

For more information:

Justin Lyons

Chicago Architecture Foundation

312.922.3432

jlyons@architecture.org

THREE CUTTING-EDGE DESIGNS SELECTED AS WINNERS OF BUS RAPID TRANSIT STATION DESIGN COMPETITION PUT ON BY CHICAGO ARCHITECTURE FOUNDATION AND CHICAGO ARCHITECTURAL CLUB

Global ideas competition included entries from 42 firms and 14 countries

Chicago, Illinois, June 7, 2013 -- The Chicago Architecture Foundation and the Chicago Architectural Club announced the winners of the 2013 Burnham Prize Competition--NEXT STOP: Designing Chicago BRT Stations—at a packed event at CAF.

Forty-two entries were submitted to NEXT STOP, representing design teams from 14 countries. The NEXT STOP competition challenges designers worldwide to propose a vision for iconic, functional and sustainable stations for Chicago's planned Bus Rapid Transit (BRT) system. Each competition entry includes a station prototype and variations for three neighborhoods—the Loop, Bucktown-Logan Square and Pilsen.

The competition jury included: Monica Chadha (Converge:Exchange), Gordon Gill (Adrian Smith + Gordon Gill Architecture), Cheri Heramb (AECOM), Gabe Klein, (Chicago Department of Transportation), Pat Natke (UrbanWorks Architecture), Peter Osler (Illinois Institute of Technology), Carol Ross Barney (Ross Barney Architects), Rebekah Scheinfeld (Chicago Transit Authority), Charles Smith (Cannon Design), and Stanley Tigerman (Tigerman McCurry Architecture). Karla Sierralta and

According to Chicago Architecture Foundation CEO Lynn Osmond, the design ideas submitted represent an innovative vision for the transit station of the future. "Visionary *and* functional, these designs much more than bus stops," Osmond said. "We believe the ideas presented here can and should inform the future of BRT in Chicago."

"The more we looked at the design schemes," noted Chicago Department of Transportation Commissioner Gabe Klein, who served on the competition jury, "the more I was reminded that we aren't just creating a transportation system – we're creating place with these stations. And we're reinventing the street."

Commenting on the importance of ideas competitions to urban design, Chicago Architectural Club co-President Brian Strawn stated, "These visionary designs have come from the ground up, directly from the design and architecture community

itself.” Added co-President Karla Sierralta, “This competition process should be used as a model to create a better designed Chicago, by sourcing the best ideas from around the globe and directly from our local community.”

"A Bus Rapid Transit station isn't just a way to access transit," said Chris Ziemann, Chicago BRT Project Manager. "It's the rider's first experience with this new mode. The form and shape of the station will ultimately influence public acceptance of BRT in the City."

Competition Winners

First Place

Form vs. Uniform: Generative Chicago BRT Stations

Hesam T. Rostami and Bahareh Atash from Toronto

Form vs. Uniform incorporates a simple wood surface, which allows BRT stations to be consistent yet unique to their surroundings. Wood strips form the station structure, roof, and entrances. The width and pattern of the wooden strips vary in order to block summer sun. Glass walls provide shelter and views. Rooftop windows let in fresh air. Solar panels generate a portion of the power needed to operate station features including ticket machines, sliding doors, and real time arrival screens. Station amenities include heat lamps and bike racks.

Judges commented: “The FIRST PLACE winners have developed a beautiful station design that combines classic materials with state-of-the art technology to create a new iconic look for a BRT system in Chicago. The design has a timeless quality and simple elegance. It has good integration of structure, seating and enclosure, is easily adapted for varying entry needs and could shelter bikes, as well as people.”

Second Place

Enthalpy

Goi Artetxe and Elise Katherine Renwick from Chicago

Enthalpy stations serve the community as well as BRT riders. (*Enthalpy* means the measure of total energy of a thermodynamic system.) The stations incorporate solar panels to generate energy, which powers the stations or returns to the grid. The structures include bike storage, recycling points, ticketing machines, and seating. Vending machines offer bike accessories and snacks. The stations are clad in metal mesh.

