Journal of Business and Development Studies (ISSN: 2790-0703 & E-ISSN:3006-2195)
Volume: 04, Issue: 02, 2025 Web: www.isu.ac.bd/journal

RESEARCH ARTICLE

An Evaluation of the Determinants of Transport Mode Switching under Traffic Governance Deterioration: Evidence from Dhaka City

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ABSTRACT

Dhaka city is facing severe mobility challenges for a long time due to rapid population growth, recurrent political unrest, and most importantly weak traffic enforcement. The resulting socio-political crisis after the July uprising of 2024 has further worsened the city's transport governance system which has influenced the behavioral adaptations among commuters. This study investigates the key factors influencing transport mode switching among the city dwellers amid worsening traffic system, aims to identify mode-switching patterns and examines the socio-demographic, and behavioral factors driving these changes. Primary data were collected through a cross-sectional roadside intercept survey at ten high-traffic locations across Dhaka North and South City Corporations. A quota-based sampling framework was adopted to record the views of 608 respondents representing six major transport modes- rickshaw, battery rickshaw, CNG, motorcycle, bus, and metro rail. Also, data on socio-demographics, satisfaction level, travel behavior, and changes in travel conditions were gathered by using a structured questionnaire. Then, those data were analyzed by using contingency analysis and binary logistic regression to identify key determinants of mode switching among Dhaka commuters. It is found that most respondents shifted their usual transport mode in response to the disruptions, with switching behavior strongly influenced by travel frequency, trip purpose, perceptions of service quality, and demographic characteristics. Limited public transport availability, safety concerns, delays, and reduced comfort further motivate commuters to switch modes. The results highlight the critical role of declining traffic governance and service reliability in shaping commuter behavior. The study recommends further strengthening traffic law enforcement on the road, improving public transport safety and reliability, regulating informal services, and expanding sustainable mobility options including metro rail and

ARTICLE HISTORY
Received: February 08, 2025
1st Revision: April 12, 2025
2nd Revision: June 18, 2025
3rd Revision: Sept. 21, 2025
Accepted: October 22, 2025
Online Publication: 2025

KEYWORDS
Transport mode switching, Traffic governance, Urban mobility, Informal transport, Traffic congestion, Contingency analysis, Logistic regression.

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non-motorized transport, to ensure safe, efficient, and inclusive urban mobility.

1. Introduction

Dhaka, the capital of Bangladesh, is one of the fastest-growing megacities in the world. In 2025, Dhaka is projected to have a population of around 25 million. As a result, the city is facing significant challenges in managing its increasing population and their daily needs. Transportation is one such essential need of city dwellers. The commuting habits of people living in the urban areas of Bangladesh are shaped by a combination of socio-economic dynamics, infrastructural limitations, and evolving transit options (Khatun et al., 2022). Consequently, city dwellers have changed their transport modes very frequently in recent times. Nowadays, transportation behavior is influenced by a range of factors like public health, urban development, industrial transformations, technological advancements, evolving commuter preferences, practical necessities, and broader socio-cultural shifts (Gkiotsalitis, & Cats, 2021). Besides, political unrest and frequent protests by the citizens of Bangladesh for multiple reasons have resulted in the substantial impacts on the commuting experience in Dhaka, i.e., increasing traffic congestion, hindering public transport operations, and unwanted delays. Frequent demonstrations often interrupt the regular flow of traffic, resulting in severe congestion and extended travel delays (Rahman & Karim, 2022). During July–August 2024, Bangladesh experienced severe disruptions in road and traffic conditions, mainly caused by the quota reform movement, which ultimately led to a change in the government. Due to the quota reform movement, the nation experienced socio-political shifts (Rahman, 2024), which affected the city's traffic management and mobility systems. To make matters worse, a series of protests and public unrest, following the July uprising further exacerbated the traffic management system in Dhaka city. As a result, city dwellers faced significant challenges in their daily movement, including reduced reliability, higher safety risks, and limited accessibility across their preferred transport modes. Hence,

commuters adjusted their travel patterns and shifted from their usual modes to more reliable and accessible alternatives.

