Proyecto Natura: Resumen Descriptivo por Módulo

Encuesta de Movilidad - Cali 2025

Pontificia Universidad Javeriana Cali

22 de octubre de 2025

# Resultados descriptivos por módulo

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## Módulo 1 — Características socio-demográficas

Table 1: **Módulo 1. Características socio-demográficas**

Distribución por género, nivel socioeconómico y modo de transporte

|  |  |  | Género | |  | Nivel socioeconómico | | |  | Modo de transporte principal | | | |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Variable | Descripción | Hombre | Mujer | p\_value.x | Alto | Bajo | Medio | p\_value.y | Auto privado | Modo activo | Transporte informal | Transporte público | Moto privada | Taxi / Plataforma | **p-valor** |
| 18 - 34 años | edad\_r2 | Grupos etarios: 18-34 / 35-54 / 55-80 | 65 (30.7%) | 71 (32.1%) | 0.4548 | 32 (35.6%) | 46 (29.5%) | 58 (31.0%) | 0.1289 | 18 (25.0%) | 10 (20.4%) | 0 (0.0%) | 31 (30.1%) | 61 (44.9%) | 16 (24.2%) | 0.0000 |
| 35 - 54 años | edad\_r2 | Grupos etarios: 18-34 / 35-54 / 55-80 | 72 (34.0%) | 84 (38.0%) | 0.4548 | 36 (40.0%) | 48 (30.8%) | 72 (38.5%) | 0.1289 | 32 (44.4%) | 11 (22.4%) | 3 (42.9%) | 30 (29.1%) | 59 (43.4%) | 21 (31.8%) | 0.0000 |
| 55 - 80 años | edad\_r2 | Grupos etarios: 18-34 / 35-54 / 55-80 | 75 (35.4%) | 66 (29.9%) | 0.4548 | 22 (24.4%) | 62 (39.7%) | 57 (30.5%) | 0.1289 | 22 (30.6%) | 28 (57.1%) | 4 (57.1%) | 42 (40.8%) | 16 (11.8%) | 29 (43.9%) | 0.0000 |
| Colombia | pais | País de nacimiento (Colombia / otro) | 207 (97.6%) | 214 (96.8%) | 0.8260 | 87 (96.7%) | 154 (98.7%) | 180 (96.3%) | 0.3597 | 70 (97.2%) | 49 (100.0%) | 7 (100.0%) | 101 (98.1%) | 132 (97.1%) | 62 (93.9%) | 0.4767 |
| Venezuela | pais | País de nacimiento (Colombia / otro) | 5 (2.4%) | 7 (3.2%) | 0.8260 | 3 (3.3%) | 2 (1.3%) | 7 (3.7%) | 0.3597 | 2 (2.8%) | 0 (0.0%) | 0 (0.0%) | 2 (1.9%) | 4 (2.9%) | 4 (6.1%) | 0.4767 |
| Ninguna | p3\_agregado | Autorreconocimiento étnico (agregado) | 133 (62.7%) | 130 (58.8%) | 0.3940 | 69 (76.7%) | 82 (52.6%) | 112 (59.9%) | 0.0011 | 53 (73.6%) | 31 (63.3%) | 3 (42.9%) | 46 (44.7%) | 83 (61.0%) | 47 (71.2%) | 0.0063 |
| Población afrodescendiente | p3\_agregado | Autorreconocimiento étnico (agregado) | 43 (20.3%) | 58 (26.2%) | 0.3940 | 15 (16.7%) | 46 (29.5%) | 40 (21.4%) | 0.0011 | 13 (18.1%) | 10 (20.4%) | 3 (42.9%) | 30 (29.1%) | 32 (23.5%) | 13 (19.7%) | 0.0063 |
| Pueblos indígenas | p3\_agregado | Autorreconocimiento étnico (agregado) | 25 (11.8%) | 26 (11.8%) | 0.3940 | 3 (3.3%) | 25 (16.0%) | 23 (12.3%) | 0.0011 | 5 (6.9%) | 8 (16.3%) | 1 (14.3%) | 22 (21.4%) | 12 (8.8%) | 3 (4.5%) | 0.0063 |
