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

**Sample size:** n = 45

## 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