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**Indicators, territory and public decision-making: a critical analysis of Carlla Brito's contribution.
Furlan Pourre for urban mobility planning**

Indicators, territory, and public decision: a critical analysis of Carlla Brito Furlan Pourre's contribution to urban mobility planning

Indicators, territory and public decision: a critical analysis of Carlla Brito's contribution
Furlan Pourres urban movement planning

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SUMMARY

Contemporary urban planning faces the challenge of transforming large volumes of data into information capable of supporting consistent public decisions. In this context, the study developed by Carlla Brito Furlan Pourre makes a relevant contribution by investigating the use of final outcome indicators as diagnostic tools for urban transport, with application to the public bus transport system of the Federal District. The relevance of the research goes beyond the description of the mobility conditions of the analyzed territory, as its main contribution lies in adapting a framework of indicators developed for national and regional scales to the urban reality, considering the informational needs of users. This study conducts a critical analysis of Pourre's research, emphasizing its theoretical, methodological, and applied importance for urban planning, governance, and the formulation of evidence-based public policies. The analysis shows that the research demonstrates the need to articulate indicators, territorial scale, data quality, spatial representation, and user needs. It also highlights that the results found, such as the high percentage of income committed to transportation by certain populations, the concentration of flows in the Plano Piloto (the central area of Brasília), the heterogeneity of travel time, and inequalities in spatial coverage, are revealing elements of the socio-spatial structure of the Federal District itself. Among its main limitations is the insufficiency of updated and available data, which restricted its application to five of the nine selected indicators.

Despite this limitation, the study demonstrates the possibility of using final indicators to support urban diagnosis and strengthen monitoring, evaluation, and decision-making processes. It concludes that the main contribution of the research lies in bringing together information, territory, diagnosis, and public action, offering a methodological basis with the potential for replication in other urban contexts.

Keywords: Final indicators. Urban planning. Urban mobility. Public transport. Territorial diagnosis. Public policies.

ABSTRACT

Contemporary urban planning faces the challenge of transforming large volumes of data into information capable of supporting consistent public decisions. In this context, the study developed by Carlla Brito Furlan Pourre presents a relevant contribution by investigating the use of indicators of final results as diagnostic instruments of urban transport, with application in the public transport system by bus in the Federal District. The relevance of the research goes beyond the description of the mobility conditions of the territory analyzed, as its main contribution lies in the adaptation of a structure of indicators developed for national and regional scales to the urban reality, considering the informational needs of users. The present study performs a critical analysis of Pourre's research, highlighting its theoretical, methodological, and applied importance for urban planning, governance and the formulation of evidence-based public policies. The analysis shows that the research demonstrates the need to articulate indicators, territorial scale, data quality, spatial representation and user needs. It also shows that the results found, such as the high commitment of the income of certain populations to transportation, the concentration of flows in the Pilot Plan, the heterogeneity of travel

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time, and inequalities in spatial coverage, constitute revealing elements of the socio-spatial structure of the Federal District itself. Among its main limitations is the insufficiency of up-to-date and available data, which restricts the application to five of the nine selected indicators. Despite this limitation, the study demonstrates the possibility of using finalistic indicators to support urban diagnosis and strengthen monitoring, evaluation, and decision-making processes. It is concluded that the main contribution of the research is to bring together information, territory, diagnosis and public action, offering a methodological basis with potential for replication in other urban contexts.

Keywords: Finalistic indicators. Urban planning. Urban mobility. Public transport. Territorial diagnosis. Public policies.

