

INDEX

- Abnormality, 216
- Access, 16–17, 60–63, 89
in RTS, 200–203
at Transitory Hospital, 197–200
- Accessibility, 12–14, 60–61, 210
Bogotá and unequal distribution,
17–26
challenging, 6–7
to destinations, 106
local, 5–6
as measure of urban (in) equality,
15–17
mesoscale, 16
reflections for policy and practice
in Latin America, 26–28
structural dimensions of, 3–4
- Active commuting, 150
- Active travel, 5–6
- Activity-based approach, 44–53
- Adolescents, 154
- After-school programmes, 176–177
- Age, 155
- Annual average of daily traffic
(AADT), 181
- Anti-asylum movement, 192
- Appropriation, 88–89
- Asylums, 193
- Atlas. ti software, 197
- ‘Automobility’, 105, 108
- Autonomy, 142
- Belo Horizonte, 60, 207, 210
mobility experiences of people with
disabilities in, 224–228
urban accessibility in, 210–218
- Belo Horizonte Metropolitan Region
(BHMR), 217
- BHTrans Plan of Accessibility for
Urban Mobility in Belo
Horizonte*, 211
- Bicimachismos, 143
- Bicycle, 136, 139
- Biking, 150
- Body mass index (BMI), 157
- Bogotá, 101
household employees, transportation
and socio-spatial
stratification in, 91–97
public transportation system, 89–91
and unequal distribution of
accessibility, 17–26
- Brazil’s Federal legal framework, 210
- Brazilian Law for Inclusion of People
with Disabilities, 210
- Bus rapid transit system (BRT
system), 17, 90, 225
- Calibration factor, 65
- Capetillo, 180
- Care, 193
crisis, 35
mobility, 4, 38, 42–43
role, 141
trips, 71
- Center for Disease Control and
Prevention (CDC), 153, 156
- Chained journeys, 63
- Chi-square test, 55n4
- Child Friendly City movement, 173
- Children/childhood, 60, 63, 66, 170
activities, 184
mobility disadvantages, 171–172
obesity, 154
playability, 171–173, 177–181
social disadvantages of children’s
capability to play outside in
neighbourhood, 176–177
subvert time and space structure
in favour of greater
playability, 182–183

- City planning, 36
- City spaces
 methodology, 195–197
 research problem, 194–195
 theoretical discussion, 192–194
- Class position, 87
- Collective taxis, 123
- Competence, 89
- Complete streets concept, 185
- Complex survey data analysis, 159
- Comunas*, 111–116, 121
- Congress for the New Urbanism
 ('CNU'), 174
- Covid-19 pandemic, 235–237
- Crime perception in poor
 neighbourhood, 181–182
- Culture, 155
- Cycle taxis, 121
- Cycling, 106, 108, 116, 121, 123, 136,
 147. (*see also* Walking)
 analysis, 140–144
 linking to well-being, 139
 methodology, 140
 modal share by women, 138
 woman cyclists in Latin America,
 137–138
 for women, 136
- Daily mobility, 34
- Daily travelling practices of people
 with disabilities, 219–224
- Daily trips, 138
- Democracy, symbol of, 144
- Domestic labour, 87
- Ecologies of modes, 123
- Economic necessity, 87
- Ella se mueve segura* (ESMS), 118
- Emotive factors, 135. (*see also* Social
 factors)
 freedom and autonomy, 142
 happiness, 142–143
 self-esteem and empowerment, 142
- Empleadas Domésticas in Colombia,
 87–88
- Empowerment, 142
- Encuesta de Movilidad Domiciliaria*, 138
- Equality, 193
- Equity, 12
 in sustainable transport, 104–105
- Ethnicity, 155
- Everyday life, 34
- Exercise, 155, 159
- Expansion factor, 65
- Family mobility patterns, 60
 methodology, 63–65
 mobility, access and gender, 61–63
 results, 65–79
- Family pressure, 87
- Fear, 96
- Female household employees, 86
 Bogotá's public transportation
 system, 89–91
 household employees, transportation
 and socio-spatial stratification
 in Bogotá, 91–97
 household labour, space and
 mobility, 87–89
- Financial access, 61
- Freedom, 142
 of mobility, 192–193
- Gender, 61–63, 105–109, 137
 relations, 36
 roles, 87
 in Santiago, 128–129
 in sustainable transport, 104–105
- Gender-neutral transport, 104
- Gendered mobility patterns, 39–42
- Gini indices, 29
- Gross domestic product (GDP), 60
- Happiness, 142–143
- Health, 153–156
- Hispanic high school students, 150, 152
 data source, 156
 descriptive statistics of survey
 responses, 157–158
 method, 156–157
 participants, 157
 physical activity and health, 153–156

