



THE NEED FOR A PROGRESSIVE APPROACH IN CO-DESIGNING PUBLIC SPACES (FOR THE BENEFIT OF URBAN MOBILITY AND STREET VENDORS)

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RESEARCH APPROACH

This synthesis map presents the findings of an investigation that looked into public space use policy and the effects that it has on the users, particularly how street vendors affect urban mobility. The investigation analyses the system which includes key actors, policy, relationships, and identifies gaps to help improve the system for the betterment of the stakeholders.

To gain an understanding of the existing system the investigation led to conduct the following:

- I conducted brief interviews with street vendors at Parque Mexico in Mexico City. The interviews were designed to gain a perception on what are the mobility challenges vendors face as they move about the city transporting their products and booths.
- I reviewed a series of academic papers on a variety of related topics that would allow me to gain perspective on what has been observed by previous research. This included looking at existing policy on the use of public spaces by street vendors and how policy is being developed by urban centers around the world. This looked at the effects that street vendors have on public space and public mobility. I also looked into the contributions and services that street vendors make to the cities and communities that they operate in. Finally, in the papers researchers offer conclusions and suggestions that might inform future policy. This could enable a more progressive approach to help resolve complications that exist in the system today.
- A survey was conducted to gain perspective on what the perception towards street vendors is. The survey looked for quantitative data on pedestrian perception on public space, street vendors and mobility collected via a digital survey. The survey was responded by a total of 42 people in three different countries.
- Eight interviews were conducted to gain qualitative data on pedestrian perception on public space, street vendors and mobility. This allowed me to gain valuable insight into how people/users on the ground perceive the world around them with vendors present in it.



SUMMARY

Throughout the research there is clear evidence that there is a need for a more progressive approach to street vendors' use of public spaces and their effect they have on mobility. The fact that there are over 2 billion informal workers around the world (61% of world's workforce) representing a \$10 trillion dollar economy that is growing four times faster than the formal economy (International Labour Organization, 2018), the time is now for policy makers to take into account this important segment of the global economy. People in general appreciate the convenient availability of products and services as well as the lower prices the goods are sold for. There seems to be a lack of input/dialogue from street vendors directly with urban planners so that they can inform public space design and policy.

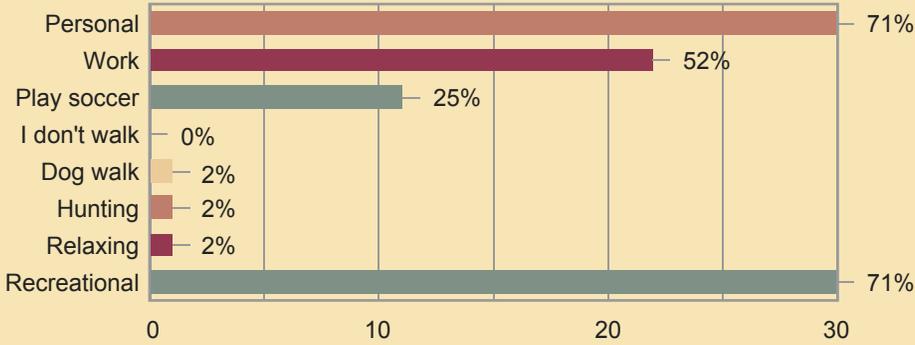




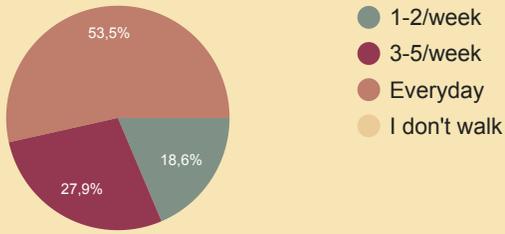
SURVEY FINDINGS

Quantitative data on pedestrian perception on street vendor use of public space and mobility collected via a digital survey, responded by 42 participants. 93% of survey participants were between the ages of 18-60; 45% females, 55% males

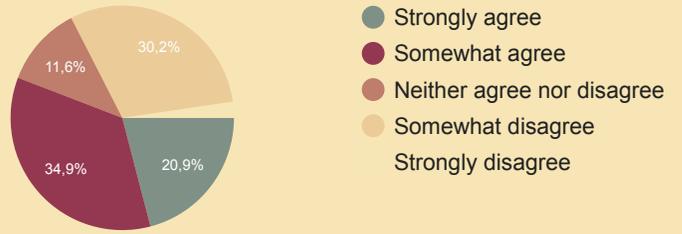
When you walk, what is the purpose of your trip?



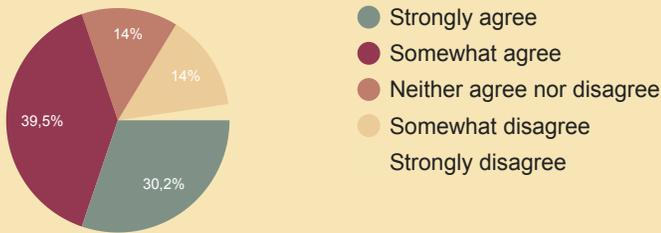
On average how frequently do you walk on public streets/spaces?



Street vendors obstruct pedestrian mobility on public spaces.



