

TABLE 3D19

SUMMARY OF SERVICE ELASTICITIES

<i>Type</i>	<i>Number of cases</i>	<i>Elasticity</i>
<i>Headway elasticities</i>		
Bus (Quasi-experimental)		
Peak	3	-0.37 (± 0.19)
Off-peak	9	-0.46 (± 0.26)
All hours	7	-0.47 (± 0.21)
Commuter rail (Quasi-experimental)		
Peak	5	-0.38 (± 0.16)
Off-peak	5	-0.65 (± 0.19)
All hours	5	-0.47 (± 0.14)
Commuter rail (Non-experimental)		
All hours	4	-0.47 (± 0.11)
<i>Vehicle miles elasticities</i>		
Bus (Quasi-experimental)		
All hours	3	0.63 (± 0.24)
Bus (Non-experimental)		
Peak	3	0.33 (± 0.18)
Off-peak	3	0.63 (± 0.11)
All hours	17	0.69 (± 0.31)
Rapid rail (Non-experimental)		
Peak	1	0.10
Off-peak	1	0.25
All hours	1	0.55
<i>Total travel-time elasticities</i>		
Bus (Non-experimental)		
Peak	2	-1.03 (± 0.13)
All hours	2	-0.92 (± 0.37)
Bus and Rapid Rail (Non-experimental)		
Off-peak	1	-0.59

TABLE 3D19

SUMMARY OF SERVICE ELASTICITIES
(CONTINUED)

<i>Type</i>	<i>Number of cases</i>	<i>Elasticity</i>
<i>In-vehicle time elasticities</i>		
Bus (Quasi-experimental)		
Peak	9	-0.29 (± 0.13)
Off-peak	1	-0.83
Bus (Non-experimental)		
Peak	7	-0.68 (± 0.32)
Off-peak	1	-0.12
Rapid Rail (Non-experimental)		
Peak	2	-0.70 (± 0.10)
Bus & Rapid Rail (Non-experimental)		
Peak	2	-0.30 (± 0.10)
All hours	1	-0.27
Commuter Rail (Non-experimental)		
All hours	9	-0.59 (± 0.28)
<i>Total out-of-vehicle time elasticities</i>		
Bus & Rapid Rail (Non-experimental)		
All hours	3	-0.59 (± 0.15)
<i>Walk-time elasticities</i>		
Bus (Non-experimental)		
Peak	1	-0.26
Off-peak	1	-0.14
<i>Wait-time elasticities</i>		
Bus & Rapid Rail (Non-experimental)		
Peak	4	-0.20 (± 0.07)
Off-peak	1	-0.21
All hours	1	-0.54
<i>Transfer-time elasticities</i>		
Peak	3	-0.40 (± 0.18)
<i>Number of transfers elasticities</i>		
Bus (Non-experimental)		
Off-peak		-0.59

Source: Lago et al (1981a, table 15, pp. 114-115).