In Cities like Dhaka, the traffic regulation collapse is often accompanied by infrastructure breakdown, contributing to an unsafe and inefficient urban transport environment (Gwilliam, 2003). As formal traffic systems become useless, users may shift to informal transport modes that they think to be more manageable or under their own control. For instance, due to the breakdown of general traffic laws, the number of unauthorized vehicles, particularly auto-rickshaws, has notably increased in the major roads of Dhaka, leading to further obstruction and disorder on city roads. As evidence by global case studies and empirical data, traffic rules failure disrupts existing transport frameworks and encourages transportation specific modal shifts (Litman, 2021). When traffic system breaks down, it leads to the erosion of public trust, causing a shift toward more converted forms of transport, despite their potential environmental issues and economic costs (Pojani and Stead, 2015). In this way, the failure of traffic administration has caused the unlimited rise of illegal vehicles, worsening traffic congestion, and deterioration of road discipline in Dhaka. Additionally, deteriorated traffic governance can discourage sustainable transport initiatives (Buehler and Pucher, 2012). In the areas where traffic enforcement is very limited, commuters are exposed to significant safety hazards, often resulting in increased use of informal transport despite its inefficiency and higher costs (Olvera et el., 2012). Weak or inconsistent execution of current traffic rules have allowed these illegal vehicles to access the primary roads where they were previously banned. Such inefficient execution of traffic rules has caused a rise in road accidents, resulting in reduced public confidence in the public transportation system (Aderamo and Olatujoye, 2013). In the wake of deteriorating traffic management systems, Dhaka has recently experienced a remarkable rise in bus accidents. Fortunately, the metro rail system has had a significant positive impact on city commuting during this crisis period. Due to heavy traffic jams and road chaos, many commuters have shifted to the metro rail right after it started operation from December 2022, as a safer

and more reliable mode of transport in daily ridership, especially during peak hours. Though the percentage of this changed behavior is very low among the metro rail commuters after the July uprising of 2024, still people try to avoid unpredictable delays and save time during their movements. However, it can also be mentioned that in some cases breakdowns in traffic systems disproportionately affect vulnerable groups. In recent time, women often avoid public transport after evening or during peak hours due to risks, hazards and agitation associated with inadequate traffic regulation (Peters, 2013). In some cases, they adjust their usual travel patterns by switching to alternative modes of transport.

Furthermore, choice of transport modes is shaped by a combination of demographic, behavioral, and situational factors. Different socio-demographic factors such as age, gender, education, occupation, and income have influence on commuters' flexibility and access to alternative transport options (Shiftan et al., 2008; Diana, 2010). Behavioral factors like frequency of travelling, its purpose, and satisfaction levels with existing transport facilities, further affect the switching modes of transport (Susilo & Cats, 2014; Eboli & Mazzulla, 2015). Moreover, various situational components like travel time, travel cost, safety, comfort, punctuality, availability, and accessibility play a vital role in shaping commuter decisions (Beirão & Cabral, 2007). In this regard, many commuters adopt more effective transport alternatives, whereas others may select inappropriate modes because of information gaps or accessibility issues. These sometimes reflect the multifaceted nature of transport mode switching.

The recent shift in transport modes and adaptability in Bangladesh highlights how temporary decline in traffic and road infrastructure can change behavioral adaptations among commuters. Specifically, many travelers adopt alternative or informal transport options for reducing traffic jams, delays, minimizing travel costs, or maintain safety.

All these represent both the vulnerability of the formal transport system and the adaptive behavior of commuters (Cervero & Golub, 2007; Gwilliam, 2008; Ferro & Behrens, 2015). These shifts underscore the importance of understanding the

factors that drive mode-switching behavior among city residents under conditions of transport stress.

2. Objectives of the study

In this study, attempts have been made

- To identify the patterns of transport mode switching among Dhaka City commuters in response to the traffic disruptions caused by the July–August 2024 events in Bangladesh.
- To examine the factors influencing changes in transport mode choices among commuters.
- To find out the key determinants of transport mode switching.

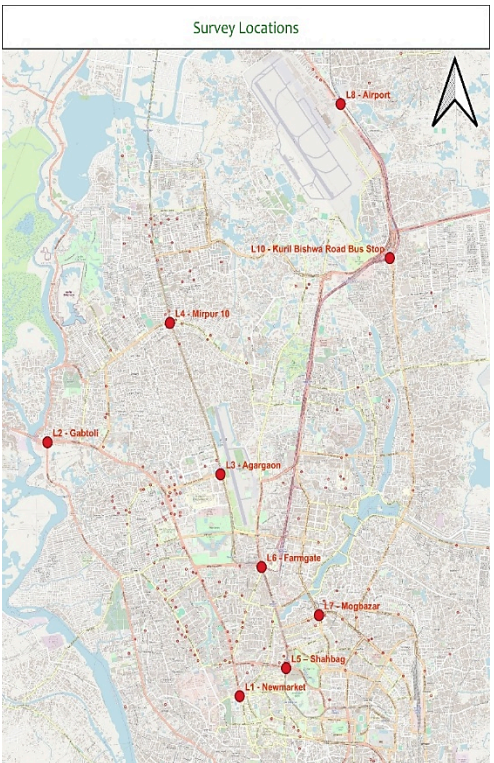
3. Methodology

3.1 Data source

For study purposes, primary data has been collected from field level surveys. Survey methodology is explained below.