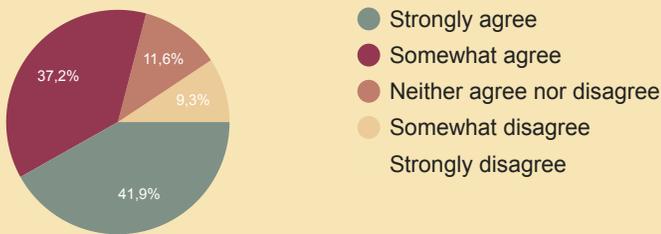
Street vendors enrich transit from point A to point B.



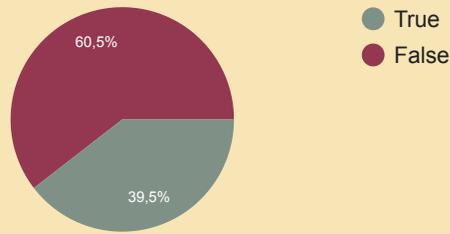
Public spaces should be designed to accommodate street vendors.



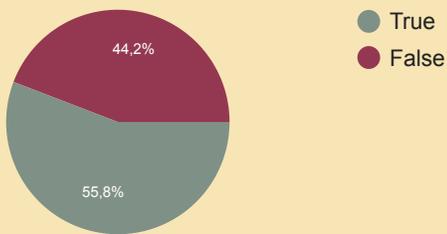
Street vendors contribute and are important to a thriving economy.



I avoid sidewalks with street vendors because they decelerate my pace.



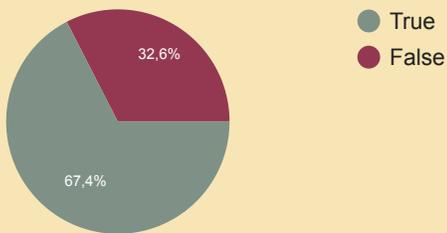
I generally stop to look or buy commodities from street vendors.



Street vendors make public spaces hazardous for pedestrian mobility.



I generally stop to look or buy food from street vendors.



Street vendors belong in markets not parks or sidewalks.





INTERVIEWS

Qualitative data on pedestrian perception on street vendor use of public space and mobility collected via Zoom interviews. A total of 8 people were interviewed (4 females, 4 males) between the ages of 27-72.



MELANNIE, 27
DESIGN TEACHER

“I walk every single day for all kind of business”

“I’ve always found that walking through the vendors that sell food is restricted, they have the stand on one side and the chairs on the other side on the sidewalks has made me uncomfortable because of the proximity of people making and eating food”

“The restriction of space, it’s difficult but totally doable, it can be a bit difficult for people who have mobility impairments”

“I often buy food products from street vendors that are not on a main street, if they look clean, it’s the same as if I would be looking for a restaurant”

“I see a lot of life in the streets, makes the street alive, it makes it of the people, the city belongs to these people, it’s not from the big supermarkets, I really love that”

“In terms of pedestrian mobility, if we didn’t have them we would experience a very different city, I think would be a little bit bland, makes the pedestrian experience unique”

“Camino a diario para el trabajo”

“No compro de los vendedores ambulantes por lo mismo de la cuestión de movilidad”

“Los ambulantes son invasivos, bloquean la movilidad”

“Generan una mafia y si llega una señora de fuera a vender verduras no la dejan vender. Se apropian de los espacios de calle. Por ejemplo voy en mi moto y no puedo dejarla y no estacionarse”

“Vendedores llenan vacíos a acceso a comida o ciertos productos”

“Viviendo en el centro tengo opinión muy negativa porque me afectan mi movilidad cotidiana tanto en la bici, como en la moto, y como peatón”

“Vendedores semifijos o fijos cumplen un servicio, tienen que responder a una clientela, si te quedan mal simplemente ya no regresas, tiene un poco más de compromiso, entonces si hubiera espacios

“One of the first things I experienced coming here to the city was that everything was chaos but even within that chaos you can find a way to manage, it’s kind of like an obstacle, like how do I get from point A to point B at a certain amount of time with the ways thing flow, it can work”

“If I had the option to get rid of street vendors it would be an absolute resounding NO, because they are so important for the culture”

“Everybody knows that vendors are going to set up outside the Metro, but yet it seems that the people who planned these Metro stations didn’t plan for these people setting up, as if it was gonna deter them, but if I think if we know one thing is that nothing will deter these vendors, nothing, they will sell out of the trunk of their car, so I think we absolutely need to accommodate them.”

“Survey the city and see how many people are actually selling in a certain area and really how many people are allowed to sell and how can we find this balance between the two”

“acondicionados para que no se estorbaba la movilidad y para que el comercio informal se quedará como híbrido entre ambulante y fijo, yo creo funcionaria mejor”

“Involucrarse todos, asociación de vecinos, la alcaldía, jefes de manzana, y integrar a los comerciantes. Los que deberían tener la voz más fuerte serán los peatones, los que usan los espacios”

“El problema es que estas decisiones siempre se toman por el gobierno sin consultar y el comercio informal hackea las disposiciones del gobierno y los espacios que condiciona el gobierno y los apropia y entonces nadie escucha al verdadero usuario... el peatón. Entonces debe de ser al revés.”

