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2013 - 2017 Travel Decision Survey Data Analysis and
Comparison. Prepared for SFMTA. July 2017. SFMTA Travel
Decision Survey Data Analysis & Comparison Report July
2017. i. EXECUTIVE SUMMARY. The SFMTA 20132018 -
Strategic Plan sets a goal to make transit, walking, bicycling,
taxi, ridesharing, and carsharing the preferred means of

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National Travel Survey: 2017 - GOV.UK among guides you could enjoy now is 2013 2017 travel decision survey data analysis and below. The Online Books Page: Maintained by the University of Pennsylvania, this page lists over one million free books available for download

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Travel Decision Survey Data 2013 - Data.gov
National Travel Survey statistics. ... 27 July 2017. Table for trips, distance travelled and time taken updated to 2016 data. ... Tables NTS0101 to 0108 updated to include data for the year 2013 ...

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Average number of trips made and distance travelled - GOV.UK

The 2019 How America Travels National Study: Travel Advisor Survey, sheds light on the perceptions of travel from the perspective of travel advisors. [Click Here](#) to access this report December 19, 2019 — How America Travels - 2019 U.S. Traveler Survey (Executive Summary)

Research Papers - Publications - ASTA

Some decisions, such as highway changes, also depend on decisions made by London boroughs. Once a decision is made, it is published online. London Travel Demand Survey. Each year, 8,000 randomly selected households in London

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and the surrounding area are interviewed about their travel habits as part of the London Travel Demand Survey.

Consultations & surveys - Transport for London

The main areas covered included travel behavior and activities, decision-making factors, cultural events' impact on travel, outlook on 2013 and hotels brand data. Editor's note: This article was ...

International travelers most concerned with safety | CNN ...
Here you ' ll find our latest reports and travel trends, including our annual consumer survey which outlines the findings from ABTA ' s annual research among UK consumers to better understand their holiday habits. You ' ll

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also find here our annual Travel Trends Report reports which identify the key trends in travel and highlights the destinations to watch.

Travel Industry Reports & Publications | Travel & Tourism ...
Survey information is also provided to other government departments, approved organisations and approved researchers for statistical purposes only. Details on who can access this information can be...

International Passenger Survey - Office for National ...
Visits to friends and family fell for the first time since 2013 (by 2% to 11.8 million). Miscellaneous visits decreased by 16% to 2.6 million. Business trips fell from 8.8 million in

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Travel trends - Office for National Statistics

The Bhutan Living Standards Survey 2017 (BLSS 2017) is the fourth in a series of living standards surveys undertaken by the National Statistics Bureau (NSB). Earlier surveys were done in 2003, 2007, and 2012. This report summarizes the results of the BLSS 2017 Household Survey. It analyzes the current status of households and

BHUTAN LIVING STANDARDS SURVEY REPORT 2017

Varkaris and Neuhofer_2017_The influence of social media on the consumers hotel decision j ... are particularly used to support decision-making processes (Zeng 2013). ... (e.g.

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Identifies various challenges to the world community of
transport survey specialists as well as the larger constituency

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of practitioners, planners, and decision-makers that it serves and provides potential solutions and recommendations for addressing them.

Eurocorridors are characterized by intensive transport flows and dynamic patterns of establishment and household locations. They are also considered the backbones of powerful spatial and economic forces in the areas that connect urban regions. One of the main difficulties in the spatial planning of eurocorridors has been the need to engage in different types of collective action. Such an approach can be extremely challenging in practice, useful to researchers in the field and to professionals as well. In the light of this, the book 's main objectives are: - To define the

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problem by analyzing the key features, which include freight and passenger transport policies and issues; the territorial context, with its geographical, social, economic and cultural aspects; the plurality of subjects with different aims and resources and the lack of homogeneous information. - To illustrate assessment models and evaluation frameworks (MCDA; Discrete Choice Analysis; Collaborative Assessments; Geovisualization Technologies) in theoretical terms and by the use of case studies.

