Supplementary Materials

**Combined Analysis of Both Areas**

Table S1. Difference between gendered based perceptions of safety.

	No	Yes, during the day only	Yes, at night only	Yes, during the day and at night
Safety related problem while walking in daily travel area				
Male	56.5%	15.3%	11.7%	11.1%
Female	60.8%	12.6%	9.9%	12.6%
Safety related problem in bus stops				
Male	56.4%	15.0%	10.6%	11.4%
Female	60.2%	9.1%	12.9%	11.4%
Safety related problem during bus ride				
Male	59.3%	5.6%	15.3%	12.8%
Female	61.7%	5.8%	14.3%	12.0%

Table S2. Summary Item Statistics.

	Mean	Minimum	Maximum	Range	Maximum / Minimum	Variance	N of Items
Item Means	4.516	2.999	5.621	2.622	1.874	.500	36
Inter–Item Correlations	.121	−.220	.733	.953	−3.333	.025	36
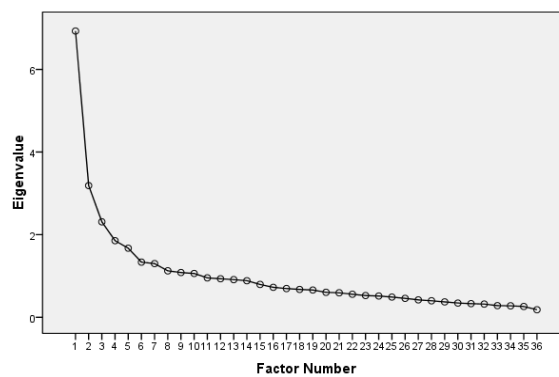
Figure S1. Scree plot indicating that the data have 10 factors

Table S3. Total Variance Explained.

Component	Initial Eigenvalues			Extraction Sums of Squared Loadings			Rotation Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	6.929	19.248	19.248	6.929	19.248	19.248	4.419	12.276	12.276
2	3.187	8.853	28.101	3.187	8.853	28.101	3.086	8.571	20.847
3	2.310	6.416	34.517	2.310	6.416	34.517	2.772	7.699	28.546
4	1.854	5.151	39.668	1.854	5.151	39.668	2.580	7.167	35.713
5	1.672	4.644	44.313	1.672	4.644	44.313	1.784	4.957	40.669
6	1.335	3.707	48.020	1.335	3.707	48.020	1.783	4.952	45.621
7	1.298	3.606	51.626	1.298	3.606	51.626	1.512	4.201	49.822
8	1.124	3.122	54.748	1.124	3.122	54.748	1.403	3.896	53.718
9	1.083	3.007	57.755	1.083	3.007	57.755	1.308	3.634	57.352
10	1.060	2.945	60.700	1.060	2.945	60.700	1.205	3.348	60.700
11	.953	2.648	63.348						
12	.933	2.591	65.939						
13	.911	2.530	68.468						
14	.885	2.457	70.925						
15	.794	2.204	73.130						
16	.725	2.013	75.143						
17	.695	1.930	77.073						
18	.673	1.871	78.944						
19	.659	1.830	80.774						
20	.604	1.677	82.451						
21	.592	1.645	84.095						
22	.556	1.545	85.641						
23	.526	1.461	87.102						
24	.515	1.430	88.532						
25	.488	1.356	89.888						
26	.458	1.271	91.159						
27	.421	1.168	92.328						
28	.399	1.108	93.436						
29	.371	1.031	94.467						
30	.344	.956	95.423						
31	.329	.915	96.338						
32	.319	.887	97.224						
33	.281	.781	98.005						
34	.276	.767	98.772						
35	.260	.722	99.495						
36	.182	.505	100.000						

Extraction Method: Principal Component Analysis.

Table S4. Coefficients[a.]

Model		Collinearity Statistics	
		Tolerance	**VIF**
1	Use of carpool to work	.483	2.072
	Use of home as workplace or work from home	.435	2.301
	Whether use public transit or not	.904	1.106
	A–R factor score 1 for analysis 1	.825	1.211
	A–R factor score 2 for analysis 1	.823	1.216
	A–R factor score 3 for analysis 1	.876	1.141
	A–R factor score 4 for analysis 1	.896	1.116
	A–R factor score 5 for analysis 1	.934	1.071
	A–R factor score 6 for analysis 1	.871	1.148
	A–R factor score 7 for analysis 1	.881	1.136
	A–R factor score 8 for analysis 1	.875	1.143
	A–R factor score 9 for analysis 1	.813	1.231
	A–R factor score 10 for analysis 1	.922	1.085
	Occupation: Unemployed	.187	5.357
	Income level: 15000–30000 BDT	.727	1.375
	Age category of 25–34 years	.824	1.214
	Employment status: Not employed	.160	6.253
	Occupation: Govt_service	.767	1.304
	Income level of more than 75000 BDT	.844	1.184
	Average daily distance traveled during weekday	.604	1.655
	Average daily trip duration during weekday	.580	1.724

Average daily travel cost during weekday	.774	1.291
18 to 20 years of age	.615	1.627
Greater than and equals to 65 years of age	.815	1.227
educational level primary	.936	1.069
educational level HSC	.725	1.379
educational level higher	.936	1.068
Occupation private service	.595	1.681
Occupation retired	.717	1.395
income less than 15k	.660	1.516
marital status unmarried	.605	1.654
marital status widowed/divorced	.906	1.103
Gender: female	.629	1.590

a. Dependent Variable: individual weekday activity space in sq. mile

Table S5. Coefficients[a.]

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.	95.0% Confidence Interval for B	
		B	Std. Error	Beta			Lower Bound	Upper Bound
1	(Constant)	1.235	.242		5.101	.000	.759	1.710
	Gender of the respondent	−.077	.131	−.026	−.589	.556	−.334	.180
	Use of carpool to work	7.671E−5	.002	.002	.031	.975	−.005	.005
	Use of home as workplace or work from home	.002	.003	.030	.582	.561	−.004	.007
	Whether use public transit or not	.002	.004	.025	.664	.507	−.005	.010
	A−R factor score 1 for analysis 1	−.035	.053	−.026	−.657	.511	−.140	.070
	A−R factor score 2 for analysis 1	.062	.054	.045	1.148	.251	−.044	.168
	A−R factor score 3 for analysis 1	.099	.052	.071	1.883	.060	−.004	.202
	A−R factor score 4 for analysis 1	−.038	.050	−.028	−.756	.450	−.137	.061
	A−R factor score 5 for analysis 1	−.005	.052	−.003	−.091	.928	−.106	.097
	A−R factor score 6 for analysis 1	−.072	.054	−.051	−1.339	.181	−.179	.034
	A−R factor score 7 for analysis 1	−.045	.052	−.033	−.875	.382	−.147	.056
	A−R factor score 8 for analysis 1	.040	.056	.027	.712	.476	−.070	.151
	A−R factor score 9 for analysis 1	−.063	.055	−.045	−1.144	.253	−.170	.045
	A−R factor score 10 for analysis 1	−.011	.052	−.008	−.210	.834	−.113	.091
	Occupation: Unemployed	−.049	.165	−.015	−.296	.767	−.372	.275
	Income level: 15000−30000 BDT	.179	.152	.049	1.177	.240	−.120	.479
	Age category of 25−34 years	−.153	.120	−.050	−1.275	.203	−.389	.083
	Occupation: Govt_service	.088	.205	.017	.428	.669	−.315	.491
	Income level of more than 75000 BDT	−.058	.196	−.012	−.299	.765	−.443	.326
	18 to 20 years of age	−.703	.290	−.109	−2.419	.016	−1.273	−.132
	Greater than and equals to 65 years of age	.020	.513	.002	.039	.969	−.988	1.028

