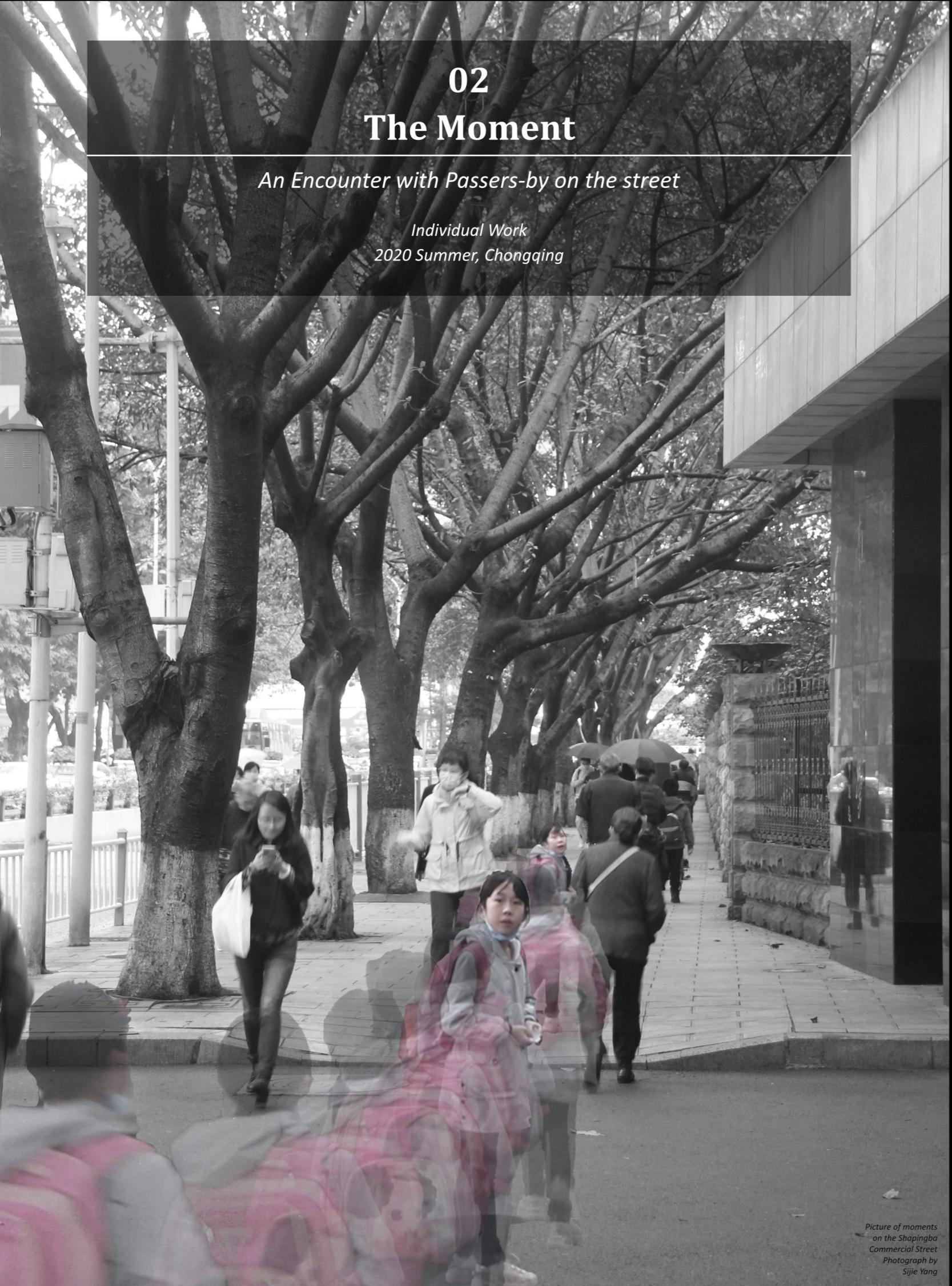


02 The Moment

An Encounter with Passers-by on the street

Individual Work

2020 Summer, Chongqing



Picture of moments
on the Shapingba
Commercial Street
Photograph by
Sijie Yang

"Oop! **The Moment** on the streets! Once you miss it, it is gone forever."

"Street photography is not documentary, but intuition, a **Poetic Experience**."

"To me, photography is the **Simultaneous Recognition**, in a fraction of a second, of the significance of an event as well as of a **Precise Organization** of forms which give that event its proper expression."

Henri Cartier-Bresson, Street Photographer

"**Montage** is an editing technique in which a series of short shots are sequenced to condense space, time, and information, which is always a literary, musical, or artistic composite of juxtaposed more or less heterogeneous elements."

Merriam-Webster Dictionary

[1] From Continuous Spacetime to Instantaneous Spacetime - Deconstruct Pedestrians' Perception of Existence

In early June, when people finally came back to normal life after the pandemic quarantine, I got a good chance to record people's public life after quarantine in Chongqing. When I used my camera to record what was happening and capture moments on the street as an absolute observer, I had a completely different feeling from what I had felt before. When I saw the smile of that little girl, I made a direct view connection with her at that moment and I finally figured out what was the situation.

People keep crossing bidirectionally on the sidewalks every day. In this continuous process, most people do not have a persistent focus of this physical environment, and they usually observe the streets in a moving frame of reference, which finally leads to few memory and a vague feeling about the street space and related pedestrians. To be more specific, most of time, in the continuous and moving spacetime on the streets, these pedestrians are not able to perceive the existence of any other individuals, let alone further communication.

Different from normal pedestrians on the streets, street photographers always would like to observe the street space "in a fraction of a second". The observation of moments on the streets provide them an absolute viewpoint to understand the spacetime and the world. Compared with walking people, it is always much easier for a street photographer to have a strong feeling of surrounding environment including people.

Observing the world in a continuous or instantaneous perspective will bring pedestrians different feelings and recognition of the street space and other people there. Creating more moments on the street is a good way not only to reconstruct individuals' feelings about public space like streets, but also to bring more public communication and benefits.

[2] Montage of Moments - Reconstruct Pedestrians' Experience through Narratology

This project explores to build a process on the streets, which could reconstruct pedestrians' experience and make them transfer from a continuous perspective to an instantaneous one, creating moments, connecting strangers together and constructing a good public space.

Montage, the filmmaking technique, is used in this project as an important method to sequence the moments and build a poetic experience for pedestrians. Three phases are designed for a narrative experience: Capture, Focus and The Moment, which lead pedestrians to construct view relations with other people walking in the same direction or in the opposite direction on the other side of the device. Many other public functions like street landscape, shops and small paths could also fit into the device prototype quite well, building a complete public space.

