



THE THINKBELT
SPLIT
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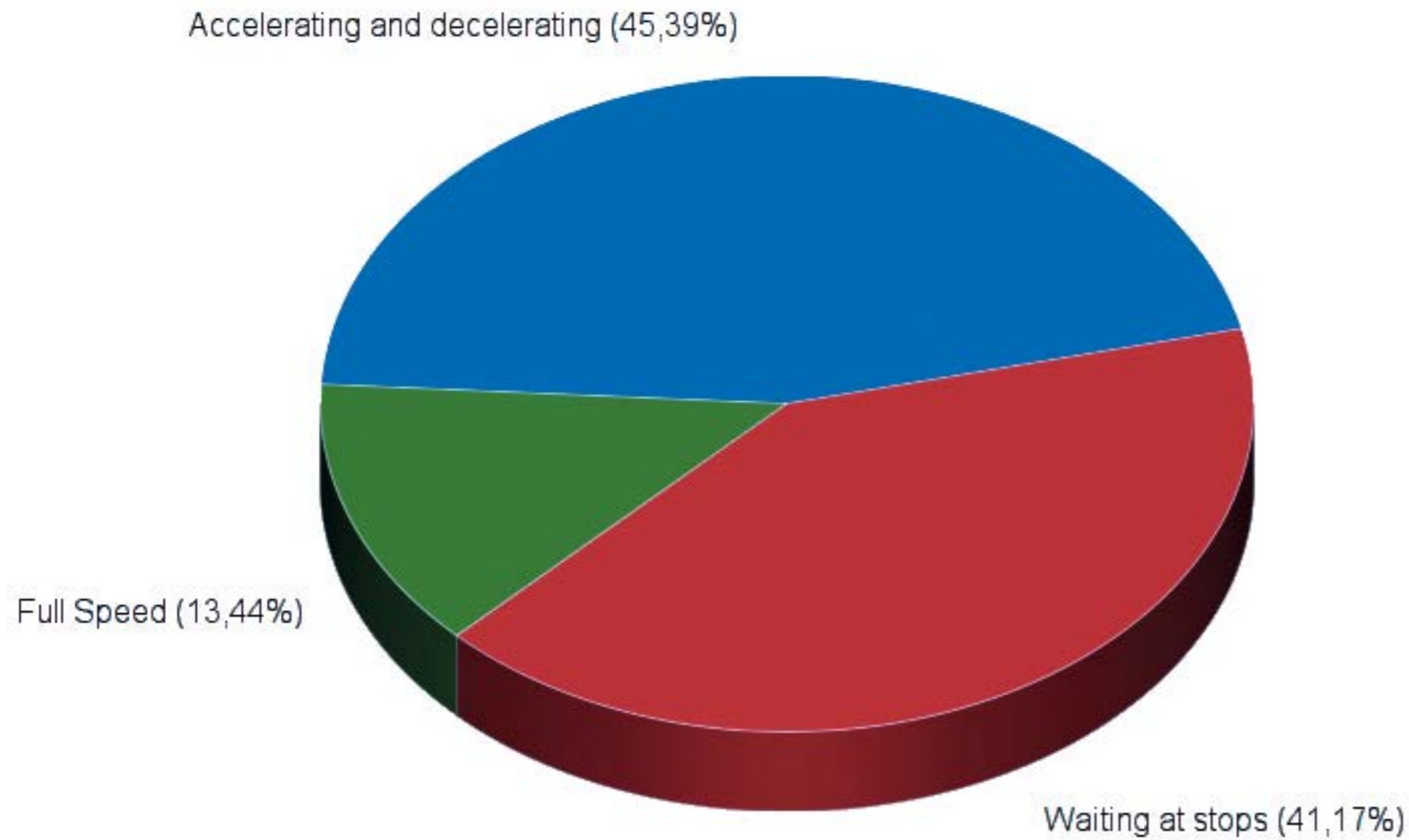
mapping

When I moved from Munich to Alicante the tram was one of the first things I could connect to, because there is a similar one, that is also called the same at home that used to bring me to university every morning. As most of the time the tram is driving over ground, moving around the city with it helps for the first orientation and getting to know Alicante and its surroundings.