- policy recommendations, 162–164
 - race/ethnicity differences, 159–162
 - results, 157–162
 - statistical analysis, 156
 - study measures, 157
 - in United States, 152–153
- Home-based care and work trips, 45
- Horizontal accessibility, 214
- Household
 - employees, 86–87, 91–97
 - labour, 87–89
- Immobility, 65–66, 223
- Impairments, 215
- Insecurity, 96
- Institute for Transportation and Development Policy (ITDP), 137
- Instrumental factors
 - care role and labour market, 141
 - security and sexual harassment, 140–141
 - technical skills, 141–142
- Integrated Public Transport System (SITP), 90, 93–94
- Interlocutors, 92–93, 95–96, 102
- International Network for Transport and Accessibility in Low Income Communities (INTALInC LAC), 8
- Labour market, 141
- Latin America, 1, 12–13, 34
 - cities in, 8
 - reflections for policy and practice in, 26–28
 - urban mobility and transport policies in, 3
 - woman cyclists in, 137–138
- Livable cities, 174
- Liveability, 17
- Local accessibility, 5–6
- Men differential itineraries, 44–53
- Mental health policies, 193
- Meso accessibility, 28
- Mesoscale of accessibility, 16
- Metro underground train system, 116
- Metropolitan Santiago, 120
- Micro accessibility, 28
- Micromachismos, 143
- Mistrust, 96
- Mobility, 4, 36, 61–64, 66, 87–89, 170
 - disadvantages of children, 171–172
 - experiences of people with disabilities in Belo Horizonte, 224–228
 - general mobility statistics and patterns, 101–102
 - mode of transport, 72–77
 - motivation, 67–72
 - patterns, 34, 63
 - poverty, 6, 170
 - practices, 211, 214
 - ratio of trips per journey, 77–79
 - in RTS, 200–203
 - to school, 150
 - in social sciences, 192
 - at Transitory Hospital, 197–200
 - turn perspective, 215
- Modal share, 111–116
 - evolution and investment by transport mode, 109–111
- Model of Mental Health Care, 192
- Montevideo
 - case study, 37
 - conceptual framework, 35–37
 - data and methods, 37–38
 - gender differences in, 34
 - results, 38–53
- Montevideo Metropolitan Region (MMR), 35
- Motherhood practices, 36
- ‘Motility’, 88–89
- ‘Move’ system, 225
- Multitasking, 63–64
- National Youth Physical Activity and Nutrition Study (NYPANS), 152, 156–157
- Neighbourhood of Río Piedras
 - children’s mobility, 171
 - children’s playability, 177–181

- findings, 181–184
- literature review, 173–177
- mobility disadvantages of children, 171–172
- playability of children, 172–173
- Neighbourhood perception, 151
- Neo-traditional cities and neighbourhoods, 174
- Non-governmental organisations (NGOs), 136
- Non-mandatory accessibility, 24–25

- Organisational access, 61
- Orientation, 170
- Origin–Destination Survey (O–D Survey), 60, 63–64, 67, 211

- Palma ratios, 29
- Parents' perception of traffic, 151
- People with disabilities, 216, 227
- Perceptions and experiences of safety, 96–97
- Permanent Accessibility Commission of Belo Horizonte*, 211
- Personal safety, 138
- Physical
 - access, 61
 - activity, 153–156
- Planning, 120–122
- Play, 171
 - opportunities to play in city, 174–176
 - and relationship to children's mobility in neighbourhood, 173–174
 - social disadvantages of children's capability to play outside in neighbourhood, 176–177
- Playability, 171, 184
 - of children, 172–173, 177–181
 - study area, 178–181
- Population growth, 150
- Poverty, 111–116, 176
- Project for Public Spaces ('PPS'), 174–175
- Psychiatric Reform Policy, 193

- Psychosocial
 - attention network, 193
 - factors, 155
- Public policies, 192
- Public spaces, 7
- Public transport, 21–22
 - subsidies, 27
- Public transportation system (Bogotá), 89–91, 101
- Puerto Rico State Highway System, 178

