Urban mobility is related both to human behavior and to physical and social context. In one hand, people choose the mode of transportation they will use, considering their needs, preferences and the activities they need to perform. On the other hand, the transport system and the urban infrastructure available compel the residents to avail themselves of modalities that do not always corroborate their preferences. This relation between human behavior and the physical and social environment is at the heart of the studies of environmental and urban psychology and is the focus of this work. Through a qualitative study using the "go-along" approach, the present study investigated the relationship between the available urban infrastructure in the city of Brasilia and the travel behavior of its residents. 9 women and 7 men, aged between 21 and 54 years, participated in the study. The "go-along" approach was used to accompany the participants in their daily trips, recording reports of their space perception and the relationships they establish with space and other users, through videos, audios, maps, and photographs. During the accompanying trip, the researcher requested that the interviewee maintain their daily habits, without changing their behavior due to the presence of the researcher. During the trip, the researcher asks unstructured questions to explore how the person-environment relationship occurs. The equipment used were: a) GoPro 5 Black camera, affixed to the researcher's vest; b) Zoom audio recorder; c) Strava smartphone application to capture GPS data with the location of the researcher, maps and travel time. Data from video, audio, photographs, and maps were analyzed using the technique of content analysis. 16 trips were accompanied on foot and two by bicycle. The data showed that the interactions between different public road users do not occur in a peaceful way. In all modes of transportation, participants reported dissatisfaction with the available urban infrastructure (sidewalks, bicycle paths, or road gutters). Sometimes this lack of infrastructure and urban maintenance seems to elicit inappropriate behavior by cyclists and pedestrians. Cyclists, for example, report that they travel on sidewalks when there are no bike paths. Pedestrians report walking on bicycle lanes, due to better conservation, accessibility and continuity conditions, in comparison with the sidewalks. They feel forced to transit along the road with vehicles that travel above the permitted speed, because drivers constantly park on the sidewalks, making it impossible to walk. It was also observed the behavior of crossing outside the pedestrian tracks, as a way of avoiding longer routes. The lack of accessibility on the spot was also pointed out as a risk factor for pedestrians with special needs, who risk by sharing space with cars. Cyclists also reported that there is a lack of respect for cyclists in the city, stating that the high speed of cars on the roads contributes to road insecurity and crashes. By evaluating the relation between person and environment in Brasília, it was noticed that different people interact in different ways in the same space, depending on their perception of the environment and their local involvement. However, environmental aspects such as the lack of maintenance of public spaces and inadequate urban infrastructure serve as an affordance for users to engage in inappropriate behavior while sharing the same space. The high speed of cars in the roads seems to be one important risk factor, giving a strong sense of insecurity for those who use nonmotorized transportation modes.

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