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Phenomenology of Crossing

Functional Street Exhibition & Time Lapse Series

Patrice Scott

Media Studies Senior Thesis Project March + April 2019

Advised in writing by: Giovanna Borradori

Advised in theory by: Lisa Brawley



Interactive experimental projects or installments are totally up my alley. This jaywalking study challenges future passers by to reassess the unfinished crosswalk between Skinner Hall and the South Commons Parking Lot for safety, and trial-run my remodeled path to be pre-executed in chalk in late March 2019 and mapped in paint the following month. After the videography is spontaneously executed as the experiential data unfolds in late April, its looped footage and a verbal summary of my construction will present on screen during the May Media Studies Thesis showcase. I will direct these speculations toward finding the infrastructural roots of street paths which compose cityscapes elsewhere and campus-scapes that ground Vassar through its navigability by pedestrians. Looking at recommended sources that have been embedded in my media studies curriculum and in circulating news about local urban development: I found curators and educators such as Martino Stierli who aptly dissects the public's reception to distraction in Montage & the Metropolis: Architecture, Modernity, and the Representation of Space on pages 185-6 "Distraction and concentration form an antithesis, which may be formulated as follows. A person who concentrates before a work of art is absorbed by it; he enters into the work... By contrast, the distracted masses absorb the work of art into themselves." He and Le Corbusier once worked to replace the fixed gaze of linear perspectives with an embodied / mobile spectator - constructing an equally idealized space with a more virtual than physical presence in historical, social, and political space, which I aim to do by cementing the momentary experience in time lapse loops on screen while I explain the setup's various methods of rerouting civilians. Yet traffic accommodations and most recognizable instructional technologies including cones, signs, and cyclically operating lights, are missing from a site that misleadingly permits crossing on campus - which are replenishable. Congressional candidate Dwight Evans from Philly is another information-rich example whose work is immersed in commuter-efficiency and street-surface-safety listed on his website as methods such as circulation patterns that purposely avoid overlap with intersecting vehicular traffic, and of course the temporal and productive priorities of my faculty advisors. My politicized final product will dive into universally accessible theory: after all the alteration of any public space will directly impact community members who encounter it - varied and subjective personal experiences mutually define and shape the urban space. The only failures are institutional and the only successes are additional establishments of non-vehicular entry points from Vassar's construction crews. By juxtaposing signs (non-sentient props) against Crossing guards to visually map the project as it happens under disciplined documentation techniques like film and photograph, I arrive at an all-encompassing slogan that the disorienting passage, unsuspecting threshold, "unspool the connective threads that mediate these site-specific installations, and the forces that convert their seemingly meandering pathways into structuring crossroads."- Archives of the Insensible: Of War, Photopolitics, and Dead Memory.

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Resolving Pedestrian Theory

Discovering the outcomes of people who walk right into situational architecture, which in my project constitutes a faux crossing path with all signifiers of the authentic walkway, is not mutually exclusive with forming hypotheses regarding their behaviors. Potential takeaways would be generous to disclose for the sake of keeping constructive momentum and contributing to a movement I care about in the quest to follow the steps of inventive urban planners. These are questions my thesis currently seeks answers to: What's really considered a dangerous obstacle and by whom? Are obstructions only based on whether we choose to navigate around them? Inconvenience might not be measurable beyond the avoidance versus interaction scale, and in case that's the only quantitative scale, I wonder which additional notches will provide logic to its intricacy. Something just occurring in recent weeks has been the introduction of a poll into the routine of testing pedestrians; not only to address adjustments they make to the blockages in their journey but also the terms I select to define those adjustments on the form itself. Of course, I'd find it meaningful to continue unveiling any significance and relevance to existing and prior civic exhibition artists and urban theorists. By noting the most utilized desire paths - their origin points, their prevalence on campus, their function (both as a physical form and as a route of intention), I can indicate the yearnings of walkers before the installment time and after they are quizzed on their personal experiences. The cherry on top of my academic curiosity is my personal agenda shared by other scholars to normalize desire traffic as it materializes in jaywalking. Peaking the curiosity and gaining the enthusiasm of my thesis advisors is that cherry's stem.

phe·nom·e·nol·o·gy Dictionary result for phenomenology /fəˌnämə^l näləjē/ noun

Houri

PHILOSOPHY

- 1. the science of phenomena as distinct from that of the nature of being.
 - o an approach that concentrates on the study of consciousness and the objects of direct experience.

Phenomenology is the study of structures of consciousness as experienced from the first-person point of view. The central structure of an experience is its intentionality, its being directed toward something, as it is an experience of or about some object.

Where the Bridge Building, Raymond Avenue, and the Greenhouse Intersect & Flow

Private properties contain their own rules upon entry (which informs collective beliefs that the care and type of support Vassar invests in reveals where and for whom navigability is prioritized). The Bridge indicates the spatial connectivity between academia and spaces of mobilized labor such as delivery routes, parking spots, and larger gaps between classroom sites like New Hackensack or South Commons housing. Necessary ram(p)ifications of the scale of props that make an authentic and functional crossing keep raising the safety bar for myself and the constructors. Facilitations of buildings and roads require constant monitor and repair, and the unregulated traffic light becomes an intervention upon installment at South Lot's grass embankment. Manager of Buildings and Grounds Dean Jaeger justified his hesitation to support the crossing guard endeavor

with the warning that any discernible markings of navigation are at risk for injury-based lawsuits. The successful guidance of the jaywalker applies tools for safety which supplant as tools used to keep the pedestrian in mind, upheld by the school and state's construction regime. This experiment's documentation and planning require aerial views while the site's phenomena can only be directly experienced by street viewers and passers. An impermanent station at the parking lot is a rare vision in context with Raymond Avenue as a majorly constant route and the largest to parallel campus. There is no harmonious (all-appeasing/encompassing way) to construct public space, where legality and survival often clash.

High Traffic Locations: Manhattan and Vassar



Google Maps (This is not a crosswalk)

2025 Broadway, New York, NY

There is a cross-section of sidewalk in the road on 70th street that divides Broadway and Amsterdam into roads forming an X-shape: an island block which precedes it has readily been my first street to cross outside my building, whether I'm walking uptown for the long haul or just to the 72nd subway station where I can embark on a series of underground paths for transfers. Consciousness lies with the constructors of the walkway regarding the convenience and safety of the walk and must extend to the pedestrian in order to survive the trek; I'm sure Upper West Side street designers prioritized the merging of avenues over how easily folks could pass from curb to curb because my struggles to stay patient and unscathed as I left my block were ultimately swapped for peripheral attentiveness and shortcut mentality. Broadway's once-vacant island block between 72nd and 73rd Street (named Verdi Square) was redesigned in 2001 so that its northbound easternmost lanes became a

miniature public park surrounding a new entrance to the 72nd street subway station. Currently,

northbound traffic reroutes to Amsterdam Avenue up until 73rd Street. Such a wide intersection has historically harbored several vehicular crashes and pedestrian accidents, which point to its lengthy crosswalks. Another triangle-shaped land plot (labeled Sherman Square) now exists between avenues at West 70th Street in order to splice Broadway into Amsterdam and vice versa, containing shrubs and plants within a fences and potted plants next to boulders outside the enclosure as a buffer against traffic. Both spots were reputed in the 1960s and 70s as the bases for frequent drug exchanges under the colloquial name "Needle Park," and in 1974 the Landmarks Preservation Commission declared them Scenic Landmarks. Every mobile being in these triangular "Squares" is a protected or unprotected body that must travel past with others, demographically including a person in the car separate from the car itself. Jaywalkers willingly obstruct the path of those within their vehicle. Of the nineteen people jaywalking the below intersection at 6pm on Saturday, March 9th: all were adults and four of them went around cars in their path during the pedestrian right of way (white walking light icon). At noon the following day, I saw nineteen more with two old people, three kids, and fifteen adults jaywalking and one adult swerving around the obstructing car. One group of four adults all illegally crossed together.

