Swiss values of travel time savings

A König
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Abstract

This study was conducted by the Institute of Transport Planning and Systems (IVT), ETH Zurich and Rapp Trans AG, Zurich on behalf of the Swiss Association of Transport Engineers. It implements the recommendation of the scoping study on Swiss value of travel time savings (VTTS) (Abay und Axhausen, 2000) by estimating VTTS for private motorised and public travel by trip purpose on the basis of new stated-choice (SC) surveys. The survey participants were recruited as part of the continuous passenger travel survey (KEP) of the Swiss Federal Railways (SBB). The designs of the SC experiments were tested in two pre-tests. The experiments were customised and were based on one of the trips reported in the KEP survey. The final estimates are derived from a set of complex models, which were carefully developed from a whole series of models. The recommended choice model considers inertia variables, random parameters for travel costs and elasticity parameters of income and distance besides the attributes of the alternatives. The trip purpose specific estimates are obtained by interacting the travel time variable with trip purpose (commuting, shopping and leisure travel). The valuation of travel time savings for business trips was determined by ratios taken from other studies. The values relate to 2003.

Keywords

Values of travel time savings

Preferred citation style

1.0 Document Description

Citation

Title: Swiss values of travel time savings

Authoring Entity: A Koenig (IVT, ETH Zurich)

Producer: Institute for transport planning and systems, ETH Zurich

Copyright: Institute for transport planning and systems, ETH Zurich

Date of Production: 2004-04-22

Software used in Production: Nesstar Publisher
2.0 Study Description

Citation

Title: Swiss values of travel time savings

Authoring Entity: A König (Institute for transport planning and systems, ETH Zurich)

KW Axhausen (Institute for transport planning and systems, ETH Zurich)

G Abay (RappTrans AG)

Producer: Institute for transport planning and systems, ETH Zurich

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Distributor: Institute for transport planning and systems, ETH Zurich
Study Scope

Values of travel time savings, Passenger travel, Stated Preference Survey, Switzerland, Vereinigung Schweizerische Verkehrsingenieure (SVI), ETH Zurich, Institute of transport planning (IVT)

This study was conducted by the Institute of Transport Planning and Systems (IVT), ETH Zurich and Rapp Trans AG, Zurich on behalf of the Swiss Association of Transport Engineers. It implements the recommendation of the scoping study on Swiss value of travel time savings (VTTS) (Abay und Axhausen, 2000) by estimating VTTS for private motorised and public travel by trip purpose on the basis of new stated-choice (SC) surveys. The survey participants were recruited as part of the continuous passenger travel survey (KEP) of the Swiss Federal Railways (SBB). The designs of the SC experiments were tested in two pre-tests. The experiments were customised and were based on one of the trips reported in the KEP survey. The final estimates are derived from a set of complex models, which were carefully developed from a whole series of models. The recommended choice model considers inertia variables, random parameters for travel costs and elasticity parameters of income and distance besides the attributes of the alternatives. The trip purpose specific estimates are obtained by interacting the travel time variable with trip purpose (commuting, shopping and leisure travel). The valuation of travel time savings for business trips was determined by ratios taken from other studies. The values relate to 2003.

Country: Switzerland

Geographic Coverage: Switzerland

Unit of Analysis: Persons

Universe: Individuals in Switzerland
Methodology and Processing

Time Method: Cross sectional survey

Sampling Procedure: random sampling

Mode of Data Collection: Stated Preference Survey, Paper-Pencill Survey, followed by RP-CATI
Sources Statement

Weighting: no weighting necessary.
Other Study Description Materials

Related Publications

Citation

Title: Zeitkostenansätze im Personenverkehr
Holdings Information: http://www.ivt.baug.ethz.ch/vrp/ab221.pdf

Citation

Title: Zeitkostenansätze im Personenverkehr
3.0 File Description

File: vot_data2.NSDstat

- Number of cases: 15870
- No. of variables per record: 117
- Type of File: NSDstat 200203
4.0 Variable Description

Variable Groups

- Sociodemographics
- Household characteristics
- RP-Data
- SP-Data
- Response variables
- ID Variables
- Time use and space preferences
- Dummy variables

