# Portrait of the Non-Supporter of the Bogotá Metro Project

**Sample size:** n = 45

## Purpose of the Analysis

Only around 10% of the overall survey sample expressed opposition or hesitation toward the Bogotá Metro project. This analysis focuses on understanding why this small yet important group holds such views. By examining their socio-economic characteristics, household conditions, transportation behaviors, and perceptions of public services, the goal is to uncover the underlying factors contributing to their lack of support. Insights from this profile can help policymakers and planners address concerns, tailor engagement strategies, and ensure that the Metro system meets the needs and expectations of all residents, including its skeptics.

## General Location

(by percentage)

![](../output/Layout.jpg)

## Demographics

- 29 (64%) live in a **house**, 16 (36%) live in an **apartment**

- 31 (69%) live **alone**, 8 live **as a couple**, and 4 in **3-person households** (generally small household size)

- 5 (11%) have experienced **sexual or other types of violence** in public transportation

- **Primary transport mode**:

- 18 (40%) use **BRT**

- 10 (22%) use **SITP or other public transport**

- 2 walk

- **Housing ownership**:

- 14 (31%) own

- 31 (69%) rent (sample: 60% rent, 40% own)

- 28 (62%) have lived at their current location for **5+ years** (sample = 56%)

- 11 have lived **1–5 years**

- 6 have lived **less than 1 year**

- 18 (40%) have **private parking spaces**

## Income

|  |  |
| --- | --- |
| Income Range | Count |
| $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 | Agree | Disagree |
| Quick and fast | 12 | 33 |
| Benefit to health | 12 | 33 |
| On time | 10 | 35 |
| Environmentally friendly | 19 | 26 |
| Safety choice | 8 | 37 |
| Prefer other modes | 39 | 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 in the metro system functioning in a satisfactory and reliable manner for essential travel.

## Most Important Factor in Travel

|  |  |
| --- | --- |
| Factor | 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 on Commuting Time

|  |  |
| --- | --- |
| Change | Count |
| Increase | 31 |
| Same | 6 |
| Decrease | 8 |

## After Implementation: Mode to Station

|  |  |
| --- | --- |
| Mode | Count |
| Walk | 33 |
| Bicycle | 6 |
| Zonal bus | 1 |
| BRT | 1 |
| Taxi | 1 |
| Other | 3 |

**Fare Willing to Pay:**

38 (84%) are willing to pay **$0 to $3,200**

## Expected Impact Perception

### 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 Activity

- 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 Development

- Increase: 21

- No change: 14

- Decrease: 10

## Key Takeaway

Non-supporters of the Bogotá Metro project are predominantly renters (69%), long-term residents, and solo householders, with a strong reliance on BRT and SITP systems. Despite being public transport users, they express widespread dissatisfaction with current services, citing concerns over punctuality, safety, and comfort. Their top priorities in transportation are safety and travel time, yet most expect the Metro to increase housing costs, living expenses, and construction-related commute times. A large majority (84%) are only willing to pay the lowest fare tier, and over half plan to walk to future Metro stations. Overall, the profile suggests that non-supporters are cost-conscious, safety-oriented, and skeptical of public infrastructure improvements, highlighting the need for targeted communication and design strategies that address affordability, accessibility, and trust in service reliability.