	B	Std. Error	Beta	t	Sig.	Lower Bound	Upper Bound
educational level primary	−.665	.448	−.054	−1.482	.139	−1.545	.216
educational level HSC	−.235	.163	−.060	−1.446	.149	−.555	.084
educational level higher	.037	.280	.005	.133	.894	−.513	.587
Occupation private service	.050	.135	.017	.371	.711	−.215	.315
Occupation retired	−.102	.360	−.011	−.284	.777	−.809	.604
income less than 15k	.507	.193	.115	2.622	.009	.127	.887
marital status unmarried	−.215	.142	−.069	−1.517	.130	−.494	.063
marital status widowed/divorced	.267	.526	.019	.508	.612	−.766	1.300
Average daily distance traveled during weekday	−.007	.003	−.131	−2.865	.004	−.012	−.002
Average daily trip duration during weekday	.009	.001	.516	11.083	.000	.007	.010
Average daily travel cost during weekday	.000	.000	−.050	−1.248	.212	−.001	.000

a. Dependent Variable: individual weekday activity space in sq. mile

Table S6. Coefficients[a.]

Model		Collinearity Statistics	
		Tolerance	VIF
1	Use of carpool to work	.594	1.683
	Use of home as workplace or work from home	.543	1.841
	Whether use public transit or not	.809	1.236
	A–R factor score 1 for analysis 1	.809	1.237
	A–R factor score 2 for analysis 1	.844	1.184
	A–R factor score 3 for analysis 1	.903	1.107
	A–R factor score 4 for analysis 1	.875	1.142
	A–R factor score 5 for analysis 1	.885	1.129
	A–R factor score 6 for analysis 1	.821	1.218
	A–R factor score 7 for analysis 1	.890	1.123
	A–R factor score 8 for analysis 1	.892	1.121
	A–R factor score 9 for analysis 1	.880	1.137
	A–R factor score 10 for analysis 1	.860	1.163
	Occupation: Unemployed	.175	5.719
	Income level: 15000–30000 BDT	.771	1.297
	Age category of 25–34 years	.852	1.173
	Occupation: Govt_service	.739	1.353
	Income level of more than 75000 BDT	.815	1.227
	18 to 20 years of age	.705	1.418
	Greater than and equals to 65 years of age	.736	1.358
	educational level primary	.933	1.072
	educational level HSC	.768	1.303
	educational level higher	.912	1.097

Occupation private service	.575	1.739
Occupation retired	.708	1.412
income less than 15k	.751	1.331
marital status unmarried	.707	1.414
marital status widowed/divorced	.937	1.067
Gender: female	.740	1.351
Employment status: Not employed	.169	5.902
Average daily distance traveled during weekend	.607	1.649
Average daily trip duration during weekend	.614	1.628
Average daily travel cost during weekend	.844	1.185

a. Dependent Variable: individual weekend activity space in sq. mile

Table S7. Coefficients[a.]

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.	95.0% Confidence Interval for B	
		B	Std. Error	Beta			Lower Bound	Upper Bound
1	(Constant)	.943	.224		4.199	.000	.502	1.384
	Gender of the respondent	−.178	.117	−.063	−1.519	.129	−.409	.052
	Use of carpool to work	.000	.003	−.004	−.077	.938	−.005	.005
	Use of home as workplace or work from home	−.005	.003	−.075	−1.558	.120	−.011	.001
	Whether use public transit or not	.015	.004	.165	4.119	.000	.008	.023
	A−R factor score 1 for analysis 1	.125	.049	.100	2.539	.011	.028	.222
	A−R factor score 2 for analysis 1	.066	.050	.052	1.322	.187	−.032	.165
	A−R factor score 3 for analysis 1	−.031	.051	−.023	−.613	.540	−.130	.068
	A−R factor score 4 for analysis 1	.200	.049	.157	4.091	.000	.104	.296
	A−R factor score 5 for analysis 1	−.005	.050	−.004	−.096	.924	−.104	.094
	A−R factor score 6 for analysis 1	.148	.055	.107	2.674	.008	.039	.257
	A−R factor score 7 for analysis 1	−.040	.051	−.030	−.789	.430	−.141	.060
	A−R factor score 8 for analysis 1	.114	.052	.084	2.189	.029	.012	.217
	A−R factor score 9 for analysis 1	.139	.054	.099	2.591	.010	.034	.244
	A−R factor score 10 for analysis 1	.015	.054	.011	.272	.786	−.092	.121
	Occupation: Unemployed	−.098	.170	−.030	−.578	.563	−.432	.236
	Income level: 15000–30000 BDT	.315	.135	.095	2.331	.020	.049	.580
	Age category of 25–34 years	.110	.107	.040	1.025	.306	−.101	.321
	Occupation: Govt_service	−.122	.175	−.029	−.700	.485	−.466	.222
	Income level of more than 75000 BDT	−.122	.191	−.026	−.640	.523	−.496	.252
	18 to 20 years of age	.247	.349	.030	.708	.479	−.439	.934
	Greater than and equals to 65 years of age	−.183	.481	−.016	−.380	.704	−1.128	.762

educational level primary	−.734	.461	−.059	−1.593	.112	−1.640	.172
educational level HSC	.054	.166	.013	.327	.744	−.272	.380
educational level higher	−.183	.288	−.024	−.635	.526	−.750	.383
Occupation private service	.037	.125	.014	.297	.766	−.209	.283
Occupation retired	−.113	.516	−.009	−.219	.827	−1.127	.900
income less than 15k	−.022	.178	−.005	−.126	.900	−.372	.327
marital status unmarried	−.123	.124	−.042	−.985	.325	−.367	.122
marital status widowed/divorced	.238	.649	.014	.367	.714	−1.037	1.514
Average daily distance traveled during weekend	.010	.005	.087	1.886	.060	.000	.021
Average daily trip duration during weekend	.008	.001	.297	6.461	.000	.005	.010
Average daily travel cost during weekend	.001	.000	.091	2.317	.021	.000	.002

a. Dependent Variable: individual weekend activity space in sq. mile

Table S8. Coefficients[a.]