On this map I drew my personal tram ride experience from the *barrio* in Alicante, where I live to the University in San Vicente de Raspeig. It shows the main spots that catch my eye and formed the first impression of my new home in Spain. Larger images of the objects represent what got a lot of my attention, smaller ones got less and one spot in the middle, where there is not much happening outside, so I would rather watch the people around me in the tram.



measuring



The most important analysis was the one we made on our trip to *El Campello*. We measured the time the tram spent waiting at a tram stop, accelerating then reaching full speed and decelerating until the next stop. We already assumed that the tram is spending a lot of time waiting but the outcome of our measurement still really surprised us. Obviously the tram spent 1104 sec (18,4 min) on lower speed, 1001 sec (16,7 min) on waiting and on full speed it spent only 327 sec (5,5 min) which is not even 1/7 of the time we sat in the tram on our way from *Luceros* to *El Campello*. This measurement convinced us that with our project we want to change something about this waste of time and energy. Also our experience of the tram ride suffers when waiting for passengers to get on and off and stopping every 2 minutes. Our goal is a more enjoyable experience while using the tram.

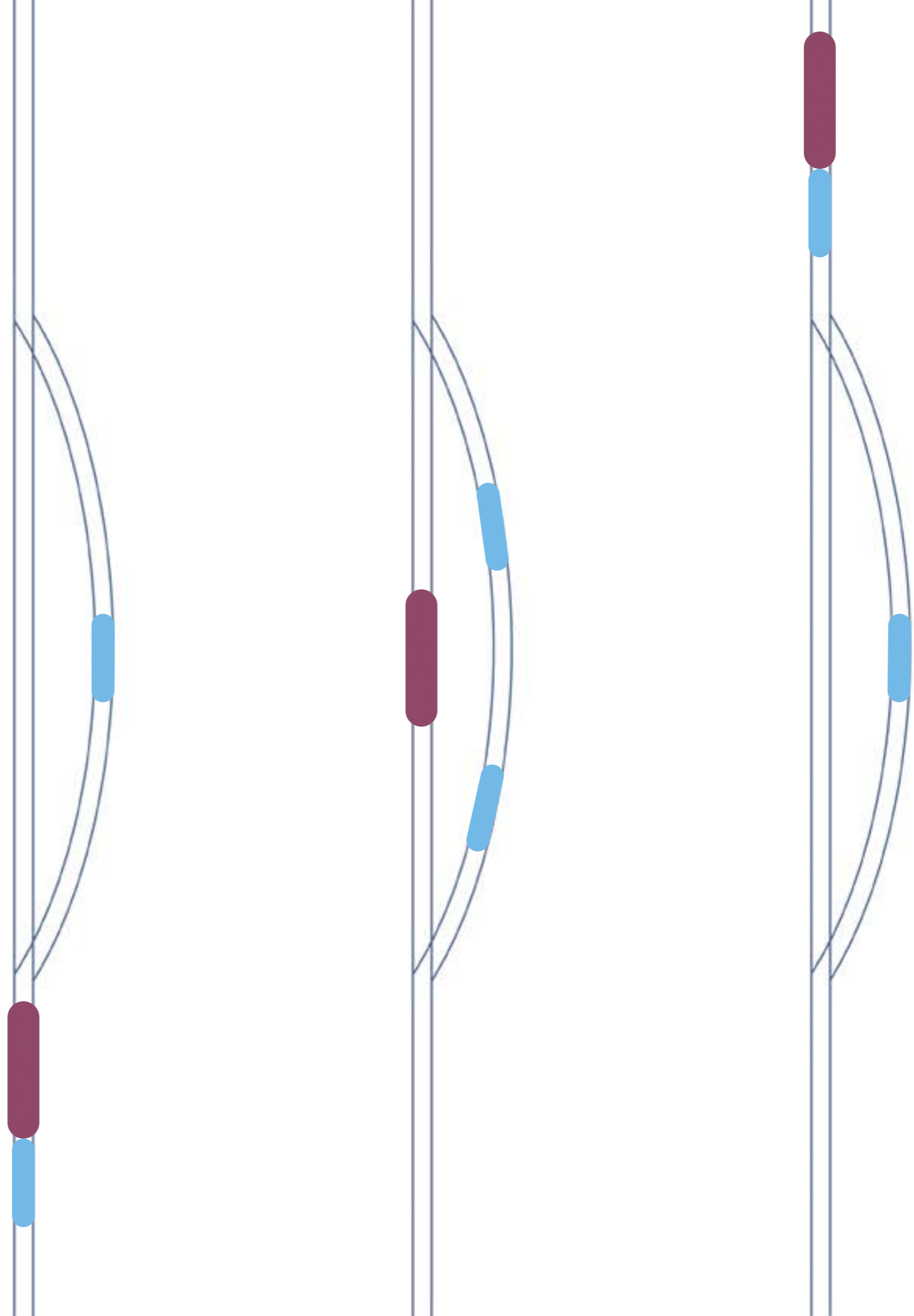
split

The measurements showed that most of the time on the tram is spent waiting at the stops, although most of them do not matter to a single passenger. We developed a system that is much more efficient and adapted to the individual needs of the users. To make it work out we split the tram in two. Each of them gets a different task.

