

Red meta-analytical retrospective of the policies in the handling of risks of transportation in the City of Mexico

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ABSTRACT

The objective of this study was to carry out a systematic review of the literature to reveal the policies of metropolitan mobility and peri-urban health, focusing the discussion on the effects of public transport safety on the health of users. The purpose of the study is to carry out a systematic review of the random effects of public transport on the health of users in order to test the hypothesis of homogeneity. A documentary, retrospective and meta-analytic study was carried out with a non-probabilistic selection of indexed sources published from 2010 to 2019 and search with the key words. Findings show prevalence of data that sustain the non-exposure to risk events derived from mobility policies in public transport safety and the health of users. Political comparisons reveal the prevention of the effects of risk events on the health of users. In conclusion, mobility policies, focused on the effects of transport safety on the health of users, do not recognize the risks of exposure or the short, medium and long-term consequences.

Keywords: Mobility, public transport, security, meta-analysis, governance.

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INTRODUCTION

From an analytical empirical approach, public transport has been addressed as a management problem rather than health. In that sense, it is a mobility system susceptible to corruption of the public administration, but if it is observed as a public health problem, public transport is analyzed as a system of random homogeneous effects (García et al., 2017). That is, a systematic review of the studies that propose public transport as a health problem suggests the establishment of probability thresholds that allow the identification of homogeneous effects on the health of users (Aldana et al., 2018).

Thus, studies show that public transport directly, negatively and significantly affects the health of users whenever the public administration is corrupt, but corruption-free government strategies and programs

warn of an increase in the quality of life of the users (Carreón et al., 2016).

The objective of this work was to systematically review the effects of the transport system on the health of users in order to observe its structure of odds ratios and anticipate risk scenarios.

Problem statement

Literature consults, focuses its interest on the effects of public policies whose dimensions it places between acultural, multicultural, intercultural and transcultural (Bustos et al., 2019).

The reviewed publications suggest that the acultural, multicultural and multicultural policies are linked to the

cases of exposure and non-exposure without health consequences, since they highlight the rector of the State and the efficient administration of the system, legitimizing increases to the public service without corresponding to the quality and safety of them (Valdés et al., 2019).

The acultural policy is distinguished from the multicultural and multicultural in privileging to the native communities that inhabit the cities with respect to the migrant flows that go from the urban periphery to the urban centrality (Valdés et al., 2019). This is the case of availability, quality and transport subsidy, which in the centrality is two or three times greater than the cost, availability and quality of transport in the periphery (García, 2019).

The multicultural policy recognizes the arrival of migrant flows for labor or educational reasons but does not subscribe to these sectors and only guarantees its security with the video surveillance system that prevails in the urban centrality (Juárez et al., 2019). That is, it responds to complaints, but does not follow up on them or seek a comprehensive resolution to the problem, justifying its inaction due to the lack of complaints or endorsing its responsibility to individuals, promoting austerity so as not to attract the attention of the offender (García et al., 2018).

Multicultural policies on public transport highlight coexistence and order as central premises between migratory flows and native communities but adjusting the uses and customs of visitors to the laws of urban centrality (Bustos et al., 2019). In this way, a crime committed in a unit that goes from the periphery to the centrality is considered a responsibility of the federal rather than local authority; or, the demarcation of responsibility before the deregulation of transport in the urban periphery (Sandoval et al., 2018).

In contrast, public mobility policies from intercultural and transcultural approaches highlight the exposure and non-exposure of users to risk events derived from climate change and exacerbated by local corruption with short, medium and long-term sequels in mental health and physics of the users, reflecting in the distrust towards their authorities and the conflicts with the dependencies of government in charge of the management and administration of the system (Aldana et al., 2019).

The intercultural policy seeks co-responsible administration between the government entities of centrality and periphery, preventing and imparting justice to crimes committed in the public transport system and assistance to victims of risk, corruption and crime, but considering a dialogue permanent relationship between government and education and labor sectors, syndicates and civil organizations for the improvement of the quality and security of the system (Carreón and García, 2013).

