**Portrait of the non-supporter of the Bogota metro project**

Sample size (n=45)

**General Location By percentage**

**A map with a map and a map with a map and a map with a map and a map with a map and a map with a map and a map with a map and a map with

AI-generated content may be incorrect.**

**Demographics**

* 29 (64%) of them are living in a house, and 16 (36%) of them are living in an apartment
* 31 (69%) of them are the only people living in their household (single living), 8 of them are living in a couple, and 4 of them are living in 3 3-person household. (generally small household size)
* 5 (11%) of those have experienced kinds of sexual or other kind of violence in public transportation systems
* 18 (40%) of those using BRT as a primary transportation mode, and 10 (22%) of those using SITP or other public transportation systems as a primary transportation mode; 2 of those were walking.
* 14 (31%) of them own the house, 31 (69%) rent the house (sample 60% rent, 40% own)
* 28 (62%) of them have lived in the place for 5 years or longer (sample=56%), 11 of them have lived 1-5 years, and six have lived less than 1 year.
* 18 (40%) of those have private parking spaces

|  |  |
| --- | --- |
| Income | |
| $0 - $400.000 | 0 |
| $400.001 - $800.000 | 4 |
| $800-001 - $1.160.000 | 5 |
| $1.160.001 - $1.500.000 | 7 |
| $1.500.001 - $2.000.000 | 5 |
| $2.000.001 - $2.500.000 | 5 |
| $2.500.001 - $3.500.000 | 5 |
| $3.500.001 - $4.900.000 | 5 |
| $4.900.001 - $6.800.000 | 2 |
| $6.800.001 - $9.000.000 | 2 |
| Más de $9.000.000 | 1 |
| NS/NR | 4 |

**Perception of current public transportation systems**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Statement | Quick and fast | Benefit to their health | On time | Environmentally Friendly | Safety choice | Prefer other modes |
| agree | 12 | 12 | 10 | 19 | 8 | 39 |
| disagree | 33 | 33 | 35 | 26 | 37 | 6 |

Most people disagree and hold a relatively conservative view of the current public transportation system, which may be a contributing factor to disagreement or a lack of confidence that the metro system will function in a satisfactory and reliable manner for essential travel.

**The most important factor in travel**

|  |  |
| --- | --- |
| Factors | Count |
| Travel time | 11 (24%) |
| Close to stations | 3 (6.66%) |
| comfort | 6 (13.33%) |
| Safety | 14 (31%) |
| Expense (fare) | 5 (11%) |
| On time | 6 (13.33) |
| Environmental impact | 0 |

**Construction impact**

|  |  |
| --- | --- |
|  | **Commuting time** |
| **Increase** | **31** |
| **same** | **6** |
| **Decrease** | **8** |

**After the Implementation impact**

|  |  |
| --- | --- |
| **Mode to station** |  |
| **Walk** | **33** |
| **bicycle** | **6** |
| **Zonal bus** | **1** |
| **BRT** | **1** |
| **TAXI** | **1** |
| **Other** | **3** |

* For fare willing to pay, 38 (84%) want to pay 0 to $3,200.

|  |  |
| --- | --- |
| Renting & property cost |  |
| increase | 30 |
| No change | 10 |
| decrease | 5 |

|  |  |
| --- | --- |
| Community Safety |  |
| increase | 17 |
| No change | 15 |
| decrease | 13 |

|  |  |
| --- | --- |
| Living expense |  |
| increase | 27 |
| No change | 14 |
| decrease | 4 |

|  |  |
| --- | --- |
| Local commercial |  |
| increase | 20 |
| No change | 16 |
| decrease | 9 |

|  |  |
| --- | --- |
| Public Transit Satisfaction |  |
| increase | 14 |
| No change | 14 |
| decrease | 17 |

|  |  |
| --- | --- |
| Commuting time |  |
| increase | 8 |
| No change | 18 |
| decrease | 19 |

|  |  |
| --- | --- |
| Public space |  |
| increase | 13 |
| No change | 10 |
| decrease | 22 |
| New housing project |  |
| increase | 21 |
| No change | 14 |
| decrease | 10 |