3.1.1 Survey Area

The study has been designed as a cross-sectional survey using a roadside intercept technique. This method involves stopping travelers at specific, high-traffic points to conduct interviews. The choice of survey area is highly specific, focusing on both the administrative zones of the capital: Dhaka North City Corporation (DNCC) and Dhaka South City Corporation (DSCC).



The 10 survey locations were strategically selected on five of the city's most critical arterial roads, ensuring access to a high volume of diverse commuters. These locations include major commercial hubs, transport interchanges, and business districts like: Newmarket, Shahbag, and Farmgate; major entry/exit points like Gabtoli and the Airport area; and key transit points like Mirpur 10, Saydabad Circle, and Kuril Bishwa Road. The survey locations are as follows:

- Mirpur Road (L1 - Newmarket, L2 - Gabtoli)
- Begum Rokeya Sarani (L3 - Agargaon, L4 - Mirpur 10)
- Kazi Nazrul Islam Avenue (L5 - Shahbag, L6 – Farmgate)
- Dhaka-Mymensingh Highway (L7 - Mogbazar, L8 – Airport)
- Kamlapur Road (L9 - Saydabad Mor)
- Bir Uttam Rafiqul Islam Avenue (Pragati Sarani) (L10 - Kuril Bishwa Road Bus Stop

3.1.2 Sampling Strategy: A Two-Stage Approach

The sampling process was multi-faceted, progressing from an initial statistical estimation to a practically and objectively determined final sample size.

Stage 1: Calculating the Baseline Sample Size

The root of the sampling strategy was to determine a statistically representative sample from the target population, which was 7,913,454 individuals aged 15 and over within the DNCC and DSCC area according to the 2022 Population and Housing Census where 55% were male and 45% were female.

Cochran's (Cochran 1977) formula was used for a known population to determine the sample size, which is a standard statistical method for determining a reliable sample from a large, but known population. The formula is as follows:

$$n = \frac{Z^2 p(1-p)/e^2}{1+\left(\frac{Z^2 p(1-p)}{e^2 N}\right)}$$

where

n	Total sample to be studied.
Z	Z-score equal to 1.96 for a 95% confidence level meaning the results have a 95% chance of reflecting the true population.
p	A sample proportion of 50%, which is the most conservative estimate used when the actual population proportion is unknown. This maximizes the required size to ensure its large enough.
e	Margin of error 5%, which is a commonly accepted tolerance in economic studies.
N	Total population.

The formula yielded a minimum required sample size of 384.14, which was rounded up to 385 participants, as follows:

$$n = \frac{1.96^2 * 0.5(1-0.5)/0.05^2}{1+\left(\frac{1.96^2 * 0.5(1-0.5)}{0.05^2 * 7913454}\right)} = 384.14 \cong 385$$

Stage 2: Adjusting Research Objectives

While 385 interviews would have been statistically representative of the overall population, this research had a specific goal to identify recent changes in transportation modes among Dhaka residents and the key factors influencing these shifts. To achieve this objective, the sample size was significantly increased to 600 travelers (finally collected 608). This larger number was chosen specifically to create robust subgroups for analysis. The goal was to interview 100 travelers for each of the six types of public transport studied (Rickshaw, Battery Rickshaw, CNG, Motorcycle, Bus, Metro Rail). This ensures that each transport mode has enough data points for reliable individual analysis.

3.1.3 Quota Sampling and Sample Distribution

The final sample of 608 was not allocated to the survey area randomly. It was structured using a quota system and then distributed. This means surveyors had specific targets for different groups to ensure the final sample is diverse and can meet our study's main objectives.

Geographic and Transport Quotas

The interviews were distributed with specific targets for each location and mode. For example:

- On Begum Rokeya Sarani, which hosts a major portion of the metro line, surveyors were tasked with interviewing 20 Metro Rail users in addition to 20 users of each of the other five modes.
- At other locations where the metro is not accessible, like the Dhaka-Mymensingh Highway, the sample focused on the other five modes, with 24 interviews allocated to each.

Socio-Demographic Quotas

The sample was also distributed to reflect adequate demographic profile, ensuring representation across gender, occupation, and age. The final sample of 608 included:

- **Gender**: 339 males and 269 females, matching around 56%:44% split of the census population.
- **Occupation**: A mix of 146 service holders, 133 business-people, 186 students, and 143 other social statuses.
- **Age**: 360 respondents (60%) were targeted from the core working-age group of 26-50 years.

3.1.4 Data Collection Tools and Process

The data collection process was designed to be systematic and efficient. A formal survey questionnaire was designed to gather the required data. This questionnaire was translated into Bangla, the local language, to ensure questions were clearly understood by all respondents, thereby improving data quality. The survey was administered using the KoboToolbox application. This indicates a modern, digital data collection method called Computer-Assisted Personal Interviewing or CAPI, which reduces paper waste, minimizes data entry errors, and allows for faster data analysis.