Model		Collinearity Statistics	
		Tolerance	VIF
1	Number of employed persons in the HH	.943	1.060
	Car ownership status	.904	1.106
	Number of cars HH use for travel including office vehicles	.914	1.094
	number of members surveyed in each HH	.859	1.164
	Intersection count per sq. mile within weekday activity spaces	.689	1.452
	Job count per sq. mile within weekday activity spaces	.300	3.338
	School count per sq. mile within weekday activity spaces	.287	3.487
	Shop count per sq. mile within weekday activity spaces	.526	1.901
	Number of household members: 2	.834	1.199
	household size greater than equals to 5	.897	1.115
	ownership of another vehicle bicycle	.943	1.060
	ownership of another vehicle rickshaw	.931	1.075
	Residence count per sq. mile within weekday activity spaces	.830	1.204
	Population count per sq. mile within weekday activity spaces	.546	1.833

a. Dependent Variable: weekday activity space in sq. mile

Table S9. Coefficients[a.]

Model		B	Std. Error	Beta	t	Sig.	Lower Bound	Upper Bound
		Unstandardized Coefficients		Standardized Coefficients			95.0% Confidence Interval for B	
1	(Constant)	5.110	.824		6.201	.000	3.488	6.732
	Number of employed persons in the HH	.067	.321	.009	.208	.835	−.565	.699
	Car ownership status	.269	.228	.051	1.178	.240	−.180	.718
	Number of cars HH use for travel including office vehicles	.447	.209	.092	2.142	.033	.036	.858
	number of members surveyed in each HH	.281	.110	.113	2.566	.011	.065	.497
	Intersection count per sq. mile within weekday activity spaces	−.002	.009	−.009	−.187	.851	−.019	.015
	Job count per sq. mile within weekday activity spaces	−.007	.001	−.408	−5.443	.000	−.009	−.004
	School count per sq. mile within weekday activity spaces	.002	.002	.076	1.000	.318	−.002	.005
	Shop count per sq. mile within weekday activity spaces	−.003	.001	−.274	−4.846	.000	−.005	−.002
	Number of household members: 2	.202	.231	.039	.871	.384	−.254	.657
	household size greater than equals to 5	−.400	.346	−.050	−1.156	.249	−1.080	.281
	ownership of another vehicle bicycle	1.197	.389	.130	3.078	.002	.431	1.963
	ownership of another vehicle rickshaw	.592	.681	.037	.870	.385	−.748	1.932
	Residence count per sq. mile within weekday activity spaces	7.856E−5	.000	.032	.722	.471	.000	.000
	Population count per sq. mile within weekday activity spaces	−1.004E−5	.000	−.331	−5.971	.000	.000	.000

a. Dependent Variable: weekday activity space in sq. mile

Table S10. Coefficients[a.]

Model		Collinearity Statistics	
		Tolerance	VIF
1	Car ownership status	.913	1.095
	Number of cars HH use for travel including office vehicles	.952	1.050
	number of members surveyed in each HH	.915	1.093
	Intersection count per sq. mile within weekend activity spaces	.629	1.590
	Job count per sq. mile within weekend activity spaces	.250	4.000
	School count per sq. mile within weekend activity spaces	.256	3.909
	Shop count per sq. mile within weekend activity spaces	.679	1.473
	Number of household members: 2	.799	1.251
	household size greater than equals to 5	.914	1.094
	ownership of another vehicle bicycle	.900	1.111
	ownership of another vehicle rickshaw	.933	1.072
	Residence count per sq. mile within weekend activity spaces	.843	1.186

a. Dependent Variable: weekend activity space in sq. mile

Table S11. Coefficients[a.]

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.	95.0% Confidence Interval for B	
		B	Std. Error	Beta			Lower Bound	Upper Bound
1	(Constant)	4.561	.451		10.103	.000	3.671	5.450
	Car ownership status	.137	.183	.035	.748	.455	−.224	.498
	Number of cars HH use for travel including office vehicles	−.275	.166	−.077	−1.657	.099	−.601	.052
	number of members surveyed in each HH	.131	.084	.073	1.548	.123	−.036	.297
	Intersection count per sq. mile within weekend activity spaces	.007	.006	.066	1.149	.252	−.005	.020
	Job count per sq. mile within weekend activity spaces	−.004	.001	−.256	−2.824	.005	−.006	−.001
	School count per sq. mile within weekend activity spaces	−.004	.001	−.248	−2.773	.006	−.007	−.001
	Shop count per sq. mile within weekend activity spaces	−.004	.000	−.471	−8.564	.000	−.005	−.003
	Number of household members: 2	−.378	.184	−.104	−2.055	.041	−.741	−.016
	household size greater than equals to 5	.945	.270	.166	3.506	.001	.414	1.476
	ownership of another vehicle bicycle	.203	.321	.030	.635	.526	−.428	.835
	ownership of another vehicle rickshaw	−.382	.503	−.036	−.759	.449	−1.373	.610
	Residence count per sq. mile within weekend activity spaces	−9.805E−6	.000	−.008	−.170	.865	.000	.000

a. Dependent Variable: weekend activity space in sq. mile

Table S12. Model Summary.

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
					R Square Change	F Change	df1	df2	Sig. F Change
1	.743ᵃ	.552	.529	5.99288	.552	23.772	14	270	.000

a. Predictors: (Constant), Population count per sq. mile within weekday activity spaces, Number of household members: 2, Job count per sq. mile within weekday activity spaces, ownership of other vehicle_rickshaw, Number of employed persons in the HH, ownership of other vehicle_bicycle, Car ownership status, Number of cars HH use for travel including office vehicles, Residence count per sq. mile within weekday activity spaces, household size greater than equals to 5, number of members surveyed in each HH, Intersection count per sq. mile within weekday activity spaces, Shop count per sq. mile within weekday activity spaces, School count per sq. mile within weekday activity spaces

Table S13. ANOVAᵇ·

Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	11952.676	14	853.763	23.772	.000ᵃ
	Residual	9696.941	270	35.915		
	Total	21649.616	284			

a. Predictors: (Constant), Population count per sq. mile within weekday activity spaces, Number of household members: 2, Job count per sq. mile within weekday activity spaces, ownership of other vehicle_rickshaw, Number of employed persons in the HH, ownership of other vehicle_bicycle, Car ownership status, Number of cars HH use for travel including office vehicles, Residence count per sq. mile within weekday activity spaces, household size greater than equals to 5, number of members surveyed in each HH, Intersection count per sq. mile within weekday activity spaces, Shop count per sq. mile within weekday activity spaces, School count per sq. mile within weekday activity spaces

b. Dependent Variable: weekday activity length in mile

Table S14. Coefficients[a.]