Judges commented: “The design for the SECOND PLACE winner creates an inviting space with a feeling of openness that does not overwhelm the street context, and successfully integrates solar and digital technologies.”

Third Place

BTA

Conor O'Shea and Aneesha Dharwadker from Boston

Bus Transit Authority, *BTA*, is a framework that can adapt to the city and neighborhood scale. Modular units can be arranged as local conditions demand. The flexibility and low cost of *BTA* components allow for stations to be changed based on fluctuating economic conditions, neighborhood development, and seasonal ridership. Stations can be assembled and disassembled for one-off occasions such as sporting events or political rallies.

Judges commented saying: "The THIRD PLACE winners have proposed a station design with a modern look that works across the city, downtown or in the neighborhoods, day and night, and can be sized to fit the right scale needed for each stop with fully integrated digital technology for customer information."

Honorable Mention: Torqued Spine / HDR Engineering, Inc. / USA /

Honorable Mention: HALO / RTKL Associates Inc. / USA

**Honorable Mention: KINESIS / Ermis Chalvatzis and Natassa Lianou /
United Kingdom**

Citation: BuRT / Perkins+Will / USA

Citation: Plug & Play / Francesc Montosa and Marc Torrellas / Spain

Citation: Hurry Up and Slow Down / Ann Lui and Craig Reschke / USA

To view all winning designs, visit

<http://www.architecture.org/nextstopcompetition>.

An exhibition of winning designs and all competition entries is on view at the Chicago Architecture Foundation's Atrium gallery (224 S. Michigan Ave.) until June 28.

About the Competition

Visionary station design will help Chicago BRT live up to its promise: speedy, comfortable, reliable, and stylish public transit. BRT stations are much more than bus stops. They have the opportunity to become exciting hubs of art, commerce, and activity throughout Chicago's neighborhoods.

NEXT STOP—a single-stage, international ideas competition—is a project of the Chicago Architectural Club (CAC) and the Chicago Architecture Foundation (CAF). As the 2013 Burnham Prize competition, NEXT STOP continues CAC's legacy of fostering innovative urban design and supporting emerging designers. The competition is presented in partnership with the Chicago BRT Steering Committee

and is made possible with support from The Rockefeller Foundation and The Chicago Community Trust.

What is Bus Rapid Transit (BRT)?

Designed for busy streets, BRT maximizes the efficiency of existing infrastructure, allowing buses—and the passengers who ride them—to cut through congestion. BRT combines the speed and reliability of rail transit with the flexibility and low cost of bus service.

Common features of BRT include:

- Bus-only lanes
- Traffic signals that stay green longer for approaching buses
- Prepaid fare collection
- Real-time passenger information
- Safe and comfortable stations
- Station platforms level with bus floor

For more information on BRT – and to learn more about Chicago’s BRT plans – visit www.brтчicago.com.

About Chicago Architectural Club

The history of the Chicago Architectural Club runs side-by-side with the development of the Chicago school of architecture. From its founding in 1885 as an architectural sketch club, to today's rich schedule of discussions, competitions and exhibitions, the CAC has consistently championed the work of Chicago architects, as well as fostering ongoing, vigorous debate on fundamental issues of art and practice. Today, the CAC has rededicated itself to carrying forward Chicago's robust architectural legacy into a new century.

About Chicago Architecture Foundation

The Chicago Architecture Foundation is a nonprofit organization dedicated to inspire people to discover why design matters. The CAF pursues this mission through architecture tours, exhibitions, panel discussions and youth and adult education programs. A permanent exhibition, Chicago Model City, includes a highly detailed scale model of Chicago. The Chicago Architecture Foundation is located at 224 South Michigan Avenue, Chicago, Illinois 60604. For further information visit www.architecture.org or call 312.922.3432

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