Sociodemographics

Variables within Sociodemographics

- person number
- survey number
- week of telephone interview
- week of dispatch
- week of reply
- travel time congested alternative a [min]
- age of respondent
- agecategory
- male
- working
- working status
- type of education
- household income before taxes [chf/year] mean of classes
- household income before taxes classes
- leisure time budget [h/working day]
- number of household members
- number of vehicles in household
- vehicle availability
- ownership of discount ticket (telephone interview)
- ownership of network ticket (telephone interview)
- language of respondent
- ownership of season ticket (telephone interview)
- ownership of season ticket (telephone interview)
- preferred rail class

Household characteristics

Variables within Household characteristics

- person number
- travel costs alternative a [chf]
- share of congestion, percentage of congested travel time alternative a [%]
- travel time congested alternative a [min]
- type of car 1
- size of engine first car
- year of production first car
- owner first car
- type of car 2
- size of engine second car [ccm]
- year of production first car
- owner second car [-]
- number of network pt tickets in household (=Generalabonnement)
- number of discount tickets in household (=halbtax)
- number of monthly network tickets in household
- number of line related tickets in household
- gasoline consumption of first car [l/100km]

RP-Data

Variables within RP-Data

- week of reply
- duration of reply [days]
- chosen alternative
- travel time alternative a [min]
- chosen mode of the reported trip in the SBB-telephone interview
- trip purpose of the reported trip in the SBB-telephone interview
- reported trip distance of the reported trip in the SBB-telephone interview [km]
- measured/estimated travel time by car of the reported trip in the SBB-telephone interview [min]
- measured/estimated travel costs by car of the reported trip in the SBB-telephone interview [chf]
- measured/estimated travel time by pt of the reported trip in the SBB-telephone interview [min]
- measured/estimated number of changes by pt of the reported trip in the SBB-telephone interview [-]
- measured/estimated travel time of the reported trip in the SBB-telephone interview [min]
- measured/estimated trip distance of the reported trip in the SBB-telephone interview [km]
- distance class of the reported trip
- alternative available mode car for that trip
- alternative available mode bus for that trip
- alternative available mode rail for that trip
- alternative available mode else for that trip
- importance of punctual arrive for that trip
- assumed travel time for that trip [min]
- buffering time in tt_progn [min]
- travel time actually for that trip [min]
- estimated car travel costs by respondent for that trip [chf]
- person who covers the costs
- more than hand luggage on that trip
- frequency of that trip [days per year]

SP-Data

Variables within SP-Data

- person number
- survey number
- chosen alternative
- travel time alternative a [min]
- travel costs alternative a [chf]
- share of congestion, percentage of congested travel time alternative a [%]
- travel time congested alternative a [min]
- travel time uncongested alternative a [min]
- headway alternative a [min]
- number of changes mode a (=car) =0 [min]
- travel time alternative b [min]
- travel costs alternative b [chf]
- share of congestion, percentage of congested travel time alternative b [%]
- travel time congested alternative b [min]
- travel time uncongested alternative b [min]
- headway alternative b [min]
- number of changes alternative b [min]
- mean distance of presented SP-trips per person

Response variables

Variables within Response variables

- week of telephone interview
- week of dispatch
- week of reply
- duration of reply [days]

ID Variables

Variables within ID Variables

- person number
- survey number
Time use and space preferences

Variables within *Time use and space preferences*

- person number
- travel time alternative a [min]
- travel costs alternative a [chfr]
- share of congestion, percentage of congested travel time alternative a [%]
- travel time congested alternative a [min]
- working time at working place [min per working day]
- working time at home [min per working day]
- shopping time [min per working day]
- recreational time [min per working day]
- educational time [min per working day]
- maximum distance from home for shortterm shopping [min]
- maximum distance from home for longterm shopping [min]
- working time on business trips
- how long would this work take at work? [min]
- time benefit use for work [min]
- time benefit use at home [min]
- if you can't work during that business trip, would you do this work at work?
- if you can't work during that business trip, would you do this work during your commuting trip?
- if you can't work during that business trip, would you do this work during your leisure time?
- if you can't work during that business trip, won't you do that work?
- how long would work during that business trip, if the travel time would be reduced by 15 min