Bike lanes 71st street & Columbus Avenue

NYC's Department of Transportation ultimately presented plans to upgrade the roads on Columbus Avenue by linking the Upper West Side and Midtown through a bike network. Bike lanes newly stretched from 72nd street to 52nd on Amsterdam and got remodeled near Columbus Circle

and up Eighth Avenue. With the unanimous support of the Manhattan Community Board's Transportation Committee, and few of them requesting safer design installments at traffic intersections, the biking path along Amsterdam Avenue increased to cover the distance between 72nd and 110th street. Jaywalking would happen in clusters of 2, 3 and 4 (families with kids, couples, groups of friends). Of 58 jaywalkers I tallied on March 9th, 35 were adults, 8 were kids, 15 were old people.



124 Raymond Avenue in front of Skinner

James Monroe Taylor, the fourth President of Vassar College, urged on the "develop[ment of] the aesthetic side of the college course" and in 1904 picked a hill by Raymond Avenue - the eventual location of Skinner Hall—as an ideal site for a future music building, later named after "popular and beloved student" Belle Skinner '87. After Poughkeepsie entered a period of urban renewal in the 1960's, President Lyndon B. Johnson's "War on Poverty" donated federal funds to rebuild the city's infrastructure. Unfamiliar visitors often are met with confusion as they try navigating Poughkeepsie's roads, thanks



to the appearance of many one-way streets, arterial highways with high speed limits spreading throughout the city, and even an intersection that permits a left turn on red, overwhelm is imminent for newcomers. "One of the most important aspects of any community is the ability to move about, going from point A to point B, to get places safely and efficiently," City of Poughkeepsie Mayor Rob Rolison says. "Each community has its own set of circumstances and challenges: how the roads may be laid out, the condition that they are in... Long-term is making the arterials pedestrian-friendly, safer to cross, improve the bikeability aspects of it, creating more green space along the arterials with setbacks for the houses. I think that would improve the quality of life for the people that live on that section. And it would probably change the dynamic of people who were buying those houses and renting them out and not really doing much with them." The tough truth blocking the widespread desire for new streets is that aside from active construction sites, most streets will remain as they are unless they face noticeable deterioration. Rolison believes that the city needs to modify existing physical structures as part of its larger urban development plan. In addition to observing various parking situations in Poughkeepsie, the city has assigned professional traffic engineers in to study traffic flows by the ratio of cars to clear street space, and a comprehensive study is actively occurring in the downtown area for its heavy traffic. "It's a long-term project to make permanent changes to the arterials and it's all about traffic calming, it's all about slowing people down," City of Poughkeepsie Community Development Coordinator Paul Hesse reported to news source *The Groundhog*. "We often say that we should advocate doing it 'from this block to this block' and maybe it will have this funneling effect where as you get closer to downtown, the narrower it gets. That will facilitate the walk-ability and the bikeability." As of late, city leaders are being encouraged to do things to increase foot and bike traffic. Getting people out of cars alleviates environmental concerns and in turn, cities try to provide better and efficient transit systems. "It's all about introducing a level of complexity to our street grid and giving people options to get places," continued Hesse. The abruptly unfinished crosswalk and the space itself makes me question the New York State Department of Transportation's concern for safe pedestrian experience and location of their walkways with signs aimed at and oriented in vehicular space. Contrary to the ten who jaywalked just by crossing the road to walk past Skinner, just one trod the crosswalk according to my observations on March 5th.

The situation

Finding the logic infused in my ritual jaywalking experiences in New York City will more personally contextualize what transpires every day at the intersections of always incoming or rarely flowing vehicular traffic. Objects of direct experience don't necessarily require sentience in the street setting, because as the sidewalk enduringly supports the countless body weights of passersby, passersby similarly might be unaware of rapidly approaching mobile spatial elements (wildlife, transportation, even other people) as a result of their firm concentration on achieving the form of pedestrian through their walking task contrasting the road's inability to dissect its environment in its state of being an inanimate street surface. The surface and the person align in the crosswalk in their non-adjustment to surrounding that form the situation.

Directional awareness

While the first person POV can lead the walker to their death, the pavement can't foresee its destruction and remodeling over time. Both objects remain unequipped with a valuable trait that uses periphery AND trajectory as a guide. Directional awareness is a **centrally navigational** tool for existing with intentionality in space.

A Phenomenology of Crossing

My crosswalk (mock-crossing) will be used to analyze a Phenomenology of Crossing by working with Skinner's traffic flow in both its encroaching and absent states, as I must listen, observe my periphery, step with caution, and possibly feel ground vibrations when I cross the street. Safety was always situational at the crosswalk near my building and the childhood memory flash paired with recent experience is a guidance to the issue of jaywalking as I define it (what the law doesn't account for while thinking about where jaywalking is not frequently ticketed). Vehicular priority roads shadily define legal driving by who is allowed to have a car, license, and documentation, which leaves out xenophobic biases which prevent many from obtaining any or all of them. Targeting ticketing in response to these requirements are the most important location and demographic patterns to assess, and I will if the video playbacks reveal legal altercations between pedestrians and Poughkeepsie authorities. Bike paths, and spaces to navigate without address including Skinner Hall will be **investigated as zones (place and mind) that facilitate becoming a pedestrian.**

Histories of the Bridge Building, Raymond Avenue, and the Greenhouse

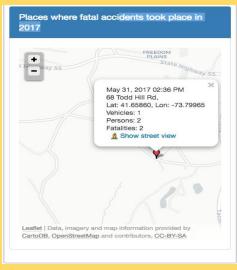
Construction of 2-story-tall **Bridge for Laboratory Sciences** finished in January 2016, stretching from the redesigned Olmsted Hall to the Skinner Hall for Music. Intended to foster collaboration between discipline-tethered parts of the school, the building's innovations expand beyond its interior: a ramp at the South Lot entry complies with the American with Disabilities Act's standards for accessibility. A variety of environmentally conscious techniques both facilitate a steady water supply to Olmsted Hall's greenhouse (through a rainwater/snow melt collection system) and actively prevent the underlying wetland's vast bird population from colliding with the Bridge, with use of shading fins and an ultraviolet window glaze applied to exterior windows detectable by birds but invisible to humans. If only the building's relationship to its site made similarly mindful renovations for those who travel beyond its walkway, where the masonry of Skinner and the Chapel further down road juxtapose the mostly unmarked expansive concrete space situated with trees that is the parking lot. On the south elevation is the first highly

accessible path into Vassar's central campus at that point, as students are able to freely circulate among these spaces during the same class period. In the words of Sarah Williams Goldhagen of Architecturalrecords.com: "Demolishing one edifice just to build another—one that spans a ravine, at that!—certainly is not an obvious solution to the numerous challenges that Vassar faced in upgrading its science facilities." Those who encountered the cross often emerged from the Bridge Building, Vassar's newest addition, serving Ennead Architects' and my goal of reconnecting the environment and peers on campus.

