

TABLE 1D02

## TRAVEL DEMAND ELASTICITIES FROM DISCRETE CHOICE MODELS

<i>Mode</i>	<i>Urban travel</i>	<i>Intercity</i>
Car	-0.01 to -0.02, -0.04, -0.06 to -0.08, -0.16 to -0.62, -0.32 to -0.47, -0.46 to -2.03, -0.02 to -0.88 <sup>a</sup> , -0.16 to -0.97 <sup>a</sup> , -0.12 to -1.26 <sup>a</sup>	-0.08, -0.70 to -0.96, -0.83
Bus	-0.01 to -0.03, -0.04, -0.06, -0.03 to -0.14, -0.10, -0.12 to -0.24, -0.37 to -0.56, -0.45 to -0.58	-0.32, -0.32 to -0.69, -0.45 to -0.60
Rail	-0.22 to -0.25, -0.57, -0.08 to -0.75 <sup>a</sup>	-0.32, -0.57 to -1.20, -0.86 to -1.14
Air	na	-0.18 to -0.38, -0.26 to -0.38 -0.62

na not available.

a. denotes elasticity of choice probability of the representative individual.

Source Oum et al (1992, table 5, p. 151).