

TABLE 6D35 DIRECT AND CROSS-ELASTICITIES FOR AUSTRALIAN COMMUTER MODE CHOICE

Multinomial logit estimates

<i>Fuel/Fare</i>	<i>Travel mode choice</i>					
	<i>DA</i>	<i>RS</i>	<i>Bus</i>	<i>Train</i>	<i>Light rail</i>	<i>Busway</i>
DA	-0.087 (-0.745)	0.036 (0.19)	0.039 (0.76)	0.034 (0.08)	(0.102)	(0.093)
RS	0.122 (0.327)	-0.283 (-0.899)	0.125 (0.078)	0.148 (0.082)	(0.105)	(0.096)
BS	0.194 (0.278)	0.167 (0.162)	-0.597 (-0.551)	0.154 (0.127)	(0.15)	(0)
TN	0.106 (0.289)	0.132 (0.172)	0.142 (0.138)	-0.631 (-0.574)	(0)	(0.139)
LR	(0.263)	(0.159)	(0.113)	(0)	(-0.549)	(0.173)
BWY	(0.27)	(0.161)	(0)	(0.104)	(0.189)	(-0.573)
<i>Travel time</i>						
DA	-0.023 (-0.852)	0.009 (0.232)	0.01 (0.109)	0.08 (0.13)	(0.165)	(0.137)
RS	0.032 (0.399)	-1.038 (-0.077)	0.029 (0.113)	0.037 (0.132)	(0.171)	(0.141)
BS	0.051 (0.308)	0.047 (0.186)	-0.15 (-0.83)	0.054 (0.235)	(0.264)	(0)
TN	0.28 (0.332)	0.04 (0.197)	0.037 (0.224)	-0.171 (-0.992)	(0)	(0.212)
LR	(0.29)	(0.175)	(0.174)	(0.192)	(-0.931)	(0.261)
BWY	(0.302)	(0.181)	(0)	-	(0.335)	(-0.857)

Sequential joint SP-RP multinomial logit estimates

<i>Fuel/Fare</i>	<i>Travel mode choice</i>					
	<i>DA</i>	<i>RS</i>	<i>Bus</i>	<i>Train</i>	<i>Light rail</i>	<i>Busway</i>
DA	-0.068	0.033	0.032	0.016		
RS	0.102	-0.233	0.112	0.095		
BS	0.159	0.152	-0.507	0.111		
TN	0.101	0.174	0.206	-0.737		
<i>Travel time</i>						
DA	-0.124	0.054	0.048	0.021		
RS	0.172	-0.439	0.170	0.144		
BS	0.316	0.298	-0.814	0.240		
TN	0.19	0.389	0.399	-1.224		

TABLE 6D35 DIRECT AND CROSS-ELASTICITIES FOR AUSTRALIAN COMMUTER MODE CHOICE (CONTINUED)

Heteroskedastic extreme value joint SP-RP estimates

<i>Fuel/Fare</i>	<i>Travel mode choice</i>					
	<i>DA</i>	<i>RS</i>	<i>Bus</i>	<i>Train</i>	<i>Light rail</i>	<i>Busway</i>
DA	-0.046 (-0.474)	0.015 (0.161)	0.030 (0.004)	0.001 (0.070)	(0.094)	(0.020)
RS	0.047 (0.268)	-0.124 (-0.593)	0.104 (0.004)	0.003 (0.074)	(0.098)	(0.020)
BS	0.096 (0.023)	0.089 (0.015)	-0.306 (-0.036)	0.006 (0.003)	(0.009)	(0.007)
TN	0.015 (0.276)	0.002 (0.172)	0.002 (0.005)	-0.023 (-0.307)	(0)	(0.022)
LR	(0.262)	(0.162)	(0.005)	(0)	(-0.301)	(0.028)
BWY	(0.056)	(0.034)	(0)	(0.019)	(0.033)	(-0.127)
<i>Travel time</i>						
DA	-0.088 (-0.572)	0.026 (0.201)	0.010 (0.001)	0 (0.024)	(0.032)	(0.006)
RS	0.085 (0.335)	-0.247 (-0.72)	0.031 (0.001)	0.001 (0.25)	(0.033)	(0.006)
BS	0.193 (0.029)	0.187 (0.019)	-0.097 (-0.009)	0.001 (0.002)	(0.003)	(0.002)
TN	0.005 (0.205)	0.005 (0.205)	0.001 (0.002)	-0.006 (-0.107)	(0)	(0.007)
LR	(0.191)	(0.191)	(0.001)	(0)	(-0.103)	(0.009)
BWY	(0.041)	(0.041)	(0)	(0.007)	(0.012)	(-0.038)