1 INTRODUCTION

Brazilian urban expansion has produced cities marked by territorial inequalities, by
spatial concentration of economic activities and services and the increasing complexity of
daily commutes. The accelerated process of urbanization, associated with uncoordinated expansion.
The lack of infrastructure and the unequal occupation of the territory contributed to the formation of spaces in which
Access to work, education, health, and other urban services has become dependent on
Increasingly long and complex commutes. In this scenario, public transportation plays a crucial role.
strategic in discussions about quality of life, accessibility, social inclusion and development.
territorial, since its supply, distribution, and efficiency interfere with the possibilities of
circulation and access of the population to the opportunities provided by the city.
This reality is part of a global urbanization process. Mazzarotto and Silva (2017)
They highlight that, according to data from the United Nations (UN), approximately 54% of
A significant portion of the world's population already resided in urban areas, a percentage that, at the time, was projected to reach [amount missing].
66% by 2050. The intensification of this process of population concentration in cities imposes
significant challenges to contemporary societies, especially in light of environmental impacts,
social and territorial factors associated with urban expansion. The growth of cities, when not
While not accompanied by adequate planning and infrastructure policies, it can accentuate inequalities.
To increase pressure on public services and compromise mobility and access conditions.
equitable to the urban space.
It is within this context that the contribution of Carlla Brito Furlan Pourre is situated. The research developed
The author's approach goes beyond the perspective of an operational evaluation of transportation and focuses on
a fundamental question for urban planning: how to produce information capable of
to consistently diagnose the reality of the transportation system and, based on that diagnosis,
To support more informed planning and management decisions?
The author starts from the understanding that knowledge constitutes an indispensable foundation for action.
planning and that the mere existence of data does not, in itself, guarantee its usefulness for decision-making.

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decision-making. It therefore becomes necessary to transform scattered information into tools.
systematized, interpretable, and capable of revealing the characteristics, inequalities, and needs of
territory, strengthening the processes of planning, monitoring and evaluation of policies.
public.

The importance of this problem lies in the fact that public administration needs information.
Organized according to specific purposes. An extensive database may have little value.
Decision-making is flawed when it fails to allow for an understanding of where the problems lie and which populations are most affected.
affected, how inequalities are distributed spatially, and what outcomes are being produced.
due to the policies implemented. The indicator, in this context, assumes a strategic function because
It allows one to synthesize certain dimensions of reality and convert them into comparable elements and
analyzable.

Pourre's research focuses on this transition between data and decision. His investigation seeks to...
to verify and improve the adherence of indicators developed in the so-called "Indicators Project" to
urban scale, focusing on public bus transportation and the user's concerns.
Federal District. The author uses a system built for the national and regional scale and questions
its ability to represent urban reality, acknowledging from the outset that a transposition
This type of data might require changes to its metrics and aggregations.
This perspective makes the research relevant to urban planning because it introduces a reflection.
Regarding the relationship between scale, indicator, and territory. An indicator does not possess inherent meaning; it depends
depending on the concept it intends to represent, the scale at which it is applied, and the data used to construct it.
it and the purpose for which it will be interpreted. The author's main contribution lies in demonstrating
this relationship.

This study starts from this understanding to carry out a critical reading of Pourre's contribution.
If the intention is to discuss why the work is relevant, what it adds to the field of planning.
urban, what theoretical and methodological problems does it face, and how do its results reveal
Structural characteristics of the Federal District and what avenues the study opens for research.
later.

The relevance of the research becomes even more evident when its results are understood.
Beyond the transportation system. The information obtained on income, frequency, safety, time.
The routes and spatial coverage reveal socioeconomic inequalities, urban centralities,
travel patterns, infrastructure limitations, and the effects of urban design on the
Mobility. Thus, the analysis of transportation transforms into an analysis of the city itself.
Pourre's research therefore presents a contribution that can be situated in three dimensions.
articulated: the theoretical dimension, by discussing the role of indicators and their relationship with planning.

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and management; the methodological dimension, by adapting and spatializing indicators on an urban scale; and the This applied dimension demonstrates how the results can support territorial understanding and decision-making. The central importance of the study lies in this connection.

2 METHODOLOGY

This work is characterized as a critical and interpretative analysis of the research developed. by Carlla Brito Furlan Pourre, taking as the main source the complete work available on The file analyzed. The approach adopted is qualitative, of an analytical nature, with procedures of Systematic reading of the content, identification of the main arguments, examination of the structure. conceptual framework of the research, interpretation of the procedures for operationalizing the indicators and Critical analysis of the results presented.