“Muchas ciudades que reciben menos atención ni siquiera se consulta a planificadores urbanos, las acaba haciendo quién está ocupando una oficina”

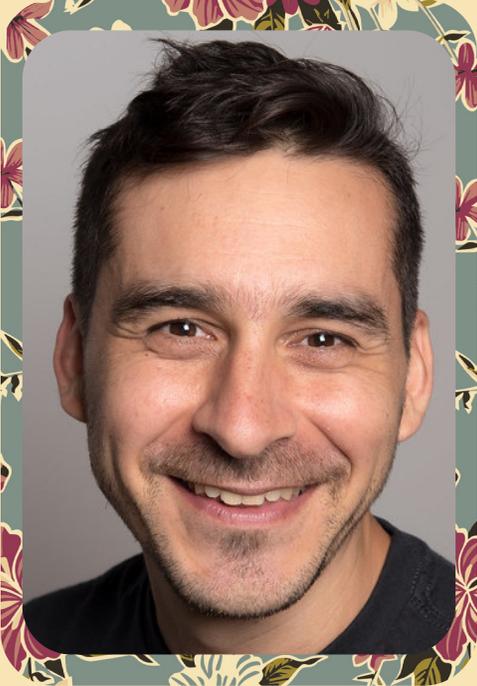
“Aquí en la ciudad es como un caos extraño, como un caos no tan caos”

MANUEL, 38
VISUAL ARTIST/EDUCATOR





INTERVIEWS CONTINUED



CHARLY, 39
INDUSTRIAL DESIGNER

“Camino en banquetas cercas de donde vivo para caminar a mi perro”

“Acudimos por lo general a lugares que sean pet friendly”

“Al principio no pero pos como al final pasamos mucho por ahí, ya como hasta sabemos que dia se ponen, a veces no detenemos y compramos algo del camión (de productos Oaxaqueños)”

“Casi no les compro (a los vendedores en los semáforos). Unas de las razones es porque casi no uso efectivo”

“Quizas (los vendedores) tropezan quizás un poco la circulación de calles”

“Se ponen un dia a la semana y derrepente tambien dejan basura, osea aunque al final como recogen, al final si queda un poco como sucio”

“Al final si solucionan una necesidad y la gente sigue yendo y todo. Sirven de traer cosas que necesitas a las calles cercas de tu casa”

“Sucede algo o se pide algo de moda y ahi lo andan vendiendo los ambulantes. Como que buscan ese producto y te lo venden”

“Evitar las zonas donde se pone un camión o un carrito y hace tráfico, a la mejor si planeas el espacio desde un principio descongestionarias eso”

“El gobierno local, y asociaciones de vecinos deberán decidir cómo se usan los espacios públicos, así atendiera a las necesidades propias de cada colonia”

“Que el gobierno responda a lo que esos usuarios están pidiendo”

“Si haces un machote de soluciones y los aplicas a todas las colonias igual, no estarias arreglando el problema. Más bien es tocar cada punto específicamente y dar una solución local”

“Vamos a tener que vivir con ello (ambulante) hasta que realmente logremos tener un desarrollo homogéneo dentro de la población”

“Yo creo que si desde un principio planteamos que esos personaje tienen que convivir con la ciudad, seguramente podríamos tener espacios destinados para usos múltiples donde cabrían todos estos actuaentes”



SAMANTHA, 42
SPEECH LANGUAGE THERAPIST

“I commute daily to work or likewise for recreational purposes”

“A lot of times police park their cars perpendicular on sidewalks, because they police themselves so they are allowed”

“It varies tremendously in the country that I am in, I am way more likely to go looking for street food in Mexico”

“When in SOHO there are a lot of street vendors, food trucks, a lot of people selling their art and wears, and actually it is a very crowded with tourists and I find myself being frustrated with the vendors being there, it's not good art and not good food either”

“The ice cream guy outside the MET probably pays about \$150,000 a year to

have that license and that place, and it's like grandfathered in”

“Planners need to be flexible. When they see a space is not working they should be able to address that in some meaningful way”

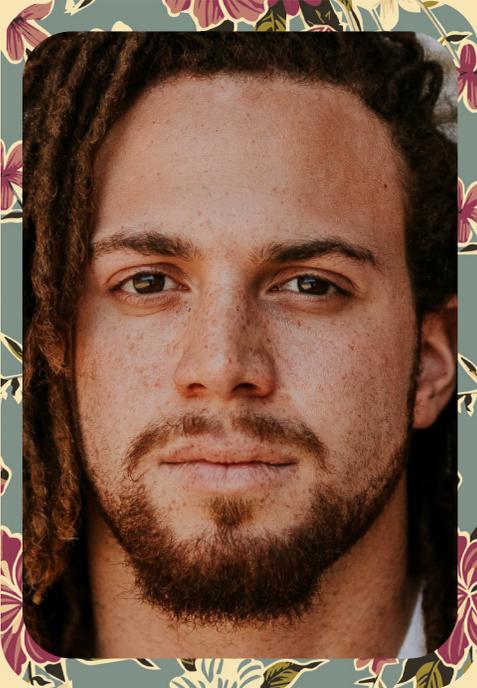
“Public transportation should be designed to encourage people to use public transport and bicycles and not private vehicles, in general a reduction of car traffic is better for the city”

