



Faculty of Design

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Public Use Space Policy

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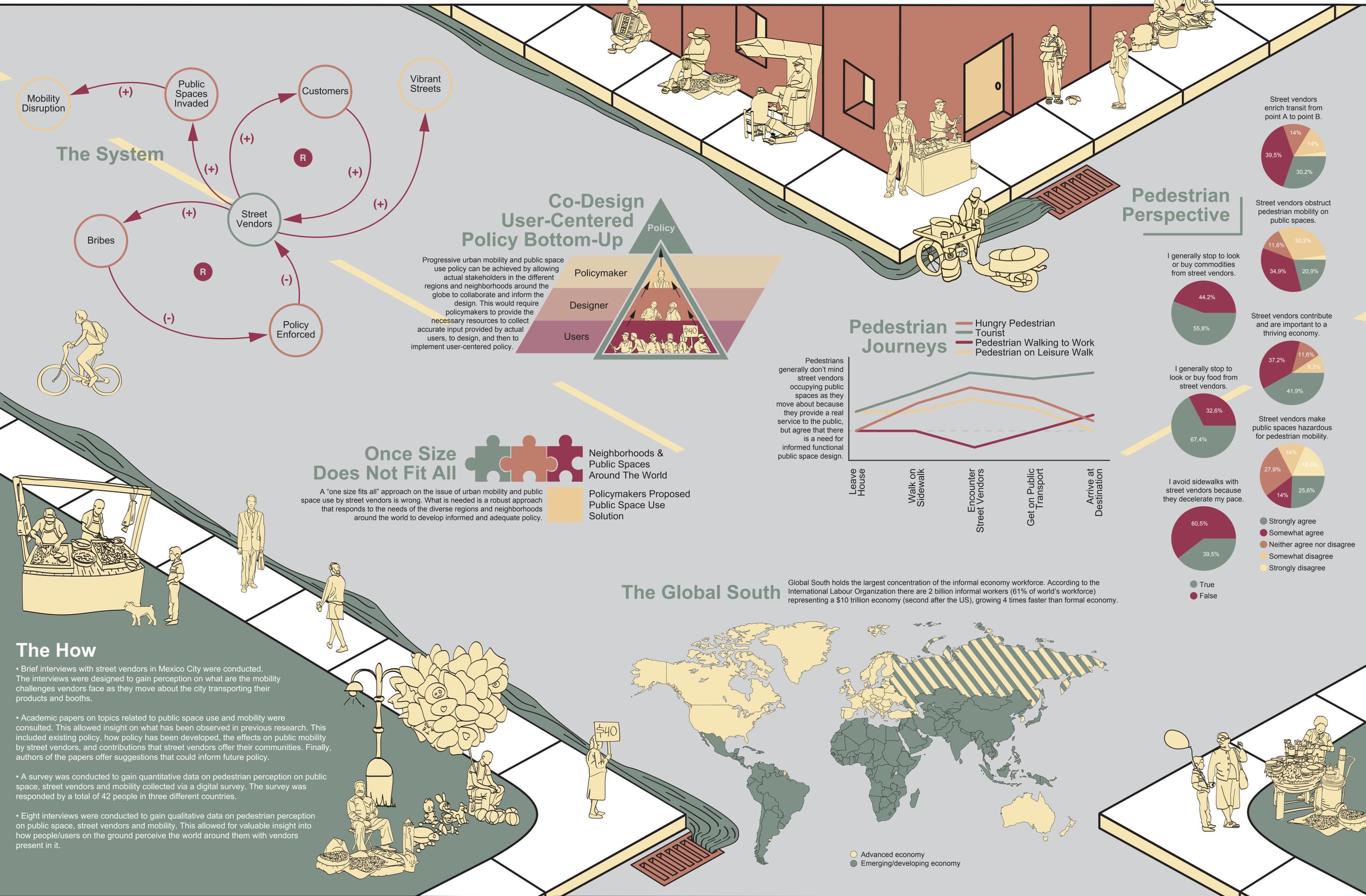
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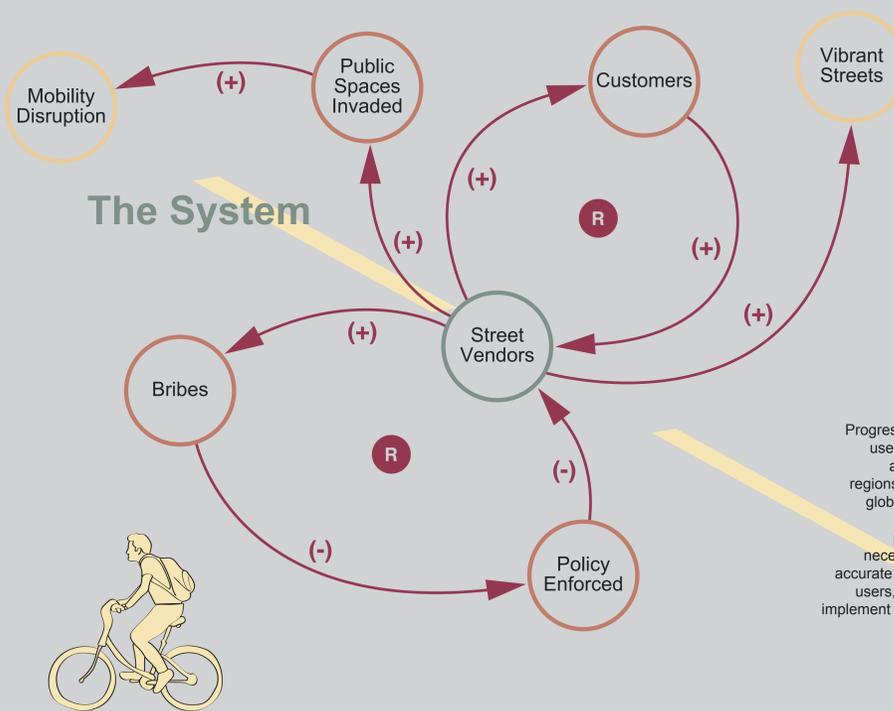
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UNDERSTANDING THE NEED FOR AN UPDATED APPROACH TO DESIGN PUBLIC SPACE USE POLICY (FOR THE BENEFIT OF URBAN MOBILITY & STREET VENDORS)