Based on the increase in risk events and corruption, the cross-cultural policy seeks to reduce risks in public transport based on the elimination of administrative boundaries for decentralization and investment; generating opportunities for health, education and

employment in the periphery; training employees and police, as well as promoting lives free of violence and risks to users (Hernández, 2014).

Based on these distinctions, it is possible to notice that the literature seems to focus on the effects of multicultural and cross-cultural policies that recognize user exposure to risk and corruption, but do not know or recognize minimal sequelae in their mental and physical health, directing their speeches towards the subdistrict to attend to the well-being of the user (Carreón et al., 2018).

Purpose of the study

Studies related to public transport focus on the subjectivity of authorities and users when evaluating the quality and security of public resources and services from their perceptions (Table 1).

According to the study of Hernandez et al. (2014), additional property is differences between users over conventional transport with reference to public transportation called sustainable. They also found significant differences between the uses of electricity optimization vehicles and hydrocarbons (Carreón et al., 2013). Regarding the perceptions of the genders regarding the tariffs and environmental impact of transport in general, they also found differences. However, with regard to high, medium and low incomes, the differences were confined to the use of bicycles, rickshaws, motorcycles and trolleys (Juárez et al., 2019).

The findings found in the research by Rivera et al. (2014) in which public transport was established as multidimensional due to its sociopolitical context and the daily use of university, has shown hypotheses concerning econcentric knowledge and its impact on the perceptual differences between men and women complement the above findings (Hernandez et al., 2014).

The differences that stand out in the studies regarding how public transport is considered show a central problem inherent to the user: the representation of its instrumentation for a sustainable local development (Carreón et al., 2015).

It is known that the construction of a collective transport system arises from a female ethic of caring for the environment. In contrast, masculinity considers the system and the environment instrumental for an end to comfort, but the meta-analysis emphasizes that such distinctions are exacerbated in an acultural political system (Carreón et al., 2017).

This is the case of postmaterialism that studies of public transport highlight as an explanation to the relationship between intensive use and destination planning (Mejía et al., 2018). To the extent that users consider that the transport is a cost-effective instrument, they will plan their arrival at central, tourist, recreational or comfort-free places without considering the crowds,

Table 1. State of knowledge of public mobility and transport safety.