The methodology of this analysis should not be confused with the method employed by Pourre in his original research. The focus here is the author's own scientific contribution, examined from the perspective of... of its fundamentals, its results, and its implications for urban planning. They were considering the elements related to defining the problem, constructing hypotheses, and... The design of the indicators, the relationship between indicators and user needs, and the use of public data, spatial distribution of results, and research conclusions.

The analysis also considered the visual and cartographic elements present in the work and the maps. thematic works produced by the author. This dimension is relevant because spatialization constitutes part The effective argumentation of the research. The methodology used by Pourre (2020) articulates identification of the indicators, mapping and data collection, data quality analysis, systematization, calculation and subsequent generation of thematic maps. The methodological structure itself is presented in work as a sequence aimed at transforming available information into representation spatial distribution of the territory.

The results relating to the five applied indicators were examined, taking into account the discussion. presented by the author and its relation to the research problem. The critical interpretation sought to verify its significance for understanding territorial inequalities and for the formulation of planning tools.

The analysis was therefore carried out based on three interpretative axes: the theoretical contribution of research for understanding indicators as diagnostic tools; the contribution methodological approach related to the adaptation and spatialization of indicators at the urban scale; and applied contribution related to the production of information capable of guiding management and Public policies on mobility.

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3. THEORETICAL AND CRITICAL ANALYSIS

The main contribution of Pourre's (2020) research lies in problematizing an issue.
Underestimated in urban planning: the distinction between having information and having information
capable of guiding decisions. Although governments and institutions produce large volumes of data, the
The mere existence of records does not guarantee that this information is structured in such a way as to
to enable consistent diagnoses, comparisons between territories, and monitoring of results.
and evaluation of the interventions carried out. In this sense, the research draws attention to the need
to transform scattered data into instruments of knowledge capable of interpreting reality.
urban and offer concrete subsidies to public management. The author herself argues that the production of
Indicators should be linked to the information needs of the different actors involved in
transportation system, so that its usefulness does not stem solely from the possibility of measurement,
but also their ability to answer questions relevant to the decision-making process.
The discussion proposed by Pourre (2020) is also part of the transformation process of
Conceptions of urban planning. The author reviews the limitations of traditional planning.
characterized by centralized, rigid, and fragmented approaches, and contrasts this perspective with
a strategic, integrated, participatory, and implementation-oriented approach. In this new
Understanding this means that planning doesn't just mean formulating plans, but establishing a process.
Continuous analysis of reality, definition of objectives, implementation of actions, monitoring.
and evaluation of results. This change is fundamental to understanding the importance attributed to
indicators, since managing a dynamic city requires tools capable of
To monitor the transformations of the territory and verify the effects of the decisions taken.
This understanding is corroborated by Ghisi (2020), who highlights that the urbanization process
Without proper planning, it tends to produce a series of problems of a...
social and territorial. The accelerated growth of the urban population, when not accompanied by
Proportional expansion of infrastructure and public services may intensify precariousness.
housing, expand irregular occupation of the territory and deepen inequalities in access to
city. In this scenario, problems such as the expansion of precarious settlement areas, the insufficiency of
Basic sanitation and difficulty accessing housing become concrete manifestations of
structural deficiencies in urban planning. Ghisi's contribution thus reinforces the
understanding that urban growth processes need to be linked to policies
capable of anticipating demands, organizing territorial occupation, and ensuring more balanced conditions.
access to infrastructure and essential services.

