**Appendix I (Sample selection)**

*How we obtained the male sample*

1) We have eight areas and know the men’s population in each area.

2) The population of each area divided by the total population is the ratio of the population in each area.

3) We calculated a sample size proportional to the ratio of the population.

4) We observed an actual men’s sample size of 642.

5) We calculated the ratio of the calculated sample size over the observed sample size in each area.

6) The minimum of the ratio was 0.731438.

7) The sample size (642) multiplied by 0.731438 equals 470. Thus, we used 470 as the adjusted sample size.

8) We calculated the adjusted sample size for each area, which is 470 multiplied by the ratio of the sample size for each area.

9) The adjusted sample size was proportional to the ratio of populations in each area.

An adjusted sample was selected from the observed sample based on a random selection using

a random number table in each area.

*How we obtained the female sample*

The procedure of selecting the female sample is the same as that for selecting the male sample.



**Appendix II (*Questionnaire)***

*Attitudes toward the following transport modes (trains, LRTs, buses, and cars):*

Q1. “Would you like to use the following transport modes (trains, LRTs, buses, cars, motorcycles, bicycles, and walking)”

The responses were scored on a 7-point scale ranging from -3 (extremely dislike) to +3 (extremely like).

Q2. “What perception do you have about taking the following modes of transportation (trains, LRTs, buses, cars, motor bikes, bicycles, and walking) for commuting and/or travel?”

The responses were scored on a 7-point scale ranging from -3 (extremely bad) to +3 (extremely good).

*Perceived behavioral control:*

Q3. “How far is your home from the closest public transport catchment point?”

a) More than 2 km

b) Between 1.5 km and 2 km

c) Between 1 km and 1.5 km

d) Between 0.5 km and 1 km

e) Less than 0.5 km

Q4. “How difficult is it for you to take the following modes of transport (trains, LRTs, buses, cars, motorcycles, bicycles, and walking) for commute and/or travel?”

The responses were scored on a 7-point scale ranging from -3 (very difficult) to +3 (very easy).

*Personal norms:*

*Awareness of consequences of car use:*

Q5. “Car use causes environmental problems such as serious air pollution or energy exhaustion.”

The responses were scored on a 7-point scale ranging from -3 (strongly disagree) to +3 (strongly agree).

*Personal perceived responsibility:*

Q6. “When I drive, I feel personally responsible for the problems resulting from car use.”

The responses were scored on a 7-point scale ranging from -3 (strongly disagree) to +3 (strongly agree).

***Socio-demographic factors***

*Sex*

1. Male

2. Female

*Age*

1. 15–29 years old

2. 30–39 years old

3. 40–49 years old

4. 50–59 years old

5. 60–69 years old

6. 70 years old or above

*Education*

1. Middle school

2. High school

3. Technical school/Junior college

4. University

5. Graduate school

6. I do not want to answer

*Income change between September 2019 and September 2020*

1. Decreased by more than 30%

2. Decreased by 20%

3. Decreased by 10%

4. Unchanged

5. Increased by 10%

6. Increased by 20%

7. Increased by more than 30%

8. I do not want to answer