Year	Author	Policies	Literature	Sequels
2010	Schuele, Schoroede & Kueffer	Acultural	D	Synchronization
+2011	Sen	Acultural	D	Capabilities
2013	Carreon & Garcia	Intercultural	B	Risk
2013	Carreon, Morales & Rosas	Intercultural	B	Quality
2013	Montes	Policultural	C	Risk
2013	Morales, Carreon & Aguilar	Transcultural	A	Habitus
2013	Pereira	Policultural	C	Risk
2013	Rodiiguez	Multicultural	C	Security
2013	Rosas, Carreón & Morales	Transcultural	A	Habitus
2013	Scheurer	Acultural	D	Accessibility
2014	Carreon, Hernandez & Garcia	Multicultural	C	Risk
2014	Garcia et al.	Intercultural	B	Risk
2014	Hernandez et al.	Transcultural	A	Habitus
2014	Hernandez, Bustos & Rivera	Multicultural	C	Usefulness
2014	Mejia, Hernandez & Limon	Transcultural	A	Habitus
2014	Rivera, Mendez & Hernandez	Trasncultural	A	Habitus
2015	García et al.	Acultural	D	Agglomeration
2015	Carreon, Cruz & Santos	Acultural	D	Rights
2015	García	Acultural	D	Self-Control
2015	García	Acultural	D	Crime
2015	García	Acultura	D	Self-Control
2015	García et al.	Multicultural	C	Risk
2015	García et al.	Transcultural	A	Habitus
2015	García et al.	Multicultural	C	Quality
2015	García et al.	Policultural	C	Quality
2015	García	Acultural	D	Management
2015	García et al.	Multicultural	C	Corrrption
2016	Carreon et al.	Acultural	D	Risk
2016	García et al.	Acultura	D	Quality
2016	García, Carreón & Hernández	Intercultural	B	Agenda
2016	García, Carreón & Hernández	Policultural	C	Self-Control
2016	García, Sandoval & Aguilar	Multicultural	C	Conflict
2016	Mejía, Carreon & García	Acultural	D	Cognition
2017	García	Intercultural	B	Governance
2017	García, Carreón & Hernández	Intercultural	B	Governance
2017	García, Jua ´rez & Bustos	Intercultural	B	Governance
2017	Mendoza et al.	Policultural	C	Representations
2017	Pitka et al.	Policultural	C	Propagation
2018	Aldana, Rosas & García	Intercultural	B	Agenda
2018	Carreón, Blanes & García	Acultural	D	Risk
2018	Carreón, Blanes & García	Intercultural	B	Networks
2018	García	Multicultural	C	CPA
2018	García	Policultural	C	Climate
2018	García et al.	Transcultural	A	Habitus
2018	Mejía et al.	Intercultural	B	Agenda
2018	Mejía, Quezada & García	Policultural	C	Readaptation
2018	Rincón, Juárez & García	Transcultural	A	Habitus
2018	Sánchez et al.	Multicultural	C	Immigration
2018	Sandoval et al.	Transcultural	A	Habitus
2018	Sandoval, García & Rivera	Acultural	D	Sociodemographics
2018	Villegas, Rosas & García	Policutltural	C	Quality
2019	Martínez, Sánchez & García	Acultural	D	Well-Being

A = No exposure and sequels; B = Exposure and Sequels; C = No exposure without sequels; D = Exposure without Sequels. Source: Elaborate with data study.

accidents or insecurity that the saturation of a transport system entails (Carreón et al., 2014).

On the contrary, from public policies that consider public transport as a cultural heritage which should be conserved for future generations, the ethics of female care seems to emerge as a hallmark of the choice of destinations and the prevention of risks (Table 2).

From an acultural policy, public transport is an instrument of entry and exit of workforce with a predetermined destination of production, service and consumption (Carreón et al., 2013). It is a classic perception that semi-rural periphery must be developed in an urban environment where services proliferate, and transport is distinguished by its efficiency of transfer to work and education nodes (Mejía et al., 2018). The ethic of care is more distinctive of this policy since it seeks the prevention of accidents and diseases that reduce the productivity of the workforce or strengthen the health system for the care due to diseases (García et al., 2014).

The policultural and multicultural initiatives that influence public transport seek to endow it with a positive experience; recreational and satisfactory for the comfort of the user who visits shopping centers or recreational nodes, appreciating the diversity of entertainment or recreation, as well as the assurance that their integrity will always be protected (García, 2015). The ethics of care translates into the preservation of public spaces, central locations and public squares with the aim of promoting concord and pacification as a reward for the transfer of an unsafe scenario to a guarded site, but with 1freedom of expression and action (García, 2018). The transportation system is also an instrument for inclusion of minorities that manifest themselves in public places and interact with other migratory, tourist and native flows (García, 2019).

The provisions for the use of public transportation that distinguish acultural, poly and multicultural policies contrast with intercultural and transcultural initiatives to regulate the activities of natives based on the rights of migrants or the work of minorities according to the requirements native (García et al., 2016). The ethic of care is exacerbated by the availability of public transport and its nodes that are no longer distinguished by their origin or destination (Rincón et al., 2018).

The hypothesis regarding social postmaterialism in which high incomes correspond to the use of sustainable rather than conventional transport seems to show that the habitus around the use of public transport is oriented by materialistic and therefore anthropocentric views rather than by habitus. ecocentric and postmaterialist (García et al., 2015).

