TABLE 6D36 ELASTICITIES OF URBAN PASSENGER TRAVEL DEMAND

Mode	*Travel time*			
	Direct elasticities		*Cross-elasticities*	
Auto trips	*Auto in–vehicle time*	*Auto out–of–vehicle time*	*Transit in–vehicle time*	*Transit out-of-vehicle time*
Work	–0.820	–1.437	0	0.373
Shopping	–1.020	–1.440	0.095	0
Transit trips	*Transit in–vehicle time*	*Transit out–of–vehicle time*	*Auto in–vehicle time*	*Auto out-of-vehicle time*
Work	–0.390	–0.709	0	0
Shopping	–0.533[a]		0	0

Mode	*Travel cost*			
	Direct elasticities		*Cross-elasticities*	
Auto trips	*Auto line-haul cost*	*Auto out-of-pocket cost*	*Transit line-haul cost*	*Transit access cost*
Work	–0.494	–0.071	0.138	0
Shopping	–0.878	–1.650	0	0
Transit trips	*Transit line–haul cost*	*Transit access cost*	*Auto line–haul cost*	*Auto out-of-pocket cost*
Work	–0.090	–0.100	0	0
Shopping	–0.323		0	0

a. The available shopping transit trip sample was unsuitable for estimating elasticities for the disaggregated time components.

Source Manheim (1979, table 4.3, p. 131).