3.1.5 Data Collection and Final Sample

The survey was conducted during the period from 21 May 2025 to 24 May 2025 at the selected locations. Ten trained surveyors worked to collect the data, and a total of 608 interviews were conducted. Following statistics show the sample achieved as per various categories mentioned above:

Table 1: Social status of the respondents

Social Status	Female	Male	Total	Age	Total	Gender	Total	Percentage
Service	79	107	**186**	<25	185	Female	269	44.24%
Business	43	103	**146**	26-50	360	Male	339	55.76%
Student	72	71	**143**	50+	63	**Total**	**608**	**100.00%**
Others	75	58	**133**	**Total**	**608**			
Total	**269**	**339**	**608**					

Table 2: Use of transport mode of the respondents

Transport Mode	Female	Male	Total
Rickshaw (Manual)	55	71	126
Rickshaw (Battery driven)	53	64	117
Motorcycle (ride sharing)	51	66	117
CNG	48	64	112
Bus	50	62	112
Metro Rail	12	12	24
Total	**269**	**339**	**608**

3.2 Data and Variables

Interviewees were asked about their demographic attributes, travel behavior, and perceptions of transport facilities, which affected their transport mode switching. In this study, change of public transport mode is considered as the dependent variable (yes = 1, no = 0). This is a dummy variable constructed from two variables: respondents' regular transport modes before and after the period of July-August 2024. Different independent variables, drawn from existing

literature, were included in this study, encompassing: respondents' current age (categorized as 25 or less, 26–50, and above 50); gender (male, female); education level (no formal education, primary, secondary, higher secondary, bachelor's, master's and above); occupation (student, service, business, others); monthly income in thousand Taka (10 or less, 11–20, 21–30, 31–40, 41–50, 51–60, 61–80, 81–100, more than 100); travel frequency (daily, several times a week, once a week, rarely); reasons for using public transport (education, work, medical, shopping, leisure, others); and satisfaction with public transport (very dissatisfied, dissatisfied, neutral, satisfied, very satisfied). In addition, extra dummy variables were generated to function as predictors in the study. All these variables were constructed to measure changes in travel time, travel cost, safety, punctuality, comfort, transport availability, transport accessibility, and the use of unauthorized vehicles before and after the period July-August 2024. All these variables were categorized into two levels.

3.3 Contingency Analysis and Logistic Regression Model

For this study, SPSS was used to perform all statistical analyses. A contingency table was constructed to assess the relation between dependent and explanatory variables, and the Chi-square test was used to measure the influence of demographic, socio-economic, and behavioral factors on public transport mode changes. The enter method of binary logistic regression equation was used to identify the most influential factors related to the current mode shift. This method is commonly used for dichotomous dependent variables to estimate the influence of multiple explanatory variables. In this study, change in public transport mode choice is considered as dependent variable and it is dichotomous in nature. It is coded as 1 for respondents who changed their mode of transport after the period July-August 2024 and 0 for those whose modes remain unchanged. Hence, to shape the relationship of demographic, socio-economic factors, and changing factors of public transport behavior, a binary logistic regression model (Hosmer and Lemeshow, 2000) is required and fitted. The logistic regression model is given by

$$\text{logit}\,(P_i) = \log\left(\frac{P_i}{1-P_i}\right) = \sum_i \beta_i X_i,$$

where

$P(Yi = 1 \mid Xi) = \dfrac{exp(\sum_i \beta_i X_i)}{1+\exp exp\left(\sum_i \beta_i X_i\right)}$ = The probability that the i^{th} respondent changed his/her transport mode.

Y_i = Changing status of transport mode of the i^{th} respondent.

Y_i = 1 if the respondent changed their transport mode, and 0 if they did not.

X_i = i^{th} predictor variable.

β_i = i^{th} parameter associated with X_i.

4. Analysis and Findings

This section represents the recent changes in the preference of transport mode among Dhaka city dwellers. Table 3 summarizes the responses of commuters of different public transport before and after the period of July-August 2024. A contingency table (Table 5) was constructed to examine the patterns of relationships between the dependent and independent variables. Moreover, the following table also presents the results of a binary logistic regression model which is used to identify the key predictors influencing changes in transport mode choice.