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.	95.0% Confidence Interval for B	
		B	Std. Error	Beta			Lower Bound	Upper Bound
1	(Constant)	20.951	3.103		6.751	.000	14.842	27.061
	Number of employed persons in the HH	.214	1.209	.007	.177	.860	−2.166	2.594
	Car ownership status	1.046	.859	.052	1.217	.225	−.646	2.738
	Number of cars HH use for travel including office vehicles	1.577	.786	.086	2.007	.046	.030	3.124
	number of members surveyed in each HH	.911	.412	.097	2.209	.028	.099	1.723
	Intersection count per sq. mile within weekday activity spaces	−.004	.033	−.006	−.123	.902	−.068	.060
	Job count per sq. mile within weekday activity spaces	−.026	.005	−.428	−5.756	.000	−.035	−.017
	School count per sq. mile within weekday activity spaces	.006	.006	.074	.968	.334	−.006	.018
	Shop count per sq. mile within weekday activity spaces	−.013	.003	−.278	−4.944	.000	−.019	−.008
	Number of household members: 2	.723	.872	.037	.829	.408	−.994	2.439
	household size greater than equals to 5	−1.248	1.302	−.041	−.959	.339	−3.811	1.315
	ownership of other vehicle_bicycle	4.276	1.465	.122	2.918	.004	1.391	7.160
	ownership of other vehicle_rickshaw	2.134	2.563	.035	.832	.406	−2.913	7.181
	Residence count per sq. mile within weekday activity spaces	.000	.000	.026	.579	.563	.000	.001
	Population count per sq. mile within weekday activity spaces	−3.774E−5	.000	−.329	−5.959	.000	.000	.000

a. Dependent Variable: weekday activity length in mile

Table S15. Model Summary.

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
					R Square Change	F Change	df1	df2	Sig. F Change
1	.725[a]	.526	.501	4.60941	.526	21.287	12	230	.000

a. Predictors: (Constant), Residence count per sq. mile within weekend activity spaces, School count per sq. mile within weekend activity spaces, household size greater than equals to 5, Number of cars HH use for travel including office vehicles, ownership of other vehicle_bicycle, Car ownership status, number of members surveyed in each HH, ownership of other vehicle_rickshaw, Intersection count per sq. mile within weekend activity spaces, Number of household members: 2, Shop count per sq. mile within weekend activity spaces, Job count per sq. mile within weekend activity spaces

Table S16. ANOVA[b.]

Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	5427.279	12	452.273	21.287	.000[a]
	Residual	4886.740	230	21.247		
	Total	10314.018	242			

a. Predictors: (Constant), Residence count per sq. mile within weekend activity spaces, School count per sq. mile within weekend activity spaces, household size greater than equals to 5, Number of cars HH use for travel including office vehicles, ownership of other vehicle_bicycle, Car ownership status, number of members surveyed in each HH, ownership of other vehicle_rickshaw, Intersection count per sq. mile within weekend activity spaces, Number of household members: 2, Shop count per sq. mile within weekend activity spaces, Job count per sq. mile within weekend activity spaces

b. Dependent Variable: weekend activity length in mile

Table S17. Coefficients[a.]

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.	95.0% Confidence Interval for B	
		B	Std. Error	Beta			Lower Bound	Upper Bound
1	(Constant)	18.719	1.770		10.579	.000	15.233	22.206
	Car ownership status	.510	.718	.034	.711	.478	−.903	1.924
	Number of cars HH use for travel including office vehicles	−1.058	.650	−.076	−1.629	.105	−2.338	.222
	number of members surveyed in each HH	.487	.331	.070	1.472	.142	−.165	1.139
	Intersection count per sq. mile within weekend activity spaces	.029	.025	.067	1.176	.241	−.020	.079
	Job count per sq. mile within weekend activity spaces	−.014	.005	−.262	−2.886	.004	−.024	−.005
	School count per sq. mile within weekend activity spaces	−.016	.006	−.244	−2.715	.007	−.027	−.004
	Shop count per sq. mile within weekend activity spaces	−.015	.002	−.473	−8.587	.000	−.018	−.011
	Number of household members: 2	−1.463	.721	−.103	−2.027	.044	−2.884	−.041
	household size greater than equals to 5	3.581	1.056	.161	3.389	.001	1.499	5.663
	ownership of other vehicle_bicycle	.803	1.257	.031	.639	.524	−1.674	3.279
	ownership of other vehicle_rickshaw	−1.405	1.973	−.033	−.712	.477	−5.292	2.482
	Residence count per sq. mile within weekend activity spaces	−5.036E−5	.000	−.011	−.223	.824	.000	.000

a. Dependent Variable: weekend activity length in mile

Table S18. Network Information.

Input Layer	Covariates	1	Gender of the respondent
		2	Age of the respondent
		3	Educational level of the respondent
		4	Employment situation of the respondent
		5	Occupation of the respondent
		6	Income level of the HH head
		7	Marrital status
		8	Use of carpool to work
		9	Use of home as workplace or work from home
		10	Whether use public transit or not
		11	A–R factor score 1 for analysis 1
		12	A–R factor score 2 for analysis 1
		13	A–R factor score 3 for analysis 1
		14	A–R factor score 4 for analysis 1
		15	A–R factor score 5 for analysis 1
		16	A–R factor score 6 for analysis 1
		17	A–R factor score 7 for analysis 1
		18	A–R factor score 8 for analysis 1
		19	A–R factor score 9 for analysis 1
		20	A–R factor score 10 for analysis 1
		21	Average daily distance traveled during weekday

		22	Average daily trip duration during weekday
		23	Average daily travel cost during weekday
		Number of Units[a]	23
		Rescaling Method for Covariates	Standardized
Hidden Layer(s)		Number of Hidden Layers	1
		Number of Units in Hidden Layer 1[a]	6
		Activation Function	Hyperbolic tangent
Output Layer	Dependent Variables	1	individual weekday activity space in sq. mile
	Number of Units		1
	Rescaling Method for Scale Dependents		Standardized
	Activation Function		Identity
	Error Function		Sum of Squares

a. Excluding the bias unit

Table S19. Parameter Estimates.