“I would say in general here in New York food cart vendors are about 5-10% the problem for pedestrian mobility, the problems or danger come from other issues”





INTERVIEWS CONTINUED



IAN, 40
HIGH SCHOOL ENGLISH
TEACHER

“I commute on train every weekday for work”

“The amount of people, pedestrians, tourists, they are slow, you need them to get out of the way. I don’t feel that vendors are a thing I need to go around”

“I always walk with a purpose so never shop or buy on impulse, but every now and then I will buy a dirty water hotdog or like an icecream cone, like a taco from a taco truck”

“It bothers me that there is no variety in street food, I don’t want another dirty water hot dog every 6 feet... it’s not like they impede me, it’s just that I don’t want what they have here”

“When we travel we seek it out but when we’re home in New York we don’t because it’s not that good”

“I imagine that at a certain time in the city in very crowded neighborhoods it causes a lot of traffic when the vendors are taking down for the day, so if they were allowed to have their own spaces it would alleviate this”

“You need to make changes and accommodate for what people are actually doing in real life, not what you thought you wanted them to do when you designed a corner”

“We need to listen to the smart people, the urban planners”



CARO, 45
THEATRE PRODUCER,
DESIGNER, TEACHER

“Camino diario para todo tipo de razón”

“Puestos que se ponen afuera del metro bloquean la visibilidad de la calle y hacen que se haga un pasillo inseguro”

“Por lo general no compro (a ambulantes) así como de ocurrencia porque lo vi chistoso en el momento”

“Para producciones si acostumbro comprar (a ambulantes) porque para teatros resulta muy barato y no necesito que dure para siempre, cables o prendas, etc”

“He comprado cercas de mi casa y me lo llevo para comer a mi casa porque me incomoda comer parada. Solo en puestos que están bien establecidos”

“Por a mi los puestos de flores a mi si me dan confianza y me gusta porque se ve bonito, como que tienen otra dinámica”

“La verdad que no me gustan los puestos de periódicos porque se me hacen muy invasivos y por lo general lo que uno ve de primer golpe son los noticias

horrorosas, ya sea La Alarma o las revistas de chismes, me parecen contaminación visual”

“Hay un puesto de hamburguesas, no se a que horas cierran, y ese puesto me da confianza que esté abierto para cuando pasó de noche”

“Cuando vas a Tepito, te dicen que camines por la calle porque si te subes a la banquetas justo hay bastantes puestos de ropa, de comida o lo que sea, no es difícil que te asalten; y ofrecen mucha droga”

“Si se debería plantearse (uso de espacio público por ambulantes) para que justo no sea contaminación visual y no se preste a la delincuencia”

“La política de uso de espacios públicos se pueden hacer dentro de las consultas ciudadanas”

“Presupuesto Participativo podría ser una buena herramienta porque así los mismos ciudadanos proponen que son los negocios se necesitan y donde podrían estar ubicados para que sean funcionales”





INTERVIEWS CONTINUED



**SATURNINO, 72
RETIRED**

“Cada 10-14 días voy a Nuevo Laredo a comprar mandado”

“Hay puestos fijos que ocupan la banqueta y el peatón se tiene que bajar de la banqueta para pasar”

“Compro electronicos, cables, cargadores, cosas Chinas, discos de música, pero ya no hay discos o DVDs”

“Lo bueno del ambulante es que se benefician familias y de eso viven, lo malo es que si causan problemas para la movilidad”

“Una vez andaba caminando por ‘Correo Mayor’ y porque había tantos vendedores me baje de la banqueta, y se me arrimo un pelado por atrás para amarrarme la chaqueta, y sentí y levante los brazos, no me alcanzo a amarrar, y estaba la gente, es la única mala experiencia que he tenido entre vendedores”

“No creo que a los vendedores les convendría trabajar con los planeadores urbanos, porque los ambulantes tendrán que pagar y la mayor parte de ellos solo van a vender por el día”

“Si los ponen en la calle estorban y tendrían que pagar cuota, y si los ponen en un mercado no creo que vendieran la misma cantidad que venden en la calle”

“Si llegan a poner a todos los vendedores en un espacio, y el país sigue jodido, van a salir más vendedores... es un cuento de no acabar... es el folklore”

“Cuando había problemas de movilidad era ya hace años cuando había turismo y se llenaban las banquetas de gente, uno tenía que bajarse a las calles para caminar, pero eso se acabó con todo eso de los carteles”



**LARA, 44
SCHOOL ADMINISTRATOR**

“I browse a couple of times a week, mangos, elotes, papitas... sometimes artesanía, depends on where I am”

“In general street vendors provide a service that is easy... I can go out of my house and buy a cup of cut-up fruit, rather than going to the supermarket”

“They offer more competitive prices”

“Mercados provide an alternative shopping experience that I think is rich because you have a whole variety of items, dining options that you cannot find in other commercial places”

“Sometimes when you are out enjoying dinner and a drink and you are sitting outside in a nice place and one after another come and want to sell you and it gets annoying”

“Street vendors enhance the experience of living in a neighborhood or shopping, so planners can incorporate them into the fabric of life without hindering mobility”