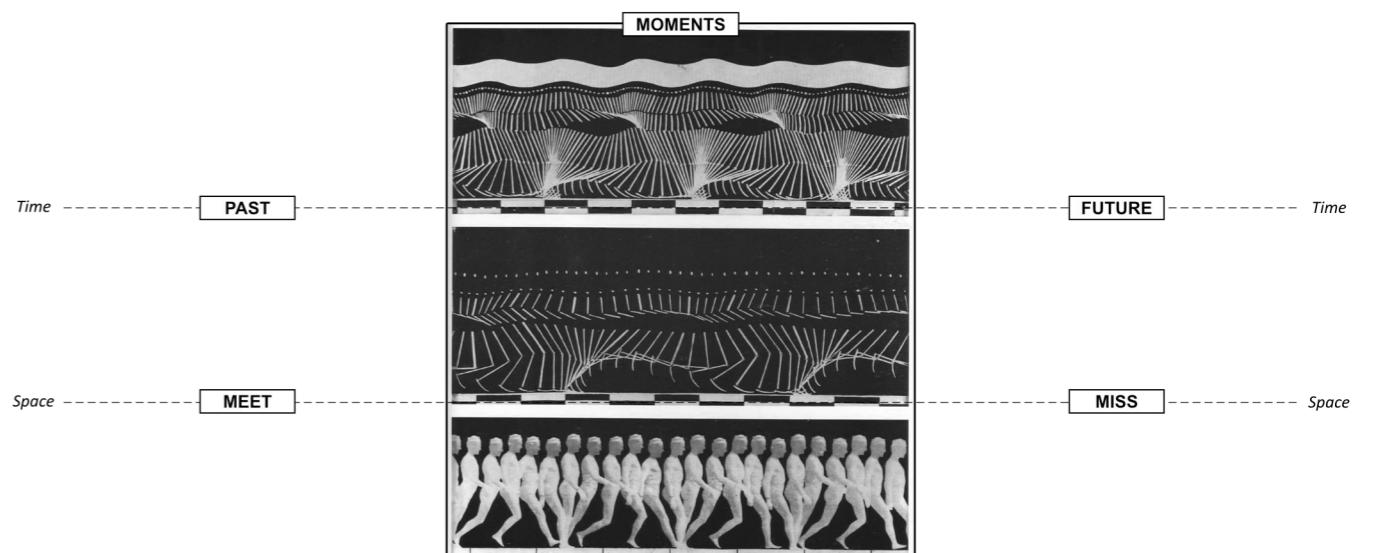
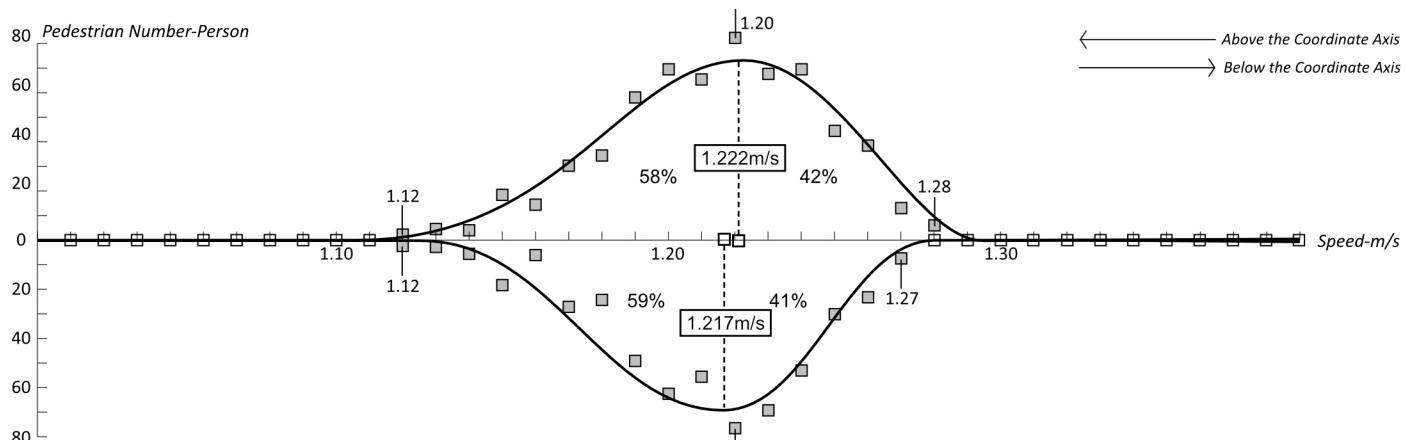
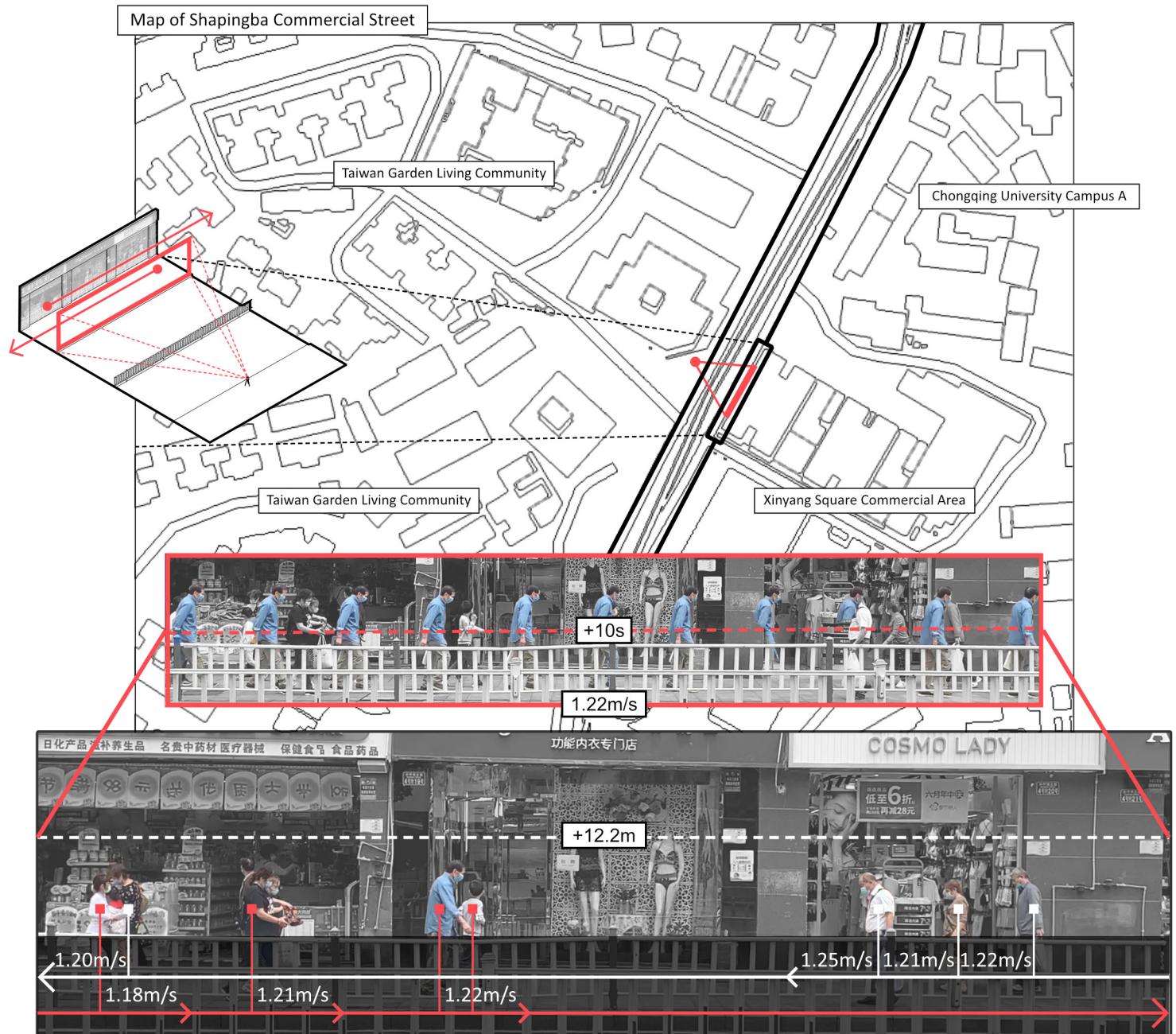


Figure. Analysis Diagram of Chronophotography, Record of Moments, by Étienne Jules Marey (1885)

Pedestrian Speed on Shapingba Commercial Street (Space-Time Reality)