| Sin respuesta | p3\_agregado | Autorreconocimiento étnico (agregado) | 11 (5.2%) | 7 (3.2%) | 0.3940 | 3 (3.3%) | 3 (1.9%) | 12 (6.4%) | 0.0011 | 1 (1.4%) | 0 (0.0%) | 0 (0.0%) | 5 (4.9%) | 9 (6.6%) | 3 (4.5%) | 0.0063 |
| Primaria o menos | p5\_agregado | Nivel educativo agrupado | 40 (18.9%) | 41 (18.6%) | 0.8229 | 11 (12.2%) | 40 (25.6%) | 30 (16.0%) | 0.0000 | 5 (6.9%) | 15 (30.6%) | 6 (85.7%) | 26 (25.2%) | 13 (9.6%) | 16 (24.2%) | 0.0000 |
| Secundaria | p5\_agregado | Nivel educativo agrupado | 94 (44.3%) | 102 (46.2%) | 0.8229 | 26 (28.9%) | 79 (50.6%) | 91 (48.7%) | 0.0000 | 24 (33.3%) | 20 (40.8%) | 0 (0.0%) | 57 (55.3%) | 62 (45.6%) | 33 (50.0%) | 0.0000 |
| Sin respuesta | p5\_agregado | Nivel educativo agrupado | 1 (0.5%) | 0 (0.0%) | 0.8229 | 1 (1.1%) | 0 (0.0%) | 0 (0.0%) | 0.0000 | 0 (0.0%) | 1 (2.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0.0000 |
| Superior | p5\_agregado | Nivel educativo agrupado | 27 (12.7%) | 31 (14.0%) | 0.8229 | 28 (31.1%) | 7 (4.5%) | 23 (12.3%) | 0.0000 | 28 (38.9%) | 5 (10.2%) | 0 (0.0%) | 4 (3.9%) | 14 (10.3%) | 7 (10.6%) | 0.0000 |
| Técnico / Tecnológico | p5\_agregado | Nivel educativo agrupado | 50 (23.6%) | 47 (21.3%) | 0.8229 | 24 (26.7%) | 30 (19.2%) | 43 (23.0%) | 0.0000 | 15 (20.8%) | 8 (16.3%) | 1 (14.3%) | 16 (15.5%) | 47 (34.6%) | 10 (15.2%) | 0.0000 |
| Desocupado o inactivo | p7\_agregado | Actividad principal (ocupado, estudiante, etc.) | 35 (16.5%) | 19 (8.6%) | 0.0000 | 5 (5.6%) | 22 (14.1%) | 27 (14.4%) | 0.3441 | 9 (12.5%) | 9 (18.4%) | 0 (0.0%) | 19 (18.4%) | 7 (5.1%) | 10 (15.2%) | 0.0019 |
| Estudiante | p7\_agregado | Actividad principal (ocupado, estudiante, etc.) | 6 (2.8%) | 11 (5.0%) | 0.0000 | 4 (4.4%) | 4 (2.6%) | 9 (4.8%) | 0.3441 | 1 (1.4%) | 1 (2.0%) | 0 (0.0%) | 8 (7.8%) | 6 (4.4%) | 1 (1.5%) | 0.0019 |
| Ocupado/a | p7\_agregado | Actividad principal (ocupado, estudiante, etc.) | 162 (76.4%) | 139 (62.9%) | 0.0000 | 71 (78.9%) | 105 (67.3%) | 125 (66.8%) | 0.3441 | 52 (72.2%) | 34 (69.4%) | 6 (85.7%) | 57 (55.3%) | 112 (82.4%) | 40 (60.6%) | 0.0019 |
| Otro | p7\_agregado | Actividad principal (ocupado, estudiante, etc.) | 7 (3.3%) | 6 (2.7%) | 0.0000 | 3 (3.3%) | 6 (3.8%) | 4 (2.1%) | 0.3441 | 4 (5.6%) | 2 (4.1%) | 0 (0.0%) | 2 (1.9%) | 4 (2.9%) | 1 (1.5%) | 0.0019 |
| Trabajo doméstico no remunerado | p7\_agregado | Actividad principal (ocupado, estudiante, etc.) | 2 (0.9%) | 46 (20.8%) | 0.0000 | 7 (7.8%) | 19 (12.2%) | 22 (11.8%) | 0.3441 | 6 (8.3%) | 3 (6.1%) | 1 (14.3%) | 17 (16.5%) | 7 (5.1%) | 14 (21.2%) | 0.0019 |
| Vive con familiares (otros) | p8\_agregado | Composición del hogar (vive solo/a, con pareja, hijos/as...) | 41 (19.3%) | 39 (17.6%) | 0.0000 | 20 (22.2%) | 22 (14.1%) | 38 (20.3%) | 0.0292 | 10 (13.9%) | 10 (20.4%) | 1 (14.3%) | 22 (21.4%) | 26 (19.1%) | 11 (16.7%) | 0.0033 |