The "Skinner greenhouse" were named in 1932 after its proximity to the then new Belle Skinner Hall of Music. According to visitor Prentice Valiant '1913 in 1911: "Every inch of space was used, sometimes in the beds, by plants to be set out in the circle, sometimes on the floor under the tables, by plants being stored." Overlooking the greenhouse's originally practical purposes for dining and decorational vegetable and plant growth turned golf cart and garden tool shed, I placed plenty of the project materials alongside its exterior wall as a dual hiding and workshopping vessel, free from obstructing soon-to-be crosswalk space. During a total remodeling of the New England building, its own greenhouse was axed with its functionality moved to the grounds greenhouses beyond Olmsted's and the one in question by Skinner Hall. In 1984, Martin Pinnavaia became the next head gardener of Skinner greenhouses, a role which is occupied in modern day by Dean Jaeger. Under Pinnavaia's care, the Skinner greenhouses solely maintained the campus grounds, and the growth of flower beds, plants and herbs. Back then, he sought to "revamp the real purposes of the greenhouse(s) to better serve the community" while also contributing aesthetically to Vassar's impression on cohorts and outsiders. The biology department was even permitted by Pinnavaia until his exit in 2012 to use the Olmsted greenhouse's collection for its own courses. Alternatively, Skinner's greenhouses were consistently at risk for removal, and the high present and future maintenance expenses, including heating and repair, resulted in their Summer 2013 closing.

Lisa Brawley cited that **Raymond Avenue** deaths on the road have occured pre-renovation, and strangely there is no coverage of it online. Statistics of earlier traffic incidents in the surrounding Poughkeepsie area, however, are plentiful:



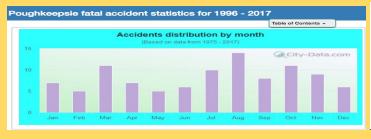


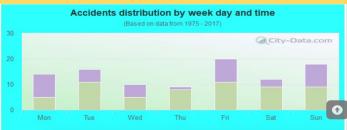




Fatal accident count	0
ehicles involved in fatal accidents	0
atalities	6
Persons involved in fatal accidents	0
Pedestrians involved in fatal accidents	0

(B)	① Date	(i) Location	Vehicles	Drunken persons	IT Fatalites	(i) Persons	Pedestrians
1	Mar 9, 2017 12:38 AM	<u></u>	1	-	1	1	-
2	Jan 3, 2017 01:50 PM	<u></u> Us-44	2	-	1	3	-
3	Jun 6, 2017 11:38 PM	<u></u> Cr-115	1	-	1	1	1
4	May 31, 2017 02:36 PM	₿ 68 Todd Hill Rd	1	-	2	2	





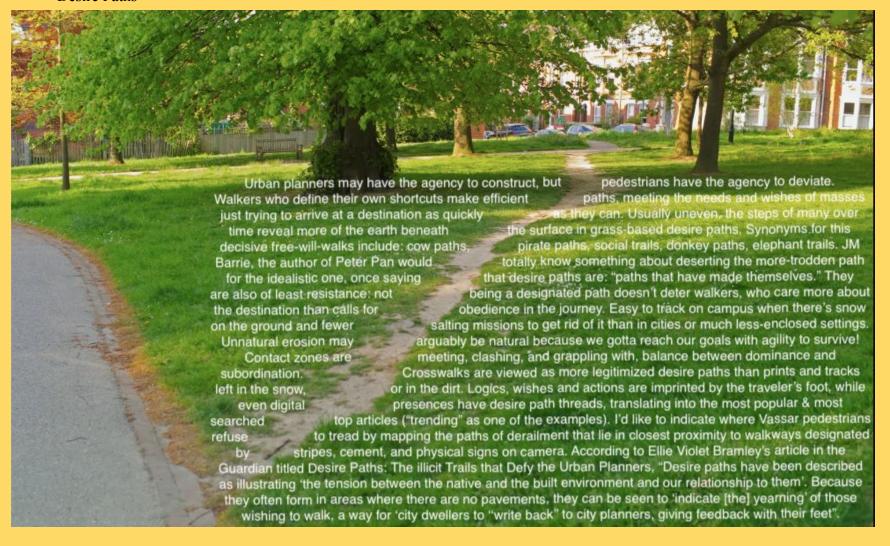
Traffic structures operate under civilian practice and governmental regime, which support walking (in terms of ability or disability on signs, ramps, or stairs) in separation from driving (height-specified car & truck signs). State roads such as Raymond are considered official thoroughfares.

Field Studies & their informants

Oxford Street (in Ghana & in England)

Ato Ouayson's Oxford Street Accra in Ghana: an article which emphasizes the sidewalk's opposition to a glamorous city street (no distinction from the road elevation-wise) effectively problematizes the divide between motor vehicles and others versus the pedestrians. Signs, lights, and road drawings whose illustrated texts omit pedestrians from their symbolic rite of street passage imply the space IS NOT MEANT FOR WALKING. My attention is drawn not just to where people choose or are forced to cross but their technique and the patterns they form through their own paths. Hypothesizing the obstacles that change walkers' styles draws me to the reality that walkers themselves can obstruct others in their quest to get by. Safety can at once include surrounding oneself with those who share a determination to cross and point to how too many transporters make the individual more mindful and susceptible to bumping into elements that pop their bubble as other subjects and objects enter their clear path ahead. Zig zags walked around dog poop or intersecting people in cities like Moscow differ from skipped steps on stairs or hopped-over puddles, since new paths are most likely created with an equal amount of footprints. In a swarm of passersby navigating an ongoing current on the same sidewalk on account of narrow surface area, the high volume of people is forced into overflowing walkways and by association disorganized living as opposed to the freely flowing branch out style of an urban sidewalk. One reason why the Oxford Street sidewalk does not resemble one is that as its space progressed into the high energy commercial boulevard of the present, the sidewalk gradually became the stripped-down extension of the interiors of vast commercial enterprises situated on the street rather than the strip specifically designed for pedestrians to traverse. These Oxford Street stores and businesses ultimately swallowed the outdoor platform by extending permission to park outside storefronts beyond designated parking lots. Furthermore, in light of the pervasive open gutters' demarcation of the cement from apparent sidewalk, there was no height difference between the curb and road. Raised sidewalks appear to prevail in the earlier neighborhood designs of Accra. Pedestrians have no need to step on or off of Oxford Street sidewalks as a form of directional awareness and orientation adjustment to establish safe stepping: "One enters a space where there is a permanent and insistent "invitation to treat," to echo a concept in commercial law. This invitation to treat is also an aspect of the representation of the simultaneously interconnected and contradictory desires to be found on passenger vehicles decorated with mobile, colorful and unpredictable slogans and mottos. Cars and pedestrians, both African and foreign, mingle freely on the Street, with itinerant vendors trying to improvise a sale as they run alongside private cars and commercial vehicles that clog the street at all times of day" (77). Since plenty of sidewalk surface area has become occupied by stores and store owners, the Oxford Street walking experience is nearly guaranteed to involve zigzagging and swerving between road and sidewalk, as many reorient themselves to steer their perambulations clear of various kinds of vehicles and other pedestrians who lie in their track. What appears to undisciplined crossers as partaking in the risky navigational technique of jaywalking, called **j-walking** by Quayson (which is what walking on the sidewalk inevitably turns into), is "negotiated practically unconsciously."