“City planners need to involve residents of a community and vendors themselves and whoever is responsible analyzing the actual geography of a space so that no one ‘user’ is interfering with another”



ACADEMIC PAPERS



Significant academic research has been done on street vendors occupying public spaces and the effect that this has on pedestrian and urban mobility. In the growing economies of the global south, where street vendors are widely prevalent, this type of commerce is regarded as a culture of poverty and does not fit within the neoliberalist global city (Crossa, 2014). Street vendors are viewed as encroachers of public spaces and do not contribute to the growth of the national economy. Given this context vendors are excluded from the decision making dialogue resulting in public policy that discriminates and marginalizes them in any future consideration for urban planning and mobility proposals. What policymakers need to acknowledge are studies like StreetNet by Women in Informal Employment: Globalizing & Organizing (WIEGO) which highlights that street vendors constitute 13–24 percent of workers in African cities, 11 percent in Chinese cities, 9 percent in Latin-American cities and 4–6.5 percent in Indian cities (Deore, Lathia, 2019). In other regions informal employment, street vending included, accounts for more than half of total employment, and self-employment outweighs wage employment (Roever, Skinner 2016) which tends to be more visible in policy agendas. These facts not only recognize that street vendors are important to an urban economy but add indispensable convenience and comfort by offering food and other services to a transient urban landscape. What this inquiry seeks to advance is that looking forward, policy makers consider these important players of society for the development of a more progressive and inclusive agenda of future urban design.

Current Policy

Current policy and implementation related to the informal economy, the use of public space, and the planning of future urban centers indicate little-to-no consideration of street vendors. As cities in developing countries experience growth they seek to grow auto-mobility as the foundation for the modern city making the urban streets representational spaces linked to the assertion of national identity (Short and Pinet-Peralta 2010) ignoring their rich local street community culture that includes pedestrians, cyclists, and vendors. This has led to walking and cycling to decline prompting negative consequences such as a prevalence in obesity among populations (Sun, Bell, Scott, Qian 2019). These cities frequently adopt transport policy and pedestrian infrastructure planning regulations from those in “Western” cities where street vending is less common. This represents a mismatch between user and facility for lacking consideration of the socio-cultural value of the people and place (Hidayat, Choocharukul, Kishi, 2010) due to the diverse cultural behaviors and customs exercised around the world.

Some of the challenges for cities are to balance social and economic contributions of street commerce against the demands of the private sector for access to valuable space. Being that powerful players contend the use of public space for street vendor activities, arguing that it amounts to the privatization of the space. By the same token the appropriation of key urban spaces by influential interests, driving land values up and effectively excluding the urban poor, amounts to privatization in a similar but different manner (Roever, Skinner 2016).

Some cities institute policies that considerably exclude street vendors and take on a range of unjust practices. These include being violently removed from the public space they occupy, relocated to more marginal parts of the cities with less pedestrian traffic, and ongoing harassment by lower level state officials often facilitated by policy (Roever, Skinner 2016). Research data suggests that these practices affect street vendors' livelihoods by loss of customers, inventory and income, increased expenditures, need of loans, forced to lowered prices, and stopped working (Roever, Skinner 2016). And in fact doing little to truly and effectively get to the root of the problem that causes disruptions in urban mobility.

ACEDMIC PAPERS CONTINUED

Street Vendor Contributions

Urban planning traditionally consists of getting from point A to B with dead time in between. Between these two points there lies great potential for diverse experiences including the consumption of food, information, and purchasing daily necessities (Sarmiento-Casas, 2018). In a typical city neighborhood with street vendor activity there is clear sense of community, liveliness, opportunity and employment making it a key element of a thriving urban economy (Deore, Lathia 2019). Street vendors interact and know one another and customers know them ultimately building long-lasting personal relationships. They add color, textures, keep their surroundings clean and add security to the urban environment by acting as the “eyes on the streets.” This type of urban activity also points to a healthy environment that promotes walking, cycling and at the same time reduces environmental pollution produced by motor vehicles (Sun, Bell, Scott, Qian 2019).

Current urban public space policy enacted contributes to governments missing out on important contributions that street vendors provide for municipal revenue and strengthen the overall city’s economy. This comes in many forms including cities not issuing sufficient permits. Street vendors want to be active players in their local economies by paying a variety of taxes, fees and levies that contribute to local and national government revenue (Roever, Skinner 2016). They are willing to organize and be engaged in multi-sector dialogues with federations of other worker groups and governmental agencies for the advancement of street vending policy. The Informal Economy Monitoring Study (IEMS) participants identify the important role that organizations like SEWA and the National Association of Street Vendors of India (NASVI) amongst others that serve as legal-regulatory advocates initiating committees and platforms for the organizing and managing trading space so as to allow for better mobility where street vendors assemble. Most notably SEWA and other players in the street sector lobbied for the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, adopted by the Parliament of India. Amongst other benefits the act prohibited the relocation of vendors to places inaccessible to pedestrian traffic (Roever, Skinner 2016). Overall, street vendors and the structures representing them ask for direct engagement and transparency on how and when public space policy is being developed so that they may contribute towards a more stable and functional environment.