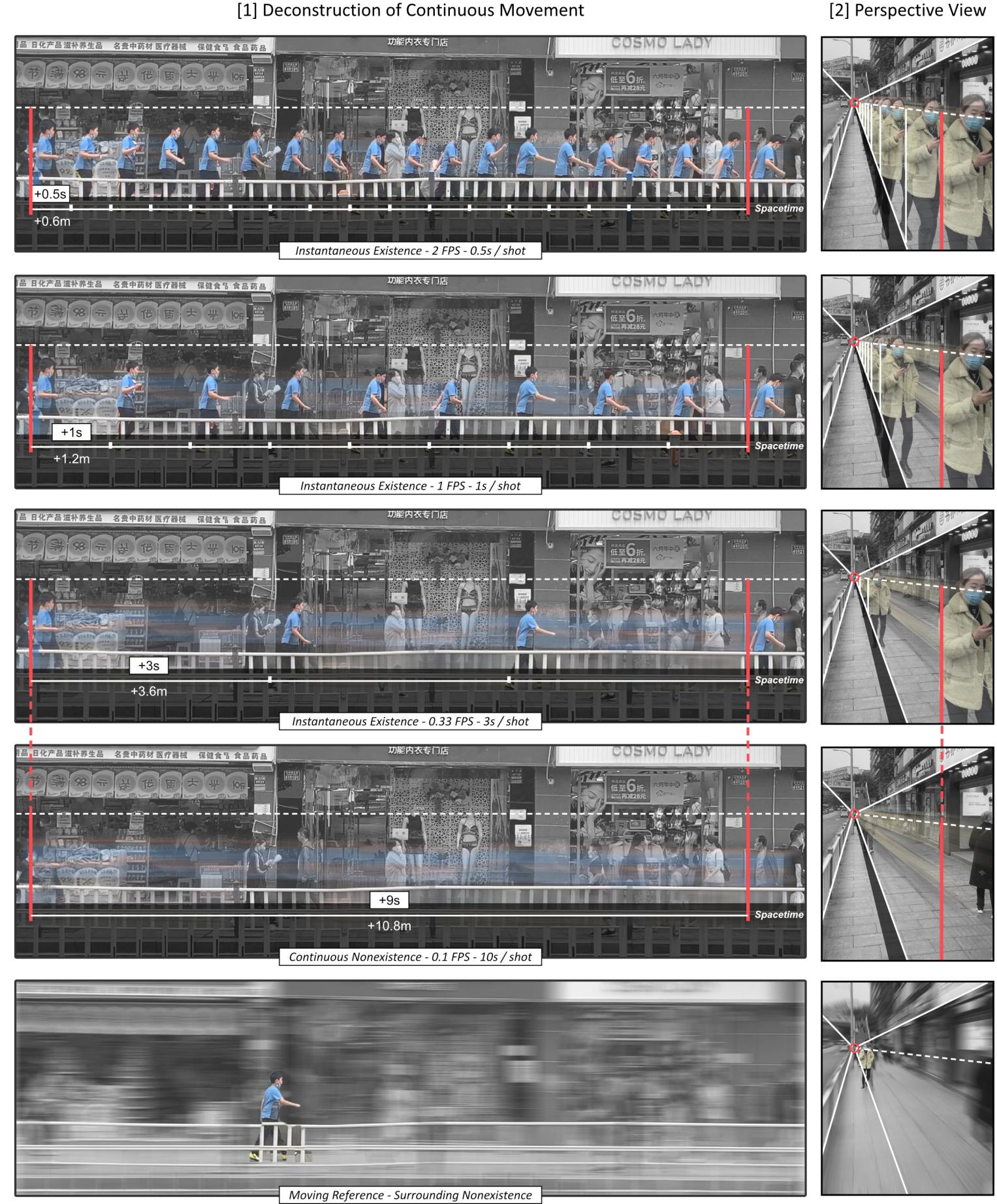
Located in Guilin, Guangxi, Qingshitian changes its water level and water environment every year. During the wet season each year, with rainfall, water levels tend to rise significantly and lakes are connected to surrounding rivers. There are often large numbers of fish and strong currents in the lake, and when there is heavy rainfall, there can be flooding. In the dry season, it's the opposite. The water level drops, fish stocks dwindle, and the water is very calm, with only a small amount of cyclical fluctuation.



Pedestrian Speed Survey in Shapingba Commercial Street during 3:00pm-4:00pm on Jul 11th (Saturday)

Instantaneous Existence to Continuous Nonexistence on Streets (Deconstruction)

Through the observation of the crowd on the street, it can be found that the crowd is constantly moving. In different time scale, the individual person's sense of existence is not the same. When every moment is captured, every detail of human behavior can be found. But when the time scale is enlarged, the sense of human existence will be weakened and finally become nothingness. Viewed from a human perspective, the surrounding streets are empty on a large time scale.



Montage & Time Scale Adjustment - Capture the Instantaneous Existence (Reconstruction)

In order to perceive the existence of the moment in a continuous process, we need to break the process into instantaneous parts and montage different moments to reconstruct a narration. This montage eventually is realized by an operation of architectural space. The montage should be narrative, not just one with average parts. The montage of walking process consists of three phases: capture, focus and the moment. For the fixed-point observation, possible prototype to build this narrative montage could be a wall system to guide pedestrians' visibility of other people.

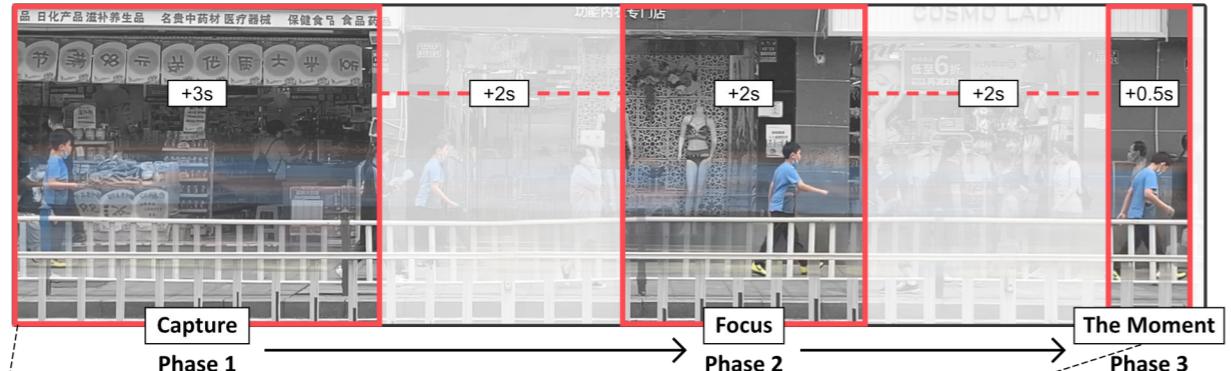
Step 1 Average Montage

Break the continuous nonexistence process by extracting average short segments of it. Then, transform the continuous nonexistence into a narrative montage of instantaneous existence.