Table 3: Status of public transport use pre and post July–August 2024

Modes of transports used	Before (Valid %)	After (Valid %)
Battery rickshaw	60 (9.9)	117(19.2)
Rickshaw	180(29.5)	126(20.7)
Bike-share	119(19.6)	117(19.2)
Bus	142(23.4)	112(18.4)
CNG	105(17.3)	112(18.4)
Metro	2(0.3)	24(3.9)

Table 3 depicts data that indicates a notable change in transport mode preferences of urban residents after the mentioned timeframe. Traditional modes such as rickshaws and buses have experienced a decline, while battery rickshaws and the metro have seen increased usage. Specifically, battery rickshaw use has nearly doubled, rising from 9.9% to 19.2%, reflecting a growing preference for this mode. In contrast, use of traditional rickshaws has decreased from 29.5% to 20.7%. Bike-share usage has remained almost unchanged, slightly decreasing from 19.6% to 19.2%, and CNG usage has shown a minor increase from 17.3% to 18.4%. the proportion of the users of public buses has decreased from 23.4%

Table 4: Transport mode transition status

to 18.4% which reflects reduced dependance on buses. Whereas metro ridership has risen from 0.3% to 3.9%, that implies an increasing adoption despite its relatively small share. In general, these findings collectively highlight a move toward alternative and modern transport modes.

Using data obtained from Table 3, a dummy variable was created and considered as the dependent variable for this study. Table 4 represents, out of 608 respondents 481(79.1%) reported a change in their mode of transportation, while the remaining 127 (20.9%) reported no change; reflecting a strong tendency for mode switching among the surveyed respondents.

Table 5: Cross tabulation of factors influencing mode switching among Dhaka residents

Factors	Change of transport mode		Chi-square values	df	p-values
	Yes (Row %)	No (Row %)			
Age**			58.7	2	<0.05
25 or below	146(78.9)	39(21.1)			
26-50	285(79.2)	75(20.8)			
More than 50	50(79.4)	13(20.6)			
Gender**			54.716	1	<0.05
Male	279(82.3)	60(17.7)			
Female	202(75.1)	67(24.9)			

Factors	Change of transport mode		Chi-square values	df	p-values
	Yes (Row %)	No (Row %)			
Levels of education*			26.62	5	<0.10
No formal education	14(70)	6(30)			
Primary	13(86.7)	2(13.3)			
Secondary	66(82.5)	14(17.5)			
Higher secondary	111(80.4)	27(19.6)			
Bachelor	192(77.4)	56(22.6)			
Master's or Higher	85(79.4)	22(20.6)			
Occupation*			48.6	3	<0.10
Student	112(78.3)	31(21.7)			
Service	146(78.5)	40(21.5)			
Business	113(77.4)	33(22.6)			
Others	110(82.7)	23(17.3)			
Income***			14.855	8	<0.01
10 thousand taka or less	173(82)	38 (18)			
11-20 thousand taka	82(73.2)	30(26.8)			
21-30 thousand taka	90(78.9)	24(21.1)			
31-40 thousand taka	71(79.8)	18(20.2)			
41-50 thousand taka	33(86.8)	5(13.2)			
51-60 thousand taka	13(72.2)	5(27.8)			
61-80 thousand taka	5(45.5)	6(54.5)			
81-100 thousand taka	10(90.9)	1(9.1)			
More than 100 thousand taka	4(100)	0(0)			
Travel frequency by public transport***			25.593	3	<0.01
Daily	219(86.9)	339(13.1)			
Several times a week	170(69.1)	76(30.9)			
Once a week	13981.2)	3(18.8)			
Rarely	79(84)	15(16)			
Reasons for using public transport**			14.967	5	<0.05
Education					
Work	104(81.2)	24(18.8)			
Medical	269(79.8)	68(20.2)			
Shopping	37(78.7)	10921.3)			
Leisure	24(66.7)	12(33.3)			
Others	3(60)	2(40)			
	44(80)	11(20)			
Satisfaction level with public transport***			19.46	4	<0.01
Very dissatisfied	37(82.2)	8(17.8)			
Dissatisfied	179(78.9)	48(21.1)			
Neutral	94(76.4)	29(23.6)			
Satisfied	167(79.9)	42(20.1)			
Very satisfied	4(100)	0(0)			
Change of travel time***			34.2	1	<0.01
Increased	113(77.4)	33(22.6)			
Decreased	368(79.7)	94(20.3)			
Change in travel cost***			33.1	1	<0.01
Increased	109(76.2)	34(23.8)			
Decreased	372(80)	93(20)			
Change of safety status***			6.686	1	<0.01
Unchanged	384(77.1)	114(22.9)			
Changed	97(88.2)	13(11.8)			
Change of punctuality status***			17.9	1	<0.01
Unchanged	401(78.5)	110(21.5)			
Changed	80(82.5)	17(17.5)			
Change of comfortability status***			4.61	1	<0.01
Unchanged					
Changed	413(78.7)	112(21.3)			