Desire Paths



Tactical Urbanism

Build a Better Block (betterblock.org) is just one of the interventional projects debriefed in *Tactical Urbanism*. Revitalization carries a strong weight as a goal for a small street installment in contrast to that for a whole neighborhood, but luckily its referenced services; particularly safety, that claim to "elevate the success of your project" have multiple potential applications here. I prioritize the same areas listed on that site, including safety, shared access, and stay power. By addressing the real and perceived safety of my project, I can lessen the chance of involving Safety and Security's disciplinary wrath, and luckily by choosing a spot on campus there is zero chance of police involvement. When people encounter my project, despite the obstacles, the experience will be successful if the street is still safely crossable. This is especially crucial to anyone who lingers enough to analyze the obstacle and would otherwise be at risk of engaging with a vehicle that passes by. I have to decide how to define my role as I construct around this campus-given space: assess my capabilities for community organizing, mapping groups in space by documenting visitors on camera, promotional engagement by renaming the movement (perhaps as art crawl or fun run), and being more communicative in advance with those who enforce the space in front of Skinner Hall in order to acquire an allotted reservation and installation time that only Vassar can legitimize. A point of interest for me says "Does the area have hidden corners or large obstacles that reduce open sightlines?" To respond, although I prioritize the wide accessibility of the crosswalk, I'm careful to minimize the likelihood of vehicle traffic with very visible pedestrian-exclusive signs, and other visual guides that would "encourage [the] lingering" of all age groups.

Road Repairs

In order to "provide a safer more engaging public environment for pedestrians and bicyclists", leaders in the form of community groups, government, and local advocates must come forward to initiate simple and low-budget changes. For example, since the flip side Australia and New Zealand's continual prioritization of drivers is withdrawn attention from exposed travelers on the bike or without vehicle, several streets have lacked easily accessible walkways. By repairing the roads as the urgent following solution, community members can expect safer and clearer cross markings in the street. With the rise of cycling as a popular recreational activity and commuting necessity in these regions, short-lived road repair projects have been successfully pursued and executed, with a 230% boost in bicycling over a four-year span in Sydney, Australia. Tangible efforts made to protect the growing populations of people and vehicles who navigate these urban roads will affirm the survivability of driver-divergent travel as well as open the net of potential "vehicles" to more safely utilize in the crosswalk setting (mobile boards, rollerblades, etc.) Akin to the guiding floor stickers and etched cobblestones found in museums and outdoor public paths, the idea of first implementing floor signals as a temporary yet sustainable message of safety to the pedestrian inspires me to demo that technique in the weeks leading up to the experiment, especially before the arrival of physical signs in the mail. Phrases and arrows stenciled to highlight easier routes for the non-dominant travelers (averse to car driving in the space) can alter "perceptions of convenience" by suggesting paths catered the safe redirection of any specified method of travel by crossing.

Placeholders

Installing this art exhibition (i.e. the unfinished crosswalk) would benefit the walking Vassar community by repurposing the vacant section of the Skinner parking lot and turning it into a site of development. During the initial planning stages of checking in with advisors and finding the best deals on supplies over Spring Break, I'll be earmarking the space with construction tape and with my presence in the soon-to-be walking zone. Raise awareness about the site's long-term potential, and expand capacity for the community's presence in the parking lot beyond risky trips to Shipping and Receiving or the greenhouse. The *Testing Grounds* project led by Arts Victoria, and These Are the Projects We Do Together

embodies the same ideals for the underutilized crosswalk I'm updating. "Pop ups are accommodated on site by reclaimed wooden pallets and 20-foot shipping containers, with reused car stereos and a mobile film projector also helping to bring this engaging transitional space to life." Distinct points of entry are just as valuable as the paths themselves.

Visual Catalyst

The visual quality of existing directional signs and of the pavement by Skinner can be quickly improved - but will my repairs have any permanence? I view the alterations as constructive attempts to add humanity to pigmentally-run-down crosswalk stripes public space. Potential stimuli for further long-term change in Vassar's public realm lies in the new signals, distractions and obstacles, regarding which of them packs an instant punch to the drivers giving way to such forms of pedestrian prioritization. Vassar's increased commission of guerilla-style independent community projects can only allow instances of guerilla-urbanism on campus a higher chance of thriving and lasting, which would reflect their growing recognition of needs to revitalize public spaces with inviting, engaging, and interesting pop-up causes. Dormant crossings like the one at South Commons Lot deserve a makeover that is conductive to pedestrians' well beings - & what better outlet than a creative event surrounding space renewal ongoing activation to strengthen the parking lot's identity.

Collective Phenomenon Engagement

Dwight Evans, a House of Representatives member from Philadelphia wants to "reduce commute times and improve quality of life for more Americans. But we need to go further and change how we think about urban mobility more generally, to promote our neighborhood commercial centers and make our neighborhoods more livable." His list of urgent measures for the federal government to immediately and tangibly help cities includes: Making surface streets safer with pedestrian crossings, light-timing, and circulation patterns with reduced risk to pedestrians in mind. A lessened ratio of vehicles per capita is achievable according to him through bike and car sharing programs, more pedestrian access points, while the above methods are integrated into a more frequent routine of paving and maintaining streets. Seattle is a recent developer of its urban landscape, extending efforts to repave streets while cementing pedestrians' and drivers' existing regulations for separate right-of-way, both which may create promising easier traffic flow for cyclists and automobiles. Like any informed reformative mission, organizers could flag the changes affecting the location to need further observation and adjustment later on, when additional funding is available. Evans wisely once said, "Adding more visible stop signs and painting stop bars in the road greatly improves the pedestrian environment and can be done at low cost when repaving or intersection redesign work is occurring." The speed bump in front of Skinner is hardly prominent: elevation of the sidewalk doesn't guarantee pedestrian protection. When such accommodations aren't made for pedestrians the sidewalk mirages as a warzone, since jaywalking has consequences and possible criminalizations - tragic events blur the terms legal and illegal. In metropolitan-centered empires like London, New York, and Nice- the pedestrian is rewarded by following militarized norms with guaranteed safety. Media-based pressures intensify the spectacle digital viewers make of disasters. Walkability doesn't ensure safety, yet jaywalking is deemed as unsafe walking since we can situationally be endangered regardless of rule-following stance. If the phenomenon of danger is not physically present, it exists in the imaginary of (sub)urban dwellers before they plan their trips outside. Keeping the project informed by topically political events really matters to me.

