

TABLE 2D18 SUMMARY OF PUBLIC TRANSPORT FARE AND SERVICE ELASTICITIES

<i>Source</i>	<i>Elasticity type</i>	<i>Elasticity</i>
<i>Fares elasticities</i>		
De Leuw et al (1979)	Non-discretionary trips/	
	Riders < 16 years	-0.32
	Riders 17 - 64 years	-0.22
	Riders > 64 years	-0.14
DeLeuw et al (1979) and Mayworm et al (1980)	Riders from families with annual incomes < US\$5,000	-0.19
	Riders from families with annual incomes > US\$15,000	-0.28
Domencich et al (1968)	Work trips	-0.10
	Shopping trips	-0.32
Collings & Lindsay (1972)	Riders from households without cars	-0.10
	Riders from households with cars	-0.41
Wabe & Coles (1975)	Work trips	-0.19
	All other trips	-0.49
Mayworm et al (1980) and Collins (1984)	Off-peak travel	-0.11 to -0.84
	Peak travel	-0.04 to -0.32
Ministry of Transport (1968)	Trips < 1 mile	-0.55
	Trips 1 - 3 miles	-0.29
Baum (1973)	Short tips	-0.32
	Long trips	-0.12
<i>Service elasticities</i>		
McGillvrary (1969) and Domencich et al (1968)	Travel time	-0.59 to -1.16
<i>Fare cross-elasticities</i>		
McLynn & Goodman (1973)	Transit ridership wrt automobile tolls	0.32 to 0.41
Wang & Skinner (1984)	Transit demand wrt real gasoline prices	0.08 to 0.80
<i>Service cross-elasticities</i>		
Wang & Skinner (1984)	Transit demand wrt real gasoline prices	0.08 to 0.80
Gaudry (1975)	Bus travel as a function of automobile travel time	0.42
McFadden (1974)	Bus travel as a function of automobile travel time	0.36 to 0.39
Talvitie (1973)	Rapid rail travel (Chicago) as a function of automobile travel time	0.84
McFadden (1974), Domencich et al (1968), Peat et al (1972)	Auto demand as a function of in- vehicle transit time	0.02 to 0.14

Source Cervero (1990, pp. 123-127).