The use, cost and impact of public transport in the university environment implies: Perceptions related to gender knowledge and perspectives that establish significant differences among users (García et al., 2015). Therefore, the conventional public service compared to the so-called sustainable system, when considered asymmetric, explains the transition from

environmental knowledge to environmental rationality (Mejía et al., 2016).

A preponderant factor in the transition towards sustainability is postmaterialism (García et al., 2016). The hypothesis of differences between economic incomes does not support the difference between perceptions regarding the use of sustainable transport in relation to the disuse of conventional and polluting transport. In this way, the sustainability of public transport should be explained from the effect that transport policies have on user groups (Martínez et al., 2019).

Studies of public transport will move towards lines related to metropolitan governance in order to generate programs and strategies for management or administration from the acultural, poly, multi, inter and transcultural approaches (Hernández et al., 2014). The corresponding public policies will not only prevent the differences between political and social actors, public and private sectors, but will also generate transport systems according to the needs of the users, not because of the image of transport or the representation of their destination, but rather the emergence of environmental care proposals (Sandoval et al., 2018).

This is the case of the helplessness or despair that distinguishes the urban centrality from the urban periphery. It is an unfavorable disposition to the collective use and the subsidy with respect to the investment in the sector until achieving its sustainability and with it contributing to the conservation of the city (Sánchez et al., 2018).

RESEARCH METHODS

A documentary study was carried out with a selection of sources indexed to the main repositories of Latin America: Dialnet, Copernicus, Ebsco, Frontiers, Latindex, Publindex, Redalyc, Scielo, Scopus, WoS, Zenodo and Zotero considering the publication period from 2010 until 2019, as well as the keywords: "governance", "management", "self-management", "quality", "security", "administration", "mobility" and "transport" for the case of cities with risks documented in their public transport system and effects on users (Table 3).

The information was codified, following the model of Lu and Adhes (2006) as well as the decomposition of Cheung (2013), considering:

Under the literature, I have focused your attention on risk events such as landslides, floods, hurricanes, fires, droughts, pollution, contingencies, crime, violence that directly or indirectly addresses the quality of the public transport service and that may. They are not generated by the physical or mental health of the users, as well as in their opinion of the public administration, local or federal government, the types of literature are distinguished for a problem approach.

Table 2. Metropolitan public transport policy systems.

	Ethics of care			Instrumentation principle	
	Symbolism	Recreation	Comfort	Satisfaction	intensive use
Acultural					√
Policultural		√	√	√	
Multicultural		√	√	√	
Intercultural	√				
Transcultural	√				

Source: Elaborated wit data study.

Table 3. Descriptions of the informative sample published from 2010 to 2019 in international repositories on the effects of public transport risks on the health of users.

	Dialnet	Copernicus	Ebsco	Frontiers	Latindex	Publindex	Scielo	Scopus	Zenodo	Zotero
Governance	35	37	38	33	26	21	15	11	14	17
Management	30	30	33	28	20	17	11	10	11	13
Mobility	27	28	29	24	15	14	8	7	10	11
Quality	24	26	23	21	13	10	4	5	9	10
Safety	21	20	19	16	10	8	2	3	6	7
Self-management	18	17	15	12	9	5	1	2	3	5
Stewardship	14	13	12	10	5	3	1	1	2	3
Transport	10	11	9	7	3	1	0	0	1	2

Source: Prepared from the bibliographic data base.

Literature type A for cases of exposure of users to risk events (floods, landslides, fires, coalitions, earthquakes) and exacerbation of the same by corruption (negligence, opacity, nepotism, extortion) with health effects (stress, helplessness, hyperopia, distrust)

Type B literature for cases of non-exposure to risk events and corruption, but with effects on health.

Literature type C for cases of exposure to risk and corruption events, but without effects on health.

Type D literature for cases of non-exposure to risk events and corruption, but without effects on health.

