

TABLE 6D12

MODE CHOICE ELASTICITIES FOR USA INTER-URBAN TRAVEL

<i>Mode</i>	<i>Choice elasticities Business trips</i>			<i>Choice elasticities Non-business trips</i>		
	<i>Cost</i>	<i>Time</i>	<i>Freq/ Headway</i>	<i>Cost</i>	<i>Time</i>	<i>Freq/ Headway</i>
<i>Bus</i>						
Pickarell (1987)	-0.85	-0.96	0.92	-1.19	-0.34	0.33
M & W (1985)	-0.31	-1.50	-3.37	-0.69	-2.11	-1.23
<i>Rail</i>						
Pickarell (1987)	-1.18	-0.97	0.11	-1.18	-0.38	0.05
M & W (1985)	-0.57	-1.66	-4.02	-1.20	-1.58	-1.27
<i>Automobile</i>						
Pickarell (1987)	-0.81	-0.69	..	-0.70	-0.13	..
M & W (1985)	-0.69	-2.15	..	-0.95	-0.39	..
<i>Air</i>						
Pickarell (1987)	-0.68	-0.05	0.44	-1.98	-0.02	0.18
M & W (1985)	-0.18	-0.15	-0.20	-0.37	-0.43	-0.47

.. not applicable.

Note M & W Morrison and Winston.

Source Berechman (1993, table 2.10, p. 41).