The front and main carriage is now a continuous one that never stops. It offers seating arrangements and big windows to enjoy the view.

The back carriage is a smaller one that is used to get off the tram. It splits off the continuous carriage to follow another track to the tram stop where passengers can get on and off. This part needs big doors.

Both are connected so you can change while the tram is moving.



developing a new map

San Vicent del Raspeid

El Campello

Luceros

new line

With our new idea of splitting up the tram for a more enjoyable ride we developed a new map for Alicante and its surroundings. With this new system there is no need for the different 4 lines anymore. One line can replace them all and at the same time enlarge the network of the tram. Eventually the tram is easier to understand and use, faster and more personal. The ride can be enjoyed even more than before because the continuous tram can pass the way with the nice views while the splitting off tram brings the people back to the city and the places where they need to be.

old lines



the tram

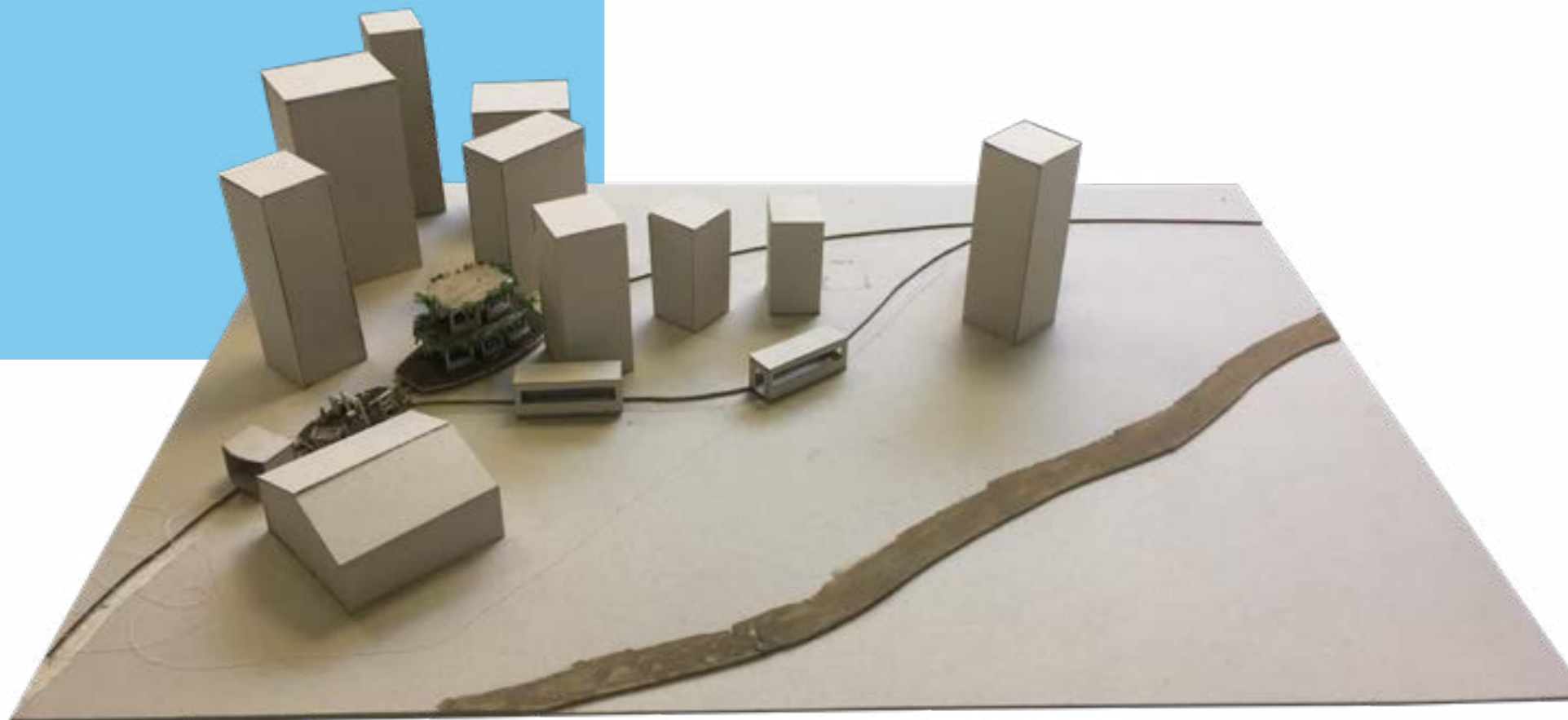
Besides changing the system of the map we need to think about the tram itself. It is not only a waiting room with the single use to get from one spot to another. It also is a place of communication and coming together with friends and strangers. It offers room to relax before or after a hard day at work, university or school. You can enjoy the outside view passing by the window. To get the best of all of these experiences I experimented and transformed the tram into a park on wheels.