The meta-analysis technique is enough in terms of the parameters you can use to reach a conclusion. In the present work, considering that the problem alludes to the possible effects or not of risks in the public transport on the health of the users, the meta-analysis is understood as an instrument for the diagnosis of possible consequences for the use of public transport in users who may or may not be exposed to floods, fires, environmental contingencies, pollution, insecurity, violence and crime, associated with stress, exhaustion, depersonalization or frustration.

The information was processed in the statistical package for social sciences (SPSS version 23.0). The proportions of probability (OR) were estimated with a level of significance of 95%.

The OR parameter (odds ratio) is used in health sciences to communicate the results of a research,

referring to a coefficient between two occurrence probabilities of an event in order to anticipate a relative risk (RR), although in retrospective designs the OR parameter is more used (Cerdeira et al., 2013).

The RR estimates suppose confusion biases since they endorse the effect of different risks allusive to the observed events, being the estimation of adjusted OR more feasible since the weighting of adjusted RR cannot be carried out with the most commonly used technique as logistic regression, only binomial logarithmic models reduce confounding bias by providing RR and OR adjustment (Cheung, 2015).

In this way, the formula to explain prospective and retrospective events is:

Prospective: $OR = (a / b) (c / d)$; being a = exposed, b = intervened, c = not exposed and d = not intervened

Retrospective or unpaired cases and controls: $OR = (a / c) (b / d)$ where a and c are the subjects' exposure to an event of interest, as well as c and d or exposure of the subjects without the event of interest. In both studies, as well as in cross-sectional studies, the confidence interval that suggests the degree of and variability is fundamental.

Then, the information was processed in a matrix of content analysis with the purpose of extracting the main concepts of the security agenda in public transport and to

establish hypotheses concerning the trajectories of the relationships between the selected concepts. Finally, the scope and limits of the model proposed in the framework of co-government between authorities and users were discussed.

From the literature of findings that relate or not the possible effects of risks in public transport with respect to the health of users with no sequelae, expert judges in the thematic areas rated the results in a Delphi questionnaire in three rounds of feedback from opinions.

The information was coded from the Delphi technique, which suggests the qualification of experts considering: 0 for literature that reports no exposure and no user involvement; 1 for the literature that reports the exhibition, but not affect; 2 for literature that warns of exposure and affectation; 3 for the report of exposure and affectation.

Once the first qualification round was made, the results were returned to the judges who adjusted their qualification criteria or maintained their position. In a third final round, the lower and higher scores of judges who maintained their position or modified it were eliminated, but they deviated from the consensus.

FINDINGS

Table 4 refers to the proportions of probability of occurrence of risk events and their possible effects on the health of users.

The associations between the types of policies and the types of literature allowed to carry out models to investigate their structural composition (Table 5).

Once the probabilities of relative risk were established around the risk events and their effects on the local health of public transport users, we proceeded to estimate their structure of relationship trajectories, considering the possible combinations between the types of policies and the types of literature (Figure 1).

It is possible to appreciate that the trajectories of reflective relationships between the types of policies and the types of literature suggest a moderate relative risk. That is, the literature seems to record different exposures or not to risk events with different effects or not to the health of the users, highlighting the allusive to non-exposure and non-impact that in the acultural policies are established as a metropolitan agenda.

With the purpose of observing the emergence of a common policy to the acultural, poly, multi, inter and transcultural policies, the estimation of a confirmatory structure was carried out (Figure 2).

It is possible to observe the emergence of a health policy configured from the acultural, poly, multi, inter and transcultural perspectives, suggesting a dependency relationship between these elements that would explain the composition of the health policy in terms of attention to the effects of risk events in public transport and its effect on users' health during the period from 2010 to

Table 4. Possible effects of risk events in public transport on the health of users reported in the literature from 2010 to 2019.