This book presents the latest research into the application of information and communication technologies within the travel and tourism sectors. Readers will find insightful contributions on a wide range of topics, including digital

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marketing, social media and online travel reviews, mobile computing, augmented and virtual reality, gamification, recommender systems, electronic distribution, online education and learning, and the sharing economy. Particular attention is devoted to the actual and potential impact of big data, and the development and implementation of digital strategies, including digital marketing and the digital economy. In addition to the description of research advances and innovative concepts, a number of informative case studies are presented. The contents of the book are based on the 2018 ENTER eTourism conference, held in Jönköping, Sweden. The volume will appeal to all academics and practitioners with an interest in the most recent developments in eTourism.

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Every three years, researchers with interest and expertise in transport survey methods meet to improve and influence the conduct of surveys that support transportation planning, policy making, modelling, and monitoring related issues for urban, regional, intercity, and international person, vehicle, and commodity movements. This book compiles the critical thinking on priority topics in contemporary transport policy and planning contexts. The contributed papers cover two key themes related to types of decision-making of importance to the development of data collection on both passenger travel and freight movements: The first theme, *Selecting the Right Survey Method*, acknowledges the fact that transport survey methods are evolving to meet both changing uses of

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transport survey data and the challenges of conducting surveys within contemporary society. The second theme, Supporting Transport Planning and Policy, recognizes that the demands on transportation data programs to support decision-making for transport planning and policy making clearly have evolved. The chapters have been selected with particular emphasis on the challenges of the near and medium term future to the design of transport surveys. Rapidly evolving problems and policy contexts are compelling transport researchers to advance the state-of-the-art of methods, tools, strategies and protocols, while assuring the stability and coherence of the very data from which trends can be tracked and understood and on which important decisions can be made.

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Viewing transportation through the lens of current social, economic, and policy aspects, this four-volume reference work explores the topic of transportation across multiple disciplines within the social sciences and related areas, including geography, public policy, business, and economics. The book 's articles, all written by experts in the field, seek to answer such questions as: What has been the legacy, not just economically but politically and socially as well, of President Eisenhower 's modern interstate highway system in America? With that system and the infrastructure that supports it now in a state of decline and decay, what 's the best path for the future at a time of enormous fiscal constraints? Should California politicians plunge ahead with

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plans for a high-speed rail that every expert says—despite the allure—will go largely unused and will never pay back the massive investment while at this very moment potholes go unfilled all across the state? What path is best for emerging countries to keep pace with dramatic economic growth for their part? What are the social and financial costs of gridlock in our cities? Features: Approximately 675 signed articles authored by prominent scholars are arranged in A-to-Z fashion and conclude with Further Readings and cross references. A Chronology helps readers put individual events into historical context; a Reader ' s Guide organizes entries by broad topical or thematic areas; a detailed index helps users quickly locate entries of most immediate interest; and a Resource Guide provides a list of journals, books, and

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associations and their websites. While articles were written to avoid jargon as much as possible, a Glossary provides quick definitions of technical terms. To ensure full, well-rounded coverage of the field, the General Editor with expertise in urban planning, public policy, and the environment worked alongside a Consulting Editor with a background in Civil Engineering. The index, Reader ' s Guide, and cross references combine for thorough search-and-browse capabilities in the electronic edition. Available in both print and electronic formats, Encyclopedia of Transportation is an ideal reference for libraries and those who want to explore the issues that surround transportation in the United States and around the world.

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Gastronomy for Tourism Development provides readers with insight into the political reasons all countries in the region pay little attention to the common gastronomic heritage. It challenges the issues faced by those within the industry, addressing the potential for the region to become a sustainable and attractive European food destination.