- Quasi-Poisson regression, 152, 156

- Race/ethnicity differences in effects of active commuting and physical activity behaviours, 155, 159–162
- Residential Therapeutic Services (RTS), 194
 - mobility and access in, 200–203
- Río Piedras, 178–181
- Road PR-27, 181
- Road safety, 138
- Rural-to-urban migration, 87

- Safety
 - perception and sexual harassment in Santiago's public transport system, 118–120
 - perceptions and experiences of, 96–97
- Santiago de Chile
 - modal share evolution and investment by transport mode, 109–111
 - origin–destination data revealing about women's travel in, 109–118
 - poverty and modal share, 111–116
 - safety perception and sexual harassment in, 118–120
 - trip purpose, 117–118
- Security, 140–141
- Self-esteem, 142
- Serra Verde Clinic (SVC), 194

- 'Sex', 105
- Sexual
 - division of labour, 35
 - harassment, 140–141
- Shadowing, 197
- Single-use residential subs, 175
- SIU-Mobile application, 228
- Social equity, 1–2, 152, 193
- Social factors, 143
 - bicimachismos, 143
 - socialisation with others, 143
 - symbol of democracy, 144
- Social inclusion, 170
- Social justice, 15
- Social mobility, 141
- Social sustainability, 106
- Socialisation with others, 143
- Socio-geographical stratification, 89
 - in Bogotá, 91–97
- Socioeconomic status, 155
- Space, 87–89
 - space-time constraints, 36, 62
- Spatial segregation, 95–96
- 'Splintering Urbanism', 19
- State Department of Metropolitan Management (SEGEM), 217
- Stratification, 86
- Structural dimensions of accessibility, 3–4
- Subjective well-being (SWB), 139
- 'Subjectivity', 139
- Subsecretaria de Movilidad Sustentable y Segura*, 138
- Superintendence of Urban Trains of Belo Horizonte (STU-BH), 218
- Sustainable transport
 - challenges and opportunities for, 120–123
 - gender and equity in, 104–105
- Tactile paving, 226
- Technical skills, 141–142
- Temporal access, 61
- Time geography, 36
- Time-structured and place-determined 'play' in neighbourhood, 183–184
- Traditional city, 175
- Transitory Hospital, 194
 - mobility and access at, 197–200
- Transmilenio, 17–18, 23, 90, 93
- Transport, 3–4. (*see also* Sustainable transport)
 - in Chile, 105
 - corridors, 17
 - deficiency, 14
 - planners, 136
 - projects, 136
 - in Santiago, 128–129
 - services, 15
- 'Transport justice', 104–109
- Transport of Contagem (TransCon), 218
- Transportation, 91–97
 - means of, 93–95
 - planning, 170
- Travel
 - behaviour, 34, 40
 - motivations, 67–72
 - satisfaction, 139
- Trip, 64–65, 69
 - chaining, 117, 123
 - purpose, 117–118
 - trip-based analysis of gendered mobility patterns, 44
- Two-trip itineraries, 45
- United Nations (UN), 150, 164
- United Nations' Sustainable Development Goals (SDGs), 13
- United States, Hispanics in, 152–153
- Universal design, 210
- Urban (in) equality, accessibility as measure of, 15–17
- Urban accessibility in Belo Horizonte, 210
 - conceptual framework, 216–217
 - data collection and systematization, 217–218

- frameworks and methods, 216–218
- literature review, 212–216
- results, 218–228
- Urban design-models, 174
- Urban development, 15
- Urban environments, 14
 - and services, 214
- Urban geography, 89
- Urban mobility, 1–2, 60–62, 66, 152, 206. (*see also* Mobility)
- Urban planning, 174
- Urban policies, 211
- Urban transport planning process, 12
 - limitations of traditional approaches to, 13
- Urbanisation, 150
- Uruguay, 37
- Vertical accessibility, 213–214
- Walking, 88, 94, 106, 108–109, 122, 150–151. (*see also* Cycling)
 - to school, 150–151
 - trips, 104, 116
- Well-being, 14
 - cycling linking to, 139
- Women
 - cyclists in Latin America, 137–138
 - differential itineraries, 44–53
 - mobility, 91, 93
- Work
 - schedules, 91–93
 - trips, 71
 - work-related activities, 48
 - work-related mobility, 68
- Zoning ordinances, 175