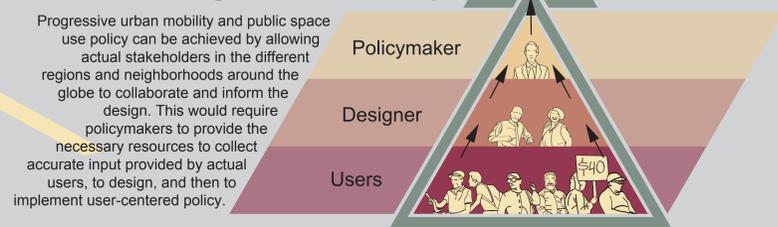
This synthesis map presents the findings of an investigation that looked into public space use policy and the effects that it has on the users, particularly how street vendors affect urban mobility. The investigation analyses the system which includes key actors, policy, relationships, and identifies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



The System

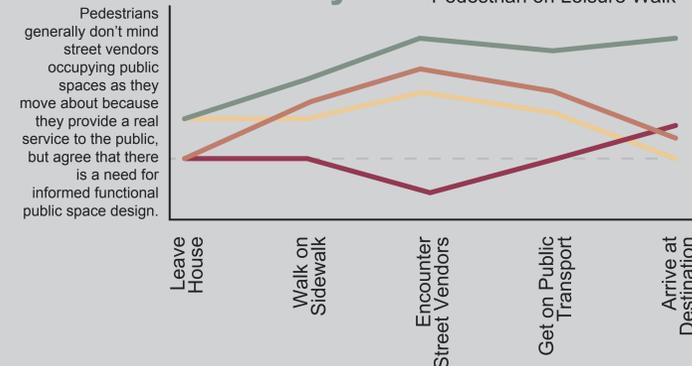


Co-Design User-Centered Policy Bottom-Up



Pedestrian Perspective

Pedestrian Journeys



Once Size Does Not Fit All

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.