Case Studies (obstacles gone awry)

2016 Nice trailer crash at Bastille day parade promenade

The BBC article *Nice Attack: What we Know about the Bastille Day Killings* discloses how the "lorry" was brought to a stop after ploughing into mixed-age crowd of witnesses to the Bastille Day fireworks, 31-year-old Tunisian Mohamed Lahouaiej-Bouhlel fired shots at pedestrians before his own death at the hands of police. Background info: he was divorced with 3 children, ex-wife taken into custody as a suspect and his Nice apartment was heavily searched. Possibly didn't act alone, and in his lorry possessed an automatic pistol, bullets, a fake automatic

pistol, two replica assault rifles (Kalishnakov and M16), an empty grenade, driver's license and bank card. Of the 86 dead from the attack, three died after the fact, and 10 total were children and teenagers. Worried relatives posted images of the deceased on social media. Obscured from a rental service on **July 11 2016**, the lorry was due for return on July 13th. Spacious crowd gatherings differ greatly from spaces designed to contain or align crowds in narrow lanes, yet I seek a liberating experience for pedestrians with the knowledge alone that they are safe to cross a lot regularly dominated by operating vehicles instead.

2017 Times Square crash

May 18 2017 was the date that Richard Rojas' car crashed in Times Square as an intentional attack and obstruction in the pedestrian-filled part of the road, malleable in the public eye thanks to New York Times' publication. By driving his Honda Accord the wrong way up Seventh Avenue hit 20+ people speeding onto the sidewalk for three and a half blocks. "As is alleged in the indictment, this defendant put the lives of each person who had the misfortune to cross his path in danger," Cyrus R. Vance Jr., the Manhattan district attorney, said in a statement. A disaster like this warrants completely self-agency in the street to survive. No traffic light or guard can anticipate a crash attack the way a person immersed in the danger of the spontaneous situation, whose only options are flight by running or flight by car's impact hit. After claiming his intention was to kill, Mr. Rojas was charged with the two murder counts under different legal theories: one count of intentional murder and one of "murder evincing a depraved indifference to human life." He was also charged with 18 counts of attempted murder, 20 counts of first-degree assault and 18 counts of second-degree assault. Such layered repercussions illustrate the importance of digesting legal theory.

2017 Westminster Bridge crash

After the Westminster bridge crash, pedestrian only walkways installed after March 22 2017, concrete and metal fences put in place overnight on Waterloo, Westminster and Lambeth bridges. Security barriers have been installed between the road and pavement on three London bridges The precautionary measure has been taken after seven people were killed and 49 injured in the deadly van and knife attack on Saturday night. Three attackers rammed a van into pedestrians on London Bridge before stabbing barhoppers in the nearby Borough Market. attacker Khalid Masood drove a hired car into crowds on Westminster Bridge, killing three members of the public. Two other people – a policeman he stabbed and a tourist knocked into the Thames – also died in the incident, and Masood himself who was shot by police. Vehicles have also been used to commit terror attacks in other European cities. Eyewitnesses reported seeing several people lying injured on the pavement or the middle of the road, after a white van began mowing people down some time after 10pm. The suspects then made their way to Borough Market and started attacking people with people with knives. There were reports of Londoners, out for a Saturday night, fending off the attackers with chairs and glasses. "A van came from London Bridge itself, went between the traffic light system and rammed it towards the steps," he said. The leader of Westminster council said the barriers should remain in place permanently. "People in Westminster need this kind of protective measure – it is sensible and proportionate," Nickie Aiken told the *Evening Standard*. "The kind of security barrier now in place on Westminster Bridge needs to be part of a permanent solution." After the London Bridge attack on Saturday, social media users complained that pedestrians were not being protected. With the intercept of vehicular traffic, there's no way or reason for the revamped crosswalk to become fenced off.

Potential NYC crossfire

On 10th Avenue/Amsterdam Avenue, the street name shifts at 59th Street, and currently the Department of Transportation plans to extend the protected bike lane design installed between 72nd Street and 110th Street two years ago. A six-foot bike lane with a three-foot buffer will be protected by a parking lane, replacing one travel lane on the wide, one-way street. All pedestrian islands at intersections will be painted, however, and will lack the permanence of concrete. Since 2012, two cyclists have been killed by drivers on this segment of 10th/Amsterdam, at 55th Street and 72nd Street. Motorists severely injured four pedestrians and eight cyclists in the project area in the same timeframe. The intersection with 72nd Street, the "bowtie" where Amsterdam and Broadway cross, is particularly dangerous: Since 2012, nine cyclists and two pedestrians have

been injured, in addition to the cyclist fatality. Passing through the bowtie, the bike lane will lose its parking protection. Between 70th Street and 71st Street, people on bikes will share a lane with turning motorists. North of 71st, the bike lane will run along the curb, adjacent to a bus-only turn lane, before connecting with the existing protected lane north of 72nd Street.

Media Studies

Cloverfield 2007

U.S. government defense is lauded for its best efforts at protecting the injured, even though the power of the monster makes New York City's perils inevitable. Getting testimonials on video to catch spontaneously unfolding events is an action made in the film that I'll definitely pursue for this project. Though the protagonist's incentive was creating an endearing compilation of memories for his friend's birthday, precious footage on the camera appeared in the film, and I'm excited by the prospect of taking videos intended to capture the pedestrians who interact with or avoid the crosswalk with the chance of also catching a surprise element such as - a vehicle going rogue or even a pedestrian jaywalking somewhere else. Running down subway stairs involves getting away from traffic obscured by the monster, and deviating onto a path that leads to independent safety. Witnesses transfixed by the head of the Statue of Liberty landing in the street either get out their cars or keep walking in an escape from the cloud of impact dust from the collapsed Chrysler building, hearing roars as warning of its approach & indicator of its location in larger city space. The fictional collapse of the Brooklyn Bridge parallels the Westminster bridge crash, since people were forced to stay on their own sides of the structure immediately post-incident. Symbolic monsters in real life that the plot could be pointing to are people who are naturally excluded from the city scene by forms of authority who must endure intense levels of horror and isolation such as black people, immigrants, and queer people. Waiting to cross into the train from the subway platform is akin to waiting to get across the street, as the steps required to exit the underground equate the steps required to exit the dangerous road. Subway tunnel IS a path you can walk in emergencies which is not designated for that travel type while a stop light is another tool which discourages crossing. Signs that stop working activate the instinct in pedestrians to follow their ow

Cars 2006

Lightning McQueen, the vehicular protagonist, goes from losing a big race to going off track on a highway as he rolls into a town with once active traffic patterns, which commemorates the dream of a safer passing through the South Commons parking lot. The diamond benefit of training in this misleadingly run-down coal town, McQueen learns, is that the race track's "step-down design" enables cars to travel at a lower center of gravity than the currently more prominent car types and make tighter turns with the payoff of winning their races. I argue that pedestrians are in better shape for versatile travel than any enclosed vehicle, since someone operating their own body or chair is equipped with much more varied flexibility than the stationary turning wheel and fixed car structure. Misbehaving cars risk impoundment the way misbehaving humans risk arrest. In a world populated by anthropomorphic talking vehicles, Lightning ends up lost in the desert and desert(ed) town of Radiator Springs where he inadvertently ruins the pavement of its main road by accident. Repaving the road is assigned to him as community service to repave the road, a task which I would never reluctantly agree to partake for this thesis. Unlike Lightning McQueen, I intend to get the reconstruction of crosswalk right the first time even if tediously, leaving a neat job that reinvigorates the campus' residents to try it out for a walk.

"We're all a bunch of animals, and on the highway, we are animals flying at 75 miles an hour and the only thing between you and death is a thin painted line," is the opening quote of this film's trailer, which redefines for me what rush hour is and the campus schedules which dictate these ebbs and flows of traffic at the lot. Lunch break at shipping and receiving, and start and finish of classes held in Skinner Hall, New Hackensack, and students who travel from the South Commons to get anywhere else on campus may choose between the steep ramp (containing a bridge that a regular car size cannot access.