Nested logit joint SP-RP

<i>Fuel/Fare</i>	<i>Travel mode choice</i>					
	<i>DA</i>	<i>RS</i>	<i>Bus</i>	<i>Train</i>	<i>Light rail</i>	<i>Busway</i>
DA	-0.052 (-0.803)	0.022 (0.239)	0.026 (0.082)	0.025 (0.078)	(0.105)	(0.109)
RS	0.07 (0.326)	-1.032 (-0.175)	0.085 (0.071)	0.103 (0.069)	(0.093)	(0.095)
BS	0.115 (0.306)	0.107 (0.181)	-0.408 (-0.565)	0.109 (0.123)	(0.15)	(0)
TN	0.069 (0.323)	0.084 (0.19)	0.092 (0.143)	-0.445 (-0.539)	(0)	(0.153)
LR	(0.292)	(0.173)	(0.117)	(0)	(-0.538)	(0.189)
BWY	(0.297)	(0.174)	(0)	(0.097)	(0.185)	(-0.629)
<i>Travel time</i>						
DA	-0.071 (-0.696)	0.027 (0.224)	0.031 (0.115)	0.107 (0.027)	(0.142)	(0.149)
RS	0.09 (0.306)	-0.252 (-0.921)	0.108 (0.094)	0.133 (0.086)	(0.118)	(0.122)
BS	0.165 (0.258)	0.16 (0.155)	-0.531 (-0.859)	0.208 (0.2)	(0.246)	(0)
TN	0.097 (0.279)	0.136 (0.166)	0.143 (0.243)	-0.602 (-0.819)	(0)	(0.266)
LR	(0.243)	(0.147)	(0.189)	(0)	(-0.804)	(0.312)
BWY	(0.251)	(0.151)	(0)	(0.172)	(0.308)	(-0.957)

TABLE 6D35 DIRECT AND CROSS-ELASTICITIES FOR AUSTRALIAN COMMUTER MODE CHOICE (CONTINUED)

<i>Nested logit joint SP-RP heteroskedastic extreme value weighted</i>						
<i>Travel mode choice</i>						
<i>Fuel/Fare</i>	<i>DA</i>	<i>RS</i>	<i>Bus</i>	<i>Train</i>	<i>Light rail</i>	<i>Busway</i>
DA	-0.101 (-0.648)	0.037 (0.166)	0.089 (0.089)	0.043 (0.07)	(0.093)	(0.097)
RS	0.137 (0.258)	-0.914 (-0.261)	0.082 (0.082)	0.166 (0.126)	(0.157)	(0.088)
BS	0.223 (0.249)	0.143 (0.137)	-0.606 (-0.606)	0.155 (0.114)	(0.133)	(0)
TN	0.122 (0.256)	0.107 (0.25)	0.148 (0.148)	-0.729 (-0.589)	(0)	(0.132)
LR	(0.246)	(0.22)	(0.122)	(0.094)	(-0.558)	(0.162)
BWY	(0.238)	(0.131)	(0.122)	(0)	(0.069)	(-0.552)
<i>Travel time</i>						
DA	-0.161 (-0.173)	0.054 (0.056)	0.049 (0.088)	0.0 (0.039)	(0.105)	(0.096)
RS	0.203 (0.085)	-0.43 (-0.264)	0.137 (0.08)	0.181 (0.061)	(0.157)	(0.088)
BS	0.38 (0.091)	0.247 (0.054)	-0.672 (-0.62)	0.181 (0.125)	(0.157)	(0)
TN	0.202 (0.088)	0.207 (0.095)	0.165 (0.163)	-0.191 (-0.312)	(0)	(0.137)
LR	(0.035)	(0.036)	(0.126)	(0)	(-0.635)	(0.167)
BWY	(0.044)	(0.027)	(0)	(0)	(0.202)	(-0.56)

Notes Stated preference estimates given in parentheses.

DA – driving alone, RS – ride sharing, BS – bus, TN – train, LR – light rail, and BWY – busway.

Source Hensher & Louviere (1998, table 9, pp. 13-15).