

## **PART V CONCLUSIONS AND SUGGESTIONS**

### **5.1 Conclusion**

The main aim of this study was to uncover intricate relationship among spatiotemporal variables, psychological mechanisms, and newly added lifestyle variables in determining individual's public transportation time use. This thesis successfully performed multivariate regression analysis using hierarchical Structural Equation Modelling and was able to capture results supporting the proposed model.

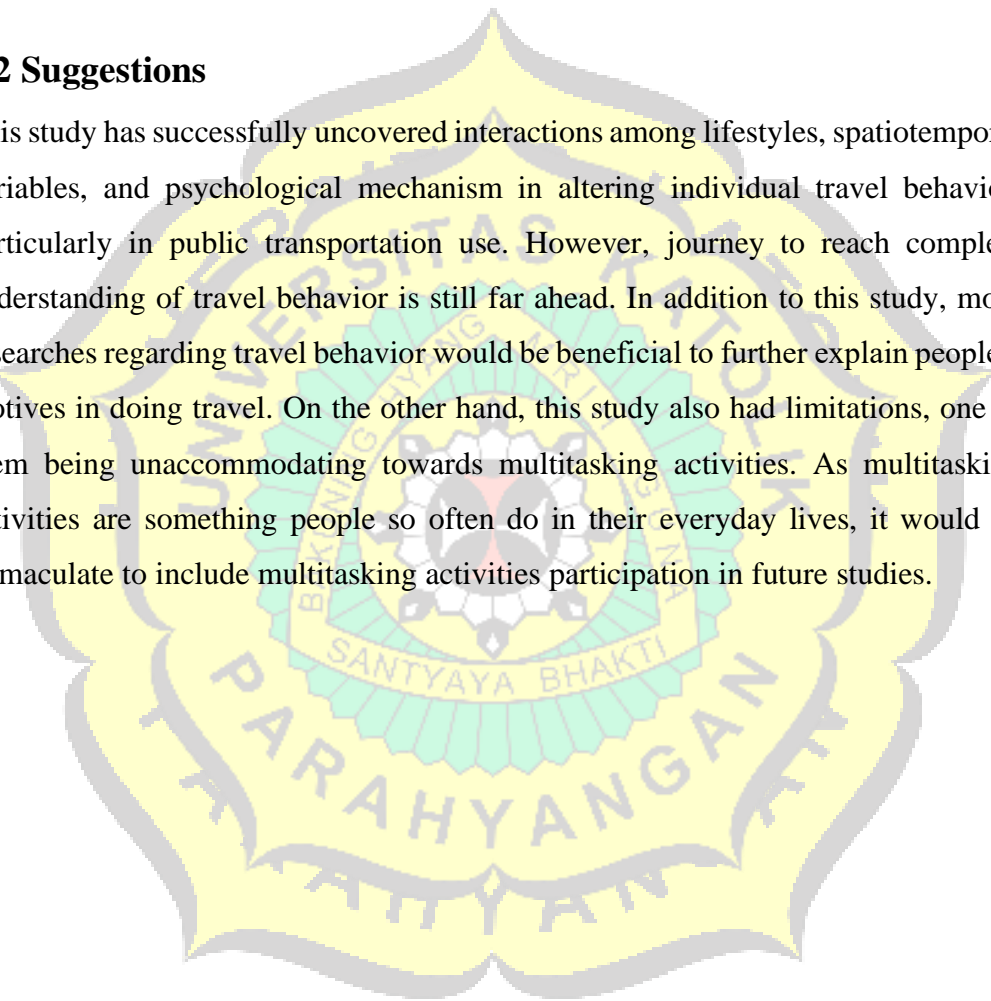
During analysis, BMA dataset from 2013 and 2017 was carefully dissected to uncover lifestyle aspects and bring out its potential influence toward public transportation time use. As lifestyle was considered as long-term variable, allegations arised about its nested impact toward public transportation use through psychological mechanisms alongside with spatiotemporal variables. Regression analysis result in this study supported that allegation and showed that lifestyle significantly impacted public transportations time use directly alongside with built environment, travel and activity participation. Lifestyle was also found out to influence individual travel behavior indirectly through stages of psychological mechanism, starting from past behavior, behavioral desire, and volition.

As individual's past experience in public transportation was found out to significantly influence their time use, it is best to suggest targeting people with high past experience (workers, 18-44 years old, low household income, less dependent children in their household, reside near to CBD area, longer in-home and out-of-home maintenance activities time use, lower trips and trip chains) to keep taking public transportations in the future. Combine with the contribution of public transportation time use proportion, it would be beneficial to pay more attention to users' satisfaction of the mode to maintain their loyalty. On the other hand, with results exhibited people's tendency in using less of public transportation even with high volition, it is believed that more efforts are needed to convince them in using public transportation. To shift them from their preferred mode, the strategy used to attract those people should be able to alter their spatiotemporal constraints for the better.

This study yielded a new determinant in public transportation use, which is essential for comprehending better understanding in individual travel behavior. Public transportation, particularly, has been numerously mentioned as main strategy to overcome congestion problems in developing countries especially. By understanding the decision-making process behind public transportation use, hopefully it can be used as a basis in shifting people to spend more time travelling by public transportations.

## 5.2 Suggestions

This study has successfully uncovered interactions among lifestyles, spatiotemporal variables, and psychological mechanism in altering individual travel behavior, particularly in public transportation use. However, journey to reach complete understanding of travel behavior is still far ahead. In addition to this study, more researches regarding travel behavior would be beneficial to further explain people's motives in doing travel. On the other hand, this study also had limitations, one of them being unaccommodating towards multitasking activities. As multitasking activities are something people so often do in their everyday lives, it would be immaculate to include multitasking activities participation in future studies.



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