Factors	Change of transport mode		Chi-square values	df	p-values
	Yes (Row %)	No (Row %)			
	68(81.9)	15(18.1)			
Change in transport availability status* **			26	1	<0.01
Unchanged	403(79.5)	104(20.5)			
Changed	78(77.2)	23(22.8)			
Change in transport accessibility status*			13.78	1	<0.10
Unchanged	404(78.3)	112(21.7)			
Changed	77(83.7)	15(16.3)			
Use of unauthorized vehicles**			6.366	1	<0.05
Unchanged	376(77)	112(23)			
Changed	105(87.5)	15(12.5)			

* = p value < 0.10, ** = p value < 0.05, *** = p value < 0.01

Above table demonstrates the percentage distribution of respondents according to the response variable and the explanatory variables. Respondents across all age categories (≤25, 26–50, and >50 years) show a relatively similar proportion of mode change which is approximately 79%. Males (82.3%) switches transport mode more than females (75.1%), possibly due to greater mobility, flexibility, and exposure to alternatives, while women may face safety or accessibility constraints. Those having education (approximately 77% and more) are more likely to change transport modes than the uneducated respondents (70%). Although students (78.3%), service holders (78.5%), and businesspersons (77.4%) show a high likelihood of changing transport modes, respondents having other occupations (82.7%) lead, likely due to more flexible schedules that allow experimenting with different options. Mode change is high across income levels; 82% among low-income earners and 90–100% among higher-income groups. This may occur because high-income groups can switch modes more easily due to greater options and financial flexibility, whereas low-income groups face limited choices and constraints. Daily users show the highest mode-change rate (86.9%), then weekly and occasional users range from 69–84%, indicating that frequent commuters are more sensitive to transport mode, whereas irregular users tolerate and want to stay at the same mode choice of their comfort. Travelers on education (81.2%) and work (79.8%) trips are more likely to switch modes of transport than leisure travelers (60%), reflecting the higher priority of essential trips and the greater flexibility of leisure travel.

Mode change is the highest among very dissatisfied users (82.2%) but remains high for satisfied users (79.9%), highlighting that both dissatisfaction and perceived benefits influence transport choices.

Mode switching is highly influenced by travel conditions, i.e.,

- increased travel time (77.4%),
- higher costs (76.2%),
- perceived changes in safety status (88.2%),
- variation in punctuality (82.5%), and
- change of comfort (81.9%)

All the above conditions give rise to the likelihood of switching, while improvements in these aspects help retain the users. As expected, unavailability and inaccessibility of public transport encourage mode shifts. Furthermore, the growing use of unauthorized vehicles reflects dissatisfaction with formal transport systems, prompting travelers to seek alternatives.

The results of contingency analysis depict that mode switching is influenced by different demographic (age, gender, education, occupation, income), behavioral (travel frequency, purpose, satisfaction), and situational (time, cost, safety, punctuality, comfort, availability, accessibility, unauthorized vehicles) factors. The significance levels of variables were reported respectively at 1%, 5%, and 10%. Since this study is grounded in social science, strict adherence to these thresholds is not always required.

Table 6: Binary logistic regression estimates for predicting changes in transport mode.

Factors	Coefficient	Standard error of coefficient	Odds ratio	95% CI for odds ratio	
				Lower CI	Upper CI
Constant	1.921	0.783	6.83	1.47	31.7
Age**					
25 or below (RC)					
26-50	.015	.222	1.015	.657	1.569
More than 50	.027	.360	1.027	.508	2.079
Gender**					

Factors	Coefficient	Standard error of coefficient	Odds ratio	95% CI for odds ratio	
				Lower CI	Upper CI
Male (RC)					
Female	-.484	0.237	0.616	.387	.980
Levels of education**					
No formal education (RC)					
Primary	-.155	.388	.856	.400	1.831
Secondary	-.045	.406	.287	.231	1.117
Higher secondary	.102	.456	1.107	.453	2.705
Bachelor	-1.249	.646	1.956	.081	2.017
Master's or Higher	.011	.884	1.011	.179	5.713
Travel frequency by public transport**					
Daily (RC)					
Several times a week	.201	.434	.222	.122	2.861
Once a week	-.841	.387	.431	.202	.921
Rarely	-.273	.750	.761	.175	3.314
Reasons for using public transport***					
Education (RC)					
Work	.189	.557	1.208	.406	3.595
Medical	-1.26	1.163	.283	.029	2.763
Shopping	-.804	.508	.447	.165	1.210
Leisure	-.693	.485	.500	.193	1.295
Others	-1.376	.520	.253	.091	.700
Change of safety status***					
Unchanged (RC)					
Changed	1.161	.378	3.193	1.522	6.698
Use of unauthorized vehicles*					
Unchanged (RC)					
Changed	.619	.337	1.857	.960	3.591