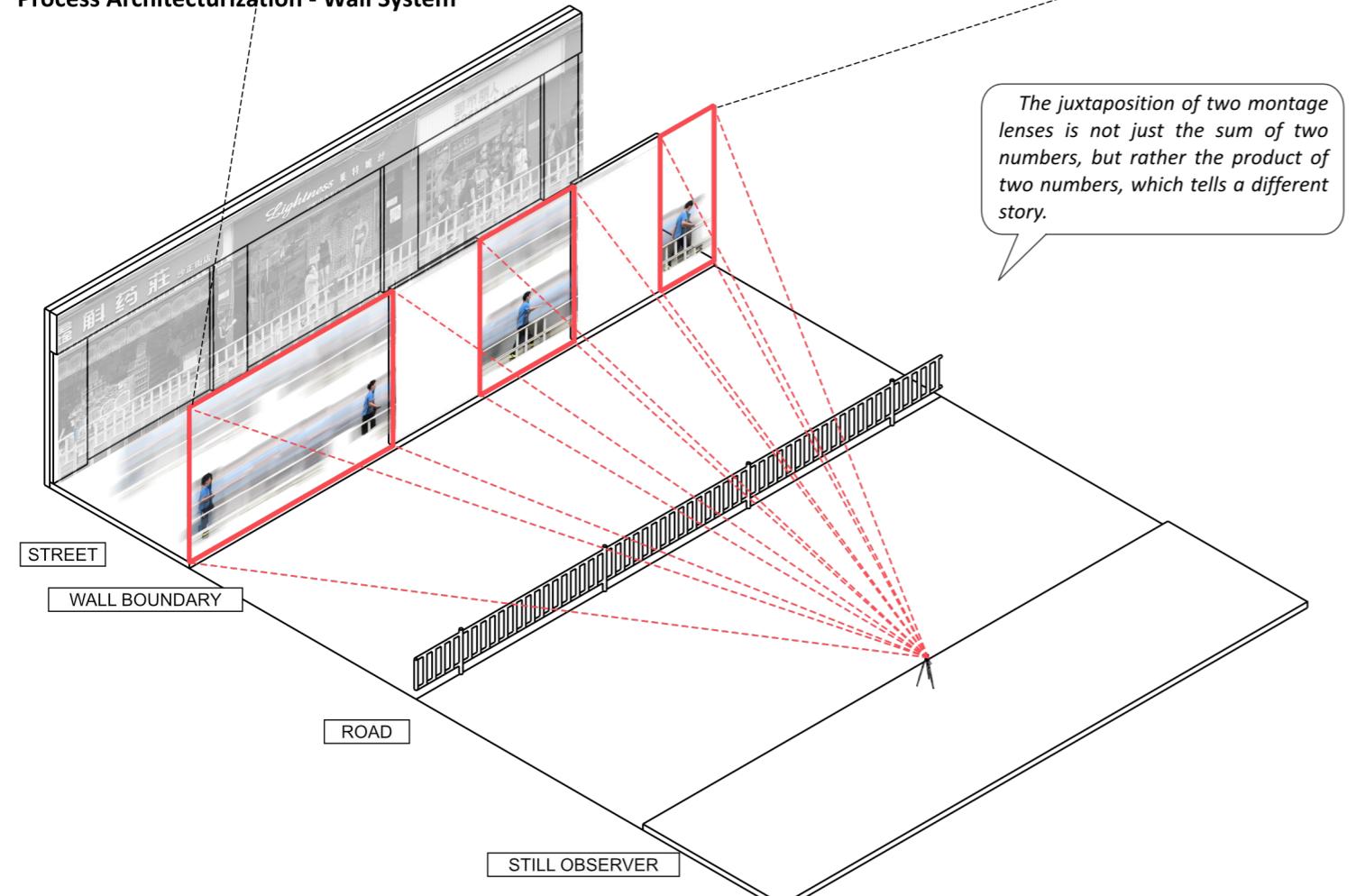


Step 2 Scale Adjustment

It is often difficult to catch a person on the streets where many people walk without a searching process. It takes a gradual process to capture his moment and find his existence.



Step 3 Process Architecturization - Wall System

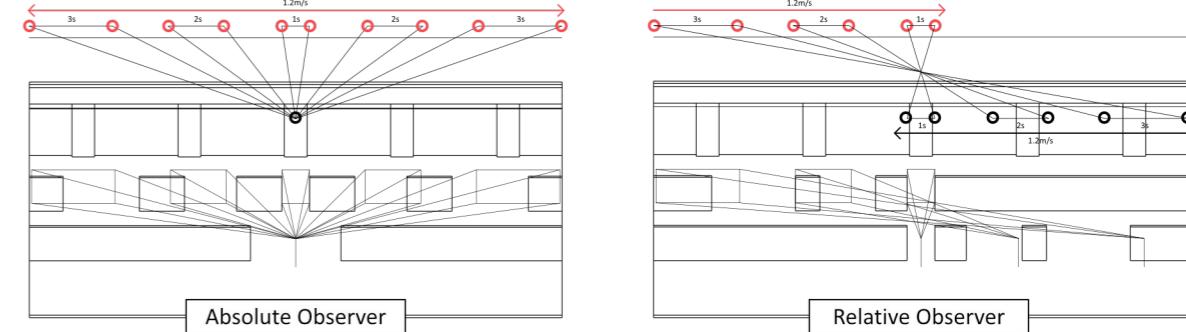


From Absolute Observer to Relative Observer - From Wall to View Tube

The wall barrier is designed for the fixed-point observation, for Absolute Observer. When the point of view changes to the person walking on the street, observation becomes mutual, where there are Relative Observers. In such situation, wall system is a weak shield of sight, and it's not that effective to guide sights for people crossing the street. The View Tube is a great way to guide pedestrians' eyes with consistent and directed shield. Through this way, the narrative experience could be conducted mutually from both sides of the street.

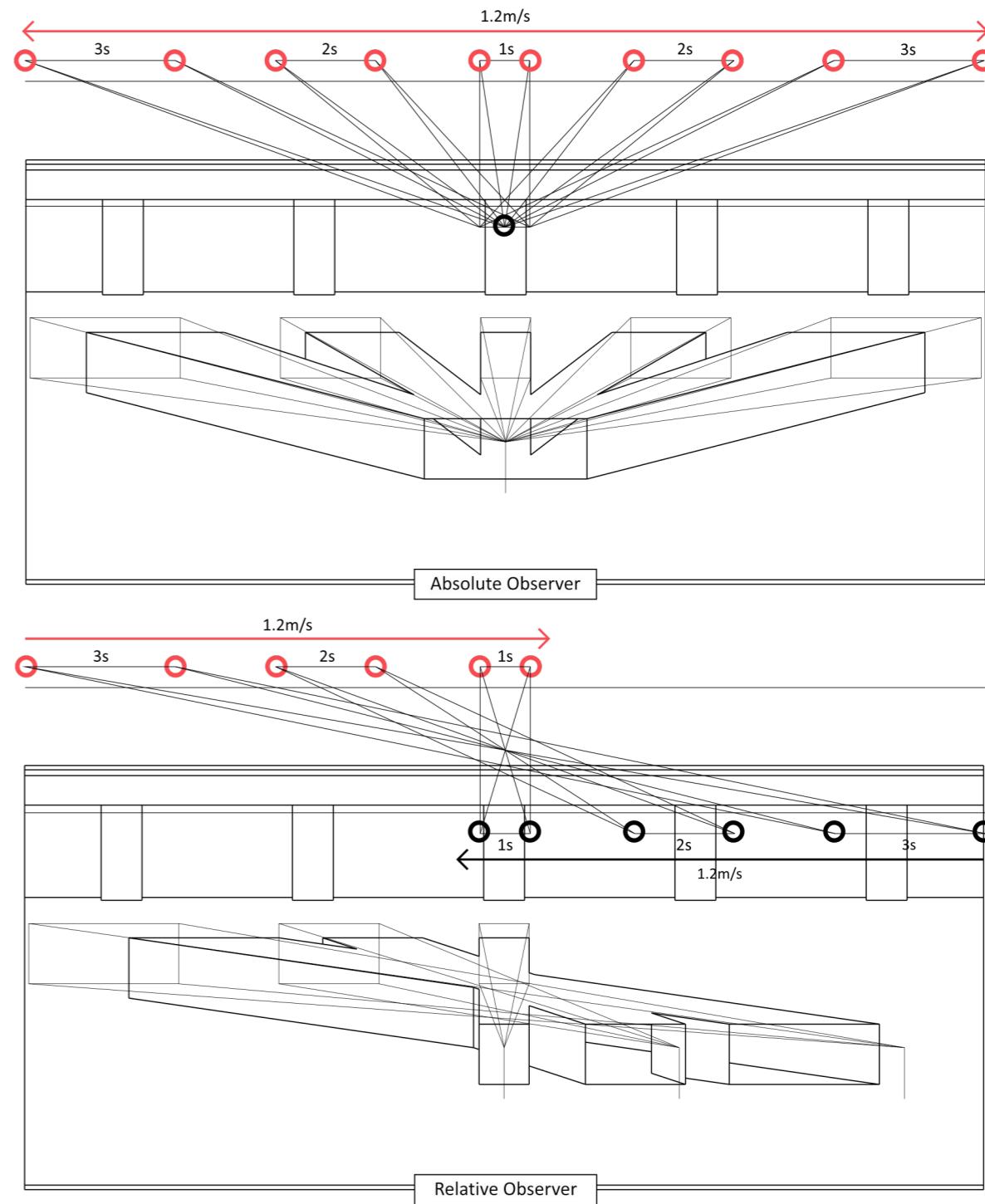
[1] Wall as View Shield

Wall system is an effective way to guide sights of absolute observer with its view framework, but it is useless under a mutual observation situation without a directed view shield.



[2] View Tube as View Shield

View tube system can guide sights directly with a tube for each observation phases, which is a good prototype for both absolute observers and relative observers.

