

TABLE3B14

DISAGGREGATE TRAVEL COST ELASTICITIES IN RESPONSE TO A COST INCREASE  
IN THE DRIVE ALONE MODE DURING PM PEAK - SAN FRANCISCO BAY AREA

<i>Effect on joint choice alternative</i>	<i>Model type</i>			
	<i>MNL</i>	<i>MMNL-T</i>	<i>MMNL-M</i>	<i>MMNL-MT</i>
DA – morning peak	0.0072	0.0085	0.0141	0.0165
DA - pm offpeak	0.0072	0.0060	0.0141	0.0131
DA - pm peak	-0.1112	-0.0993	-0.1555	-0.1423
DA – evening	0.0072	0.0042	0.0141	0.0099
SR – morning periods	0.0072	0.0085	0.0059	0.0072
SR- pm offpeak	0.0072	0.0060	0.0059	0.0055
SR - pm peak	0.0072	0.0120	0.0059	0.0079
SR – evening	0.0072	0.0042	0.0059	0.0045
TR – morning periods	0.0072	0.0085	0.0119	0.0131
TR - pm offpeak	0.0072	0.0060	0.0119	0.0106
TR - pm peak	0.0072	0.0120	0.0119	0.0150
TR – evening	0.0072	0.0042	0.0119	0.0082

*Notes* DA = Drive alone, SR = shared ride, TR = Transit ride.

MNL = multinomial logit model.

MMNL-T = mixed multinomial logit model which accommodates shared unobserved random utility attributes along the departure time dimension only.

MMNL-M = mixed multinomial logit model which accommodates shared unobserved random utility attributes along the mode dimension only

MMNL-MT = mixed multinomial logit model which accommodates shared unobserved random utility attributes along both the dimensions of mode and departure time

*Source* Bhat (1998a, table 2, p. 462).