<i>TP</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>
A	IP	0.33 (0.28 0.47)	0.66 (0.41 0.83)	0.58 (0.38 0.41)
B		MP	0.10 (0.07 0.49)	0.53 (0.41 0.75)
C			PP	0.75 (0.40 0.92)
D				AP

AP = A-cultural Policies; PP = Poly-cultural Policies; MP = Multi-cultural Policies; IP = Inter-cultural Policies; TP = Trans-cultural Policies; A = No exposure and sequels; B = Exposure and Sequels; C = No exposure without sequels; D = Exposure without Sequels. Source: Elaborated with data study.

2019.

The relations between the types of policies and the types of literature allowed to carry out an analysis of relations of dependence between the elements (Figure 3).

The structure of dependency relations between the types of policies and the types of literature show that the acultural policies, indicated by literature that reports the exposure or not of users of public transport in risk events and that had effects on their health or not, influenced local health policies, indicated by the four types of exposure and sequelae enunciated.

In order to observe the probability ratio structure, the ranges and probability of occurrence were established (Figure 4).

It is possible to see that there is a greater proportion of the probability that the principles of the cultural policy affect the local health policy. Next, the foundations of poly and multicultural politics would be influencing more than intercultural and transcultural presuppositions, suggesting that public transport is an instrument of management and risk management related to the effects of health events.

DISCUSSION

The contribution of the present work to the state of the question lies in a meta-analysis of the contributions to the incidence of risk events associated with corruption on environmental public health, although the design of the research limits the findings to the local scenario, suggesting the extension of work to other metropolises in Latin America.

The technique of data meta-analysis allows glimpses of public transport as a contingent phenomenon that aggravates the risks and could reduce them whenever the metropolitan policies recognize exposure and with or

Table 5. Associations between types of policies and types of literature.

	AP	PP	MP	IP	TP	A	B	C	D	
AP	1.000	0.329	0.362	0.310	0.304	A	1.000	0.320	0.374	0.320
PP		1.000	0.370	0.341	0.310	B		1.000	0.381	0.354
MP			1.000	0.305	0.302	C			1.000	0.315
IP				1.000	0.313	D				1.000
TP					1.000					

AP = Acultural Policies; PP = Policultural Policies; MP = Multicultural Policies; IP = Intercultural Policies; TP = Transcultural Policies; A = No exposure and sequels; B = Exposure and Sequels; C = No exposure without sequels; D = Exposure without Sequels. Source: Elaborated with data study.

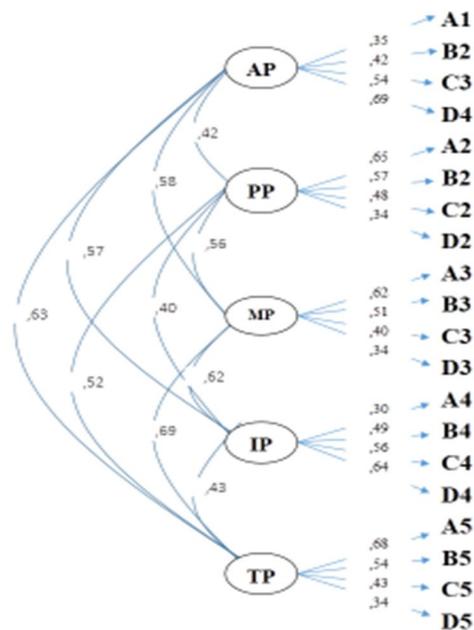


Figure 1. Structure of trajectories of relations between the types of policies and types of literature reviewed. AP = Acultural Policies; PP = Policultural Policies; MP = Multicultural Policies; IP = Intercultural Policies; TP = Transcultural Policies; A = No exposure and sequels; B = Exposure and Sequels; C = No exposure without sequels; D = Exposure without Sequels. Source: Elaborated with data study.