Predictor		Predicted						
		Hidden Layer 1						Output Layer
		H(1:1)	H(1:2)	H(1:3)	H(1:4)	H(1:5)	H(1:6)	Activity_space_wd_ind
Input Layer	(Bias)	−.218	−.064	−.598	.580	−.353	.339	
	Gender	−.359	−.268	−.060	.066	−.187	.096	
	Age	−.278	.290	.236	−.081	−.686	−.006	
	Education	.531	.629	.304	.483	−.021	−.198	
	Employment_status	−.076	.160	−.147	.160	.385	.649	
	Occupation	−.188	.238	−.035	−.148	.265	.578	
	Income	.303	.608	−.413	.368	−.390	−.024	
	Status_marrital	.270	−.058	.032	.016	−.355	−.207	
	Carpool	−.148	.452	.512	.118	.309	.082	
	Work_at_home_typical	−.374	.547	.352	−.098	−.074	.752	
	Use_transit_or_not	.229	.256	.390	−.215	.066	−.290	
	FAC1_1	.384	.545	−.125	.374	−.204	−.200	
	FAC2_1	.258	−.355	−.677	−.421	.485	.406	
	FAC3_1	.115	.439	.501	−.483	−.399	−.765	
	FAC4_1	−.483	−.166	−.187	.121	−.379	.488	
	FAC5_1	.374	.405	.023	−.182	−.323	−.328	
	FAC6_1	−.371	−.477	−.163	−.473	.811	.556	
	FAC7_1	−.097	.259	.184	.257	.385	−.027	
	FAC8_1	.440	.482	.338	.282	−.277	−.181	
	FAC9_1	−.466	−.203	.241	.373	.029	−.359	
	FAC10_1	.070	.105	.054	.003	.105	−.464	
	Avg_distance_wd	.627	−.024	.471	−.125	−.415	.833	
	Avg_duartion_wd	.418	.233	.512	−.631	−.712	1.189	
	Avg_cost_wd	.790	.568	−.649	−.649	−.551	.179	
Hidden Layer 1	(Bias)							.132
	H(1:1)							.426
	H(1:2)							−.467
	H(1:3)							.492
	H(1:4)							−.064
	H(1:5)							−.251
	H(1:6)							.341

Input Layer	Covariates	1	Gender of the respondent
		2	Age of the respondent
		3	Educational level of the respondent
		4	Employment situation of the respondent
		5	Occupation of the respondent
		6	Income level of the HH head
		7	Marital status
		8	Use of carpool to work
		9	Use of home as workplace or work from home
		10	Whether use public transit or not
		11	A–R factor score 1 for analysis 1
		12	A–R factor score 2 for analysis 1
		13	A–R factor score 3 for analysis 1
		14	A–R factor score 4 for analysis 1
		15	A–R factor score 5 for analysis 1
		16	A–R factor score 6 for analysis 1
		17	A–R factor score 7 for analysis 1
		18	A–R factor score 8 for analysis 1
		19	A–R factor score 9 for analysis 1
		20	A–R factor score 10 for analysis 1
		21	Average daily distance traveled during weekend

			22	Average daily trip duration during weekend
			23	Average daily travel cost during weekend
		Number of Units[a]		23
		Rescaling Method for Covariates		Standardized
Hidden Layer(s)		Number of Hidden Layers		1
		Number of Units in Hidden Layer 1[a]		6
		Activation Function		Hyperbolic tangent
Output Layer	Dependent Variables	1		individual weekend activity space in sq. mile
	Number of Units			1
	Rescaling Method for Scale Dependents			Standardized
	Activation Function			Identity
	Error Function			Sum of Squares

a. Excluding the bias unit

Table S21. Parameter Estimates.

Predictor		Predicted						
		Hidden Layer 1						Output Layer
		H(1:1)	H(1:2)	H(1:3)	H(1:4)	H(1:5)	H(1:6)	Activity_space_we_ind
Input Layer	(Bias)	−.315	−.347	−.760	−.722	−.156	−.324	
	Gender	.196	.666	.157	.470	.283	−.316	
	Age	−.218	−.334	−.478	−.005	−.077	−.349	
	Education	.463	−.265	−.291	−.226	−.098	.551	
	Employment_status	.162	−.265	.332	.044	−.252	.081	
	Occupation	.594	−.082	.009	−.067	−.173	.370	
	Income	−.101	−.155	.422	−.441	−.027	−.153	
	Status_marrital	−.615	−.397	−.041	−.127	−.009	.115	
	Carpool	−.886	.235	−.465	.038	.120	−.193	
	Work_at_home_typical	−.087	.605	.252	−.506	−.463	−.385	
	Use_transit_or_not	−.238	.174	.579	−.255	.424	−.253	
	FAC1_1	.496	.077	.660	−.007	.130	.244	
	FAC2_1	−.259	−.405	−.600	.198	.280	.093	
	FAC3_1	.102	.542	.431	−.571	.607	−.219	
	FAC4_1	−.105	.338	.833	.077	−.619	.246	
	FAC5_1	.448	.071	.001	−.148	−.011	.499	
	FAC6_1	−.005	−.022	.921	−.448	−.044	.406	
	FAC7_1	.036	.132	.001	.010	−.111	.255	
	FAC8_1	.723	−.384	.501	.194	−.432	.432	
	FAC9_1	.523	.153	.544	.562	.239	−.113	
	FAC10_1	.033	.083	.366	.124	−.305	−.201	
	Avg_distance_we	.233	−1.109	−.280	.968	−.250	1.226	
	Avg_duration_we	−.047	−.333	.283	.482	−.652	.649	
	Avg_cost_we	−.330	−.467	.132	−.568	.382	.140	
Hidden Layer 1	(Bias)							.399
	H(1:1)							−.480
	H(1:2)							−.337
	H(1:3)							.629
	H(1:4)							.415
	H(1:5)							.251
	H(1:6)							.412

Table S22. Network Information.

Input Layer	Covariates	1	Number of members in the HH
		2	Number of employed persons in the HH
		3	Car ownership status
		4	Number of cars HH use for travel including office vehicles
		5	Ownership status of other vehicles
		6	number of members surveyed in each HH
		7	Intersection count per sq. mile within weekday activity spaces
		8	Job count per sq. mile within weekday activity spaces
		9	School count per sq. mile within weekday activity spaces
		10	Shop count per sq. mile within weekday activity spaces
		11	Residence count per sq. mile within weekday activity spaces
		12	Population count per sq. mile within weekday activity spaces
		Number of Units[a]	12
		Rescaling Method for Covariates	Standardized
Hidden Layer(s)		Number of Hidden Layers	1
		Number of Units in Hidden Layer 1[a]	2
		Activation Function	Hyperbolic tangent
Output Layer	Dependent Variables	1	weekday activity length in mile
		2	weekday activity space in sq. mile
		Number of Units	2

	Rescaling Method for Scale Dependents	Standardized	
	Activation Function	Identity	
	Error Function	Sum of Squares	

a. Excluding the bias unit

Table S23. Network Information.