## 3.2. Módulo 2 — Movilidad y patrones de desplazamiento

Table 1: **Módulo 2. Movilidad y patrones de desplazamiento**

Resultados por género, SES y modo de transporte

|  | Variable | Label | Hombre | Mujer | p\_value.x | Alto | Bajo | Medio | p\_value.y | Auto privado | Modo activo | Moto privada | Taxi / Plataforma | Transporte informal | Transporte público | p\_value |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 18 - 34 años | edad\_r2 | Grupos etarios: 18-34 / 35-54 / 55-80 | 65 (30.7%) | 71 (32.1%) | 0.4548 | 32 (35.6%) | 46 (29.5%) | 58 (31.0%) | 0.1289 | 18 (25.0%) | 10 (20.4%) | 61 (44.9%) | 16 (24.2%) | 0 (0.0%) | 31 (30.1%) | 0.0000 |
| 35 - 54 años | edad\_r2 | Grupos etarios: 18-34 / 35-54 / 55-80 | 72 (34.0%) | 84 (38.0%) | 0.4548 | 36 (40.0%) | 48 (30.8%) | 72 (38.5%) | 0.1289 | 32 (44.4%) | 11 (22.4%) | 59 (43.4%) | 21 (31.8%) | 3 (42.9%) | 30 (29.1%) | 0.0000 |
| 55 - 80 años | edad\_r2 | Grupos etarios: 18-34 / 35-54 / 55-80 | 75 (35.4%) | 66 (29.9%) | 0.4548 | 22 (24.4%) | 62 (39.7%) | 57 (30.5%) | 0.1289 | 22 (30.6%) | 28 (57.1%) | 16 (11.8%) | 29 (43.9%) | 4 (57.1%) | 42 (40.8%) | 0.0000 |
| Colombia | pais | País de nacimiento (Colombia / otro) | 207 (97.6%) | 214 (96.8%) | 0.6082 | 87 (96.7%) | 154 (98.7%) | 180 (96.3%) | 0.3597 | 70 (97.2%) | 49 (100.0%) | 132 (97.1%) | 62 (93.9%) | 7 (100.0%) | 101 (98.1%) | 0.4767 |
| Venezuela | pais | País de nacimiento (Colombia / otro) | 5 (2.4%) | 7 (3.2%) | 0.6082 | 3 (3.3%) | 2 (1.3%) | 7 (3.7%) | 0.3597 | 2 (2.8%) | 0 (0.0%) | 4 (2.9%) | 4 (6.1%) | 0 (0.0%) | 2 (1.9%) | 0.4767 |
| No | p13 | ¿Sabe conducir? | 34 (16.0%) | 128 (57.9%) | 0.0000 | 23 (25.6%) | 75 (48.1%) | 64 (34.2%) | 0.0001 | 14 (19.4%) | 25 (51.0%) | 19 (14.0%) | 35 (53.0%) | 5 (71.4%) | 64 (62.1%) | 0.0000 |
| Sí, auto | p13 | ¿Sabe conducir? | 24 (11.3%) | 19 (8.6%) | 0.0000 | 18 (20.0%) | 8 (5.1%) | 17 (9.1%) | 0.0001 | 25 (34.7%) | 3 (6.1%) | 1 (0.7%) | 6 (9.1%) | 0 (0.0%) | 8 (7.8%) | 0.0000 |
| Sí, auto y motocicleta | p13 | ¿Sabe conducir? | 106 (50.0%) | 30 (13.6%) | 0.0000 | 36 (40.0%) | 41 (26.3%) | 59 (31.6%) | 0.0001 | 31 (43.1%) | 12 (24.5%) | 61 (44.9%) | 12 (18.2%) | 0 (0.0%) | 20 (19.4%) | 0.0000 |
| Sí, motocicleta | p13 | ¿Sabe conducir? | 48 (22.6%) | 44 (19.9%) | 0.0000 | 13 (14.4%) | 32 (20.5%) | 47 (25.1%) | 0.0001 | 2 (2.8%) | 9 (18.4%) | 55 (40.4%) | 13 (19.7%) | 2 (28.6%) | 11 (10.7%) | 0.0000 |