Dummy variables

Variables within *Dummy variables*

- survey number
- week of telephone interview
- week of dispatch
- week of reply
- duration of reply [days]
- age <= 25
- age 26 to 45
- age 46 to 70
- age >= 71
- no work
- parttime
- fulltime
- selfemployed
- student
- housemaker
- retiree
- 1 member of HH
- 2 member of HH
- 3 member of HH
- 4 and more member of HH
- vehicle availability dummy
- german
- french
- italian
- car chosen
- bus Tram chosen
- rail chosen
- purpose pendler (commute)
- purpose einkauf (shopping)
- purpose geschäftlich (business)
- purpose freizeit (leisure)
Variables
Variable: person number

Location: Range of Valid Data Values: 2439 to 84525

Width: 9 Variable Format: numeric
Variable: **survey number**

Location: Width: 9

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*Range of Valid Data Values: 1 to 6*

*Variable Format: numeric*
## Variable: week of telephone interview

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*Range of Valid Data Values: 22 to 40*

*Summary Statistics:*

*Variable Format: numeric*
**Variable: week of dispatch**

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*Range of Valid Data Values: 0 to 51*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: week of reply**

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*Range of Valid Data Values: 0 to 58*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: duration of reply [days]**

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Range of Valid Data Values: 0 to 76

Summary Statistics:

Minimum : 0
Maximum : 76

Mean : 19.729

Standard deviation : 17.566

Variable Format: numeric
Variable: chosen alternative

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Range of Valid Data Values: 1 to 2

Summary Statistics:

Variable Format: numeric
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Range of Valid Data Values: 2 to 389

Summary Statistics:

Minimum : 2

Maximum : 389

Mean : 38.647

Standard deviation : 40.955

Variable Format: numeric
Variable: *travel costs alternative a [chf]*

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Range of Valid Data Values: 0 to 267

Summary Statistics:
Minimum : 0

Maximum : 267

Mean : 20.382

Standard deviation : 25.776

Variable Format: numeric
**Variable: share of congestion, percentage of congested travel time alternative a [%]**

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Range of Valid Data Values: 0 to 55

Summary Statistics:

Minimum: 0

Maximum: 55

Mean: 1.998

Standard deviation: 4.797

Variable Format: numeric
**Variable: travel time congested alternative a [min]**

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*Range of Valid Data Values: 0 to 157*

*Summary Statistics:*

*Minimum: 0*
Maximum : 157

Mean : 1.426

Standard deviation : 6.458

Variable Format: numeric
**Variable: travel time uncongested alternative a [min]**

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Range of Valid Data Values: 0 to 286

Summary Statistics:

Minimum: 0

Maximum: 286

Mean: 18.228

Standard deviation: 28.408

Variable Format: numeric
**Variable: headway alternative a [min]**

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*Range of Valid Data Values: 0 to 60*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: number of changes mode a (=car) =0 [min]**

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**Summary Statistics:**

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Range of Valid Data Values: 2 to 385
Summary Statistics:

Minumum : 2

Maximum : 385

Mean : 43.745

Standard deviation : 45.019

Variable Format: numeric
**Variable: travel costs alternative b [chf]**

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Range of Valid Data Values: 0 to 268

Summary Statistics:

Minimum: 0

Maximum: 268

Mean: 18.887

Standard deviation: 22.693

Variable Format: numeric
Variable: share of congestion, percentage of congested travel time alternative b [%]

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Range of Valid Data Values: 0 to 51

Summary Statistics:

Minimum : 0

Maximum : 51

Mean : 0.708

Standard deviation : 2.943

Variable Format: numeric
### Variable: travel time congested alternative b [min]

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Range of Valid Data Values: 0 to 126

Summary Statistics:

Minimum : 0

Maximum : 126

Mean : 0.488

Standard deviation : 4.028

Variable Format: numeric
### Variable: travel time uncongested alternative b [min]

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Range of Valid Data Values: 0 to 276