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It is within this context of increasing urban complexity that the indicators of final results
They take on special relevance. Their importance lies in enabling planning to be guided.
An indicator becomes significant because of the effects produced by the actions and policies implemented.
when it manages to represent a dimension of reality that is relevant to the problem being investigated.
and is relevant for decision-making. This concept constitutes one of the main conceptual contributions.
de Pourre (2020), as it shifts the focus from the simple production of data to the construction of
Information geared towards understanding the territory and evaluating the results achieved. In this
In this sense, indicators cease to perform only a descriptive function and become part of a...
a broader process of diagnosing, monitoring, and improving public policies.
The author works with a representational structure composed of different target groups, among them
which are the transport user, the service provider, the infrastructure provider, the planner and the
controller. By restricting the search to the user's perspective, it avoids attempting to encompass the entire
The complexity of the system establishes a coherent framework aligned with the purpose of the study.
This decision has theoretical significance. The question about the indicator is no longer "what data?"
The question becomes "what information can we obtain?" and becomes "what information does the user need to
understand and decide about their mobility?". It's a shift in rationale. The indicator becomes subordinate to...
Informational need, and not the other way around.
The proposed structure links different elements to specific user questions. The cost of
Transportation is related to financial capacity; frequency, to service availability; the number
of victims, to safety; travel time, to the time required to complete the journey; and the
Spatial coverage refers to the existence of transportation at the origin and destination locations.
This process of bridging the gap between abstract concepts and concrete problems is important for science.
of planning. It transforms a technical category into an intelligible question. “Frequency of
"Service," for example, ceases to be an isolated operational variable and comes to mean, for the
The user is asked, "Will the transport be available when I need it?" This is a conversion from technical language.
and practical need strengthens the legitimacy of the indicator as a decision-making tool.
At the same time, research demonstrates that the validity of a system of indicators cannot be
separate from the quality of the available data. This is one of the most important methodological conclusions.
significant aspects of the study. Although nine indicators were selected, five could be...
These measures were applied because there was insufficient data to measure service continuity and punctuality.
and the boarding, disembarking, and waiting times.
This difficulty should be interpreted as evidence about the institutional reality itself.
studied. The lack of data reveals a weakness in the public information system. A
The methodology may be consistent and applicable, but it will remain limited if the territory lacks data.

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Available, up-to-date, and compatible with measurement needs.

The author's contribution is important because it transforms this problem into part of the very...

diagnosis. The inability to calculate certain indicators demonstrates the capacity of

The public sector's ability to understand and monitor its transportation system depends on data infrastructure.

Urban governance, in this sense, involves information governance.

This conclusion has a broader scope than the case study. In data-driven societies, it is not enough to talk about

evidence-based decisions. It is necessary to develop systems.

institutional frameworks capable of producing and maintaining this evidence. Pourre's research shows, in a way...

Specifically, what happens when this infrastructure is incomplete?

The most significant dimension of the empirical contribution of the research appears in the analysis of the weight of

Transportation costs as a percentage of income. The indicator reveals that spending on transportation does not have the same impact on income.

economic significance for all populations. The author found an approximate average of 14% of

income is committed to public transportation, and higher values were identified in regions with lower incomes.

income. In Ceilândia, the percentage reaches 18.75%; in the final analysis, regions such as SCIA present

around 37%, while Paranoá, Recanto das Emas, Fercal and Varjão reach approximately

25%. In contrast, higher-income areas, such as Plano Piloto, Lago Sul, and Sudoeste/Octogonal,

They register weights close to 2% or 3%.

The significance of this result is much greater than a percentage difference. It reveals that...

Mobility contributes to the reproduction of socioeconomic inequalities. The same service of

Transportation can consume a small fraction of a population's income, and a significant portion...

from the resources of another. The tariff, therefore, has a social dimension.

This result allows us to understand transportation as a component of access to opportunities.

urban areas. When commuting costs more for certain groups, part of their income is [used to reduce the cost of commuting].

committed to enabling individuals to access work, education, healthcare, and other services.

The indicator thus reveals a dimension of territorial justice.

The research also proves relevant by highlighting the inseparable relationship between mobility and

urban structure. The analysis of transport frequency reveals the centrality exercised by the Plan.