| No | p14 | ¿Tiene licencia de conducción? | 70 (33.0%) | 156 (70.6%) | 0.0000 | 39 (43.3%) | 94 (60.3%) | 93 (49.7%) | 0.0007 | 12 (16.7%) | 33 (67.3%) | 39 (28.7%) | 51 (77.3%) | 7 (100.0%) | 84 (81.6%) | 0.0000 |
| Si de auto y motocicleta | p14 | ¿Tiene licencia de conducción? | 68 (32.1%) | 17 (7.7%) | 0.0000 | 25 (27.8%) | 29 (18.6%) | 31 (16.6%) | 0.0007 | 24 (33.3%) | 7 (14.3%) | 40 (29.4%) | 5 (7.6%) | 0 (0.0%) | 9 (8.7%) | 0.0000 |
| Si, auto | p14 | ¿Tiene licencia de conducción? | 34 (16.0%) | 21 (9.5%) | 0.0000 | 19 (21.1%) | 10 (6.4%) | 26 (13.9%) | 0.0007 | 34 (47.2%) | 3 (6.1%) | 4 (2.9%) | 7 (10.6%) | 0 (0.0%) | 7 (6.8%) | 0.0000 |
| Si, motocicleta | p14 | ¿Tiene licencia de conducción? | 40 (18.9%) | 27 (12.2%) | 0.0000 | 7 (7.8%) | 23 (14.7%) | 37 (19.8%) | 0.0007 | 2 (2.8%) | 6 (12.2%) | 53 (39.0%) | 3 (4.5%) | 0 (0.0%) | 3 (2.9%) | 0.0000 |
| 1 auto | p15\_autos\_agregado | Tenencia de autos en el hogar (agregado) | 82 (38.7%) | 54 (24.4%) | 0.0024 | 36 (40.0%) | 38 (24.4%) | 62 (33.2%) | 0.0008 | 44 (61.1%) | 10 (20.4%) | 54 (39.7%) | 12 (18.2%) | 1 (14.3%) | 15 (14.6%) | 0.0000 |
| 2 o más autos | p15\_autos\_agregado | Tenencia de autos en el hogar (agregado) | 22 (10.4%) | 19 (8.6%) | 0.0024 | 15 (16.7%) | 9 (5.8%) | 17 (9.1%) | 0.0008 | 20 (27.8%) | 2 (4.1%) | 14 (10.3%) | 4 (6.1%) | 0 (0.0%) | 1 (1.0%) | 0.0000 |
| Sin autos | p15\_autos\_agregado | Tenencia de autos en el hogar (agregado) | 108 (50.9%) | 148 (67.0%) | 0.0024 | 39 (43.3%) | 109 (69.9%) | 108 (57.8%) | 0.0008 | 8 (11.1%) | 37 (75.5%) | 68 (50.0%) | 50 (75.8%) | 6 (85.7%) | 87 (84.5%) | 0.0000 |
| 1 auto propio | p15\_1\_autos\_propios\_agregado | Autos propios (agregado) | 28 (13.2%) | 40 (18.1%) | 0.0000 | 16 (17.8%) | 20 (12.8%) | 32 (17.1%) | 0.0009 | 11 (15.3%) | 10 (20.4%) | 20 (14.7%) | 12 (18.2%) | 1 (14.3%) | 14 (13.6%) | 0.0000 |
| 2 o más autos propios | p15\_1\_autos\_propios\_agregado | Autos propios (agregado) | 76 (35.8%) | 33 (14.9%) | 0.0000 | 35 (38.9%) | 27 (17.3%) | 47 (25.1%) | 0.0009 | 53 (73.6%) | 2 (4.1%) | 48 (35.3%) | 4 (6.1%) | 0 (0.0%) | 2 (1.9%) | 0.0000 |
| Sin autos propios | p15\_1\_autos\_propios\_agregado | Autos propios (agregado) | 108 (50.9%) | 148 (67.0%) | 0.0000 | 39 (43.3%) | 109 (69.9%) | 108 (57.8%) | 0.0009 | 8 (11.1%) | 37 (75.5%) | 68 (50.0%) | 50 (75.8%) | 6 (85.7%) | 87 (84.5%) | 0.0000 |
| 1 motocicleta | p16\_motos\_agregado | Motocicletas en el hogar (agregado) | 81 (38.2%) | 78 (35.3%) | 0.6934 | 27 (30.0%) | 55 (35.3%) | 77 (41.2%) | 0.0590 | 17 (23.6%) | 9 (18.4%) | 82 (60.3%) | 17 (25.8%) | 2 (28.6%) | 32 (31.1%) | 0.0000 |

