



CALL FOR ARTISTS

LITTLE ITALY-UNIVERSITY CIRCLE
RTA STATION **BIKE RACK DESIGN**

Proposals due May 1st

CALL FOR ARTISTS

The Greater Cleveland Regional Transit Authority (RTA), in partnership with City Architecture and LAND studio, is seeking proposals from artists and designers for the design and fabrication of bike racks to be incorporated into the new Little Italy-University Circle RTA station on Mayfield Road between E. 117th and E. 119th Streets, scheduled to open in summer 2015.

The participation of artists on this project is funded by the RTA's Arts in Transit program, which requires new RTA construction projects to set aside funding for public art. The bike racks are one element of a station-wide art program which includes terrazzo flooring by Susie Frazier Mueller (Cleveland), inscribed poetry by Gabriella Mileti (Cleveland), lighting design by Leni Schwendinger (New York), and a hanging sculptural installation by Jennifer Cecere (New York).

THE SETTING

The University Circle-Little Italy station is located at the junction of two dynamic neighborhoods. Little Italy is one of Cleveland's most old-world neighborhoods and remains traditionally Italian, making it a true destination in the city. University Circle is home to the Cleveland Museum of Art, Case Western Reserve University, the Cleveland Institute of Art, MOCA Cleveland, University Hospitals, and the Cleveland Clinic, among nearly one hundred other cultural, historic, and educational institutions. Designed by Cleveland-based City Architecture, the station is surrounded by both historic structures and newer buildings and public spaces designed by firms that include Farshid Moussavi Architects, James Corner Field Operations, Frank Gehry, Cannon Design, Philip Johnson, Cesar Pelli, and CMG, among others. The development surrounding this location demonstrates the energy in these neighborhoods and highlights the importance of this transit station.



SITE HISTORY

A commuter rail station was initially planned for this location by the Van Sweringen brothers in the late 1920s as part of a line that would have connected Cleveland's northeastern suburbs and neighborhoods with their Terminal Tower complex in downtown Cleveland. Construction began on a station, but it was never completed. As a result, an existing station house has been boarded up inside the current retaining walls surrounding the site and is now being integrated into the new transit station.

BIKE RACK PLACEMENT

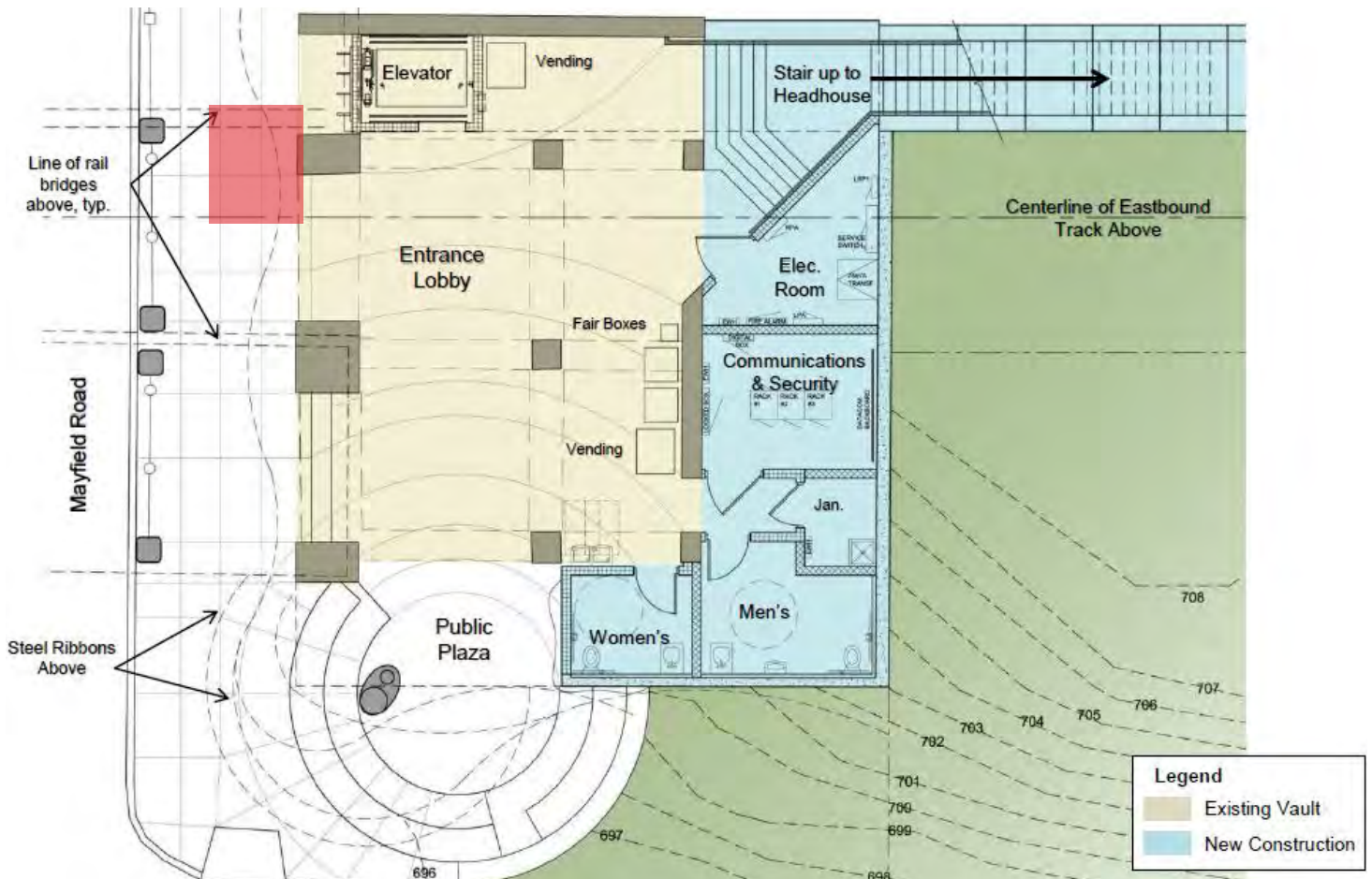
The racks will be installed outside the station, in a nook near the western entrance (area highlighted in red).



