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**POTENTIAL OF THE COMBINATION OF TACTICAL
URBANISM WITH FEMINIST URBANISM TO REDESIGN TO
CONSIDERABLE /HIGH CRIMINAL ACTIVITIES**

María Soledad Coronel Poma

2024



**Hungarian University of Agriculture and Life Sciences
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Landscape Architecture MLA

**Potential of the Combination of Tactical Urbanism with Feminist
Urbanism to Redesign to considerable /high criminal activities**

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Abstract:

Keywords

Vulnerability- mapping- social cohesion – safety – gender equality - low-cost tools

This abstract presents an approach to address the problem of crime in vulnerable areas of Latin America, integrating the principles of feminist urbanism and tactical urbanism. It focuses on a mapping study of an Ecuadorian city to identify crime patterns and offenses related to criminal activities in public space and against women.

The study will collect data on the level of crime in the city, analyzing emergency calls to identify the most frequent crimes and the places with the highest incidence. Using the Repeated Situation one neighborhood has been chosen to understand the factors that contribute to repeat crimes in high-crime neighborhoods. Based on the findings of the mapping study and data analysis, an urban design guide will be developed that combines the principles of feminist urbanism and the strategies of tactical urbanism.

This guide will aim to promote the creation of safe and accessible urban spaces for all, especially for women and other vulnerable groups. The guide will include specific recommendations for reconfiguring public space, increasing visibility and safety, and promoting community participation in urban planning. It will focus on implementing low-cost, high-impact interventions that can be quickly adopted and adapted by local authorities and the community at largening order to promote gender equity, citizen safety and social inclusion in urban space.

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1. Introduction

1.1. Research problem statement

According to the World Bank (2023), nowadays, 56% of the world's population live in cities, and this trend is expected to continue to a point where 7 of 10 people will live in large cities in 2050. This rapid growth brings up some challenges in the cities due to the lack of space, housing, mobility, public transportation and basic services that are exposed to these constant changes.

Not only the infrastructure of cities has been changing rapidly in the last years, but also the society and its development. Growing cities include a rise in crime, infections with illnesses and social inequality. This study is focusing on the first phenomenon mentioned, the rise of crime. Because the "urban attractiveness has been accompanied by an increase in the rate of crime and security problems, and also by an increase in the feeling of insecurity/fear of crime of many citizens, which leads to a reduction in the quality of life and can cause destabilization of urban societies." (Pagan Sanchez, 2014) That is a change the streets in Latin-America are facing nowadays.

It is important to recognize that the rate of urbanization and city growth normally is an inverse component. As Carrion (2008) explains: "while the urbanization is higher, the range of violence is less violent, as countries in Latin America are as Argentina, Chile and Uruguay; but countries like Ecuador, Guatemala and Bolivia, are smaller, less urbanization rates but high level or violence". This topic not only concerns professionals of criminology, sociologists, or economists; but also, us as professionals of the urbanism field. We can contribute to improve the current situation of the citizens through urban design and its tools to fight delinquency. The keyword in this topic is 'human interaction'. Interaction may have positive, but also negative effects and surely cause social, economic and cultural changes which can be seen as a phenomenon in the urban perspective of a specific area.

According to Torres Andreina (2007) and her article *Gender violence on the street: 'between empiricism and subjectivity in the last century the violence, the insecurity and the inequality in the urban environment has become a common problem in Latin America.'* Gender violence has been involved in the social panorama; however, it is even not considered as a component of victimization or insecurity, but in the reality is an important element in the culture of woman and their experience in the cities. In situations of social violence and high crime rates, the risk of women, girls and adolescents suffering from gender violence increases. This expression is a result of historically constructed patriarchal relations. Woman not only is facing violence on the streets, but also the separation between the masculine-feminine and productive-reproductive public spaces that has been created after the Industrial Revolution has affected the south of the planet.

The construction and development of cities were carried out according to the needs of man and his economic roles as a family provider. This approach made cities grow without limits, based on breaking the link to the natural environment and its impact, providing an experience foreign to neighboring people and the daily life of the territory. "This has had effects on the way in which spatially and temporally planned our cities: zoning and separation of functions, for example, of the home and business centers job; mobility systems that connect places of residence with work mostly in male sectors; public transport schedules focused on work schedules. They do not respond to people's needs in charge of domestic and reproductive tasks, who have more complex trips and travel at various times". (Escalante & Col·lectiu Punt 6, 2017)

its perception is constructed by a cultural and social dimension. We must understand that the context of patriarchy that Latin America faces, in turn enhances the crime and the situation that its streets face, but also the conception of the spaces and their use. As modern cities have built and promoted social inequality, a lack of spatial organization, feminist urbanism has emerged as a potent force advocating gender parity, equal opportunities for all genders, and the eradication of violence against women. This new perception of urbanism of women contending fear and vulnerability in the streets, to appropriately design the space to ensure their own diverse experiences and interactions.

Hence, the importance of boosting the cities in the aspects of inclusivity, participatory approach, collectivity and accessible urban spaces that are suggested by the United Nations in 2015 in its Agenda 2030 in its Sustainable Development Goals. Taking this statement as a goal to creating a city for all inhabitants, the gender perspective provides diverse realities and experiences in the decision making, which contributes to the community potential because the feminist urbanism seeks the construction of societies open for all genders and avoiding limitations between the citizens, breaking by the barriers between the races, social inequality, ages and incorporating the focus of the interaction.

The city planners, architects, urbanists, landscape architects and other professions are involved in the transformation of the cities. They are constantly designing and collaborating with more ideas on how to improve the urban built environment conditions. However, all of them implies long term economic or social benefit with not a guarantee that they work. That is the reason, nowadays community participation is crucial for the contribution of changes in neighborhoods.

This new trend of Feminist urbanism is gaining attraction, offering innovative approaches to design and manage cities inclusively. At the same time, tactical urbanism is an approach that provides the opportunity to communities, organizations, business or other entities to lead intervention in urban

public spaces in a small scale in order to test temporary tactical materials to provide long term ideas to improve the quality of a specific site. The goal is to provide experimental strategies to create safe roadways to the users, pedestrians and bicyclists, understanding the needs and priorities of the neighborhoods. Some of these projects are pilot ones that have become a global tendency to look for urban design solutions in problematic urban spaces (Contreras Ceron, 2021).

Both Tactical urbanism (TU) and Feminist urbanism (FU) provide solutions for addressing complex urban issues and improving the urban environment. This study seeks to investigate how the strategies used by tactical urbanism can help feminist urbanism in creating inclusive and safe spaces for different users. By incorporating tactical methods as a critical tool, we aim to advance equity in public areas, especially in locations where women experience increased levels of fear and are at risk of victimization in public spaces. This approach is a potential opportunity tool to enhance community involvement and connectivity in public spaces, consequently nurturing safer and more diverse urban settings.

1.2. Research aim

This study concerns theory and applied strategies from tactical and feminist urbanism to create a connection between them in urban areas in terms of how urban environments that are exposed to crime can deal with this situation to integrate the community into the urban intervention. There are many existing projects which applied tactical urbanism as a short-term tool to recover sites in the peripheries but also in the city centers which have been successful. However, the feminist urbanism, as a new tendency, is growing with new ideas and perceptions on how to help cities to integrate the citizens into the urban environment. Taking into consideration that both of them are focused as a community strategy, the purpose of this investigation is to present the theoretical elements and concepts of tactical urbanism and the feminist urbanism that can complement each other. The goal is to apply these principles collaboratively in the redesign of marginalized environments in cities like Machala, which is the third most dangerous city in Ecuador. Nowadays, the city is facing one of the worst situations in its history in terms of danger; hence, through the mapping of the current situation of the subscale of the neighborhoods of high populated with their incidence of crimes, plus the analysis about what the tactical urbanism and feminist urbanism are using as intervention elements, one guideline to urban design can be proposed to redesign the crime hotspots of cities that can be dealing with hard vulnerable situations.

The final results will demonstrate how the impact of collaboration of these new urban intervention strategies could affect the situation which may offer alternative solutions to elevate the quality of

open public spaces. By prioritizing security, inclusivity, and gender perspectives, the research seeks to provide a guideline strategy aimed at revitalizing areas plagued by crime hotspots

1.3. Research methodology

The diploma thesis hypothesizes Tactical urbanism as a tool that can work to potentize the Feminist urbanism as an urban strategy to integrate the citizens with a gender perspective in the crime hotspots in Latin-American contexts, focused on the case of Machala, Ecuador.

Taking into account the multidisciplinary nature of the spaces, a mixed method has been applied:

- a) Literature review to identify and analyze key principles of the feminist urbanism and tactical urbanism. In addition, examine the various challenges and crucial practical strategies to facilitate the implementation.
- b) Examine existing projects with Tactical urbanism and Feminist urbanism were solved to decrease the insecurity perception in the urban public open space
- c) Study what are the features that urban design against the crime takes in considerate to create fear in a streetscape to be able to analyze the of study based on these indicators.
- d) Examination of how and where the crime activities behave to make an urban analysis and genders perspective making emphasize on the type of public space that are mostly used for criminal activities in one of the most dangerous neighbourhoods in Machala.
- e) Providing the combination of Tactical urbanism, Feminist urbanism and Urban design against the crime strategies use to provide a Guideline that fits with the needs of the case of study.

1.4. Research questions

To address the problem outlined above, this study will seek to answer two research questions:

“How the Tactical urbanism can help with the feminist urbanism as a tool to improve the urban perception experienced by the women and minorities?”

The shift towards more inclusive and safe cities is clear. While many policies and rules have been made to build the improvement of cities, it is necessary to go a step beyond. While it is true, studying spaces affected by crime is complicated on a social political level, this problem also occurs on cultural level. In a ‘sexist society’ such as in Latin America, where men exercise dominance, whether positive or negative, over women, or the way of thinking the old generations are still expressing, the streets become part of the scene where these activities and manifestations, impacting women every day. The lack of safe spaces even makes girls fear sexual violence on their way to school. Moreover, the situation today in countries like Ecuador is not only affecting

women, but also working citizens, who use the streets as their source of work, by walking or doing their businesses there, they are forced to deal with criminal activity.

Addressing these issues creates the need for more than a gender-focused approach; it requires an intersectional and intercultural perspective that prioritizes the safety and well-being of all citizens. That is what the Feminist urbanism is looking for. It “represents all citizens in public space regarding to the gender identity, race, sexual orientation and age”. This Urban approach emerges as a crucial tool in crafting liveable environments within city neighbourhoods. By integrating safety measures and considering the diverse needs of inhabitants, urban planners can create spaces that promote inclusivity, security, and cultural sensitivity. It comes to the next question regarding to the situation in Latin America:

“Which tools (according to the study made) can be applied in cities with similar contexts like Machala in Ecuador”

What we can learn about the existing project in both cases, Feminist and Tactical urbanism, is that the emphasis and promotes inclusivity and security through innovative solutions that can provide equitable and liveable cities. Hence, it is important to know which strategies can work in order to provide quality life for citizens, but also increase the security perception in countries like Ecuador, where the National Survey of Family Relations and Gender Violence against Women in 2019 demonstrated that the prevalence of violence against women shows that 65% and 14 out of every 100 people have been victims of crime of personal theft in 2011. That is the reason why Feminist urbanism serves as an alternative in this case. It has a potential to work as a urban approach solution to provide ideas to change the built environment and “promoting liveability and participation in community for individuals to achieve greater personal satisfaction and quality of life” as suggests by the Crime Prevention Community from Australia in 2023.

2. Theoretical Framework

In brief words, the feminist urbanism (FU) is a new tendency of urban design which seeks for the inclusion and security of the users. Woman has been forgotten in the design of the cities, that's why this new approach takes in consideration their voice, but also including the minorities needs. Tactical urbanism comes to the picture as a tool of urban design to build interventions in a fast and cheap way where the community can participate and give their opinion about the project. This thesis uses this tactical tool to propose solutions to boost the vision of the Feminist urbanism to enhance the streetscape in a rapid way where the users can have the belonging sense in the intervention and in that way, they can avoid, prevent and take care of the urban open space. This section will explain how the Tactical and Feminist urbanism concepts work. It will be explained through the definitions, perceptions, strategies and elements of each one.

2.1. Feminist Urbanism - FU

The development of modern cities has historically been shaped by the needs and priorities of past generations. For instance, the Industrial Revolution encouraged the transformation of small towns into bustling urban centers across the North and South America and Europe.

During this era, urban design primarily prioritized the demand of the (hard-)working citizens and their transportation, creating wide streets where cars were the dominant means of transport. Thereby, the cities in this century responded to what people needed in the 1900s. However, this approach to urban planning has led to a host of new challenges in contemporary times. Factors such as technological advancements, demographic shifts, environmental concerns, and evolving social norms have reshaped the urban landscape. New generations have come, and with those new problems and challenges to urbanism. As we navigate through the challenges of the 21st. century, urbanism should adapt and innovate to address the evolving needs of society.

Nevertheless, if nowadays we are looking for a shift in the construction of the urban fabric, it shows notions of exclusively masculine ones. Some inequalities are still persistent within the society that affect the citizens according to their role in the urban system: gender, sex, age, and social status.

Feminist urbanism emerges as a response to these disparities, seeking to address the historical marginalization of women in urban spaces. Historically, women have been confined to private spheres within the city, due to the woman's role in the society. This new term in urbanism -born in the 20 century- challenges the idea of the private space which was given to the woman as their main scenario to live in. As the only place to develop activities, this space was invisible and not considered into the urban life and its experience. Feminist urbanism challenges this paradigm by advocating for

increased accessibility, safety, proximity to services and care facilities within urban areas offer a new perspective to use the space.

Buckingham (2011) mentions that this new tendency considers the idea of the “right to the city” that offers the collective right from all the inhabitants to use and to have access to the city. Under that premise the Feminist Urbanism offers a path forward towards an inclusive city, which addresses the diversity of the people who populate the cities, taking into account their varied ambitions and dreams. In this way, the Feminist adjective indicates that the review of the instrumentation to be used is extracted from the application of the gender perspective to Urban Planning. In short, this urbanism builds the city and its spaces from the principles and criteria under a specific society to impact the interaction of the people.

Feminist urbanism is going one step further and analyse which influence gender roles and their direct implications on urban decisions aiming to reshape society through urban redesign. “We, landscape architects, are committed to transform society by rethinking spaces, because we consider that spaces also contribute to shaping realities”. (Guerra, 2020)

2.1.1. Latin America and its feminist perspective

Feminist urbanism, which is connected to the larger feminist movement, has inspired involvement in areas beyond just urban development, such as health, economy, education, history, and geography. While the voices of early pioneers were initially ignored, new approaches like exploratory marches have gained popularity. These tactics, inspired by Canadian methods, have been embraced by feminist groups in Latin America. The fight for fair distribution of public space, as demonstrated in movements like those in 1970s Barcelona, continues to symbolize the progress made by feminists and sets the stage for a more diverse urban landscape.

However, “Latin American feminism (...), is rooted in the social and political context defined by colonialism, the enslavement of African peoples, and the marginalization of Native people. “ (Rivera, 2023) The history of Latinoamerica feminist ideas is wide. Unfortunately, tactics and methods developments that emerged in Latin America haven’t received a lot of attention in Europe which could be connected to language barriers and differently developments in society. Due to its complexity, a short resume has been made based on the information given by McAfee, Garry, Superson, Grasswick, & Khader (2021) in their studio about the evolution of the Feminism in the south of the continent which mention the local and the global influence:

- 1) **The colonization:** Beyond the Spanish colonization, the patriarchal structures were imposed over the indigenous societies. There was a diversity of roles, but indigenous women served

only having a subordinate value for the reproduction and sourcing. Also, romantic attachment resulted in the mixture of 'races.

- 2) **Independence:** During the 18th and 19th centuries, women across Latin America rose up against oppression, determined to rewrite their countries' histories. For example, Matilde Navarro Hidalgo de Procel, an Ecuadorian poet, boldly, became the first woman in all of Latin America who advocated for women's right to vote. Similarly, Matilde Montoya made history as Mexico's first female doctor. Both of them, like the majority in this area of the world, have the right to receive education, but their work and effort against the masculine oppression earned the women's rights in their respective societies and time period.
- 3) **Socialist and Communist influences:** Gender perspectives learnt from abroad also were tools that helped to raise women's voices, influenced Latin American feminists with their theories on class struggle and women's liberation.
- 4) **1960 - 1970:** This period marked a turning point for feminism in Latin America. Women began organizing around issues such as reproductive rights, domestic violence, and economic inequality. A wealth of new feminist literature emerged, addressing themes regarding the perpetuation of patriarchy and 'machismo' to forced marriage and social isolation. Figures like Rosario Castellanos in Mexico and Antonia Palacios in Venezuela challenged entrenched societal norms, offering fresh perspectives on political life and sparking important conversations about resistance to patriarchal social structures. Their work, along with that of numerous other notable figures, represented a concerted effort to dismantle prevailing paradigms and promote a more inclusive and equitable society.
- 5) **Dictatorships and Human rights:** In countries like Argentina, Chile, and Brazil, feminist activism intersected with broader human rights struggles during periods of dictatorship. Women played key roles in demanding accountability for state violence and advocating for truth and justice.
- 6) **Ideas in the 21 centuries:** new groups are now united to claim for the same rights which is why "Indigenous women, Afro-descended women, and lesbians" are claiming inclusivity and diversity where the goal is "seeking to produce political analysis from an anti-racist, anti-military, anti-colonial, anti-capitalist, lesbian feminist perspective".

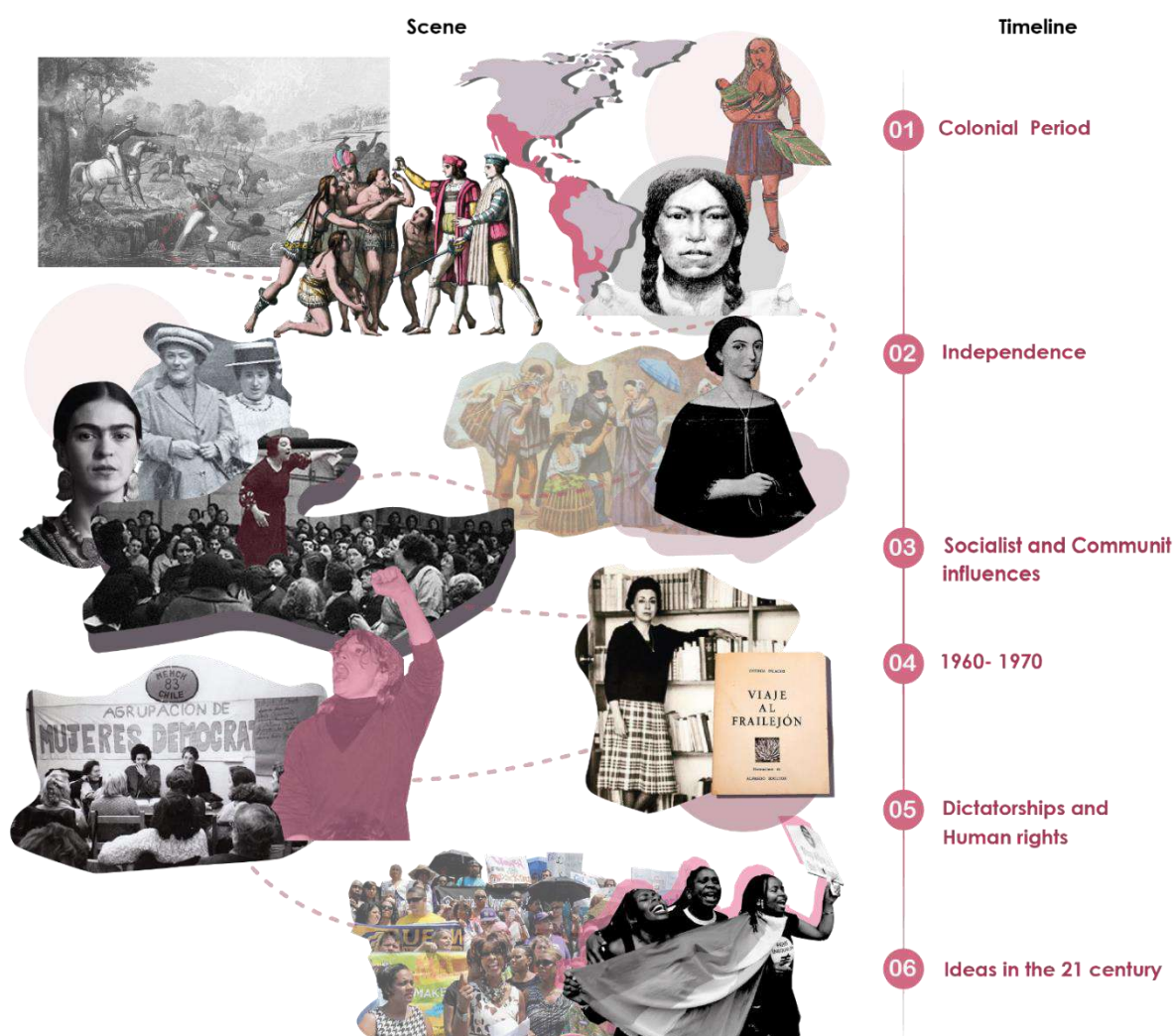


Figure 1. History of feminism in Latin America based on the Feminist Philosophy in 2021

Considering the above-mentioned historical developments, concrete rights, ideas and inclusivity is the focus of the feminism; but due to the new reality and the rise and rapid urbanization, the feminist urbanism in Latin America is seeking the equality of open space. Hereby, an important factor comes up: security.

One woman is not insecure, the space around her creates this feeling: fear. “Including the perception of fear allows study, for example, street sexual harassment, a type of violence that is not criminalized but has a full impact on access and the right of women to public space”. (Martinez, 2019) Fear in urban space is based on the societal interactions, perpetuating the patriarchal norms that portray women as vulnerable and man as strong. In modern cities, women are systematically excluded from central aspects of urban planning, such as public space, urban facilities and green areas, which often become places of risk. For example, Argentina only classified street harassment as a crime in 2019, despite recognizing domestic violence earlier. It demonstrates the need to comprehensively address the specific challenges faced by women in urban space. This production of Social fear affects women’s freedom of movement, often preventing them from being out late

night due to safety concerns. This is reflected in the six principles for creating safe spaces for woman that the FU advovates for redesigning urban spaces to combat gender violence:



Figure 2. Principles to create safe open public spaces based on Martinez (2019)

Latin American cities have historically been designed as a support towards the needs and preferences of men. Evidence of this can be found in the lack of accessibility to workplaces and services, the existence of unsafe streets, and public transportation systems that fail to accommodate the diverse travel patterns typical for women. Women, who often bear the primary responsibility for caring for children and the elderly, are disproportionately impacted by these shortcomings in urban planning.

Few cities have incorporated a gender perspective into their urban planning policies, despite the fact that there is sufficient theoretical literature to be able to implement it. The majority of interventions have focused on controlling and preventing crime through the design of spaces specifically for the control of crime against private property. However, there is no urban design in which they have taken gender into account and have focused on the social analysis of why violence against women occurs.

Today, Latin American women are actively rethinking their cities with the goal of creating spaces that are safer and more conducive to their needs and preferences. By prioritizing inclusive urban planning practices, we have the opportunity to harness the power of our cities as tools for safety and inclusion.

2.1.1.2. Why should we incorporate the feminist voice in the urban intervention?

Professor Petra Doan -from the University of Florida- mentions in her speech "The Tyranny of Gender and The Importance of Inclusive Safe Spaces in Cities" in 2016 that "the purpose of territorial planning and urban design is to create inclusive spaces to enhance the health and safety of residents". Projects such as the "super blocks" in Barcelona, or the meeting spaces -which make

emphasis on the women leaders- in Vienna, have been built to boost the urban space's goal are examples about how the woman voice can be used to redesign the cities.

The current cities design -especially in Latin America- does not provide support to the different daily activities that women carry out. Examples are, a woman with a baby cannot easily find a place to breastfeed or go to a bathroom where she can change diapers, or a teenager cannot easily access a park to meet her friends without being afraid or a robbed in the public space during its use or if the woman uses the bicycle infrastructure, it can cause danger for her becoming prey of crime.

Escalante Ortiz, Sara (2019) suggests that women should equipped themselves with defensive sprays in public spaces. But shouldn't public spaces be safe for everyone without needing such measures? Why should women rely on additional security measures unlike men? Is it really the purpose of the use of public space?

Feminist urban design addresses gender perceptions and ensures the city accessibility to all, including marginalized groups. Escalante highlights the need for safe public spaces, especially at night, given the experience of sexism, racism and gender crime faced by many women. She proposes inclusive planning that considers both paid and unpaid activities, utilizing participatory approaches to address social issues and to promote active community projects without boundaries.

2.1.2. Spaces in the Feminist Urbanism Perspective

The rise in inequality, the feminization of urban poverty and the proliferation of urban growth affects mostly poor cities in the global south point. It creates the insecurities and the perception of the use of the public space. (Short, 2017) The global South serves as a crucial arena for women's movements. Their trajectory has often been co-opted by neoliberal gender governance, leading to a form of control over their agendas. Consequently, this has shaped perceptions of public spaces, which have been conceptualized through this lens. Considering that the city also involves the interplay between private and public spaces depending on the use and the users, the new term "Gender spaces" has given rise to separation of the sexes at the scale of individual buildings (Spain, 2014). As Spain mentions, for instance, in the nineteenth century a department store was a woman's place, while saloons were predominantly male spaces. This shows the gender segregation that was already defined by the society and culture.

Moreover, the layout of capitalist cities and metropolises further exemplifies this division of space. A typical shape of a city was the following: important buildings and centralized administration in the city center, and at the peripheries are the residences neighbourhoods in order to keep the distance between the work, rest, public-private, man-woman activities as a clear manifestation on the

diversity of labours and roles. It is also mentioned by Martinez Zaida in 2019, who said that this dualism exists because most of the cities; attributing its existence to the diversification of labour, particularly pronounced in Latin American cities has shaped the diversification of the work, and it also has been influencing that the public spaces in a way that they have been designed for the production needs. "The public space, the streets, the homes, transport and the rest of the spaces that we regularly use are the places where our lives unfold, so they must adjust to the different requirements that people have" (Escalante & Col·lectiu Punt 6, 2017).

For instance, parks are mainly used by families, children and mostly women who, as a part of their roles of reproduction and protection, take these sites as part of their daily life or interaction. However, it comes a new place at night because they (...), serve as meeting places for marginalized groups, with few indoor options other than bathhouses, bars, and public washrooms (Spain, 2014). This change of function transforms the urban built environment and its perception, not only with women but, also interferes with the the LGBTQI+ community and their relation with the public space in the city, community that are also included in the Feminist urbanism.

Considering that the public space is where the inequality is reproduced and the way that the cities are shaped produces this inequality, Martinez (2019), suggests two relevant aspects: the use of the public space by woman and man, and how the gender, etnia, age, social status, sexual identity; influences the activities and the use of spaces.

Throughout history, different viewpoints on gender roles have highlighted the need for inclusive urban planning approaches that address the diverse needs of all inhabitants. FU focuses on implementing changes to avoid the existence of underused or disused spaces, and opposes the unnecessary demolition of buildings or public spaces to rebuild them with a new design. (Martinez, 2019) As professionals in urbanism field, it is essential to inquire not only about who occupies urban spaces, but also who does not and the reasons behind their absence.

2.1.2.1. Everyday life

Every individual's experience in the city is unique, shaped by their daily activities such as children playing, women shopping for groceries, and men returning home from work. A study by Fincher & Jacobs (1998) highlights how different age groups in diverse urban environments influence the cityscape through their perceptions and behaviors. Public spaces, reflecting people's views, play a crucial role in enhancing daily urban life by providing practical and interactive settings. Local customs contribute to building knowledge, creating memories, and fostering a sense of community.

Col·lectiu Punt 6 (2023) mentions the distinction between spaces for work and spaces for leisure is evident in the way activities are carried out:

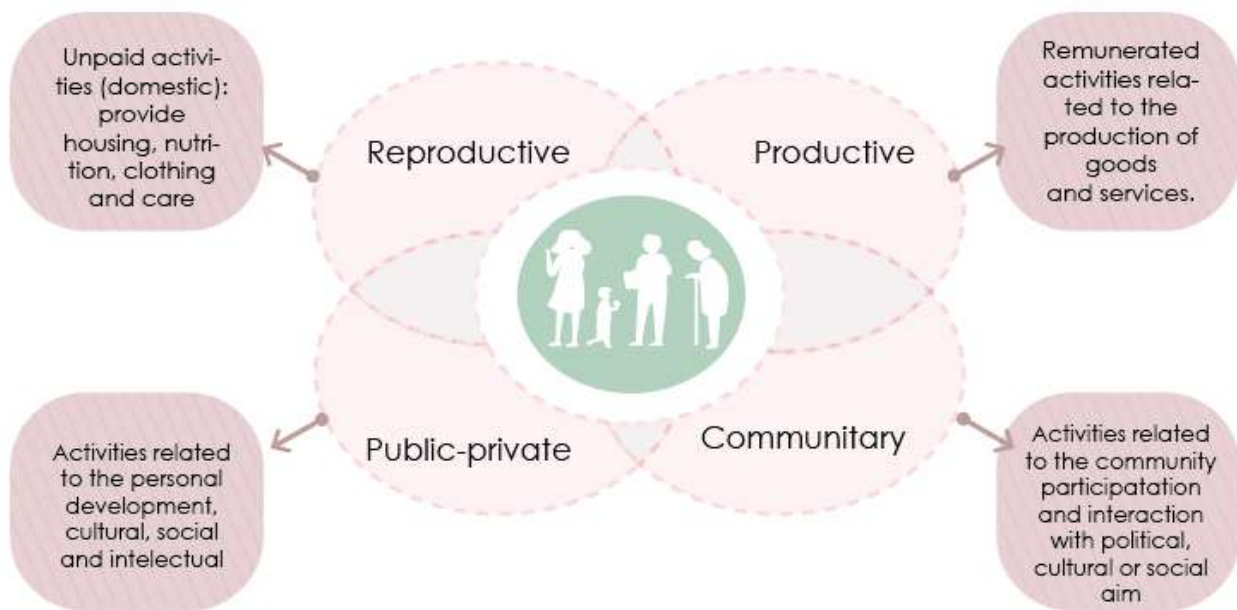


Figure 3. Spheres of the differences of space's use based on Col·lectiu Punt 6 (2023) contributions

That is the reason why the Feminist urbanism is deeply invested in analyzing these daily activities, considering their temporal aspects, duration, and the utilization of built elements by inhabitants. According to Martinez (2019), daily activities provide two perspectives to provide a neutral view about the urban process of transformation: the integration intersectional perspective and the community participation. In this case, the first one is of high interest for this thesis. It has the goal to break the masculinization of spatial concepts by applying a gender perspective, focusing on the diversity with no regards on sexes, but also for focusing on the identity characteristic of a community. This approach seeks to include and visualize the men, women and non- binary groups and their spatial utilization to include the creation of the combination of the social life, creating and interaction between them, forgetting the strong identity characteristic of the spaces for both sexes. Authors such as Jacobs (1961) are claiming that the experiences provided by the streets has to be planned and provide pleasant perceptions according with the needs of the community, where the daily experiences provide the capacity of the citizens to decide what they want in their urban space. This urban planning based on the day to day, should provide the belonging activities considering all the spheres, not only the productive one. The author also mentions that, in order to provide a vitality and integrated urban life a neighborhood should consider some conditions:

- **Proximity:** sites close in time and location with a strong pedestrian mobility can be reached. It allows to carry out personal, productive, reproductive, and community activities. (Colectiu Punt 6, 2019).

- **Alternative connections:** Different routes, where more intersection and interaction can be given to the community to create spaces with vitality.
- **Mixture of spaces and building:** to ensure that diverse people can rich the places without any restriction with inclusion.

Jacobs mentions in his book and the architect Ana Falu claims in her conference in 2024 “Feminist proposals for inclusive cities that prioritize care, safety and sustainability”, indicates the importance of diversity and vitality in boosting the neighborhood interaction. Falu emphasizes that this dynamic amplifies citizens’ vulnerability, not just in natural settings, but also in diverse urban context. The territory as a variable that sharpens this exchange between citizens.

Furthermore, Ciocoletto & Col-lectiu Punt 6 in 2014 accompany Jacob’s perspective on public spaces while emphasizing the importance of vitality and diversity in daily life. Additionally, they promote spaces that accommodate various needs based on factors like gender, age, functional diversity, social class. If space is limited, it should be part of a network to complement activities. These activities should also reflect the identity through public spaces. Recognizing diverse histories, especially of marginalized groups, to increase societal transformation and equity. That is the reason Falu also brings to the picture the term “representation” of the identity of the place. This term promotes through public spaces the recognition and real and symbolic visibility of the entire community to value memory (heritage social and cultural) with equity.

On another hand, a further condition to Jacob’s work provides is: mobility. The different roles attributed to women and men imply different mobility models. (Delclòs-Alió & Miralles-Guasch, 2018) While they make more close trips, walk more and use public transport more. Additionally, their mobility is more associated with the proximity of the reproductive sphere (Martinez, 2019). The pattern of displacement in daily life is different and is based on the use of space. Despite women constituting over 50% of public transportation users in Latin America and the Caribbean, the routes and schedules of these services are predominantly designed based on male commuting patterns. This disparity was highlighted in a 2016 study by the Inter-American Development Bank, as referenced in the World Bank's Manual for Urban Planning and Design with a Gender Perspective. It concluded that men travel further, use private transport and their motives are more related to the work sphere.

The Ciocoletto & Col-lectiu Punt 6 they illustrate various routes reflecting different spaces uses and users(See Figure 4). For instance, in the productive sphere, routes are determined by the use of time, connections, and the equipment used. One scenario involves a working man who uses a direct route to work. The second case highlights the Latin-American woman engaging with both productive

and reproductive spheres along her route. The third example is the configuration of a diversity space with in daily life that prioritizes and encourages reproductive experiences, where the end is to reach the productive sphere. This last one generates a heterogeneous use of space that responds to the experience of a user with a family.

The configuration of the public space is influenced by the connection, the furniture and the type of activities that are proposed in it, so that depending on the user and the context, these are changing scenario.

Emphasizing this last one point, the routes designed should be inclusive to provide different time conditions, connections and waiting places that ensure the safety, physical access to workplaces, with transport facilities. In the mobility planning, nighttime should be considered as well working time for the working class so the spaces should be open and accessible 24 hours days.

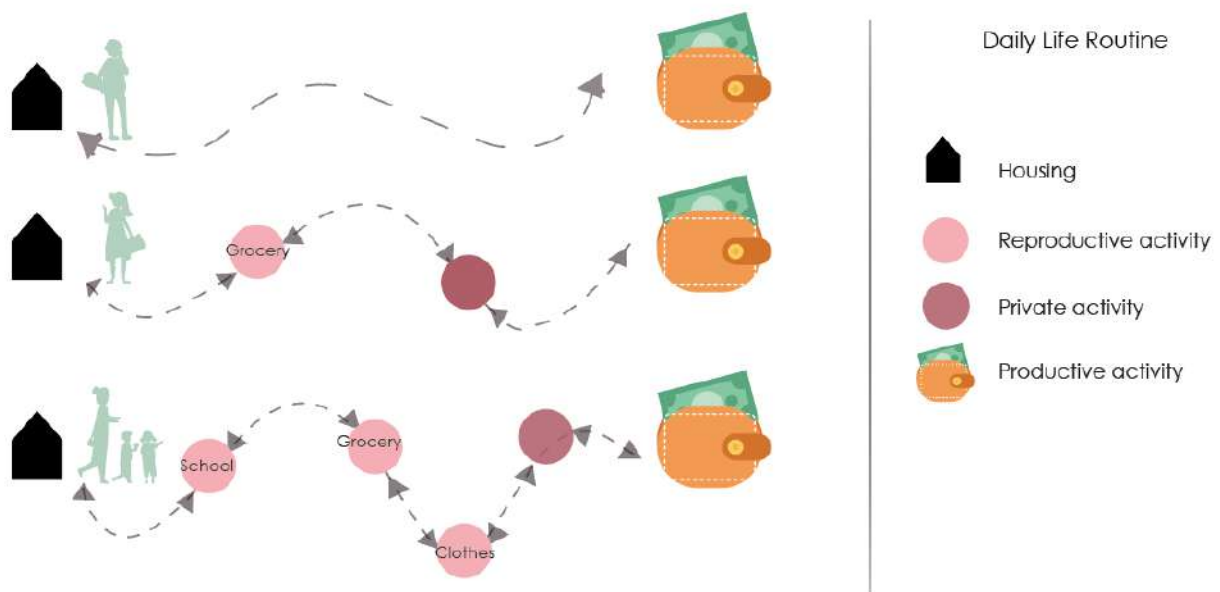


Figure 4. Daily life route based on Ciocoletto & Col-lectiu Punt 6 (2014) contribution

Because of the above-mentioned structures, authors suggest that accessible mobility is a tool that can improve the relation of the pedestrians and the transport that is based on the variety of the needs (physical and accessibility barriers), rhythms (traffic jam), bodies (children, elderly, disabled people) health conditions and different economic levels.

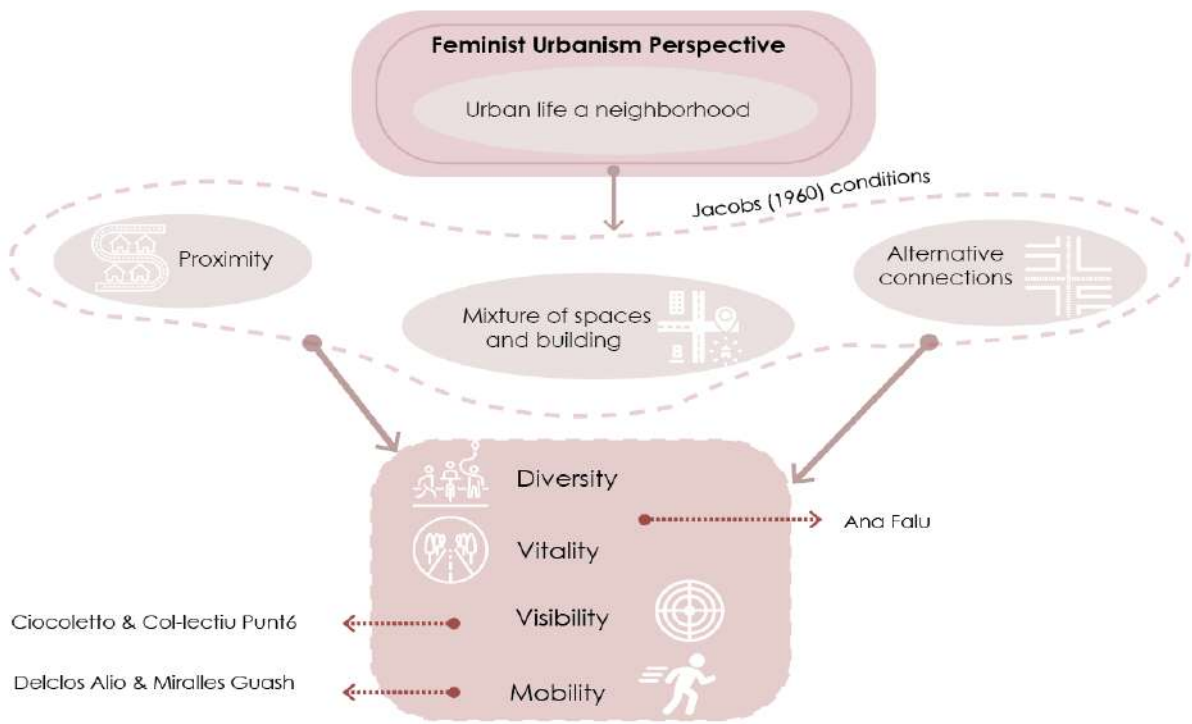


Figure 5. Combination of authors thoughts

2.1.2.2. Gender Perspective

As Martinez mention in her book “Feminist urbanism for a radical transformation of living spaces”, an intersectional gender perspective breaks with the essentialist idea that gives the category woman a uniform meaning and that appeals to a homogeneous and universal feminism that makes invisible the privileges of some and the oppressions of others. Moreover, she adds that the gender perspective promotion started as a political urbanist movement in the 90s. This approach was gotten through the European Letter by the women in Barcelona, that in 2004 and later improved in 2010 in Spain. It defines the following points:

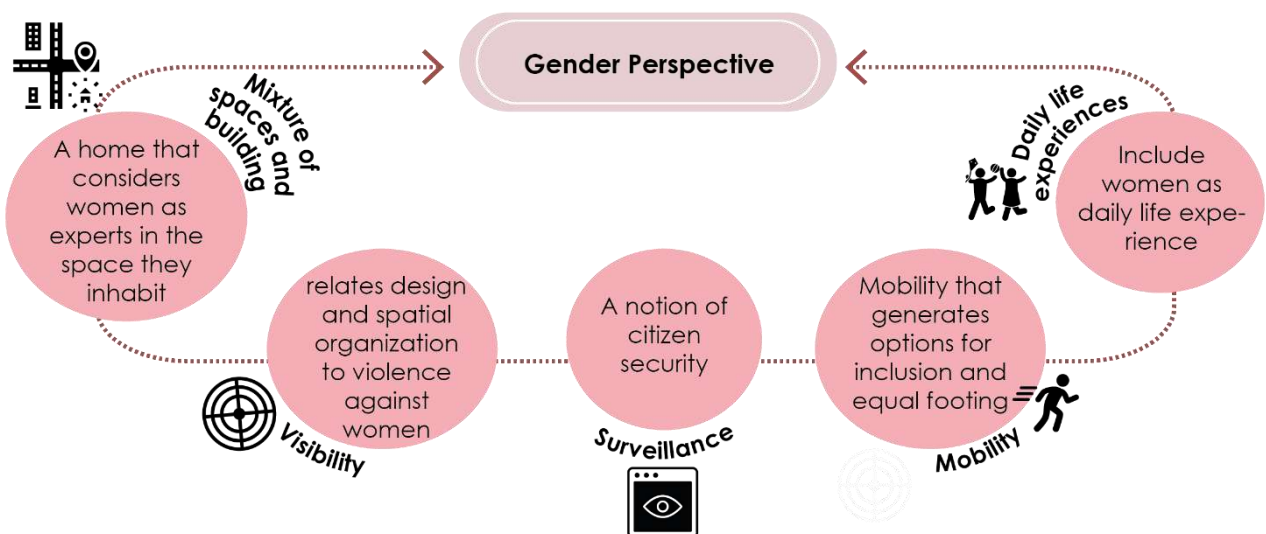


Figure 6. Gender perspective suggestions

But also, it is important not to confuse gender perspective and Feminist urbanism. The second one, Feminist urbanism, extends beyond a narrow focus on gender, encompassing diverse identities such as social classes and age. It explores how these identities intersect in public spaces, leading to various experiences of oppression, fear, and privilege. The goal of feminist urbanism is to enhance the quality of everyday life in public spaces, impacting aspects like the economy and tourism while prioritizing community safety. It also sheds light on the often-overlooked needs of the reproductive realm, challenging the city's historical emphasis on production and economy. By recognizing cities as spatial expressions of social relations, feminist urbanism strives to ensure the representation of all minorities in public spaces, creating an intersectional approach to urban planning and design. Urban planning with a gender perspective is based on an approach whose main objective is to activate processes to safeguard quality in urban planning; It is a necessary transversal and horizontal approach that involves transdisciplinary and interdisciplinary experiences, and which lies in the creation of spaces that support users in their different and varied daily contexts. (Amoroso, 2022) That's why urban intervention between public space and housing is important to considerate because between the building there will exist new urban spaces that can be both, positive or negative for the neighborhood boosting some social phenomenons such as drugs consuming. The gender focus is based on the methodologies where the domestic spaces and the urban ones are related to promote the belonging feeling in the community for everyone.

2.1.3. Inside the strategies of the Feminist Urbanism

Some elements influence to the city to make it equitable, inclusive and safe. Providing an urban design with the value of equality is the recognition of differences and their contributions. Considering it as a multicultural vision where the focus is to give visibility, that works as a strategy for the planning of city neighborhoods. The Feminist urbanism provides the option to create an urban design proposal for a caring city.

With the compilation of the topics presented above, the key and important words have been obtained to be able to prepare the list of common elements in which the strategies of the feminist organization can be used for an urban intervention.

a) Social mobility

The city of Glasgow in UK made a Travel Strategy Plan in 2022. It is the first city with a design including a gender perspective in its territorial planning focused on the connection of neighbourhoods. The objective is to create the distribution and connections of different uses, relations with the space, existing facilities and local commerce, to allow people to carry out daily life

activities prioritizing pedestrian routes and public transportation that are easily accessible to citizens.

Liveable neighbourhoods in Glasgow’s approach to blend in the 20 minutes neighbourhood concept with a place principle joining the collaboration of the local town center’s, the everyday journeys, the active travel, and the street for people in order to put a woman and minorities as the center of the city planning and police development.

Elements such as inclusive and accessible design the improvement of the active travel with public transportation, in the use of the street focused on people but also safety parking roads to provide safe access to the facilities. For the mobility, this strategy plan took on consideration the daily Life routes of the Citizens in order to provide a close proximity in accessibility to the infrastructure for them to boost the transportation.

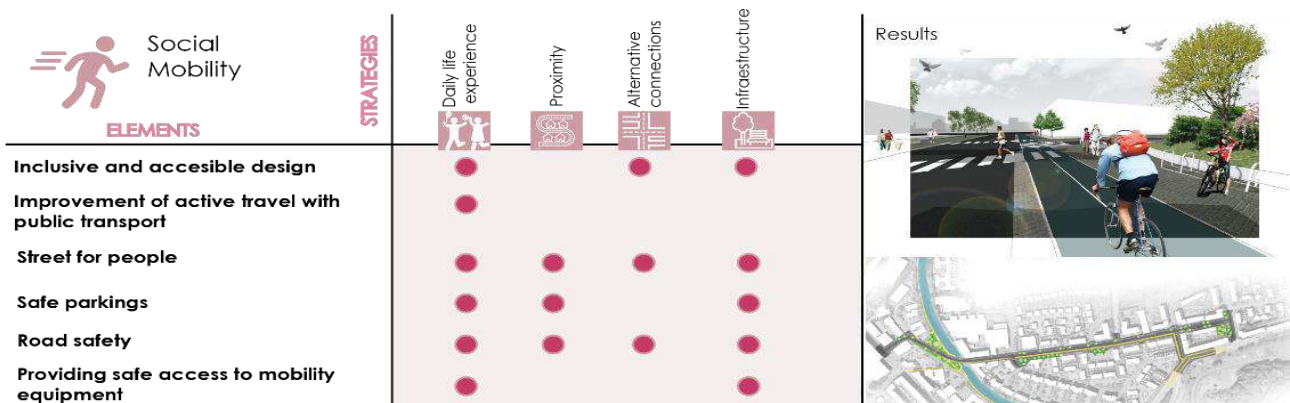


Figure 7. Analysis of elements and strategies used in Travel Strategy Plan in 2022 with the Feminist Urbansim

b) Visibility

In order to provide a visual perception of the observable features for all users in the urban space, the project in Bogota-Colombia “I move safety” in 2019 was the first feminist urban design around the world, focusing on the neighbourhood to recover its visibility of gender rights.