## 3.3. Módulo 3 — Percepciones, preferencias y deseos

Table 1: **Módulo 3. Percepciones, preferencias y deseos**

Distribuciones y contrastes estadísticos

|  | Variable | Label | Hombre | Mujer | p\_value.x | Alto | Bajo | Medio | p\_value.y | Auto privado | Modo activo | Moto privada | Taxi / Plataforma | Transporte informal | Transporte público | p\_value |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1 | p24 | Nivel de satisfacción con el modo principal de transporte | 9 (4.2%) | 21 (9.5%) | 0.0017 | 6 (6.7%) | 13 (8.3%) | 11 (5.9%) | 0.3421 | 1 (1.4%) | 4 (8.2%) | 4 (2.9%) | 2 (3.0%) | 1 (14.3%) | 18 (17.5%) | 0.0000 |
| 2 | p24 | Nivel de satisfacción con el modo principal de transporte | 12 (5.7%) | 25 (11.3%) | 0.0017 | 3 (3.3%) | 13 (8.3%) | 21 (11.2%) | 0.3421 | 5 (6.9%) | 4 (8.2%) | 3 (2.2%) | 5 (7.6%) | 1 (14.3%) | 19 (18.4%) | 0.0000 |
| 3 | p24 | Nivel de satisfacción con el modo principal de transporte | 16 (7.5%) | 30 (13.6%) | 0.0017 | 9 (10.0%) | 17 (10.9%) | 20 (10.7%) | 0.3421 | 5 (6.9%) | 3 (6.1%) | 4 (2.9%) | 13 (19.7%) | 0 (0.0%) | 21 (20.4%) | 0.0000 |
| 4 | p24 | Nivel de satisfacción con el modo principal de transporte | 110 (51.9%) | 99 (44.8%) | 0.0017 | 42 (46.7%) | 80 (51.3%) | 87 (46.5%) | 0.3421 | 37 (51.4%) | 25 (51.0%) | 81 (59.6%) | 30 (45.5%) | 2 (28.6%) | 34 (33.0%) | 0.0000 |
| 5 | p24 | Nivel de satisfacción con el modo principal de transporte | 65 (30.7%) | 46 (20.8%) | 0.0017 | 30 (33.3%) | 33 (21.2%) | 48 (25.7%) | 0.3421 | 24 (33.3%) | 13 (26.5%) | 44 (32.4%) | 16 (24.2%) | 3 (42.9%) | 11 (10.7%) | 0.0000 |
| Condiciones de salud propias o de un familiar | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 5 (2.4%) | 3 (1.4%) | 0.4074 | 2 (2.2%) | 4 (2.6%) | 2 (1.1%) | 0.7142 | 1 (1.4%) | 1 (2.0%) | 1 (0.7%) | 2 (3.0%) | 0 (0.0%) | 3 (2.9%) | 0.0002 |
| Condiciones de salud propias o de un familiar, La comodidad (confort) | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 1 (0.5%) | 0 (0.0%) | 0.4074 | 0 (0.0%) | 0 (0.0%) | 1 (0.5%) | 0.7142 | 0 (0.0%) | 1 (2.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0.0002 |
| Condiciones de salud propias o de un familiar, La distancia que debe recorrer, La percepción de seguridad, El costo (sus posibilidades económicas o capacidad adquisitiva) | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 1 (0.5%) | 0 (0.0%) | 0.4074 | 0 (0.0%) | 0 (0.0%) | 1 (0.5%) | 0.7142 | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 1 (1.5%) | 0 (0.0%) | 0 (0.0%) | 0.0002 |
| Condiciones de salud propias o de un familiar, Por razones medioambientales (consciencia ambiental) | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 1 (0.5%) | 0 (0.0%) | 0.4074 | 1 (1.1%) | 0 (0.0%) | 0 (0.0%) | 0.7142 | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 1 (1.5%) | 0 (0.0%) | 0 (0.0%) | 0.0002 |
| El costo (sus posibilidades económicas o capacidad adquisitiva) | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 40 (18.9%) | 50 (22.6%) | 0.4074 | 15 (16.7%) | 33 (21.2%) | 42 (22.5%) | 0.7142 | 6 (8.3%) | 6 (12.2%) | 30 (22.1%) | 9 (13.6%) | 1 (14.3%) | 38 (36.9%) | 0.0002 |