Input Layer	Covariates	1	Number of members in the HH
		2	Number of employed persons in the HH
		3	Car ownership status
		4	Number of cars HH use for travel including office vehicles
		5	Ownership status of other vehicles
		6	number of members surveyed in each HH
		7	Intersection count per sq. mile within weekend activity spaces
		8	Job count per sq. mile within weekend activity spaces
		9	School count per sq. mile within weekend activity spaces
		10	Shop count per sq. mile within weekend activity spaces
		11	Residence count per sq. mile within weekend activity spaces
		Number of Units[a]	11
		Rescaling Method for Covariates	Standardized
Hidden Layer(s)		Number of Hidden Layers	1
		Number of Units in Hidden Layer 1[a]	2
		Activation Function	Hyperbolic tangent
Output Layer	Dependent Variables	1	weekend activity length in mile
		2	weekend activity space in sq. mile

Number of Units		2
Rescaling Method for Scale Dependents	Standardized	
Activation Function	Identity	
Error Function	Sum of Squares	

a. Excluding the bias unit

Table S24. Parameter Estimates

		Predicted			
		Hidden Layer 1		Output Layer	
	Predictor	H (1:1)	H (1:2)	Activity_length_wd	Activity_area_wd
Input Layer	(Bias)	.835	−.418		
	HH_size	.024	−.037		
	No_of_employee	.012	−.111		
	Car_ownership	−.030	−.427		
	No_of_car	−.020	−.004		
	Other_vehicles	.078	−.295		
	No_of_members	.025	−.010		
	Intersection_density_wd	−.010	−.312		
	Job_density_wd	.232	.291		
	School_density_wd	.211	.165		
	Retailshop_density_wd	.231	−.087		
	Residential_density_wd	−.099	.174		
	Population_density_wd	1.536	.205		
Hidden Layer 1	(Bias)			.323	.425
	H (1:1)			−1.637	−1.719
	H (1:2)			−.431	−.300

Table S25. Parameter Estimates

		Predicted			
		Hidden Layer 1		Output Layer	
	Predictor	H (1:1)	H (1:2)	Activity_length_we	Activity_area_we
Input Layer	(Bias)	−.466	−.089		
	HH_size	.660	−.062		
	No_of_employee	.357	−.113		
	Car_ownership	−.135	−.125		
	No_of_car	−.017	.070		
	Other_vehicles	−.089	−.051		
	No_of_members	.093	.224		
	Intersection_density_we	.390	−.058		
	Job_density_we	−.142	.536		
	School_density_we	−.887	−.167		
	Retailshop_density_we	−.901	.246		
	Residential_density_we	−.064	.558		
Hidden Layer 1	(Bias)			.358	.183
	H (1:1)			.780	1.045
	H (1:2)			.101	−.375

HOUSEHOLD SURVEY

**TRAVEL AND ACTIVITY STUDY
IN DHAKA CITY, BANGLADESH**

Institute of Transportation Studies
UNIVERSITY OF CALIFORNIA, IRVINE

Household ID:

This code will be assigned by the research team.

Name of the Surveyor:

PART A

General and Household Information

	Name	
	Home Address (Give exact detail address)	
	Contact number (Cell)	
1.	**Gender**	1: Male 2: Female
2.	**Age[1]**	
3.	**Educational attainment[2]**	
4.	**Employment status**	1: Not employed 2: Part time 3: Full time
5.	**Occupation[3]**	
6.	**Monthly Income[4]**	
7.	**Household size[5]**	
8.	**Household employee**	1: 0 2: 1+
	Study area	1: Dhanmondi 2: Mirpur
9.	**Work Address (Give exact detail address)**	
10.	**Marital Status**	1: Married 2: Unmarried 3: Widowed/ Divorced
11.	**Number of Children 4–14 years**	
12.	**Number of Children 15–18 years**	
13.	**Number of Children 18 years +**	
14.	**Number of Elderly above 65 years**	
15.	**Do you own a private car?**	1: Yes 2: No
16.	**How many cars your family use for travel? (include office vehicles if applicable)**	

17.	**What other vehicles do you own?**	1. Bicycle	3. Motorcycle
		2. Rickshaw	4. CNG Auto Rickshaw

18.	What is your preferred mode of travel?	1. On foot	7. CNG Auto Rickshaw
		2. Bicycle	8. Jeep
		3. Rickshaw	9. Microbus
		4. Motorcycle	10. Bus
		5. Car	11. Human Hauler
		6. Taxicab	12. Pickup

[1]**Age = 1:**18−20 years, **2:**21−24 years, **3:**25−34 years, **4:**35−54 years, **5:**55−64 years, **6:**65 years or older

[2]**Education = 1:** Primary, **2:** Secondary, **3:** SSC, **4:** HSC, **5:** Undergraduate, **6:** Postgraduate, **7:** More highly educated

[3]**Occupation = 1:** Private Service Holder, **2:**Govt. Service Holder, **3:** Teacher, **4:** Lawyer, **5:** Physician/Doctor, **6:** Engineer, **7:** Nurse, **8:** Businessman, **9:** Retired **10:** Unemployed

[4]**Monthly Income** = 1: Less than BDT 15,000, 2: BDT 15,000−29,999, 3: BDT 30,000−49,999, 4: BDT 50000−74,999, 5: BDT 75,000 or more

[5]**Household size** = **1:**1, **2:**2, **3:**3, **4:**4, **5 :> =**5

PART B

General Travel Information (Weekday)

About Your Typical Weekday Travel

Now think about your travel on a typical weekday (Sunday through Thursday). Please answer the following questions about how you travel to your work on a typical weekday:

On a typical workday, I travel to work by (check all that applies):
1=Car
2=Bus
3=Train
4=Bicycle
5=Rickshaw
6=Walking
6=others (specify)
7=I work at home
8=I am not employed

On a typical workday, do you carpool to work with other people?
1=Yes
2=No

During a typical work week, do you work at home?
1=Yes
2=No

How many days per week do you usually work at home?
1=1
2=2

3=3
4=4
5=5
6=6
7=7

Do you use public transit frequently?
1=No, 2=Yes

If No, why?
1=Long distance to nearest transit stop
2=Lack of Personal safety
3=Lack of Comfort
4=Lack of Privacy
5=Due to certain Social norms
6=Specific Gender issues
7=Inbuilt negative perception toward public transit
8= others (specify)

If yes, how often do you use public transit?
1=hardly ever
2=few times a year
3=few times a month
4=few times a week
5=almost every day

During the past 2 weeks, how many days did you use public transit (bus)?
1=0 days 2=1–3 days 3=4–6 days 4=7–9 days 5=10 days or more

Please estimate the average time it takes to walk from your home to the nearest public transit stop:
1=Less than 5 minutes
2=5 to 10 minutes
3=10 to 15 minutes
4=15 to 30 minutes
5=More than 30 minutes

PART B

Perception (attitude) Related Information

The next set of questions asks you about individual characteristics and preferences which could be related to your travel choices. You will be asked your opinion on a range of transportation topics. Please select the answer that most closely reflects your feeling or experience.

Please read each of the following statements and indicate how much you agree or disagree with each of them.

Statement	Strongly disagree	Moderately disagree	Slightly disagree	Neither agree or disagree	Slightly agree	Moderately agree	Strongly agree
I am satisfied with how I am getting into my daily locations every day.							
Much of my travel is done to meet the needs of others in my household.							
I enjoy walking or bicycling near my home to travel short distance.							
Public bus schedule is convenient for me.							
Public bus takes me where I need to go.							
I can get things done while riding public bus that I can't do in my car.							
Taking the bus could save me money compared to driving a car.							
I am facing difficulty to get access to public bus.							
I am uncomfortable on a crowded bus.							
I don't know enough about public transit within my daily travel area to use it.							
I feel pressed for time in my daily travels.							
Using public bus takes too long to reach destination compared to going by car.							
I carry negative attitude towards using public transit.							
I feel restricted because I don't have access to a car often enough.							