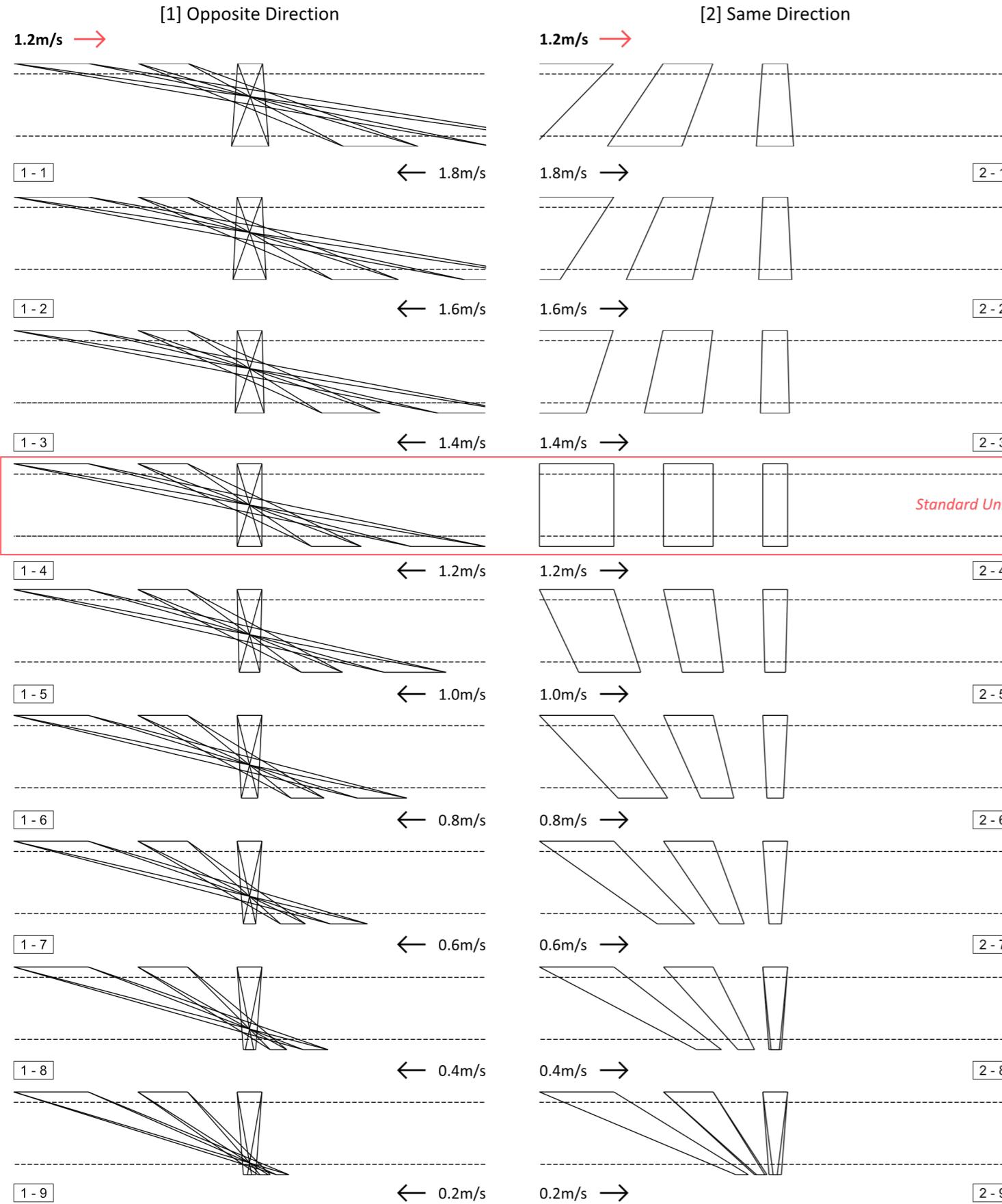


*Absolute Observer & Relative Observer

Different movement patterns provide different narrative experience to people and lead to specific forms, which finally strengthen the observation behavior.

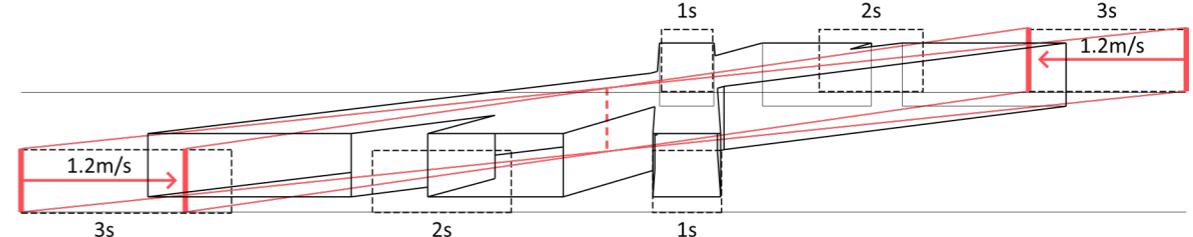
Possible Pedestrian Speed Extension for the Montage Process - Unit Variation

From the site investigation, the normal walking speed of pedestrians on the street is about 1.2m/s. However, the chasing behavior makes it possible for the existence of people with other speed. Those people may accelerate or decelerate if they want to catch up the person they are observing through the view tube device. Different speed will disform the standard view tube defined by 1.2m/s. As some relative observer adjust their speed for catching up the other observer, there come to be one more phase between capture phase and focus phase to explain. In this phase, the observer will see the signal and have time to adjust their own speed if they want to put themselves into the montage process. As different disformation results are provided, the observer needs to change to certain speed.



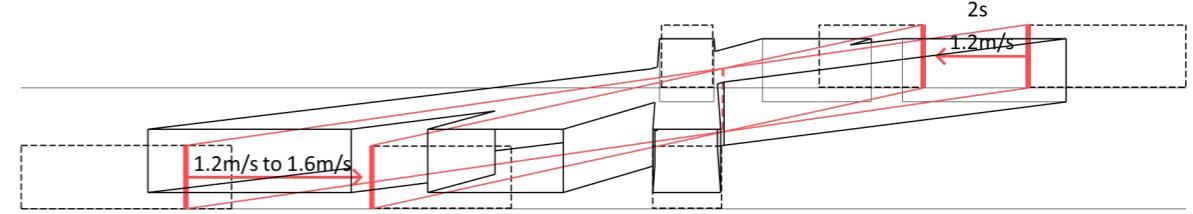
Phase 1 - Capture

In the capture phase, two relative observers both have the normal pedestrian speed 1.2m/s and they can capture each other easily just as a standard view tube. In the capture phase, they have the longest time to search for each other.



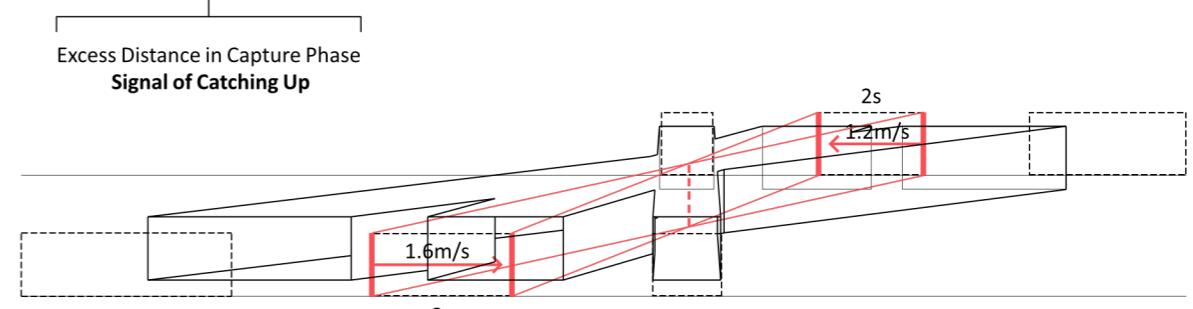
(Phase 2 - Chase)

Once after the capture phase, one observer will find out that he has excess distance of the capture phase frame. In this case, he may accelerate and try to catch up the montage process.



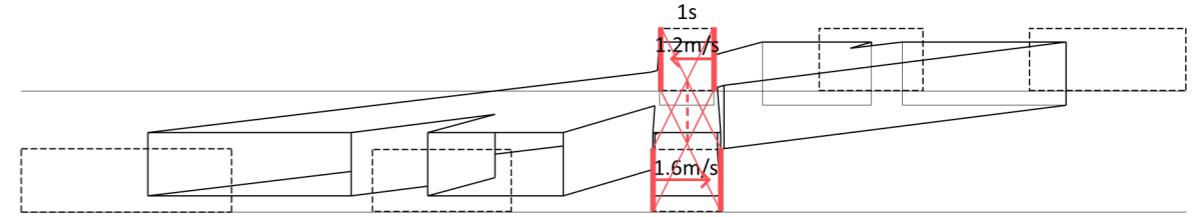
Phase 3 - Focus

In the focus phase, two relative observers will focus on each other in detail after having a glimpse during the capture phase. The phase gives observers 2 seconds to concentrate on each other. This phase is making preparation for the final phase, the moment.

