**Table 3. Survey Variables**

|  |  |  |
| --- | --- | --- |
| **Variable** | **Definition** | **Level at which data was collected** |
| ***Housing and household characteristics*** | | |
| Housing type | House=1; Apartment=2; Room (s) in a boarding house=3; Room (s) in another type of housing=4; Another type of dwelling=89 | Household |
| Number of households per dwelling | Number of households between 1 and 5 or more | Household |
| Number of household members | Number of household members between 1 and 7 | Household |
| Number of household members aged 5 or older | Number of household members aged 5 or older | Household |
| ***Household members characteristics*** | | |
| Name of each household member | Name | Household member |
| Age of each household member | Age of each household member | Household member |
| Birth sex of each household member | Male= 1; Female= 2; Other=3 | Household |
| Gender each household member identifies with | Female =1  Male=2  Transgender=3  Non-binary=4  Other, such as=89  Doesn’t know/won’t answer=99 | Household member |
| Ethnicity of each household member | Indigenous=1  Black, mulatto, afrodescendent=2  Raizal=3  Palenquero=4  Gypsy or Rrom=5  None of the above=6 | Household member |
| Education level | Preschool=1  Incomplete primary school=2  Completed primary school=3  Incomplete secondary school=4  Completed secondary school=5  Incomplete high school (10° y 11°)=6  Completed high school (10° y 11°)=7  Incomplete associate degree=8  Completed associate degree=9  Incomplete undergraduate=10  Complete undergraduate=11  Incomplete postgraduate=12  Complete postgraduate=13  None of the above=97 | Household member |
| Student coursing…. | School= 1  University-undergraduate=2  University– Postgraduate=3  Community/ Technical college=4  Nonofficial educational facility=5 | Household member |
| Employed as… | Construction worker=6  Day laborer/farmer=7  Domestic employee=8  Driver/Messenger=9  Unpaid worker=10  Private company employee=11  Public employee=12  Independent professional= 13  Nonprofessional independent=14  Freelance worker=15  Employer=16  Informal seller=17 | Household member |
| Other | Homemaker=18  Retired/pensioned=19  Looking for job=20  Permanently disabled=21  Goes to daycare=22  Landlord=23  Unemployed=24  Another=89  None of the above=97 | Household member |
| Trips taken away from home by each household member in the past week | Yes, (responds to travel module)=  No, they work from home (remains in household member module)=  No, the did not have to attend (remains in household member module)=  No, they have a disability (remains in household member module)=  No, they did not have a mode of transport (remains in household member module)=  No, they could not afford (remains in household member module)=  No, due to another motive (remains in household member module)= | Household member |
| ***Trips*** | | |
| Usual trip starting point | Home= 1  Other=89 | Household |
| Time they left at for main commute on the most recent business day | Hour, Minute, AM/PM | Household |
| Reason for travel | Work=1  School=2  Personal medical errands=3  Visit someone=4  Return home=5  Personal errand=6  Picking up/ dropping off something=7  Shopping=8  Participate in recreational/cultural activities=9  Participate in physical/ sporting activities=10  Job search=11  Participate in religious/ cult activities=12  Was paid to accompany someone=13  Accompany someone without pay=14  Drives a vehicle as a way of work=15  Other=89  Doesn’t know/won’t answer=99 | Household |
| Reason for travel of the accompanied person | Medical errand, therapy, and/or exam=1  Pick up medicine=2  Assist an educational center=3  Assist a social, cultural, and/or recreational activity=4  Personal diligence or errand=5  Visit someone=6  Shopping= 7  Other=8 | Household member |
| Number of travel stages | Number of travel stages between 1 and 7 or more | Household member |
| Mode of transport used for trip | Public=1  Private=2  Walking=3 | Household member |
| Length of stage | Over 15 minutes=1  Less than 15 minutes=2 | Household member |