Rendering by City Architecture



Rendering by City Architecture



ELIGIBILITY

The competition is open to all Cleveland-area artists and designers 18 years of age or older. Artists and designers with the ability to fabricate are especially encouraged to submit proposals, but the ability to fabricate is not a requirement. Proposals are being sought from artists and designers who have experience in public art, as well as from those who do not.

SELECTION PROCESS

A small committee of stakeholders and community members will review submitted proposals and make recommendations regarding implementation. The committee may decide not to recommend any of the proposals for implementation if it deems that none are suitable.

Conceptual bike rack designs should be submitted on a presentation board not exceeding 24 by 36 inches in size. Identification and contact information must be on the back of the board and not viewable to someone viewing the design proposal. Please review the budget limitations explained below. Cardboard presentation boards are preferred over foamcore boards so that they are recyclable.

DESIGN-DEVELOPMENT PROCESS, CONSTRUCTION DRAWINGS

Artists whose work is chosen for implementation may be required to make changes or refinements to their designs. This design-development phase is typical of public art projects. Once a final design is settled on, construction documents that can be used for the fabrication and installation of the bike racks will be required.

Artists will be compensated for work undertaken in the design-development phase, and funding is also in place to cover the production of construction drawings, fabrication, and installation of the bike racks. It is understood that many, if not most, artists do not have the skills to produce construction drawings on their own or to fabricate and install the bike racks. In such cases, assistance will be provided in pairing the artist with a fabricator.

HONORARIA AND COMPENSATION

The committee of stakeholders and community members will review the entries and make recommendations regarding which designs to implement for the bike rack project. Artists submitting the top three selections of the Arts in Transit Committee—a total of three—will be paid honoraria of \$500 apiece, regardless of whether the design is chosen for implementation.

As noted above, an artist whose work is chosen for implementation will be further compensated and provided with assistance, as needed, in the design-development process.

BUDGET

In the construction budget for the station, \$6,000 has been set aside for bike racks (\$2,000 for artist fee that covers design and construction drawings for two bike racks, \$4,000 for fabrication and installation of two bike racks). All artist fees, fabrication, delivery, and installations costs associated with the artist-designed bike racks must come out of the \$6,000. Artists and designers should keep this in mind when developing proposals.

Artist fees and other design-development costs, such as the preparation of construction drawings for the chosen streetscape elements, will be drawn from the \$6,000 described above.