Documentary footage of Nice, Westminster, and NYC separate attacks (2016, 2017)

Seeing the truck, along with people gathering in awe, causes the gunshot sounds misleadingly sound like fireworks even though the display had just finished. White truck was stopped by police, driver was dead after the vehicle struck hundreds of people. Even a nearby motorcyclist chased the truck and continued to do so after falling off by running after it. Memorials near the seafront seem strategically <u>away</u> from the sidewalk tradition aka scene of the crime. Unfortunately, the reporter makes an Islamophobic connection to advice that terrorists have given in the past about alternative methods of attack without bombs, additionally stating that "patriotism is the way to fight terror" and questioning why this happened specifically in France. Danger is <u>everywhere</u> and not so reducible to identity.

Watching the response vans and cars overlap to create their own traffic alerted me to the branched out repercussions of a single obstacle (the crashed car on London Bridge) and affirmed my ultimate decision to keep the crosswalk straightforward and unobscured by any *intentional* distractions after all. People walking away from the site were startled by the sound of gunshots, spontaneously caught on tape, perhaps a less extreme improvisational video-find is in my project's future.

Times Square's clip I believe to be the rawest of them all, having no narration or audio but just the still camera to document the unfolding pedestrian activity (which without the catastrophe is still useful to view). My go-pro installing dreams have just begun, and the only location that I don't anticipate any weather-related trouble with is from Skinner Hall's top floor.



New Video Of Times Square Crash Released





How the Westminster terror attack unfolded on video

The Telegraph

Traffic Safety Guidelines for use during the Experiment (Boy Scouts Pamphlet Excerpt)

BOY SCOUTS OF AMERICA MERIT BADGE SERIES



TRAFFIC SAFETY

3. Do the following:

- (a) Using your family car or another vehicle, demonstrate that all lights and lighting systems in the vehicle are working. Describe the function and explain why each type of light is important to safe driving.
- (b) Using your family car or another vehicle, demonstrate how to check tire pressure and identify the correct tire pressure for the vehicle. Explain why proper tire pressure is important to safe driving.
- (c) Demonstrate a method to check for adequate tire tread. Explain why proper tire tread is important to safe driving.
- (d) Demonstrate with a smear-and-clear test if the windshield wiper blades will clear the windshield completely or need to be replaced. Describe instances in good and bad weather when windshield washers are important to safe driving.

4. Do the following:

- (a) In a location away from traffic hazards, measure with a tape measure—not in a car—and mark off with stakes the distance that a car will travel during the time needed for decision and reaction, and the braking distances necessary to stop a car traveling 30, 50, and 70 miles per hour on dry, level pavement. Discuss how environmental factors such as bad weather and road conditions will affect the distance.
- (b) Describe the difference in nighttime visibility between a properly lit bicycle and rider (or a pedestrian) wearing reflective material and a bicycle and rider with no lights (or a pedestrian) dressed in dark clothing, without reflective material.
- (c) Explain how color and shape are used to help road users recognize and understand the information presented on traffic and roadway signs. Explain the purpose of different types of signs, signals, and pavement markings.
- (d) Describe at least three examples of traffic laws that apply to drivers of motor vehicles and that bicyclists must also obey.



Safety Guidelines - Nation-wide & Campus-wide

A crosswalk (in basic terminology) is the area which intersects the sidewalk or shoulder on one side, and a sidewalk or shoulder on the other - OR - is the area between where those sidewalks or shoulders would be if they existed.

Note that this definition makes no mention of painted lines or markings - so intersections have legally defined crosswalks (known as 'unmarked' crosswalks) even if no crosswalk markings or pedestrian signalization exists. There is a Safety born from the Absurdity of crossing onto the inconvenient curb; yet many maps & examples from the subject and beyond can analyze the unsafety.



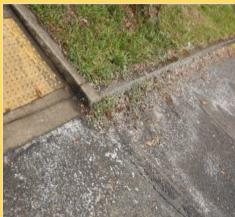
Visitor Parking

North Lot (H-2) South Lot (I-10)









Unsanctioned crosswalk in southeastern Clinton Street & 9th in Portland, Oregon beside the

white paint that currently litters the area after PBOT crews blasted the unsanctioned crosswalk off the pavement. The latest front of a battle between transportation reform activists and the Portland Bureau of Transportation. This time it's about a crosswalk. The activists (and many

nearby residents) think one's needed, and PBOT thinks it isn't.



A 25 year old driver Mor Cohen's car was painted around by traffic patrollers in Tel Aviv overnight in order to fine her overnight in 2013. She discovered the truth in the observation that the stripes abruptly gave to concrete beneath her tires and some white paint residue found inside her engine.



A rising amount of states encourage motorists to stop for pedestrians in a signless crosswalk; an adjustment many motorists find difficult to spontaneously make. For instance in Minnesota, the law now obligates a vehicular to stop whenever a pedestrian enters any section of the marked or unmarked roadway. Drivers there must now yield for crossing pedestrians at controlled walkways and at all intersections without designated paths or lights. Though Minnesotan pedestrians give up their right of way at the approach of transportation, drivers of which cannot stop, there is no distance sanctioned for a pedestrian to keep before stepping into the junction. Vehicles in New Jersey are required to stop for people within a conspicuous crosswalk but must only adhere to their right of way within any unpatrolled crosswalk at an intersection. Other states, such as **Louisiana**, stretch their vehicular yielding point to only when the pedestrian is on their half of the road, which flips if the pedestrian does not make it and must wait while traffic passes. Nebraska's exception to this rule is for a person walking within one lane of an approaching vehicle, whereas Massachusetts' is for people walking within ten feet of the driver. Around 76,000 pedestrians are impacted by a moving vehicle each year, with a national growth of pedestrian deaths from 2016 forward, and 2017 reaped a total of almost 6,000 pedestrian deaths.

Hiwantha Avenue in the Hennepin County of Minneapolis, Minnesota. Alterations at 38th, 42nd and 46th Streets are mostly finished after the multitude of non-parallel curb bump outs with a reported \$850,000 value were inserted to reduce crossing distance, pork-chop-shaped islands like



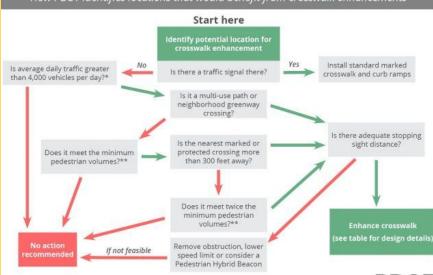
this Chicago one

* Exceptions to the 4,000 VPD threshold may be

undergone scale changes that comply with the ADA, the restoration of 46th Street's south side crosswalk, along with its equipment with new ("beg buttons") which will activate at the crosswalk post-installation. New tree growth is expected thanks to seed plantings at the perimeter and at the Hiawatha block's intermediary point.

