

TABLE 7B07 ELASTICITY OF DEMAND WITH RESPECT TO PARKING PRICE AND TRANSIT SERVICE IN PORTLAND, OREGON

| Parking price | Number of bus lines | Parking price elasticity | | | | | | Service elasticity | |
|---------------|---------------------|--------------------------|--------|--------|--------------------|--------|--------|--------------------|--------------------|
| | | Urban core residents | | | Suburban residents | | | Urban residents | Suburban residents |
| | | Transit | SOV | HOV | Transit | SOV | HOV | | |
| \$30 | 1 | 0.117 | -0.188 | -0.268 | 0.156 | -0.135 | -0.283 | 0.218 | 0.190 |
| \$50 | 2 | 0.193 | -0.332 | -0.447 | 0.249 | -0.248 | -0.474 | 0.430 | 0.364 |
| \$80 | 3 | 0.300 | -0.587 | -0.719 | 0.365 | -0.463 | -0.768 | 0.627 | 0.500 |
| \$100 | 4 | 0.362 | -0.792 | -0.904 | 0.411 | -0.661 | -0.972 | 0.807 | 0.601 |
| \$120 | 5 | 0.413 | -1.029 | -1.093 | 0.429 | -0.909 | -1.185 | 0.959 | 0.653 |
| \$150 | 6 | 0.473 | -1.429 | -1.383 | 0.423 | -1.330 | -1.514 | 1.055 | 0.619 |
| \$30 | 6 | 0.113 | -0.196 | -0.270 | 0.142 | -0.159 | -0.287 | 1.257 | 1.040 |
| \$50 | 5 | 0.187 | -0.343 | -0.449 | 0.231 | -0.278 | -0.479 | 1.043 | 0.845 |
| \$80 | 4 | 0.296 | -0.594 | -0.720 | 0.352 | -0.484 | -0.771 | 0.824 | 0.644 |
| \$100 | 3 | 0.368 | -0.781 | -0.902 | 0.430 | -0.631 | -0.967 | 0.616 | 0.471 |
| \$120 | 2 | 0.441 | -0.986 | -1.085 | 0.503 | -0.792 | -1.164 | 0.410 | 0.306 |
| \$150 | 1 | 0.546 | -1.333 | -1.364 | 0.589 | -1.080 | -1.468 | 0.203 | 0.143 |

Note SOV – single occupancy vehicle, HOV – high occupancy vehicle.

Source Peng et al (1996, table 5, p. 116).