Statement	Strongly disagree	Moderately disagree	Slightly disagree	Neither agree or disagree	Slightly agree	Moderately agree	Strongly agree
Due to not having a private car I often miss social functions especially during night.							
Due to social trend, I want/wanted to buy private car.							
I am feeling socially deprived for not having a car.							
My car is an important part of who I am.							
My car acts as a symbol of social status for me.							
I like the privacy of riding in a car compared to other modes of traveling.							
According to me, car is more safe/secure in compare to other travel modes.							
My accessibility to car helps travel greater distance.							
It is/would be difficult to get everything done without a car especially when multiple destinations are needed to be covered.							
I do not have a car due to affordability issues.							
I am saving money by cutting down other household expenses to buy a car.							
There are plenty of places to shop within walking distance of my home.							
I can get most of my personal business (like banking, laundry, etc.) done within walking distance of my home.							
There are good restaurants within walking distance of my home.							
I can easily access to different facilities along my daily travel path.							
There are enough places in my daily travel area where I can go for recreation or entertainment.							
Protecting the environment is important to me.							

Statement	Strongly disagree	Moderately disagree	Slightly disagree	Neither agree or disagree	Slightly agree	Moderately agree	Strongly agree
Noise and pollution from cars and trucks is a problem in my daily travel area.							
Reducing car use is beneficial to the environment.							
To protect the environment, I try to use my car as less as possible.							
Increasing use of public transit is beneficial to the environment.							
I try to minimize my impact on the environment by taking the bus whenever I can.							

Your Thoughts About Safety and Transportation

The following section includes questions about safety and security concerns you might have in your daily travel area (activity space) and when you use transit. Please select only one answer for each of the questions below.

Have you ever had a problem with personal safety while walking in your daily travel area?

  1=No
  2=Yes, during the day only
  3=Yes, at night only
  4=Yes, during the day and at night

Have you ever had a problem with personal safety where you get on and off the bus?

  1=No
  2=Yes, during the day only
  3=Yes, at night only
  4=Yes, during the day and at night

Have you ever had a problem with personal safety while riding the bus?

  1=No
  2=Yes, during the day only
  3=Yes, at night only
  4=Yes, during the day and at night

If you have had a personal safety problem when using public transit, what was it?

  1=none
  2=harassment
  3=robbery
  4=physical attack
  5=more than one of the above
  6=others (specify)

Please indicate how safe you feel when...

	Completely unafraid	Unafraid	Somewhat unafraid	Neither	Somewhat afraid	Afraid	Extremely afraid
Walking in your daily travel area during the day.							
Walking in your daily travel area at night.							
Where you get on and off of the bus during the day.							
Where you get on and off of the train/bus at night.							
While riding on the bus during the day.							

While riding on the bus at night.							

TRAVEL LOG
TRAVEL AND ACTIVITY STUDY
IN DHAKA CITY, BANGLADESH
Institute of Transportation Studies
UNIVERSITY OF CALIFORNIA, IRVINE

Household ID (same as the respective survey questionnaire):

Person ID:

These codes will be assigned by the research team.

Thank you for completing the above portion of the study (Questionnaire part). Your response is very important to us. The next step is to fill out the seven−day travel logs for all the members (age greater than or equal to 12) in the household. Following is a sample of one travel log which will be completed by one individual member of the household for all seven days of a week. Each adult member needs to fill−up the log by him or herself. For the travel logs of members under age 18, any other adult member from the household can fill up. Please try to be as accurate as possible with your responses. The quality of this study depends on the getting the best possible information from you. You are an important member of the study team!

Working Day 1 (Sunday):

কাজের দিন ১ (রবিবার)

Trip ভ্রমন	Trip Segment (TS) [if any] ভ্রমনরে ভাগ (যদি থাকে)	Origin (Provide detail address) যাত্রা শুরুর জায়গা (বিস্তারিত ঠিকানা পরদান করুন)	Destination (Provide detail address) গন্তব্য (বিস্তারিত ঠিকানা পরদান করুন)	Purpose[1] ভ্রমনরে উদ্দশ্যে	Mode[2] যান বাহন	Distance (km) দূরত্ব (কিমি.)	Duration (minutes) সময়কাল (মিনিট)	Cost (BDT) খরচ (টাকা)	Time[3] সময়
1	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								

1

Trip	Trip Segment (TS)	Origin	Destination	Purpose[1]	Mode[2]	Distance (km)	Duration (minutes)	Cost (BDT)	Time[3]
2	TS 1 ভ্রমন ভাগ ১			2					
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
3	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
4	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								

Working Day 2 (Monday):

কাজের দিন ২ (সোমবার)

Trip ভ্রমন	Trip Segment (TS) [if any] ভ্রমনরে ভাগ (যদি থাকে)	Origin (Provide detail address) যাত্রা শুরুর জায়গা (বিস্তারিত ঠিকানা প্রদান করুন)	Destination (Provide detail address) গন্তব্য (বিস্তারিত ঠিকানা প্রদান করুন)	Purpose[1] ভ্রমনরে উদ্দেশ্য	Mode[2] যান বাহন	Distance (km) দূরত্ব (কিমি.)	Duration (minutes) সময়কাল (মিনিট)	Cost (BDT) খরচ (টাকা)	Time[3] সময়
1	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
2	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								

Trip	Trip Segment (TS)	Origin	Destination	Purpose	Mode	Distance	Duration	Cost	Time
3	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
4	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								

Working Day 3 (Tuesday):
কাজের দিন ৩ (মঙ্গলবার)

Trip ভ্রমন	Trip Segment (TS) [if any] ভ্রমনরে ভাগ (যদি থাকে)	Origin (Provide detail address) যাত্রা শুরুর জায়গা (বস্তিারিত ঠকিানা প্রদান করুন)	Destination (Provide detail address) গন্তব্য (বস্তিারতি ঠকিানা প্রদান করুন)	Purpose[1] ভ্রমনরে উদ্দেশ্য	Mode[2] যান বাহন	Distance (km) দূরত্ব (কিমি.)	Duration (minutes) সময়কাল (মিনিট)	Cost (BDT) খরচ (টাকা)	Time[3] সময়
1	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
2	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
3	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3								

3

Trip ভ্রমন	Trip Segment (TS) [if any] ভ্রমনের ভাগ (যদি থাকে)								
	ভ্রমন ভাগ ৩								
4	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								

Working Day 4 (Wednesday):

কাজের দিন ৪ (বুধবার)