The goal was to promote security with a gender perspective in prevent violence in sexual harassment against women in public space at night. The site is classified in the lowest safety index for women in public space at night in the city. The main problems to solve in this area were: “Who see me into who I want to be seen” perception, the dark illumination, few interactive sites, the unqualify of the streets, the mixture of people and the proximity to transportation. That is the reason why elements as illumination, interaction and cultural representation work together in order to boost a safety night-time use through the artistic interventions made by themselves, using some elements- as inclusive parklets- to improve the street furniture, but also enhancing the belonging sense in the area.

Transforming these spaces, the neighbourhood changes and it becomes a significant public space with gender perspective. The intervention was made in four different high criminal's sites in Bogota. The security perception while the perception of violence decreases consequently. Thus, the colourful and interactive songs were successful.

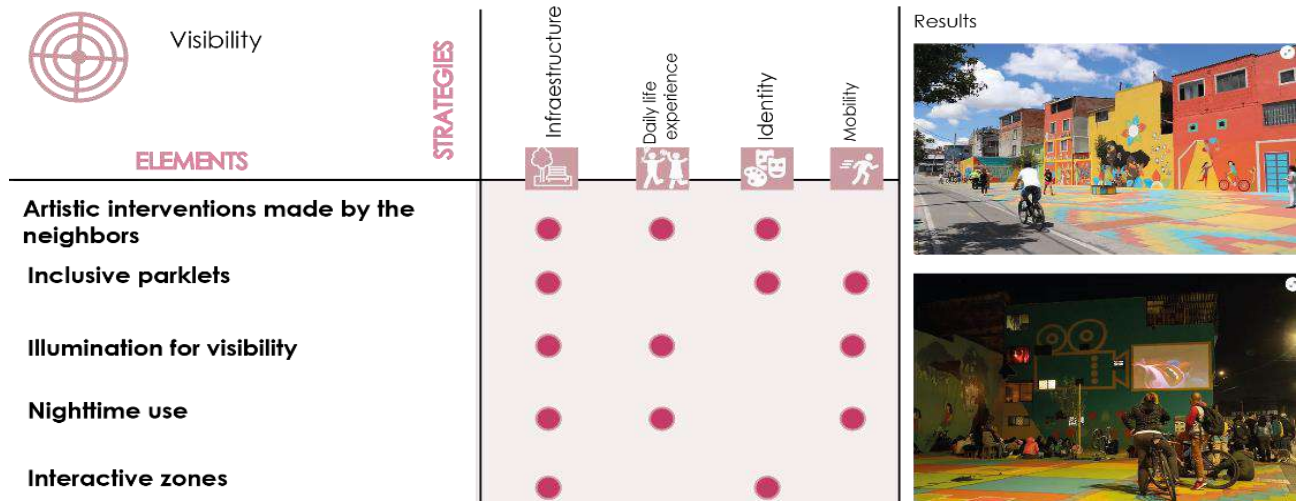


Figure 8.. Analysis of elements and strategies used in "Me muevo seguro- I move Safety" project in Bogota in 2019 with the Feminist Urbanism

c) Community spaces

The creation of a spaces to boost interaction and integration in the neighbourhood through hero of elements to increase the sense belonging enclosure connection was the main goal of "Frizon: Make spaces for girls" in Umea in the north of Sweden in 2022. This city put a lot of effort on gender equality and how important it is in terms of planning. For example, this project shows a redesign of an urban space that caused woman's experience passing the city through a narrow and dark underpass which woman in girls found unsafe.

Therefore, this area was designed for and with teenage girls. The city has also been working on infrastructure which improves the safety for women and girls through illumination, without limitation in the time of use and accessibility to the street through interactional zones, in order to provide a space for everyone.

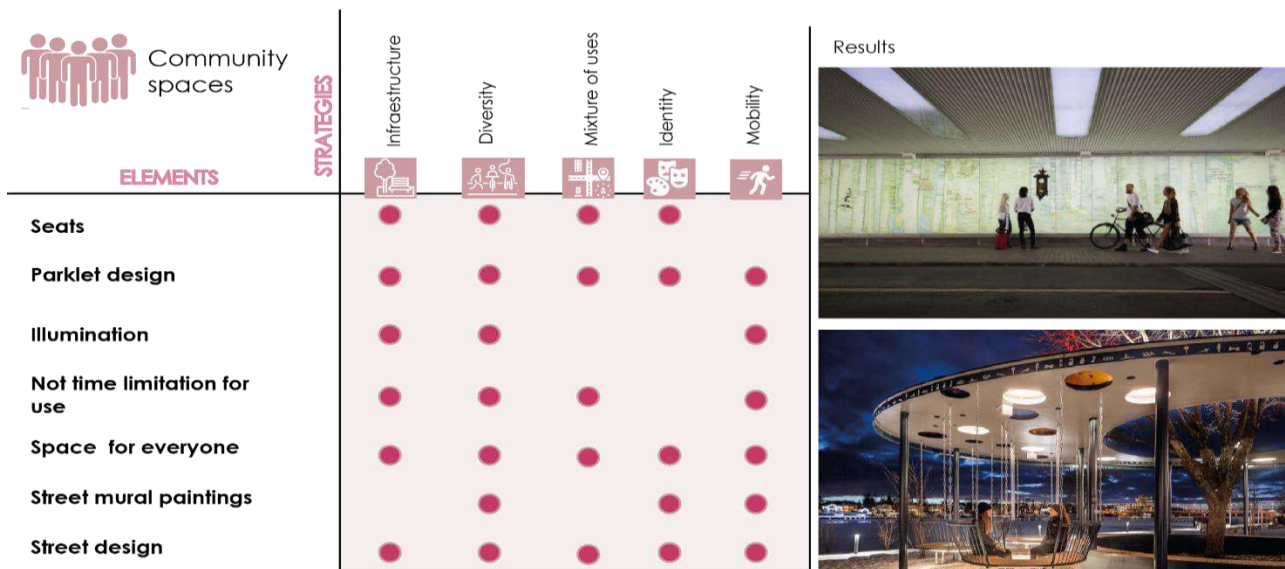


Figure 9. Analysis of elements and strategies used in “Frizon: Make spaces for girls” in Umea- Sweden in 2022 through the Feminist Urbanism perspective

2.2. Urban design against the crime - UAC

“The design of public spaces is an important factor in the creation of safe cities for all citizens”. (Metropolis y Mujeres y Ciudades Internacional (WICI), 2018) Throughout the world, the worrying levels of gender-based violence led to severe restrictions, including the complete absence of rights and opportunities for women, girls and adolescents in Latin American cities. For the majority of the world's population, which is increasingly concentrated on large cities, this violence takes place in the public space of the territories of the different metropolises, that are largely managed by of the municipalities.

Street safety and crime are directly related with human design. This is the reason why authors like Jane Jacobs and Newman claim that the street design has to be open and permeable, to create human spaces for the coexistence of different activities and users. (Hillier & Sahbaz, 2008) They also suggest that in order to create a prevention measure, the strategies should attend not only physical aspects, but also social parameters in order to reinforce the identity of the community with the public space and social control. Consequently, the belonging sense will increase, people will take care of the streetscape around but also, they will feel comfortable being going through them.

2.2.1. Hotspots

Crime is a big and complex topic. This thesis is focusing on crime in the streetscape where there is the contrast against the focus on neighborhoods. The areas where crime has occurred continuously and on a regular basis activities are called hotspots. The common understanding describes a hot spot as an area where much more criminal activity or disorder occurs compared to

the average amount, or as an area where people are facing a high risk of victimization in contrast to the average (U.S. Department of Justice, Office of Justice Program , 2005)

Eck & Weisburd (2015) describe in their paper about Crime and Place that: Crime Prevention Studies, mention that “there are three perspectives that suggest the importance of places for understanding crime: rational choice, the routine activity theory and the crime pattern theory”. Even though these theories support each other, the theory of interest for this thesis is the last one mentioned.

In short, Pattern theory is more related to the offender and how the social and physical environment influences the choice of the victims and how the places comes into the attention for potential criminal activities. As the authors mention, “despite the routine theory high focus on the type of people in a certain location, the pattern crime theory suggests places are problematic because of their location and relationship to the environment.” They also comment that the site featured are a tool to control the places. The strategy of defensible space entails organizing the physical environment to enhance peoples' sense of territoriality, making it possible for them to observe their environment, and communicate when users perceive potential danger. (Newman, 1972 in Eck & Weisburd, (2015)).

These statements are related to what the Department of Justice of Washington mentions on the crime hot spots theory. In their case, the “Street theories” and the “Neighborhood theory” clearly match with the theory by Eck & Weisburd.

Street theories deal with crimes that are located in the narrow areas like streets and blocks. The infraction is clearly shown and as a consequence the citizens react, changing their routine pattern, such as, changing the road or isolating themselves in the corner. The type of crime is easily visible. On the other hand, the “neighborhood theory” focuses on large areas to deal with. The criminal activities can be located in square blocks, communities and census tracts. It depends on the neighbor’s characteristics and how the neighborhood’s inhabitants react against it. They cover different types of crime, both high and little activities, such as street prostitution, street drug dealing or even robberies of pedestrians.

2.2.2. Fear in the streetscape

“The existence of urban fear and insecurity determine the structure of space and at the same time space itself affects the existence or the lack of fear”. (Bakratsa, 2011) Streetscape design appears not only in important urban physical features, but also is being associated with safety in public space. Hence, Mahrous, Moustafa, & Abou El-Ela (2018) also suggest the relation between landscape design and perceived security through analysis taking in consideration the visibility and wayfinding factors.

“(…) number of personal attributes of individuals can potentially affect levels of perceived security such as age, gender, socio-economic status, familiarity with the place and previous experience with crime” (Maruthaveeran & van den Bosch, 2014) This fits with what Mahrous, Moustafa, & Abou El-Ela suggest. They remark that older people do not share the same perception of security as younger people do. It also suggests that gender has a significant influence on the security perception. When it comes to sex, the female gender is the most susceptible. Being the first the majority of victims while men tend to feel safer. The reason why this gender and age is susceptible to criminal activities exists is due to beliefs that they are physically weaker but their state of vulnerability. Thereby, they attract these activities, especially sexual abuse, verbal or physical attacks and, they misuse of public space as part of the setting for these types of activities.

On the other hand, this study highlights that -from a landscape architecture perspective, the spatial definition is an important aspect that is influenced by the social and cultural groups that are around and of which different levels are defined that provoke the perspective of security in a public space. The definition and distribution of the space is also influenced by the use of street furniture which - depending on its condition- provides a perception of security for its use. These authors also mention that vegetation density around emphasizes the urban fear. They suggest that the moderate vegetation design “contribute to attractiveness and as consequently reduces the crime”. They also comment that – in order to increase the visibility and visual access to reduce the hiding opportunities for criminals, - the maintenance of vegetation regarding to the state but also the size is crucial to boost the perceived security. It marks a good point to make these emphasizes because the maintenance in urban green areas plays an important role.

According to Newman (1972): “low maintenance will directly affect the perception (...) and it will affect its use” which is not only an issue related to the selection of the plantation, but also with the street furniture and materials in the urban space. The “Broken Window Theory” by Wilson & Kelling, (1982) mentions that the presence of vandalism, trash, abandoned furniture, graffiti or also called “Physical incivilities” are associated with high levels of fear because it suggest deterioration, abandoness and social disorder wich cause underuse spaces.

Ciocoletto & Col-lectiu Punt 6 (2014) and Mahrous, Moustafa, & Abou El-Ela (2018) have shown that night time is a factor to take in consideration because it is related to the level illumination and the surrounding environment. “For many people, darkness provides opportunities for crime perpetrators to hide. Consequently, perceived security levels tend to be higher during the day and lower at night.” (Shenassa, Liebhaber, & Ezeamama, 2006) Lightning also influence in this vision of urban deisgn that focuses on visibility because it emphasizes the related feeling of seeing and being

seen. Newman also relates to that. He mentions that this visibility perception confirms the safety feeling. As a result, having a view distance and a view point increases the possibility of looking around by making it possible to detect potential dangers in order to make an escape route easily. This interaction to catching and being caught in a dangerous environment serves as hints for redesigning hotspots of fear.

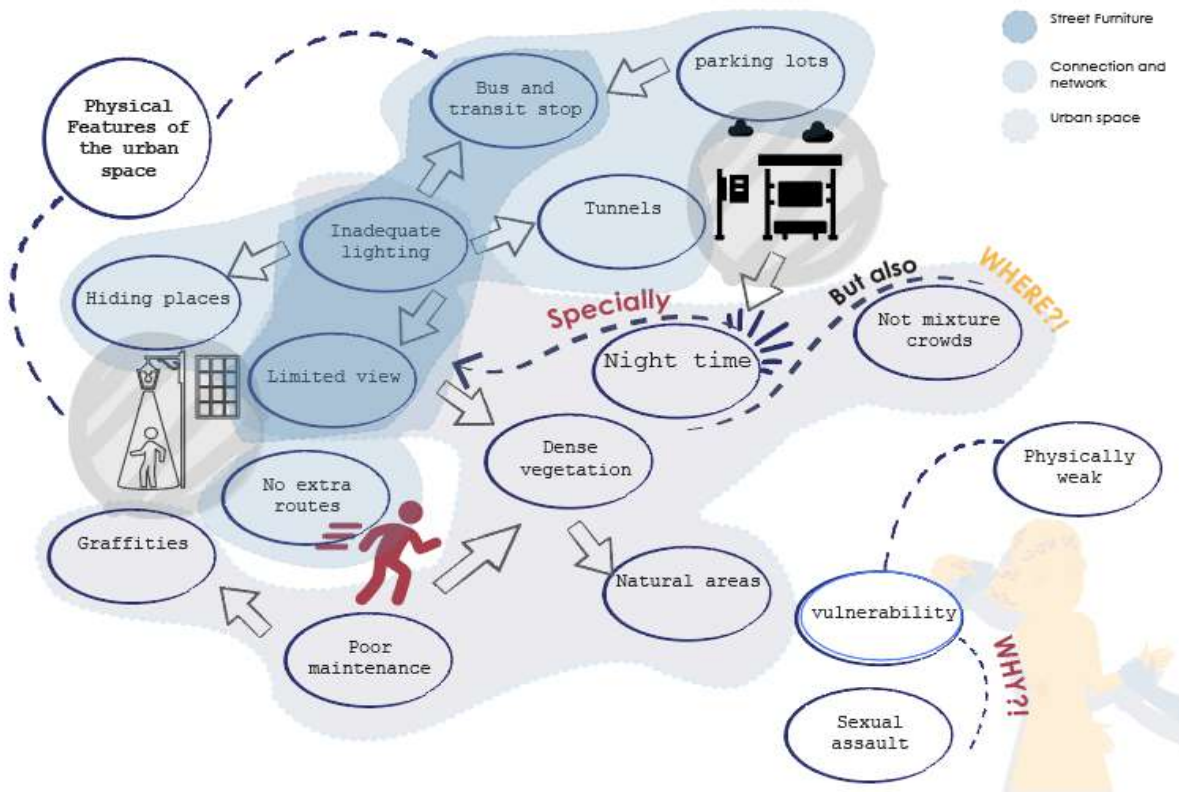


Figure 10. Physical features of urban space

According to Jorgensen, Hitchmough, & Calvert in 2022, studies show that the feeling of being alone or not knowing how to escape from an urban path increases the negative perception of security of a space. Hence, having escape routes or secondary routes from a main road is important to create these sensations in the environment. Wayfinding is a term which focuses on finding the elements that provide clear and sufficient signaling direction that can be associated to increase security levels.

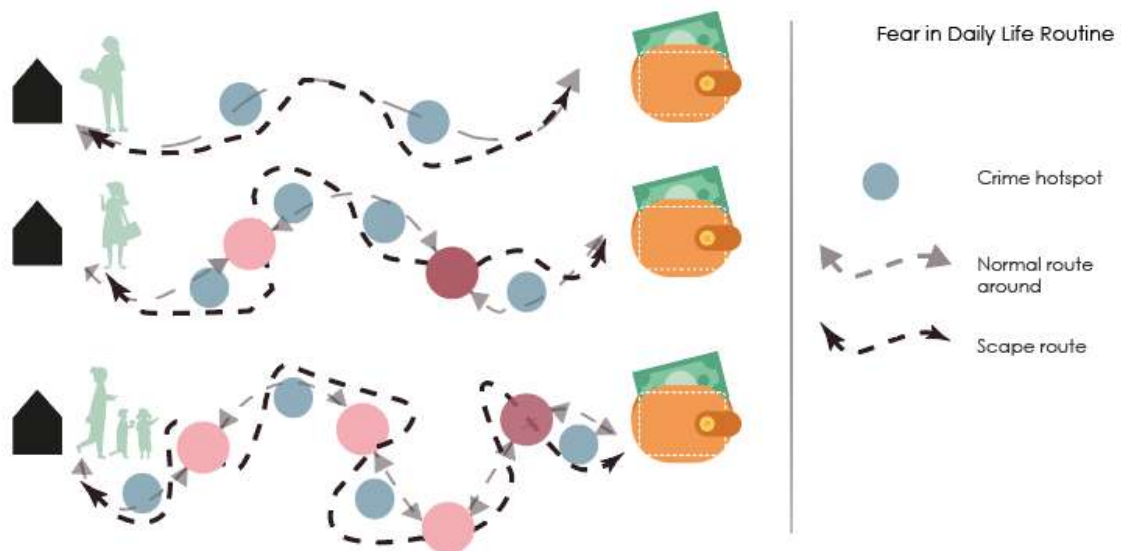


Figure 11. Daily life routine based on Ciocchetto & Col-lectiu Punt 6 (2014) disturbed by fear factor

In fact, when fear on streets invades citizens, the routine of daily use of space also changes as a result. For instance, in the scheme shown above about the daily routine in space in a Latin America that a person usually performs, it changes at the moment when their perception of security goes down. What used to be a 10-minute walk will become a 30-minute walk. It creates a change in mobility, use of space and time.

Adiotionally, the authors Nebot, Cornax Martin, Chamizo, Rosa-Jimenez, & Becerra (2020) from the University of Malaga, made a contribution of a system of urban design and a street safety indicator that fits with the Street theory mentioned before. Their examination is based on the combination of different methodologies and different authors about perception and security through the streetscape experience with the use of criminal maps which indicates the main elements that influence how people perceive street safety. These indicators values can be used to understand why an urban space attracts different types of crime. The reality is that not only one indicator invades a public space, but many of them act collaterally, which thus, causes an effect on the social part of the neighbourhoods.

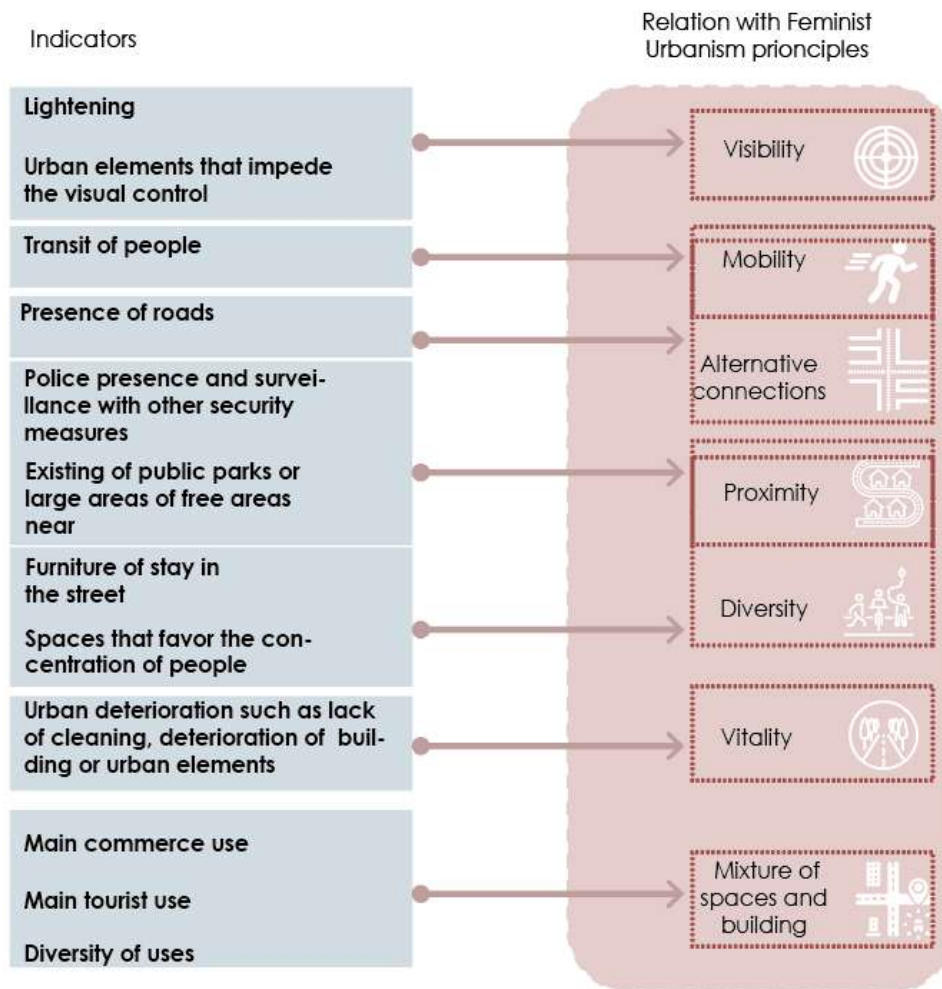


Figure 12. Relation between Strategies in Feminist Urbanism and Indicators of streetscape given by Nebot, Cornax Martin, Chamizo, Rosa-Jimenez, & Becerra (2020)

In this study, the authors also mention that urban elements such as lighting and the presence of people in public space are a very important characteristic for a street being occupied or not. They also mention that when there is a lot of movement on the streets, streets this gives a feeling of security due to the visibility effect. However, in their study they mention also that there is a considerable change in the use and users during the day and at night in public space, which makes police and surveillance are important not only in residential areas but in commercial areas.

It is important to mention that based on the study mentioned above, the perception of insecurity is not the same for men and women. It and emphasizes that these indicators do not distinguish between sex but that both points of view should be taken into account in an analysis of a street in terms of security.

For this reason, this research seeks to reinforce initiatives to promote the incorporation of gender perspectives, starting from a small scale to create an organized guiding structure that addresses the lack of safety that women and minorities face in public spaces.

2.2.3. The security crisis in Latin-America

Even though, nowadays there is a global economic growth, in Latin-America the crime and victimization rates are rising at the same (See Figure 26). “In recent decades, violence and insecurity in urban areas have become an important topic of reflection in Latin American countries.” (Torres, 2007) Also, Chioda (2017) adds “In LAC, over the past 15 years, the fraction of people indicating crime as a main concern has tripled to 30 percent. “



Figure 13. Comparison of global and Latin-American population-homicides index. Based on data by Vilalta, Castillo, & Torres (2016).

The lack of citizen’s security perception in this region is an important phenomenon caused by various factors such as culture of impunity, weak justice, inequalities and lack of socioeconomic opportunities, according the United Nations (2023). “The factors shaping crime incidence are of course multi-causal. And while there is no single monolithic cause, several factors stand out. One of them is the relationship between youth unemployment and violent crime.” Additionally, the low education level and the absence of family supervision is also related to the criminal violence.

Latin America is known as a hotspot of global crime. Home to three of the largest cocaine-producing countries in the world – Colombia, Peru and Bolivia – as well as the main exit points for cocaine exports to Europe and the U.S., the region has played a key role in illicit drug markets for more than four decades.” (International Crisis Group, 2023) Moreover, countries such as Ecuador and Costa Rica, which were considered peaceful compared to the rest , are dealing nowadays with a high rate of violence too.

It must be understood that homicide is not the only representation of crimes concerning violence. There are many more types of general violence there are many more types that can be studied more. Vilalta, Castillo, & Torres, (2016) mention their report for Interamerican Bank Development (IBD) mention Latin America is well known for them, such as Colombia, Guatemala, Honduras and Peru. Different trends are observed for robberies and homicides in Mexico. There is an increase in

the homicide rate and a decrease in injuries. However, in Colombia homicides increase and in Brazil robberies increase

Distinguishing the characteristics of violence in rallies according to their proximity to the victim is important to understand what type of people we are dealing with. An important fact to highlight regarding criminal activities is not only the geographical locations where they occur, but also the examination of individuals involved as both victims and perpetrators. It's crucial to note that the age profiles of these individuals are significant in understanding the levels and types of crime. Numerous studies have shown that criminal behavior often emerges and peaks during adolescence, influenced by various factors including educational deficiencies and socioeconomic status. "Homicide rates among young boys (ages 10–14, 15–19, and 20–24) are double those of the general population (4.2, 56.0, and 92.4 per 100,000, for the respective age groups) " (Chioda, 2017). These results show that the age period in which people are most vulnerable to becoming involved in antisocial behavior is in early adolescence, where people's personalities and character develop, their participation in criminal activities results in making them the target that needs to be focused on to prevent future violence.

Also, according to the report about Latin-American crime situation made by Muggah & Aguirre, (2018), 80% of the victims in the homicides are male., in comparison with the global average proportion. (See the Figure) "Gender based violence is also of special concern. Among the 25 countries with the highest rate of femicides in the world, 14 are in Latin America and the Caribbean". (United Nations, 2023)

Comparison of proportions of homicides by gender in World- LAC



Figure 14. Comparison of proportions of homicides by gender among World and Latin-American and Caribbean. Based on data by Vilalta, Castillo, & Torres, (2016)

Considering the aforementioned, it is important to take into account that there are different types of crimes with different degrees of severity, however on this occasion we will emphasize the complaints in which not all crimes are reported. Even more so, non-serious minor crimes that are carried out in public spaces where in the focus of a statistic carried out in 2009 in Mexico, which

shows that 69.6% percent of crimes at a general level are carried out in public spaces, where violence and theft of different types have a high range of proportion.

Furthermore, the behavior of citizens in their neighborhood is important to study. Hence, the report “Stop violence in Latin America” obtained the results that the perception of security and victimization in terms of the trust they have in their neighborhood is very low.

Also, -according to Muggah & Aguirre-, “the aggregation of these criminal activities provides a micro-level explanation of why crime concentrates. Criminal activities are constrained to the non-random distribution of targets, to places, people, and times when risks are lower, to places that are more familiar, and where and when crime opportunities are more present than others “, transforming public spaces into scenarios for the crime. According to the survey shown by the authors above, 34% of Latin American residents perceive their neighborhood as an insecure place. The social context, including the community social cohesion, the sense of control and belonging plus the connections of relationships, greatly influences neighborhood behavior, includes crime rates. Physical characteristics like housing quality, infrastructure, and environmental elements such as lighting and parks also shape residents’ perceptions of safety and characterize specific neighborhoods.

2.2.4. Security Perception and woman in Latin-American cities

Security is a term used to describe the offer of protection to people or information against crime or violence. In an urban context it can refer not only to the prevention of crimes and their practices but also to public perception of crime in cities.

This idea of safe spaces comes from the beginning of the 20th century when the feminist movement gained much more strength. The concept of avoiding darkness and empty streets in cities was popular at that time. If woman decided to walk through such places, they were exposed to some type of violence. This type of behavior turned the streets into marginalized and dangerous spaces to avoid. As Zedner in 2010 suggested, security is a strong emotion carrying multiple meanings simultaneously arising from individuals, so the experiences that the user faces around the space, influences its perceptions.

Perceptions of safety in public spaces are primarily influenced by the quality of management services and the physical environment. (Wekerle & Whitzman, 1995) However, these factors alone cannot guarantee control, as existing laws and policies often fall short. Unfortunately, women are frequently subjected to unwanted behaviors, resulting in diminished feelings of safety, particularly in isolated or densely populated areas. The reason why this perception emerges is because in most

of the cases “the abandonment and lack of maintenance of parks, gardens and squares make their habitability impossible.” That means that not only the space itself influences the experience, but also the maintenance of infrastructure around.

Public spaces and transportation hubs are places where different types of violence against women and girls can occur, such as verbal harassment, offensive remarks, unwanted physical contact, staring, and even sexual assault and murder. Street harassment remains a daily challenge for women. It is an offense, humiliation or intimidation that occurs in public and semi-public spaces in cities. Kalms (2023) indicates that irrespective of economic status, 90% of women and girls have experienced some sexist street harassment perpetrated by men at some point of their lives. Such harassment not only involve direct sexual advances, even expressing desire increases the discomfort and fear. Such harassment transcends culture, ages, ethnicities, religions and disabilities. This means that in the feminist objective this excuses such as “it's just for fun or it was just a joke” are widely used by men and can cause the change in the perspective of public space, particularly in Latin America where such behavior is normalized. In Mexico, a recent survey found that streets and parks are particularly risky for women. Shockingly, 96% of the victims were women, and 90% of the perpetrators were men. These results raise concerns about how public spaces contribute to this feeling of unease and what can be done to prevent it.

The insecurity factors affect women much more intensely than men, which forces us to examine the ways in which cities are organized and the living conditions and infrastructure they have when analyzing violence that women are experiencing and how to prevent it.

To enhance this reality, the author Martínez proposed in 2019 six strategic lines with specific actions to develop to advance the construction of a safe environment from a gender perspective.

- 1) **Visibility:** Designed spaces in which you can observe all the elements and people found in the environment. Making it easy to know where the exits are in a risk situation that promotes the symbolic and social visibility of both women and active subjects, recognizing the different activities and functions of the environment. For instance, an environment with illuminated streets without dark spaces or corners that can maintain activities that can be visualized
- 2) **Surveillance:** informal surveillance being allowed through Community Care with the visualization of the subjects



3) **Wayfinding:** Offering easily readable visual, acoustic or tactile signs and markings that attract attention so that it can offer rapid understanding of the structure of public space



4) **Equipment:** Accesible, clean infrastructures that support daily activities, including rest, socialization, and shade, without obstructing visibility taking in consideration the community needs across various age griups and neighborhood context.



5) **Vitality:** Prioritize the diversity of interaction and activities by providing multifunctional spaces for the meeting between users.



6) **Community:** favors the appropriation and feeling of belonging of the people of the neighborhoods through community participation but also the analysis of the neighborhoods so that they comply with the needs and rules of coexistence where exchange and socialization are enhanced.



Oregi & Elordi (2012) express security to be fundamental right that the gender perspective tries to encourage. The incorporation of this approach in the diagnosis in a field of study is important and takes into account different aspects such as:

- Crimes produced and not documented by the police that women often face are carried out in private or semi-private spaces
- Non-criminal but offensive behaviors that increase the sense of insecurity in public spaces are those that generate emotions of vulnerability to attacks. They cover looks, obscene gestures, comments and a sexist microaggression that impacts the freedom of women when using public spaces.
- Fear feeling based on the experiences between women in public spaces lead to giving it a subjective component.

The authors also mention components in the perception of insecurity that should be taken into account which are:

- Fear of walking through the neighborhood day and night.
- Fear of walking alone.
- Self-protection strategies such as covering technology or jewelry or not using them

This highlights insecurity as an obstacle to living a full and active experience in public spaces because when the place and time are not convenient, women choose not to use them. Hence, it is necessary to look for strategies that guarantee security and access. and the egalitarian use of public space to work for a more egalitarian society

The premises of a project with a gender perspective as an urban design tool to improve the feeling of insecurity in public spaces are described below:

- Space is not neutral
- The design of a space, in this public case, can aggravate or improve the perception of security, which can impact its use by different ages, races, ethnicities and genders both in time and in their mobility.
- The perception of security in a non-specific space can be a factor that helps to obtain knowledge of what would have to be improved to be able to implement where an urban environment of a specific community
- Nighttime use of public spaces is restricted by women

2.3. Tactical Urbanism - TU

Tactical urbanism (TU) approaches the concept of combining short-term interventions with a long-term vision. This idea is used as an implementation technique for urban planning to achieve rapid changes of transformation to get dynamics results, and as a result, to improve the quality of public spaces.

Alejandro Collia (2023) argues -in his workshop about “Tactical Urbanism as a tool for a global intervention”- that the TU serves as a potential tool to review if an intervention can work and become permanent. The observation of the changes that people feel after an urban intervention in a neighborhood is crucial, because it shows how effective the technical and the participatory process are. “If done well, such small-scale changes may be conceived as the first step in realizing lasting change” (Bartman, Woudstra, & Khawarзад)

Bartman, Woudstra, and Khawarзад also mention that TU has five important characteristics:

- a) A phase to approach the changes, modification and suggestions
- b) Community approach.
- c) Short term commitment and realistic expectations, this period of time should be between 5 days and 5 months.
- d) Low risk, with high reward.
- e) The development of economy and social life between citizens and the public-private institutions, non-profits organizations and their constituents.

Collia, also mentions that the main goals of the TU are to creation of an interaction that is related to the inclusion, mobility, recreation, activation, security and sense of belonging.

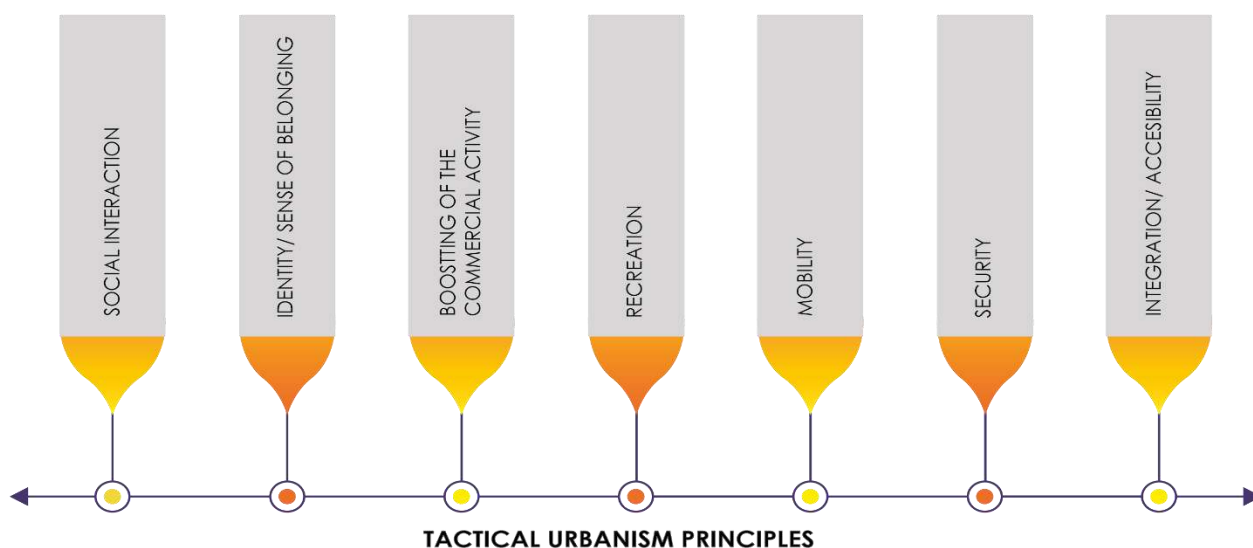


Figure 15. Tactical Urbanism Principles

In essence, tactical urbanism is all about making city neighborhoods livelier and welcoming by involving the community and rethinking public spaces. It uses short-term strategies to create diverse and colorful spaces that encourage inclusivity and interaction among residents. By focusing on pedestrian and bike-friendly infrastructure instead of cars, it helps make neighborhoods more livable and environmentally friendly. This approach also promotes recreation and physical activity through relaxation areas and active spaces. By improving signs, lights, and quiet spots, it boosts safety and makes nighttime use easier. Overall, tactical urbanism allows for experiments and innovation in city planning and design.

Temporary intervention projects or pop ups, as tactical urbanism is also known, have the ability to respond to very quick feedback from the user. They also offer an opportunity for small pieces or ideas to form a large project which can be obtained through a rapid implementation, modification and evaluation to contribute to the resilience of the urban systems of a neighborhood. This type of intervention offers ideas of inclusivity and accessibility, such as in Rionegro -Colombia, for example, where the streets became a laboratory for the exploration of and interaction in based on the experiences using very simple strategies where the opportunity was offered to do many types of interventions in a single place through graphic language. Another type of intervention is through buses, informal bus stops in which, for example in Lima- Peru, they made different changes where through the use of material and colors in spaces that as a result, changed completely. the transformation process through tactical strategies go hand in hand over time with materiality and the objective. For instance, if the city's global design publishes in its local newsletter designs on how to save lives by transforming the intersection Legal suggests that there are different stages in tactical urbanism. The first is the selection of the site and planning. The second is the pop-up intervention

and, the third is the internal intervention to end with an evaluation report on the transformation of the intervention into a permanent one.

These two authors also mention that, in order to be an intervention with tactical urbanism, certain points of the public space must be taken into account, such as the size and its location, the physical characteristics such as the materiality, the type of soil, the materials that are currently used and those that are easy to obtain in the area. Urban furniture, elements of the terrain such as water, vegetation, also activities such as the diversity of users and what funds can be obtained through this intervention and who can benefit from it, must be taken into account.

As Contreras (2021) mentions, tactical urbanism is a new and avant-garde concept that invites the different actors of the city to participate to carry out active interactions in a locality that can easily be organized through knowledge of aesthetic references or technical support that can contribute to the resolution of local problems of a specific neighbourhood to improve the quality of life for residents. The proposal that is made through this type of design is related to environmental aesthetics and comfort that is easy to understand for community appropriation. Also, it is a facilitator of social cohesion in its area of influence in order to become an urban reference.

2.3.1. Replacing the shape through the Tactical Urbanism

The type of transformation depends on the goal of the intervention project. Short term projects with quick construction materials boosts the opportunity to create different phases that can provide an idea how the intervention will work, the response of the community and, the flexibility to change, modify and improve the offered solutions.

2.3.1.1. Duration of the intervention process

The Global Designing Cities Initiatives (GDCI) (2022), suggests three type of intervention in the tactical urbanism which build experiences to enhance interaction of the community and stakeholders to create a “stronger social bonding and acceptance”:

Each type of transformation has their own features and considerations. Nevertheless, this thesis is going to focus on the “Interim transformation”, which is placed in the middle between Pop up -the quickest and easy ones to be removed- and the Capital construction phase. The one focused on permanent achievements, which is less flexible to adjustments.

2.3.1.2. Interim solutions

This type of intervention allows to re-imagine the urban space and provide another idea how the existing infrastructure can be through the proposal of the redistribution of the space giving a priority to the user and context needs.

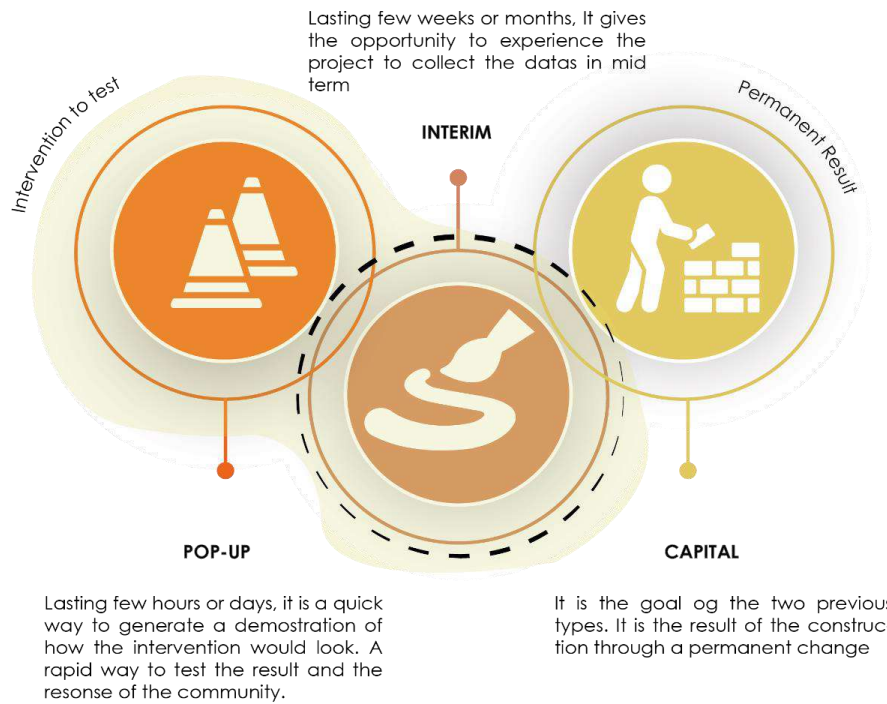


Figure 106. Intervention tactical types. Based on *The Global Designing Cities Initiatives (2022)*

INTERIM TRANSFORMATION SOLUTIONS

Traffic calming



- Low speed limits.
- Vertical and horizontal deflection elements, such as speed bumps, lane narrowing and chicanes.

Intersection design



- Visible crossing and reduce crossing distances.
- Design of the turning radio for lower vehicular speed.
- Signals and signs.
- Protected cycling intersections.

Plazas and parklets



- Pedestrian spaces.
- Street Furniture.
- Cultural and artistic activities.
- Playful elements.
- Retail activation.
- Planting elements.
- Portable and removable elements.
- Installation of materials according to the local context.

Pedestrian facilities.



- Clear and continuous walking paths.
- Signals.
- Refuge islands.
- Barrier elements.
- Protection from water.
- Street closures around key destinations.
- Curb extension

Bicycle facilities

- Buffers.
- Signals and wayfinding.



Transit facilities



- Bicycle crossings.
- Racks and parking.
- Water fountains.
- Basic tools as tire inflators and multitools.
- Dedicate lanes.
- Transit stops and shelters.
- Accessible boarding areas with seating.
- Wayfinding and timetables.
- Signals and signs.

Table 1. Interim Transformation solutions. Based on (Global Designing Cities Initiatives (GDCI), 2022)

2.3.1.3. Identify where to start and their opportunities

Through the collection of the qualitative and quantitative data about the streets of the site, the technical team can be truly designed for all users respecting community narratives and history, focusing in their needs at the core of the projects. (Global Designing Cities Initiatives (GDCI), 2022)
 The site observation is a strong tool to be used in the streetscape analysis because it provides a lot of information and regarding to the place, local activities, needs and users.

In the level of streetscape, there are some elements related with the street categories that can inform the degree of streetscape consistency, according to the National Capital Planning Commission U.S. (2019):

Levels of Streetscape

Vertical elements	Streetlights Trees
Surface Elements	Pavement (Sidewalks and roadways) Pedestrian walking space Curb and Gutter Landscaping
Small scale elements	Furnishings Tree Boxes, grates Wayfinding signs Sidewalk's cafes Perimeter of security

Table 2. Levels of Streetscape. Based on National Capital Planning Commission U.S. (2019)

According to City of Atlanta Department of City Planning and Transportation (2020), in order to improve safety and accessibility in such a wide network and local roads through liveable streets and potential neighbourhood's activities, the open public space under the tactical tools should be intervened in strategic points of the zones where the active and social life can be boosted in the scale of streets-blocks. That is the reason TU can be useful in the case of fast intervention in the streetscapes, because it provides multiple scenarios to work on.

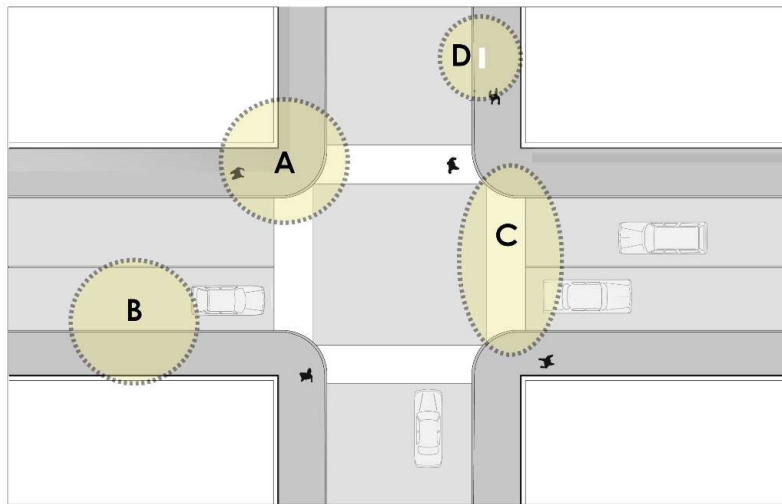


Figure 117. Potential locations for using Tactical urbanism in streetscape

A: Street Corners



Generally, the character of the streets is mostly consistent to unify the streets and link with other districts, neighbourhood. Lightning, trash bins, and signals are located there.

In Tactical urbanism, this zone can be an opportunity to create curb extensions. “A curb extension is a traffic calming measure that widens pedestrians’ space on the street by narrowing the roadway.” (City of Atlanta Department of City Planning and Transportation, 2020) It increases pedestrian safety by shortening crossing distances and pedestrian’s paths more visible and identifiable, not only for the walking but also the users who are drivers. (See Figure x) Furthermore, it also provides space for place-making elements such as landscaping elements as benches, lighting and bicycle use. See figure 18

B: Connecting and traversing street



This zone is more transitable. In most of the case there is a side walk, but it is also used parking lots. To promote friend navigation, the bike and light individual transportation lanes are a portion of the road in a way that is dedicated exclusively for the use of cyclist,

scooter riders, boosting the ride safely on streets separated from motor vehicles. See figure 19

Parklets alternative:



According to Mennatallah & Rovena, (2021) this alternative offered by tactical urbanism is small parks or parklets, which work in spaces for urban regeneration. They are smaller than one hectare in size, but are recognized as public parks and thereby,

like large city parks, offer belonging sense and interaction with the community. Its recreational characteristics are also a point in its favor. See figure 20

As the author Mennatallah and Rovena (2021) explain, even though nowadays municipalities tend to prefer large-scale interventions in terms of public space and construction, when microprojects

are carried out, potential is created for a better uprooting of the community towards urban intervention. This is a result that can obtain improvement of the economy in the social life of the community.