Pilot, which concentrates a significant portion of the jobs, services, and specialized activities of

The Federal District attracts and distributes intense flows of movement. In the morning,

Movements from other Administrative Regions towards the Pilot Plan predominate.

while, at the end of the day, the reverse flow predominates. This pattern shows that the

Daily commutes do not occur randomly, but reflect how functions work.

Urban areas are distributed throughout the territory. The transport network itself, therefore, becomes a...

An important source of information about the spatial organization of the city.

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From this perspective, transportation can be understood not only as a service responsible for circulation of people, but also as a **tool for understanding the socio-spatial structure. urban.** The distribution of lines, the intensity of flows, and their variation throughout the day allow identify central areas, residential zones, and territories most dependent on the main centers of employment and services. In this way, mobility takes on an analytical character, insofar as its Traffic patterns reveal relationships of dependence and connection between different parts of the city. The data produced by the transportation system, when organized and spatially represented, allows, thus, understanding aspects of the dynamics of occupation and functioning of the territory itself.

This discussion is also supported by Senna (2019), who draws attention to the difficulty to establish precise parameters for evaluating urban mobility due to the absence of Standardization of indicators and methods that allow for the uniform determination of different Mobility levels and establishing consistent comparisons between cities. In this sense, the evaluation Mobility requires the definition of indicators capable of representing territorial specificities. and urban aspects of each context. The issue becomes relevant in light of the restructuring processes by which several metropolitan areas undergo, in which changes in population distribution occur, in Centrality and the organization of urban activities influence travel patterns.

The results presented by Pourre (2020) themselves reinforce this understanding. In the context of For trips destined for Plano Piloto, the interval between 9:00 AM and 4:44 PM registered 22,565 trips. while the period between 7:30 PM and 4:59 AM showed 6,650 trips, highlighting differences. significant in the intensity of network usage throughout the day. The distribution of these trips The differences in integration between the Administrative Regions also demonstrate varying levels with the area. central, highlighting that mobility is related to the location of urban activities and to The ability to connect different areas of the Federal District.

These results show that the transportation system responds to a polarized city. Some regions concentrate opportunities while others function as residential areas. Daily commutes reflect this spatial dependence.

Analyzing travel time expands on this understanding by revealing that transportation performance is... related to the physical configuration of the territory. The approximate average of 7 minutes per kilometer. The value found for the system's displacements is considered high and is associated by the author with... length of routes, congestion and the absence of dedicated lanes in certain regions.

The result is relevant because it demonstrates that transport performance cannot be explained by a single factor. by the vehicle. The speed of travel depends on the relationship between buses, infrastructure, traffic, stops, route length, and urban layout. In certain connections, the existence of infrastructure.

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In other cases, exclusive policies favor public transportation; in others, competition with private vehicles reduces their availability. efficiency.

The importance of this argument lies in shifting the debate from expanding supply to organization. territorial. Putting more buses into a poorly structured system does not solve the problems of Mobility. The way land uses are distributed, where people live and work and How the pathways connect influences the system's performance.

The spatial coverage index deepens this understanding. By considering areas of influence in surrounding the transportation network, the research demonstrates the territorial availability of the service. It also depends on the urban design. Coverage is greater in dense areas and close to activities. economic and institutional factors are less prevalent in dispersed, rural, or low-density areas. From there, the Research supports a very important conclusion: mobility is produced by itself. city shape.

A sprawling city demands larger networks, more extensive travel, and more strategic operational approaches. more complex. A city with a strong concentration of jobs and services produces flows Intense commuting patterns. An unequal city produces unequal experiences of mobility. In this sense, Pourre's work approaches a structural interpretation of urban transport. The system should not be analyzed in isolation, because its performance is determined by the interaction. between territory, economy, infrastructure and population.

The safety indicator adds another layer of complexity. The research identified 89 victims in Plano Piloto, 57 in Ceilândia, 51 in Taguatinga and 33 in Samambaia, while Certain regions did not report any occurrences during the reference period. Simple observation However, these numbers do not allow us to conclude that the regions with the most victims have a This makes transportation more unsafe because absolute volumes are also related to the intensity of the... circulation.