| El costo (sus posibilidades económicas o capacidad adquisitiva), El tiempo de viaje | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 7 (3.3%) | 7 (3.2%) | 0.4074 | 2 (2.2%) | 6 (3.8%) | 6 (3.2%) | 0.7142 | 0 (0.0%) | 1 (2.0%) | 9 (6.6%) | 2 (3.0%) | 0 (0.0%) | 2 (1.9%) | 0.0002 |
| El costo (sus posibilidades económicas o capacidad adquisitiva), La comodidad (confort) | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 4 (1.9%) | 5 (2.3%) | 0.4074 | 2 (2.2%) | 4 (2.6%) | 3 (1.6%) | 0.7142 | 1 (1.4%) | 1 (2.0%) | 2 (1.5%) | 2 (3.0%) | 0 (0.0%) | 3 (2.9%) | 0.0002 |
| El costo (sus posibilidades económicas o capacidad adquisitiva), La distancia que debe recorrer | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 2 (0.9%) | 4 (1.8%) | 0.4074 | 1 (1.1%) | 3 (1.9%) | 2 (1.1%) | 0.7142 | 0 (0.0%) | 1 (2.0%) | 1 (0.7%) | 0 (0.0%) | 1 (14.3%) | 3 (2.9%) | 0.0002 |
| El costo (sus posibilidades económicas o capacidad adquisitiva), La distancia que debe recorrer, El tiempo de viaje | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 0 (0.0%) | 1 (0.5%) | 0.4074 | 1 (1.1%) | 0 (0.0%) | 0 (0.0%) | 0.7142 | 0 (0.0%) | 0 (0.0%) | 1 (0.7%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0.0002 |
| El costo (sus posibilidades económicas o capacidad adquisitiva), La percepción de seguridad | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 1 (0.5%) | 1 (0.5%) | 0.4074 | 1 (1.1%) | 0 (0.0%) | 1 (0.5%) | 0.7142 | 1 (1.4%) | 1 (2.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0.0002 |
| El costo (sus posibilidades económicas o capacidad adquisitiva), La percepción de seguridad, El tiempo de viaje | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 1 (0.5%) | 0 (0.0%) | 0.4074 | 0 (0.0%) | 0 (0.0%) | 1 (0.5%) | 0.7142 | 0 (0.0%) | 1 (2.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0.0002 |
| El costo (sus posibilidades económicas o capacidad adquisitiva), La percepción de seguridad, La comodidad (confort), El tiempo de viaje, La distancia que debe recorrer | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 0 (0.0%) | 1 (0.5%) | 0.4074 | 1 (1.1%) | 0 (0.0%) | 0 (0.0%) | 0.7142 | 1 (1.4%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0.0002 |
| El costo (sus posibilidades económicas o capacidad adquisitiva), Otro | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 1 (0.5%) | 1 (0.5%) | 0.4074 | 1 (1.1%) | 1 (0.6%) | 0 (0.0%) | 0.7142 | 0 (0.0%) | 1 (2.0%) | 0 (0.0%) | 1 (1.5%) | 0 (0.0%) | 0 (0.0%) | 0.0002 |
| El tiempo de viaje | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 25 (11.8%) | 21 (9.5%) | 0.4074 | 13 (14.4%) | 12 (7.7%) | 21 (11.2%) | 0.7142 | 4 (5.6%) | 2 (4.1%) | 25 (18.4%) | 5 (7.6%) | 1 (14.3%) | 9 (8.7%) | 0.0002 |
| El tiempo de viaje, El costo (sus posibilidades económicas o capacidad adquisitiva) | p25\_razones\_agregadas | Razones agregadas de elección del modo de transporte | 1 (0.5%) | 2 (0.9%) | 0.4074 | 0 (0.0%) | 1 (0.6%) | 2 (1.1%) | 0.7142 | 0 (0.0%) | 0 (0.0%) | 2 (1.5%) | 1 (1.5%) | 0 (0.0%) | 0 (0.0%) | 0.0002 |