| Vehicle used for trip (private vehicle users only) | Private vehicle as driver= 1  Private vehicle as passenger=2  Motorcycle as driver=3  Motorcycle as passenger=4  Conventional bicycle as driver=5  Conventional bicycle as passenger=6  Motorized bicycle as driver=7  Motorized bicycle as passenger=8  Electric car/motorcycle=9  Scooter=10  Human/ animal powered vehicle=11  Truck/dumptruck/cargo truck=12 | Household member |
| Destination of main trip | Home=1  Other=89 | Household member |
| Location of destination | City, Municipality, Neighborhood, County, Landmark | Household member |
| Time of arrival at destination | Hour, Minute, AM/PM | Household member |
| Main trip frequency | Practically every day=1  Various times a week=2  On some monthly occasions=3  Sporadically through the year=4  Never=5 | Household |
| Trips taken by age group | 5-9=1  10-17=2  18-24=3  25-34=4  35-44=5  45-54=6  55-64=7  65 or over=8 | Household |
| ***Travel experience: Travel behavior before and during the pandemic*** | | |
| Main transport method used for daily trips in 2019, before COVID- 19 | Public bus systems=1  Walking and other=2  Private Vehicles=3  Bicycle and micromobility=4  Taxi and informal transit=5  Shared/small vehicles=6  Other Transport modes=89 | Head of household |
| Main transport method used for daily trips in 2020, during COVID- 19 | Public bus systems=1  Walking and other=2  Private Vehicles=3  Bicycle and micromobility=4  Taxi and informal transit=5  Shared/small vehicles=6  Other Transport modes=7 | Head of household |
| Reason for change in main transport method | Strict regulations regarding mobilization=1  Personal decision, did not want to risk contagion=2  Started working from home=3  Less transport options=4  Was unemployed=5  Other=89 | Head of household |
| Changes in trip frequency between 2019 and now | Makes less trips=1  Makes more trips=2  No longer makes any trips=3  Makes the same trips=4 | Head of household |
| ***Gender diversity*** | | |
| Acts of sexual violence suffered in the past year | Had your body stared at in an inappropriate manner=1  Had obscene or offensive comments of sexual nature made your way=2  Had someone lean on your body without consent and made you uncomfortable=3  Had someone say offensive or derogatory things about you or women=4  Had someone make you afraid of being attacked or sexually abused=5  Had someone touch or grope you without your consent=6  Had someone show you their genitals=7  Had someone whisper in your ear=8  Had someone touch their genitals or masturbate in front of you=9  Had someone chase you or block your path with the intention of sexually assaulting you=10  Had someone make unwanted sexual advances=11  Had someone take pictures of your body without your consent=12  Had someone ejaculate in front of you=13  None of the above= 99 | Head of Household |
| ***Income*** | | |
| Monthly income per household | Income level $0-$400.000=1;  Income level $400.001-$800.000=2;  $800.001-$1.160.000= 3  $1.160.001-$1.500.000=4  $1.500.001-$2.000.000=5  $2.000.001-$2.500.000=6  $2.500.001-$3.500.000=7  $3.500.001-$4.900.000=8  $4.900.001-$6.800.000=9  $6.800.001-$9.000.000=10  Over $9.000.000=89 | Head of household |
| ***Commute transportation mode and purpose*** | | |
| Preferred mode of transport for different trip purposes (for shopping; for work; for businesses; for recreational activities; for visiting friends or family; for taking kids to school; for medical related trips) | On foot (completely walking) = 1  Transmilenio=2  SITP (Integrated Public Transport System) =3  Private vehicle as driver= 4  Motorcycle as driver=5  Conventional taxi=6  Conventional bicycle as driver=7  Private vehicle as passenger=8  Does not apply=9  Feeder bus=10  Taxi requested by app=11  Other=12  Bicitaxi (Bicycle taxi) =13  Individually requested transportation (white plate/yellow plate)=14  Shared car/motorcycle=15  Intermunicipal bus/minibus=16  Motorcycle as passenger=17  Conventional bicycle as passenger=18  Mototaxi (motorcycle taxi)=19  Bogotá Bicycle System (Public Bicycle)=20  Rented car/motorcycle=21  Motorized bicycle as a driver=22  Electric car/motorcycle=23  Human/animal powered vehicle=24  Truck/dumptruck/cargo truck=25 | Household |