Lane narrowing solution:



On the other hand, lane narrowing is also another alternative used on the streets to removes excess width from existing traffic lines without changing the number of lanes it. It should be considered when delineating spaces to serve all needs and to improve safety. See figure 21

The slip lane closure:



It is an intersection treatment that allows people to make turns without entering an intersection. They are generally used to allow vehicles to quickly make a right turn. This occupation of streets gives the opportunity to transform the street in a useful open space or shape the interaction of the community. See figure 22

C: Crossing area or Walk Lane



This space is dedicated for pedestrian. In tactical urbanism this area can be a remarkable sidewalk where the visibility, and vitality elements can be located. Creating pedestrian crossings should be aligned with pedestrian desire lines. If the dimension of the streets allows, then a refuge island can be raised there to reduce lane width for vehicles, even on relatedly narrow streets. They can also be used to organize the traffic at intersections or to block the vehicle's access and provide more pedestrian spaces. See figure 23

D: Bus stops zone



Bus stops are usually located in the corner or next to this one in order to provide easy accessibility. This zone, usually is known due to its street furniture such as seating and signage. However, some streets have to deal with high flow of users. In this area which decreases the clarity of the pedestrian sidewalk. For that reason, the tactical urbanism proposes an enhancement including and boosting the current elements, but also adding space arts. It suggests that the bus stop should be safe, comfortable and inviting which boosts the visual aesthetics. See figure 24

2.2.2. Going through Tactical urbanism elements

In an attempt to investigate the strategies and elements that are mostly used in the TU, a comparison is applied between three selected case studies in Bogota-Colombia, San Francisco-United States and Sao Paulo- Brazil. These projects represent the TU's works for streetscape in an array of contexts and contextual needs with the aim to redesign unsafe zones.

Tactical urbanism is known for taking into account citizen participation in the design and construction of the intervention project through the use of tools that are easy to obtain and at an affordable cost. This can provide friendly navigation through spaces and also include in turn have ecological considerations.

Hence, the goal of this thesis is to catch which elements they are using and with which purpose. Also, the analyses can supply general approaches towards their connection with the community.

a) Community spaces through Pop up Parks

The purpose of this design is to improve the visual perception of the observer through physical characteristics that can adapt to different types of urban groups in public space. One example is the creation of experiences in spaces during citizen participation as part of a design tool. It causes a high sense of ownership in the community towards the intervention.

In the case of the “Plazoleta Calle 80” in 2016 in Bogotá, Colombia, it became known because of its focus on the transformation of neighborhoods through new use of abandoned spaces, turning them into a new public space such as plazas. The objective of this project was to improve the security of connectivity through the promotion of citizen participation in order to create a sense of ownership on the streets. It gave people a claim to the rights of the city for the conveniences of their use. It would be possible to say, the city is for the citizens and not for the car. The activation of spaces through activities in open spaces, carrying out events and games to improve the interaction of the inhabitants and incorporate the project into its context. Both in terms of users and spatially from the beginning of the design to its construction, converting spaces out of underuse in spaces with the use of street furniture and recreational areas to activate the spaces and integrate the different ages of citizens.

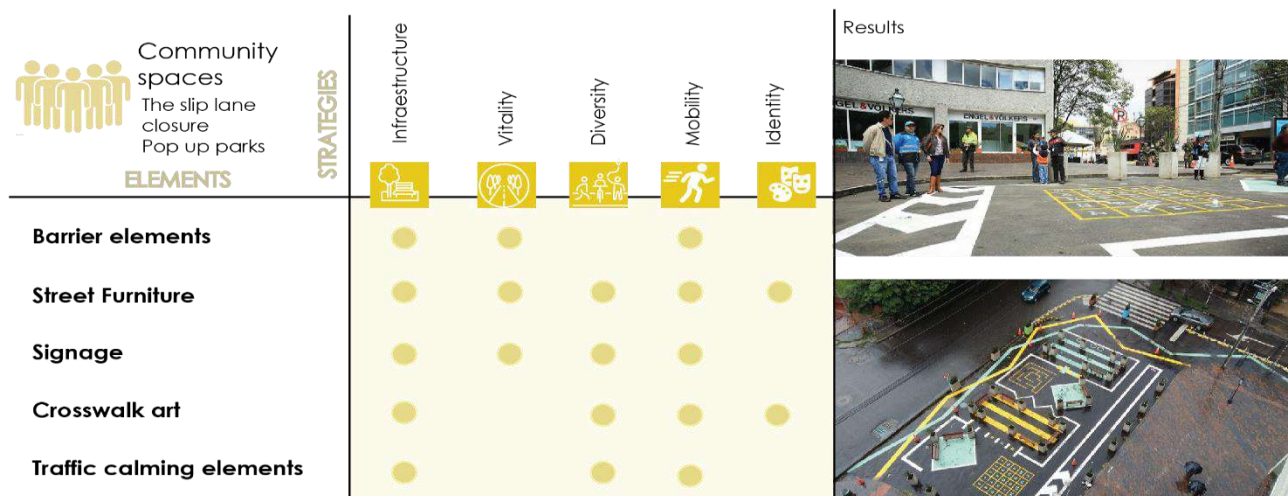


Figure 125. Analysis of the strategies and elements used in "Plazoleta Calle 80" in Colombia with Tactical Urbanism.

b) Social mobility boosted by Parklets

These spaces serve as community gathering places, where the main role is to shape the urban space into a placemaking zone to provide new streetscape, encouraging the interaction of the community through a vibrant street life.

In San Francisco, United States, in 2009, the creation of parklets through the programme “Pavement to Park” was part of a collaborative effort between the Municipality and different agents, which further encouraged residents to combine their social life with the perception of safety and comfort. It aimed to these new intervened places to generate activities for pedestrians, reimagining (reimagining / redesign) the potential of streets, increasing citizen interaction, improving safety, activities and encouraging non-motorized transportation to support local businesses.



Figure 136. Analysis of strategies and elements used in “Pavement to Park” in USA with Tactical Urbanism

c) Alternative connections with the use of Street Mural

This strategy has been used to create a commitment and a new experience in the daily life of people in the use of their public space. The project in Vila Brasilândia neighborhood in Sao Paulo, Brazil aims to the case of the transformation of the selected streets where the width of the streets was narrow through bright paintings with striking colours on the walls and with words painted on them in such a way that only at certain locations would be chosen to motivate the citizens. Instead of a traditional and representative mural project, Luz Nas Viegas suggested to use complicated and overlapping plans of the buildings adjacent to the walking paths to create a clever and playful optical perspectives paintings, being able to look and understand the written word only from some angles, and from other angles an emergency call was shown in the same place.

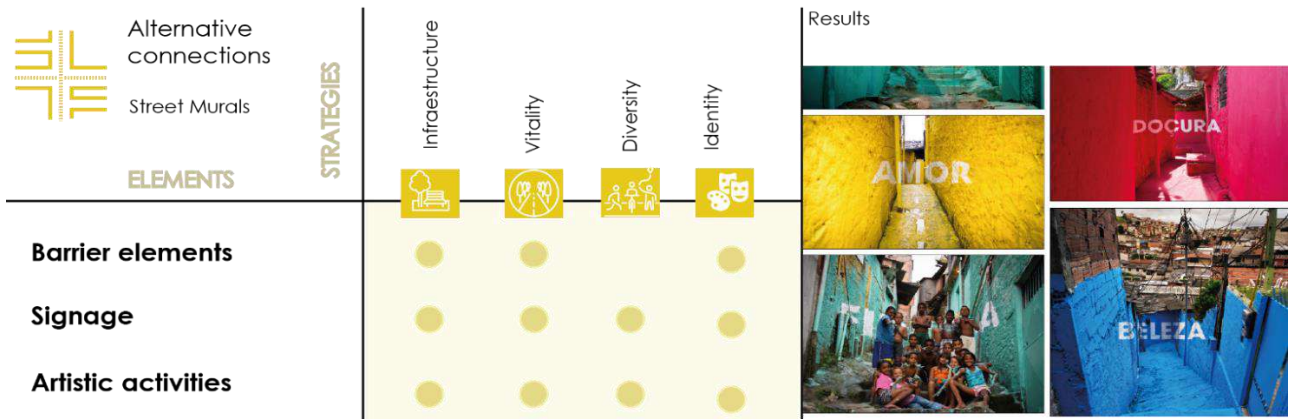


Figure 147. Analysis of strategies and elements used in "Vila Brasilandia Neighborhood" in Brazil with Tactical Urbanism

2.4. Boosting the relation FU- TU- UAC

To find the relationship between the strategies of the three previously studied topics such as feminist urbanism, tactical urbanism and urban design against crime, a table of relationship has been made (Table 3). It has been examined and pointed out which strategies are directly connected to the topic and the strategies that are part of the consequence of using this type of urban design, and which strategy doesn't have any correlation.

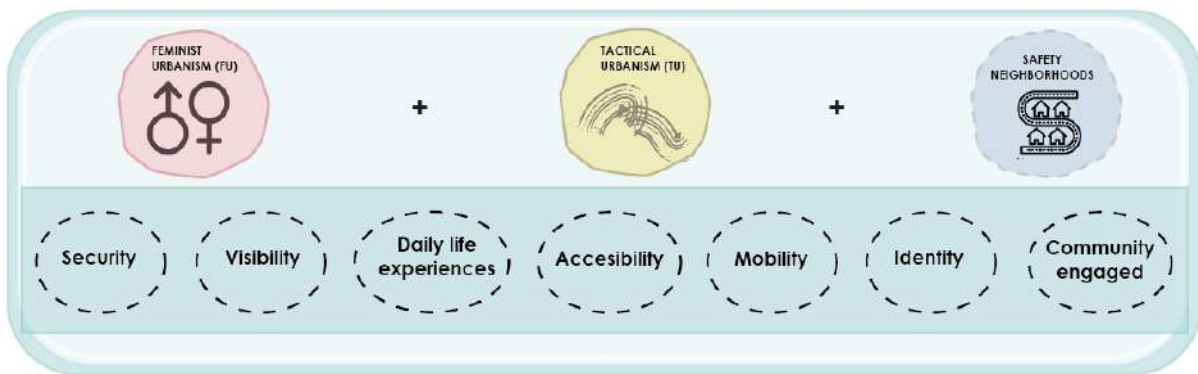


Figure 28. Elements that FU- TU – UAD have in common

As a result, emphasis is placed on those strategies that the three types of urbanism such as feminist urbanism (FU), tactical urbanism (TU) and urban design against crime (UAC) share in common in order to achieve the purpose of the thesis, to create a guideline for proposing safe neighborhoods based on Feminist Urbanism perspective, in order to create spaces that can avoid, impede or decrease the crime through the belonging sense of the site.

In order to understand the relationship between all the strategies, a weighting matrix has also been developed to understand whether the relationship is high, medium or low. In this way, all the

terminologies that were studied previously were used, which each of the urban planning approaches was used to form a relationship and create a vision that contains all of them.

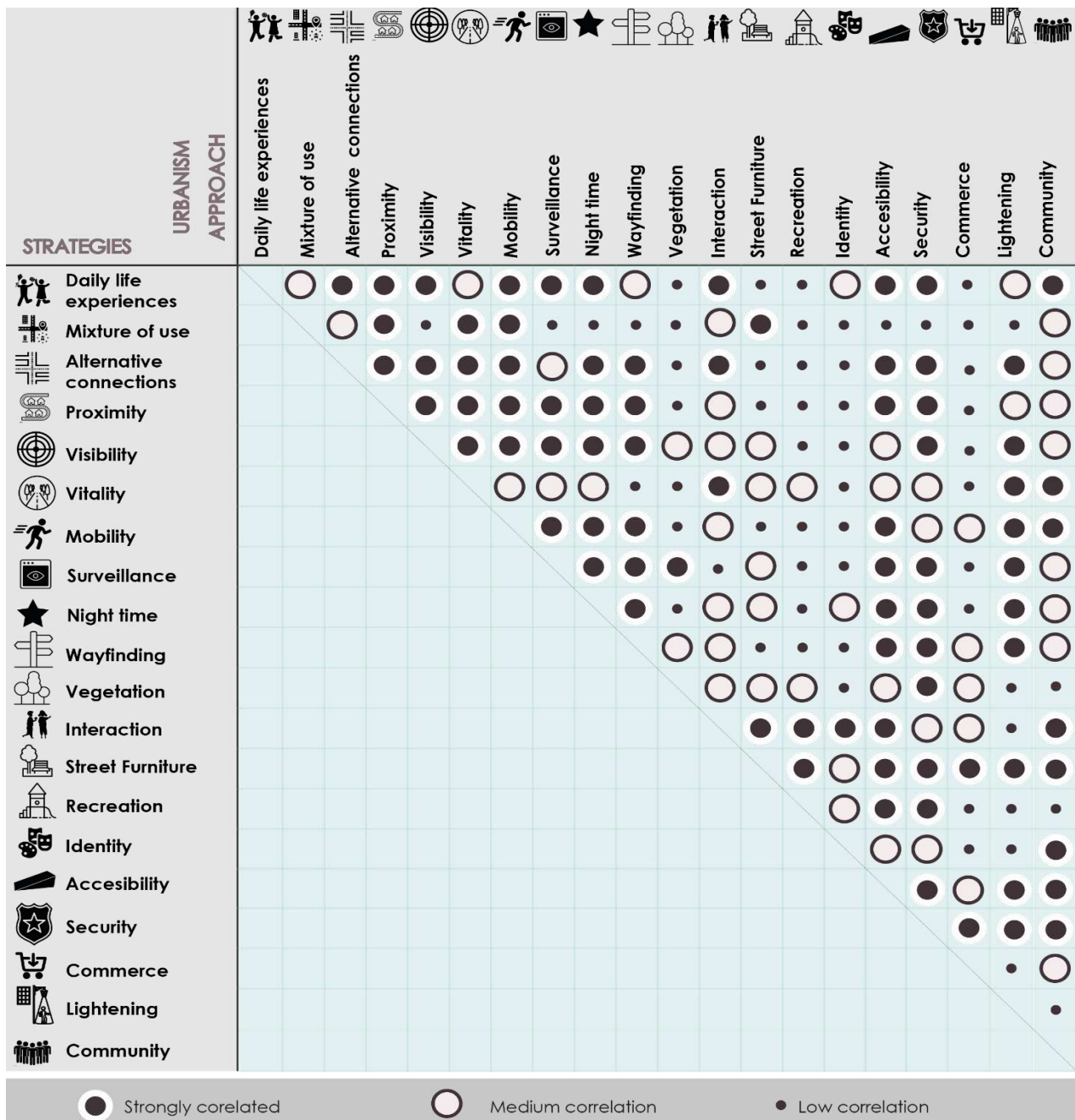


Table 4. Relation Matrix between FU- TU- UAC related to their strategies

3. Ecuador as a victim gains the delinquency

According to the article by Vigers in 2023 for the GALLUP- Workplace Consulting & Global Research- in 2023, Ecuador occupies the first place being the country most dangerous in South America. In this chapter, we are going to make an analysis about which crimes are more related to the open space and also how it influences the security perception. The study will collect data on the level of crime of the city of Machala, Ecuador, analyzing emergency calls to identify the most frequent crimes and the places with the highest incidence. Using the high hotspots density, it will seek to understand the factors that contribute to repeat crimes in high-crime neighborhoods.

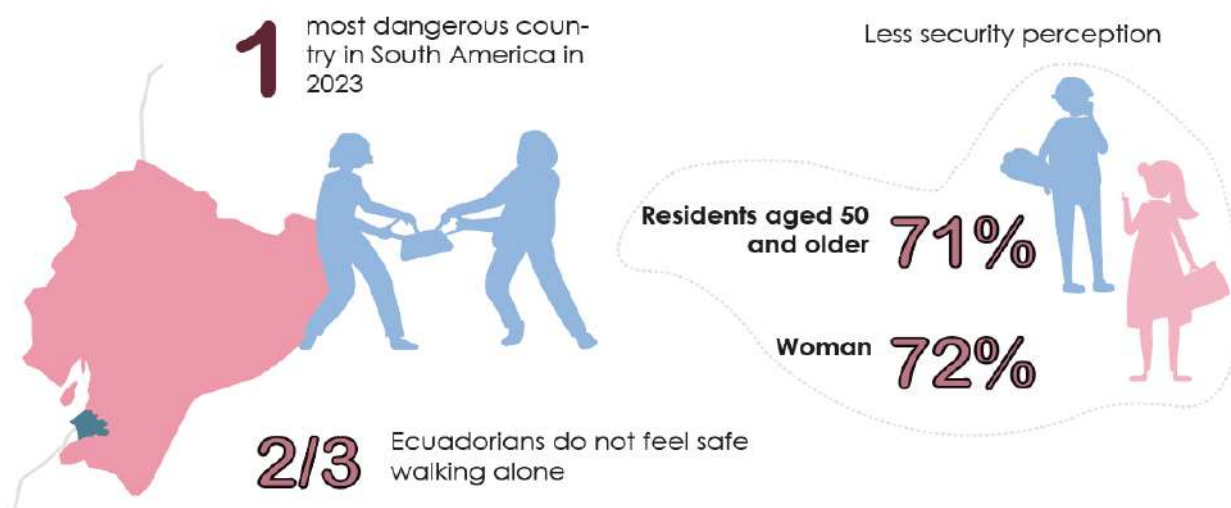


Figure 159. Ecuadorian data about National danger. Data based on Servicio Integrado de Seguridad ECU 911 (2024)

3.1. Gender Violence in the public space

“The literature on urban violence emphasizes the image of the young man as the main victim and perpetrator. This image gains strength when homicide rates are considered as the main indicator of violence.” (Torres, 2007) In Ecuador, there is a type of violence that is persistent and it is not admitted in the social panorama as a crime itself, but is a component of the insecurity in the public space. The gender violence refers to any harmful act committed against any gender, but it mostly happens are related against the women. To get a better understanding the Morrinson, Ellsberg, Bott, & Sarah in 2004 explain some actions that can be described as violence:

- Physical violence: slapping, kicking, hitting with an object, or use of weapons.
- Emotional violence: insults, humiliation, controlling behavior, degrading treatment, threats of harm.

- Sexual violence, including forcible sexual intercourse, coerced sex, intimidation, being forced to tough.

Gender violence is mainly carried out to perpetuate the power of men over women but also to perpetuate the predominance of masculinity. The patriarchal criterion has imposed the mentality of Latin women that the right place for women is their home and that the street is for men. It is a somewhat outdated thought but one that is persistent among even the new generations. As a result for example, public transportation is another place of insecurity where women have to take care of themselves since they are exposed to touching.

Sexual harassment and other forms of violence in public spaces affect and occur every day in the lives of women and girls around the world: in urban and rural areas, in developed and developing countries. Women and girls throughout their life cycle suffer and fear various types of violence in public spaces, from harassment to sexual assault that includes rape and femicide. It occurs on the streets, public transportation, parks, schools, in and around workplaces, in public services and at food and water distribution points, or in their own neighborhoods. (UN WOMEN, 2010)

Reviewing the statistics

To review statistics about gender violence it is crucial to highlight that for national statistics, Ecuador conducted two victimization surveys. The first carried out in the three most important cities of the country, Quito, Guayaquil and Cuenca, and the other applied only in the city of Quito. Many of the studies carried out on the country focus on the first survey since it gives a general view of what is happening in the most important cities in Ecuador. It is important to note 80% of complaints about violence against women at the national level according to the National Gender Directorate in 2005-2006 and 2007. 157.205 complaints were obtained, which are presumed to be the majority given their gender status.

Reports of violence against women in Ecuador

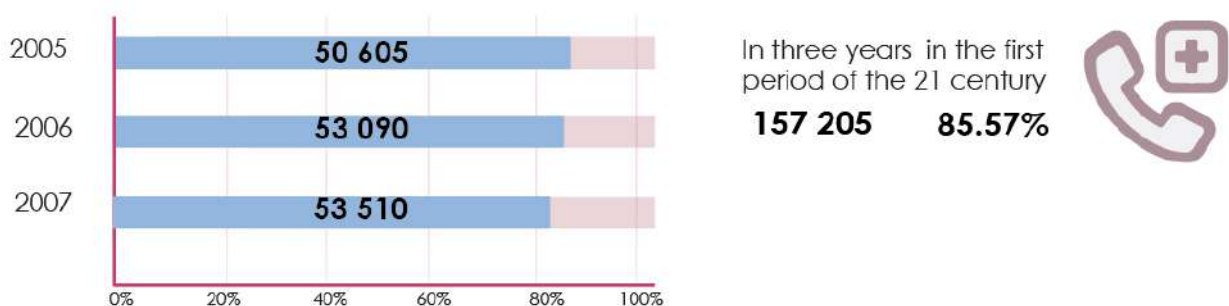


Figure 30. Ecuadorian reports about violence against women.

Based on National Gender Department in 2008 (Ponton, 2009)

Hence, it's crucial to only to talk about gender violence in urban space but also the types of urban violence that exist because even the perception of the city changes according to the victimization situation of the user in front of public space.



Figure 161. Statistics about type of gender violence in Ecuador. Based on National Gender Department in 2008 (Ponton, 2009)

According to data by Ponton (2009), 65.7% of woman have faced violence in the urban. But also her study demonstrates that old people and woman have been the vulnerable character in this violence.

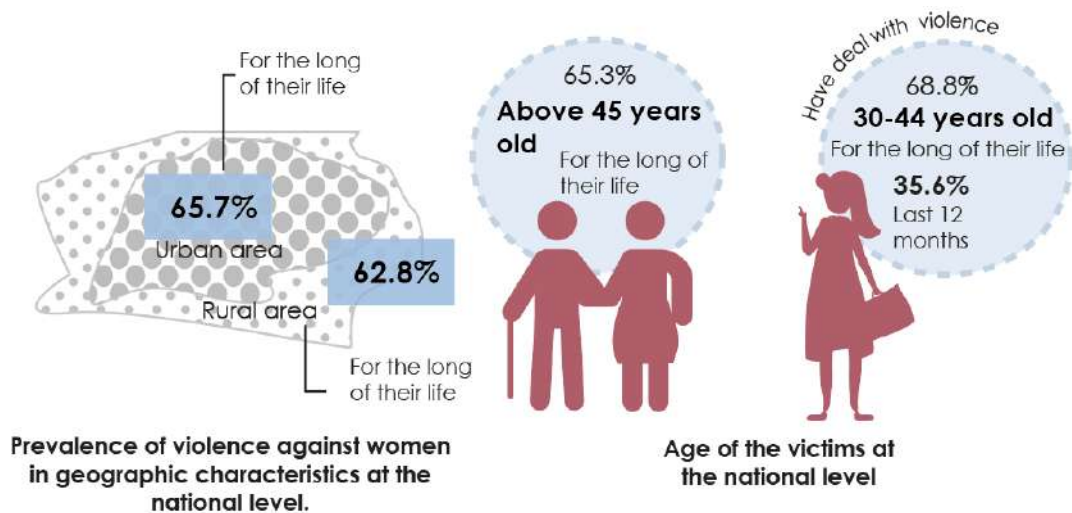


Figure 17. Location and age range of prevalence of violence against women. Based on National Gender Department in 2008 (Ponton, 2009)

Cuenca, is the third most important city in the country economically and politically and this survey was carried out in that city with the result that there are several types of violence in public spaces from which women have felt attacked. The survey was carried out in the year 2018 and in conclusion, verbal and physical violence are the ones with the highest rank but at the same time those who have not suffered violence in public spaces also occupy a large proportion but unfortunately that does not even complete 40%.

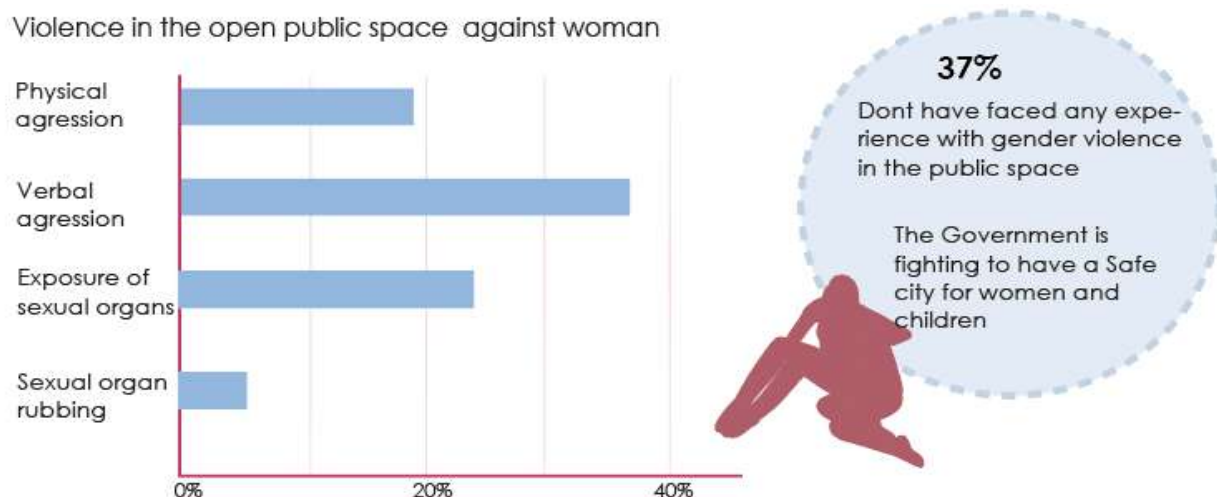


Figure 18. Example of the type of violence against woman using the public space. Data taken from CEPLADES (2018)

The most dramatic aspect is concerning homicides. There was one every three days in 2020 in Ecuador. According to studies, victims who have suffered from femicide at some point in their lives also suffered from gender violence of another type, which has become normalized in society.

National studies have shown that 77 of 100 women have faced gender violence in their life. The 91% reported facing harassment and avoid situations in which this could happen. Another, 77% avoid streets or corners where men frequently gather; 63% try to complete their daily activities before 6 pm because they perceive that it is safer than at night. Furthermore, 36% avoid sports or recreational activities because there are no adequate public spaces or they consider the existing ones to be unsafe; and 27% of adolescents have suffered harassment by groups of men when leaving school. (Servicio Integrado de Seguridad ECU 911, 2024)

In Ecuador, important steps have been taken to put an end and to combating violence against women. However, it is a structural problem rooted in historical discrimination. Stereotypes and cultural norms persist, perpetuating power imbalances and the subordination of women to men. These entrenched practices hinder progress towards achieving true gender equality.

3.2. Fear in the streets: A local issue for everyone

When we analyze the causes for which men and women are dying, what we can observe is a clear differentiation: while male, deaths are a result of assault/robbery, "revenge" and "quarrels" predominate, in the case of women it is "revenge", "domestic violence" and "sexual crime" that stand out." (Torres, 2007) The rate of victimization of people, which includes violent robberies, violent robots, sexual offenses, attacks and threats- Crimes generally suffered in public spaces, especially on the streets, is slightly higher among men than among women. In case of m it is 13%,

and for women 10.2%. Despite what was stated above about gender violence, current statistics show that the fear on the street of facing some type of crime is uniform.

3.2.1. Reviewing the statistics

Security perception:

Regarding confidence with governance to combat security, a survey was carried out in which the result that 57.8% haven't had any confidence that they will be successful with the Municipality's plans. Another 42.2% had only little confidence and 9.1% have confidence that some change can be made and it results in some success within the communities.

As part of the perception of danger in these areas, the groups surveyed show that they prefer not to meet and hold these neighborhood groups. 20% identify the presence of gangs and 15% fear drug consumption, which is at a high level. Also worth mentioning is that 5% of these neighborhoods have canteens and bars that provide an environment of insecurity to the neighborhoods. Moreover, 50.2% of people consider that their neighborhood is unsafe. A part from large provinces, such as Guayas and El Oro are in the lead where they occupy more than 50% in proportion from the other cities.

The survey was also carried out on the perception of citizens about the increase in crime in their cities, resulting in 77.3% believing that it increased. It should be noted that the most important cities in the country or the capitals of each province have obtained more than 60% believe that criminal activities have increased

Criminal activities:

17 of 100 people have been affected by some crimes. One notable characteristic of national-level victims is that 127% of those affected are youth aged between 16 and 24 years old, who were victims of a crime against people such as: Theft from people, Scam/fraud, Intimidation/threat, Wounds/Injuries and Kidnapping, in the reference period from September 2010 to August 2011 with respect to the investigated population. It has been shown that the night time is more sensitive for crime.

Statistics show that illuminated streets, the public roads, the public transportation, and dimly lit areas are the most common locations for violence, showing that 59.38% of incidents occur there. The perception of public spaces' safety is also significant factor, with public transport, street markets and street markets to parks or public and open entertainment centers are being perceived unsafe.

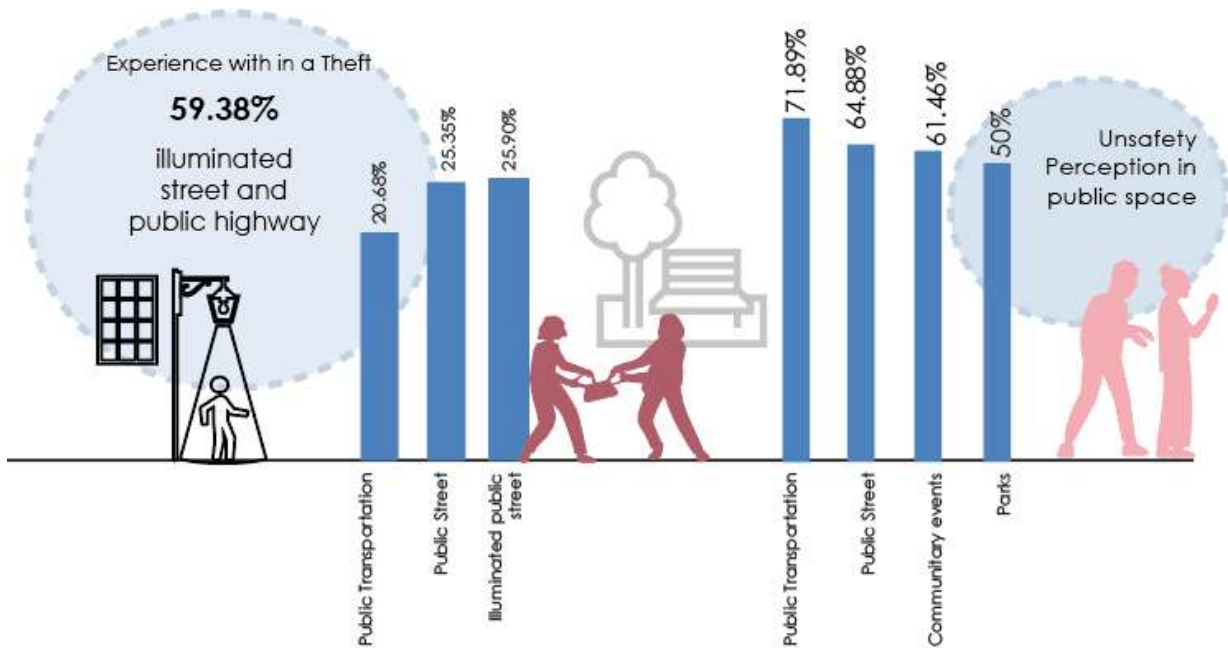


Figure 194. Experience in public space by woman in Ecuador. Data taken from the National Judiciary Council (2024)

The sampling also indicated that after being a victim of a criminal act, 74.56% of people avoid going out of fear of it happening again, which is why children are prevented from enjoying public space. Jewelry, technology in the streets, walks at night, carrying money in your wallet or attending public shows have been repressed by the victims in order to avoid some type of crime.

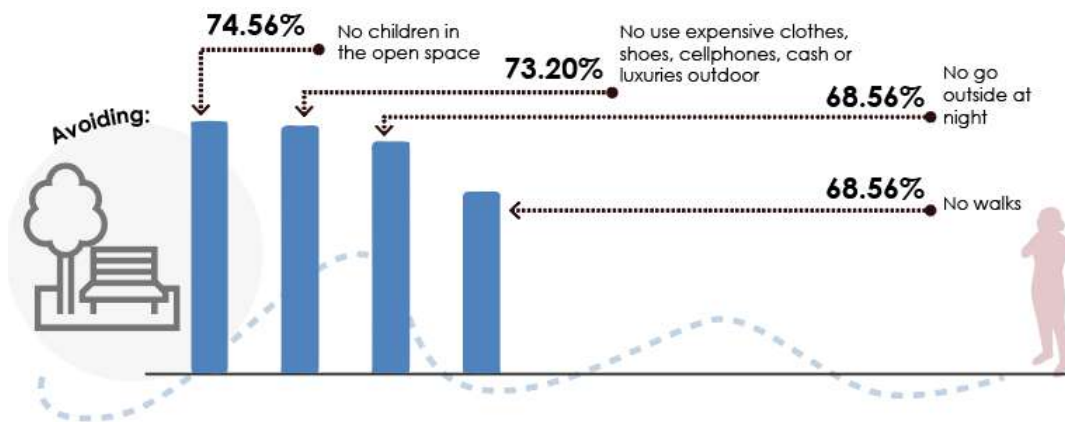


Figure 205. Reactions to avoid the use of public spaces. Data taken from the National Judiciary Council (2024)

3.3. Machala and its urban violence

Mostly known as “The capital of Banana around the world”, Machala is located in the south-west of Ecuador. It is the capital of the province El Oro and it has 288 072 residents, according with the INEC. Its economy centers on agriculture industries and boasts the country’s second most vital port. According to the dates given by the local government in 2015, “the city is purely urban with 94% of the population (231,260 inhabitants) settled in the city of Machala and with only 6% of its inhabitants (14,712 people) located in rural areas. The age group between 15 and 64 years old, is the majority, covering 160,321 inhabitants or 65% of the economically active population “.

The gender division is nearly equal, with 49.82% male and 50.18% female.

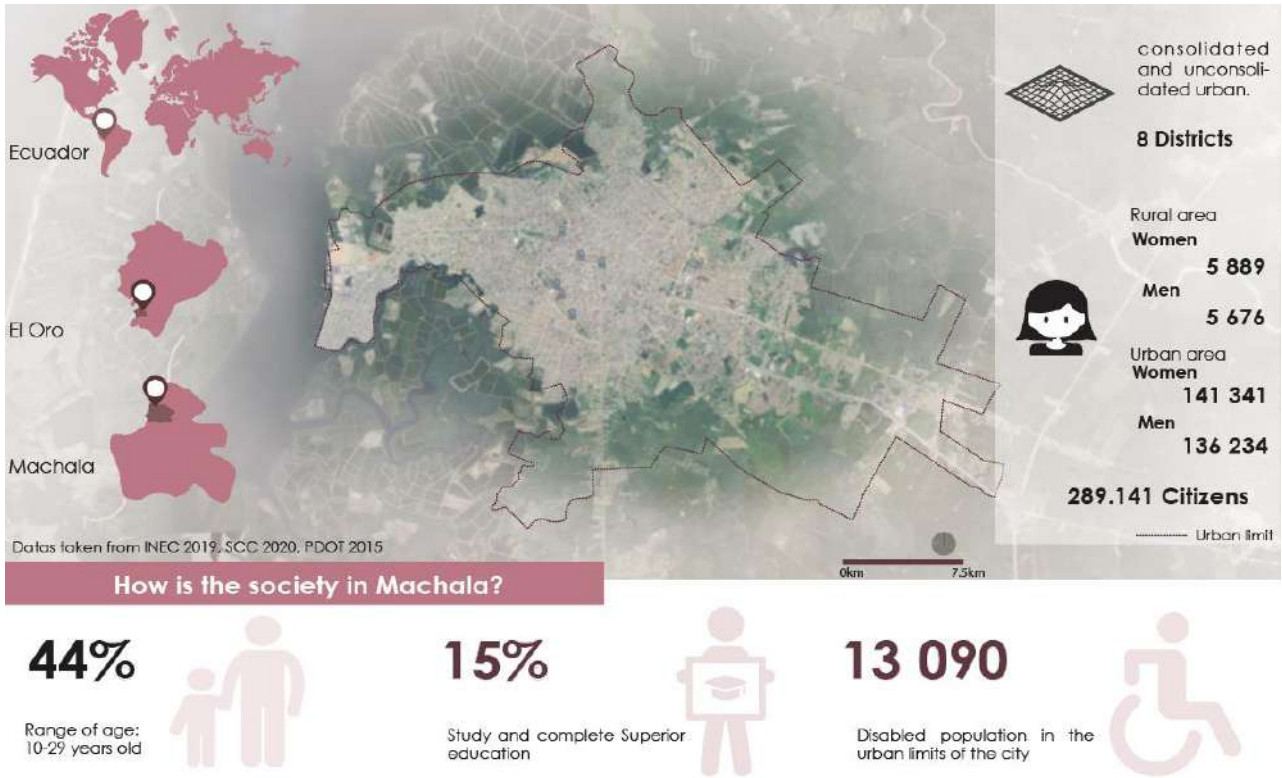


Figure 36. Machala city map and general population's information. Data taken from Instituto Nacional de Estadística y Censos INEC, (2019) and Machala Municipality, (2022)

The city is divided into seven urban parishes and one rural parish or districts. However, most of the economic activity occurs in the city center- district 4 “Machala”.



Figure 217. Machala's districts. Data taken from Machala Municipality, (2022)

Despite national security challenges over the five past years, the city has faced criminal activities, earning it the third spot among the country's most dangerous cities in the country in 2023. According to the Council Judiciary of Ecuador (2022), since 2014 and 2023 the number of victims has increased per year. Going from one victim of femicide to 12 victims in 2023. The range of victims are between 15 to 34 years of age and the number of femicides from 2014 to 2023 rose to 43. In addition, the main attacker is usually 25 to 44 years old, equipped with a knife and 11 of them have criminal or violent records. (National Judiciary Council, 2024) See figure 38.

It is also important to know where these illicit activities are carried out. Also, the data reflects that 82.57% are carried out in the urban area and, 18.42% use public spaces such as streets and parks as crime scenes. As a result, reflected a high index of perception of insecurity, that is why 36% of the population prefers not to walk alone during the day, both users -men and women. But also, 64% also reflects that they do not choose to walk alone in the streets at night. from (Workplace Consulting & Global Research- GALLUP, 2024)

In addition, data reflect that 6 of the calls received in emergencies are about violence against women. These surveys additionally reflect that the perception of public space in terms of its use has been decreasing because residents over 50 years of age have a high perception of insecurity making it 71%. Furthermore, 72% of women mention that walking alone is very dangerous for them, both during the day and at night.

3.1.2. Mapping

Due to the current city's situation under a wave of insecurity, the National Police has carried out mapping about the location of the hot spots and their type and density-based emergency call frequencies. It should be noted that the case of the city of Machala is very repetitive in the capital cities of the country. The following mapping comes from the density of calls to ECU911 in 2023, which is the national emergency call center.



Figure 229. Emergency calls density in Machala. Data taken from Servicio Integrado de Seguridad ECU 911 (2024)

75% of the inhabitants perceive high insecurity based on emergency calls density, averaging 179 emergency calls per day. The following maps -taken from Servicio Integrado de Seguridad ECU 911 (2024)- illustrate the different types of crimes committed in public space.

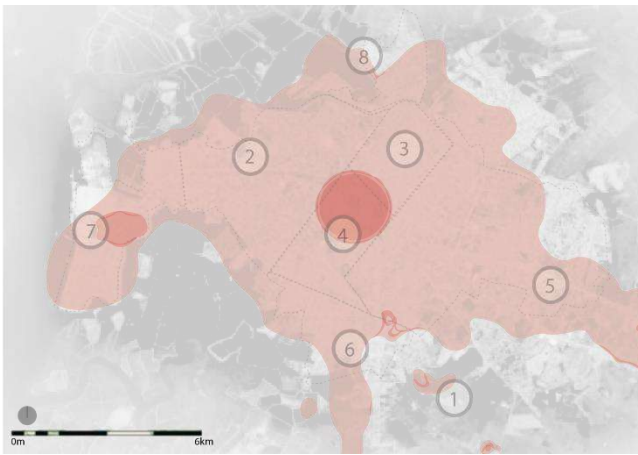


Figure 40. Scandals in public space density

According to data from 2020- 2023, 27 902 emergency calls focused on scandals in public spaces, with 18 callings per day. Taking into account that district 4 - called Machala- is the center of the city and has the highest rate of emergency calls

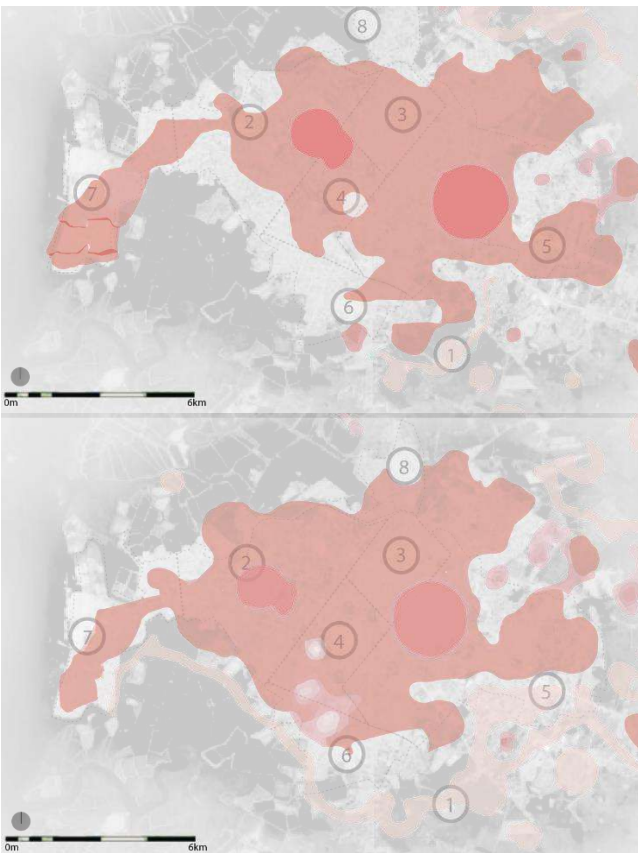


Figure 231. Upper: Verbal aggression/
Down:Physical aggression density

Regarding verbal aggression, the data reflect that it is one call per day and that in total there have been 1 127 calls and 27 902 due to physical aggression.

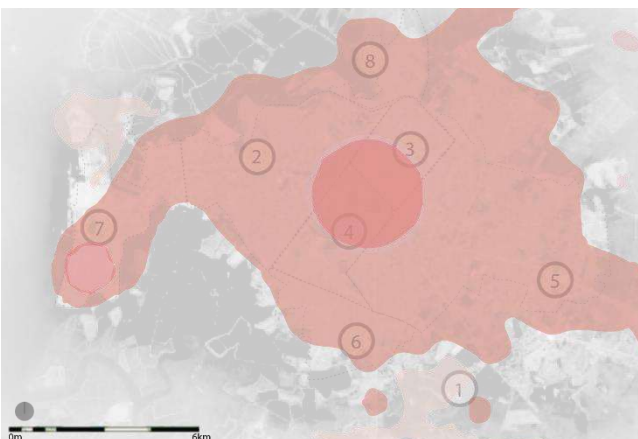


Figure 24. Calls regarding Theft in streets.

Regarding to theft on the streets, there have been 44 emergency calls and it can be seen that the fifth district- called La Providencia- is the one that is susceptible to these activities.

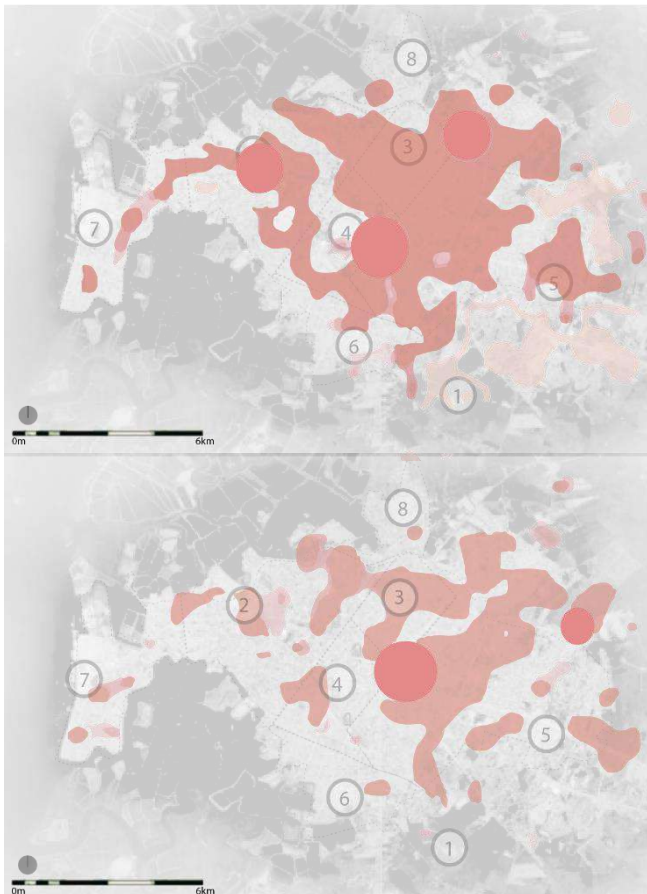


Figure 253. Upper: Robbery density
Down: Use of motorcycle for robbery

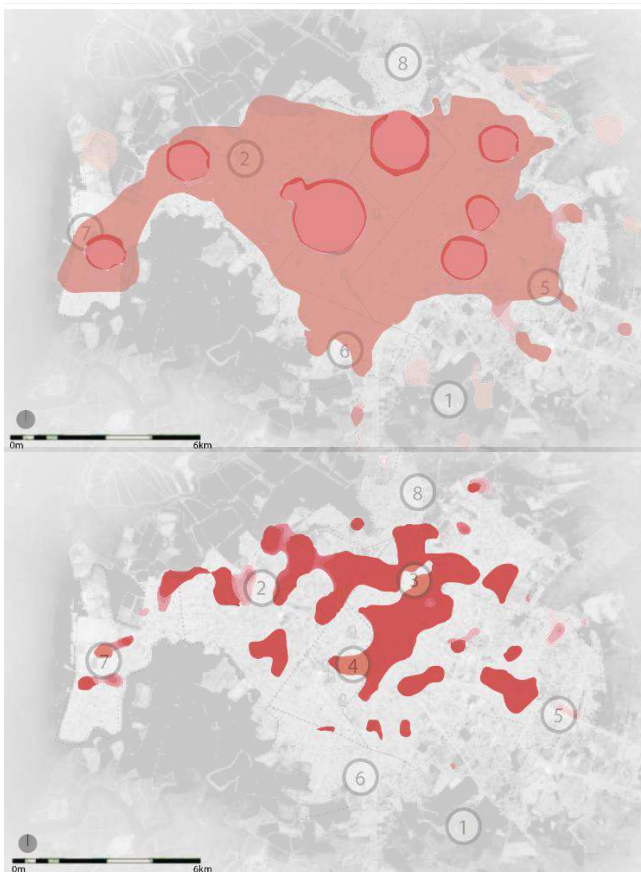


Figure 264. Upper: Use of weapons
Down: Weapons used for criminal activities

Another important fact concerns the attempted robberies which shows that in districts two- Jambeli-, three - Jubones- and four -Machala- are the most susceptible to this criminal act taking into account that one call is made per day with a total of 1191 calls.