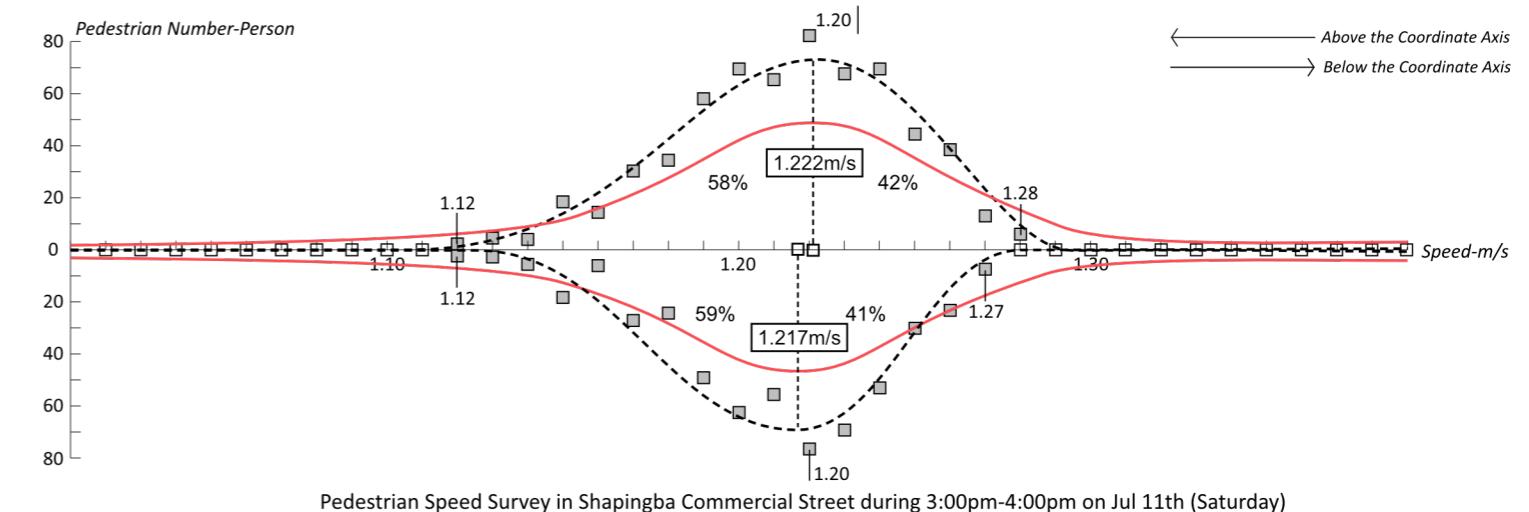


Phase 4 - The Moment

After two-phase long preparation, they get to the closest approach. The moment is much shorter than the former phases, but observers can see each other clearer, which is regarded as a precious moment.



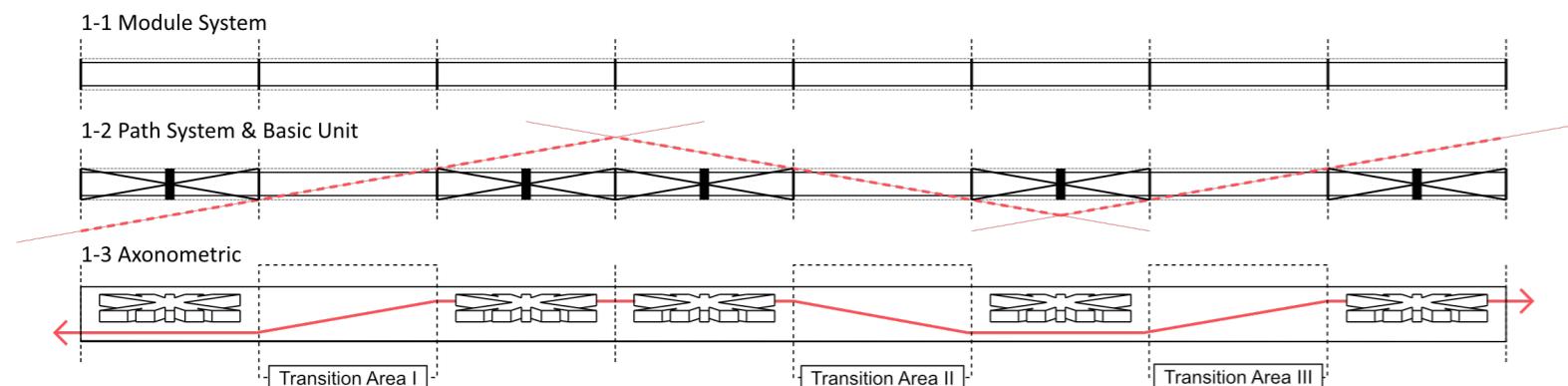
Possible Speed Extension



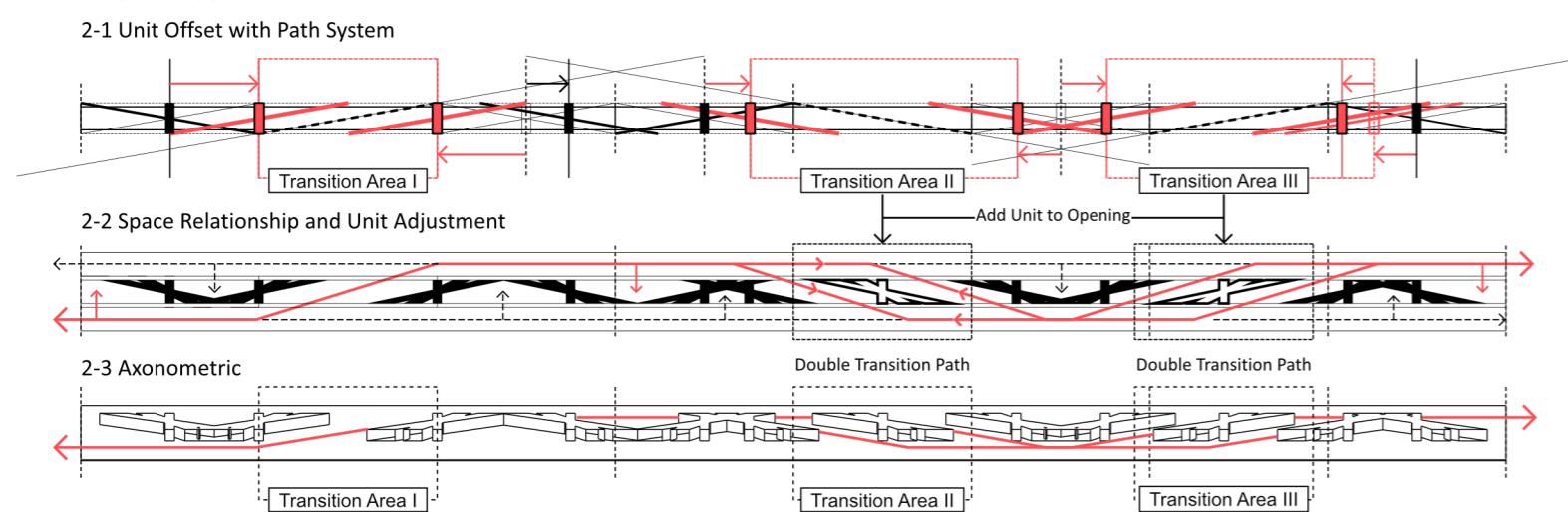
Site Design Generation - Combination Prototype of Unit

Based on the possible unit variations generated from different pedestrian speeds, five design prototypes are formed from the combination of different units. Finally, the site design is generated following certain design steps, based on a module system, to create a systematic and various space experience. The site design finally comes to have certain public functions at different places.