Need for Progressive Policy

Some governments around the world are engaged and taking steps in developing and enacting public space policy that is inclusive and just to all stakeholders of the vibrant global economy. Street vending must be recognized as a “mode of metropolitan urbanization” and not labeled with the stigma of being the undesirable of the urban landscape. “Social equity is a major component in street space sustainability. Therefore, accessibility of the street should be provided to all users i.e. pedestrians, street vendors, and other street users” (Hidayat, Choocharukul, Kishi, 2010). To develop and enact balanced policy there is a need for a more innovative analysis of public space as both physical space and social construct. Spatial ethnography and critical cartography are being promoted as promising ways forward for planning thought and practice (Kim 2012). This feeds directly into the advancement of environmental and urban design as important factors affecting pedestrian travel behavior. Street vendors and pedestrians feeling safe, comfortable, and a sense of convenience can be increased using appropriate design of pedestrian infrastructures without reducing their mobility and social activity (Hidayat, Choocharukul, Kishi, 2010).





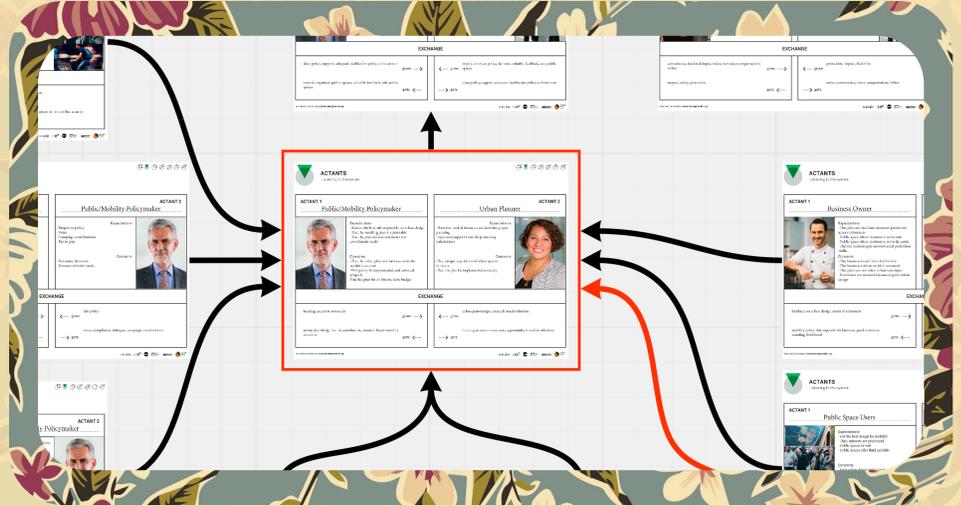
INSIGHTS

1. Pedestrians generally don't mind street vendors occupying public spaces as they move about because they provide a real service to the public, but agree that there is a need for informed functional public space design.
2. Progressive urban mobility and public space use policy can be achieved by allowing actual stakeholders in the different regions and neighborhoods around the globe to collaborate and inform the design. This would require policymakers to provide the necessary resources to collect accurate input provided by actual users, to design, and then to implement user-centered policy.
3. A "one size fits all" approach on the issue of urban mobility and public space use by street vendors is wrong. What is needed is a robust approach that responds to the needs of the diverse regions and neighborhoods around the world to develop informed and adequate policy.



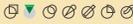
ACTANTS

To view the complete actant board on Miro visit: bit.ly/2Ar2jIn



ACTANTS

Listening to the system



ACTANT 1 Public/Mobility Policymaker	ACTANT 2 Public Policy Enforcer
 <p>Expectations</p> <ul style="list-style-type: none"> -Enforce public policy -Follow and respect the policy -Feedback from the state of public space policy <p>Concerns</p> <ul style="list-style-type: none"> -Become corrupt and stretch policy -Ethics 	 <p>Expectations</p> <ul style="list-style-type: none"> -Provided with clear public policy to enforce -Provided with fair and equitable public policy to enforce -Support from policy makers <p>Concerns</p> <ul style="list-style-type: none"> -Are left to interpret ambiguous policy
EXCHANGE	
clear policy, support, adequate facilities for policy enforcement	gives >>>
respect, organized public spaces, valuable feedback, safe public spaces	gets <<<
	<<<<< gives loyalty, enforces policy, fairness, valuable feedback, safe public spaces >>>>> gets clear policy, support, adequate facilities for policy enforcement

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ACTANTS

Listening to the system



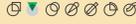
ACTANT 1 Labor Union/Sindicatos	ACTANT 2 Public/Mobility Policymaker
 <p>Expectations</p> <ul style="list-style-type: none"> -Respect -Fair policy for members <p>Concerns</p> <ul style="list-style-type: none"> -Treated unfairly -Interests not taken into consideration -Corporate interests over their demands 	 <p>Expectations</p> <ul style="list-style-type: none"> -Respect of policy -Votes -Campaign contributions -Pay to play <p>Concerns</p> <ul style="list-style-type: none"> -Too many demands -Unreasonable demands
EXCHANGE	
votes, compliance, dialogue, campaign contributions	gives >>>
fair policy, fair treatment	gets <<<
	<<<<< gives fair policy >>>>> gets votes, compliance, dialogue, campaign contributions