It is not closed anymore, but open to the sun and fresh air. You can smell the plants growing around you and not only dead metal surrounding you. The tram gets several levels to enjoy the view from different perspectives. Various kinds of seating arrangements invite to a conversation or relax in the sun. Kids get a playground so they can enjoy the ride their own way. The tram transforms from a basic commodity to a living landscape that offers much more than waiting till you get somewhere. Besides the use of transportation the tram has the importance of being part of a freetime activity. The big advantage of a moving park is that it comes to you. If you live in a neighbourhood without any place to relax outside just wait for the tram to get to you. Of course a park is not the only use a tram could replace. There are much more options without boundaries.



movement

Movement is most important about the tram, so the next step was to make a model that moves, to see if our idea works out. We found out, that building a moving model is actually really hard, but finally we made our carriages move with strings for the perfect representation of our idea. Especially in our project the movement is central, because the tram starts to move in another way than we are used to. The only stops are our starting and our ending point, otherwise the ride is now a continuous movement.



manifesto

1. The Tram of Alicante should convey the feeling that offers Alicante and its surroundings.



2. The Tram of Alicante should be a lively, enjoyable and restful place of recreation.



3. The Tram of Alicante shouldn't be limited to the aspect of transportation, but much more offer a wide range of programs.



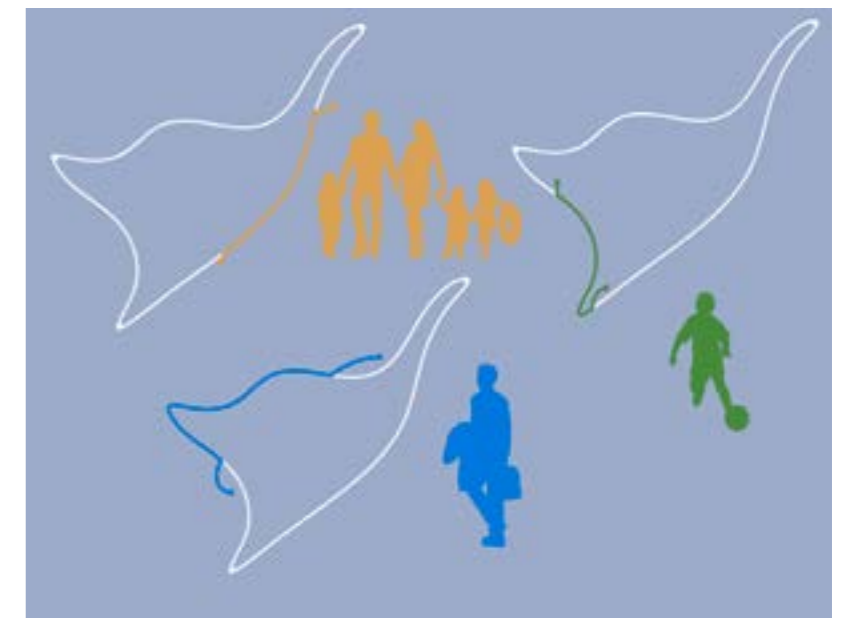
4. The Tram of Alicante should be a supplementary part of the city that increases the quality of life in Alicante.



5. The Tram of Alicante must connect the city in a simple and efficient way to make every part of the area easily accessible.