This point highlights a positive characteristic of the research logic itself: the indicator should not It can be interpreted in isolation. The reading needs to relate different variables. Higher frequency may This means greater exposure to risk because there are more trips. High coverage does not guarantee... Comfort. A short average journey time does not mean satisfaction, and a lower relative cost does not imply satisfaction. greater accessibility.

This need for integrated interpretation shows that indicators are instruments of diagnosis, not a substitute for analytical reasoning.

The research's greatest contribution lies in this information architecture. Each indicator illuminates a The dimension of the territory is important, but understanding the system depends on a joint reading of these dimensions. Cost reveals economic inequality; frequency reveals the structure of flows; security

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It highlights risks; time reveals the efficiency and condition of the infrastructure; coverage reveals
territorial inequalities in access.
When combined, these indicators produce a multidimensional diagnosis.
This is where the use of Geographic Information Systems takes on strategic importance.
Spatial representation allows us to visualize patterns that would not be perceived through tables. Maps
The data built from the research transforms scattered data into a comparable territorial representation.
The author uses ArcGIS to associate the indicator results with the Administrative Regions and
to the Pilot Plan, producing maps that show variations in income, frequency, victims, time of
Route and coverage.
Maps, therefore, do not function as decorative elements. They are cognitive tools.
They allow us to ask "where is the problem?". This change is fundamental for public management.
Because public policies are implemented in specific territories.
This is also why the methodological contribution of the research extends beyond the field of transportation.
The logic developed could be adapted to other urban policies. A health system could be...
analyzed by spatial coverage, access time, and financial capacity. Education can be
assessed according to availability, distance, and territorial distribution. Sanitation can be
analyzed according to coverage, continuity, and territorial inequality. The same conceptual logic can
to be transferred to different domains.
The importance of the work lies in the model of thought it proposes: identifying needs, building
coherent indicators, verify data quality, spatially represent results, and use them as
subsidy for planning.
This contribution also needs to be understood in light of the limitations encountered. The main
One of the key factors was the availability of the data itself. The application of five of the nine selected indicators...
This demonstrates that empirical reality does not always keep pace with the sophistication of the conceptual model.
This fact calls for caution in interpreting the research, as certain relevant aspects of
User experience could not be measured.
The absence of indicators for punctuality, continuity, and waiting and boarding times is
Significant because these dimensions are part of the user's everyday experience. The fact that it doesn't
The fact that they have been measured does not mean they are irrelevant. On the contrary, it demonstrates the need.
Strengthening public information systems.
This is one of the most important dimensions that can be extracted from the work: the ability to measure.
Territory is also an institutional capacity. If the State does not possess adequate data about
With your transportation system compromised, your ability to plan and evaluate policies becomes limited.
The research, therefore, highlights the need for a permanent data infrastructure. More than

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Instead of isolated surveys, it would be desirable to construct time series that would allow for monitoring.
The evolution of the indicators. This would allow us to verify whether certain policies have improved or
They made the system worse over time.
It is in this aspect that the author's final recommendations gain strength. Pourre (2020) suggests that
The application of the methodology in other urban centers highlights the importance of statistics for
To establish correlations between variables and make future predictions of the indicators.
This recommendation points to a natural evolution of the methodology. In a first stage, the
Indicators allow us to describe and spatially represent phenomena. In a second stage, they can be...
used to identify correlations. In a third way, they can feed into explanatory models. In
A fourth [method], they can support predictions and simulations. This progression would represent a transformation.
of static diagnosis in a territorial intelligence system.
Pourre's research, in this sense, is foundational for subsequent studies.
This demonstrates that it is possible to construct a methodological and empirical basis from which to conduct analyses.
More sophisticated statistical and predictive methods can be developed.
The main theoretical contribution of the study therefore lies in defending a close relationship between
Indicator, purpose, scale, and user. There is no single ideal indicator. There are indicators that are appropriate for...
specific questions, specific actors, and specific territorial contexts.
The main methodological contribution lies in demonstrating that a structure designed for
National and regional scales can be adapted to the urban context, provided that their metric expressions
The two hypotheses should be revised and the data should be compatible with the new level of analysis.
The points raised by the author are confirmed in this regard.
The main applied contribution lies in the production of a territorial diagnosis capable of revealing
economic inequalities, centrality patterns, travel time problems, differences in
Coverage and spatial distribution of occurrences.
The main social contribution, in turn, lies in demonstrating that public transportation has
This has a direct impact on the lives of populations, and these experiences are not the same across different groups.
territories.