Smartphones are becoming an increasingly interesting survey medium for behavioral research due to their value for collecting long-term panel observations and supplementary data on the choice environment. Thanks to the sensor data, it becomes possible to survey participants based on whether or not a certain activity has been carried out. By fusing the phone-generated sensor data and survey responses with data

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from outside sources, substantial data sets can be generated which can be used to investigate choices in complex environments. Computational systems for behavior research take advantage of automation and scalability opportunities, thereby building also on pertinent bodies of literature regarding machine learning on large data sets and crowdsourcing. The importance of comprehensive, long-term data sets in understanding behavior has been highlighted in the choice theory literature, specifically with respect to capturing an individual decision-maker ' s history of choices and personal experiences with those choices. To date, however, relatively few studies have capitalized on emerging technologies to create or analyze such data sets. Rich data sets which combine panel information on the decision-maker

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with information on the choice environment can support the study of dynamic phenomena, which is especially important in a rapidly changing world where behavioral adaptation can take place on a relatively small time scale and, once habits are formed, have long-lasting effects. Some examples of pressing questions in the field of transportation involve understanding how travelers are responding to the emerging sharing economy, to new ride sharing services and new information systems, how time use and travel patterns will change due to automated vehicles, and how more sustainable travel behavior can be promoted through incentive or pricing strategies. This dissertation aims to support the adoption of smartphone-based survey technology in travel behavior research in order to lay the groundwork for research aimed

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at answering the above questions. It describes the design and implementation of a smartphone-based study, presents a system for fusing smartphone data with externally acquired data, and demonstrates how these ample data sets can be leveraged to generate new behavioral insights. The problem chosen for study is the link between transit service quality, rider satisfaction and ridership retention on public transit. This is motivated by the fact that many transit agencies in the United States continue to see large rates of ridership turnover, and that to date, very little is known about what drives transit use cessation. The six-week San Francisco Travel Quality Study (SFTQS) was conducted in autumn 2013. It collected a data set that included high-resolution phone locations, a number of daily mobile surveys on

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specific trip experiences, responses to online entry and exit surveys, and transit vehicle locations. By fusing the phone location data with transit vehicle locations, individual-level automatic transit travel diaries could be created without the need to ask participants. The reduced respondent burden, in turn, facilitated a longer term data collection. Initial recruitment proved to be challenging, with response rates to some of the email and direct mailing lists around 1%, and response rates to in-person recruiting between 8 and 15%. On the other hand, attrition was lower than expected, considering the length of the study: The initial enrollment was 856 participants, of which 555 (65%) participants completed all required surveys and 637 (74%) completed the entry and exit survey as well as at least one daily mobile

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survey. Interestingly, 36% of participants later stated they would have preferred to fill out mobile surveys more frequently (e.g., one per trip rather than one per day) than what was required in the study. A central part of the computational infrastructure used to collect the data was the system of integrated methods to reconstruct and track travelers' usage of transit at a detailed level by matching location data from smartphones to automatic transit vehicle location (AVL) data and by identifying all out-of-vehicle and in-vehicle portions of the passengers' trips. This system is presented in detail in this dissertation, where it is shown how high-resolution travel times and their relationships with the timetable are derived. Approaches are presented for processing relatively sparse smartphone location data in

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dense transit networks with many overlapping bus routes, distinguishing waits and transfers from non-travel related activities, and tracking underground travel in a metro network. While transit agencies have increasingly adopted systems for collecting data on passengers and vehicles, the ability to derive high-resolution passenger trajectories and directly associate them with vehicles has remained a challenge. The system presented in this dissertation is intended to remedy this situation, and it enables a range of different analyses and applications. Results are presented from an implementation and deployment of the system during the SFTQS. An analysis of out-of-vehicle travel times shows that (a) longer overall travel times in trips involving a transfer are strongly driven by transfer times, and (b) median

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wait times at the origin stops are consistently low regardless of the headway. The latter can be seen as an effect of real-time information, as it appears that wait times are increasingly spent at locations other than the stop and that passengers time their arrivals at the stop. Given these shifts, the traditional assumption that the average wait time at a transit stop of a high-frequency route is half the headway due to random arrivals may need to be revisited. This dissertation presents two applications to derive new behavioral insights from the SFTQS data set and to demonstrate the power and value of these new types of data. The analyses were based on participants' individual history of transit usage and experiences with service quality. The first analysis used the data from the daily mobile surveys to