CROSSWALK SITE EVALUATION GUIDELINES

How PBOT identifies locations that would benefit from crosswalk enhancements



**Minimum 20 people walking or biking per

Together, Arizona, California, Florida, New York and Texas were the locations of 43% of all pedestrian deaths - a fatality-demographic that

now accounts for 16% of the total traffic deaths in the States. Generally, motorists must be wary of the high chance of striking pedestrians (children in particular) if careless on the road. Simultaneously, pedestrians are barred from inattentively crossing the road or else risk pleading guilty of contributory negligence. Anyone knowledgeable of drivers' and pedestrians' crossing liabilities will more mindfully handle workers' compensations and claims of personal injury. Currently, as members of the public increasingly catch onto the dangers of car-oriented and direction-less crossing, state legislation is moving fast to pass laws to define and discipline whoever is at fault during a collision which impacts the pedestrian. Prosecutors' reports from *The Daily News* show that New York City's reigning traffic statute prevents them from using the pedestrian-friendly Right of Way Law to classify driver-caused injuries and fatalities of legally abiding walkers or bikers as misdemeanors: "DOT has been implementing countdown clocks for the last few years to help people assess whether they will be able to reach the opposite sidewalk before cross traffic gets a green light. They tend to be used for longer crossings, and at a lot of these locations, most of the cycle is taken up by the countdown phase." The R.O.W. statute — created decades before countdown crosswalk signs were invented — prohibits pedestrians from starting to cross or keeping on through a safety island, during a flashing hand signal or the "DON'T WALK" text, at which point they lose their right of way. The modern day extinction of that text deems drivers nearly unchargeable, since pedestrians must be proved to start crossing at the signal to "WALK."

Absurd Conditions

Sometimes New York City drivers can harm people blamelessly since traffic regulations there discourage pedestrians from stepping off the curb the moment the walk signal becomes a flashing hand. Due to this law's literal contrast with New Yorkers' sense of pedestrian rights, shown in the completion of Atlantic and Vanderbilt Avenues' rapid walk timer in Brooklyn by its crosswalk's midpoint with a countdown lasting less than 30 seconds, many find themselves waiting at the center island block for a full walk cycle before fully crossing the intersection. Walkers are explicitly disadvantaged by section 4-03 of the Rules of the City of New York according to Attorney Steve Vaccaro's email to Streetsblog: "Motorists and bicyclists are permitted to enter the intersection on a yellow and retain their right of way until exiting the intersection. It makes no sense to require a pedestrian who lawfully begins crossing an intersection to wait for an entire additional cycle at the median, just because the countdown clock on the corner flashes '30 seconds' as the person crosses the median." Recently, the University of Minnesota's recent research project observed "high-risk" intersections in St. Paul in order to track pedestrian and driver behavior, in which only 31% of drivers yielded to the safety of pedestrians that Minnesotan law (specifically their *Stop For Me* drivers' education campaign) ensures.



Closely related to pedestrian and street crossing efforts is the expanding mass of regulations known commonly as "Distracted Walking Laws" but colloquially as the "Phones Down, Heads Up Act", determining the dos and don'ts of crossing the road. Pedestrians who use earbuds, phones with touch screens or other mobile mechanisms during their street walks facilitate accidents between themselves and incoming vehicles. At Skinner, a speed bump has been improperly placed AWAY from cars in the roundabout before the parking lot where one is still needed. Absurd o Smoking! Ill-prioritized no smoking signs impart Vassar's promotional look into insurance facades and policies.



Final Approach

One last field experience that could expand my phenomenological crossing logic would be a road trip (walking and/or riding) to 376 Poughkeepsie across Vassar's road off the farm, followed by a return trip to the original site. Not having rules doesn't mean pedestrian priority, a lesson I'm excited to discover and be savvy about as I cross that signless road. The first draft of the physical space will be chalked into the road while observing people pass and remembering hardships many currently and once faced struggling to access space due to their representation in public (how policers maliciously pin the identity of a road traveler as the harrowing threat rather than a vehicle or an inattentive walker). As traffic is witnessed and people are treated as traffic themselves, walking through ambiguous non-campus spaces like Skinner surpasses the need for address, especially with installments intended for the opposite of motion like parking spots and bike racks. To move about that space requires a premeditated reflection on which decisions are necessary for survival, or merely situational.

Construction Vision

Improvisational characteristics, like street traffic on the days of the experiment (to be determined), can be calculated on the Waze Live Map website, which is customized to the area and can help me guess the Raymond Avenue influx while in my crossing guard gear. By adhering to the guidelines of safe walking made in Scouts Traffic Safety Pamphlet, the pedestrian crossing sign, and the traffic light changes, I can accompany the pre-written / academic research with the experiential / spatial research (between 376 Poughkeepsie, 2025 Broadway, and Skinner) that gives me both the street smarts and consciousness of the all potential phenomenologies of the newly welcome pedestrian. The installation in real time speculates what will happen in order for me to take logs of what is actively happening (which my documentation playbacks of videos, images, being the crossing guard can determine with certainty).

Future Impact

There is a historical and contemporary significance of this project directly to the world and events around us (accidents / attacks, sound class readings, the readings recommended to me by Giovanna Borradori and Lisa Brawley). Specific individual elements to address include: Time: when the installation will occur, when the presentation will occur. Physicality: can I make a diorama first with extra time/ enough resources? Maybe I can make a photoshopped version of the project in lieu so I don't have to subtract any funds from the ACTUAL construction. Even the chairs will contain an element that will deter them from the chair (perhaps not as obstructively as the real thing, but hidden under the chair as an exercise how we discipline ourselves from experiencing full convenience when other presences threaten or alarm). Guerilla activism here I come.

Props list:

Soil-cover (black and yellow rubber platform at the top of the path)

Steps to the parking lot stump from the crosswalk: (would love to find cheaper ones with this width and short height)

https://www.wayfair.com/Confer-Plastics--Spa-Step-with-Storage-in-Redwood-NP5651-L1811-K~QVN1001.html?refid=GX99081555802-QVN1001&device=c&ptid=332732876334&channel=GooglePLA&ireid=52479455&gclid=EAIaIQobChMI-Nesg6KG4QIViISzCh3JnwNIEAkYCSABEgI7sPD_BwE School Crossing guard vest

 $\underline{https://www.amazon.com/SCHOOL-CROSSING-Orange-REFLECTIVE-Traffic/dp/B00CHNIKXC?ref_=fsclp_pl_dp_3\&fbclid=IwAR0y3pxmsEE_3jDxJt91bIHG20MGCOIBAiR85-kv17KETw99F5SiMbzNXWU}$

Traffic light (remote-control was all I could find)

https://www.homary.com/lighting/wall-lights/indoor-sconces/vintage-multicolor-metal-traffic-signal-light-3-light-led-wall-lamp.html?gclid=EAIaIQobChMItI6P8cjz4AIVFVYN Ch1F-gTPEAkYAvABEgJJ6fD_BwE

https://www.amazon.com/Professional-Grade-Cyanoacrylate-Glue-Masters/dp/B00WHEM0UA Professional Grade Cyanoacrylate (CA)"Super Glue" by Glue Masters - 56 Grams

- Thick Viscosity Adhesive for Plastic, Wood & DIY Crafts

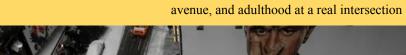
White paint bucket & brush - somewhere like Lowes

