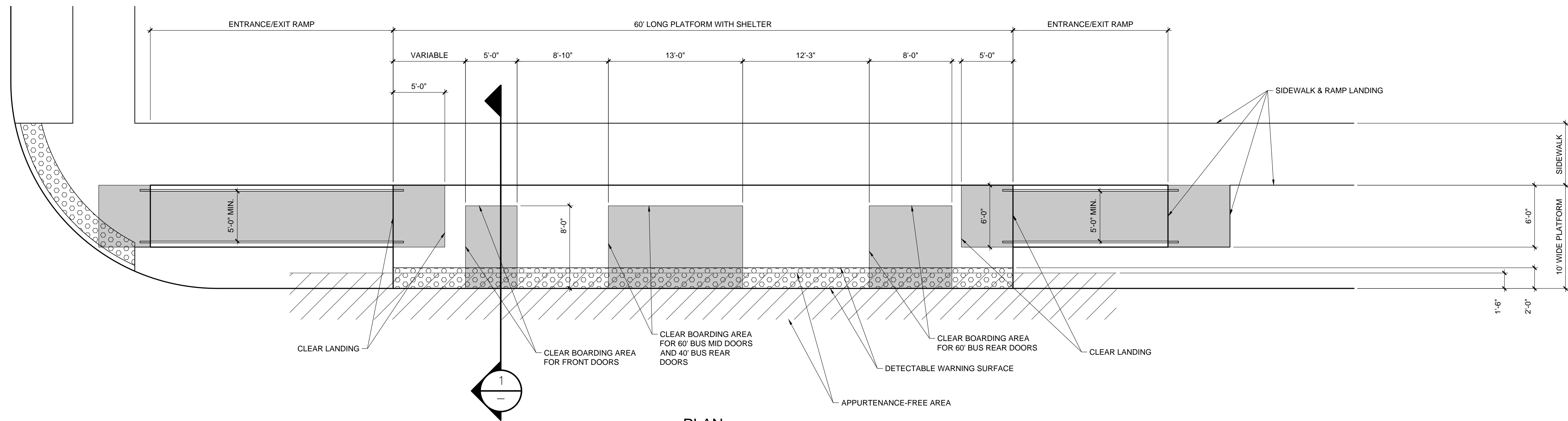
CDM Smith
 429 N Pennsylvania St, Ste 409
 Indianapolis, IN 46204
 Tel: (317) 829-9600

DESIGNED: TJT	DRAWN: TJT
CHECKED: LL	CHECKED: LL

IndyGo - Indianapolis Public Transportation Corporation
RED LINE RAPID TRANSIT PROJECT
 STATION PLAN
 TYPICAL CENTER STATION

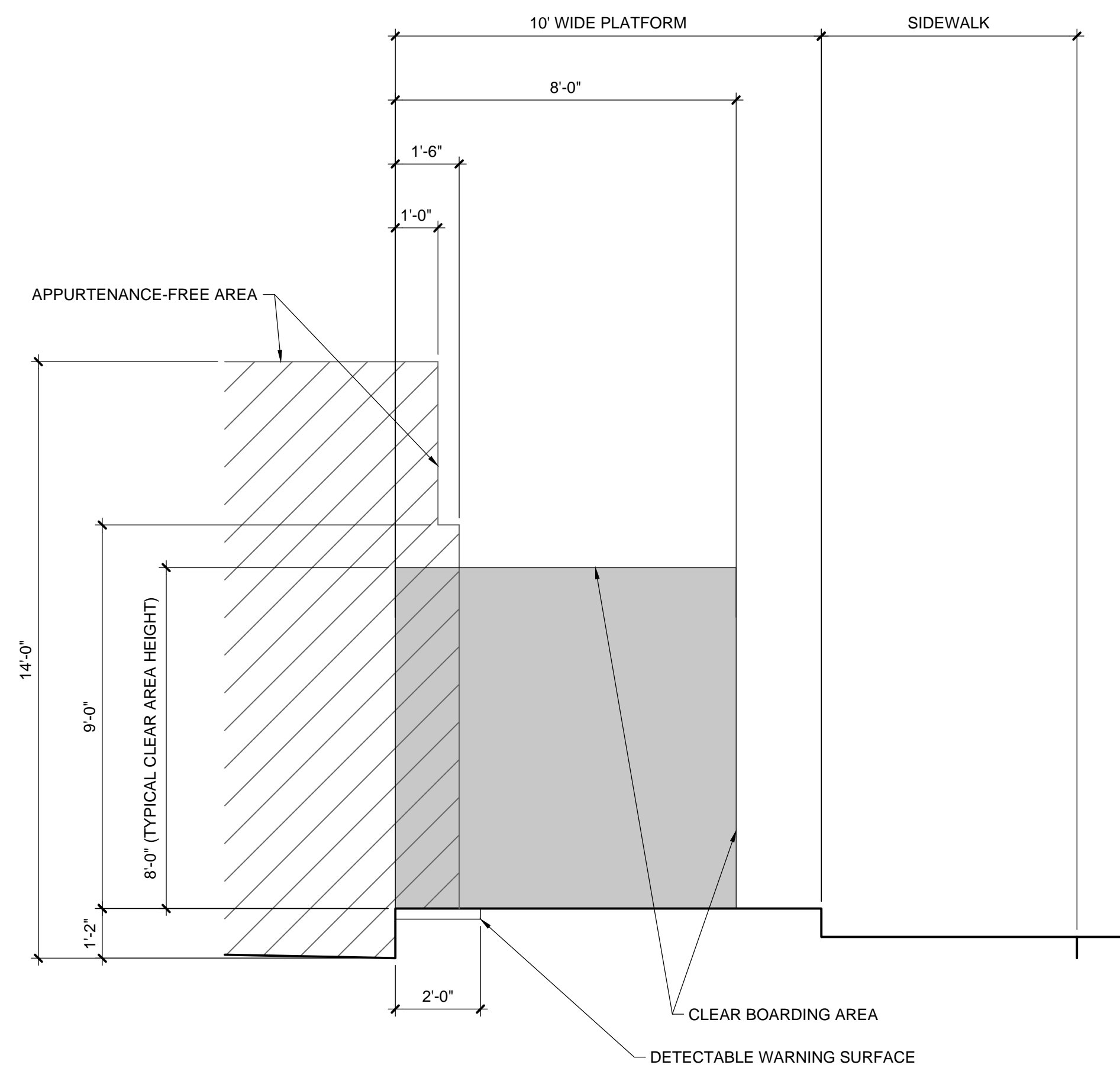
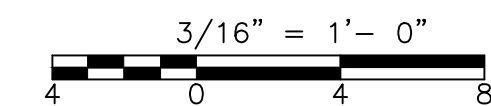
HORIZONTAL SCALE VARIES (22"x34" SHEET)	BRIDGE FILE
VERTICAL SCALE VARIES (22"x34" SHEET)	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	of
	PROJECT