| Perception regarding public transport (TransMilenio,SITP) | It’s fast and efficient: yes= 1; no= 2  It’s good for you mental and physical health: yes=3; no=4  There is good information regarding routes: yes=5; no=6  Timely and reliable: yes=7; no=8  It’s environmentally friendly: yes=9; no=10  It’s a safe travel option: yes= 11; no=12 | Head of household |
| Most important factors when making a trip | Trip/travel time=1  Proximity to station/closest station=2  Comfort during trip=3  Safety within the system=4  Transport costs=5  Environmental impact of transport method=6  Punctuality=7 | Head of household |
| ***Housing characteristics and residence choice*** | | |
| Household ownership | Owns=1  Rents=2 | Head of household |
| Residence time | Less than or equal to 1 year=1  More than 1 year but less than/equal to 5 years=2  More than 5 years but less than/ equal to 10 years=3  More than 10 years but less than/equal to 15 years=4  More than 15 years but less than/equal to 20 years=5  More than 20 years=6 | Head of household |
| Approximate monthly cost of rent | Less than or equal to $500.000 =1  More than $500.000 but less than/equal to $1’000.000=2  More than $1’000.000 but less than/equal to $1’500.000=3  More than $1’500.000 but less than/equal to $2’000.000=4  More than $2’000.000 but less than/equal to $3’500.000=5  More than $3’000.000 but less than/equal to $4’000.000= 6  More than $4’000.000 but less than/equal to $5’000.000=7  Over $5’000.000=8  Doesn’t know/won’t answer= 89 | Head of household |
| Number and type of vehicles in household | Bicyle=1  Motorcycle=2  Motorized vehicle (car, SUV, etc.)=3 | Head of household |
| Private parking availability in household | Available=1  Not available=2 | Head of household |
| ***Attitudes regarding the construction of the metro project*** | | |
| Perceived change in travel time due to metro construction (Line 1) | Takes longer= 1  Takes the same amount of time=2  Takes less time=3 | Household |
| Perception regarding the construction and functioning of the First and Second metro Lines of the Bogotá Metro | Very optimistic=1  Optimistic=2  Moderately Optimistic=3  Moderately pessimistic=4  Pessimistic=5  Very pessimistic=6 | Household |
| Agreeability with the First and Second Line of the Bogotá Metro project | Agrees=1  Disagrees=2 | Household |
| Factors that contribute to the disagreement with the project | The metro is elevated=1  Distrusts the district’s ability to properly manage and maintain the subway system=2  Environmental impact=3  Noise pollution=4  Fears possible expropriation or displacement of local communities=5  Prefers other modes of transport=6  Financial costs of developing the project=7  Concerns regarding traffic congestion during the construction of the metro=8  Other, such as=89 | Household |
| Perception regarding availability of information about: the Bogotá Metro Lines; Bogotá Metro Lines opening year; Bogotá Metro Lines station locations | No information= 1  Little information=2  Moderate information=3  Good information=4  Excellent information=5 | Household |
| Estimated use of the First Line of the Bogotá Metro once its inaugurated | Yes=1  No=2 | Household |
| Perception of the potential impacts of the First and Second line of the Bogotá on: Housing rents; Cost of living; community safety; local businesses (formal or informal); public transport satisfaction; commuting time; noise pollution; public spaces; new residential projects | Will increase=1  Will stay the same=2  Will decrease=3 | Household |
| ***Housing Location and Possible Metro Use*** | | |
| Will use the First Line of the Bogotá Metro once its inaugurated | Yes=1  No=2 | Household |
| Main reason for NOT using the Bogotá Metro | It does not pass by frequented places=1  Prefers using other transport methods=2  Works/studies from home=3  Other=89 | Household |
| Mode of transport people would use to get to the station | Public bus systems=1  Walking and other=2  Private Vehicles=3  Bicycle and micromobility=4  Taxi and informal transit=5  Shared/small vehicles=6  Other Transport modes=89 | Household |
| Maximum amount people are willing to pay for metro ticket | Less than or equal to $3.200=1  More than $3.200 but less than or equal to $3.500=2  More than $3.500 but less than or equal to $3.800=3  More than $3.800 but less than or equal to $4.100=4  More than $4.100 but less than or equal to $4.500=5  More than $4.500=89 | Household |