## 3.4. Módulo 4 — Experiencias de acoso, inseguridad y VBG

Table 1: **Módulo 4. Experiencias de acoso, inseguridad y VBG**

Frecuencias y diferencias significativas por grupo

|  | Variable | Label | Hombre | Mujer | p\_value.x | Alto | Bajo | Medio | p\_value.y | Auto privado | Modo activo | Moto privada | Taxi / Plataforma | Transporte informal | Transporte público | p\_value |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| No | p38p38\_1 | Ha recibido comentarios ofensivos o discriminatorios | 195 (92.0%) | 197 (89.1%) | 0.4538 | 78 (86.7%) | 142 (91.0%) | 172 (92.0%) | 0.4225 | 65 (90.3%) | 43 (87.8%) | 126 (92.6%) | 58 (87.9%) | 7 (100.0%) | 93 (90.3%) | 0.4509 |
| No sabe | p38p38\_1 | Ha recibido comentarios ofensivos o discriminatorios | 2 (0.9%) | 5 (2.3%) | 0.4538 | 1 (1.1%) | 2 (1.3%) | 4 (2.1%) | 0.4225 | 2 (2.8%) | 0 (0.0%) | 2 (1.5%) | 3 (4.5%) | 0 (0.0%) | 0 (0.0%) | 0.4509 |
| Si | p38p38\_1 | Ha recibido comentarios ofensivos o discriminatorios | 15 (7.1%) | 19 (8.6%) | 0.4538 | 11 (12.2%) | 12 (7.7%) | 11 (5.9%) | 0.4225 | 5 (6.9%) | 6 (12.2%) | 8 (5.9%) | 5 (7.6%) | 0 (0.0%) | 10 (9.7%) | 0.4509 |
| No | p38p38\_2 | Le han mirado morbosamente el cuerpo | 195 (92.0%) | 158 (71.5%) | 0.0000 | 68 (75.6%) | 125 (80.1%) | 160 (85.6%) | 0.3368 | 62 (86.1%) | 45 (91.8%) | 108 (79.4%) | 50 (75.8%) | 7 (100.0%) | 81 (78.6%) | 0.1513 |
| No sabe | p38p38\_2 | Le han mirado morbosamente el cuerpo | 2 (0.9%) | 3 (1.4%) | 0.0000 | 1 (1.1%) | 2 (1.3%) | 2 (1.1%) | 0.3368 | 2 (2.8%) | 0 (0.0%) | 1 (0.7%) | 2 (3.0%) | 0 (0.0%) | 0 (0.0%) | 0.1513 |
| Si | p38p38\_2 | Le han mirado morbosamente el cuerpo | 15 (7.1%) | 60 (27.1%) | 0.0000 | 21 (23.3%) | 29 (18.6%) | 25 (13.4%) | 0.3368 | 8 (11.1%) | 4 (8.2%) | 27 (19.9%) | 14 (21.2%) | 0 (0.0%) | 22 (21.4%) | 0.1513 |
| No | p38p38\_3 | Le han dicho piropos ofensivos | 199 (93.9%) | 171 (77.4%) | 0.0000 | 72 (80.0%) | 133 (85.3%) | 165 (88.2%) | 0.4681 | 63 (87.5%) | 44 (89.8%) | 116 (85.3%) | 52 (78.8%) | 6 (85.7%) | 89 (86.4%) | 0.5838 |
| No sabe | p38p38\_3 | Le han dicho piropos ofensivos | 2 (0.9%) | 3 (1.4%) | 0.0000 | 1 (1.1%) | 2 (1.3%) | 2 (1.1%) | 0.4681 | 2 (2.8%) | 0 (0.0%) | 1 (0.7%) | 2 (3.0%) | 0 (0.0%) | 0 (0.0%) | 0.5838 |
| Si | p38p38\_3 | Le han dicho piropos ofensivos | 11 (5.2%) | 47 (21.3%) | 0.0000 | 17 (18.9%) | 21 (13.5%) | 20 (10.7%) | 0.4681 | 7 (9.7%) | 5 (10.2%) | 19 (14.0%) | 12 (18.2%) | 1 (14.3%) | 14 (13.6%) | 0.5838 |
