

Feminist Cartographies: Women's Daily Urban Mobilities to Work by Public Transportation in Guadalajara, Mexico

Abstract

This dissertation questions the systemic exclusion that women face in their daily urban mobilities to work by public transportation in Guadalajara, Mexico. It aims to understand unequal mobilities by emphasising that gender intersects with other power structures, such as ethnicity, skin colour, social class, age, religion, and functional diversity, affecting women's mobility in a multidimensional way. The research was guided by questions aimed at understanding how urban mobility barriers impact the daily lives of women and at knowing the strategies they use to negotiate the barriers. The research seeks to understand how women's intersectional experiences are configured through their paths to work by public transportation. And to comprehend how women's narratives, emotions, and embodied knowledges are essential for transforming the planning of urban mobilities considering a social justice approach.

I analyse the historical and geographical construction of unequal relations in the metropolis of Guadalajara and the main social, spatial, and mobile dynamics that limit women's movement and their access to workplaces, social relations, and urban services. To frame the research, I propose a theoretical framework from the fields of urban mobility, feminist geography, and body politics. Adopting these frameworks my gaze permits a joint study of women's experiences and urban mobilities including the emotional dimension. My framework situates the understanding of the mobility barriers in the context of social relations and places. It sets out to understand the way in which mobility experiences are empirical knowledge that questions the status quo and seeks to eradicate inequalities.

The methodology follows feminist path based on a mixture of new methods from mobility studies and traditional methods to capture the experience of movement and the interaction of women with the mobility and transportation systems. I travelled with twelve women with diverse social profiles on their journeys to work by public

transport and mapped the barriers they face, the strategies they use to overcome the barriers, and the most frequent emotions they feel. In this way, it was possible to consider the structural and personal barriers from an intersectional approach.

The main findings are captured in a set of cartographies that portray the specific barriers that women encounter at each moment of their journeys. The trajectory maps reveal the internal and external worlds of women's mobilities. Women pointed out what blocks their paths and their responses to the constraints. Women imprinted the emotions that sped up their pace, lengthened their paths, and made them sweat or their hearts race, revealing implied sensescapes. In this way, the cartographies subvert the traditional disembodied maps that are used to plan cities and transportation systems. The relief maps detail the intersections of mobile urban power structures that position women in various intersections in the places they pass through. The charts expose how inequalities materialise in women's bodies through experiences of exclusion and specific emotions.

The cartographies, which include the women's narratives as the movement that articulates the topography, show that women encounter multidimensional barriers, which they try to overcome, subvert, or resist by using multiple strategies and tactics. They negotiate space, risk, time, financial resources, and social networks. Nonetheless, they are not able to negotiate the barriers each time, and not all women have the same resources to negotiate the barriers.

A major finding of this research is the need to consider the intersectional contexts of urban mobilities and women's experience of moving, including the emotional dimension in urban mobility planning and policies. The constant fear, stress, and anger that women feel while moving emphasises the political dimension of affectivities within unequal mobilities. Specific emotions reveal the injustices women face.

The emotional maps urge a paradigm shift in the conceptualisation of urban mobilities and the policies to address the disparities that affect women detrimentally. Women's narratives call for three priorities to transform urban mobilities: placing care at the centre of the mobility and transportation systems, considering autonomy and

freedom as intrinsic values of women's urban paths; and conceptualising mobility as a mobile common.

In summary, this research contributes to the counter geographies of urban mobilities that historically have erased women from maps and formal city-making processes. The embodied cartographies not only position women as active agents of cities and mobilities but also provide concrete proposals for the reconceptualisation of mobility and transportation systems.

This thesis contributes to development studies in three main aspects: 1) proposing an innovative methodology to study women's urban mobilities from an intersectional and embodied perspective; 2) emphasizing the emotional dimension of urban mobilities; and 3) positioning women's priorities, views and contributions regarding the construction of equitable and resilient urban settings which are part of the global and local agendas that aim to achieve increased just mobility, such as the Sustainable Development Goals, the New Urban Agenda, and the State-run laws.

Keywords: emotions and urban mobility, feminist mapping, intersectionality and urban mobility, women and public transportation, women and urban mobility planning.