

An empirical evaluation of the impact of three urban transportation policies on transit use

De Grange, Louis; Troncoso, Rodrigo; González, Felipe

TRANSPORT POLICY

vol. 22, pp. 11-19

DOI: 10.1016/j.tranpol.2012.04.003

Fecha de publicación: JUL 2012

Resumen

The impact on transportation mode choice of policies implementing metro network expansion, fare subsidies and automobile use and ownership regulation was evaluated econometrically using data for 41 world cities. Controlling socioeconomic and demographic variables, it was found that an increase in metro network extension of 10% generates an average decrease in automobile use of 2%. The results also showed that regulation of automobile use or ownership leads to a significant rise in public transit use. By contrast, no evidence was discovered suggesting that transit fare subsidies produce significant increases in transit ridership. (C) 2012 Elsevier Ltd. All rights reserved.

Palabras clave

Palabras clave de autor: Transportation policy; Transit fare subsidies; Metro; Automobile use regulation; Cross-sectional data; Econometric model

KeyWords Plus Travel demand; Public transport; Subsidies; Singapore; Ridership; Behavior; Models