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ACTANTS

Listening to the system



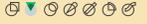
ACTANT 1 Public Space Users	ACTANT 2 Public Policy Enforcer
 <p>Expectations</p> <ul style="list-style-type: none"> -Respect -Enforcement of clear public space policy -Fair treatment -Safety <p>Concerns</p> <ul style="list-style-type: none"> -Corruption -Being treated unfairly 	 <p>Expectations</p> <ul style="list-style-type: none"> -Abide policy -Respect from users <p>Concerns</p> <ul style="list-style-type: none"> -Unreasonable users -Users disrespecting policy
EXCHANGE	
cooperation, input/feedback, respect	gives >>>
cooperation, flexibility, respect	gets <<<
	<<<<< gives cooperation, flexibility, respect >>>>> gets cooperation, input/feedback, respect

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ACTANTS

Listening to the system



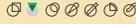
ACTANT 1 Labor Union/Sindicatos	ACTANT 2 Street Vendor
 <p>Expectations</p> <ul style="list-style-type: none"> -Clear dialogue -Collected membership fees <p>Concerns</p> <ul style="list-style-type: none"> -Unreasonable demands -Too many voices/positions to speak for 	 <p>Expectations</p> <ul style="list-style-type: none"> -Protection -Fairness -Ability to perform activities without interruption to their livelihood -Voice be heard -Seat at the table/dialogue <p>Concerns</p> <ul style="list-style-type: none"> -Misrepresentation -Livelihood interrupted -Treated unfairly -Unaffordable fees
EXCHANGE	
acts as a voice at the dialogue table, protection	gives >>>
dialogue, membership fees	gets <<<
	<<<<< gives dialogue, membership fees >>>>> gets acts as a voice at the dialogue table, protection, vote

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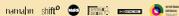
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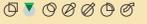
ACTANT 1 Street Mafia/Jefes	ACTANT 2 Street Vendor
 <p>Expectations</p> <ul style="list-style-type: none"> -Compliance with demands -Respect <p>Concerns</p> <ul style="list-style-type: none"> -Called out to enforcers/police -Face criminal charges 	 <p>Expectations</p> <ul style="list-style-type: none"> -Protection -Fairness -Ability to perform activities without interruption to their livelihood <p>Concerns</p> <ul style="list-style-type: none"> -Harassment -Livelihood interrupted -Treated unfairly
EXCHANGE	
protection, space to conduct business	gives >>>
monetary compensation, protection fees, products	gets <<<
	<<<<< gives monetary compensation, protection fees, products >>>>> gets protection, space to conduct business, livelihood

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ACTANT 1 Street Mafia/Jefes	ACTANT 2 Public Policy Enforcer
 <p>Expectations</p> <ul style="list-style-type: none"> -Respect -Flexibility -Dialogue -Protection <p>Concerns</p> <ul style="list-style-type: none"> -Treated unfairly -Disrespected -Enforcers are not flexible 	 <p>Expectations</p> <ul style="list-style-type: none"> -Respect -Dialogue -Order <p>Concerns</p> <ul style="list-style-type: none"> -Being taken advantage of -Too many demands -Job security
EXCHANGE	
convenience, feedback/input, order, monetary compensation/ bribes	gives >>>
respect, safety, protection	gets <<<
	<<<<< gives protection, respect, flexibility >>>>> gets order, convenience, input, compensation, bribes

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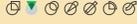




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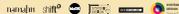
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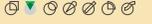
ACTANT 1 Public/Mobility Policymaker	ACTANT 2 Urban Planner
 <p>Expectations -Receive the best advise possible on urban design -That the resulting plan is sustainable -That the plan satisfies and meets the constituents needs</p> <p>Concerns -That the urban planners have access to the needed resources -Will policy be implemented and enforced properly -That the plan fits within available budget</p>	 <p>Expectations -Have the needed resources available for proper planning -Input and support from the pertaining stakeholders</p> <p>Concerns -That design be prioritized before special interests -That the plan be implemented correctly</p>
EXCHANGE	
<p>funding, access to resources</p> <p>gives →</p> <p>urban plan/design for his constituents, research based mobility solutions</p> <p>gets ←</p>	<p>urban plan/design, research based solutions</p> <p>← gives</p> <p>funding, access to resources, opportunity to realize solutions</p> <p>→ gets</p>

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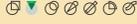
ACTANT 1 Business Owner	ACTANT 2 Urban Planner
 <p>Expectations -That planners facilitate customer/pedestrian access to business -Public space where business is on be safe -That his business gets unobstructed pedestrian traffic</p> <p>Concerns -That business is safe from theft/crime -That planners not listen to business input -Businesses not succeed because of poor urban design</p>	 <p>Expectations -Valuable input from businesses -That businesses be flexible</p> <p>Concerns -Businesses not succeed because of poor urban design -Businesses not have fluid pedestrian access</p>
EXCHANGE	
<p>feedback on urban design, needs of a business</p> <p>gives →</p> <p>mobility policy that supports his business, good economic standing, livelihood</p> <p>gets ←</p>	<p>public space policy that benefits business</p> <p>← gives</p> <p>satisfaction of improving business operations</p> <p>→ gets</p>