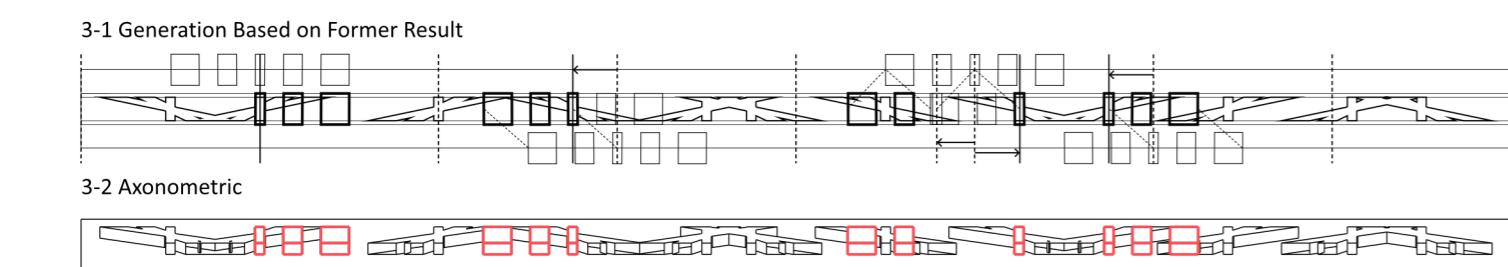
Step 1 - Basic Module and Crossing Path



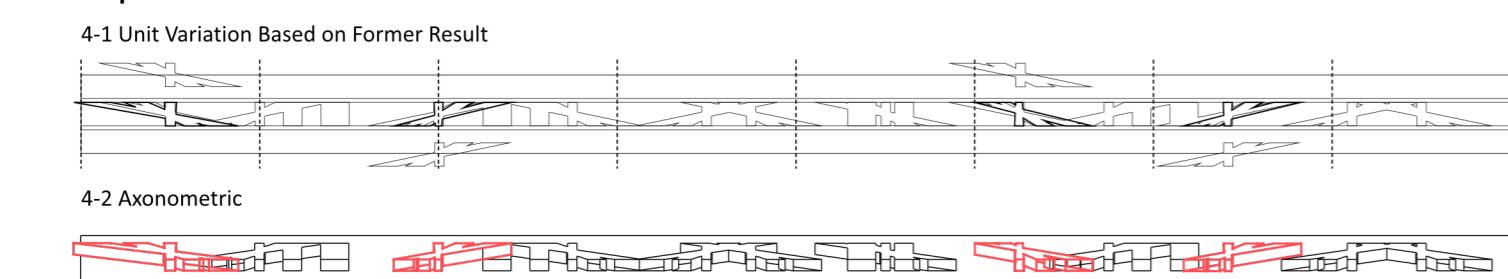
Step 2 - Opposite Direction Part Generation



Step 3 - Same Direction Part Generation

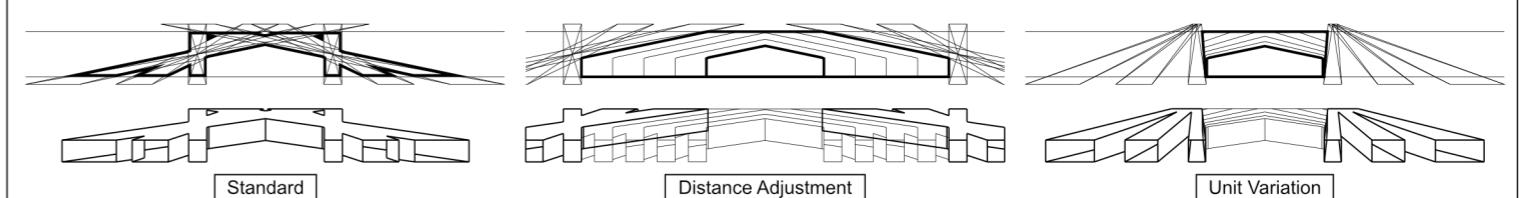


Step 4 - Unit Variation



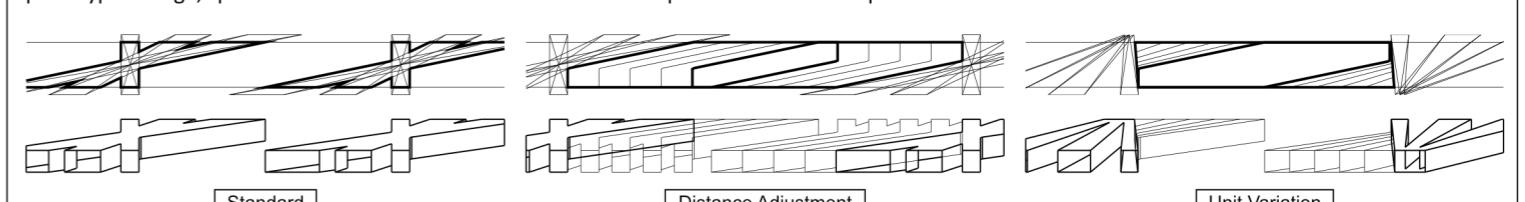
P1 Prototype 1 - Intersection

When two standard units intersect, enclosed space is created with only one side open. Adjustment of distance and prototype can change the form of the enclosed space. Space can fit into different functions, such as public space or grocery store.



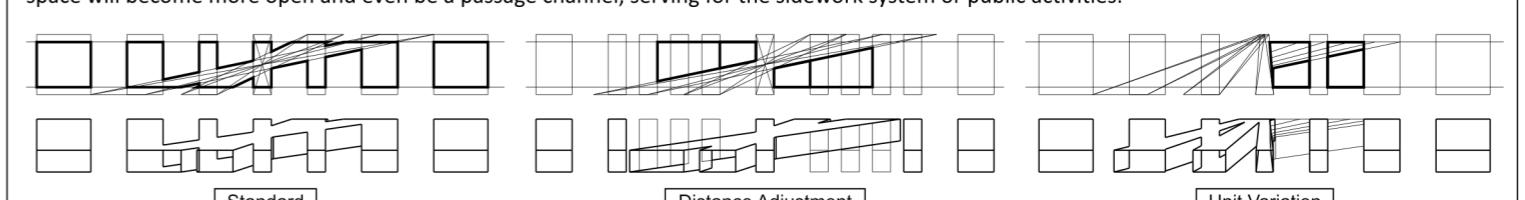
P2 Prototype 2 - Parallel

When two standard units are parallel to each other, space for a path is created, which can serve as a part of the sidewalk system. As the distance and prototype change, space can have more functions and serve more possible activities of pedestrians.



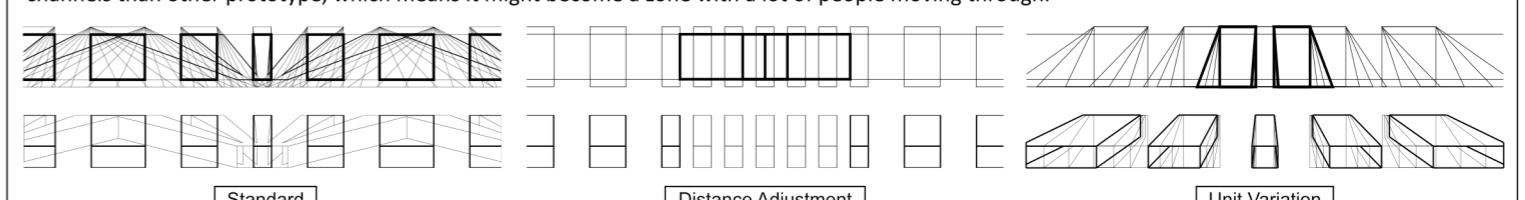
P3 Prototype 3 - Addition of Same Direction Unit

When same direction prototype is added into the combination, a bunch of small spaces are created. As the distance and prototype change, some enclosed space will become more open and even be a passage channel, serving for the sidewalk system or public activities.



