

Maria Björjesson

List of Publications by Year in descending order

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64
papers

1,561
citations

304743

22
h-index

345221

36
g-index

64
all docs

64
docs citations

64
times ranked

1219
citing authors

#	ARTICLE	IF	CITATIONS
1	Long-distance mode choice model estimation using mobile phone network data. <i>Journal of Choice Modelling</i> , 2022, 42, 100337.	2.3	4
2	Appraisal of cycling infrastructure investments using a transport model with focus on cycling. <i>Case Studies on Transport Policy</i> , 2021, 9, 125-136.	2.5	3
3	Urban Congestion Charging in Transport Planning Practice. , 2021, , 206-213.		1
4	The economics of electric roads. <i>Transportation Research Part C: Emerging Technologies</i> , 2021, 125, 102990.	7.6	28
5	The impact of optimal rail access charges on frequencies and fares. <i>Economics of Transportation</i> , 2021, 26-27, 100217.	2.3	1
6	The economics of low emission zones. <i>Transportation Research, Part A: Policy and Practice</i> , 2021, 153, 99-114.	4.2	6
7	The Gothenburg congestion charges: cost-benefit analysis and distribution effects. <i>Transportation</i> , 2020, 47, 145-174.	4.0	17
8	How rural is too rural for transit? Optimal transit subsidies and supply in rural areas. <i>Journal of Transport Geography</i> , 2020, 88, 102859.	5.0	4
9	Distributional effects of public transport subsidies. <i>Journal of Transport Geography</i> , 2020, 84, 102674.	5.0	15
10	Development of a large-scale transport model with focus on cycling. <i>Transportation Research, Part A: Policy and Practice</i> , 2020, 134, 164-183.	4.2	6
11	A critical appraisal of the use of simple time-money trade-offs for appraisal value of travel time measures. <i>Transportation</i> , 2020, 47, 1541-1570.	4.0	12
12	Should values of time be differentiated?. <i>Transport Reviews</i> , 2019, 39, 357-375.	8.8	17
13	Satisfaction with crowding and other attributes in public transport. <i>Transport Policy</i> , 2019, 79, 213-222.	6.6	50
14	Agglomeration, productivity and the role of transport system improvements. <i>Economics of Transportation</i> , 2019, 18, 27-39.	2.3	15
15	The changes of activity-travel participation across gender, life-cycle, and generations in Sweden over 30 years. <i>Transportation</i> , 2019, 46, 793-818.	4.0	34
16	New appraisal values of travel time saving and reliability in Great Britain. <i>Transportation</i> , 2019, 46, 583-621.	4.0	38
17	Understanding attitudes towards congestion pricing: a latent variable investigation with data from four cities. <i>Transportation Letters</i> , 2019, 11, 63-77.	3.1	16
18	Do buses hinder cyclists or is it the other way around? Optimal bus fares, bus stops and cycling tolls. <i>Transportation Research, Part A: Policy and Practice</i> , 2018, 111, 326-346.	4.2	12

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19	Estimating preferred departure times of road users in a large urban network. <i>Transportation</i> , 2018, 45, 767-787.	4.0	6
20	The Swedish congestion charges: Ten years on. <i>Transportation Research, Part A: Policy and Practice</i> , 2018, 107, 35-51.	4.2	26
21	Quantifying errors in travel time and cost by latent variables. <i>Transportation Research Part B: Methodological</i> , 2018, 117, 520-541.	5.9	18
22	Temporal framing of stated preference experiments: does it affect valuations?. <i>Transportation Research, Part A: Policy and Practice</i> , 2018, 117, 319-333.	4.2	6
23	The city as a driver of new mobility patterns, cycling and gender equality: Travel behaviour trends in Stockholm 1985–2015. <i>Travel Behaviour & Society</i> , 2018, 13, 71-87.	5.0	22
24	Public transport: One mode or several?. <i>Transportation Research, Part A: Policy and Practice</i> , 2018, 113, 137-156.	4.2	12
25	Response to Wadud and Baierl: "Explaining "peak car"™ with economic variables: An observation". <i>Transportation Research, Part A: Policy and Practice</i> , 2017, 95, 386-389.	4.2	2
26	Optimal prices and frequencies for buses in Stockholm. <i>Economics of Transportation</i> , 2017, 9, 20-36.	2.3	44
27	Efficiency vs equity: Conflicting objectives of congestion charges. <i>Transport Policy</i> , 2017, 60, 99-107.	6.6	19
28	Surrogate-based optimization of cordon toll levels in congested traffic networks. <i>Journal of Advanced Transportation</i> , 2016, 50, 1008-1033.	1.7	16
29	Explaining "peak car" with economic variables. <i>Transportation Research, Part A: Policy and Practice</i> , 2016, 88, 236-250.	4.2	36
30	Accuracy of the Gothenburg congestion charges forecast. <i>Transportation Research, Part A: Policy and Practice</i> , 2016, 94, 266-277.	4.2	3
31	Stockholm congestion charging: an assessment with METROPOLIS and SILVESTER. <i>Transportation Planning and Technology</i> , 2016, 39, 653-674.	2.0	4
32	Why experience changes attitudes to congestion pricing: The case of Gothenburg. <i>Transportation Research, Part A: Policy and Practice</i> , 2016, 85, 1-16.	4.2	30
33	Manipulating a stated choice experiment. <i>Journal of Choice Modelling</i> , 2015, 16, 43-49.	2.3	7
34	Peak car? Drivers of the recent decline in Swedish car use. <i>Transport Policy</i> , 2015, 42, 94-102.	6.6	28
35	Response time patterns in a stated choice experiment. <i>Journal of Choice Modelling</i> , 2015, 14, 48-58.	2.3	9
36	Factors driving public support for road congestion reduction policies: Congestion charging, free public transport and more roads in Stockholm, Helsinki and Lyon. <i>Transportation Research, Part A: Policy and Practice</i> , 2015, 78, 452-462.	4.2	26