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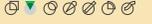
ACTANT 1 Street Vendor	ACTANT 2 Public Space Users
 <p>Expectations -Good pedestrian traffic to sell products to -Be paid in cash -That they are respected</p> <p>Concerns -They are asked to leave by officials/enforcers -That their environment is safe -That customers might get sick from food products</p>	 <p>Expectations -Products and services at a convenient location -Products and services at affordable prices -That their mobility is comfortable -That public spaces are safe</p> <p>Concerns -Security -That public spaces become unsafe -That their mobility remain free of obstacles -No warranty/guarantee on products -Get sick from food products</p>
EXCHANGE	
<p>convenience, products and services, better prices, dynamic public spaces</p> <p>gives →</p> <p>cash on the spot, livelihood</p> <p>gets ←</p>	<p>pays cash on the spot</p> <p>← gives</p> <p>convenience, low prices, products and services, lively public spaces</p> <p>→ gets</p>

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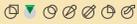
ACTANT 1 Business Owner	ACTANT 2 Public Space Users
 <p>Expectations -Patrons buy services or products she/he offers -Return on investment -Good livelihood</p> <p>Concerns -Customers are able to easily access business -That customers don't have good experience -Customers feel unsafe in business -Neighborhood becomes unsafe -Not have enough customers</p>	 <p>Expectations -Business is easily accessible -Business offers good services and products -A good experience -That customer is always right -To pay sales tax</p> <p>Concerns -That business not provide a good service -Business offers safety and security -They are charged a fair price</p>
EXCHANGE	
<p>good products and services, comfortable experience, convenience</p> <p>gives →</p> <p>livelihood, customers, support</p> <p>gets ←</p>	<p>payment for products and services, business support</p> <p>← gives</p> <p>good products and services, convenience, good experience</p> <p>→ gets</p>

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ACTANT 1 Public/Mobility Policymaker	ACTANT 2 Public Space Users
 <p>Expectations -Votes -Tax revenue -Support from his constituents</p> <p>Concerns -That he does a good job for constituents -That he has the resources to produce good mobility policy -That he implements good mobility policy -He gets voted out of office</p>	 <p>Expectations -Their vote prioritizes their interests -Public spaces be maintained for their use -Public spaces facilitate daily activities -Safety and security</p> <p>Concerns -That their interests are second to special interests -That neighborhoods and public spaces become unsafe and hazardous</p>
EXCHANGE	
<p>support, better quality of life, security, safety, good policy</p> <p>gives →</p> <p>votes, support, time in office, opportunity to implement policy</p> <p>gets ←</p>	<p>votes, support, tax revenue</p> <p>← gives</p> <p>good quality of life, safe spaces to live out life, security</p> <p>→ gets</p>

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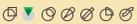
ACTANT 1 Business Owner	ACTANT 2 Public/Mobility Policymaker
 <p>Expectations -That policy makers prioritize and protect his business in a variety of arenas/scenarios -That the public space his business is on be maintained</p> <p>Concerns -That his business gets fluid and sufficient pedestrian traffic -That his business is safe from theft/crime -That his business returns on his investment</p>	 <p>Expectations -That businesses contribute to tax revenue -Gets the votes from the constituents he supports</p> <p>Concerns -That business fail to succeed -That businesses don't get customers because they opt to buy from the informal economy -That businesses avoid paying taxes</p>
EXCHANGE	
<p>tax revenue, vote</p> <p>gives →</p> <p>good economic standing, livelihood, policy that protects his business</p> <p>gets ←</p>	<p>business permit, priority, protection, policy</p> <p>← gives</p> <p>votes, revenue, more time in office</p> <p>→ gets</p>

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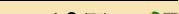
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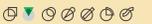
ACTANT 1 Public Space Users	ACTANT 2 Urban Planner
 <p>Expectations -Get the best design for mobility -Their interests are prioritized -Public spaces be safe -Public spaces offer fluid mobility</p> <p>Concerns -Poor urban design might lead to hazardous conditions -Their interests are secondary to special interests</p>	 <p>Expectations -Public space users respect policy -Public space users provide valuable input -Public space users participate in dialogue for improving public space and mobility</p> <p>Concerns -Users not respect mobility plan and policy</p>
EXCHANGE	
<p>proper use of public space, engages in providing valuable input</p> <p>gives →</p> <p>safe public spaces, functional public spaces</p> <p>gets ←</p>	<p>safe, well planned public space policy, convenient mobility</p> <p>← gives</p> <p>valuable input from engaged public, respect from community, safe public spaces</p> <p>→ gets</p>

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ACTANT 1 Street Vendor	ACTANT 2 Public Policy Enforcer
 <p>Expectations -Ability to make a living -Dialogue</p> <p>Concerns -Tread unfairly and harassed -Disrespected -Livelihood gets interrupted</p>	 <p>Expectations -Respect use of public space policy -Respect from vendors -Vendors follow public space policy -Dialogue</p> <p>Concerns -Vendors disrespect public space policy -Outnumbered and becomes difficult to enforce public space policy</p>
EXCHANGE	
<p>follows public space policy, convenience, feedback</p> <p>gives →</p> <p>respect, ethical behaviour, safety</p> <p>gets ←</p>	<p>respect, ethical behaviour, safety</p> <p>← gives</p> <p>respect of public space policy, feedback/input</p> <p>→ gets</p>

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