It should be noted that today the use of motorcycles is very well linked to criminal activities, so 1 emergency calls per day people report this type of crime. Taking into consideration that districts four-Machala, three – Jubones- and five -La Providencia- are the ones that face it the most. To this type of activities 918 calls are linked.

In Ecuador the use of weapons is illegal so when going through a security crisis it is not surprising that one calls a day is made to report this act. It a total of 2 120 calls. What has to be pointed on this map is that all districts face a high density of emergency calls due to criminal charges, exposing the sensitivity and vulnerability of citizens. There is a high density of emergency calls in district three- Jubones-, four -Machala-, two – Jambeli- and seven -Puerto Bolivar- due to stab wounds that occur often.

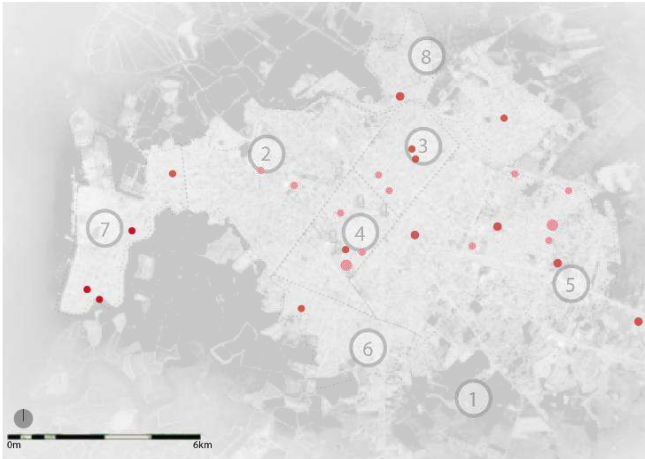


Figure 275. Points of high frequency of homicides

Another important fact is that the use of public space is misused for murders, which data highlights per day there is usually one emergency call, but also one emergency call per day due to femicide. The district four - Machala-, three – Jubones-, two – Jambeli-, five -La Providencia- and seven- Puerto Bolívar- have the highest emergency call density points.

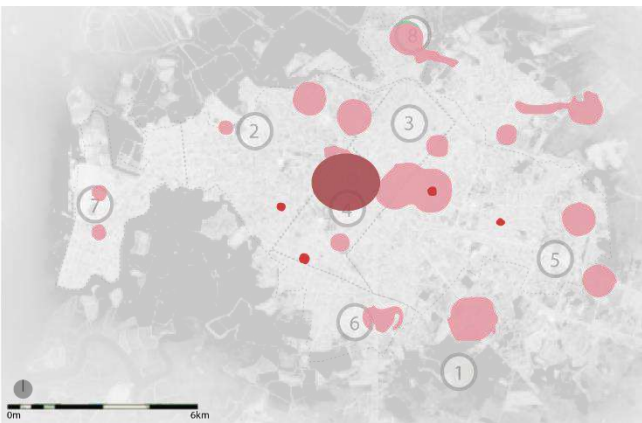


Figure 286. Sexual harassment density

Due to the exposure of violence against women, an analysis of gender crime in public spaces was also carried out.

According to data from 2020 to 2024 there have been 46 emergency calls related to sexual harassment, pointing out that the city center in district four -Machala- has a high density.

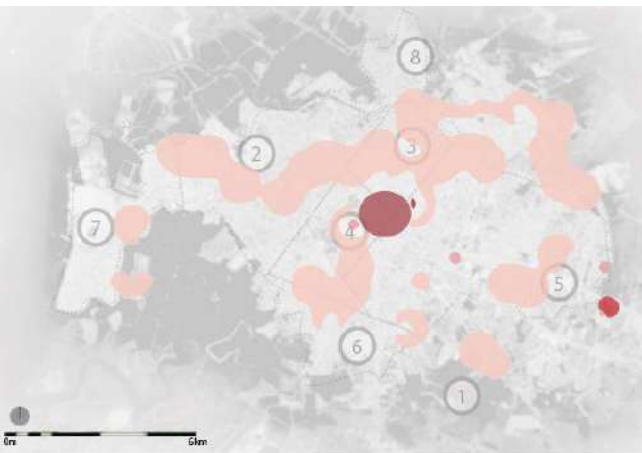


Figure 297. Sexual abuse density

Regarding sexual abuse, 64 calls have been made in these four years of counting emergency calls. Taking into account the intersection between District Three- Jubones- and four- Machala- have the highest number of emergency calls for that crime.

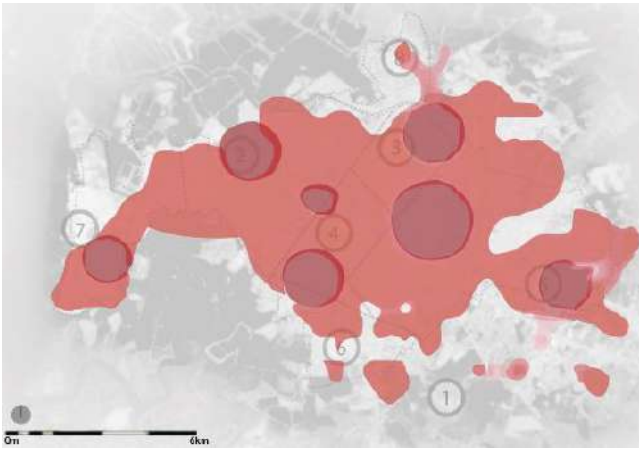


Figure 308. Physical violence against women density

1358 emergency calls have been according to physical violence against women, taking into consideration that all districts have a high density of calls, however, district three- Jubones-, four- Machala- and five -La Providencia- have the highest points.

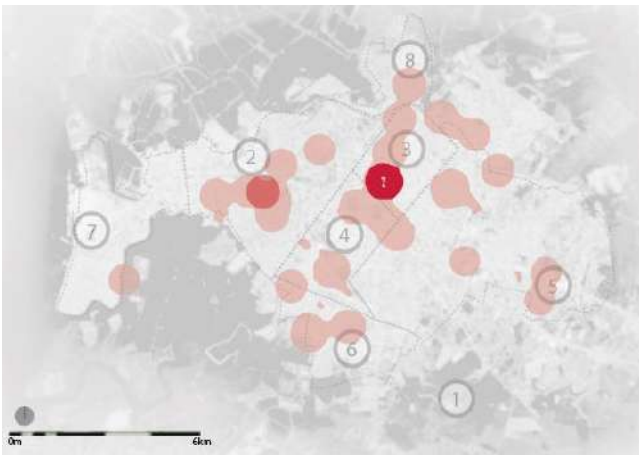


Figure 319. Violence against women, children and adolescent density

The violence encountered by women, children and adolescents is also a crime that has been taken into account in this thesis, which is why 28 calls in these four years have been made from districts two -Jambeli- and three- Jubones- with greater density than with the other districts, but it should be noted that all districts have high-density focus points for emergency calls that deal with this crime.

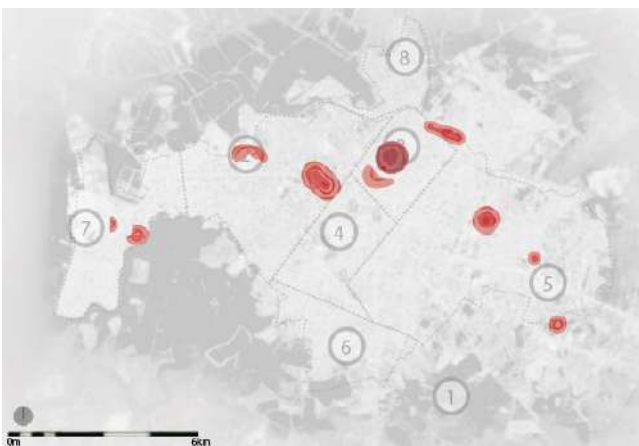


Figure 50 Rape density

The use of public space for rape is also a crime with high density in this city, which is why 18 cases have been reported through emergency calls, of which districts three -Jubones- and two -Jambeli- have been the ones with the most calls.

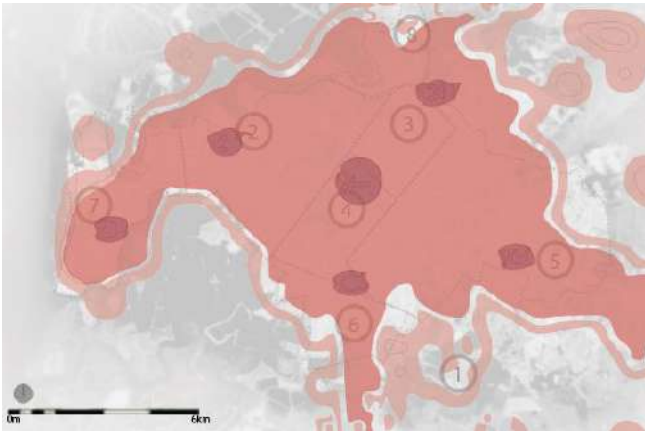


Figure 321. Request of police presence density

In general, as can be seen in the map, police presence has been requested in all districts, taking into account that there are approximately 18 calls per day received by ECU911 for this request 10 275 is the total of the emergency callings. Moreover, it can be observed that all districts have central points with a higher density of emergency calls.

3.1.3. Selection of the District as case study

The Jubones district is the site selected for the case study because of its proximity to the city center. Furthermore, it is because it is a point of intersection with the other districts. For this reason, a site analysis has been carried out based on the Municipality data.



Figure 33. Jubones district map

3.1.3.1. District “Jubones” Analysis

Population

The district occupies 71.38 hec. and consists out of 8 neighborhood divisions according to the census that was carried out in 2018 by the municipal government. The growth population approximately between 4,000 to 7,000 inhabitants per neighborhood.



Figure 343. Proximity of Population map. Data taken from Municipality of Machala (2022)

Mobility

This neighborhood can be reached by car in less than 20 minutes from the city center. It also is connected by bus lines that direct the population from north to south but also from east to west. However, it must be emphasized that the main bus lines are those that go from north to south. Taking into account that a node called “El Aguador” which is also surrounded by a roundabout. It is an important connection point from the city center to the suburbs and slams and also the Circunvalación North Street, Guayas street and Buenavista Street, that are two main streets that intersect and connect the neighborhood with the other districts. It should be noted that there are no defined bus stations in this district. People simply use public transportation in an informal manner, accessing it from every corner of the blocks.

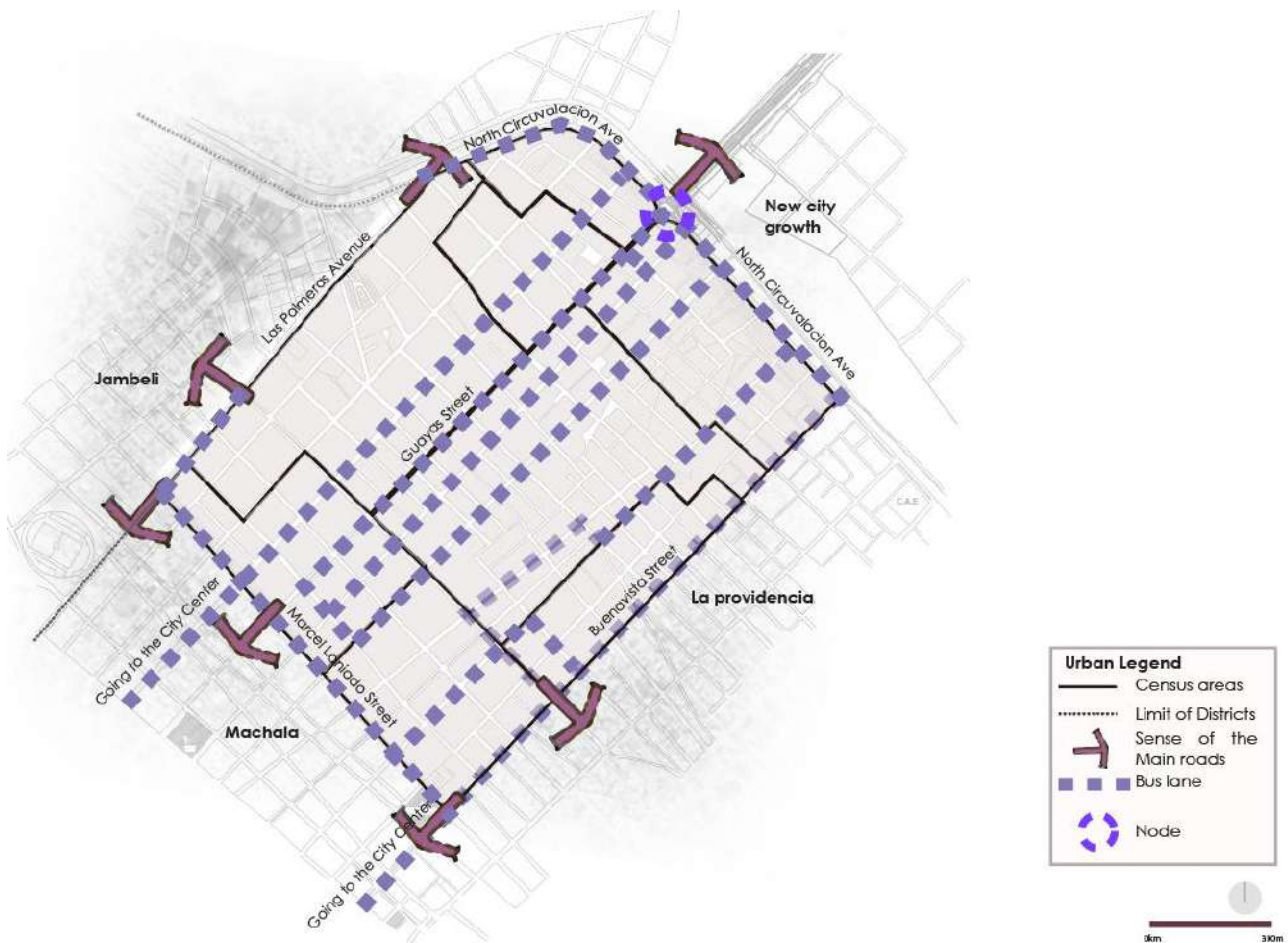


Figure 354. Mobility map

Green areas and equipment

This sector is used as a residential area. Most buildings in the district have the typology of the first floor serving as a commercial area and the higher floors being used for residential purposes. However, there are few green areas, mostly centered in two parks. Also, there are two churches and two schools as well as six sports areas, of which 25% are informal. There are also abandoned areas which are causing conflicts in the rest of the urban context. It should also be noted that Guayas Street and Las Palmeras Avenue are the only streets that go from north to south that provide green corridors, using palm trees as vegetation, as well as Marcel Laniado Street that goes from the east to west, which also uses green corridors as lower bed in the pathway.



Figure 365. Green areas and Equipment map

There are formal public spaces such as the Centenario Park or the garden located in the police station of the district, which they do not provide enough green surface for the population. The first one, was regenerated approximately four years ago. What previously was an abandoned place that served as a shelter for garbage, drugs and became a dangerous place, was regenerated to become a safe place for inhabitants. Vagrants, drug dealing and the use of the park's infrastructure is not directed towards the children and inhabitants who were the first stakeholders for the design of this place. Illegal activities are carried out there. Unused or abandoned spaces are found at certain points in the district and they are mostly overgrown with invasive vegetation, trash or with homeless people.

There are also formal sport areas that are located behind fences. Not all the citizens have access to it. Hence, there are also informal spaces where inhabitants have taken over the streets to turn them into places to exercise and sports, which leads to informal interaction with spaces. This area has a

strong grey surface character. Unused or abandoned spaces are found at certain points in the district and the condition of them is that they are mostly overgrown with invasive vegetation or trash or with homeless.

3.1.3.2. District “Jubones” Analysis regarding to Crime

An overlaying map has been made in order to figure out which crimes are mostly happening in the site. Taking into account that scandals, theft, aggression (physical and verbal), and weapon possession are the most common.



Figure 376. Overlapping of current crime situation in Jubones district

Regarding gender crimes, the map shows that physical violence against women, children, and teenagers; sexual crime, abuse and harassment are the crimes that citizens have to deal with the most.



Figure 387. Overlapping of current Gender crime situation in Jubones district

3.1.4. Categorization of the intervention environment

Different streets have different conditions and merit different design considerations, so this section presents the analysis of types of interventions according to the needs of the Jubones district in the city of Machala. Therefore, the identification of different types of public space has been made according to different authors and visions.

The differentiation of the type of urban space has been done individually and is not intended to replace any official classification. It is simply a guide on how urban spaces- according to the correlation between urban type, open space, and crime activities- could be taken into account.

Going deep to the analysis

Only those types of public space according to the authors that have been taken into account for the analysis of this case study will be presented.

First, an analysis was made according to the physical characteristics of the urban space, taking into account the aesthetics. Hence, Harpa (2014) suggests the following differences in public space:

- a) **Traffic street:** Buildings where the street space gives priority to motorized traffic rather than pedestrians.
- b) **Urban greenery:** Man-made green public space, no motorized traffic because the priority is the pedestrian, with recreational activities for the user.
- c) **Residential streets:** These are spaces that are usually surrounded by vegetation, quiet, with calm traffic.

Secondly, Stanley, Stark, Jhonston, & Smith in 2012 recommend analyzing public spaces by their form. This distinction represents an important variable for human and environmental relations.

- a) **Streets:** In the intermediate scale classifying the street space or streetscape, where they are filled by the gray surface.
- b) **Plazas:** They can be smaller neighborhoods, plazas or courtyards, where they are filled by the gray-green surface.
- c) **Recreational space:** These spaces are focused on in sport facilities which boost the green-gray surface.
- d) **Incidental space:** It is focused on the empty lots that are abandoned and works as transit borders. Most of them are marginalized spaces between buildings and cover the gray-green surface.
- e) **Parks and gardens:** These green surfaces are characterized by the major formal parks, gardens and cemeteries.

Moreover, Public space types, depending on their function, are intended to provide standards that facilitate the creation of inviting public space's use. (The Rancho Cordova Municipal Code, 2023)

- a) **Major arterial:** Buildings face the street along the major arterials, It gives the opportunity to multiple user's connection.
- b) **Minor arterial:** It contains in the middle of the street a shelter space. In addition, there is a parking lot on one side which is usually in front of the building. They have a speed limit for traffic.
- c) **Nonresidential collector street:** This space is more focused on the commercial area and also facilitates pedestrian crossing.
- d) **Residential collector street:** This street usually contains one or two route lines that provide the opportunity also for pedestrian but also bicycle use. It also provides the opportunity for

pedestrian but also bicycle use. Additionally, it offers the opportunity to make turning movements.

- e) **Main street:** Consists of a dual-route space with diagonal or parallel streets that provide the opportunity for sidewalks and parking spaces. Storefront, galleries, or important buildings are located there, but also a mixed land use is very common in these areas.

On the other hand, many of the spaces have to be examined according to the overlay of urban layers, but also the layers of crime levels result of the streetscape has to be analyzed. For that reason, the city of Vaughan in Canada has provided a Streetscape typology in order to illustrate the different character of the urban areas:

- a) **Avenues:** "Avenues are characterized by a vibrant urban setting complete with animated building faces on both sides of the street, broad sidewalks, and street tree plantings suitable for high pedestrian and vehicular". (Centre Street Urban Design Guidelines + Streetscape Plan of Vaughan, 2013) The authors also mention that the characteristic of avenues is that they are usually centers of commercial activities, where the width varies from 5 to 8 meters and its possibility of long extensions.
- b) **Boulevard:** These areas are characterized by high degree of activity and animation. They are vibrant streets. These spaces provide the opportunity to become a parking space, but also accommodate access to be shared with pedestrians.
- c) **Greenways:** the main characteristic of these areas is that they are created to increase pedestrian mobility and connectivity. These changes do not mean an outright change in the form of the street, but rather increase the opportunity for implementation of green recreational and natural spaces. There are varied public way widths with vegetation.
- d) **Intersections:** Intersections at various scales accommodate all modes of transportation, including pedestrians, bicycles, vehicles, and public transit or bus line by means of a crossing line to connect one block to another one.

Feminist urbanism perspective analysis

From the perspective of feminist urbanism, it suggests the analysis of a streetscape. By analyzing the life scenes of life during the day and at night, for the proper examination of what is happening in the environment and what are the users and the use of the context. At the end, an examination according to the indicator areas proposed by Nebot, Cornax Martin, Chamizo, Rosa-Jimenez, & Becerra is made to understand the real situation.

3.1.4.1. Typology analysis

1. Commercial corner point

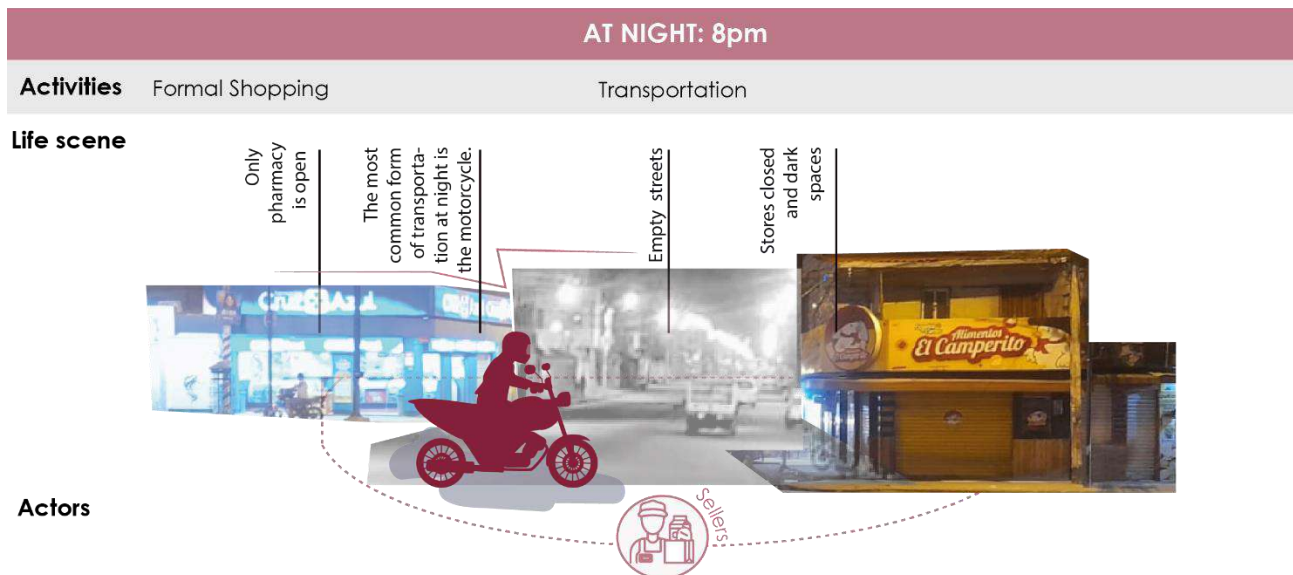
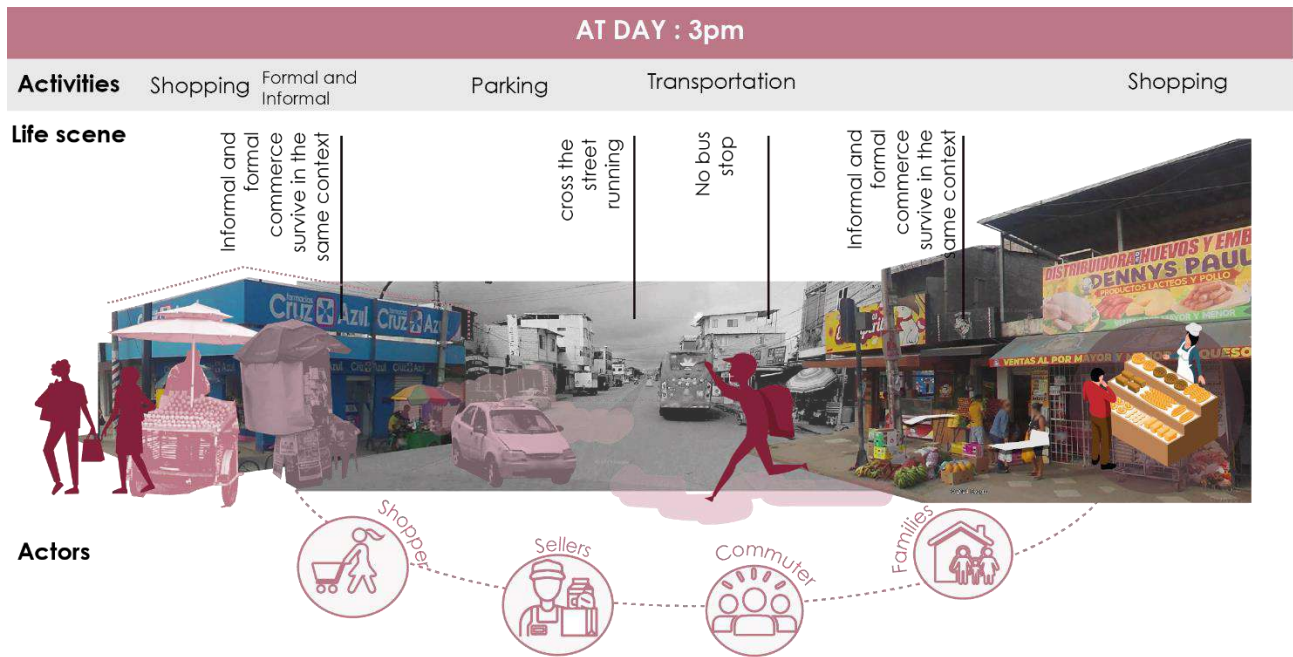
This space is located on the commercial corner between Buena Vista Street and Circunvalación North Avenue.

Current situation analysis



Table 5. Typology: Commercial corner point's current situation

Feminist urbanism perspective analysis



FEAR INDICATORS	AT DAY	AT NIGHT	FEAR INDICATORS	AT DAY	AT NIGHT
Lighting	●	●	Transit of people	●	×
Furniture of stay in the street	×	×	Police presence and surveillance with other security measures	×	×
Presence of pedestrian streets	●	×	Spaces that favor the concentration of people	●	×
Presence of roads	●	●	Urban deterioration (lack of cleaning deterioration of buildings and elements of public space)	●	●
Proximity of existence green areas	×	×	Main functional use	●	●
Not visual connection due to urban elements	●	×	Diversity of use	●	×

Table 6. Analysis from Feminist urbanism perspective of the Commercial corner point's current situation

2. Slip lane and Main Street

This space is located between Buenavista Street, 8th D North and 8th D1 North Street.

Current situation analysis

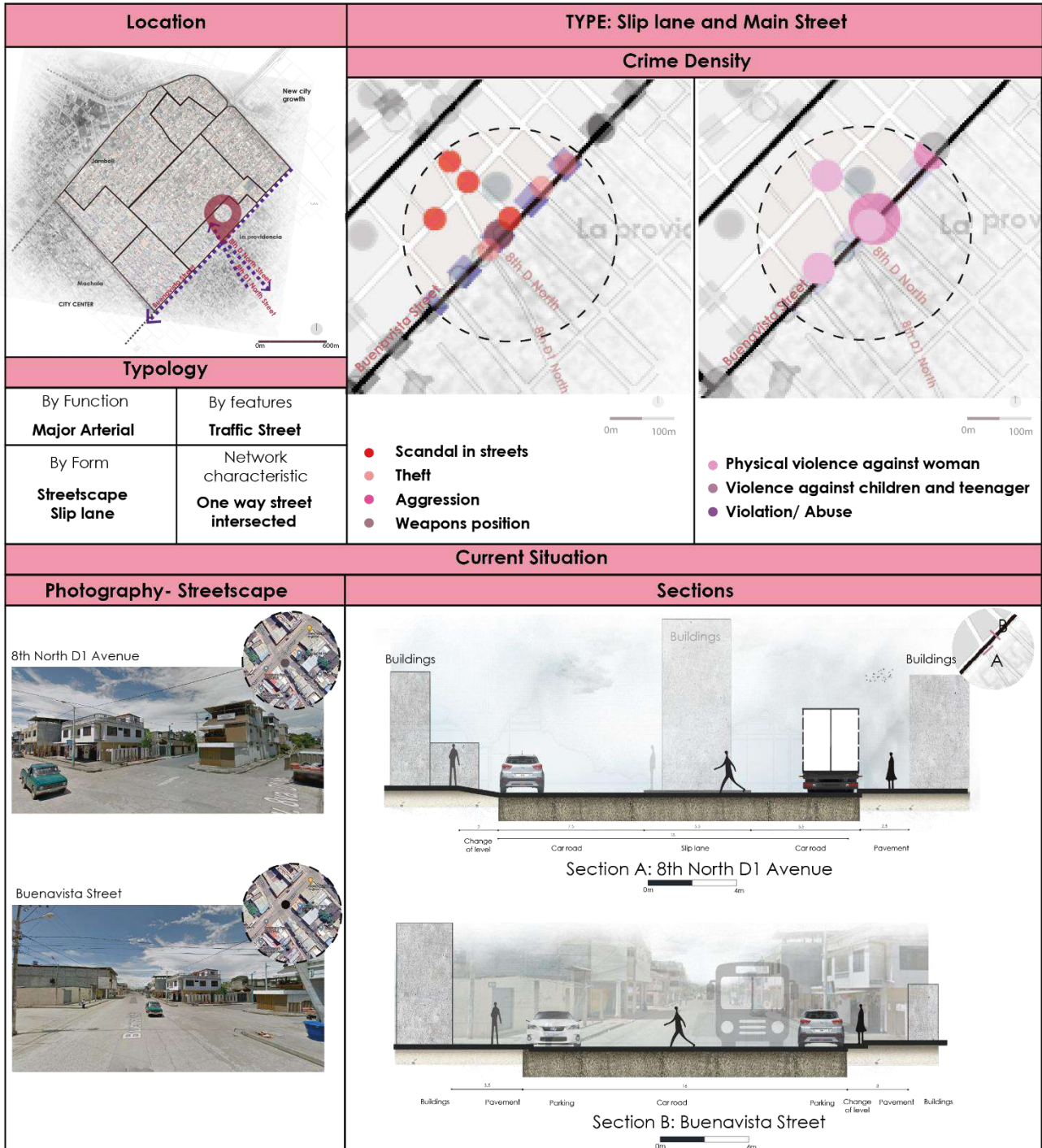
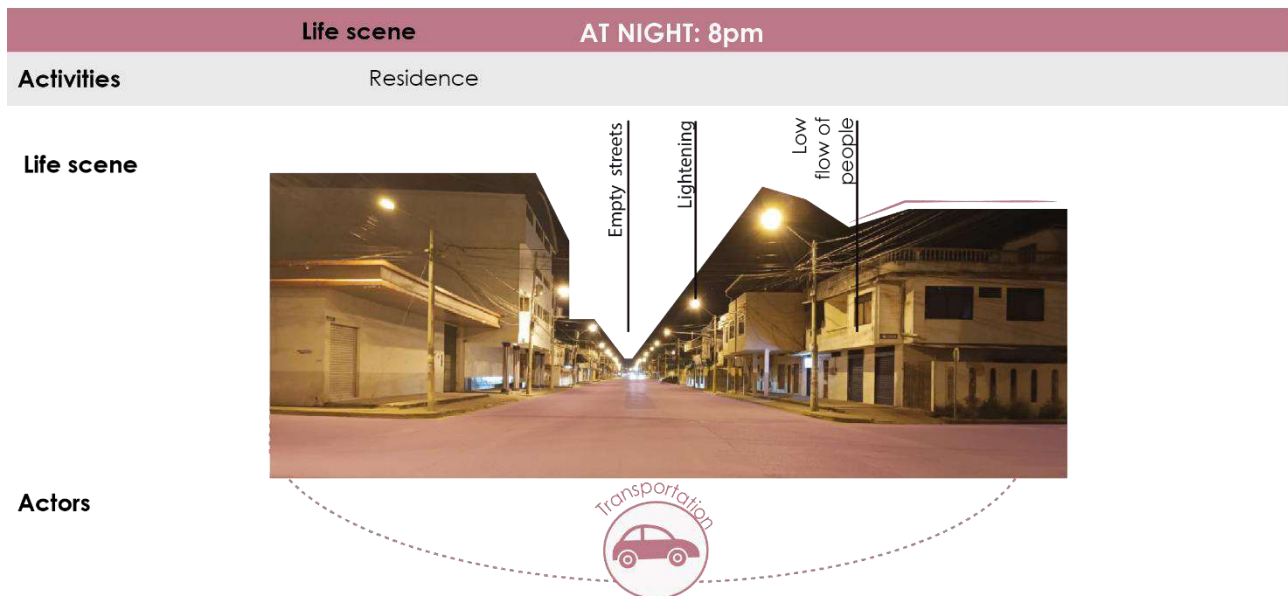
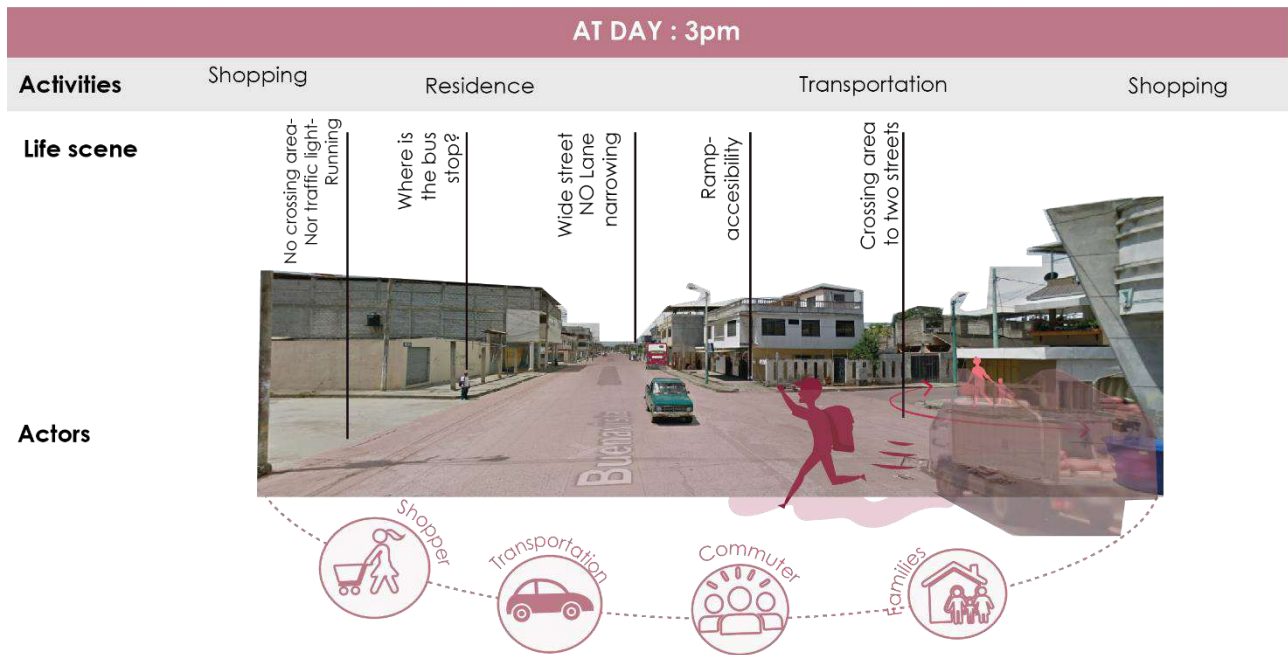


Table 7. Typology: Slip Lane and Main street's current situation

Feminist urbanism perspective analysis



FEAR INDICATORS	AT DAY	AT NIGHT	FEAR INDICATORS	AT DAY	AT NIGHT
Lighting	●	●	Transit of people	●	×
Furniture of stay in the street	×	×	Police presence and surveillance with other security measures	×	×
Presence of pedestrian streets	●	×	Spaces that favor the concentration of people	●	×
Presence of roads	●	●	Urban deterioration (lack of cleaning deterioration of buildings and elements of public space)	×	×
Proximity of existence green areas	×	×	Main functional use	●	●
Not visual connection due to urban elements	●	×	Diversity of use	×	×

Table 8. Analysis from Feminist urbanism perspective of the: Slip lane and main street's current situation

3. City corridor

This space is long green street surrounded by a mixture of use in the Marcel Laniado Street.

Current situation analysis

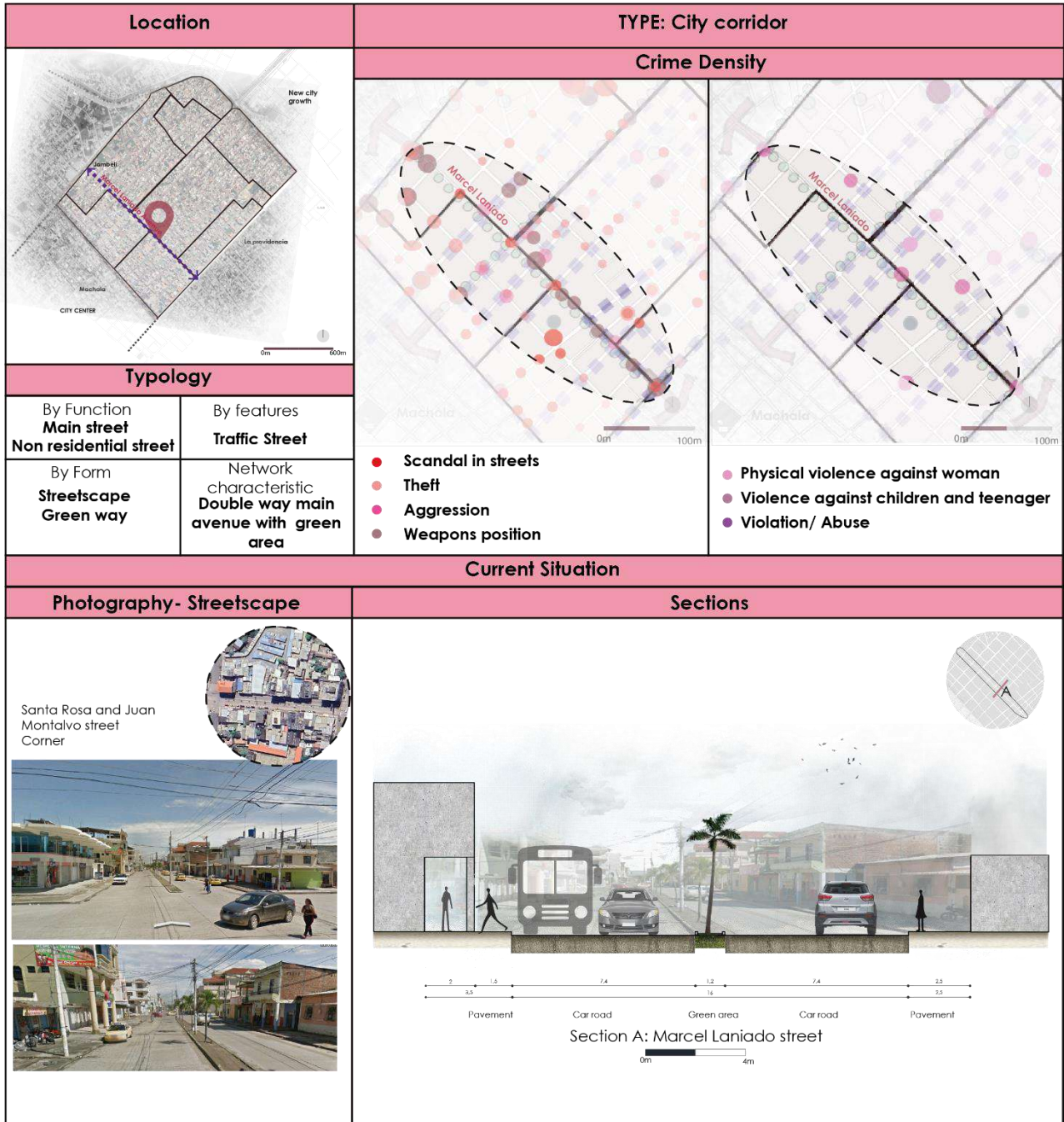


Table 9. Typology: City corridor's current situation

Feminist urbanism perspective analysis

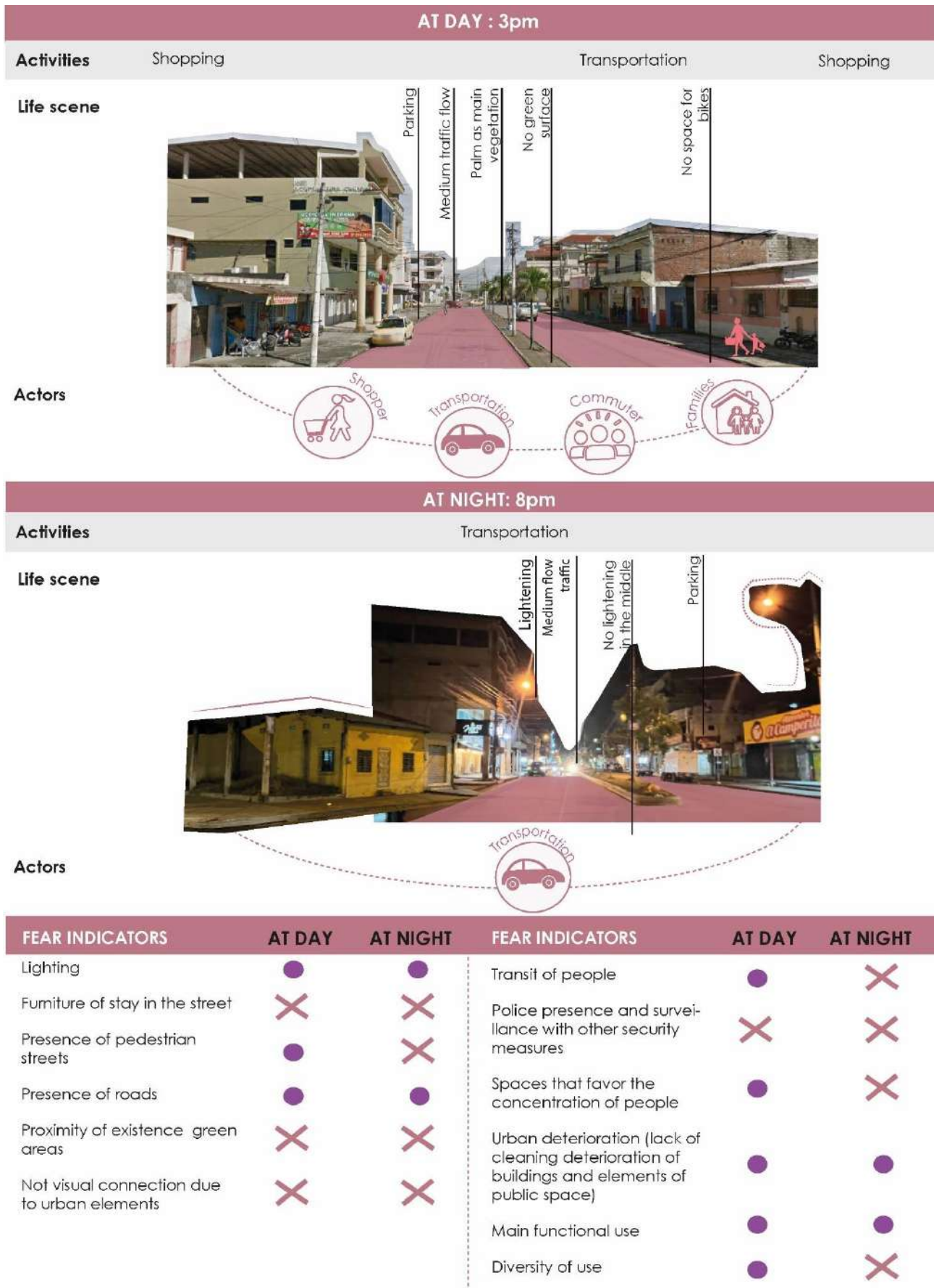


Table 10. Analysis from Feminist urbanism perspective of the: city corridor's current situation

4. Traffic hub

This space is located on the commercial street that goes directly to the Node “El Aguador”, which is the last important node to the urban built up area in the Avenue Las Palmeras.

Current situation analysis

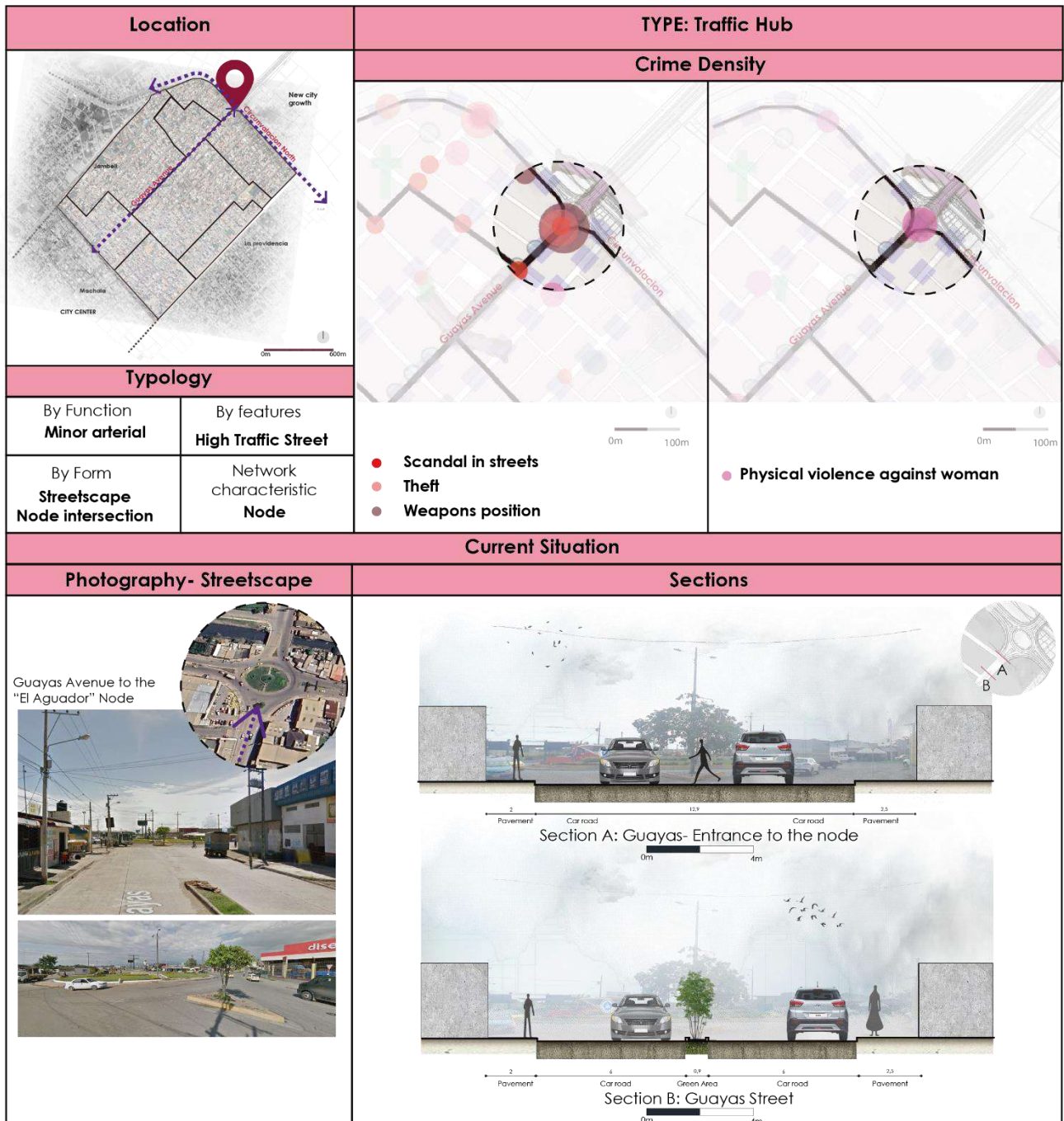


Table 11. Typology: Traffic hub's current situation

Feminist urbanism perspective analysis

AT DAY : 3pm

Activities	Commerce	Transportation	Commerce
-------------------	----------	----------------	----------

Life scene

Actors

AT NIGHT: 8pm

Activities	Transportation
-------------------	----------------

Life scene

Actors

FEAR INDICATORS	AT DAY	AT NIGHT	FEAR INDICATORS	AT DAY	AT NIGHT
Lighting	●	●	Transit of people	●	●
Furniture of stay in the street	✗	✗	Police presence and surveillance with other security measures	✗	✗
Presence of pedestrian streets	●	●	Spaces that favor the concentration of people	✗	✗
Presence of roads	●	●	Urban deterioration (lack of cleaning deterioration of buildings and elements of public space)	●	●
Proximity of existence green areas	●	●	Main functional use	●	●
Not visual connection due to urban elements	●	●	Diversity of use	●	✗

Table 12. Analysis from Feminist urbanism perspective of the Traffic hub's current situation

5. Local street – Educational function

This space is located in a secondary road in a residential neighborhood, both streets have a high criminal activities index around the College High School Dr. Juan Henriquez Coello, surrounded by the 11va North Avenue and Tarqui street.