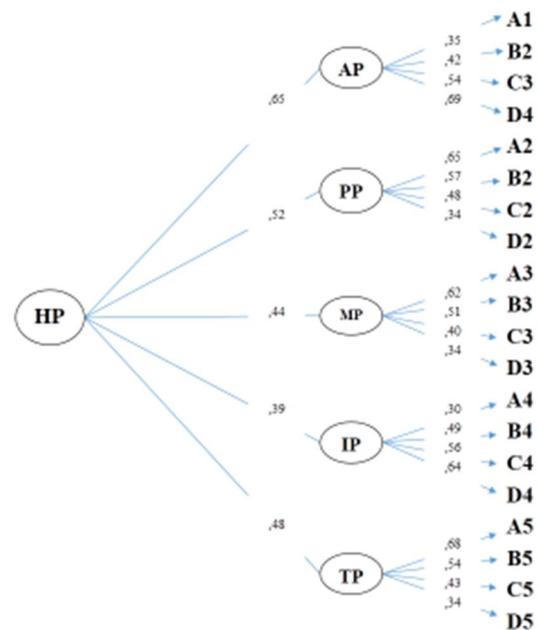


Figure 2. Structure of the relationships between the types of policies and the types of literature in relation to a policy and emerging literature. AP = Acultural Policies; PP = Policultural Policies; MP = Multicultural Policies; IP = Intercultural Policies; TP = Transcultural Policies; HP = Health Policies; A = No exposure and sequels; B = Exposure and Sequels; C = No exposure without sequels; D = Exposure without Sequels. Source: Elaborated with data study.

without sequelae, as well as non-exposure and its minor effects or maximums in the health of the users.

Conclusion

The aim of this paper was to carry out a meta-analysis of public transport studies in order to compare metropolitan policies in the face of risk events and their effects on users. The review highlights the emergence of acultural, poly, multi, inter and transcultural systems to the extent that public transport was designed as an instrument of rural development management in reference to the city.

However, risk events have highlighted their effects on environmental public health, the emergence of an

environmental care ethic and have highlighted a collective response of users known as postmaterialism to explain the intensive use of transport no longer only for its image and destiny, but for the idea of considering that the economic welfare generates more needs of transfer and shelter.

The consequences of the impact of risk events and public policies on the health of users are not explicitly recognized in the acultural, multicultural and multicultural approach, but it is in the intercultural and transcultural approach where the symbolization of these sequelae in diseases prevails, accidents or contingencies.