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model the link between participants' reported satisfaction with travel times on specific trips (i.e., their subjective assessment) and objective measures of those travel times. Thanks to the tracking data, it was possible to decompose observed travel times into their in-vehicle and out-of-vehicle components, and to compare the observed in-vehicle travel times to scheduled in-vehicle travel times to identify delays suffered while the participant was on board. The estimation results show that on average, a minute of delay on board a vehicle contributed more to passenger dissatisfaction than a minute of waiting time either at the origin stop or at a transfer stop, and that delays on board metro trains are perceived as more onerous than delays on board buses. Furthermore, the models included participants' baseline

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satisfaction levels as reported in the entry survey and a daily measure of their subjective well-being. Both variables are relatively new elements in travel surveys, and both are seen to be significant in the estimation results. These results indicate that satisfaction with travel times may be composed of a baseline satisfaction level and a variable component that depends on daily experiences, and that there may be non-negligible interactions between subjective well-being and travel satisfaction. Therefore, it is recommended that future survey designs should include measures for both these variables. The second application builds on the results of the first to empirically investigate the causes for cessation of transit use, with a specific focus on the influence of personal experiences that users have had in the past, on resulting

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levels of satisfaction, and subsequent behavioral intentions. A latent variable choice model is developed to explain the influence of satisfaction with travel times, including wait times at the origin stop, in-vehicle travel times, transfer times and overall reliability, and satisfaction with the travel environment on behavioral intentions. The group of variables summarized as "travel environment" includes crowding, cleanliness, the pleasantness of other passengers, and safety. Satisfaction is modeled as a latent variable, and the choice consists of participants' stated desire and intention to continue using public transportation in the future. In addition to the delay types captured in the first analysis, a set of negative critical incidents is included, namely being left behind at stops and arriving late to work, school or a

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leisure activity. The results of the model and descriptive analysis show that operational problems resulting in delays and crowding are much stronger drivers of overall dissatisfaction and cessation than variables related to the travel environment. The importance of baseline satisfaction, mood and the relatively larger impact of in-vehicle delays are confirmed by this model. Thanks to the framework, the critical incidents can be expressed in terms of equivalent delay minutes. For instance, being left behind at a bus stop is found to cause the same amount of dissatisfaction as approximately 18 minutes of wait time. Furthermore, the effect of delays or incidents on ridership can be quantified, as is demonstrated in a set of simulations using the San Francisco transit network (Muni) as a basis. It is shown that

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if all passengers were subjected to one hypothetical on-board delay of 10 minutes per person, the resulting loss of riders would account for approximately 9.5% of Muni's yearly ridership turnover. In summary, the contributions and impact of this dissertation are as follows: It presents a framework and system that allows the.

Now fully revised and updated, the third edition of this bestselling text provides students with a vital understanding of the nature of tourism and contemporary tourists behaviour in political, social and economic context and how this knowledge can be used to manage and market effectively in a variety of tourism sectors including: tourism operations, tourist destinations, hospitality, visitor

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is an invaluable resource for students following tourism courses.

Tourism and Leisure Behaviour in an Ageing World, based on Ian Patterson's previously published Growing Older, provides an overview of the latest research concerning tourist behaviour and leisure needs of baby boomers, seniors, and older adults. With an increasingly ageing population, industry interest has intensified and there has been a corresponding explosion in related research activity.

This book explores the lessons learned from half a century of Caribbean cruise tourism; one of the most popular and profitable sectors of the tourism industry. The modern-day

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cruise industry dates from the 1960s when the three major cruise lines, Carnival, Royal Caribbean, and Norwegian, set up shop in Florida and began selling winter cruises to the Caribbean targeting American retirees. For geopolitical reasons, the US initially excluded cruises to Cuba. This changed in 2016, following the historic Obama-Castro agreement to move towards diplomatic, trade and travel normalization. Cuba quickly became the Caribbean ' s fastest growing cruise destination. This book considers the limited economic benefits of cruise tourism, its environmental and social impacts, and the effects of climate change, and "overtourism." Based on this analysis and case studies of key Caribbean and Mediterranean destinations, this book cautions against overdependence on cruise tourism and

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outlines reforms needed to bring more benefits and equity to Caribbean countries. It will be valuable to professionals, businesses, development agencies, NGOs, and academics interested in a sustainable cruise industry and the economic well-being of Caribbean island nations.

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