Current situation analysis

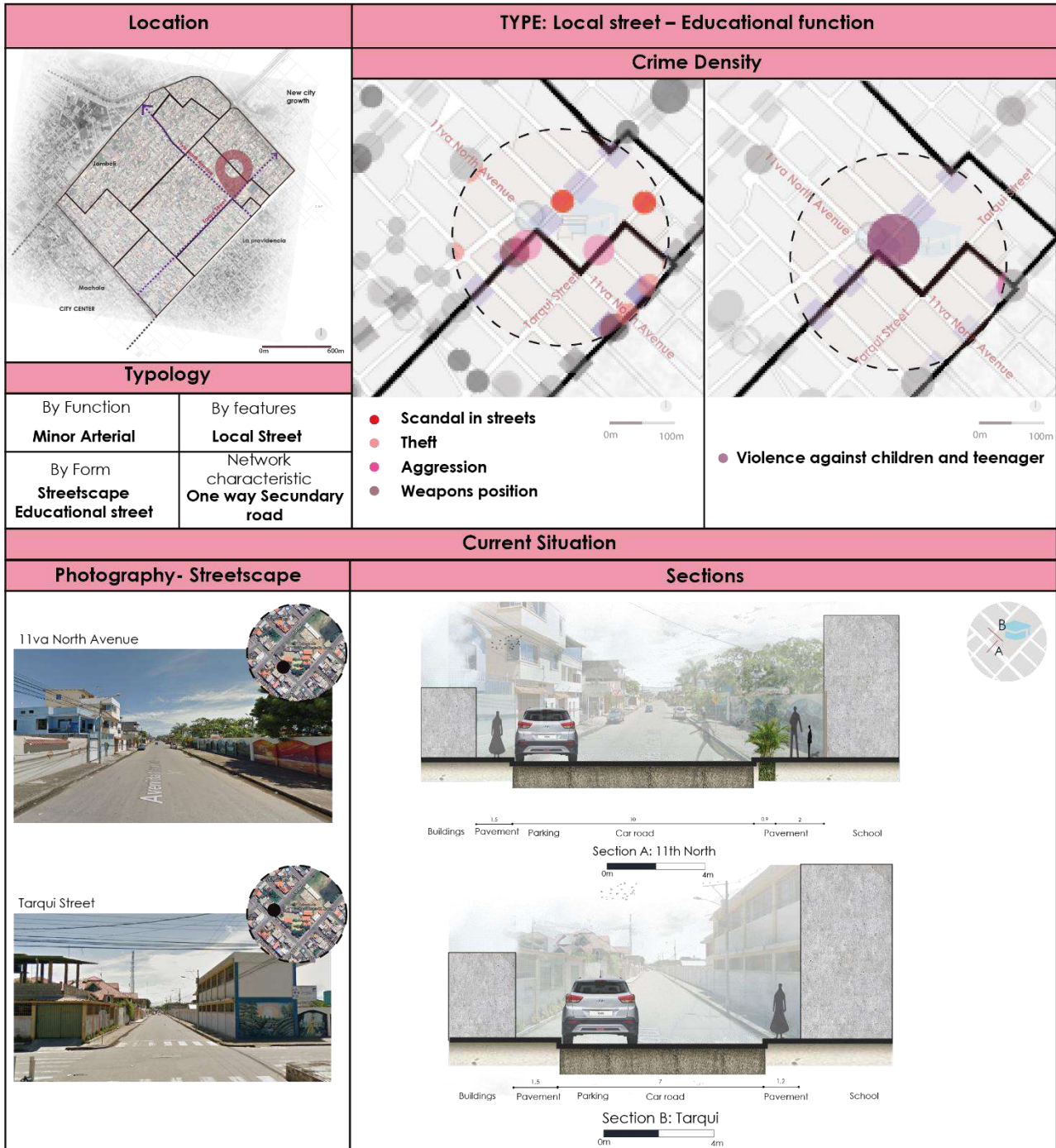


Table 13. Typology: Local street- educational function’s current situation

Feminist urbanism perspective analysis

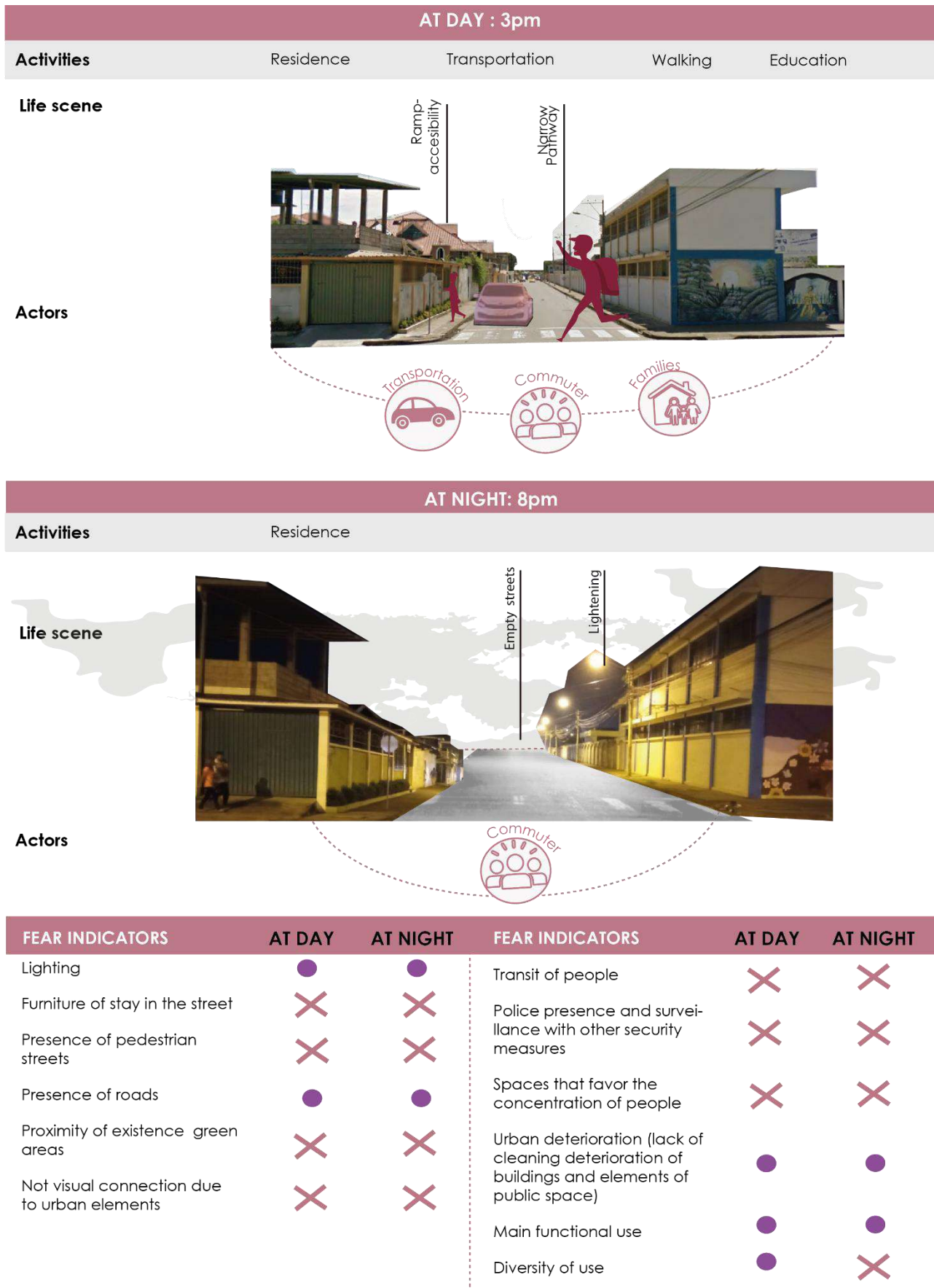


Table 14. Analysis from Feminist urbanism perspective of the local street- educational function's current situation

6. Community sport field

This space is located in a secondary road in a residential neighborhood between Av. Luz Sanchez de Verdaguer and Pasaje Street. However, next to it, there is an empty land which has grass and trash. This abandoned area, plus infrastructure of the sport field make this area a vulnerable zone.

Current situation analysis

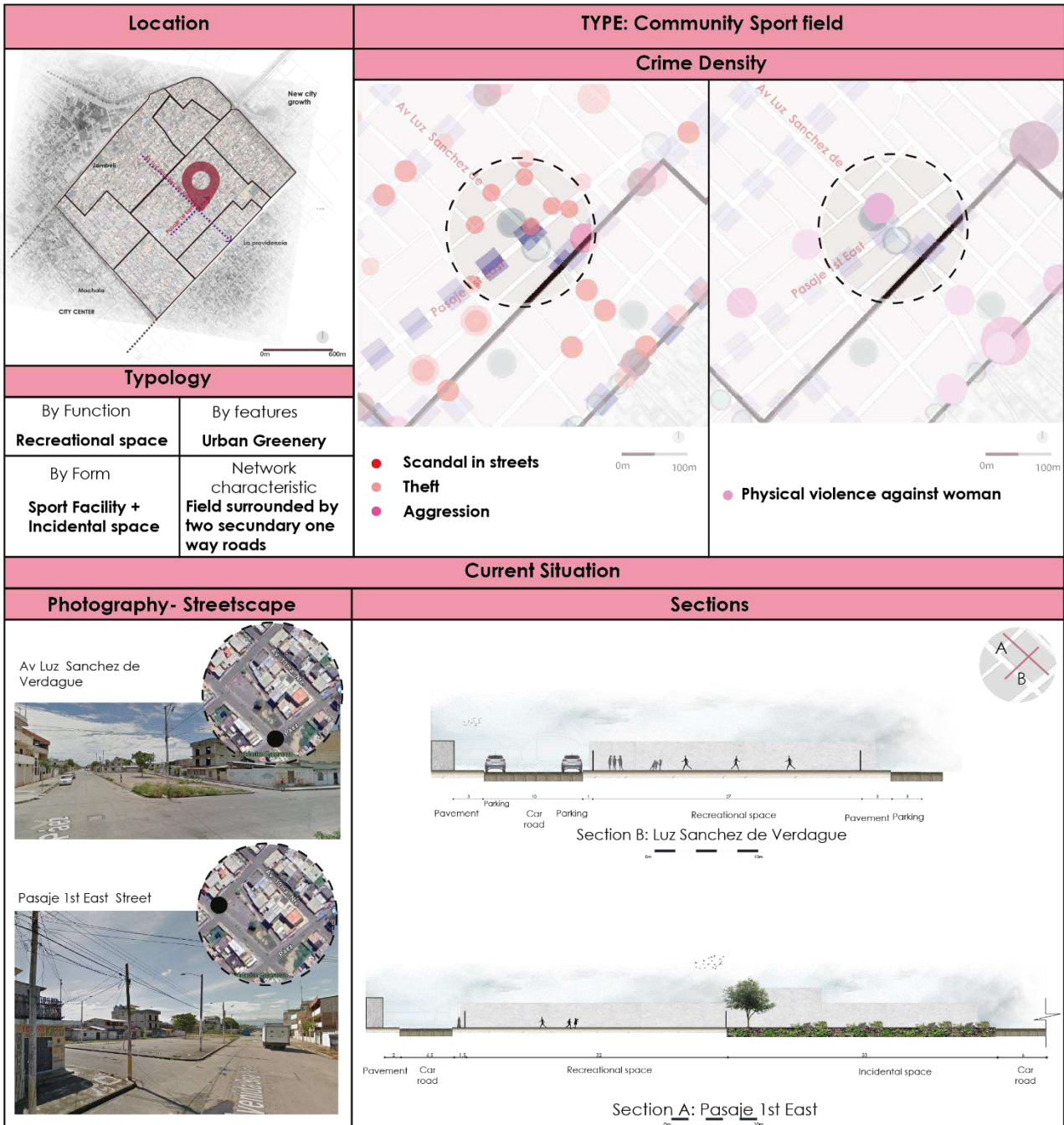
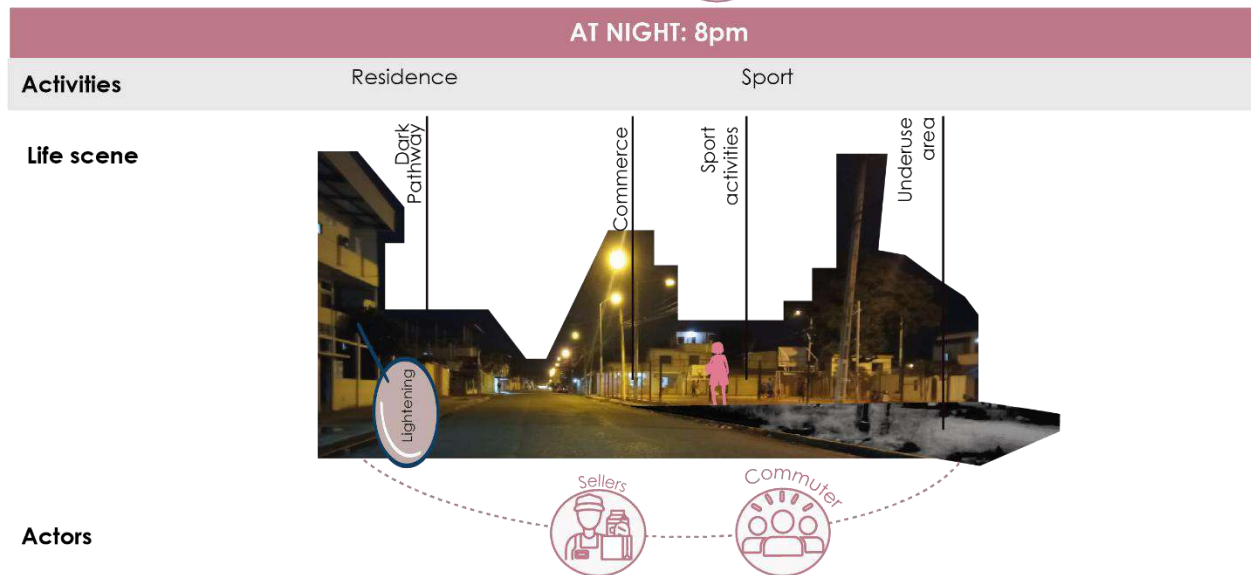
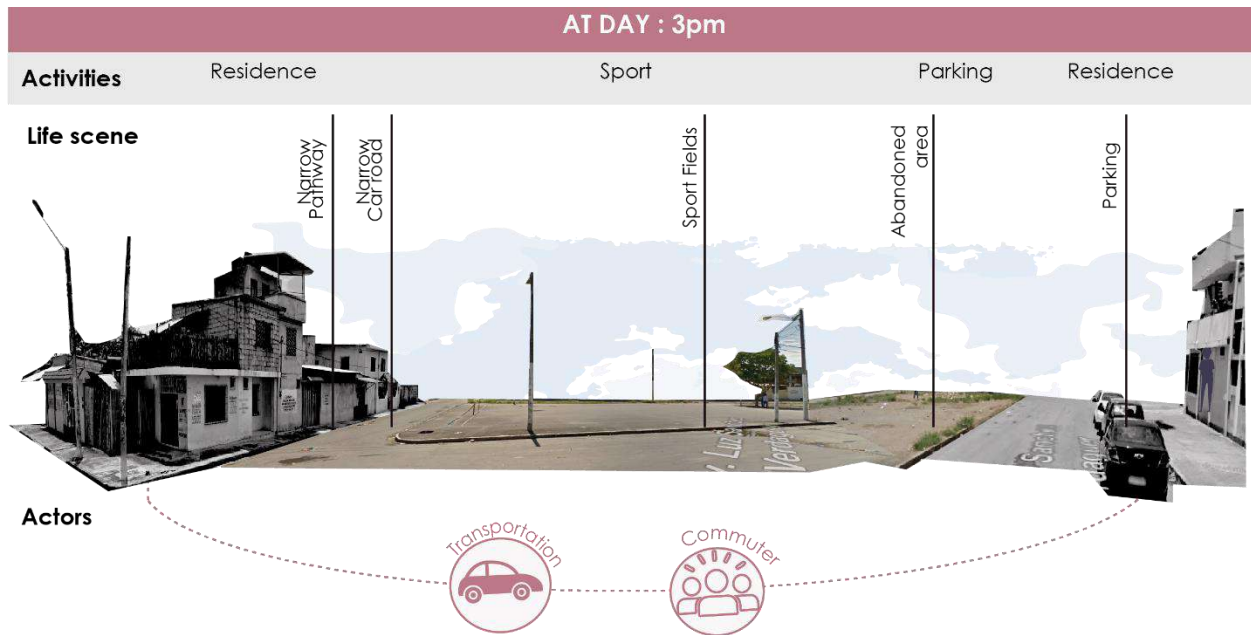


Table 15. Typology: Community Sport field's current situation

Feminist urbanism perspective analysis



FEAR INDICATORS	AT DAY	AT NIGHT	FEAR INDICATORS	AT DAY	AT NIGHT
Lighting	●	●	Transit of people	●	×
Furniture of stay in the street	×	×	Police presence and surveillance with other security measures	×	×
Presence of pedestrian streets	●	×	Spaces that favor the concentration of people	●	×
Presence of roads	●	●	Urban deterioration (lack of cleaning deterioration of buildings and elements of public space)	●	●
Proximity of existence green areas	×	×	Main functional use	●	●
Not visual connection due to urban elements	●	×	Diversity of use	●	×

Table 16. Analysis from Feminist urbanism perspective of the Community Sport field's current situation

7. Urban renewal backlash- Existing Park.

This space is located in a secondary road in a residential neighborhood between Santa Rosa, Ayacucho and 11North Street. This Park was recently regenerated due to the high criminal levels. However, even though there are guards, currently it is used by drugs sellers, homeless and it became an abandoned during the day

Current situation analysis

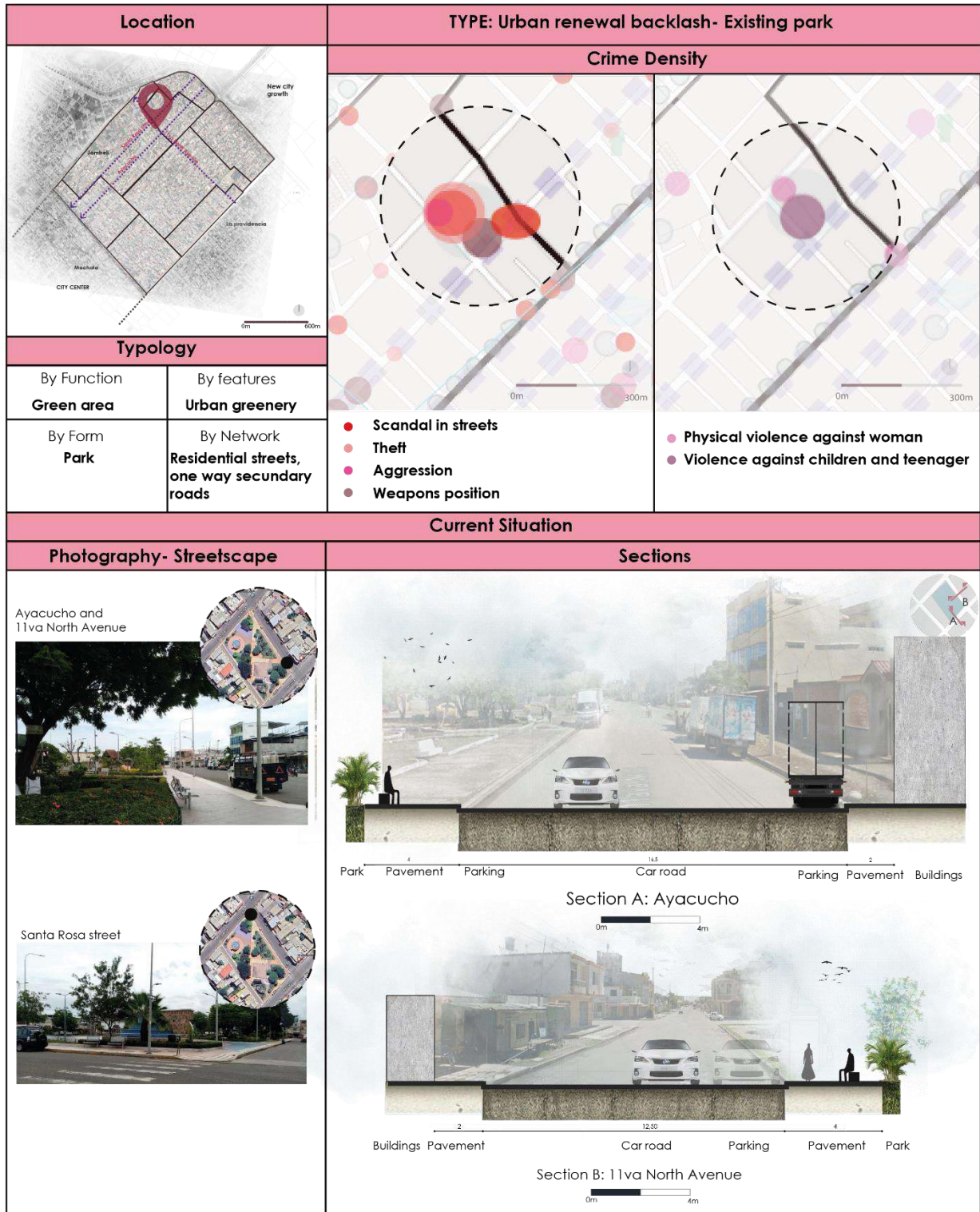
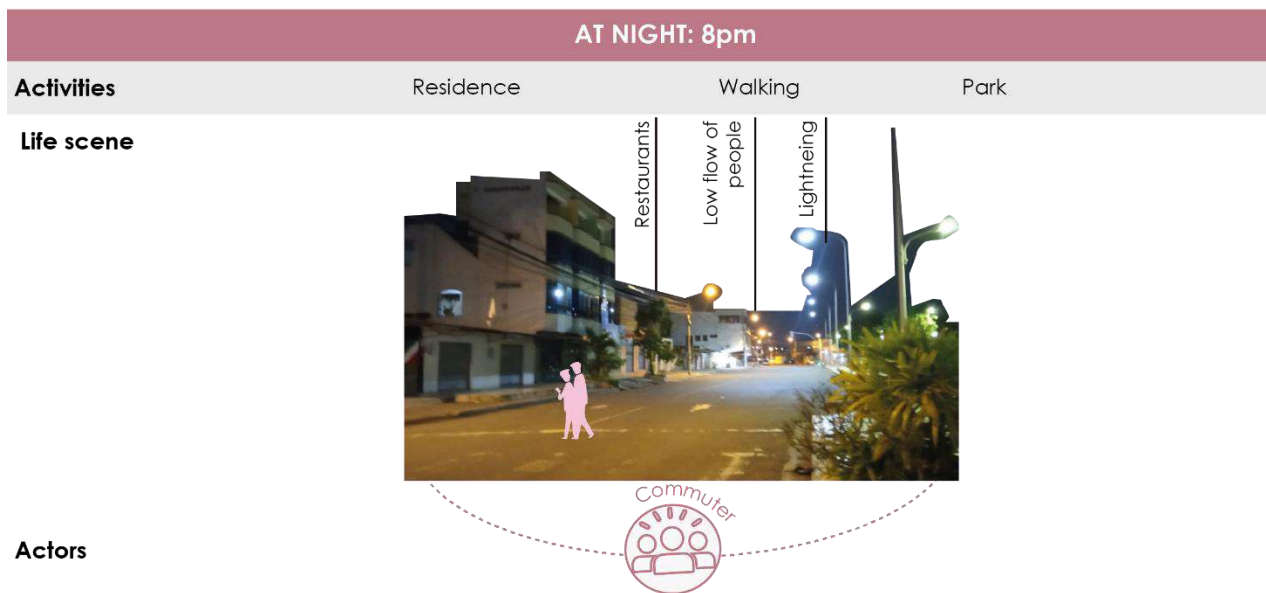
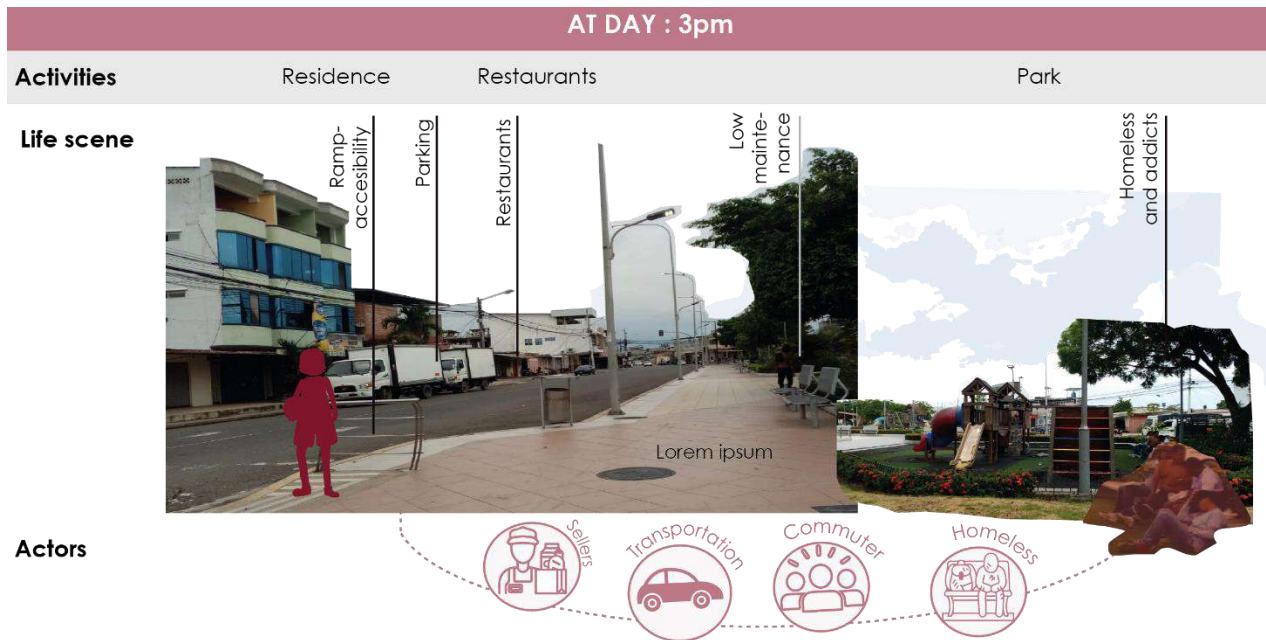


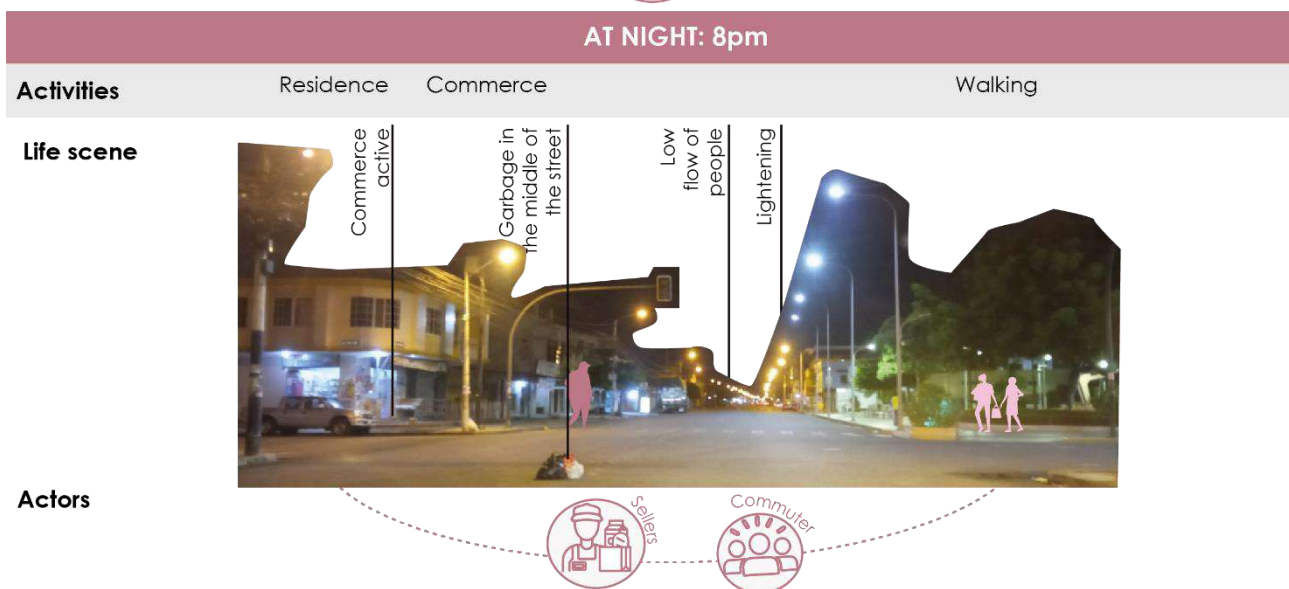
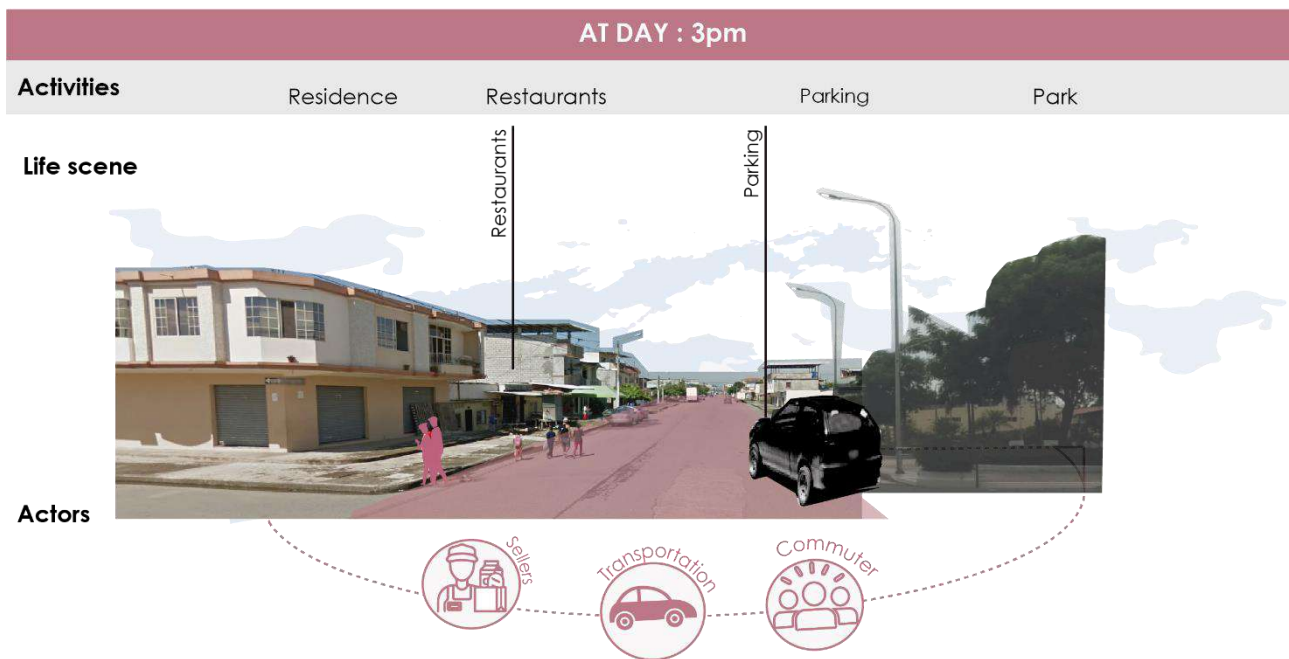
Table 17. Typology: Urban renewal backlash in park's current situation

Feminist urbanism perspective analysis



FEAR INDICATORS	AT DAY	AT NIGHT	FEAR INDICATORS	AT DAY	AT NIGHT
Lighting	●	●	Transit of people	●	✗
Furniture of stay in the street	✗	✗	Police presence and surveillance with other security measures	✗	●
Presence of pedestrian streets	✗	✗	Spaces that favor the concentration of people	●	●
Presence of roads	●	●	Urban deterioration (lack of cleaning deterioration of buildings and elements of public space)	●	●
Proximity of existence green areas	●	●	Main functional use	●	●
Not visual connection due to urban elements	✗	✗	Diversity of use	●	✗

Table 16. Analysis from Feminist urbanism perspective of the urban renewal backlash in park and its the minor arterial's current situation



FEAR INDICATORS	AT DAY	AT NIGHT	FEAR INDICATORS	AT DAY	AT NIGHT
Lighting	●	●	Transit of people	●	✗
Furniture of stay in the street	✗	✗	Police presence and surveillance with other security measures	✗	●
Presence of pedestrian streets	✗	✗	Spaces that favor the concentration of people	●	●
Presence of roads	●	●	Urban deterioration (lack of cleaning deterioration of buildings and elements of public space)	●	●
Proximity of existence green areas	●	●	Main functional use	●	●
Not visual connection due to urban elements	✗	✗	Diversity of use	●	✗

Table 16. Analysis from Feminist urbanism perspective of the Urban renewal backlash and its the main street's current situation

4. Guideline design

To complement delivery of this Active and Safety Travel Strategy there will be three lines to follow for intervention according to the detected typology the zones in the district:

- 1) **Visibility:** This approach involves the improvement of visibility within the public space to encourage safe interaction among neighbours. This includes redesigning the use at day and at night of the space to boost the security, surveillance and comfort through lightening, street redesigns, outdoor furniture and implementing appropriate signalling system to promote a safer and more engaging environment for residents.
- 2) **Daily routines connections:** This theme is focused on the essential alterations of the physical environment in the streetscape aimed at enhancing the citizens network within the neighborhood. It involves the enhancement of the accessibility and proximity infrastructure to boost the pedestrian safety and encourage increased pedestrian and bike use.
- 3) **Boosting Identity:** This line works on the support for activities in the community through the modifications to the physical environment to increase a stronger belonging sense through the cultural representation in the public space. It encourages the use of street furniture, walls, pavements to reflect local culture and identity. This can be achieved through the redesign of the streetscape using cost effective materials and rapid construction methods.

4.1. Guideline

Each typology will be presented with their solutions guide through Visibility, Daily routines connections and Boosting identity strategies and their own key actions to solve the problems that each type of area has.

4.1.1. Commercial Corner Point

Goal: This strategy aims to transform the commercial corner into a vibrant, accessible and safer inclusive urban space that promotes and enhances the existing economic opportunity to the community- including visitors and residents-, through the change in the streetscape.

1) **Visibility: People and places relations**

a) **Night time use**

- **Street design:**
 - Considering the street has a high flow of users, the sidewalk extension can have minimum of 1.80 meters free.
 - If the front area can have a planter adjacent to the building, leaving 1.50 m for walking.
 - Adding an edge zone with narrow design elements such as street lights or bollards.

- Sidewalk extensions can allow for plantings, trees or additional furniture. It is preferable to convert the alley into a shared public road to allow for a more comfortable pedestrian space.
- Designate safe public spaces within the streetscape where people can gather, socialize, and participate in night-time activities without fear of harassment or violence.
- Incorporate facilities such as benches, public art, and greenery to create inviting and inclusive gathering spots.
- Ensure the streetscape is accessible and well-connected to surrounding areas, encouraging pedestrian and bicycle traffic at night.
- **Lightening**
 - Change of color in the light, to implement LED street lighting
 - Consider motion sensor lights or smart lighting systems that adjust brightness based on movement to conserve energy while maintaining security.
 - Illumination for both sides: street and pavement through the use of Double staggered lighting pole
- **Signals**
 - Install surveillance cameras in key locations to monitor the urban landscape and provide real-time monitoring.
 - Ensure adequate signage indicating the presence of surveillance to deter potential criminals.
 - Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.
 - Use signage to communicate safety tips, emergency contact information, and neighborhood watch program details.
- **Street furniture:**
 - Select street furniture with a functional design that serves the needs of the community while discouraging undesirable behaviour.
 - Choose seating options that are comfortable but discourage loitering or sleeping, such as benches with armrests or individual seats rather than long, continuous benches.
 - Incorporate multipurpose street furniture that serves other functions in addition to seating, such as bicycle racks with integrated lighting or planters that act as barriers.
 - Opt for low-maintenance materials that are easy to clean and maintain, reducing the need for frequent repairs and maintenance.

b) Commerce boosting

• Street redesign

- Design parklets with flexibility and functionality to accommodate different unregulated commercial activities, such as hawker stalls, flea market spaces, etc.
 - Ensure that the design of parklets is in keeping with existing architectural styles, landscaping and public amenities, thus creating a coherent and visually appealing environment.
- Ensure adequate lighting, high visibility and surveillance in and around parking lots to deter criminals and increase the perception of security.

• Street furniture:

- Select street furniture that promotes safety measures and prohibits crime. Consider designs with durable materials and vandal-resistant construction.
- Install benches, tables, umbrellas and other happiness-inducing features to entice the customers and improve engagement with vendors.
- Add elements such as dividers, armrests, or individual seating units to stop the loitering and cultivate a safe feeling for both vendors and shoppers.
- Position street furniture strategically to enhance visibility and promote natural surveillance within parklets.

c) Vegetation

• Plant use:

- Incorporate necessary green space into the street furniture alignment to provide shade, separate privacy, and visually prevent the appearance of informal commercial activities.
- Install ways for plants to show where seating is located, to visually make pathways or to design naturalized divisions between different areas of a parklet.
- Choose plant species that require little maintenance, tolerate drought and are adapted to local climatic conditions to ensure their long-term viability.
- Establish a frequent maintenance routine of watering, pruning, fertilizing, and pest control to keep the plants well cared for and beautiful.

2) Daily Routines Connections: Citizens Network enhancement

d) Accessibility

• Street redesign:

- Choose light-coloured paving materials, such as concrete or light asphalt, which reflect more light and contribute to the overall brightness of the area.

- Use textured paving in pedestrian areas to improve traction and reduce the risk of slips and falls, especially in wet conditions.
- Implement features such as tactile pavement indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for disabled pedestrians.
- Ensure that street furniture, signage, and infrastructure are designed to be accessible to all users, including those with mobility impairments, the elderly, and caregivers with strollers.
- **Signals**
 - Incorporate universal design principles into the streetscape, such as tactile wayfinding signs, audible crossing signs and height-adjustable elements, to accommodate different needs and preferences.

e) **Mobility**

- **Crossing area:**

- Prioritize active transport modes, such as walking, cycling and micromobility, by implementing dedicated bicycle lanes, pedestrian-friendly crossings and bicycle parking in the urban landscape.
- Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.
- Promote the use of public transportation options and shared mobility services, such as bike sharing and taxi services, to improve access to the commercial area and reduce dependence on private vehicle travel.
- Use colored tape, paint, or temporary barriers to mark off crosswalks and create safer intersections for crossing the street.
- Designate clear, well-lit evacuation routes and emergency exits within the streetscape, ensuring they are accessible to all users, including people with disabilities, the elderly and carers with strollers.

- **Parking:**

- Implement temporary parklets and curb extensions to repurpose on-street parking spaces into vibrant public spaces that accommodate a variety of activities, such as outdoor seating, art installations, and community gardens.
- Design temporary valet parking services and secure bike racks to encourage bicycling as a sustainable and healthy alternative to car commuting.

- Designate accessible parking spaces near key destinations within the commercial corner streetscape to enhance access to informal commerce, ensuring that they are well lit, clearly marked and equipped with appropriate signage and accessibility features.

- **Signals:**

- Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.
- Install temporary signs, flags, or banners to alert drivers to the presence of pedestrians and promote yielding behaviour at crosswalks.
- Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

f) Proximity

- **Bus stop:**

- Use temporary seating, shelters, and wayfinding signage to enhance the user experience and promote the use of public transportation as a sustainable and equitable mobility option.
- Add emergency bottom side in order to provide a fast helper in an emergency conflict.
- Make a colorful distinction for the bus stop infrastructure which can be visible from everywhere.

- **Signals:**

- Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.

3) Boosting identity: Support for activities in the community and its culture.

g) Interaction

- **Street furniture:**

- Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community. This could be achieved by encouraging culturally relevant programming, pop up markets, art installations and street performances that celebrate local talent and encourage connections within the community

- **Community:**

- Encourage the presence of "guardians" in the space, such as local businesses, residents, or community groups, who actively monitor and intervene in suspicious or criminal activities.

4.1.2. Slip Lane and Main Street

Goal: This strategy aims to transform the main street and the existing slip lane which is currently a high criminal point in a green, safety, accessible and inclusive urban space that promotes community engagement, and social wellbeing in the streetscape.

1) Visibility: People and places relations

a) Night time use

- **Lightening**

- Change of color in the light, to implement LED street lighting
- Consider motion sensor lights or smart lighting systems that adjust brightness based on movement to conserve energy while maintaining security.
- Use tactical urbanism tools such as reflective surfaces, glow-in-the-dark paint, and light art installations to enhance visibility and draw attention to pedestrian pathways and crossing points.

- **Signals**

- Ensure adequate signage indicating the presence of surveillance to deter potential criminals.
- Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.

2) Daily Routines Connections: Citizens Network enhancement

b) Accessibility

- **Street redesign:**

- Choose light-coloured paving materials, such as concrete or light asphalt, which reflect more light and contribute to the overall brightness of the area.
- Use textured paving in pedestrian areas to improve traction and reduce the risk of slips and falls, especially in wet conditions.
- Implement features such as tactile pavement indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for disabled pedestrians.

- Ensure that street furniture, signage, and infrastructure are designed to be accessible to all users, including those with mobility impairments, the elderly, and caregivers with strollers.
 - **Signals**
 - Incorporate universal design principles into the streetscape, such as tactile wayfinding signs, audible crossing signs and height-adjustable elements, to accommodate different needs and preferences.
- c) Slip lane**
- **Street redesign:**
 - Transform the empty slip lane into a vibrant public space through tactical urbanism interventions such as pop-up parks, interactive art installations, and temporary seating areas.
 - Use tactical urbanism tools such as chalk art, yarn bombing, and guerrilla gardening to invite spontaneous expressions of art and cultural expression, transforming the main street and slip lane into a dynamic and engaging public space.
 - Use temporary barriers, planters, and bollards to narrow the slip lane and create a safer pedestrian environment, reducing vehicle speeds and minimizing the risk of accidents.
 - Use street murals to give a vibrant feeling around the slip lane.
 - **Parking:**
 - Design temporary bike valet services and secure bike parking facilities to encourage cycling as a sustainable and healthy alternative to car travel.
 - **Plant use:**
 - Establish temporary community gardens, green spaces, and urban greening projects along the main street and slip lane to beautify the area and promote environmental sustainability.
- d) Mobility**
- **Crossing area:**
 - Prioritize active transport modes, such as walking, cycling and micromobility, by implementing dedicated bicycle lanes, pedestrian-friendly crossings and bicycle parking in the urban landscape.
 - Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

- Promote the use of public transportation options and shared mobility services, such as bike sharing and taxi services, to improve access to the commercial area and reduce dependence on private vehicle travel.
 - Use colored tape, paint, or temporary barriers to mark off crosswalks and create safer intersections for crossing the street.
 - Designate clear, well-lit evacuation routes and emergency exits within the streetscape, ensuring they are accessible to all users, including people with disabilities, the elderly and carers with strollers.
 - **Parking:**
 - Implement temporary curb extensions to repurpose on street parking spaces into vibrant public spaces that accommodate a variety of activities, such as outdoor seating, art installations, and community gardens.
 - Design temporary valet parking services and secure bike racks to encourage bicycling as a sustainable and healthy alternative to car commuting.
 - **Signals:**
 - Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.
 - Install temporary signs, flags, or banners to alert drivers to the presence of pedestrians and promote yielding behaviour at crosswalks.
 - Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.
- e) Proximity**
- **Bus stop:**
 - Use temporary seating, shelters, and wayfinding signage to enhance the user experience and promote the use of public transportation as a sustainable and equitable mobility option.
 - Use tactical techniques in the paving, wheelchair ramps, and sheltered waiting areas.
 - Add emergency bottom side in order to provide a fast helper in an emergency conflict.
 - Make a colorful distinction for the bus stop infrastructure which can be visible from everywhere.
 - **Signals:**

- Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.