Summary Statistics:

Minimum: 0

Maximum: 276

Mean: 5.307

Standard deviation: 16.982

Variable Format: numeric
**Variable: headway alternative b [min]**

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*Range of Valid Data Values: 0 to 60*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: number of changes alternative b [min]**

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*Range of Valid Data Values: 0 to 2*

**Summary Statistics:**

*Variable Format: numeric*
### Variable: age of respondent

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Range of Valid Data Values: 15 to 84

Summary Statistics:

Minimum: 15

Maximum: 84

Mean: 46.03

Standard deviation: 15.567

Variable Format: numeric
**Variable: agecategory**

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*Range of Valid Data Values: 1 to 7*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: age <= 25**

Location: Width: 9

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: age 26 to 45**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: age 46 to 70**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
Variable: **age >= 71**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: male**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
### Variable: working

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*Range of Valid Data Values: 0 to 3*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: working status**

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*Range of Valid Data Values: 2 to 9*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: no work**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: parttime**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: fulltime**

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*Range of Valid Data Values:* 0 to 1

**Summary Statistics:**

*Variable Format:* numeric
**Variable: selfemployed**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: student**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: housemaker**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: retiree**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
Variable: **type of education**

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*Range of Valid Data Values: 1 to 3*

**Summary Statistics:**

*Variable Format: numeric*
**Variable:** household income before taxes [chf/year] mean of classes

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**Range of Valid Data Values:** 10000 to 167500

**Summary Statistics:**

*Variable Format:* numeric
**Variable: household income before taxes classes**

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Range of Valid Data Values: 1 to 8

Summary Statistics:

*Variable Format:* numeric
Variable: leisure time budget [h/working day]

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Range of Valid Data Values: 4 to 16

Summary Statistics:

Variable Format: numeric
**Variable: number of household members**

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*Range of Valid Data Values: 0 to 9*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: 1 member of HH**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
Variable: 2 member of HH

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Range of Valid Data Values: 0 to 1

Summary Statistics:

Variable Format: numeric
Variable: 3 member of HH

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Range of Valid Data Values: 0 to 1

Summary Statistics:

Variable Format: numeric
**Variable: 4 and more member of HH**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: number of vehicles in household**

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*Range of Valid Data Values: 0 to 5*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: vehicle availability**

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*Range of Valid Data Values: 1 to 3*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: vehicle availability dummy**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable:** ownership of discount ticket (telephone interview)

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**Range of Valid Data Values:** 0 to 1

**Summary Statistics:**

*Variable Format:* numeric
Variable: ownership of network ticket (telephone interview)

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Range of Valid Data Values: 0 to 1

Summary Statistics:

Variable Format: numeric
**Variable: language of respondent**

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*Range of Valid Data Values: 1 to 3*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: german**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: french**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
### Variable: italian

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable:** chosen mode of the reported trip in the SBB-telephone interview

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*Range of Valid Data Values:* 1 to 3

**Summary Statistics:**

*Variable Format:* numeric
Variable: *car chosen*

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
Variable: **bus Tram chosen**

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*RANGE OF VALID DATA VALUES: 0 to 1*

**Summary Statistics:**

*Variable Format:* numeric
Variable: rail chosen

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Range of Valid Data Values: 0 to 1

Summary Statistics:

Variable Format: numeric
### Variable: trip purpose of the reported trip in the SBB-telephone interview

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**Range of Valid Data Values:** 1 to 4

**Summary Statistics:**

*Variable Format:* numeric
Variable: **purpose pendler (commute)**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: purpose einkauf (shopping)**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
Variable: *purpose geschäftlich (business)*

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
Variable: **purpose freizeit (leisure)**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: reported trip distance of the reported trip in the SBB-telephone interview [km]**

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Range of Valid Data Values: 3 to 300

Summary Statistics:

Minimum : 3

Maximum : 300

Mean : 42.306

Standard deviation : 50.268

Variable Format: numeric
Variable: measured/estimated travel time by car of the reported trip in the SBB-telephone interview [min]

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Range of Valid Data Values: 5 to 220

Summary Statistics:

Minimum : 5
Maximum : 220
Mean : 32.268
Standard deviation : 33.325
Variable Format: numeric
**Variable: measured/estimated travel costs by car of the reported trip in the SBB-telephone interview [chf]**

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Range of Valid Data Values: 1 to 223

Summary Statistics:

Minimum : 1

Maximum : 223
Mean : 22.095

Standard deviation : 27.894

Variable Format: numeric
**Variable:** measured/estimated travel time by pt of the reported trip in the SBB-telephone interview [min]

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Range of Valid Data Values: 3 to 299

Summary Statistics:

Minimum : 3

Maximum : 299

Mean : 52.517

Standard deviation : 48.758

Variable Format: numeric
**Variable**: measured/estimated number of canges by pt of the reported trip in the SBB-telephone interview [-]

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**Range of Valid Data Values**: 0 to 3

**Summary Statistics:**

**Variable Format**: numeric
Variable: measured/estimated travel time of the reported trip in the SBB-telephone interview [min]

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Range of Valid Data Values: 1 to 259

Summary Statistics:

Minimum : 1

Maximum : 259

Mean : 20.904

Standard deviation : 22.446

Variable Format: numeric
**Variable:** measured/estimated trip distance of the reported trip in the SBB-telephone interview [km]

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Range of Valid Data Values: 0 to 397

Summary Statistics:

Minimum : 0

Maximum : 397

Mean : 42.802

Standard deviation : 54.666

Variable Format: numeric
**Variable: distance class of the reported trip**

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*Range of Valid Data Values: 1 to 3*

**Summary Statistics:**

*Variable Format: numeric*
Variable: alternative available mode car for that trip

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Range of Valid Data Values: 0 to 1

Summary Statistics:

Variable Format: numeric
**Variable: alternative available mode bus for that trip**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: alternative available mode rail for that trip**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: alternative available mode else for that trip**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
Variable: *importance of punctual arrive for that trip*

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*Range of Valid Data Values:* 1 to 3

*Summary Statistics:*

*Variable Format:* numeric
### Variable: assumed travel time for that trip [min]

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Range of Valid Data Values: 4 to 360

Summary Statistics:

Minimum: 4

Maximum: 360

Mean: 51.591

Standard deviation: 49.333

Variable Format: numeric
**Variable:** buffering time in tt_progn [min]

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Range of Valid Data Values: 0 to 80

Summary Statistics:

Variable Format: numeric
Variable: travel time actually for that trip [min]

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### Range of Valid Data Values

1 to 330

### Summary Statistics

**Minimum**: 1  
**Maximum**: 330  
**Mean**: 45.167  
**Standard deviation**: 44.427

### Variable Format

numeric
Variable: estimated car travel costs by respondent for that trip [chf]

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90 . 15
95 . 15
100 . 51
108 . 9
117 . 12
120 . 30
129 . 15
140 . 27
150 . 27
160 . 15
Range of Valid Data Values: 1 to 240

Summary Statistics:

Minimum: 1

Maximum: 240

Mean: 17.747

Standard deviation: 24.422

Variable Format: numeric
**Variable: person who covers the costs**

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*Range of Valid Data Values: 1 to 4*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: more than hand luggage on that trip**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: frequency of that trip [days per year]**

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Range of Valid Data Values: 0 to 1820

Summary Statistics:

Minimum : 0

Maximum : 1820

Mean : 210.284

Standard deviation : 236.637

Variable Format: numeric
**Variable:** working time at working place [min per working day]

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Range of Valid Data Values: 0 to 1020

Summary Statistics:

Minimum : 0

Maximum : 1020

Mean : 306.919

Standard deviation : 248.146

Variable Format: numeric
**Variable: working time at home [min per working day]**

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Range of Valid Data Values: 0 to 1020

Summary Statistics:

Minimum : 0  
Maximum : 1020  
Mean : 36.526  
Standard deviation : 94.522  
Variable Format: numeric
### Variable: shopping time [min per working day]

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Range of Valid Data Values: 0 to 900

Summary Statistics:

Minimum : 0

Maximum : 900

Mean : 34.733

Standard deviation : 55.138

Variable Format: numeric
### Variable: recreational time [min per working day]

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Range of Valid Data Values: 0 to 900

Summary Statistics:

Minimum: 0

Maximum: 900

Mean: 102.396

Standard deviation: 140.61

Variable Format: numeric
Variable: educational time [min per working day]

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Range of Valid Data Values: 0 to 900

Summary Statistics:

Minimum : 0

Maximum : 900

Mean : 43.839

Standard deviation : 107.815

Variable Format: numeric
**Variable: maximum distance from home for shortterm shopping [min]**

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*Range of Valid Data Values: 1 to 30*

**Summary Statistics:**

*Variable Format:* numeric
**Variable:** maximum distance from home for longterm shopping [min]

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*Range of Valid Data Values:* 1 to 120

**Summary Statistics:**

*Variable Format:* numeric
### Variable: type of car 1

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**Summary Statistics:**

*Variable Format: character*
**Variable: size of engine first car**

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*Range of Valid Data Values: 1 to 6*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: year of production first car**

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**Range of Valid Data Values:** 4 to 2002

**Summary Statistics:**
Minimum: 4

Maximum: 2002

Mean: 1993.708

Standard deviation: 67.867

Variable Format: numeric
Variable: owner first car

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Range of Valid Data Values: 1 to 4

Summary Statistics:

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**Summary Statistics:**

*Variable Format: character*
### Variable: year of production first car

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*Variable Format*: character
**Variable: owner second car [-]**

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**Summary Statistics:**

*Variable Format:* character
**Variable: number of network pt tickets in household (=Generalabonnement)**

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*Range of Valid Data Values: 0 to 4*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: number of discount tickets in household (=halbtax)**

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*Range of Valid Data Values: 0 to 4*

**Summary Statistics:**

*Variable Format: numeric*
**Variable:** number of monthly network tickets in household

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*Range of Valid Data Values: 0 to 4*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: number of line related tickets in household**

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*Range of Valid Data Values: 0 to 4*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: working time on business trips**

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**Range of Valid Data Values:** 0 to 150

**Summary Statistics:**

**Variable Format:** numeric
**Variable:** how long would this work take at work? [min]

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*Range of Valid Data Values*: -15 to 60

**Summary Statistics:**

*Variable Format*: numeric
**Variable: time benefit use for work [min]**

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*Range of Valid Data Values: 0 to 15*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: time benefit use at home [min]**

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*Range of Valid Data Values: -1 to 15*

**Summary Statistics:**

*Variable Format: numeric*
**Variable:** if you can't work during that business trip, would you do this work at work?

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*RANGE OF VALID DATA VALUES:* 0 to 1

**Summary Statistics:**

*Variable Format:* numeric
**Variable:** if you can't work during that business trip, would you do this work during your commuting trip?

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable:** if you can't work during that business trip, would you do this work during your leisure time?

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: if you can't work during that business trip, won't you do that work?**

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*Range of Valid Data Values: 0 to 0*

*Summary Statistics:*

*Variable Format: numeric*
Variable: how long would work during that business trip, if the travel time would be reduced by 15 min

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Range of Valid Data Values: 0 to 99

Summary Statistics:

Variable Format: numeric
**Variable: ownership of season ticket (telephone interview)**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
Variable: **ownership of season ticket (telephone interview)**

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*Range of Valid Data Values: 0 to 1*

**Summary Statistics:**

*Variable Format: numeric*
**Variable: gasoline consumption of first car [l/100km]**

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**Range of Valid Data Values:** 4 to 99

**Summary Statistics:**

*Variable Format:* numeric
**Variable: preferred rail class**

Location: Width: 9

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*Range of Valid Data Values: 1 to 9*

**Summary Statistics:**

*Variable Format: numeric*
Variable: mean distance of presented SP-trips per person

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Range of Valid Data Values: 1 to 300

Summary Statistics:

Minimum : 1

Maximum : 300

Mean : 46.298

Standard deviation : 43.191

Variable Format: numeric
5.0 Other Study-Related Materials

Label: Estimating tool