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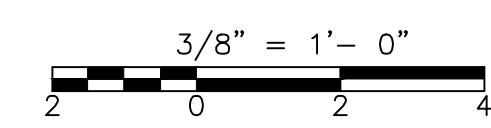
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CDM Smith

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 Indianapolis, IN 46204
 Tel: (317) 829-9600

IndyGo - Indianapolis Public Transportation Corporation
RED LINE RAPID TRANSIT PROJECT

STATION PLAN
 TYPICAL CURB STATION

DESIGNED: TJT	DRAWN: TJT
CHECKED: LL	CHECKED: LL

HORIZONTAL SCALE VARIES (22"x34" SHEET)	BRIDGE FILE
VERTICAL SCALE VARIES (22"x34" SHEET)	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	of
	PROJECT

Red Line Station Design Competition License Agreement

In registering and submitting an entry to the Indianapolis Public Transportation Corporation Red Line Rapid Transit Station Design Ideas Competition, the Entrant (which includes all team members participating in the creation of any submission) agrees to be bound by all competition rules and guarantees the following:

1. That all of the Entrant’s submitted designs have not previously been constructed, is their original work, and that they possess sufficient rights to grant IndyGo the rights and licensures outlined in this document.
2. That none of the Entrant’s submitted content shall infringe upon any patent, trademark, trade secret, copyright, right of publicity, or other right of any person or entity, or violate any law or contract.
3. That the Entrant fully and unreservedly grants the Indianapolis Public Transportation Corporation an unlimited, transferable, worldwide, perpetual, irrevocable, royalty-free, non-exclusive license to conduct, in design, development, construction, and/or maintenance of infrastructure, any and all of the following free of any fee and without guarantee of payment to the competitor, and without credit to any Entrant unless the Indianapolis Public Transportation Corporation deems their work to have significant influence on the final Bus Rapid Transit station design, and without need for the Indianapolis Public Transportation Corporation to otherwise seek approval/permission from the entrant or any third party:
 - a. Exhibit and/or display the Entrant’s submitted design, or any element of that submitted design, in a public display and through online media;
 - b. Publish, print and distribute the Entrant’s submitted design, or any element of that submitted design, in any media, including (but not limited to) any magazine, advertisement, book, catalogue, periodical, publication, leaflet, document and the like;
 - c. Copy, make, use, or make derivative works from the Entrant’s submitted design, or any element of that submitted design, for the purposes inherent within this competition or for the aforementioned infrastructure needs; and
 - d. Otherwise use, in any format for any purpose, the Entrant’s submitted design, or any element of that submitted design.
4. The Entrant hereby fully and unreservedly grants to the Indianapolis Public Transportation Corporation the power and authority to grant sub-licences to any Indianapolis Public Transportation Corporation agent to conduct any of the acts stipulated in Clause 3 above and to assist the Indianapolis Public Transportation Corporation in conducting any such acts, with the limitation that such sub-licences do not exceed the scope of the licences provided in Clause 3 above.

Team Leader

Team Member

Team Member

(Print Name)

(Print Name)

(Print Name)

(Signature)

(Signature)

(Signature)

(Date)

(Date)

(Date)