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37	Estimating exponential scheduling preferences. <i>Transportation Research Part B: Methodological</i> , 2015, 81, 230-251.	5.9	30
38	The Gothenburg congestion charge. Effects, design and politics. <i>Transportation Research, Part A: Policy and Practice</i> , 2015, 75, 134-146.	4.2	44
39	How to make CBA more suitable for evaluating cycling policies. <i>Transport Policy</i> , 2015, 44, 117-124.	6.6	26
40	Not invented here: Transferability of congestion charges effects. <i>Transport Policy</i> , 2014, 36, 263-271.	6.6	16
41	Land-use impacts in transport appraisal. <i>Research in Transportation Economics</i> , 2014, 47, 82-91.	4.1	15
42	Inter-temporal variation in the travel time and travel cost parameters of transport models. <i>Transportation</i> , 2014, 41, 377-396.	4.0	8
43	Forecasting demand for high speed rail. <i>Transportation Research, Part A: Policy and Practice</i> , 2014, 70, 81-92.	4.2	28
44	An ex-post CBA for the Stockholm Metro. <i>Transportation Research, Part A: Policy and Practice</i> , 2014, 70, 135-148.	4.2	7
45	Assessing the welfare effects of congestion charges in a real world setting. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2014, 70, 339-355.	7.4	19
46	On timetable assumptions in railway investment appraisal. <i>Transport Policy</i> , 2014, 36, 118-126.	6.6	12
47	Experiences from the Swedish Value of Time study. <i>Transportation Research, Part A: Policy and Practice</i> , 2014, 59, 144-158.	4.2	66
48	Accuracy of congestion pricing forecasts. <i>Transportation Research, Part A: Policy and Practice</i> , 2013, 52, 34-46.	4.2	12
49	Impacts of time-varying cordon pricing: Validation and application of mesoscopic model for Stockholm. <i>Transport Policy</i> , 2013, 28, 51-60.	6.6	31
50	Within-Individual Variation in Preferences. <i>Transportation Research Record</i> , 2013, 2382, 92-101.	1.9	12
51	Chapter 10 The Benefits of Cycling: Viewing Cyclists as Travellers rather than Non-motorists. <i>Transport and Sustainability</i> , 2012, , 247-268.	0.4	11
52	Catching the tail: Empirical identification of the distribution of the value of travel time. <i>Transportation Research, Part A: Policy and Practice</i> , 2012, 46, 378-391.	4.2	16
53	On the income elasticity of the value of travel time. <i>Transportation Research, Part A: Policy and Practice</i> , 2012, 46, 368-377.	4.2	26
54	The value of time and external benefits in bicycle appraisal. <i>Transportation Research, Part A: Policy and Practice</i> , 2012, 46, 673-683.	4.2	60

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55	The Stockholm congestion chargesâ€™5 years on. Effects, acceptability and lessons learnt. Transport Policy, 2012, 20, 1-12.	6.6	202
56	Valuing perceived insecurity associated with use of and access to public transport. Transport Policy, 2012, 22, 1-10.	6.6	36
57	Valuations of travel time variability in scheduling versus meanâ€™variance models. Transportation Research Part B: Methodological, 2012, 46, 855-873.	5.9	96
58	Properties of Internet and Telephone Data Collection Methods in a Stated Choice Value of Time Study Context. Journal of Choice Modelling, 2011, 4, 1-19.	2.3	52
59	On the use of â€™average delayâ€™as a measure of train reliability. Transportation Research, Part A: Policy and Practice, 2011, 45, 171-184.	4.2	24
60	A Dynamic Transportation Model for the Stockholm Area: Implementation Issues Regarding Departure Time Choice and OD-pair Reduction. Networks and Spatial Economics, 2009, 9, 551-573.	1.6	13
61	Modelling the preference for scheduled and unexpected delays. Journal of Choice Modelling, 2009, 2, 29-50.	2.3	22
62	Joint RPâ€™SP data in a mixed logit analysis of trip timing decisions. Transportation Research, Part E: Logistics and Transportation Review, 2008, 44, 1025-1038.	7.4	63
63	Company Incentives and Tools for Promoting Telecommuting. Environment and Behavior, 2006, 38, 521-549.	4.7	21
64	Can repeated surveys reveal the variation of the value of travel time over time?. Transportation, 0, , 1.	4.0	0