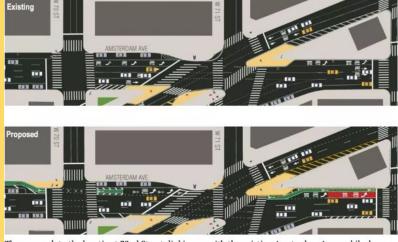


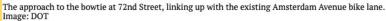
"Pedestrian Crossing" sign

https://www.roadtrafficsigns.com/Pedestrian-Sign/Pedestrian-Crossing-Sign/SKU-K-6534.aspx

The intersections of ideal street & my childhood











South Commons Parking Lot Mock-Walk (for now) drawn on March 5th

Statistics

Speed differences in ratio to other moving objects (car behavior near crosswalks)

and in such in

Day 1 - 11 minute recording no guard	Day 2 - time lapse no guard	Day 3 - crossing with yellow light taped	Day 4 - crossing with green light taped	Day 5 - crossing with no light (excess rainfall knocked off velcro)	Day 6 - iPhone instead of GoPro, green light up top	Day 7 - iPhone instead of GoPro, pointing to new traffic light appendage with light batons.
3 Jaywalkers, 2 crossers	22 crossers, 24 jaywalkers	27 Jaywalkers, 18 crossers, 1 merge	25 Jaywalkers, 18 crossers, 1 merge	43 crossers, 30 jaywalkers	25 crossers, 35 jaywalkers	27 crossers, 35 jaywalkers, 1 merge

color color

Recommendations

Urban planners must re-negotiate paths between pedestrians and drivers in the road to make them more walkable, and important to consider is the potential danger that lies in slowing down in order to follow walk signals' logic. Visibility is not unique to the flashing white stick figure, since surely the same red yellow and green icons that apply to cars would be registered by pedestrians as well. Pedestrians may well be expert definers of their own safety, since any vehicle or sign's disruption of their walking flow poses an immediate jeopardy to survival. Such restrictions additionally teach drivers to treat oncoming people with ambivalence rather than caution during their "right of way." The timer-style walk signal stirs a hazard in the unfolding behaviors of drivers and pedestrians whose incongruent ways endanger each other as the race to beat the light or inattentiveness distracts both from mindful crossing. A finding in a Toronto study that countdown timers cause more collisions than preventions confirms this philosophy, conflicting with the intended nature of the walk signal to operate separately from car traffic lights under instruction from a central controller. Lacking shared information, the crosswalk reflects what has always been the core of independent navigation: a haven for every traveler to fend for themselves. Motorists preparing for their South Lot turns won't recognize whether the person in their field of sight has the right of way, and crashes rarely prove the fault of the driver. Without coordination between these mobile demographics, the traffic system functions well if each receives correct instructions and consistently follows them. If even highways succumb to road blockages and the technical defects of mistimed or dead signals and buttons, a lesser maintained road like Raymond can exclude key safety clues for travelers should they heed. A notable flaw for the walk signal is the conflation of vehicular separation as guaranteed pedestrian-protection. Fewer signals in the periphery mean few

Update on Site and Inspiration

Ideas to walk away with include: the scene after the experiment, its critique, reflection and opposition of past and present regimes imposed on pedestrian methods of travel. Withstanding precipitation, wind, and the both inertias of incoming vehicles and pedestrians, my South Lot crossing looks identical now as it did when I maintained it daily for the project. Data-collection is still open to discovery - time lapse videos are easy to take on iPhone during a free day in the near future. Vassar may choose to renovate structures that have been professionally established under their name, but prior efforts of care volunteered by passing Buildings and Grounds staff (hammering signs deeper into the ground, allowing supplies to be kept against the greenhouse walls) luckily show no trace of the underpinnings to this day. Different levels of the site are viewable on google earth/maps, vertically from the GoPro or from the experiential access of pedestrians from April 17th-24th. 376 New Hackensack Road's crossing has no safe navigation point beyond its spatial-regime-acquiescing button press pole.



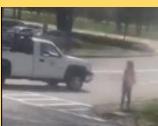
The ongoing shifts between time-specific moments in the time lapses reference Walter Ruttmann's method of weaving together a sequence of spontaneous events in the film *Berlin Symphony of a City*, 1927; as each movement influences and results from the next and the last. Keeping in mind the 1939 World's Fair theme of "The City", and its notion of creating a graphic chaos in the South Lot, I exercised my initial willingness to be self-aware in the poetics of these crossings and discovered which facts (who jaywalked vs. who followed the rules) resonate with the chronology of sidewalk re-designs that should never end (through constant maintenance). Perhaps the really dangerous obstacles are any direct affronts to survival - for the vulnerable pedestrian, the vehicles with harmful exterior, and bikers with a mix of the two. Obstructions are only truly defined by whether we choose to navigate around them. I could've put a pothole in the midst and maybe a professional skateboarder would find a way to pass over it unscathed. A potential edit just

occurring to me in recent days has been the introduction of a poll into my routine of testing pedestrians; not only to address adjustments they make to the blockages in their journey but also the terms I select to define those adjustments on the form itself. People either came up to me or pulled up to me, pollessly, rather than sequentially following the cross itself if they chose to talk, but the sequence of crossing then engaging appealed to me the most. An additional stretch to the pedestrian discourse quilt is the reality that many states and communities have geared rules and codes toward protecting pedestrians with blindness or visual impairments. The presence of the white cane ignites several more ordinances for yielding and responsibility. Rights of way, complete stops, and drivers' discretion are techniques differing by state, the vaguer the laws the more incident-prone the pedestrian becomes (with sensory deprivation a key component of that risk). If as a reader and walker you sense that the theories, trials, and evaluations have reached the curb, you're right because this thesis is OVER!



Embellished crosswalk stripe (co-painted by Rob Appleby), perspectival shots of the crosswalk, and Giovanna Borradori's drill ©







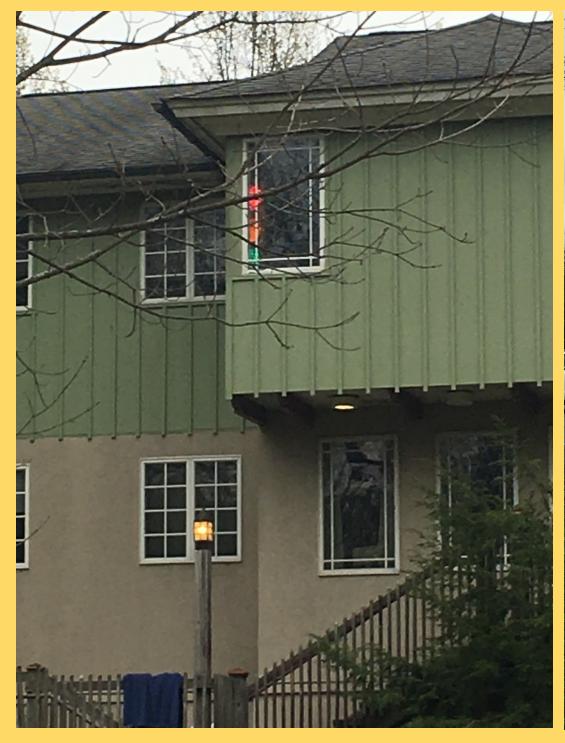
Chronologically: the first visitor - a Music Library Staff member,





altercation with one car, interaction with another car

The external extension chord, the fallen traffic light pre-hammering.





Terrace Apartment containing a functioning traffic light lamp & me in action!

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