Version 6.0.0 - What's New?

WFRC / MAG

Revised Long Range Population and Employment Projections

In parallel with revised GOPB county-level growth estimates, and the Wasatch Choices 2040 Visioning effort, the MPOs have developed a new set of population and employment projections for use in the model.

Revised Networks

The MPOs are finishing up a new Long-Range Transportation Plan, and with this comes new future roadway and transit networks.

Trip Distribution Improvements

The modeled trip length frequencies have been calibrated to more closely match the trip length frequencies in the Census Journey-to-Work and National household Travel Survey datasets. A script was written that automates the calibration of new gravity model friction factors, based on input trip length distributions.

A minor bug in the destination choice model was fixed so that both the singly-constrained and doubly-constrained distribution from the destination choice model would closely match the observed work trip length frequency in the base year. The version 5 destination choice model was calibrated only so that the doubly-constrained base year result matched the observed trip length frequency. While this may sound like the result that one wants to achieve, it was clear that the process of doubly-constraining P's and A's was increasing trip lengths in the base year significantly. Now the raw model forecast, prior to doubly-constraining the matrix to match trip generation productions and attractions, more closely matches the observed trip length frequency, as does the final doubly-constrained output.

Mode Choice Improvements

A system-wide transit on-board survey was conducted in 2006, and these current data on transit riders has been incorporated in a recalibrated mode choice model. Due to large increases in rail ridership from 2002 to 2006, typically speaking, rail forecasts will be higher with version 6 than with older versions of the model. Along with that, the assumptions used for transit path skimming have been revised and fine-tuned based on observed transit paths from the survey.