

TABLE 3D07 DEMAND FOR INTERCITY TRAVEL IN THE TORONTO-MONTREAL CORRIDOR – DIRECT AND CROSS-ELASTICITY COMPARISONS

<i>Train level of service attribute</i>	<i>MNL model</i>	<i>UMNL model Air-car nested</i>	<i>NNNL model Air-train nested</i>
Train direct-elasticity in response to improvement in train service			
Cost	2.045	1.402	1.744
In-vehicle time	1.809	1.555	1.614
Air cross-elasticity in response to improvement in train service			
Cost	-0.486	-0.334	-0.603
In-vehicle time	-0.430	-0.371	-0.558
Car cross-elasticity in response to improvement in train service			
Cost	-0.486	-0.334	-0.392
In-vehicle time	-0.430	-0.371	-0.362
Bus cross-elasticity in response to improvement in train service			
Cost	-0.486	-0.344	-0.392
In-vehicle time	-0.430	-0.371	-0.362

*Note* MNL – multinomial logit, UMNL – utility maximising nested logit, NNNL – non-normalised nested logit.

*Source* Koppelman & Wen (1998, table 3, p. 297).