Trip ভ্রমন	Trip Segment (TS) [if any] ভ্রমনের ভাগ (যদি থাকে)	Origin (Provide detail address) যাত্রা শুরুর জায়গা (বিস্তারিত ঠিকানা প্রদান করুন)	Destination (Provide detail address) গন্তব্য (বিস্তারিত ঠিকানা প্রদান করুন)	Purpose[1] ভ্রমনের উদ্দেশ্য	Mode[2] যান বাহন	Distance (km) দূরত্ব (কিমি.)	Duration (minutes) সময়কাল (মিনিট)	Cost (BDT) খরচ (টাকা)	Time[3] সময়
1	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
2	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
3	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
4	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								

	TS 3 ভ্রমন ভাগ ৩								

Working Day 5 (Thursday):

কাজের দিন ৫ (বৃহস্পতিবার)

Trip ভ্রমন	Trip Segment (TS) [if any] ভ্রমনের ভাগ (যদি থাকে)	Origin (Provide detail address) যাত্রা শুরুর জায়গা (বিস্তারিত ঠিকানা প্রদান করুন)	Destination (Provide detail address) গন্তব্য (বিস্তারিত ঠিকানা প্রদান করুন)	Purpose[1] ভ্রমনের উদ্দেশ্য	Mode[2] যান বাহন	Distance (km) দূরত্ব (কিমি.)	Duration (minutes) সময়কাল (মিনিট)	Cost (BDT) খরচ (টাকা)	Time[3] সময়
1	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
2	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
3	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
4	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								

Weekend Day 1 (Friday):

ছুটির দিন ১ (শুক্রবার)

Trip ভ্রমন	Trip Segment (TS) [if any] ভ্রমনের ভাগ (যদি থাকে)	Origin (Provide detail address) যাত্রা শুরুর জায়গা (বিস্তারিত ঠিকানা প্রদান করুন)	Destination (Provide detail address) গন্তব্য (বিস্তারিত ঠিকানা প্রদান করুন)	Purpose[1] ভ্রমনের উদ্দেশ্য	Mode[2] যান বাহন	Distance (km) দূরত্ব (কিমি.)	Duration (minutes) সময়কাল (মিনিট)	Cost (BDT) খরচ (টাকা)	Time[3] সময়
1	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
2	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
3	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
4	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								

Weekend Day 2 (Saturday):

ছুটির দিন ২ (শনিবার)

Trip ভ্রমন	Trip Segment (TS) [if any] ভ্রমনরে ভাগ (যদি থাকে)	Origin (Provide detail address) যাত্রা শুরুর জায়গা (বিস্তারিত ঠিকানা প্রদান করুন)	Destination (Provide detail address) গন্তব্য (বিস্তারিত ঠিকানা প্রদান করুন)	Purpose[1] ভ্রমনরে উদ্দেশ্য	Mode[2] যান বাহন	Distance (km) দূরত্ব (কিমি.)	Duration (minutes) সময়কাল (মিনিট)	Cost (BDT) খরচ (টাকা)	Time[3] সময়
1	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
2	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
3	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								
4	TS 1 ভ্রমন ভাগ ১								
	TS 2 ভ্রমন ভাগ ২								
	TS 3 ভ্রমন ভাগ ৩								

[1]**Purpose** = **1**: Home, **2**: Work, **3**: School, **4**: Shopping Center/Store/Bazar, **5**: Lunch/Dinner, **6**: Social Contacts

[2]**Mode** = **1**:On foot, **2**:Bicycle, **3**:Rickshaw, **4**:Motorcycle, **5**:Car, **6**:Taxicab, **7**:CNG Auto Rickshaw, **8**:Jeep, **9**:Microbus, **10**:Bus, **11**:Human Hauler, **12**:Pickup

[3]**Time** = **1**: 6am to 9am, **2**: 9am to 12pm, **3**: 12pm to 3pm, **4**: 3pm to 6 pm, **5**: 6pm to 9 pm, **6**: 9pm to 12 am

Instructions:

- Consider each trip you take during each day.
- Ignore walk trips with duration of less than 5 minutes.
- Consider trips you take for recreation or exercise also.
- Consider each trip mode as a separate trip segment (car, walk etc.) within a complete trip of one specific origin and destination.
- Maximum three trip segments are assumed for each trip. It can be more or less in number. Adjust accordingly in the travel log.
- Maximum four trips are assumed per day. It can be more or less in number. Adjust accordingly in the travel log.

Sample filled up questionnaire of household 60 and travel logs of 2 members from the household

TRAVEL LOG
TRAVEL AND ACTIVITY STUDY
IN DHAKA CITY, BANGLADESH
Institute of Transportation Studies
UNIVERSITY OF CALIFORNIA, IRVINE

Household ID (same as the respective survey questionnaire):

0	6	0

Person ID:

0	0	2

These codes will be assigned by the research team.

Thank you for completing the above portion of the study (Questionnaire part). Your response is very important to us. The next step is to fill out the seven-day travel logs for all the members (age greater than or equal to 12) in the household. Following is a sample of one travel log which will be completed by one individual member of the household, for all seven days of a week. Each adult member needs to fill-up the log by him or herself. For the travel logs of members under age 18, any other adult member from the household can fill up. Please try to be as accurate as possible with your responses. The quality of this study depends on the getting the best possible information from you. You are an important member of the study team!

Working Day 1 (Sunday):
কর্মদিন দিন ১ (রবিবার):

Trip ট্রিপ	Trip Segment (TS) [if any] অধ্যায় খণ্ড (যদি থাকে)	Origin (Provide detail address) মূল স্থান ঠিকানা (বিস্তারিত ঠিকানা প্রদান করুন)	Destination (Provide detail address) গন্তব্য (বিস্তারিত ঠিকানা প্রদান করুন)	Purpose¹ উদ্দেশ্য উদ্দেশ্য	Mode² যান মাধ্যম	Distance (km) দূরত্ব (কিমি)	Duration (minutes) ব্যবহৃত (সময়)	Cost (BDT) খরচ (টাকা)	Time³ সময়
1	TS 1 (অধ্যায় খণ্ড ১)	Home	2nd lane Lake circus	2	1	1,2	15 min		1
	TS 2 (অধ্যায় খণ্ড ২)								
	TS 3 (অধ্যায় খণ্ড ৩)								
2	TS 1 (অধ্যায় খণ্ড ১)	2nd lane lake circus	Home	1	1	1,2	5 min		2
	TS 2 (অধ্যায় খণ্ড ২)								
	TS 3 (অধ্যায় খণ্ড ৩)								
3	TS 1 (অধ্যায় খণ্ড ১)	Home	New market	4	1	1	10 min		2
	TS 2 (অধ্যায় খণ্ড ২)				10	1	30 min	10	2
	TS 3 (অধ্যায় খণ্ড ৩)								
4	TS 1 (অধ্যায় খণ্ড ১)	New market	Home	1	10	1	30 min		3
	TS 2 (অধ্যায় খণ্ড ২)				1	1	10 min		3
	TS 3 (অধ্যায় খণ্ড ৩)								