3) Boosting identity: Support for activities in the community and its culture.

f) Interaction

- **Street furniture:**

- Promote a street environment activated by means of culturally related programming, pop-up markets, art installations, and street performances that glorify local talent and enhance community bonding.
- Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community as in the street mural and crossing areas.

- **Community:**

- Organize community-led events and programming, such as outdoor movie nights, live music performances, and food festivals, to activate the space and attract people to the area after dark.

4.1.3. City Corridor

Goal: This strategy aims to transform the city corridor in a green way with vitality along, creating Na accessible and safer inclusive urban space that promotes and enhances the existing economy of the community- including visitors and residents-, through the change in the streetscape.

1) Visibility: People and places relations

a) Night time use

- **Lightening**

- Change of color in the light, to implement LED street lighting
- Consider motion sensor lights or smart lighting systems that adjust brightness based on movement to conserve energy while maintaining security.
- Install temporary public art, light projections, and murals that brighten the main street, engaging pedestrians and motorists visually.

- **Signals**

- Incorporating tactical urbanism tools such as colorful markings, bollards, and planters to improve safety and visibility for pedestrians.

- Ensure adequate signage indicating the presence of surveillance to deter potential criminals.
- Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.
- **Commerce boosting**
 - Transform parking lots into temporary night markets and pop-up events that offer a variety of cultural and culinary experiences, attracting residents and visitors to the main street after dark.
 - Install benches, tables, umbrellas and other happiness-inducing features to entice the customers and improve engagement with vendors.
- **Street furniture:**
 - Select street furniture that promotes safety measures and prohibits crime. Consider designs with durable materials and vandal-resistant construction.
 - Provide designated seating areas and rest zones to accommodate diverse needs and preferences of users.
 - Position street furniture strategically to enhance visibility and promote natural surveillance within parklets.

b) Vegetation

- **Plant use:**
 - Replace the existing vegetation (Palms) to urban native trees to create a green corridor which offers shade. Providing both decorative appeal and ample shade for an urban alley. Species as: *Ceiba trichistandra*, *Ficus* spp, *Guazuma ulmifolia*
 - Choose ground covers that are low-maintenance, drought-tolerant, and suitable for the local climate conditions to ensure their long-term viability.
 - Create temporary community gardens and green spaces within the refuge green islands and parking lots to beautify the streetscape and promote environmental sustainability.
 - Incorporate necessary green space into the street furniture alignment to provide shade, separate privacy, and visually prevent the appearance of informal commercial activities.
 - Choose plant species that require little maintenance, tolerate drought and are adapted to local climatic conditions to ensure their long-term viability.
 - Establish a frequent maintenance routine of watering, pruning, fertilizing, and pest control to keep the plants well cared for and beautiful.

2) Daily Routines Connections: Citizens Network enhancement

c) Accessibility

- **Street redesign:**

- Choose light-coloured paving materials, such as concrete or light asphalt, which reflect more light and contribute to the overall brightness of the area.
- Use textured paving in pedestrian areas to improve traction and reduce the risk of slips and falls, especially in wet conditions.
- Implement features such as tactile pavement indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for disabled pedestrians.
- Ensure that street furniture, signage, and infrastructure are designed to be accessible to all users, including those with mobility impairments, the elderly, and caregivers with strollers.

- **Signals**

- Incorporate universal design principles into the streetscape, such as tactile wayfinding signs, audible crossing signs and height-adjustable elements, to accommodate different needs and preferences.

d) Mobility

- **Crossing area:**

- Use bollards, planters, and temporary barriers to mark pedestrian paths and crossings clearly so that the movement for all pedestrians can easily and safely be promoted focusing on women, children, and the elderly. In order to allow pedestrians, cyclists, and transit users find their way better employ temporary pavement markings, stencils, and directional signs
- Prioritize active transport modes, such as walking, cycling and micromobility, by implementing dedicated bicycle lanes, pedestrian-friendly crossings and bicycle parking in the urban landscape.
- Create a defined refuge island next to the green area connected with the crossing lane an unification in the path side.
- Design raised crosswalks or speed tables to slow down vehicular traffic and enhance safety for pedestrians crossing the main street.
- Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

- **Parking:**

- Implement temporary parklets and curb extensions to repurpose on-street parking spaces into vibrant public spaces that accommodate a variety of activities, such as outdoor seating, art installations, and community gardens.
 - Design temporary valet parking services and secure bike racks to encourage bicycling as a sustainable and healthy alternative to car commuting.
 - Designate accessible parking spaces near the stores along the Marcel Laniado street - on both sides-, ensuring they are clearly marked, and equipped with accessibility features such as wider access aisles and curb ramps.
- **Signals:**
 - Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.
 - Install temporary signs, flags, or banners to alert drivers to the presence of pedestrians and promote yielding behaviour at crosswalks.
 - Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.
- e) Proximity**
- **Bus stop:**
 - Design bus stops by adding temporary features like benches, shelters, and live arrival updates to make public transportation more comfortable and convenient for all passengers, especially women and those with limited mobility.
 - Use of temporary seating, signage, and lighting to enhance safety and comfort for bus passengers, especially during nighttime hours.
 - Add emergency bottom side in order to provide a fast helper in an emergency conflict.
 - Make a colorful distinction for the bus stop infrastructure which can be visible from everywhere.
 - **Signals:**
 - Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.
 - Add a Help emergency panel which goes direct to the ECU 911 in order to ask for help in case of an emergency

3) Boosting identity: Support for activities in the community and its culture.

f) Interaction

• Street furniture:

- Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community. This could be achieved by encouraging culturally relevant programming, pop up markets, art installations and street performances that celebrate local talent and encourage connections within the community.
- Use tools such as colorful paint, temporary seating, and interactive elements to create visually engaging and inviting environments.
- Designate specific areas within parking lots and refuge green islands as safe social spaces for residents to gather and interact during both daytime and night time hours.
- Promote the local artists, particularly women and members of marginalized communities, to create temporary public art installations and murals that reflect the identity and aspirations of the neighborhood.

• Community:

- Organize temporary events such as street markets, art exhibitions, and cultural festivals in the parking lots spaces as a mixture of use in order to celebrate diversity and promote social interaction and vitality.
- Organize community events and programming, such as outdoor movie nights, live music performances, and food festivals, to activate the space and attract people to the area after dark.

4.1.4. Traffic hub

Goal: This strategy aims to improve the main street that goes to the “El Aguador” monument in the node, enhancing the entrance area through strategies and elements that make the area more liveable, welcoming and secure for users.

1) Visibility: People and places relations

a) Night time use

• Lightening

- Make an unification of the light color, changing it to LED street lighting.

- Incorporate tools like placing surveillance decals and neighborhood watch signs in prominent locations to increase visibility of surveillance and community vigilance.
- Install temporary public art, light projections, and murals that brighten the main street, engaging pedestrians and motorists visually.

- **Signals**

- Incorporating tactical urbanism tools such as colorful markings, bollards, and planters to improve safety and visibility for pedestrians.
- Utilize tactical urbanism tools like temporary shelters, counseling booths, and information kiosks to offer immediate assistance and connect individuals with local service providers and security agencies as ECU911.
- Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.

- **Street redesign:**

- Create clear sightlines, open sight corridors, and unobstructed pathways to encourage active surveillance and community engagement.
- Use of tactical tools such as strategic landscaping, seating arrangements and wayfinding signage. Their aim would be to make environments more welcoming and user-friendly. By employing these design strategies, we enable women and marginalized groups re-possess public spaces.
- Opt for low-maintenance materials that are easy to clean and maintain, reducing the need for frequent repairs and maintenance.

2) Daily Routines Connections: Citizens Network enhancement

b) Accessibility

- **Street redesign:**

- Choose light-coloured paving materials, such as concrete or light asphalt, which reflect more light and contribute to the overall brightness of the area.
- Use textured paving in pedestrian areas to improve traction and reduce the risk of slips and falls, especially in wet conditions.
- Implement features such as tactile pavement indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for disabled pedestrians.
- Create a refuge island close to the node, in order to provide a safety area between the high traffic.

- **Signals**

- Incorporate universal design principles into the streetscape, such as tactile wayfinding signs, audible crossing signs and height-adjustable elements, to accommodate different needs and preferences.

c) Mobility

- **Crossing area:**

- Use bollards, planters, and temporary barriers to mark pedestrian paths and crossings clearly so that the movement for all pedestrians can easily and safely be promoted focusing on women, children, and the elderly. In order to allow pedestrians, cyclists, and transit users find their way better employ temporary pavement markings, stencils, and directional signs
- Prioritize active transport modes, such as walking, cycling and micromobility, by implementing dedicated bicycle lanes, pedestrian-friendly crossings and bicycle parking in the urban landscape.
- Create a defined refuge island next to the green area connected with the crossing lane an unification in the path side.
- Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

- **Parking:**

- Implement temporary parklets and curb extensions to repurpose on-street parking spaces into vibrant public spaces that accommodate a variety of activities, such as outdoor seating, art installations, and community gardens.
- Design temporary valet parking services and secure bike racks to encourage bicycling as a sustainable and healthy alternative to car commuting.

- **Signals:**

- Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.
- Install temporary signs, flags, or banners to alert drivers to the presence of pedestrians and promote yielding behaviour at crosswalks.
- Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

3) Boosting identity: Support for activities in the community and its culture.

d) Interaction

- **Street furniture:**
 - Use of the parking lots to design versatile and welcoming spaces that can host a wide range of cultural activities and events by incorporating tactical urbanism tools like moveable furniture, temporary stages, and portable shade structures.
 - Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community as in the street mural and crossing areas
- **Community:**
 - Organize community events and programming, such as outdoor movie nights, live music performances, and food festivals, to activate the space and attract people to the area after dark.
- **Signals:**
 - Put up temporary signs, plaques, and informational boards on the main street and at the monument node to showcase the historical importance of “El Aguador” on the identity of the neighborhood.

4.1.5. Local street – Educational function

Goal: This strategy aims to change the street around the existing high school into a greenery, accessible and inclusive urban space that promotes the security at night and at day in the area.

1) Visibility: People and places relations

a) Night time use

- **Lightening**
 - Make an unification of the light color, changing it to LED street lighting.
 - Incorporate tools like placing surveillance decals and neighborhood watch signs in prominent locations to increase visibility of surveillance and community vigilance.
 - Install temporary public art, light projections, and murals that brighten the main street, engaging pedestrians and motorists visually.
- **Signals**
 - Incorporating tactical urbanism tools such as colorful markings, bollards, and planters to improve safety and visibility for pedestrians.
 - Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.

- Set up temporary emergency aid stations in the corner of the intersection between Tarqui and 11th street with panic buttons, and signs guiding people to nearby support services.

- **Street redesign:**

- Sidewalk extensions can allow for plantings, trees or additional furniture. It is preferable to convert the alley into a shared public road to allow for a more comfortable pedestrian space.
- Ensure the streetscape is accessible and well-connected to surrounding areas, encouraging pedestrian and bicycle traffic at night.
- Create physical buffers between pedestrians and vehicular traffic, improving safety and visibility.
- In 11th North Street: Create physical buffers between pedestrians and vehicular traffic, improving safety and visibility.
- In 11th North Street: Incorporate facilities such as benches, public art, and greenery to create inviting and inclusive gathering spots.
- Tarqui street: Lane narrowing solution transforming the street in a pedestrian road.
- Tarqui Street: Use pop-up information booths, interactive displays, and educational signage to raise awareness and empower individuals to take action against gender violence in their community

- b) **Vegetation**

- **Plant use:**

- Create pop-up educational gardens along secondary roads with signs and displays to teach locals and students about native plants, sustainability, and ways to combat gender violence.
- Install in plants ways to show where seats are located, make paths visually, or design naturalized partition between various zones of a parking
- Choose plant species that are low-maintenance, drought-tolerant, and suitable for the local climate conditions to ensure their long-term viability.

2) **Daily Routines Connections: Citizens Network enhancement**

- c) **Accessibility**

- **Street redesign:**

- Choose light-coloured paving materials, such as concrete or light asphalt, which reflect lighter and contribute to the overall brightness of the area.

- Use textured paving in pedestrian areas to improve traction and reduce the risk of slips and falls, especially in wet conditions.
 - Implement features such as tactile pavement indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for disabled pedestrians.
 - Create a refuge island close to the node, in order to provide a safety area between the high traffic.
- **Signals**
 - Incorporate universal design principles into the streetscape, such as tactile wayfinding signs, audible crossing signs and height-adjustable elements, to accommodate different needs and preferences.
- d) Mobility**
- **Crossing area:**
 - Use bollards, planters, and temporary barriers to mark pedestrian paths and crossings clearly so that the movement for all pedestrians can easily and safely be promoted focusing on women, children, and the elderly. In order to allow pedestrians, cyclists, and transit users find their way better employ temporary pavement markings, stencils, and directional signs
 - Create a defined refuge island next to the green area connected with the crossing lane an unification in the path side.
 - Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.
 - Designate clear and well-lit escape routes and emergency exits within the streetscape, ensuring they are accessible to all users, including individuals with disabilities, seniors, and caregivers with strollers.
 - **Parking:**
 - Use vegetation spots to provide separation between the parking lots through green areas.
 - Utilize tactics like temporary signs and painted pavement to show where accessible parking is and encourage people with disabilities and caregivers to use them.
 - Design temporary valet parking services and secure bike racks to encourage bicycling as a sustainable and healthy alternative to car commuting.
 - **Signals:**

- Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.
- Install temporary signs, flags, or banners to alert drivers to the presence of pedestrians and promote yielding behaviour at crosswalks.
- Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

e) Proximity

- **Signals:**

- Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.
- Set up temporary emergency aid stations on secondary roads with emergency phones, panic buttons, and signs guiding people to nearby support services next to the corners and the central point of the street murals close to the school in order to have easy accessibility to them.

3) Boosting identity: Support for activities in the community and its culture.

f) Interaction

- **Street furniture:**

- Promote the activation of the streetscape through culturally relevant programming, pop-up markets, art installations, and street performances that celebrate local talent and foster community connections.
- Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community as in the street mural and crossing areas.
- Work together with artists from the community, students, and people living in the area to design and display temporary artwork that showcases the neighborhood's special character and strength, while also focusing on the importance of gender equality and safety.

- **Community:**

- Use street murals with students and local artists with powerful messages against the violence and promoting the solidarity and empathy.

- Set up short-term programs for the community to take care of green spaces together. Get residents, students, and local groups involved in maintaining and nurturing the vegetation in the area

4.1.6. Community sport field

Goal: This strategy aims to transform the recreation area into a green, accessible and inclusive urban space that promotes the security and entertainment at night and at day in the area.

4) Visibility: People and places relations

a) Night time use

- **Lightening**

- Change of the light color, changing it to LED street lighting.
- The use of reflective surfaces, vibrant colors, and light projections can enhance visibility and help to create a welcoming and safe space for sports enthusiasts, especially women.

- **Signals**

- Incorporating tactical urbanism tools such as colorful markings, bollards, and planters to improve safety and visibility for pedestrians.
- Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.
- Set up temporary emergency aid stations on secondary roads with emergency phones, panic buttons, and signs guiding people to nearby support services

- **Street redesign:**

- Designate specific areas within parking lots as safe social spaces for residents to gather and interact during both daytime and nighttime hours
- In Pasaje 1st East Street: Change the function of the street transforming it into a pedestrian side
- In Pasaje 1st East Street: Opt for light-colored pavement materials such as concrete or light-colored asphalt, which reflect light and contribute to overall brightness in the area. Use textured pavement surfaces in pedestrian areas to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

b) Sport field

- **Field redesign:**

- Use textured pavement surfaces in play area as rubber to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

- Promote the mixture use in the sport field promoting culturally relevant programming, pop-up markets, art installations, and street performances that celebrate local talent and foster community connections.
- Create temporary seating areas, benches, and shade structures around the sports field to offer places to rest and promote socializing among visitors. Utilize tactical urbanism methods like portable seating, pop-up tents, and temporary lighting to design adaptable and welcoming environments that cater to various requirements and desires.
- Create a recreation and relaxing space for the family of the players: Use sculptures, and interactive exhibits to revamp the incidental area next to the sports field, making it a visually appealing and inviting space for all locals.

c) Vegetation

- **Plant use:**

- Choose plant species that are low-maintenance, drought-tolerant, and suitable for the local climate conditions to ensure their long-term viability.
- Add temporary landscaping features like small shrubs, bushes, and blooming plants around the edges. This not only beautifies the area but also helps create natural barriers for better visibility.
- Create an ornamental garden in the incidental space to provide calm and relaxing in the area. Use native solitary trees to provide shadow to the area. Use native perennials and ground covers with decorative values.
- Choose plant species that are low-maintenance, drought-tolerant, and suitable for the local climate conditions to ensure their long-term viability.

2) Daily Routines Connections: Citizens Network enhancement

d) Accessibility

- **Street furniture:**

- Improve the accessibility of sports facilities at the field by installing temporary ramps, designated seating areas, and adaptive equipment for individuals with disabilities.
- Implement features such as tactile pavement indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for disabled pedestrians.

- **Signals**

- Incorporate universal design principles into the streetscape, such as tactile wayfinding signs, audible crossing signs and height-adjustable elements, to accommodate different needs and preferences.

e) Mobility

- **Crossing area:**

- Use bollards, planters, and temporary barriers to mark pedestrian paths and crossings clearly so that the movement for all pedestrians can easily and safely be promoted focusing on women, children, and the elderly. In order to allow pedestrians, cyclists, and transit users find their way better employ temporary pavement markings, stencils, and directional signs
- Create a defined refuge island next to the green area connected with the crossing lane an unification in the path side.
- Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.
- Designate clear and well-lit escape routes and emergency exits within the streetscape, ensuring they are accessible to all users, including individuals with disabilities, seniors, and caregivers with strollers.

- **Parking:**

- Implement temporary curb extensions to repurpose on-street parking spaces into vibrant public spaces that can work as multiple function space various activities, such as outdoor seating, art installations, and community gardens.
- Use vegetation spots to provide separation between the parking lots through green areas
- Design temporary valet parking services and secure bike racks to encourage bicycling as a sustainable and healthy alternative to car commuting.

- **Signals:**

- Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.
- Install temporary signs, flags, or banners to alert drivers to the presence of pedestrians and promote yielding behaviour at crosswalks.
- Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

f) Proximity

- **Signals:**

- Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.
- Set up temporary emergency aid stations on secondary roads with emergency phones, panic buttons, and signs guiding people to nearby support services next to the corners and the central point of the street murals close to the school in order to have easy accessibility to them.

3) Boosting identity: Support for activities in the community and its culture.

g) Interaction

- **Street furniture:**

- Use tools such as colorful paint, temporary seating, and interactive elements to create visually engaging and inviting environments.
- Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community as in the street mural and crossing areas.

- **Community:**

- Use street murals with students and local artists with powerful messages against the violence and promoting the solidarity and empathy.
- Set up short-term programs for the community to take care of green spaces together. Get residents, students, and local groups involved in maintaining and nurturing the vegetation in the area
- Items like pop-up event tents, portable sports equipment, and promotional signage are used to draw in participants and cultivate an energetic atmosphere

4.1.7. Urban renewal backlash- Existing Park

Goal: This strategy aims improving the main street and minor arterial which are next to the Centenario Park to make an unification of the zone. As a result, getting an area more lively, welcoming, and secure for users.

1) Visibility: People and places relations

a) Night time use

- **Lightening**

- Make an unification of the light color, changing it to LED street lighting.

- **Signals**
 - Incorporating tactical urbanism tools such as colorful markings, bollards, and planters to improve safety and visibility for pedestrians.
 - Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.
 - Set up temporary emergency aid stations on secondary roads with emergency phones, panic buttons, and signs guiding people to nearby support services
- **Commerce boosting:**
 - Promote the local artists, particularly women and members of marginalized communities, to create temporary public art installations and murals that reflect the identity and aspirations of the neighborhood.
 - Transform parking lots into temporary night markets and pop-up events that offer a variety of cultural and culinary experiences, attracting residents and visitors to the main street after dark.
- **Street furniture:**
 - Utilize tools like sculpture gardens, mural painting, and participatory art projects in tactical urbanism to turn the park into an exciting and interactive public space that mirrors the various identities and experiences of those who visit.
- **Community:**
 - Plan exciting nighttime activities in the park, like outdoor movies, live music, and festivals, to draw in guests and encourage community involvement.
 - Set up temporary seating, stages, and tents to make the space welcoming to all kinds of people.
 - Boost safety measures with visible armbands, walkie-talkies, and coordinated patrols to increase security and promote a shared responsibility for protecting the park.

2) Daily Routines Connections: Citizens Network enhancement

b) Accessibility

- **Street redesign:**
 - Unification of the park with the streets, transforming the space in a pedestrian zone at night, and transitable way at day.
 - Implement features such as tactile paving indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for pedestrians with disabilities.

- Improve the accessibility of sports facilities at the field by installing temporary ramps, designated seating areas, and adaptive equipment for individuals with disabilities.
 - Use textured pavement surfaces in pedestrian areas to provide better traction and reduce the risk of slips and falls, especially during wet conditions.
 - Opt for light-colored pavement materials such as concrete or light-colored asphalt, which reflect more light and contribute to overall brightness in the area.
- **Signals**
 - Incorporate universal design principles into the streetscape, such as tactile wayfinding signs, audible crossing signs and height-adjustable elements, to accommodate different needs and preferences.
- c) Mobility**
- **Crossing area:**
 - Use bollards, planters, and temporary barriers to mark pedestrian paths and crossings clearly so that the movement for all pedestrians can easily and safely be promoted focusing on women, children, and the elderly. In order to allow pedestrians, cyclists, and transit users find their way better employ temporary pavement markings, stencils, and directional signs
 - Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.
 - Create temporary well-lit pathways leading to the park entrances, ensuring clear visibility and safety for users, particularly women and vulnerable groups, both day and night.
 - **Parking:**
 - Implement temporary parklets and curb extensions so that literally all kinds of activities such as community gardens, artworks, and outdoor seating may fit into vibrant public spaces made from on-street parking.
 - Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues.
 - Use vegetation spots to provide separation between the parking lots through green areas
 - Designate accessible parking spaces near to the stores along the street 11th North Avenue, ensuring they are clearly marked, and equipped with accessibility features such as wider access aisles and curb ramps.

- **Signals:**

- Establish temporary protective mechanisms like temporary barricades, and signs to deal with revealed security problems and enhance pedestrians' safety perception. Put temporary signs, flags, or banners to warn drivers about pedestrian existence as well as encourage them to stop at crosswalks
- Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

d) Proximity

- **Signals:**

- Set up temporary emergency aid stations on secondary roads with emergency phones, panic buttons, and signs guiding people to nearby support services next to the corners and the central point of the street murals close to the school in order to have easy accessibility to them.

3) Boosting identity: Support for activities in the community and its culture.

e) Interaction

- **Street furniture:**

- Promote the activation of the streetscape through culturally relevant programming, pop-up markets, art installations, and street performances that celebrate local talent and foster community connections.
- Design temporary furniture as benches and planters to put them in the streets and create a huge meeting area.
- Seatings, stage platforms and event places to create inviting and inclusive spaces for diversity of uses.
- Work together with artists from the community, children, and people living in the area to design and display temporary artwork that showcases the neighborhood's special character and strength, while also focusing on the importance of gender equality and safety.
- Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community as in the street mural and crossing areas.
- Create street murals and roads with colorful and vibrant figures made by themselves to create belonging sense and boost the culture.

- **Community:**

- Use street murals with local artists with powerful messages against the violence and promoting the solidarity and empathy.
- Get residents, local businesses, and community organizations involved in temporary gardening, painting, and beautification projects to enhance the appearance and usability of the park. This will help create a feeling of ownership and pride among those involved.
- Items like pop-up event tents, portable sports equipment, and promotional signage are used to draw in participants and cultivate an energetic atmosphere

Recommendations

Based on the aims and objectives outlined at the beginning of the research, the following recommendations can be made for the future:

- a) To ensure the effectiveness and sustainability of the urban interventions, it is recommended to incentivize the active participation of the local community. Conducting a community workshop, request of feedbacks and boosting the collaboration between the technical professionals, residents and municipality is crucial to evaluate the guideline and improve it.
- b) The integration of the gender perspective in the urban design process. It involves the safety concerns and mobility patterns of women and vulnerable groups. A specific study about it would be helpful to go more into detail regarding with the effectiveness of the interventions.
- c) Elaborate a masterplan with a final result of the combination of all the typologies proposed that work as an experimental scenario of the guideline strategy. With that many modifications will be made and it will be closer to the reality of the residents.
- d) Implement a Pop-up intervention project in order to test the effectiveness of the proposals, considering the typology given to elaborate experimental testing designs to make an evaluation about how they work and the reaction of the users.
- e) Evaluate the impact of the urban interventions on crime rates typology, the community perception and the quality of public spaces, using the feedback. The goal is that to create a Capital neighborhood's project that responds to the evolving needs of the community.

Conclusion of the research

This thesis set out to explore the potential of the feminist urbanism to work with the tactical urbanism in order to redesign the crime hotspots and explain why this is so important. Hence, the study focuses on responding of *“How the Tactical urbanism (TU) can help to the feminist urbanism (FU) as a tool to improve the security perception for the woman and minorities?”* To do so, the methodology employed involves the following: First, through the theoretical exploration and practical application of these two urban design approaches, the research aims to establish a connection between them for the purpose of integrating communities into urban intervention. Secondly, an examination about the techniques and indicators used by the urban design against crime (UAC) to study a streetscape to boost the crime to transform it in a hotspot. Third, in order to be able to respond the second question *“Which tools according to the study made can be applied for cities with the similar context of Machala in Ecuador”* a mapping study was made in order to see where and how frequently the criminal activities are made according to the national data about the density of emergency callings. Based on this information, a combination among urban type, streetscape and criminal activities was made to determine the existing typology of crime hot spots in a specific district of the city called *“Jubones”*. Jubones is built up zone with high grey surface, close to the city centre and has a high ranking of criminal activities. At the end, the study seeks to develop a collaborative framework for redesigning vulnerable environments focused on the incidence of crime hotspots.

Even though there are multiple approaches to achieve better communities' spaces, the situation in Latin-American is particular. In the midst of a population that is lagging behind patriarchy, the feminist movement is taking power to propose a new vision for communities. That is why feminist urbanism was chosen as a strategy to enhance this movement, that includes not only the women vision, but also the minorities as a tool to offer a new perception and solutions that can provides a city for everyone.

Tactical urbanism as an accessible and cheap tool can be used to improve the perception of the public space, specially of the streetscape because it involves the community participation, which enhance the statement *“don't destroy what you built with your hands”* to achieve it, then the strategies that this approach uses is crucial.

This methodology was vital to relate the role of the public space with the fear and security perception of the citizens. The guideline strategy from a feminist urbanism approach for urban design in Latin-American crime hotspots prioritizes security, inclusivity and gender perspective through the visibility, daily life connections and the identity of the neighbourhoods.

From the feminist urbanism perspective, visibility involves ensuring that women and marginalized groups are visible and represented in public spaces, addressing issues like safety and inclusivity, the statement “see and been seen” is a key to understand which elements should be used to get it. Connection of daily life routines emphasizes creating urban environments connected and easy to access to the services and activities, taking in consideration the proximity to the urban spaces and elements to reduce the long travel and improve the quality of life. Neighborhood identity is focused on boosting the unique characteristics and heritage of the community valuing the diversity and promoting the vitality through the belonging of sense. The anticipated impact of this collaboration is the revitalization of areas plagued by crime, untimely elevating the quality of open public spaces and boosting vitality in the communities.

It should also be noted that each of the types of public space chosen faces a some different but also similar situation in terms of crime, so that the elements used in each one of them should be based on a different type of crime will be according with the needs in each strategy.

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APPENDIX



Figure 398. Examples of existing Tactical urbanism solutions in Street corners



Figure 40. Examples of existing Tactical urbanism solutions in Bike roads



Figure 20. Examples of existing Tactical urbanism solutions: Use of Parklets



Figure 21. Examples of existing Tactical urbanism solutions in Lane narrowing



Figure 22. Examples of existing Tactical urbanism solutions in slip lane closure



Figure 23. Examples of existing Tactical urbanism solutions in crossing area



Figure 24 .Examples of existing Tactical urbanism solutions in Bus stop

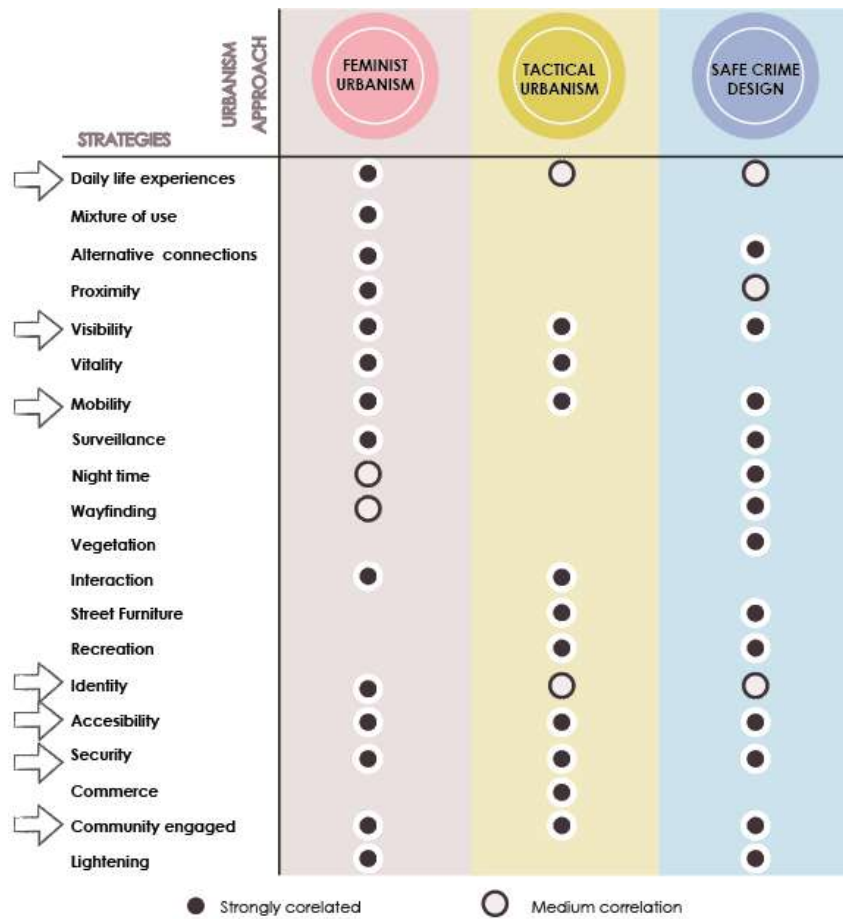


Table 3. Relation between FU- TU- UAC related to their strategies



Figure 418. Victims, attacker and scenario of violence in Machala. Data taken from the National Judiciary Council (2024)

To complement delivery of this Active and Safety Travel Strategy there will be three lines to follow for intervention according to the Repeated situations existing in the area:

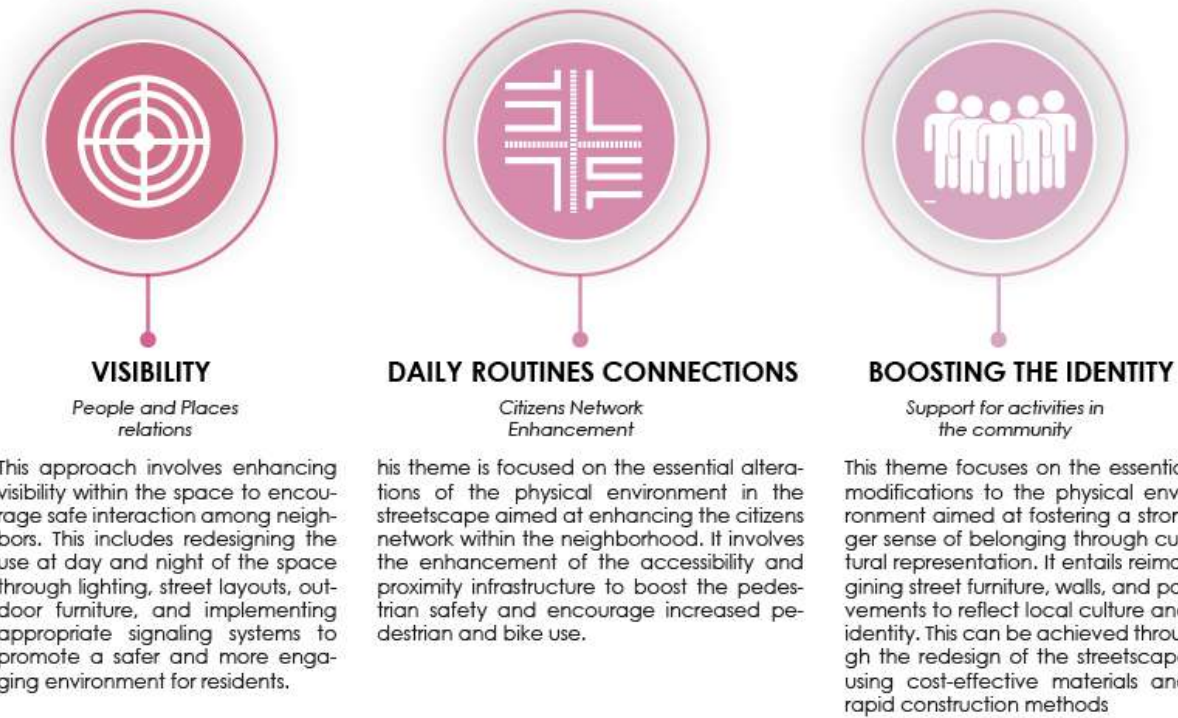


Figure 428. Guideline Principles

GUIDELINE MODEL

TYPE OF SPACE	COMMERCIAL CORNER POINT	GOAL
CONDITION	Corner in the limit of the neighborhood, just in the intersection between two important roads, which receive constant lines of buses, and there are often informal and formal commerce	This strategy aims to transform the commerce corner into a vibrant, accessible, and inclusive urban space that promotes economic opportunity, community empowerment, and social well-being

THEME 1: VISIBILITY
People and Places relations

Strategy

Key action

★ Night time use

Street redesign

Considering the street has a high flow of users, the sidewalk extension can have minimum of 1.80 meters free.

If the front area can have a planter adjacent to the building, leaving 1.50 m for walking

Adding an edge zone with narrow design elements such as street lights or bollards.

Sidewalk extensions can allow for plantings, trees or additional furniture. It is preferable to convert the alley into a shared public road to allow for a more comfortable pedestrian space.

Designate safe public spaces within the streetscape where people can gather, socialize, and participate in nighttime activities without fear of harassment or violence.

Incorporate facilities such as benches, public art, and greenery to create inviting and inclusive gathering spots.

Ensure the streetscape is accessible and well-connected to surrounding areas, encouraging pedestrian and bicycle traffic at night

Lightening



Change of color in the light, to implement LED street lighting
 Consider motion sensor lights or smart lighting systems that adjust brightness based on movement to conserve energy while maintaining security.
 Illumination for both sides: street and pavement through the use of Double staggered lighting pole

Implement surveillance cameras in key locations to monitor the streetscape and provide real-time monitoring.

Signals



Ensure proper signage indicating the presence of surveillance to act as a deterrent for potential criminals.

Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.

Use signage to communicate safety tips, emergency contact information, and neighborhood watch program details.

Street Furniture



Select street furniture with a functional design that serves the needs of the community while discouraging undesirable behavior.

Choose seating options that are comfortable but discourage loitering or sleeping, such as benches with armrests or individual seats rather than long, continuous benches.

Incorporate multi-purpose street furniture that serves additional functions beyond seating, such as bike racks with integrated lighting or planters that double as barriers.

Opt for low-maintenance materials that are easy to clean and upkeep, reducing the need for frequent repairs and maintenance.

Strategy

Key action

Commerce boosting

Street redesign



Design parklets with flexibility and functionality to accommodate different unregulated commerce activities like street vendor booths, street market spaces, etc.

Ensure that parklet design aligns with the existing architectural styles, landscaping, and public amenities, thus creating a consistent and visually appealing environment.

Make sure that proper lighting, high visibility and surveillance are provided in and around parklets so that criminals will be deterred and perceptions of safety will be increased.

Street Furniture



Select furniture on the streets that encourages safety measures and prohibits the crimes. Consider designs with durable materials and construction that are resistant to vandalism.

Install benches, tables, umbrellas and other happiness-inducing features to entice the customers and improve engagement with vendors.

Add elements such as dividers, armrests, or individual seating units to stop the loitering and cultivate a safe feeling for both vendors and shoppers.

Position street furniture strategically to enhance visibility and promote natural surveillance within parklets.

Strategy

Key action

Vegetation

Plant use



Choose plant species that are low-maintenance, drought-tolerant, and suitable for the local climate conditions to ensure their long-term viability.

Install in plants ways to show where seats are located, make paths visually, or design naturalized partition between various zones of a parklet.

Incorporate the necessary green spaces in the street furniture alignment to afford shade, separation of privacy and visual prevention of the instance of informal business activities.

Set up frequent maintenance routine of watering, pruning, fertilizing, and pest control in order to keep plants neat and beautiful.



THEME 2: DAILY ROUTINES CONNECTIONS

Citizens Network
Enhancement

Strategy

Key action

Accessibility

Street redesign



Opt for light-colored pavement materials such as concrete or light-colored asphalt, which reflect more light and contribute to overall brightness in the area.

Use textured pavement surfaces in pedestrian areas to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

Implement features such as tactile paving indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for pedestrians with disabilities.

Ensure that street furniture, signage, and infrastructure are designed to be accessible to all users, including those with mobility impairments, seniors, and caregivers with strollers.

Signals



Incorporate universal design principles into the streetscape, such as tactile wayfinding cues, audible crossing signals, and adjustable-height amenities, to accommodate diverse needs and preferences.

Strategy

Key action

Mobility

Crossing area



Prioritize active transportation modes, such as walking, cycling, and micro-mobility, by implementing dedicated bike lanes, pedestrian-friendly crossings, and bike parking facilities within the streetscape.

Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

Promote the use of public transit options and shared mobility services, such as bike-sharing and ride-hailing, to improve access to the commerce corner and reduce reliance on private car travel.

Use colorful tape, paint, or temporary barriers to delineate pedestrian crossings and create safer intersections for crossing the street.

Designate clear and well-lit escape routes and emergency exits within the streetscape, ensuring they are accessible to all users, including individuals with disabilities, seniors, and caregivers with strollers.

Signals



Install temporary signage, flags, or banners to alert drivers to pedestrian presence and promote yielding behavior at crosswalks.

Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.

Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

Parkings



Implement temporary parklets and curb extensions to repurpose on-street parking spaces into vibrant public spaces that accommodate various activities, such as outdoor seating, art installations, and community gardens.

Design temporary bike valet services and secure bike parking facilities to encourage cycling as a sustainable and healthy alternative to car travel.

Designate accessible parking spaces near key destinations within the commerce corner streetscape, to boost the access to the informal commerce, ensuring they are well-lit, clearly marked, and equipped with appropriate signage and accessibility features.

Proximity

Bus stop



Use temporary seating, shelters, and wayfinding signage to enhance the user experience and promote the use of public transportation as a sustainable and equitable mobility option.

Signals



Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.



THEME 3: BOOSTING THE IDENTITY

Support for activities in the community

Interaction

Street Furniture



Promote the activation of the streetscape through culturally relevant programming, pop-up markets, art installations, and street performances that celebrate local talent and foster community connections.

Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community.

Community



Encourage the presence of "guardians" in the space, such as local businesses, residents, or community groups, who actively monitor and intervene in suspicious or criminal activities.

TYPE OF SPACE

SLIP LANE AND MAIN STREET

GOAL

CONDITION

Main street in the limit of the neighborhood, just in the intersection between one important one way road and a secondary road where the slip lane is located. The main street has bus line and is a wide street without vegetation

This strategy aims to transform the main street and slip lane in a green and safety, accessible, and inclusive urban space that promotes community engagement, and social well-being

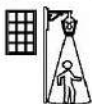


THEME 1: VISIBILITY

People and Places relations

Night time use

Lightening



Change of color in the light, to implement LED street lighting

Consider motion sensor lights or smart lighting systems that adjust brightness based on movement to conserve energy while maintaining security.

Use tactical urbanism tools such as reflective surfaces, glow-in-the-dark paint, and light art installations to enhance visibility and draw attention to pedestrian pathways and crossing points.

Signals



Ensure proper signage indicating the presence of surveillance to act as a deterrent for potential criminals.

Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.



THEME 2: DAILY ROUTINES CONNECTIONS

Citizens Network
Enhancement

Strategy

Key action

Accessibility

Street redesign



Opt for light-colored pavement materials such as concrete or light-colored asphalt, which reflect more light and contribute to overall brightness in the area.

Use textured pavement surfaces in pedestrian areas to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

Implement features such as tactile paving indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for pedestrians with disabilities.

Ensure that street furniture, signage, and infrastructure are designed to be accessible to all users, including those with mobility impairments, seniors, and caregivers with strollers.

Signals



Incorporate universal design principles into the streetscape, such as tactile wayfinding cues, audible crossing signals, and adjustable-height amenities, to accommodate diverse needs and preferences.

Strategy

Key action

Slip lane

Street redesign



Transform the empty slip lane into a vibrant public space through tactical urbanism interventions such as pop-up parks, interactive art installations, and temporary seating areas.

Use tactical urbanism tools such as chalk art, yarn bombing, and guerrilla gardening to invite spontaneous expressions of art and cultural expression, transforming the main street and slip lane into a dynamic and engaging public space.

Use temporary barriers, planters, and bollards to narrow the slip lane and create a safer pedestrian environment, reducing vehicle speeds and minimizing the risk of accidents.

Use street murals to give a vibrant feeling around the slip lane

Parkings



Design temporary bike valet services and secure bike parking facilities to encourage cycling as a sustainable and healthy alternative to car travel.

Plant use



Establish temporary community gardens, green spaces, and urban greening projects along the main street and slip lane to beautify the area and promote environmental sustainability.

Strategy

Key action

Mobility

Crossing area



Prioritize active transportation modes, such as walking, cycling, and micro-mobility, by implementing dedicated bike lanes, pedestrian-friendly crossings, and bike parking facilities within the streetscape.

Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

Promote the use of public transit options and shared mobility services, such as bike-sharing and ride-hailing, to improve access to the commerce corner and reduce reliance on private car travel.

Use colorful tape, paint, or temporary barriers to delineate pedestrian crossings and create safer intersections for crossing the street.

Signals



Install temporary signage, flags, or banners to alert drivers to pedestrian presence and promote yielding behavior at crosswalks.

Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.

Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

Parkings



Implement temporary curb extensions to repurpose on-street parking spaces into vibrant public spaces that accommodate various activities, such as outdoor seating, art installations, and community gardens.

Strategy

Key action



Vegetation

Plant use



Design a refugee island of minimum 120 cm where will be located a green area to provide vitality and shadow to the site

Choose plant species that are low-maintenance, drought-tolerant, and suitable for the local climate conditions to ensure their long-term viability.

Choose urban native trees which provide both decorative appeal and shade for an urban alley

Strategy

Key action



Proximity

Bus stop



Use temporary seating, shelters, and wayfinding signage to enhance the user experience and promote the use of public transportation as a sustainable and equitable mobility option.

Use tactical techniques in the paving, wheelchair ramps, and sheltered waiting areas.

Signals



Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.



THEME 3: BOOSTING THE IDENTITY

Support for activities in the community

Strategy

Key action



Interaction

Street Furniture



Promote the activation of the streetscape through culturally relevant programming, pop-up markets, art installations, and street performances that celebrate local talent and foster community connections.

Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community as in the street mural and crossing areas..

Community



Organize community-led events and programming, such as outdoor movie nights, live music performances, and food festivals, to activate the space and attract people to the area after dark.

TYPE OF SPACE

CITY CORRIDOR

GOAL

CONDITION

Main commerce street with a current green way using Palms as vegetation. High flow of traffic. It is double way road, and has parkings in the side of the streets.

This strategy aims to transform the main street in a green way with vitality along, creating a safer, more inclusive, and vibrant urban environment for all residents and visitors.



THEME 1: VISIBILITY
People and Places relations

Strategy

Key action

★ **Night time use**

Lightening



Change of color in the light, to implement LED street lighting
Consider motion sensor lights or smart lighting systems that adjust brightness based on movement to conserve energy while maintaining security.
Commission temporary public art installations, light projections, and murals that illuminate the main street and create visually engaging experiences for pedestrians and motorists

Signals



Ensure proper signage indicating the presence of surveillance to act as a deterrent for potential criminals.
Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.
Incorporating tactical urbanism tools such as colorful markings, bollards, and planters to improve safety and visibility for pedestrians.

Commerce boosting



Transform parking lots into temporary night markets and pop-up events that offer a variety of cultural and culinary experiences, attracting residents and visitors to the main street after dark.

Street Furniture



Provide designated seating areas and rest zones to accommodate diverse needs and preferences of users.

Strategy

Key action

 **Vegetation**

Plant use



Replace the existin vegetation (Palms) to urban native trees to create a green corridor wich offers shadow. Providing both decorative appeal and ample shade for an urban alley
Species as: Ceiba trichistandra, Ficus spp, Guazuma ulmifolia
Choose ground covers that are low-maintenance, drought-tolerant, and suitable for the local climate conditions to ensure their long-term viability.
Set up frequent maintenance routine of watering, pruning, fertilizing, and pest control in order to keep plants neat and beautiful.
Create temporary community gardens and green spaces within the refuge green islands and parking lots to beautify the streetscape and promote environmental sustainability.



THEME 2: DAILY ROUTINES CONNECTIONS

Citizens Network
Enhancement

Strategy

Key action

Accessibility

Street redesign



Opt for light-colored pavement materials such as concrete or light-colored asphalt, which reflect more light and contribute to overall brightness in the area.

Use textured pavement surfaces in pedestrian areas to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

Implement features such as tactile paving indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for pedestrians with disabilities.

Ensure that street furniture, signage, and infrastructure are designed to be accessible to all users, including those with mobility impairments, seniors, and caregivers with strollers.

Signals



Incorporate universal design principles into the streetscape, such as tactile wayfinding cues, audible crossing signals, and adjustable-height amenities, to accommodate diverse needs and preferences.

Strategy

Key action

Mobility

Crossing area



Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

Utilize items like bollards, planters, and temporary barriers to clearly mark pedestrian pathways and crossings, promoting safe and easy movement for all pedestrians, with a focus on women, children, and the elderly.

Designate clear escape routes and emergency exits within the streetscape, ensuring they are accessible to all users, including individuals with disabilities, seniors, and caregivers with strollers.

Create a defined refuge island next to the green area connected with the crossing lane as a unification in the pathside.

Design raised crosswalks or speed tables to slow down vehicular traffic and enhance safety for pedestrians crossing the main street.