Lines of research related to metropolitan public

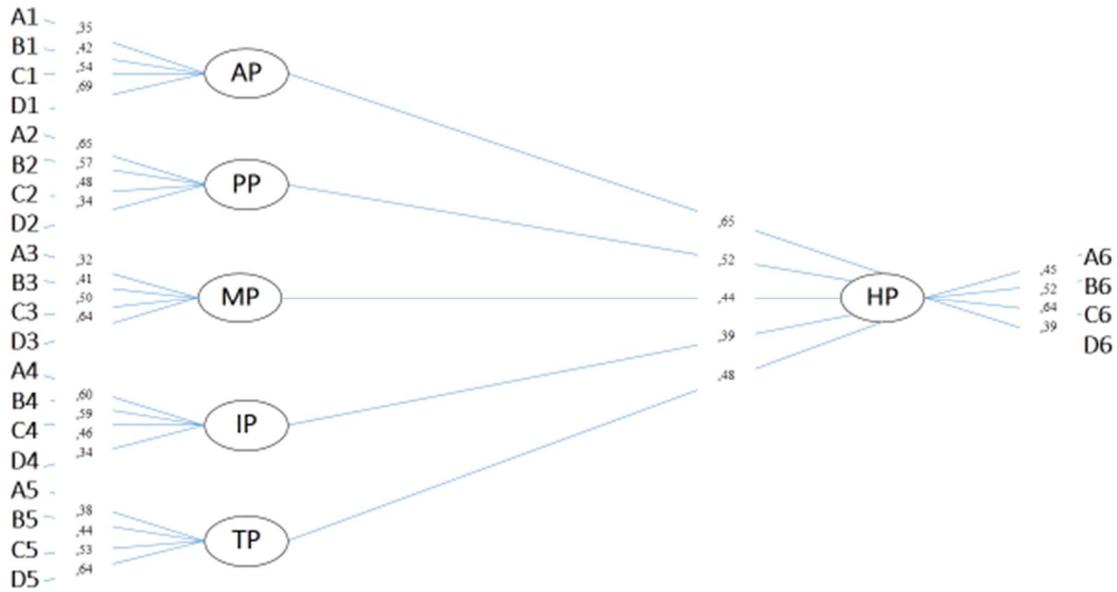


Figure 3. Structure of dependency relationships between the types of policies and types of literature with respect to a health policy and types of emerging literatures. AP = Acultural Policies; PP = Policultural Policies; MP = Multicultural Policies; IP = Intercultural Policies; TP = Transcultural Policies; HP = Health Policies; A = No exposure and sequels; B = Exposure and Sequels; C = No exposure without sequels; D = Exposure without Sequels. Source: Elaborated with data study.

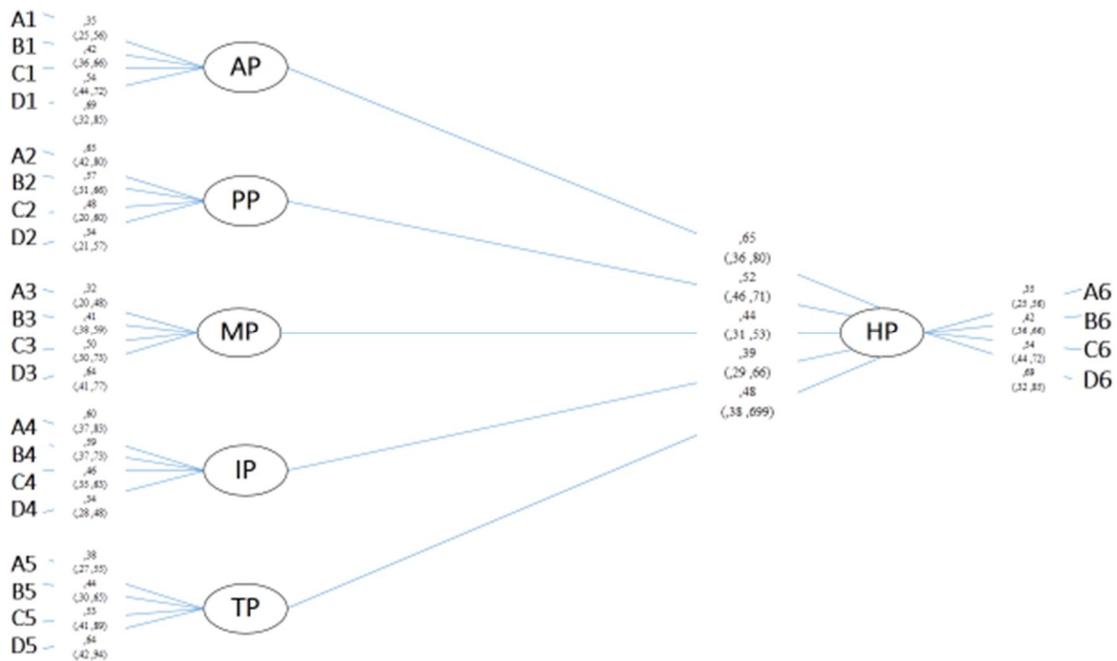


Figure 4. Probability ratio structure between the types of policies and types of literature with respect to an emerging health policy and literature. Source: Elaborated with data study.

transport policies and their relation to risk events will allow us to anticipate contingent and differentiating scenarios between political and social actors, as well as between the public and private sectors.

The meta-analytical technique has allowed to differentiate the literature that deals with public policies, exposure risk events and probable sequels in users, but an analysis of the trajectories of relationships between these variables

will allow to observe the efficiency of the programs and the effectiveness of the strategies to reduce risks, prevent accidents and address the illnesses derived from the transfer of users from the urban periphery to the central city.

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