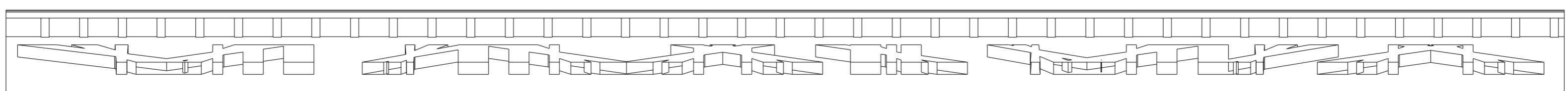
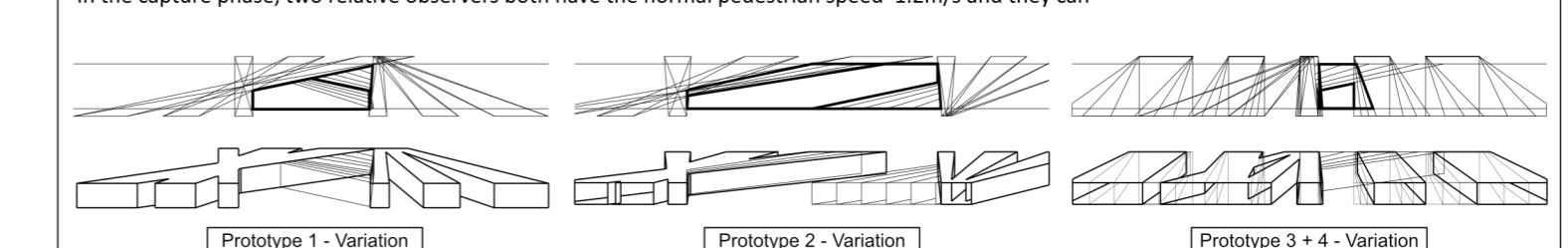
P4 Prototype 4 - Variation of Same Direction Unit

The same direction unit's form is much more simple than the opposite unit and it also could have a variation process. This prototype has much more channels than other prototype, which means it might become a zone with a lot of people moving through.



P5 Prototype 5 - Unequal Unit Variation

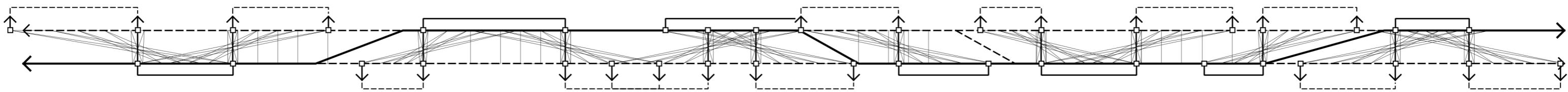
In the capture phase, two relative observers both have the normal pedestrian speed 1.2m/s and they can



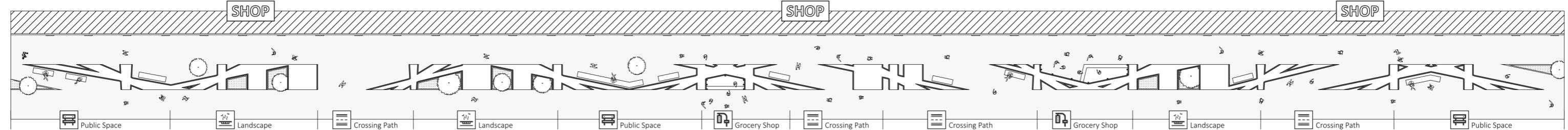
Public Space with Vision Exchange

Different public functions can be combined with this public narrative device, including rest space, landscape and even shops. The insertion of these functions makes this design much more popular among people and have a good sense of place. A variety of activities would be carried out in such a interesting public space. Landscape and shop units could be designed to fit this device quite well in those void space of the design and possible construction drawing is listed below.

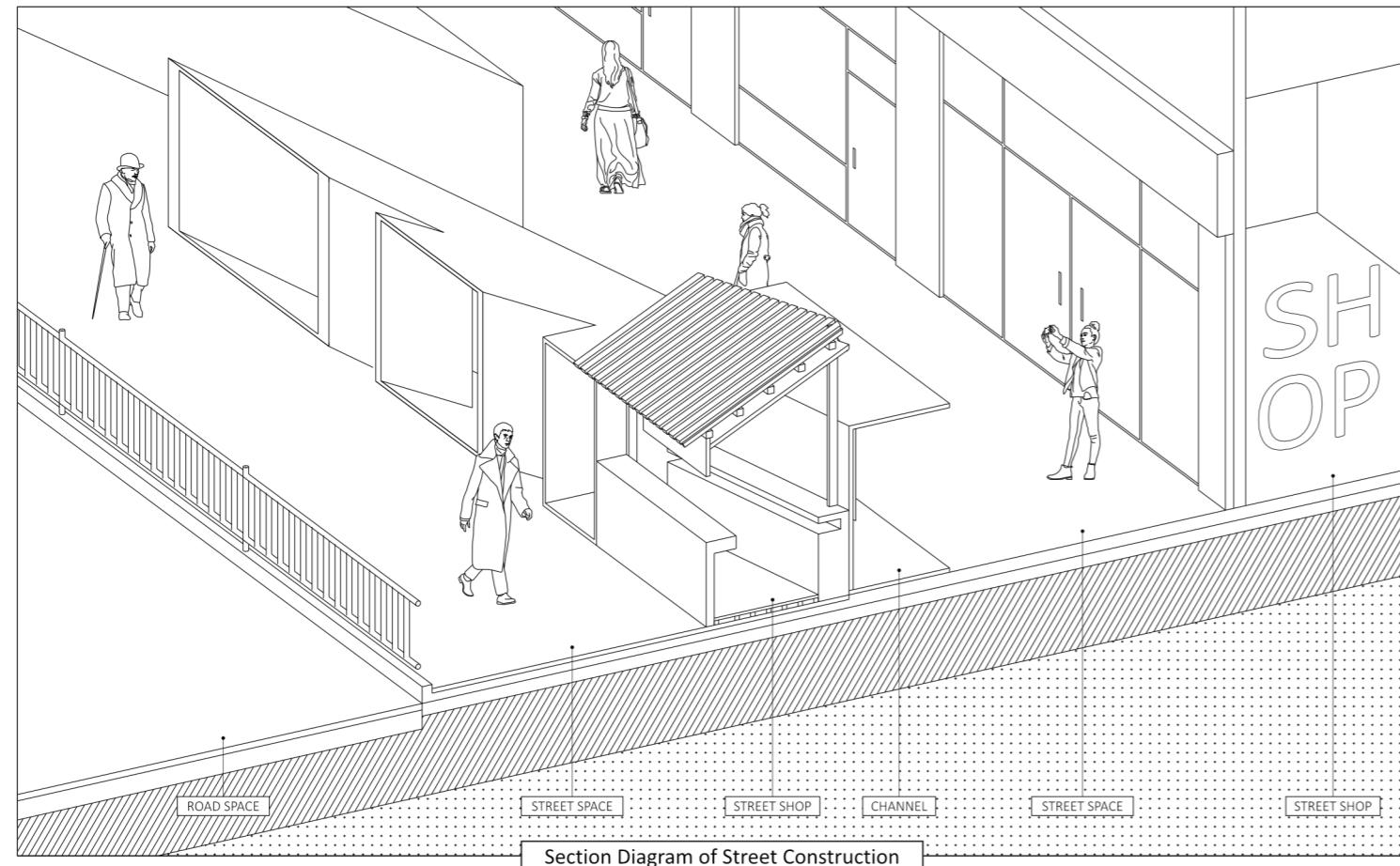
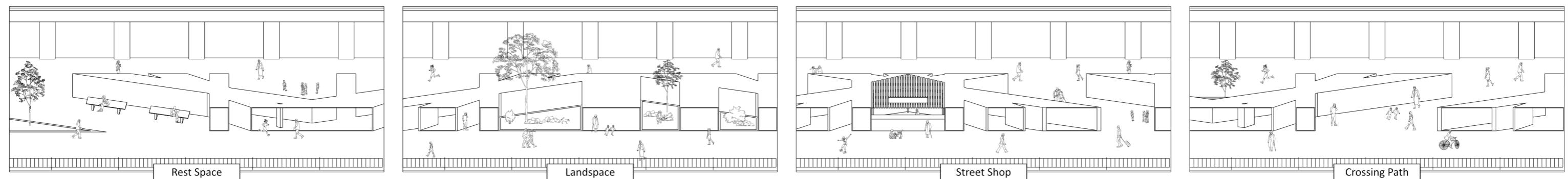
[1] Field of Vision Exchange



[2] Plan



[3] Unit Scenario



Section Diagram of Street Construction



Section Diagram of Street Construction