6. The Tram of Alicante should facilitate your personal journey through the city.



7. The Tram of Alicante is a place of coming together and should improve the possibility of interaction between people.



8. The Tram of Alicante needs to give children an enjoyable ride because they are an important part of our society.



9. The Tram of Alicante's new routes allow the user to enjoy the surroundings and views without interruption of their travel.

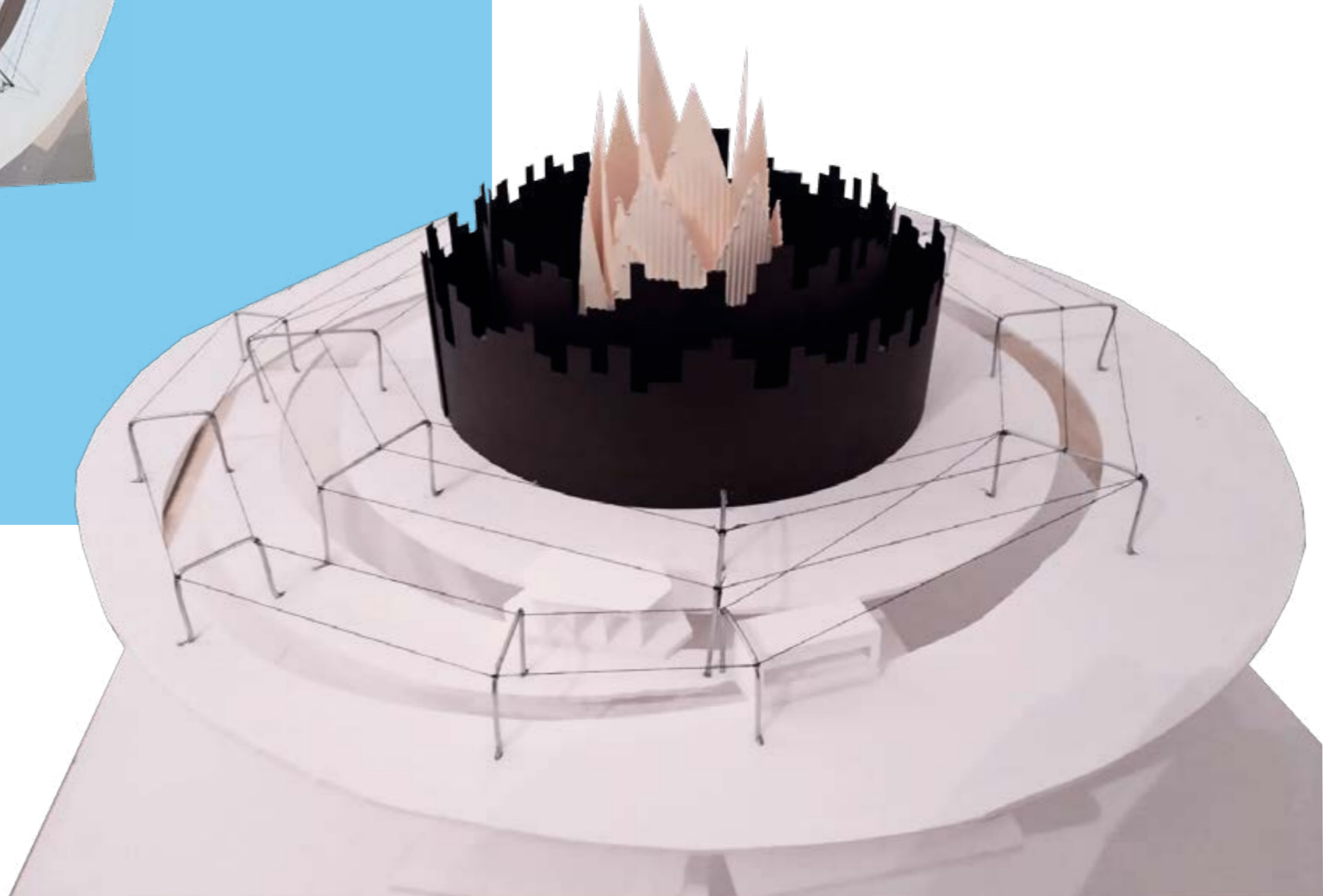
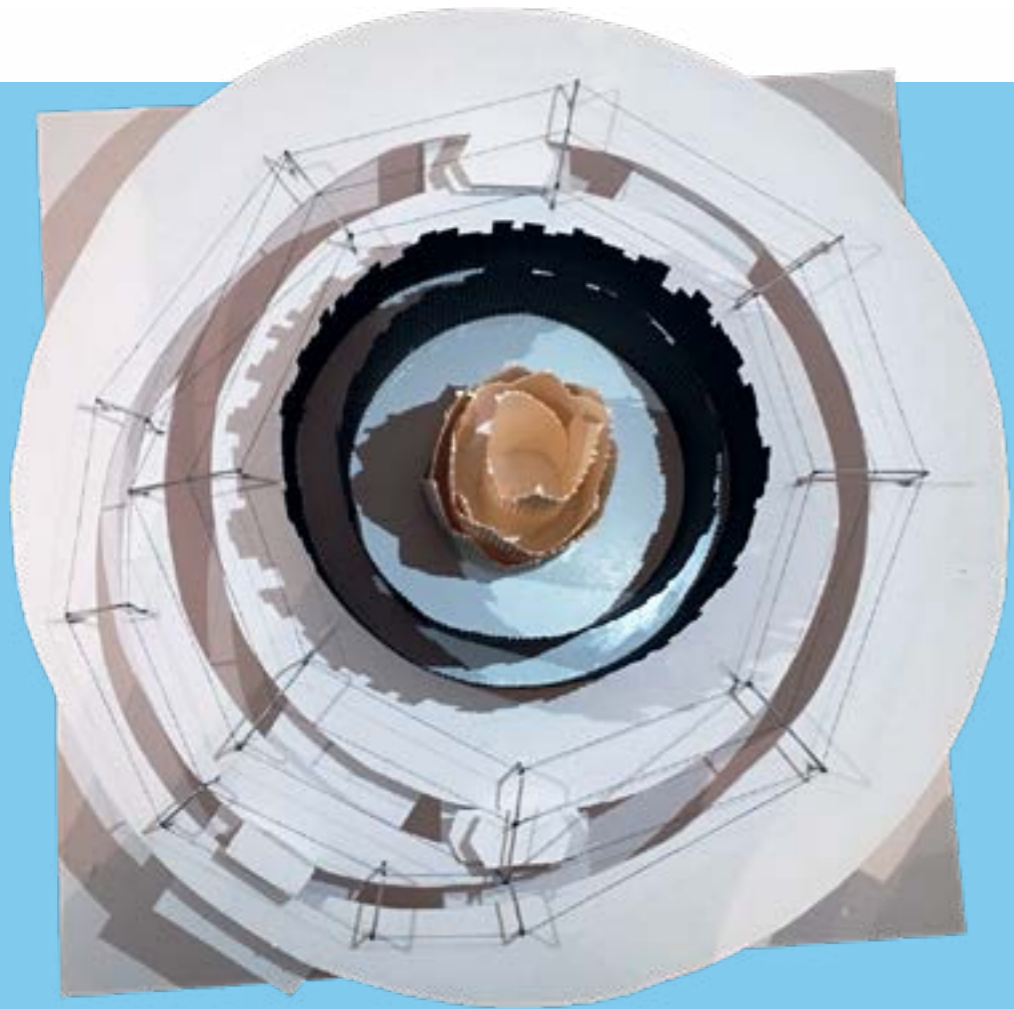


10. The Tram of Alicante must offer an extraordinary experience that enriches the lives of the users.



final project

For the final presentation we decided on an interactive moving model that basically works like a little carousel. The different carriages can be moved separately from one another. The extra track is where the splitting up tram switches with another one waiting for the next tram to pass and join on to it. The middle represents the skyline of city houses and the mountains in the background. It is moving and interactive so the user can try it himself to understand our idea of a new system.



reflection

At the beginning of this project I did not really understand, what was asked from me. It was very different from what I am used to in my university at home. There the professor shows us a piece of land close to us with a particular task. Building a house with a certain use and the rooms are supposed to be xx square meters big. But this time there was not really a task, so at first I was a little lost. It took some time until I realized that it is not only about doing your homework but experimenting and trying out something new. This project gave me room to be creative and a little crazy and finally I began to really like that idea. We analyzed what we found interesting and started to think about how to change and improve what we saw. New big inventions are made by people that do not believe in boundaries and make their crazy ideas real. This is also part of the job of an architect. We do not only plan houses, we develop and invent new ideas about living and moving around the city. The tram as part of the city also is part of its architecture. That is what I learned from this class and what I will take with me for my next project.