Thus, the research allows us to understand that the problem of mobility cannot be reduced.
to the number of buses or the extent of the network. Public transport is part of a larger system of
Urban opportunities. The greater the distance between home and work, the longer the commuting time.
displacement. The lower the income, the greater the relative weight of the fare can be. The more dispersed
The more urban the area, the more difficult it can be to provide network coverage. The more concentrated the services are,
The most intense are the commuter flows. Transportation thus reveals the very logic of the city.
This interpretation is perhaps the richest aspect of the work. The research uses transportation indicators,

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but their results allow us to observe relationships that belong to the broader domain of
territorial planning. Mobility functions as a lens through which things can be
Social and spatial inequalities were visualized.

The work also makes an important contribution to the idea of public policies based on
evidence. The production of indicators allows us to reduce the gap between diagnosis and decision.
providing concrete elements to justify priorities, compare territories and evaluate results.
However, it is necessary not to overestimate the power of indicators. They do not replace policy.
public knowledge, managers' knowledge, or social participation. An indicator shows a problem.
But it alone does not explain the cause or define the solution. Information is a prerequisite for a decision.
Better yet, not an automatic guarantee of the correct decision.

This distinction is important when considering the possibility of using the methodology in other contexts.
urban centers. Each city has its own structure, economic dynamics, urban form, and systems of
Specific transportation and occupancy patterns. Replication requires contextual adaptation. The great merit
The research aims to show that a methodology can be transferred without being copied.
Flexibility is an important quality for a planning tool.

In this sense, Pourre's research presents a conception of diagnosis that can be understood
as an ongoing process. Measuring is the beginning, because the information needs to be analyzed, compared,
interpreted and incorporated into a planning cycle. The potential of indicators emerges when the
The process becomes repetitive: measure, diagnose, plan, implement, evaluate, and measure again.
time.

This perspective also reinforces the importance of establishing benchmarks. The comparison
Comparison between results only becomes meaningful when there are patterns or historical series that allow it.
to identify improvement, stability, or deterioration. The author's suggestion is to develop databases of
The benchmark for service quality points in that direction.

In a broader critical reading, therefore, the research can be considered relevant because
to demonstrate that urban planning needs instruments capable of transforming the
Territorial complexity presented in organized evidence for decision-making. The indicator system.
In this context, it functions as a bridge between reality and management.
This bridge is the true object of value in the research.

The results from the Federal District are important, but the biggest gain lies in the possibility of...
to understand how a territory can be observed from different dimensions.
complementary.

Research shows that mobility is economic, spatial, temporal, and social. And it demonstrates
It is also important to note that analyzing only one of these dimensions can produce an incomplete view. The strength of

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The study is in the articulation.

FINAL CONSIDERATIONS

The analysis of the research developed by Carlla Brito Furlan Pourre allows us to affirm that her main
The contribution lies in demonstrating the potential of final indicators as instruments of
production of territorial knowledge and support for urban planning. The work is not limited to
to present data on public transportation in the Federal District. Its relevance lies in the construction of
a methodology capable of bridging the gap between the concrete needs of users and the available data,
Spatial representation and decision-making.

The research confirms the possibility of using, on an urban scale, concepts derived from a system.
designed for national and regional levels, but demonstrates that this transposition requires adjustments in
Metric expressions and forms of aggregation. This conclusion constitutes a methodological contribution.
This is significant because it highlights that the suitability of an indicator depends on its consistency with the scale.
territorial, data availability, and the purpose for which it will be used.