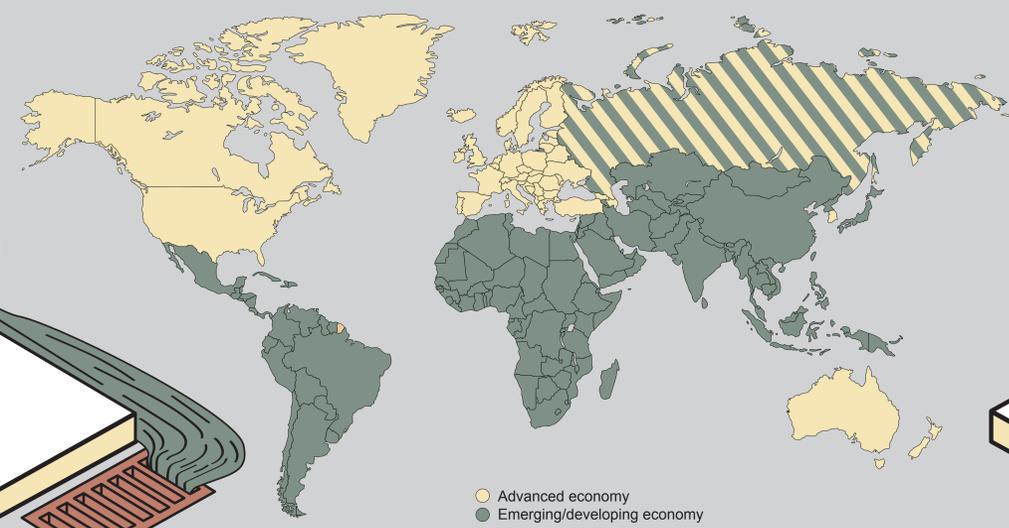


Neighborhoods & Public Spaces Around The World

Policymakers Proposed Public Space Use Solution

The Global South

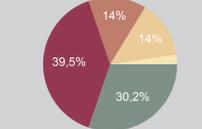
Global South holds the largest concentration of the informal economy workforce. According to the International Labour Organization there are 2 billion informal workers (61% of world's workforce) representing a \$10 trillion economy (second after the US), growing 4 times faster than formal economy.



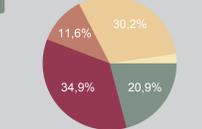
The How

- Brief interviews with street vendors in Mexico City were conducted. The interviews were designed to gain perception on what are the mobility challenges vendors face as they move about the city transporting their products and booths.
- Academic papers on topics related to public space use and mobility were consulted. This allowed insight on what has been observed in previous research. This included existing policy, how policy has been developed, the effects on public mobility by street vendors, and contributions that street vendors offer their communities. Finally, authors of the papers offer suggestions that could inform future policy.
- A survey was conducted to gain 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 for valuable insight into how people/users on the ground perceive the world around them with vendors present in it.

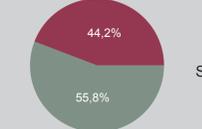
Street vendors enrich transit from point A to point B.



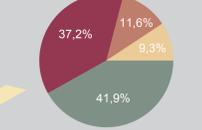
Street vendors obstruct pedestrian mobility on public spaces.



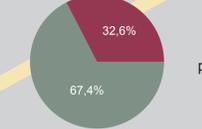
I generally stop to look or buy commodities from street vendors.



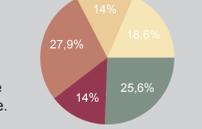
Street vendors contribute and are important to a thriving economy.



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



Street vendors make public spaces hazardous for pedestrian mobility.

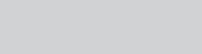


I avoid sidewalks with street vendors because they decelerate my pace.



- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

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



- True
- False