RC = Reference Category

* = p value < 0.10, ** = p value < 0.05, *** = p value < 0.01

Current study employed the enter method of binary logistic regression analysis to identify the key factors that have influence on transport mode switching. The results revealed that respondents' age, gender, education level, frequency of public transport use, primary purpose of using public transport, perceived changes in safety status, and the use of unauthorized vehicles all have a significant impact on transport mode switching. The predictor for constant term (intercept) has a statistically significant positive effect on the likelihood of the outcome. A one-unit increase in the predictor increases the odds of the event by approximately 6.8 times (OR = 6.83, 95% CI: 1.47–31.7, $p < 0.05$). The

relatively small standard error (0.783) indicates the estimate is precise and reliable. This model examined how demographic and behavioral factors affect the likelihood of switching transport modes. The reference categories (RC) are used for comparison. In the stated table for all cases, odds ratio of reference categories is one. When the odds ratio is greater than one then the probability of that event is more likely to occur and vice versa for less than one.

5. Discussion

Initially, the study aimed to find out the patterns of transport mode switching among Dhaka city commuters in response to traffic disruptions. Consequently, findings of the current study demonstrate a significant shift in transport mode preferences over the specified period. Thus, commuters adjusted their use of traditional transport modes based on convenience and personal choice. Corresponding to this study, declining traditional rickshaw usage can be attributed to slower speeds, requirements of higher physical effort and competition from faster motorized alternatives. According to Aktar et al. (2024), many commuters in Dhaka city are remarkedly inclined to adopt the newly introduced transport system like (MRT Line-6) due to its greater comfort, shorter travel time, and enhanced accessibility. In fact, the expansion of such modern transport alternatives has consequently reduced dependence on traditional rickshaws.

Nowadays commuters shift from the most frequently used mode- public bus due to the lack of reliability for overcrowding, irregular schedule, traffic congestion and for poor service quality. These factors have been widely recognized in literature, and these have some influential issues like weak service quality, inefficient regulation and network gaps that reduce the attractiveness of buses for many user groups and encourage shifts to other modes. Ahmad, M., et al. (2024) also reveals that deterioration in traffic regulation and service management reduces bus dependability and hence, patronage.

An analysis of the data clearly reveals that use of battery-driven rickshaws in Dhaka has almost doubled which implies enhanced commuter choice for its affordability, flexibility, and faster travel in congested areas. This finding also aligns with the investigation of Rahman et al. (2021). He observed a notable increase in battery rickshaw adoption because of its cost-effectiveness and efficiency in urban traffic conditions. Moreover, inadequate and irregular public bus services influence commuters to choose auto-rickshaws as a more accessible alternative.

Metro ridership has markedly increased, reflecting a shift toward faster and more reliable travel. Consistent with the studies Rahman et al. (2021), the launch of rapid transit in Dhaka facilitated an alteration among commuters from conventional and informal transport modes, driven by greater predictability and operational efficiency.

Collectively, the high proportion of respondents (79.1%) who has changed transport mode indicates a strong behavioral shift, consistent with prior studies. Recently, Siraj et al. (2024) found that comfort and convenience remain strong determinants of mode choice in Bangladesh, and that reliability create influences on commuters' willingness of mode switching. Similarly, Paul et al. (2020) and Shaheem et al. (2024) found that different income levels, variation in travel-cost, and access to improved options drive switching behavior of commuters. Like Rahman et al. (2019), this study confirms that congestion and inadequate infrastructure of urban areas encourage commuters to seek more efficient and comfortable modes. All these factors reflect that the large proportion of mode-switching demonstrates a combination of dissatisfaction with existing modes and the emergence of more attractive alternatives, which is found to be consistent with behavioral adaptation theories in urban transport research.

Prior to the conducting of binary logistic regression analysis, a contingency analysis was performed to select relevant explanatory variables at different significance levels. This preliminary step ensured that only variables with potential significance were included in the regression model. Subsequently, binary logistic regression detected the most influential factors of transport mode

switching, providing a statistically significant assessment of factors affecting commuter behavior. This two-step procedure was utilized to data-driven validation of variable relevance and identification of key contributors to modal shifts in Dhaka city.

In logistic regression, age is found to have exerted a positive influence on the probability of switching transport modes that are consistent with existing literature on age-related travel behavior. Respondents aged 26–50 and those above 50 are 1.015 and 1.027 times are likely to change their modes of transport compared to younger counterparts. The findings of Villena-Sánchez (2022) agree to this, and the effect is reasonable. It aligns with previous research suggesting that older adults maintain more stable travel behaviors due to reduced mobility, established routines, and a preference for familiar modes. On the other hand, younger adults show greater flexibility and adaptability, influenced by higher physical activity, technological familiarity, and dynamic lifestyles.