The results obtained also demonstrate that public transport is a privileged dimension for
Understanding urban inequalities. The impact of transportation costs on income reveals disparities.
economic; the frequency highlights the concentration of flows and the centrality of the Pilot Plan; the
Travel time reveals the effects of infrastructure and territorial configuration; coverage highlights...
spatial inequalities in access; and data on victims add a related dimension.
to security. Taken together, this information demonstrates that mobility and urban structure are
inseparable phenomena.

The main social strength of the study lies in highlighting that different population groups
They experience the same city in different ways. The difference between the percentages of
The high cost of transportation expenses demonstrates that the cost of mobility is not the same.
significance for unequal populations. Spatial analysis of coverage demonstrates that the
Infrastructure availability is also not evenly distributed. Travel time
This, in turn, shows that the territorial location of populations influences the duration of...
displacements.

In this sense, the research contributes to an understanding of mobility as a matter of justice.
Territorial. Public transportation is a prerequisite for accessing the opportunities created by
city.

Another fundamental aspect concerns the quality of the information. The difficulty encountered by
The author's difficulty in accessing updated data highlights a limitation that goes beyond the scope of the research.

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Without reliable and systematic data, public authorities face difficulties in understanding the territory.
To monitor policies and evaluate results. The study thus demonstrates that urban governance
Evidence-driven approaches require a permanent infrastructure for production, organization, and
data provision.

The research also has methodological importance because it uses spatialization as a tool.
of analysis. Cartographic production transforms numerical values into visible territorial patterns and
comparable. This characteristic enhances the usefulness of indicators because it allows them to be identified.
spatial distribution. For urban planning, this information is essential, since policies
Public authorities need to define priorities in the territory.

Although the study has limitations related to the availability and updating of data, these
Limitations do not negate their contribution. On the contrary, they help to reveal institutional challenges.
associated with the evidence-based planning process itself. The fact that five out of nine
The fact that selected indicators could be calculated demonstrates the diagnostic capability.
It depends on the institutional capacity to produce and maintain adequate data.

The research also paves the way for important advances. The use of inferential statistics,
Advanced spatial analysis, time series, predictive models, and correlations between different data sets.
Variables could expand the proposed system. The author herself recommends applying the methodology.
in other urban centers and suggests the development of statistical analyses capable of establishing
Relationships between variables and making future predictions.

In short, Pourre's contribution should be understood less as a simple diagnosis of
Transportation in the Federal District and more as a proposal for organizing urban knowledge.
for the decision. The merit of the research lies in demonstrating that indicators can be used for
To bring theory, territory, and management practice closer together.

Its scientific relevance lies in its methodological adaptation. Its social relevance lies in its identification.
of mobility inequalities. Its territorial relevance lies in the spatial distribution of these phenomena.
Its administrative relevance lies in its ability to provide a basis for decision-making.
And its broader academic relevance lies in demonstrating that urban diagnosis can be
built from information systems organized according to the needs of the actors and the
results that are intended to be achieved.

The study's greatest contribution, therefore, lies in defending an idea that remains relevant today: planning.
and develop the ongoing ability to know what is happening, to identify the results.
produced and correct the course when necessary.

It is in this transition between information and action that Pourre's work finds its greatest strength.
Final indicators cease to be mere numbers and become instruments for understanding the city.

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The territory comes to be understood as an expression of economic, social, and political relations.
Transportation is now understood as a component of quality of life and access to opportunities.
urban.

Therefore, the research presents a contribution that goes beyond its case study. It offers a
A methodological perspective for thinking about urban planning based on the integration of data.
Indicators, territory, users, results, and public decision-making. This integration constitutes the most important aspect.
The relevant aspects of the work explain why its study remains pertinent for research that aims to...
to understand urban mobility in a systematic, guided and committed way
effectiveness of public policies.

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