Signals



Install temporary signage, flags, or banners to alert drivers to pedestrian presence and promote yielding behavior at crosswalks.

Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.

Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

Parkings



Implement temporary parklets and curb extensions to repurpose on-street parking spaces into vibrant public spaces that accommodate various activities, such as outdoor seating, art installations, and community gardens.

Design temporary bike valet services and secure bike parking facilities to encourage cycling as a sustainable and healthy alternative to car travel.

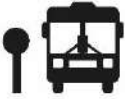
Designate accessible parking spaces near to the stores along the Marcel Laniado street -in both sides-, ensuring they are clearly marked, and equipped with accessibility features such as wider access aisles and curb ramps.

Utilize tactics like temporary signs and painted pavement to show where accessible parking is and encourage people with disabilities and caregivers to use them.



Proximity

Bus stop



Design bus stops by adding temporary features like benches, shelters, and live arrival updates to make public transportation more comfortable and convenient for all passengers, especially women and those with limited mobility

Use tactical techniques in the paving, wheelchair ramps, and sheltered waiting areas.

Use of temporary seating, signage, and lighting to enhance safety and comfort for bus passengers, especially during nighttime hours.

Signals



Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.

Add a Help emergency panel which goes direct to the ECU 911 in order to ask for help in case of an emergency



THEME 3: BOOSTING THE IDENTITY

Support for activities in the community

Strategy

Key action



Interaction

Street Furniture



Implement temporary pop-up installations and interactive art exhibits in parking lots, refuge green islands, and other underutilized spaces to attract pedestrians and encourage exploration.

Use tools such as colorful paint, temporary seating, and interactive elements to create visually engaging and inviting environments.

Designate specific areas within parking lots and refuge green islands as safe social spaces for residents to gather and interact during both daytime and nighttime hours.

Promote the local artists, particularly women and members of marginalized communities, to create temporary public art installations and murals that reflect the identity and aspirations of the neighborhood.

Community



Organize community events and programming, such as outdoor movie nights, live music performances, and food festivals, to activate the space and attract people to the area after dark.

Organize temporary events such as street markets, art exhibitions, and cultural festivals in the parking lots spaces as a mixture of use in order to celebrate diversity and promote social interaction and vitality.

TYPE OF SPACE

TRAFFIC HUB

GOAL

CONDITION

Main commerce double way main road with a current green way. High flow of traffic that goes directly to the node "El Aguador" which works as a monument.

This strategy aims improving the main street and enhancing the importance the monument "El Aguador" will make the area more lively, welcoming, and secure for users.



THEME 1: VISIBILITY

People and Places relations

Strategy

Key action



Night time use

Lightening



Make an unification of the light color, changing it to LED street lighting

Consider motion sensor lights or smart lighting systems that adjust brightness based on movement to conserve energy while maintaining security.

Signals



Incorporate tools like placing surveillance decals and neighborhood watch signs in prominent locations to increase visibility of surveillance and community vigilance.

Utilize tactical urbanism tools like temporary shelters, counseling booths, and information kiosks to offer immediate assistance and connect individuals with local service providers and security agencies as ECU911.

Street redesign



Create clear sightlines, open sight corridors, and unobstructed pathways to encourage active surveillance and community engagement.

Utilize tactical urbanism tools like strategic landscaping, seating arrangements, and wayfinding signage to facilitate inviting and accessible environments. Empower women and marginalized groups to assert their presence and reclaim public space with these design strategies.



THEME 2: DAILY ROUTINES CONNECTIONS

Citizens Network
Enhancement

Strategy

Key action

Accessibility

Street redesign



Implement features such as tactile paving indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for pedestrians with disabilities.

Opt for light-colored pavement materials such as concrete or light-colored asphalt, which reflect more light and contribute to overall brightness in the area.

Use textured pavement surfaces in pedestrian areas to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

Create a refuge island close to the node, in order to provide a safety area between the high traffic.

Signals



Incorporate universal design principles into the streetscape, such as tactile wayfinding cues, audible crossing signals, and adjustable-height amenities, to accommodate diverse needs and preferences.

Strategy

Key action

Mobility

Crossing area



Prioritize active transportation modes, such as walking, cycling, and micro-mobility, by implementing dedicated bike lanes, pedestrian-friendly crossings, and bike parking facilities within the streetscape.

Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

Promote the use of public transit options and shared mobility services, such as bike-sharing and ride-hailing, to improve access to the commerce corner and reduce reliance on private car travel.

Use colorful tape, paint, or temporary barriers to delineate pedestrian crossings and create safer intersections for crossing the street.

Signals



Install temporary signage, flags, or banners to alert drivers to pedestrian presence and promote yielding behavior at crosswalks.

Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.

Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

Parkings



Implement temporary parklets and curb extensions to repurpose on-street parking spaces into vibrant public spaces that accommodate various activities, such as outdoor seating, art installations, and community gardens.

Design temporary bike valet services and secure bike parking facilities to encourage cycling as a sustainable and healthy alternative to car travel.



THEME 3: BOOSTING THE IDENTITY

Support for activities in the community

Strategy

Key action

Interaction

Street Furniture



Use of the parking lots to design versatile and welcoming spaces that can host a wide range of cultural activities and events by incorporating tactical urbanism tools like moveable furniture, temporary stages, and portable shade structures

Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community as in the street mural and crossing areas..

Community



Organize community-led events and programming, such as outdoor movie nights, live music performances, and food festivals, to activate the space and attract people to the area after dark.

Signals



Put up temporary signs, plaques, and informational boards on the main street and at the monument node to showcase the historical importance of "El Aguador" on the identity of the neighborhood.

TYPE OF SPACE

LOCAL STREET- EDUCATIONAL FUNCTION

GOAL

CONDITION

Secondary roads with low flow of traffic, next to an education institution and residential hood. Its only movement is in the morning and afternoon, later it becomes an empty and dangerous zone.

This strategy aims to transform the street around the school into a greenery, accessible, and inclusive urban space that promotes community empowerment, and social well-being



THEME 1: VISIBILITY

People and Places relations

Strategy

Key action

★ Night time use

Street redesign



Sidewalk extensions can allow for plantings, trees or additional furniture. It is preferable to convert the alley into a shared public road to allow for a more comfortable pedestrian space.

Ensure the streetscape is accessible and well-connected to surrounding areas, encouraging pedestrian and bicycle traffic at night

Create physical buffers between pedestrians and vehicular traffic, improving safety and visibility.

11th North Street

Designate safe public spaces within the streetscape where people can gather, socialize, and participate in nighttime activities without fear of harassment or violence.

Incorporate facilities such as benches, public art, and greenery to create inviting and inclusive gathering spots.

Street redesign

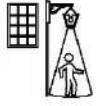


Tarqui street

Lane narrowing solution transforming the street in a pedestrian road

Use pop-up information booths, interactive displays, and educational signage to raise awareness and empower individuals to take action against gender violence in their community.

Lightening



Change of color in the light, to implement LED street lighting

Consider motion sensor lights or smart lighting systems that adjust brightness based on movement to conserve energy while maintaining security.

In order to make sure that emergency assistance points are easily recognizable and can be accessed quickly, tools like illuminated signs, bright colors, and clear symbols are used. This instills a feeling of safety for those who may need help.

Signals



Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.

Set up temporary emergency aid stations in the corner of the intersection between Tarqui and 11th street with panic buttons, and signs guiding people to nearby support services.

Strategy

Key action

Vegetation

Plant use



Create pop-up educational gardens along secondary roads with signs and displays to teach locals and students about native plants, sustainability, and ways to combat gender violence.

Install in plants ways to show where seats are located, make paths visually, or design naturalized partition between various zones of a parking.

Choose plant species that are low-maintenance, drought-tolerant, and suitable for the local climate conditions to ensure their long-term viability.



THEME 2: DAILY ROUTINES CONNECTIONS

Citizens Network Enhancement

Strategy

Key action

Accessibility

Street redesign



Opt for light-colored pavement materials such as concrete or light-colored asphalt, which reflect more light and contribute to overall brightness in the area.

Use textured pavement surfaces in pedestrian areas to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

Implement features such as tactile paving indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for pedestrians with disabilities.

Signals



Incorporate universal design principles into the streetscape, such as tactile wayfinding cues, audible crossing signals, and adjustable-height amenities, to accommodate diverse needs and preferences.

Strategy

Key action

Mobility

Crossing area



Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

Use colorful tape, paint, or temporary barriers to delineate pedestrian crossings and create safer intersections for crossing the street.

Designate clear and well-lit escape routes and emergency exits within the streetscape, ensuring they are accessible to all users, including individuals with disabilities, seniors, and caregivers with strollers.

Signals



Install temporary signage, flags, or banners to alert drivers to pedestrian presence and promote yielding behavior at crosswalks.

Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.

Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

Parkings



Design temporary bike valet services and secure bike parking facilities to encourage cycling as a sustainable and healthy alternative to car travel.

Utilize tactics like temporary signs and painted pavement to show where accessible parking is and encourage people with disabilities and caregivers to use them.

Use vegetation spots to provide separation between the parking lots through green areas

Strategy

Key action



Proximity

Signals



Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.

Set up temporary emergency aid stations on secondary roads with emergency phones, panic buttons, and signs guiding people to nearby support services next to the corners and the central point of the street murals close to the school in order to have easy accessibility to them.



THEME 3: BOOSTING THE IDENTITY

Support for activities in the community

Strategy

Key action



Interaction

Street Furniture



Promote the activation of the streetscape through culturally relevant programming, pop-up markets, art installations, and street performances that celebrate local talent and foster community connections.

Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community as in the street mural and crossing areas.

Set up temporary signs and directional markers on the smaller roads to help guide people to important locations like historical landmarks, points of interest, and support services for those affected by gender violence.

Work together with artists from the community, students, and people living in the area to design and display temporary artwork that showcases the neighborhood's special character and strength, while also focusing on the importance of gender equality and safety.

Community



Use street murals with students and local artists with powerful messages against the violence and promoting the solidarity and empathy

Set up short-term programs for the community to take care of green spaces together. Get residents, students, and local groups involved in maintaining and nurturing the vegetation in the area

TYPE OF SPACE

COMMUNITY SPORT FIELD

GOAL

CONDITION

Informal sport field next to an abandoned area which are mostly used at night for recreation of adults. The streets are low flow of traffic, and there is a significant non presence of pedestrians due to the criminal activities. Plus, the incidental area is around trash

This strategy aims to transform the recreation area in a green and safety, accessible, and inclusive urban space that promotes community engagement, and social well-being



THEME 1: VISIBILITY

People and Places relations

Strategy

Key action

★ Night time use

Lightening



Change of color in the light, to implement LED street lighting

The use of reflective surfaces, vibrant colors, and light projections can enhance visibility and help to create a welcoming and safe space for sports enthusiasts, especially women.

Signals



Install clear and visible signage indicating directions, landmarks, and emergency exits to improve navigation and reduce disorientation.

Set up temporary emergency aid stations on secondary roads with emergency phones, panic buttons, and signs guiding people to nearby support services

Street redesign



Designate specific areas within parking lots as safe social spaces for residents to gather and interact during both daytime and nighttime hours.

Create a recreation and relaxing space for the family of the players.

Use sculptures, and interactive exhibits to revamp the incidental area next to the sports field, making it a visually appealing and inviting space for all locals

Pasaje 1st East Street

Change the function of the street transforming it in a pedestrian side

Opt for light-colored pavement materials such as concrete or light-colored asphalt, which reflect more light and contribute to overall brightness in the area.

Use textured pavement surfaces in pedestrian areas to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

Strategy

Key action



Sport Field

Street redesign



Use textured pavement surfaces in play area as rubber to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

Promote the mixture use in the sport field promoting culturally relevant programming, pop-up markets, art installations, and street performances that celebrate local talent and foster community connections.

Strategy

Key action



Vegetation

Plant use



Choose plant species that are low-maintenance, drought-tolerant, and suitable for the local climate conditions to ensure their long-term viability.

Add temporary landscaping features like small shrubs, bushes, and blooming plants around the edges. This not only beautifies the area but also helps create natural barriers for better visibility.

Create an ornamental garden in the incidental space to provide calm and relaxing in the area

Use native solitary trees to provide shadow to the area

Use native perennials and ground covers with decorative values



THEME 2: DAILY ROUTINES CONNECTIONS

Citizens Network
Enhancement

Strategy

Key action

Accessibility

Street Furniture



Improve the accessibility of sports facilities at the field by installing temporary ramps, designated seating areas, and adaptive equipment for individuals with disabilities.

Implement features such as tactile paving indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for pedestrians with disabilities.

Create temporary seating areas, benches, and shade structures around the sports field to offer places to rest and promote socializing among visitors. Utilize tactical urbanism methods like portable seating, pop-up tents, and temporary lighting to design adaptable and welcoming environments that cater to various requirements and desires.

Signals



Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

Strategy

Key action

Mobility

Crossing area



Incorporate universal design principles into the streetscape, such as tactile wayfinding cues, audible crossing signals, and adjustable-height amenities, to accommodate diverse needs and preferences.

Use bollards, planters, and temporary barriers to mark pedestrian paths and crossings clearly so that the movement for all pedestrians can easily and safely be promoted focusing on women, children, and the elderly.

Designate clear and well-lit escape routes and emergency exits within the streetscape, ensuring they are accessible to all users, including individuals with disabilities, seniors, and caregivers with strollers.

Signals



Install temporary signage, flags, or banners to alert drivers to pedestrian presence and promote yielding behavior at crosswalks.

Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.

Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

Parkings



Implement temporary curb extensions to repurpose on-street parking spaces into vibrant public spaces that can work as multiple function space various activities, such as outdoor seating, art installations, and community gardens.

Design temporary bike valet services and secure bike parking facilities to encourage cycling as a sustainable and healthy alternative to car travel.

Use vegetation spots to provide separation between the parking lots through green areas

Strategy

Key action

Proximity

Signals



Use temporary signal enhancements such as countdown timers, audible signals, and pedestrian scramble crossings to improve visibility and reduce the risk of conflicts between different modes of transportation.

Set up temporary emergency aid stations on secondary roads with emergency phones, panic buttons, and signs guiding people to nearby support services next to the corners and the central point of the street murals close to the school in order to have easy accessibility to them.



THEME 3: BOOSTING THE IDENTITY

Support for activities in the community

Strategy

Key action

Interaction

Street Furniture



Use tools such as colorful paint, temporary seating, and interactive elements to create visually engaging and inviting environments.

Promote the local artists, particularly women and members of marginalized communities, to create temporary public art installations and murals that reflect the identity and aspirations of the neighborhood.

Organize community events and programming, such as outdoor movie nights, live music performances, and food festivals, to activate the space and attract people to the area after dark.

Community



Organize temporary events such as street markets, art exhibitions, and cultural festivals in the parking lots spaces and sport field as a mixture of use in order to celebrate diversity and promote social interaction and vitality.

Items like pop-up event tents, portable sports equipment, and promotional signage are used to draw in participants and cultivate an energetic atmosphere

TYPE OF SPACE
CONDITION

URBAN RENEWAL BACKLASH - EXISTING PARK

Park regenerated 4 years ago. Low flow of people, especially at day because there are homeless and drugged people there. Ausence of pedestrians in the surrounded streets because the criminal activities. Commerce and residence around it

GOAL

This strategy aims improving the main street and minor arterial which are next to the Centenario Park to make an unification of the zone. As a result getting an area more lively, welcoming, and secure for users.



THEME 1: VISIBILITY

People and Places relations

Strategy

Key action

Night time use

Lightening



Make an unification of the light color, changing it to LED street lighting

Consider motion sensor lights or smart lighting systems that adjust brightness based on movement to conserve energy while maintaining security.

Signals



Incorporating tactical urbanism tools such as colorful markings, bollards, and planters to improve safety and visibility for pedestrians.

Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.

Commerce boosting



Promote the local artists, particularly women and members of marginalized communities, to create temporary public art installations and murals that reflect the identity and aspirations of the neighborhood.

Transform parking lots into temporary night markets and pop-up events that offer a variety of cultural and culinary experiences, attracting residents and visitors to the main street after dark.

Street Furniture



Utilize tools like sculpture gardens, mural painting, and participatory art projects in tactical urbanism to turn the park into an exciting and interactive public space that mirrors the various identities and experiences of those who visit.

Community



Plan exciting nighttime activities in the park, like outdoor movies, live music, and festivals, to draw in guests and encourage community involvement.

Set up temporary seating, stages, and tents to make the space welcoming to all kinds of people.

Boost safety measures with visible armbands, walkie-talkies, and coordinated patrols to increase security and promote a shared responsibility for protecting the park



THEME 2: DAILY ROUTINES CONNECTIONS

Citizens Network Enhancement

Strategy

Key action

Accessibility

Street redesign



Unification of the park with the streets, transforming the space in a pedestrian zone at night, and transitable way at day

Implement features such as tactile paving indicators, curb ramps, and crosswalks with audible signals to improve navigation and safety for pedestrians with disabilities.

Use textured pavement surfaces in pedestrian areas to provide better traction and reduce the risk of slips and falls, especially during wet conditions.

Opt for light-colored pavement materials such as concrete or light-colored asphalt, which reflect more light and contribute to overall brightness in the area.

Signals



Incorporate universal design principles into the streetscape, such as tactile wayfinding cues, audible crossing signals, and adjustable-height amenities, to accommodate diverse needs and preferences.

Strategy

Key action

Mobility

Crossing area



Use temporary pavement markings, stencils, and directional signs to improve wayfinding and navigation for pedestrians, cyclists, and transit users.

Utilize items like bollards, planters, and temporary barriers to clearly mark pedestrian pathways and crossings, promoting safe and easy movement for all pedestrians, with a focus on women, children, and the elderly.

Create temporary well-lit pathways leading to the park entrances, ensuring clear visibility and safety for users, particularly women and vulnerable groups, both day and night.

Signals



Install temporary signage, flags, or banners to alert drivers to pedestrian presence and promote yielding behavior at crosswalks.

Implement temporary safety measures such as temporary barriers, mirrors, and signage to address identified safety issues and improve the perception of safety among pedestrians.

Use colorful markings, directional signage, and temporary barriers to delineate escape routes and provide visual cues for safe navigation during emergencies.

Parkings



Implement temporary parklets and curb extensions to repurpose on-street parking spaces into vibrant public spaces that accommodate various activities, such as outdoor seating, art installations, and community gardens.

Design temporary bike valet services and secure bike parking facilities to encourage cycling as a sustainable and healthy alternative to car travel.

Designate accessible parking spaces near to the stores along the street 11th North Avenue, ensuring they are clearly marked, and equipped with accessibility features such as wider access aisles and curb ramps.

Proximity

Signals



Set up temporary emergency aid stations on secondary roads with emergency phones, panic buttons, and signs guiding people to nearby support services next to the corners and the central point of the street murals close to the school in order to have easy accessibility to them.



THEME 3: BOOSTING THE IDENTITY

Support for activities in the community

Interaction

Street Furniture



Promote the activation of the streetscape through culturally relevant programming, pop-up markets, art installations, and street performances that celebrate local talent and foster community connections.

Encourage local artists and community members to contribute to the design and programming of temporary public spaces, incorporating elements that reflect the cultural diversity and identity of the community as in the street mural and crossing areas.

Design temporary furniture as benches and planters to put them in the streets and create a huge meeting area .

Seatings, stage platforms and event places to create inviting and inclusive spaces for diversity of uses

Work together with artists from the community, children, and people living in the area to design and display temporary artwork that showcases the neighborhood's special character and strength, while also focusing on the importance of gender equality and safety.

Community



Use street murals in the pavement with local artists with powerful messages against the violence and promoting the solidarity and empathy

Get residents, local businesses, and community organizations involved in temporary gardening, painting, and beautification projects to enhance the appearance and usability of the park. This will help create a feeling of ownership and pride among those involved.

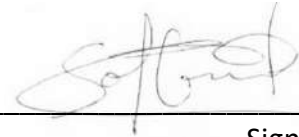
Figure 43. Guideline Design

STATUTORY DECLARATION

I declare that I have authored this thesis independently, that I have not used other than the declared sources / resources, and that I have explicitly marked all material which has been quoted either literally or by content from the used sources.

29 April, 2024

Place, Date

A handwritten signature in black ink, appearing to be 'S. J. ...', written over a horizontal line.

Signature

Latin American cities have historically been designed as a support towards the needs and preferences of men. Evidence of this can be found in the lack of accessibility to workplaces and services, the existence of unsafe streets, and public transportation systems that fail to accommodate the diverse travel patterns typical for women.

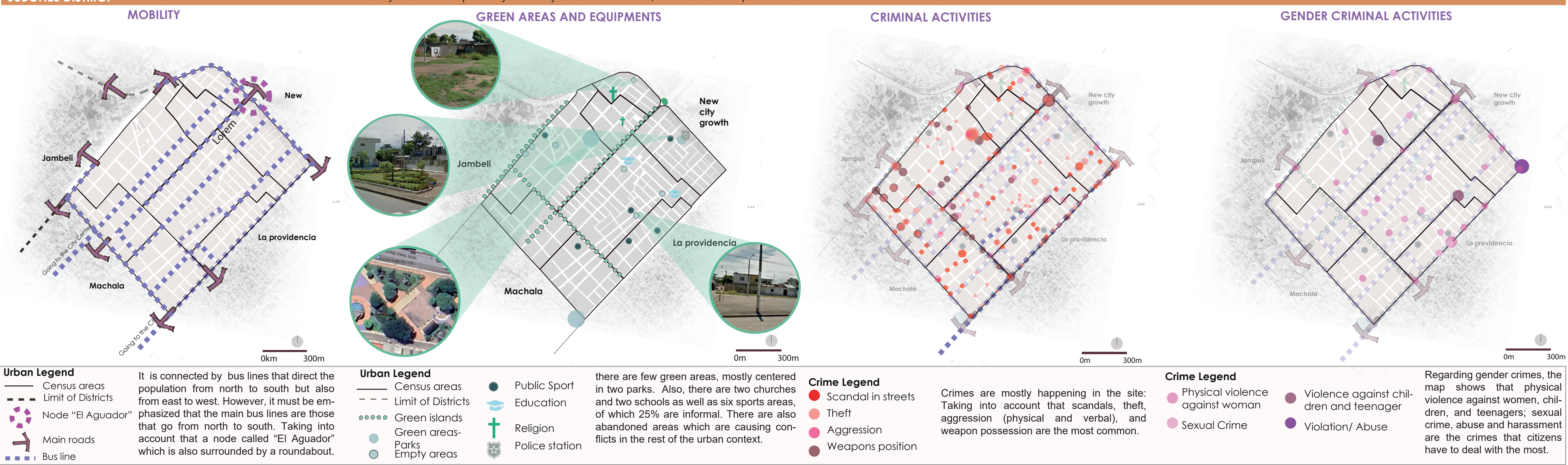
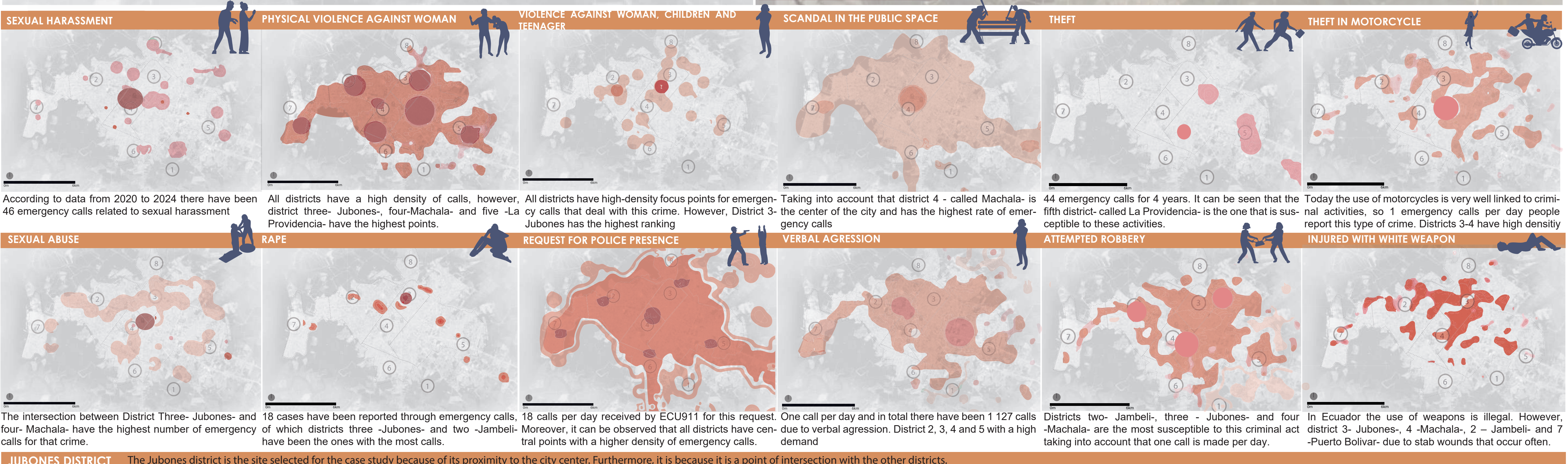
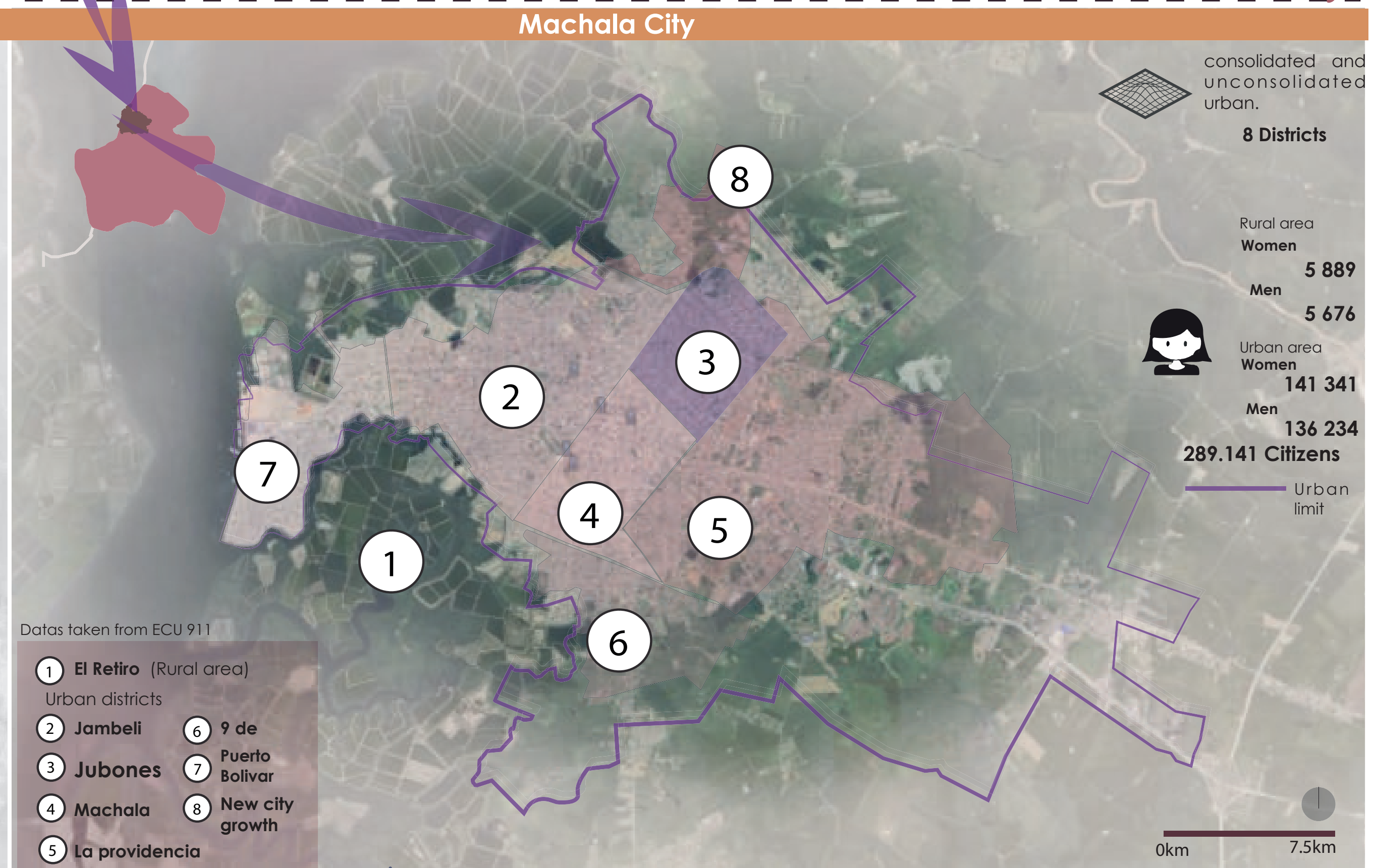
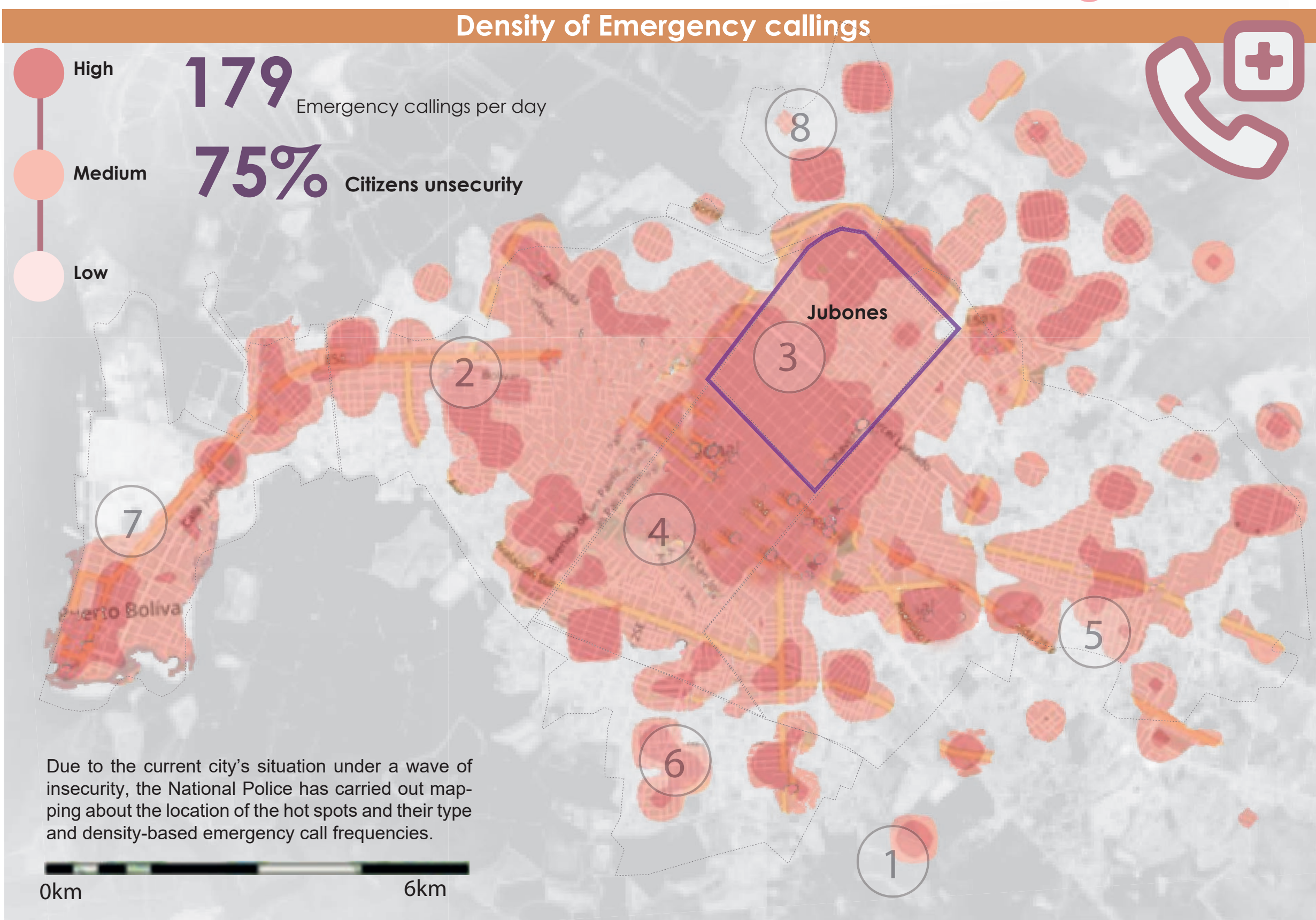
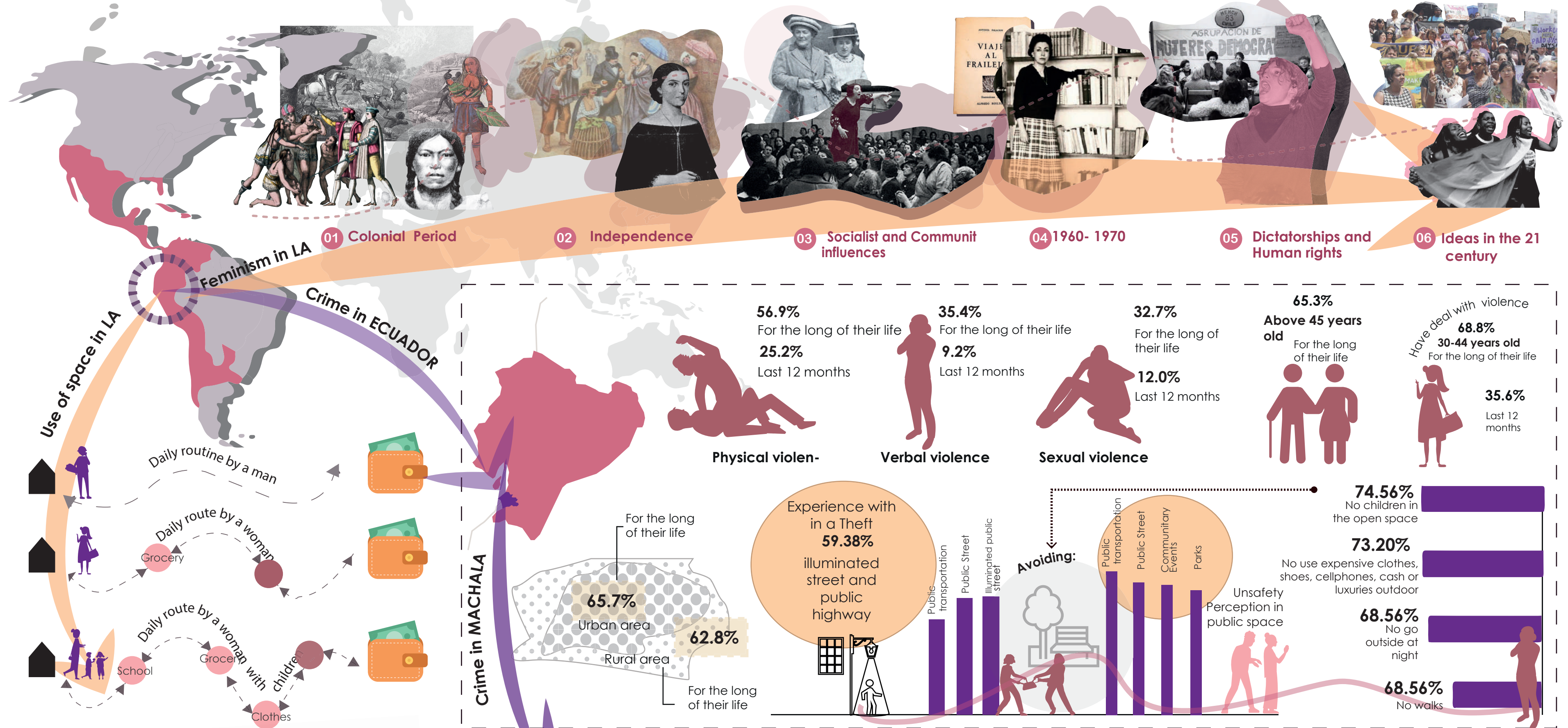
Latin America is known as a hotspot of global crime, one of the reasons why women is the main victim of the crime is because the culture and society is still living with the Patriarchy thought. The insecurity factors affect women much more intensely than men, which forces us to examine the ways in which cities are organized and the living conditions and infrastructure they have when analyzing violence that women are experiencing and how to prevent it. This idea of safe spaces comes from the beginning of the 20th century when the feminist movement gained much more strength. The concept of avoiding darkness and empty streets in cities was popular at that time. If woman decided to walk through such places, they were exposed to some type of violence.

Considering the above-mentioned historical developments, concrete rights, ideas and inclusivity is the focus of the feminism; but due to the new reality and the rise and rapid urbanization, the feminist urbanism in Latin America is seeking the equality of open space. Hereby, an important factor comes up: security

Ecuador occupies the first place being the country most dangerous in South America. This project presents an approach to address the problem of crime in vulnerable areas of Latin America, especially in Ecuador, integrating the principles of feminist urbanism and tactical urbanism. This study makes an analysis about which crimes are more related to the open space and also how it influences the security perception. The study will collect data on the level of crime of the city of Machala, Ecuador, analyzing emergency calls to identify the most frequent crimes and the places with the highest incidence.

It focuses on a mapping study of an Ecuadorian city to identify crime patterns and offenses related to criminal activities in public space and against women.

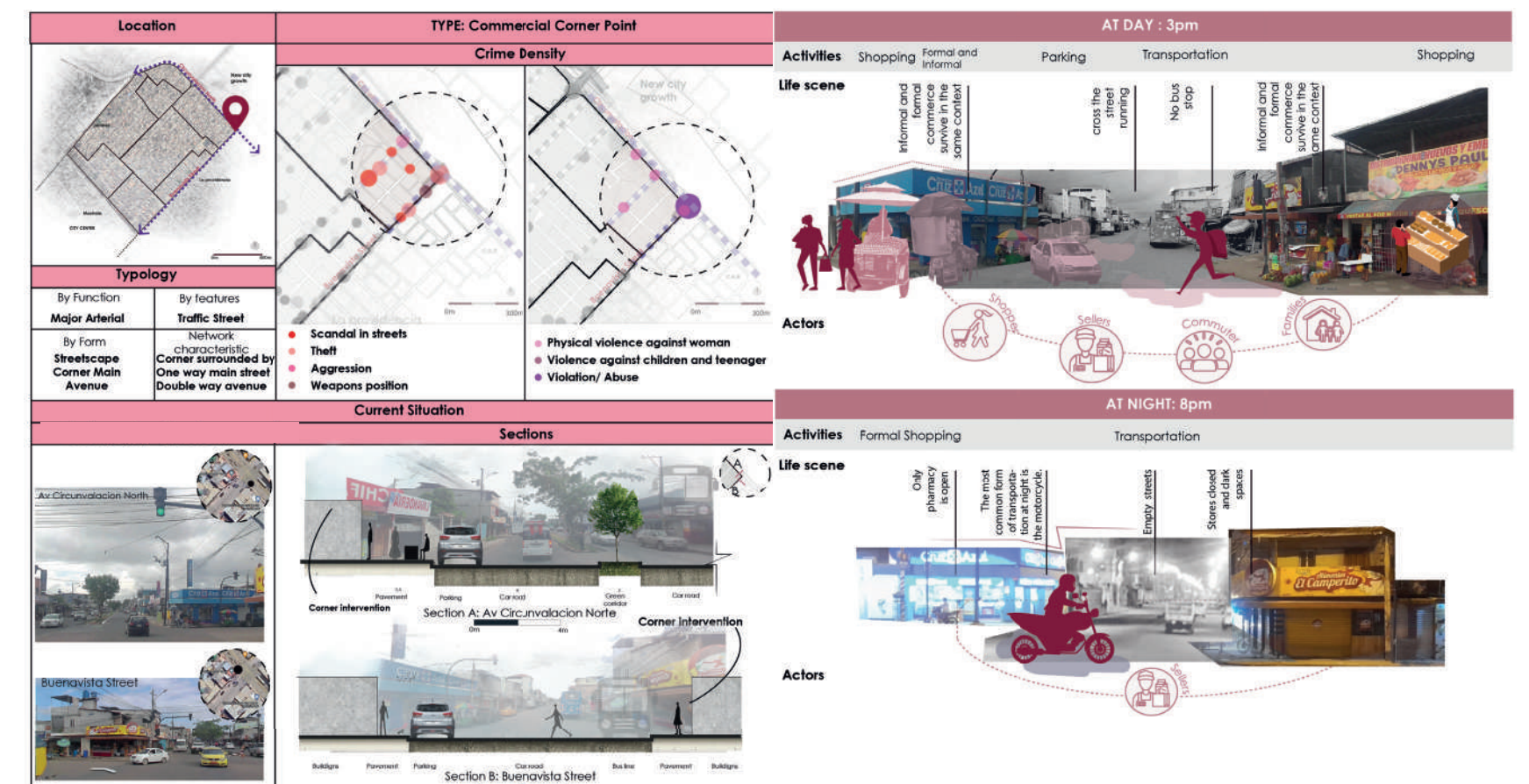
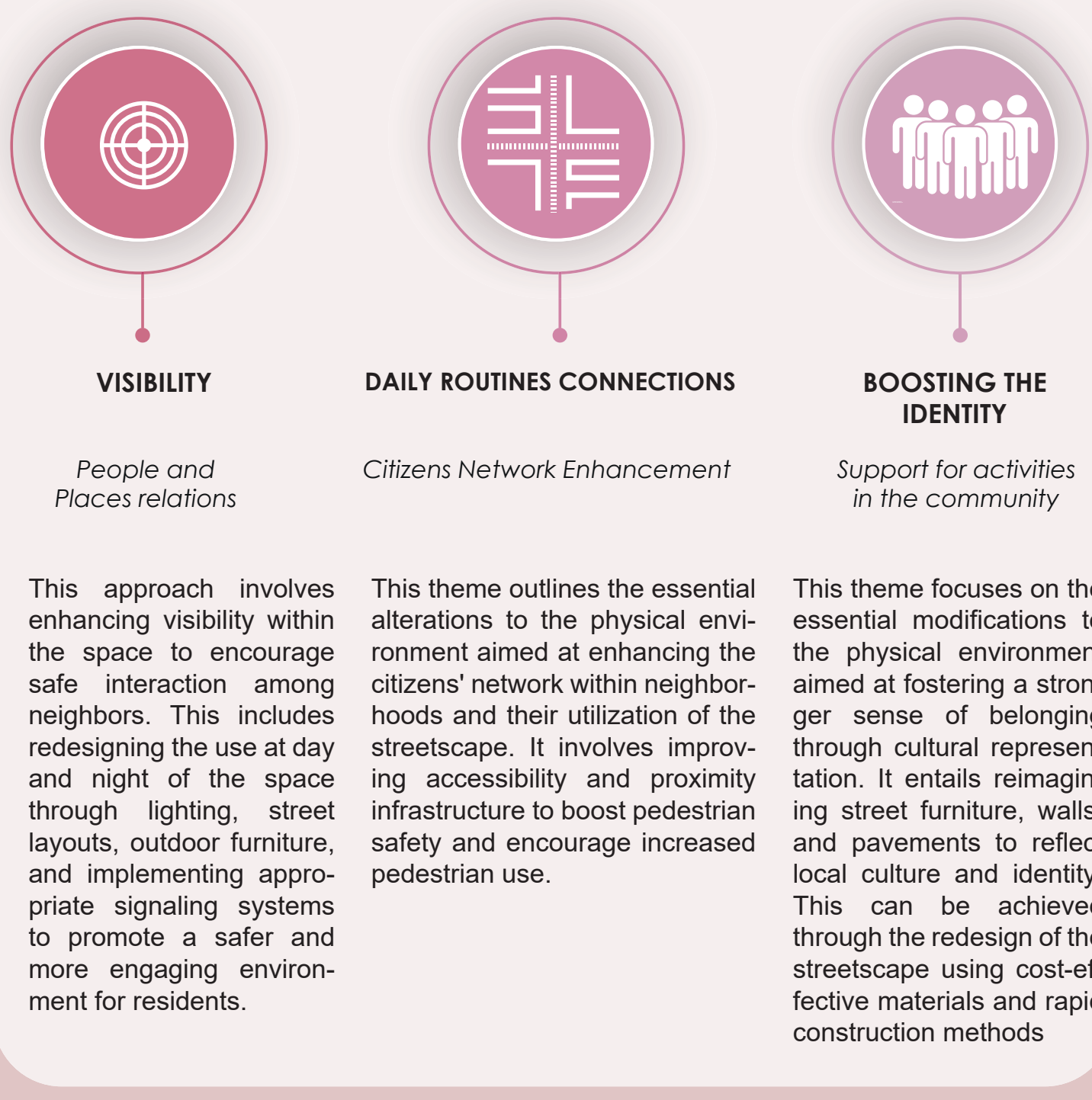
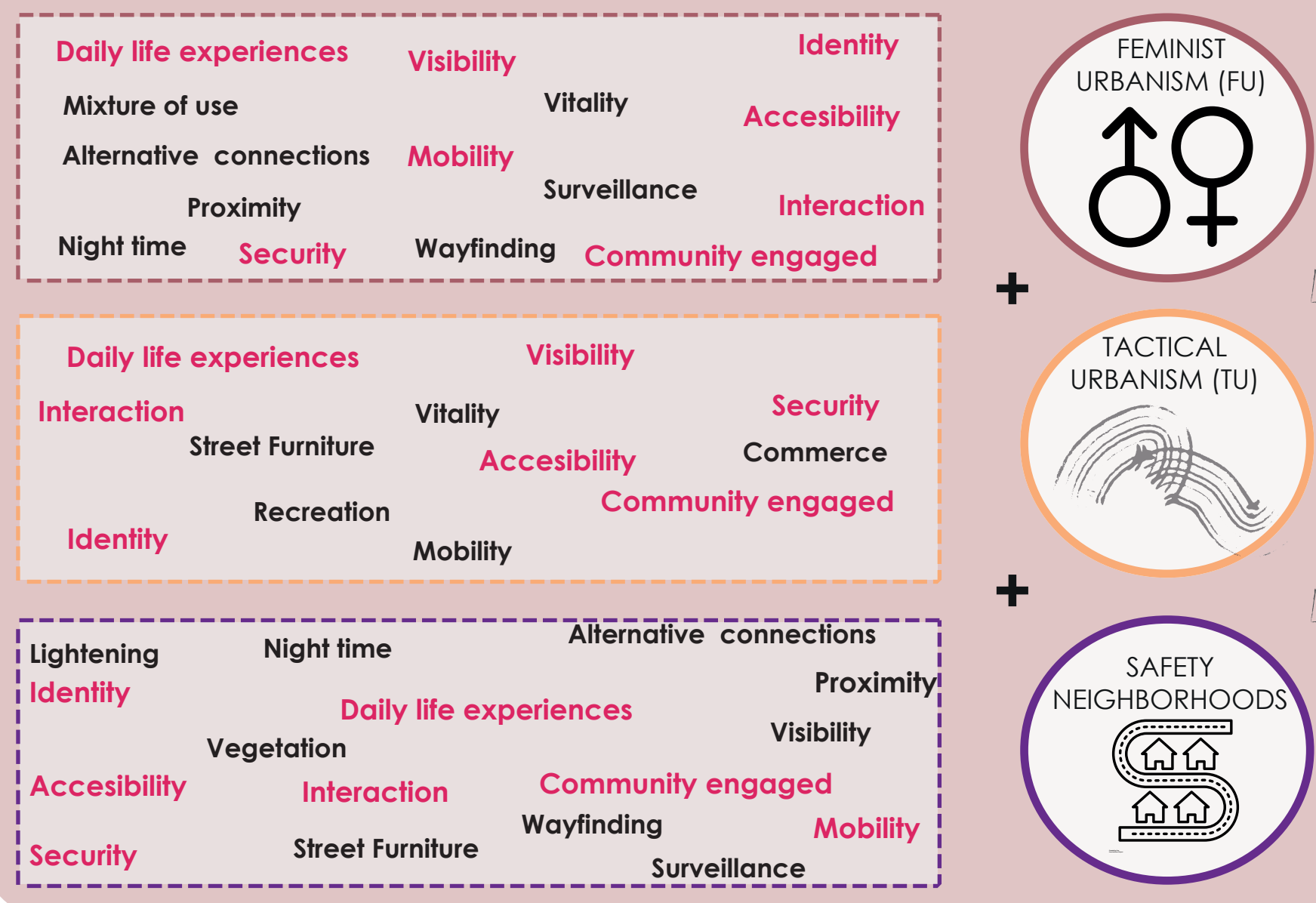
Based on this information, a combination among urban type, streetscape and criminal activities was made to determine the existing typology of crime hot spots in a specific district of the city called "Jubones". Jubones is built up zone with high grey surface, close to the city centre and has a high ranking of criminal activities. At the end, the study seeks to develop a collaborative framework for redesigning vulnerable environments focused on the incidence of crime hotspots.