In Bangladesh, gender has an influential impact on the transport mode switching behavior. Present study reveals the odds ratio at 0.616, which indicates that females are less likely to change their usual modes of transport than their male counterparts. This finding aligns with the results from both global and local studies that emphasize gender-based mobility disparities. Through a review of previous literature, it has been identified that women in Dhaka city face various challenges like harassment, overcrowding, and a lack of trustworthy transport options. These limit their ability to switch to safer or more convenient alternatives to transport. A study of Nasrin and Chowdhury (2024) mentioned that in Dhaka, women belong to different income groups feeling unsafe while walking or using public transport at night. Moreover, Roy (2024) identified the scarcity of reliable, adequate, safe, and integrated public transport as the most common concerns for women. As a result, female commuters tend to rely on familiar and perceived safer options such as rickshaws or walking, demonstrating lower levels of mode switching compared to men.

Education influences transport mode switching, too. Compared to those with no formal education, individuals with primary and secondary education are 0.856

and 0.287 times respectively less likely to change their mode of transport. Whereas those having higher secondary, bachelor's, and master's or higher education are respectively 1.107, 1.956, and 1.011 times more likely to alter their usual transport modes. Wu et al. (2024) also stated that respondents who have higher digital literacy are capable of effectively utilizing digital platforms for current information and planning which led to the alteration of usual transport modes. Respondents having only primary or secondary education are less likely to switch transport modes because of their limited awareness, lower digital literacy, and restricted access to alternative options, suggested by Paico-Saavedra (2025).

Outcomes of the analysis reveal that regular travelers exhibit the highest chances (OR=1) of switching modes, whereas travelers who do not travel very frequently are less likely to change (OR=0.222) their usual mode. Parallel results were revealed in the study of Luan et al. (2025). Their study declared the trend of frequent travelers who are more exposed to variations in travel conditions due to congestion, delays, and service disruptions.

Different relevant literatures suggest that commuters have a high chance of switching transport modes for working purpose. Current results exhibit that commuters are almost 1.208 times more likely to alter their normal modes due to their usual work, such as a job. Shaheem et al. (2024) also found that several transportation issues, such as travel-time, cost, comfort, and service quality, have a visible impact on the preference and switching tendency of commuters. Generally, travelers are more worried about these factors due to the requirements of strict scheduling and punctuality. As a result, when travel conditions worsen, work-trip travelers are more prone to change modes, whereas commuters who travel for other purposes tend to remain less responsive.

About the changing status of safety measures among different transports, the results depict an odds ratio of 3.193, which implies that the respondents who observe a change in safety are approximately 3.193 times more likely to alter their modes than those with unchanged observations. Jamal et al. (2022) stated that security has a strong influence on the travel behavior of city dwellers, who

tend to alter modes when they think that the safety issues are changing with the variation of transport. Further, Aktar et al. (2024) stated that commuters are more motivated to seek safer alternatives when they feel distressed due to the crime or poor transportation.

As to the adopting of the unofficial vehicles, results reveal the odds ratio is 1.86. This implies that commuters were 1.86 times more likely to switch their usual modes than their other counterparts. Thus, the use of unauthorized transport is encouraged when formal options are limited. This result is consistent with the findings of Olvera et al. (2024). He remarked that travelers often turn to informal or illegal transport choices as a strategy to optimize and facilitate travel, which permits them to save both time and money.

6. Conclusion

Dhaka's urban transport scene is changing fast, a direct result of several interwoven issues: the population surge and demographic shift, chronically poor traffic management, the constant threat of political volatility, and how these factors force commuter behaviors to adapt. The growing number of people and vehicles in the city is putting a lot of pressure on the transportation system. This leads to heavy traffic jams, delays in public transport, and greater reliance on unofficial transportation options, which make travelling less safe for everyone. Hence, many people in Dhaka have started to change their travel habits, seeking out other ways to get around that are more convenient and reliable. Therefore, it is already overdue for a coordinated long-term strategy to address systemic transport challenges and improve urban mobility. Enforcement of the strategy is necessary to control the operation of the unauthorized vehicles and rebuild public confidence in formal systems. The key to reducing dependence on informal modes is only possible by enhancing service reliability through better punctuality, reduced travel time, and the cost. Concurrently, safety and accessibility must be secured with infrastructure upgrades, secure hubs, better lighting and surveillance, and gender-sensitive policies.

Expanding modern and sustainable options, such as metro rail, cycling infrastructure, pedestrian pathways, bike-sharing, and safe last-mile connectivity, provides reliable alternatives. Other complementary measures like fare subsidies, education levels of commuters, real-time travel information, along with continuous follow-up of user preferences as well as service quality, can support adaptive policymaking and foster sustainable urban mobility.

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