| No | p38p38\_4 | Se le recargaron sin consentimiento | 180 (84.9%) | 159 (71.9%) | 0.0039 | 71 (78.9%) | 123 (78.8%) | 145 (77.5%) | 0.9402 | 59 (81.9%) | 42 (85.7%) | 108 (79.4%) | 52 (78.8%) | 5 (71.4%) | 73 (70.9%) | 0.3199 |
| No sabe | p38p38\_4 | Se le recargaron sin consentimiento | 2 (0.9%) | 2 (0.9%) | 0.0039 | 1 (1.1%) | 2 (1.3%) | 1 (0.5%) | 0.9402 | 2 (2.8%) | 0 (0.0%) | 1 (0.7%) | 1 (1.5%) | 0 (0.0%) | 0 (0.0%) | 0.3199 |
| Si | p38p38\_4 | Se le recargaron sin consentimiento | 30 (14.2%) | 60 (27.1%) | 0.0039 | 18 (20.0%) | 31 (19.9%) | 41 (21.9%) | 0.9402 | 11 (15.3%) | 7 (14.3%) | 27 (19.9%) | 13 (19.7%) | 2 (28.6%) | 30 (29.1%) | 0.3199 |
| No | p38p38\_5 | Le hicieron sentir miedo | 183 (86.3%) | 142 (64.3%) | 0.0000 | 63 (70.0%) | 117 (75.0%) | 145 (77.5%) | 0.7482 | 56 (77.8%) | 43 (87.8%) | 107 (78.7%) | 43 (65.2%) | 4 (57.1%) | 72 (69.9%) | 0.0265 |
| No sabe | p38p38\_5 | Le hicieron sentir miedo | 3 (1.4%) | 2 (0.9%) | 0.0000 | 1 (1.1%) | 2 (1.3%) | 2 (1.1%) | 0.7482 | 3 (4.2%) | 0 (0.0%) | 1 (0.7%) | 1 (1.5%) | 0 (0.0%) | 0 (0.0%) | 0.0265 |
| Si | p38p38\_5 | Le hicieron sentir miedo | 26 (12.3%) | 77 (34.8%) | 0.0000 | 26 (28.9%) | 37 (23.7%) | 40 (21.4%) | 0.7482 | 13 (18.1%) | 6 (12.2%) | 28 (20.6%) | 22 (33.3%) | 3 (42.9%) | 31 (30.1%) | 0.0265 |
| No | p38p38\_6 | La tocaron o manosearon sin consentimiento | 205 (96.7%) | 198 (89.6%) | 0.0075 | 84 (93.3%) | 146 (93.6%) | 173 (92.5%) | 0.8978 | 67 (93.1%) | 48 (98.0%) | 127 (93.4%) | 59 (89.4%) | 6 (85.7%) | 96 (93.2%) | 0.5939 |
| No sabe | p38p38\_6 | La tocaron o manosearon sin consentimiento | 2 (0.9%) | 2 (0.9%) | 0.0075 | 1 (1.1%) | 2 (1.3%) | 1 (0.5%) | 0.8978 | 2 (2.8%) | 0 (0.0%) | 1 (0.7%) | 1 (1.5%) | 0 (0.0%) | 0 (0.0%) | 0.5939 |
| Si | p38p38\_6 | La tocaron o manosearon sin consentimiento | 5 (2.4%) | 21 (9.5%) | 0.0075 | 5 (5.6%) | 8 (5.1%) | 13 (7.0%) | 0.8978 | 3 (4.2%) | 1 (2.0%) | 8 (5.9%) | 6 (9.1%) | 1 (14.3%) | 7 (6.8%) | 0.5939 |
| No | p38p38\_7 | Le robaron o atracaron | 173 (81.6%) | 180 (81.4%) | 0.8967 | 68 (75.6%) | 129 (82.7%) | 156 (83.4%) | 0.4033 | 57 (79.2%) | 38 (77.6%) | 113 (83.1%) | 55 (83.3%) | 5 (71.4%) | 85 (82.5%) | 0.5624 |
| No sabe | p38p38\_7 | Le robaron o atracaron | 4 (1.9%) | 3 (1.4%) | 0.8967 | 1 (1.1%) | 2 (1.3%) | 4 (2.1%) | 0.4033 | 3 (4.2%) | 0 (0.0%) | 2 (1.5%) | 2 (3.0%) | 0 (0.0%) | 0 (0.0%) | 0.5624 |