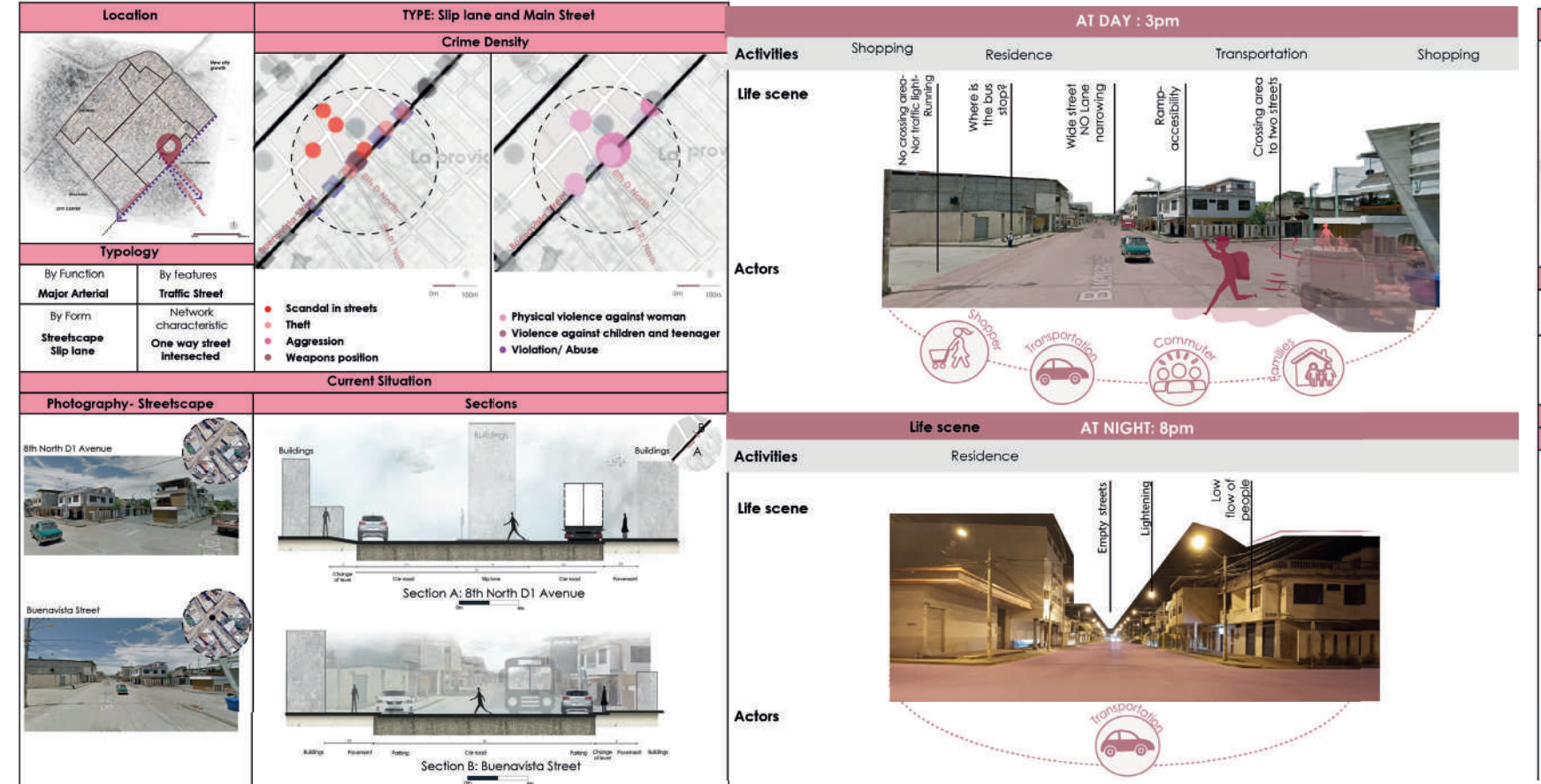
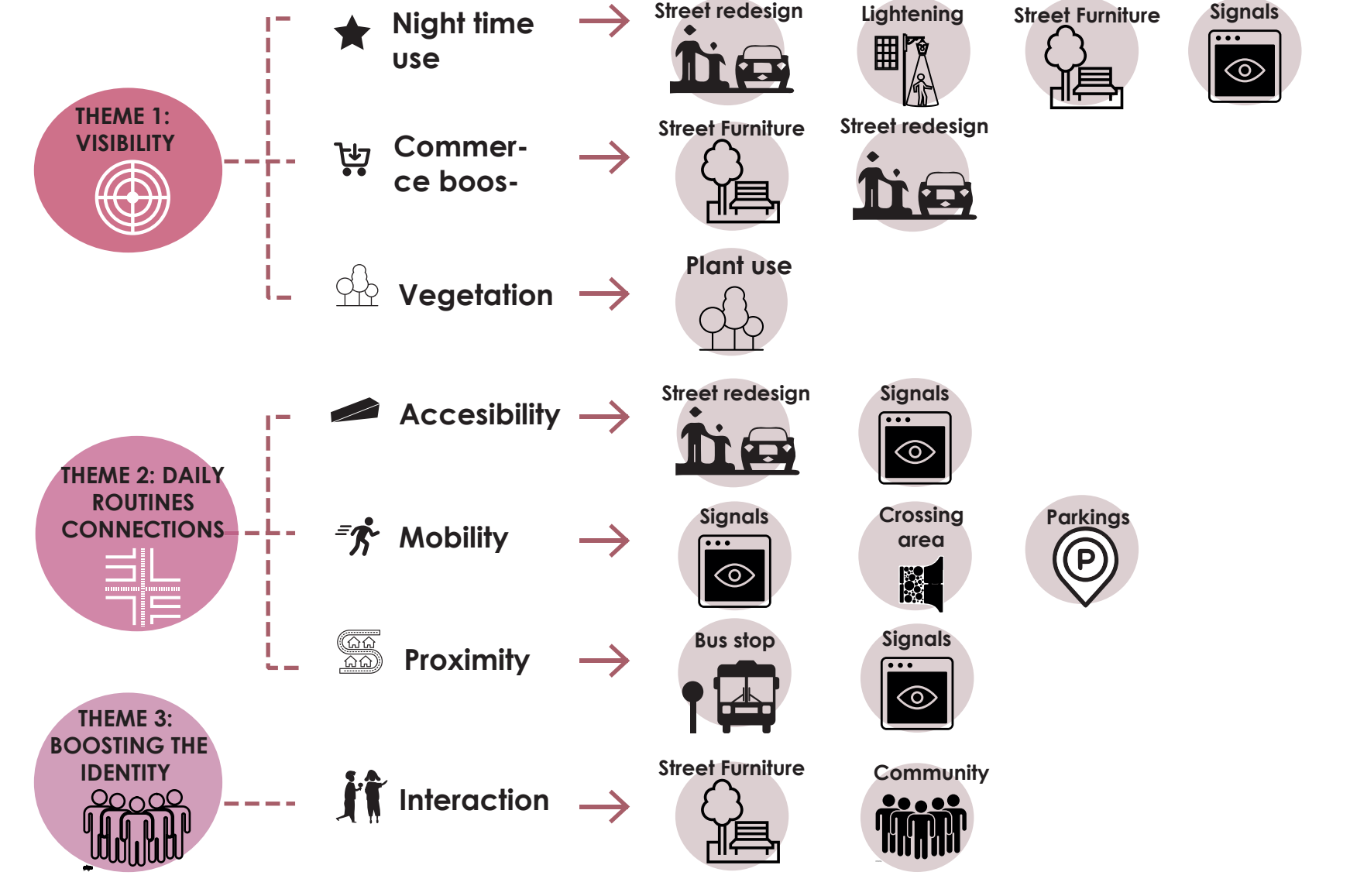
Even though there are multiple approaches to achieve better communities' spaces, the situation in Latin-American is particular. In the midst of a population that is lagging behind patriarchy, the feminist movement is taking power to propose a new vision for communities. That is why feminist urbanism was chosen as a strategy to enhance this movement, that includes not only the women vision, but also the minorities as a tool to offer a new perception and solutions that can provide a city for everyone. Tactical urbanism as an accessible and cheap tool can be used to improve the perception of the public space, specially of the streetscape because it involves the community participation, which enhance the statement "don't destroy what you built with your hands" to achieve it, then the strategies that this approach uses is crucial. On the other hand, the Urban design against crime theory comes to the picture. It suggests that in order to create a prevention measure, the strategies should attend not only physical aspects, but also social parameters in order to reinforce the identity of the community with the public space and social control. Consequently, the belonging sense will increase, people will take care of the streetscape around but also, they will feel comfortable being going through them.

The combination of Feminist Urbanism (FU), Tactical Urbanism (TU) and Urban design against the crime (UDC) was vital to relate the role of the public space with the fear and security perception of the citizens. Hence, a study. The guideline strategy for urban design in Latin-American crime hotspots prioritizes security, inclusivity and gender perspective through the visibility, daily life connections and the identity of the neighbourhoods. The guide includes specific recommendations for reconfiguring public space, increasing visibility and safety, and promoting community participation in urban planning. It will focus on implementing low-cost, high-impact interventions that can be quickly adopted and adapted by local authorities and the community at large in order to promote gender equity, citizen safety and social inclusion in urban space.

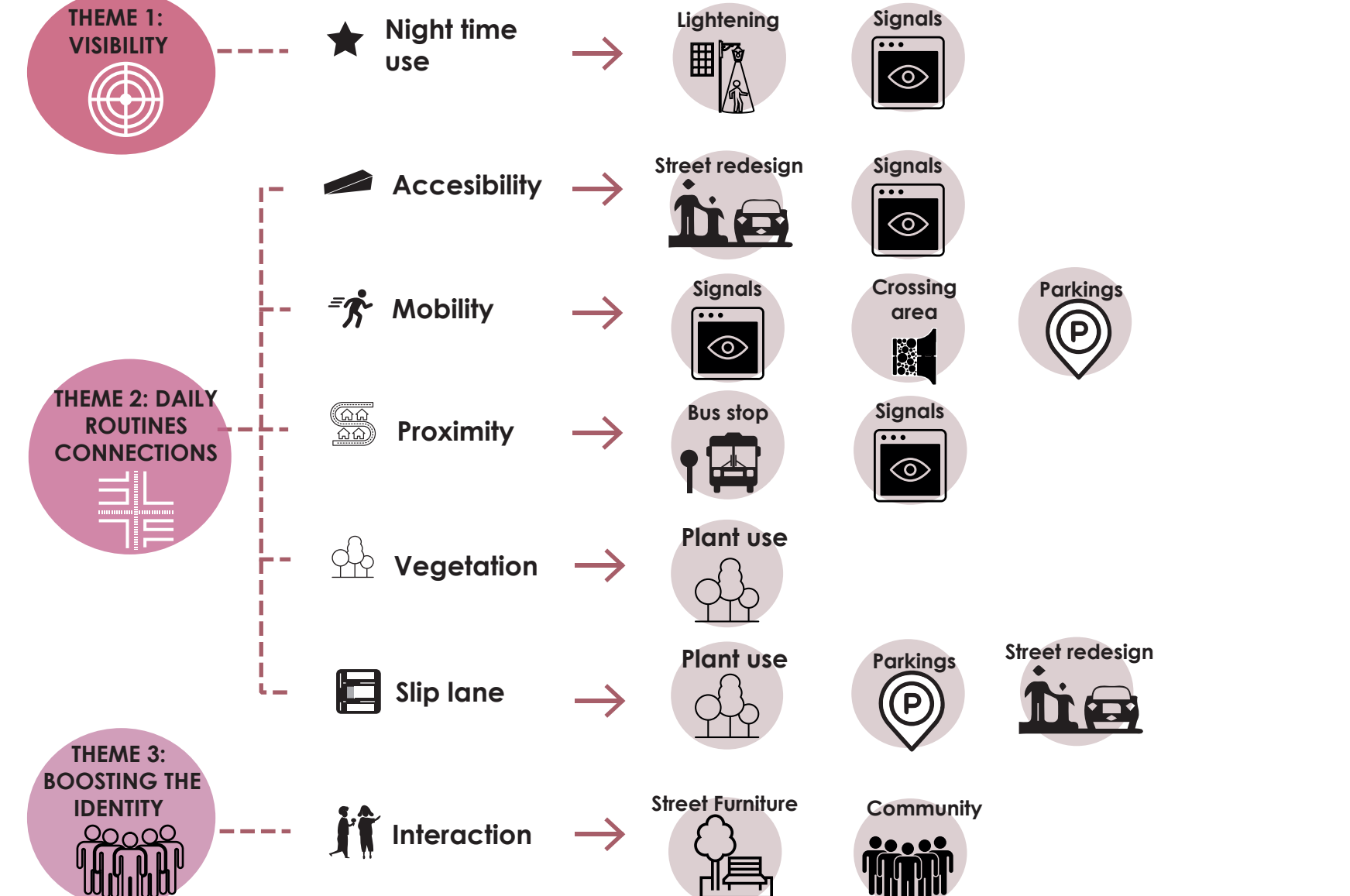
From the feminist urbanism perspective, visibility involves ensuring that women and marginalized groups are visible and represented in public spaces, addressing issues like safety and inclusivity, the statement "see and been seen" is a key to understand which elements should be used to get it. Connection of daily life routines emphasizes creating urban environments connected and easy to access to the services and activities, taking in consideration the proximity to the urban spaces and elements to reduce the long travel and improve the quality of life. Neighborhood identity is focused on boosting the unique characteristics and heritage of the community valuing the diversity and promoting the vitality through the belonging of sense. The anticipated impact of this collaboration is the revitalization of areas plagued by crime, untimely elevating the quality of open public spaces and boosting vitality in the communities.



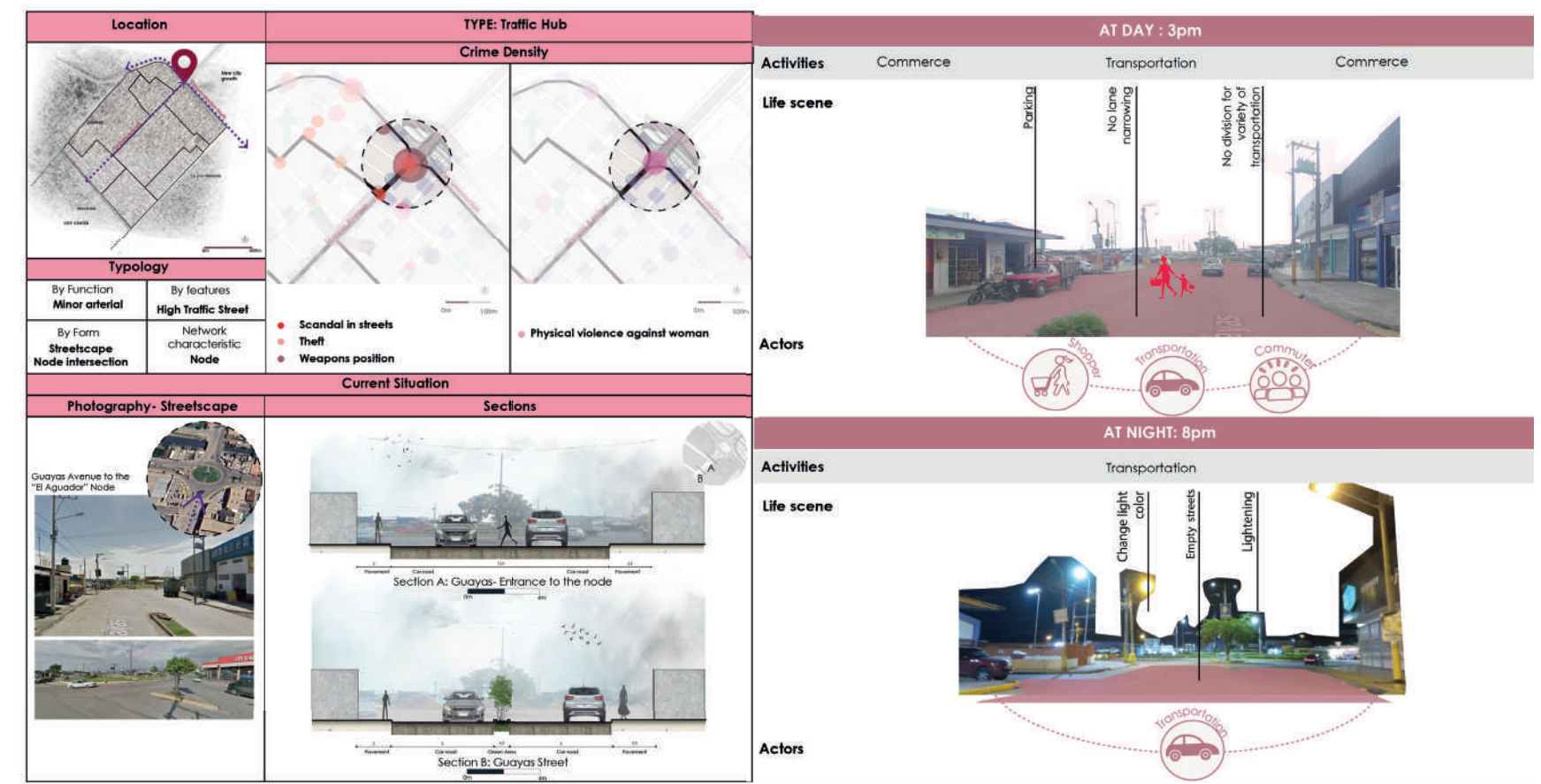
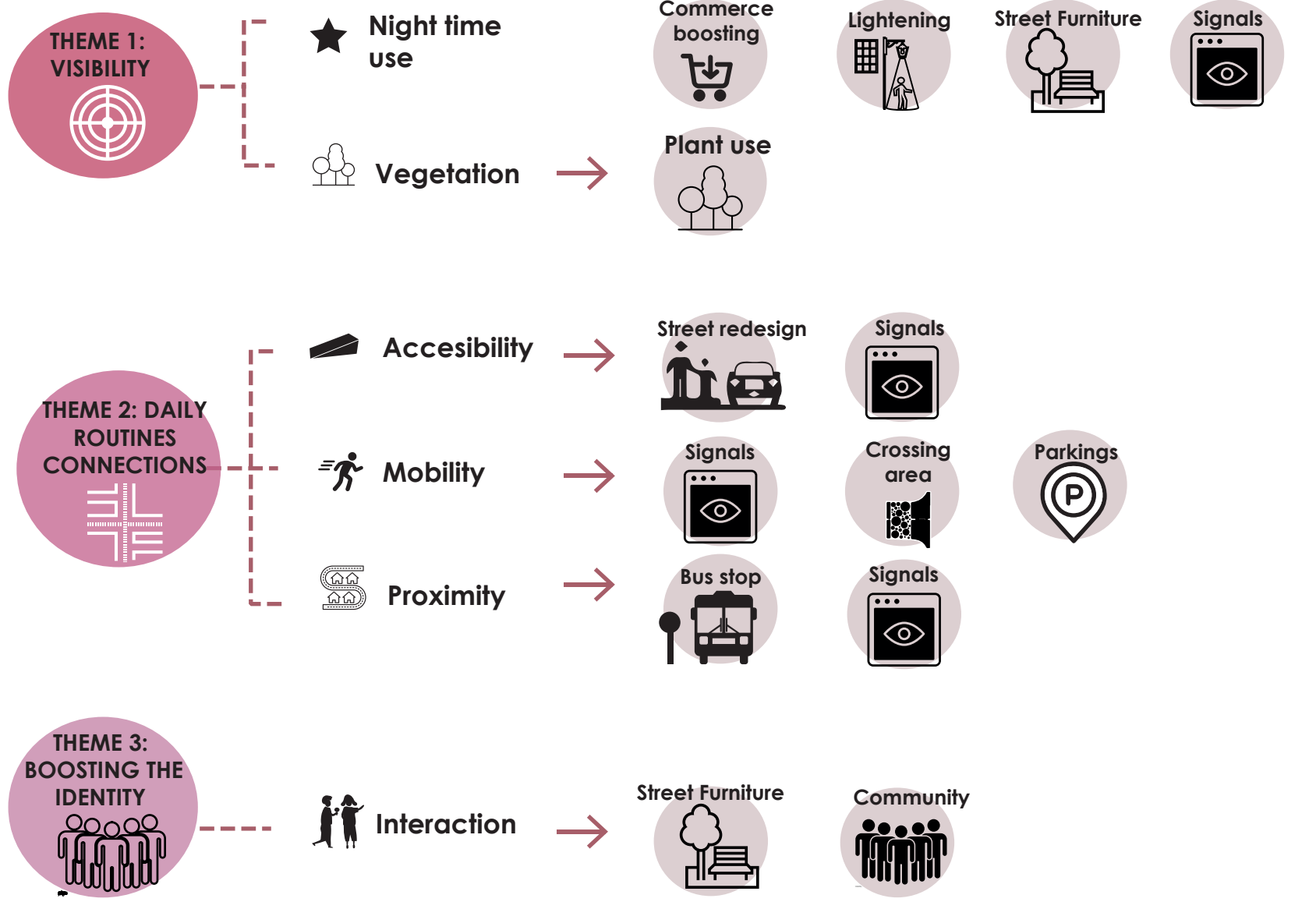
This strategy aims to transform the commerce corner into a vibrant, accessible, and inclusive urban space that promotes economic opportunity, community empowerment, and social well-being



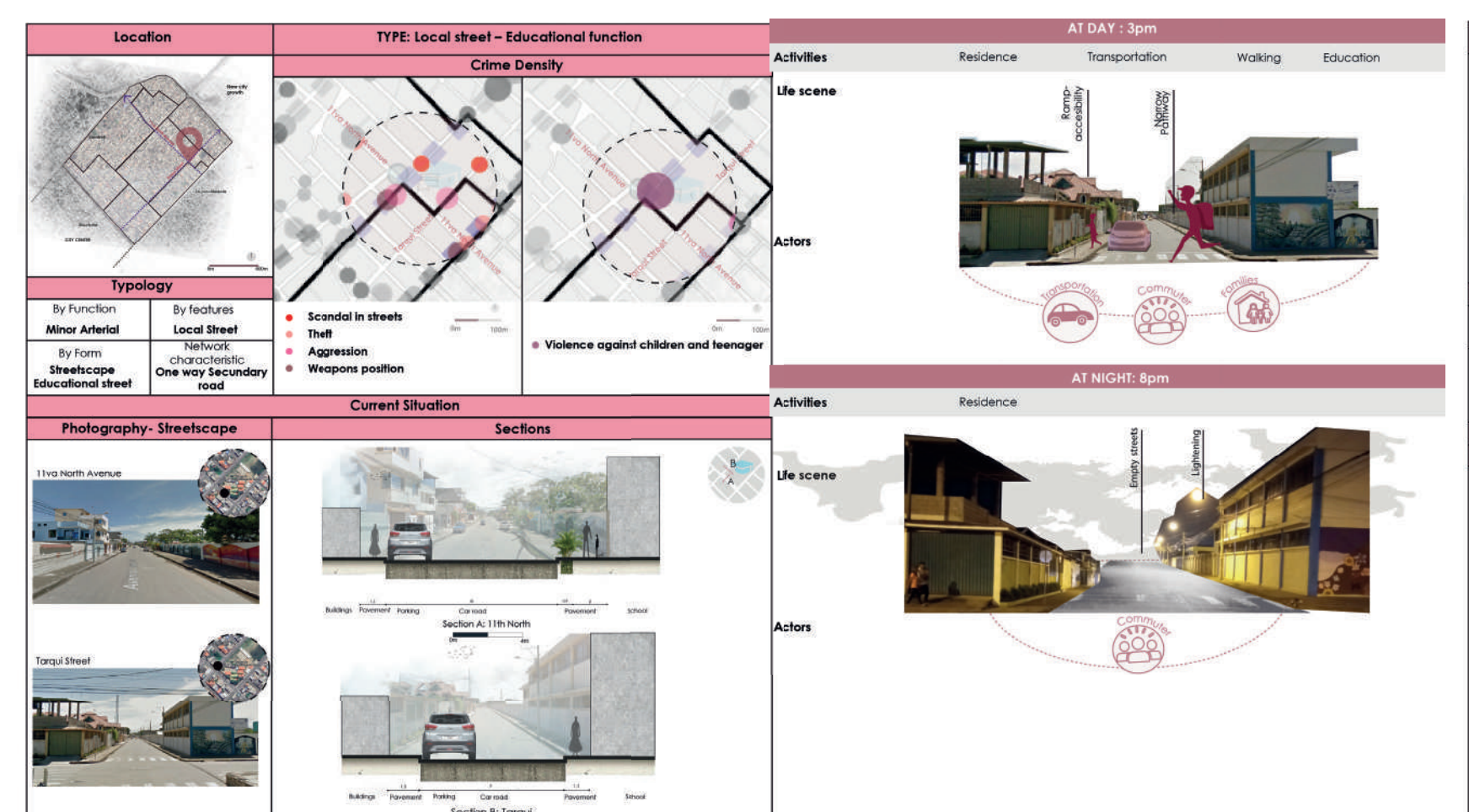
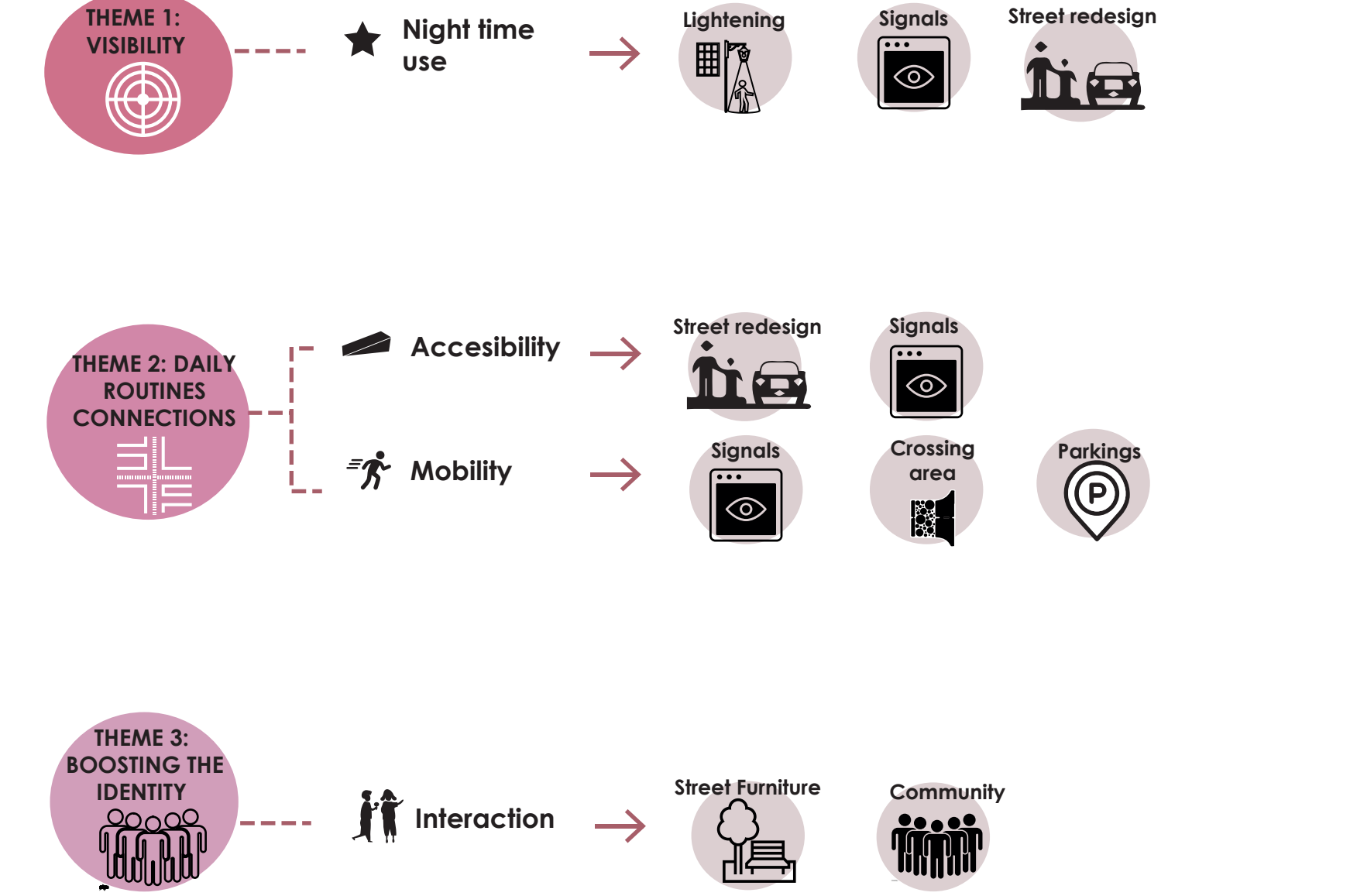
This strategy aims to transform the main street and slip lane in a green and safety, accessible, and inclusive urban space that promotes community engagement, and social well-being



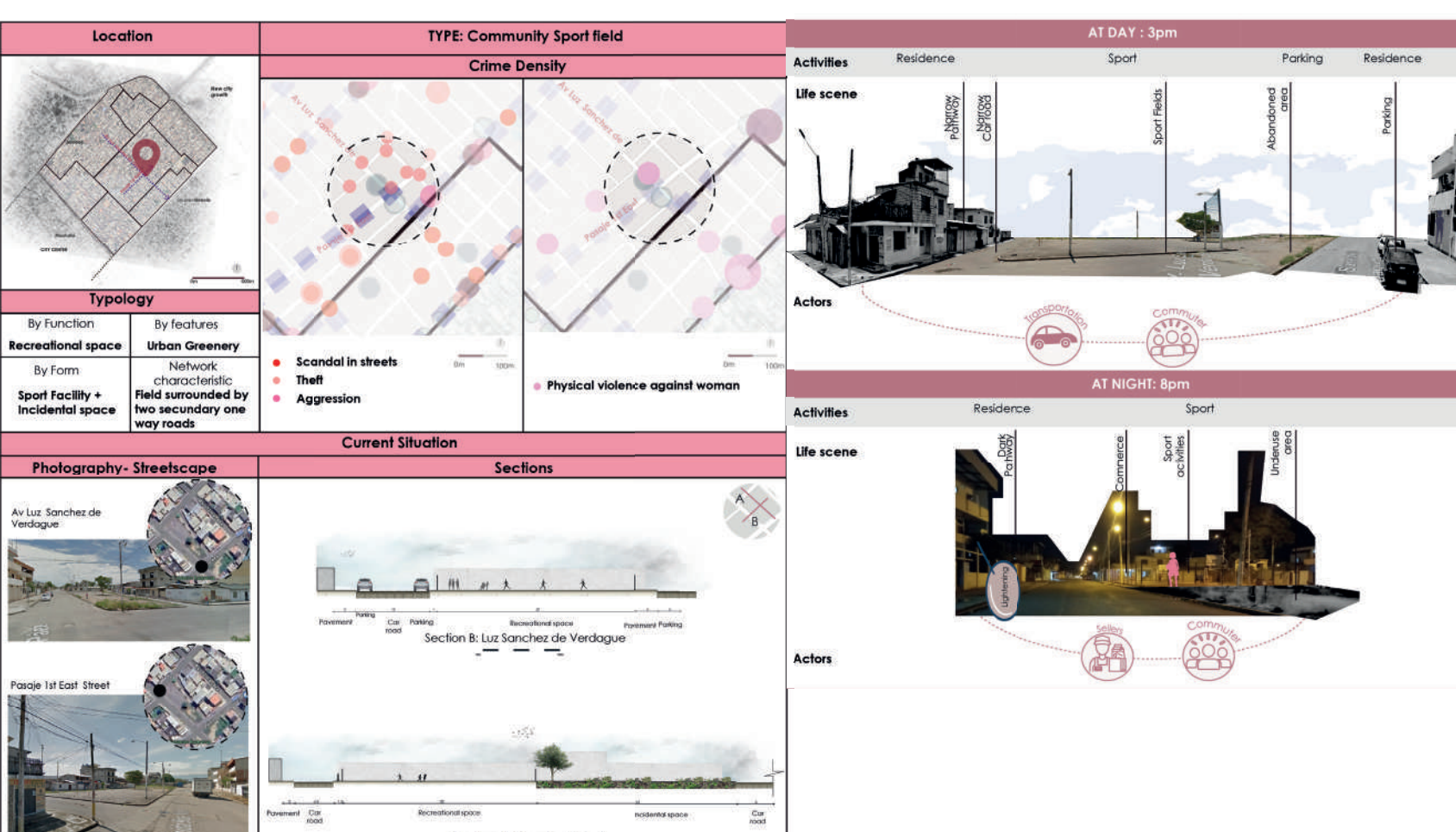
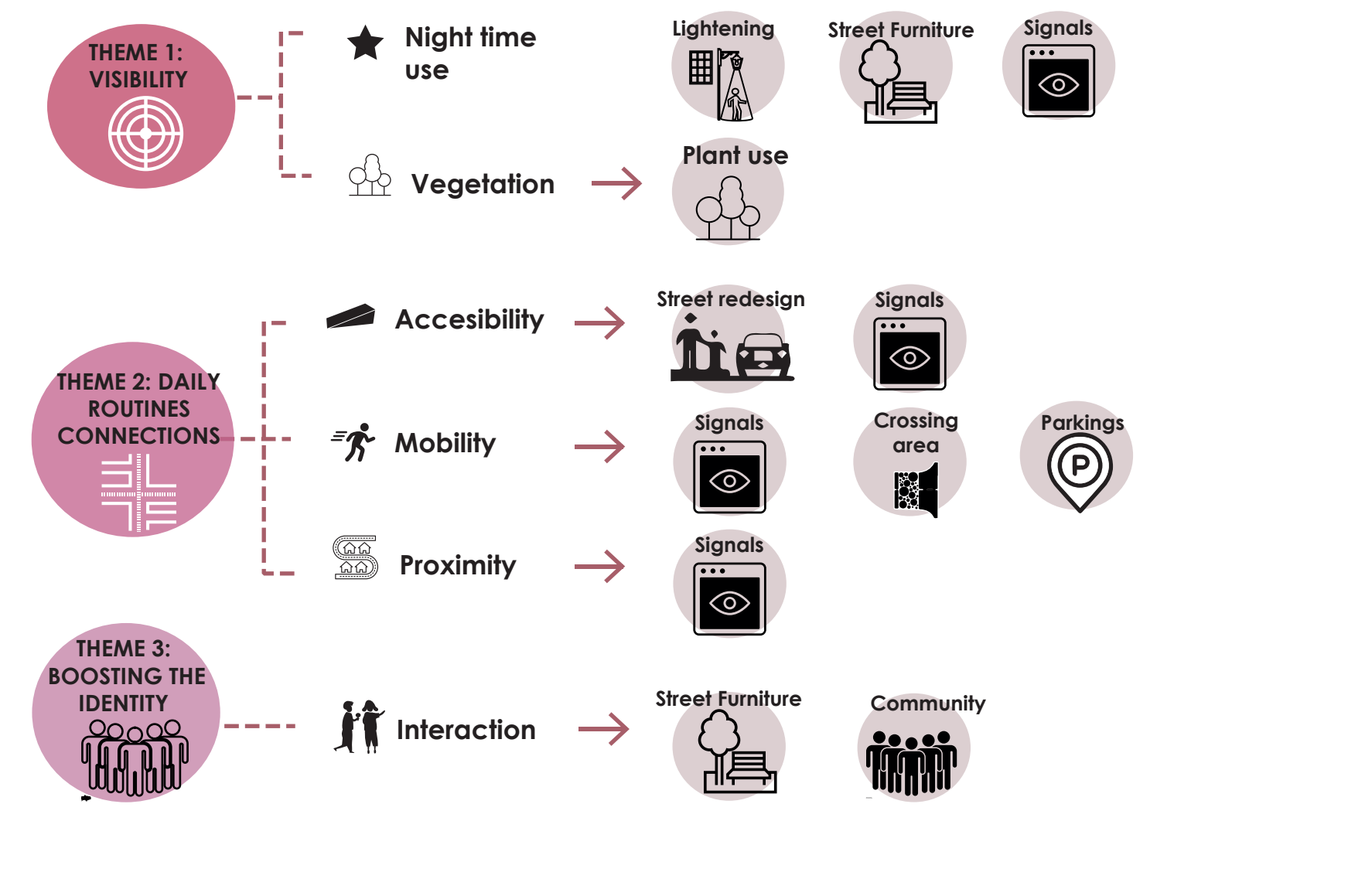
This strategy aims to transform the main street in a green way with vitality along, creating a safer, more inclusive, and vibrant urban environment for all residents and visitors.



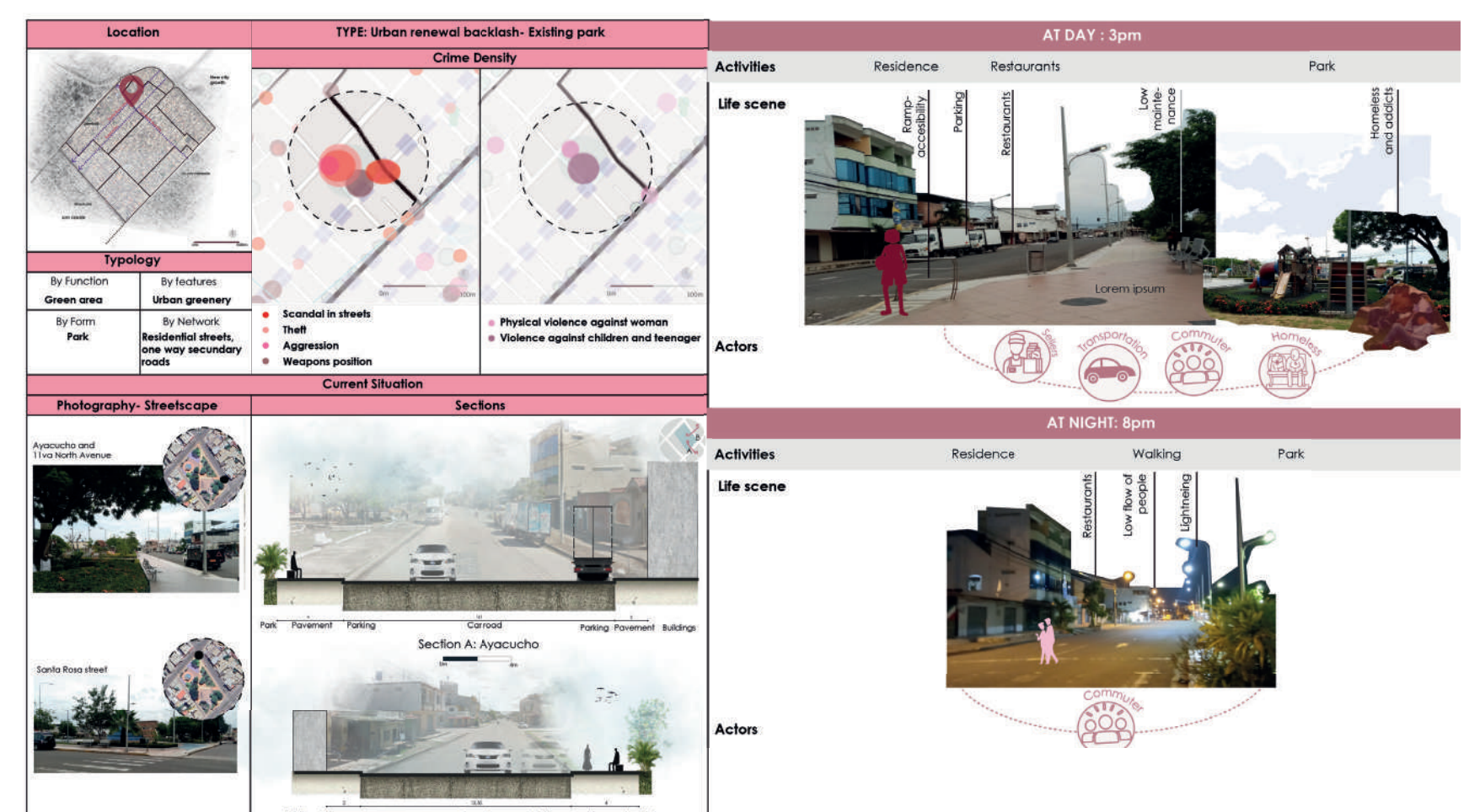
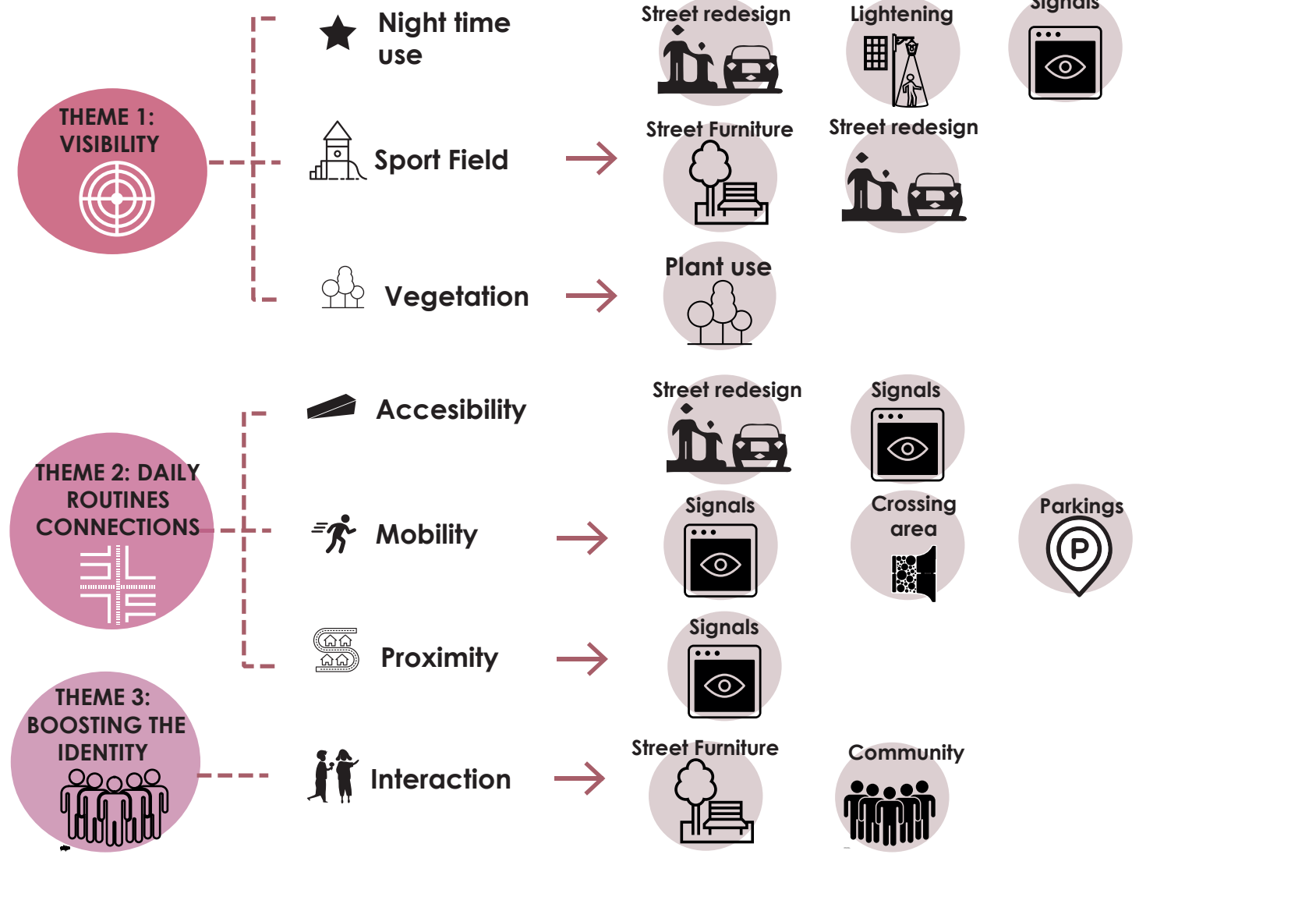
This strategy aims improving the main street and enhancing the importance the monument "El Aguador" will make the area more lively, welcoming, and secure for users.



This strategy aims to transform the street around the school into a greenery, accessible, and inclusive urban space that promotes community empowerment, and social well-being



This strategy aims to transform the recreation area in a green and safety, accessible, and inclusive urban space that promotes community engagement, and social well-being



This strategy aims improving the main street and enhancing the importance the monument "El Aguador" will make the area more lively, welcoming, and secure for users.

