City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

REGIONAL TRANSPORTATION PLANNING MODEL POLICY

KMPO is the official keeper of the computerized regional travel demand model for Kootenai County. The model was developed with VISUM software, and provides a generalized representation of transportation facilities and travel patterns in the region. Purpose, maintenance and use of the model are dictated by this policy.

Model Network

- Within the KMPO urbanized area, the regional model shall include only facilities classified as urban collectors and higher. (This includes the cities of Coeur d'Alene, Post Falls, Hayden, Hayden Lake, Dalton Gardens, Huetter, Fernan, and State Line; along with the adjacent urbanized portion of Kootenai County.)

- In rural areas, the regional model shall represent only facilities classified as rural major collectors and higher. (This includes all non-urbanized areas of Kootenai County, and the cities of Rathdrum, Spirit Lake, Athol, Hauser, Harrison and Worley.)

- On a case by case basis, exceptions may be made in geographic areas where higher classification roadways are scarce and inclusion of a lower classification street is necessary to route traffic in the model to the regional network

Data Collection

- The model network shall be developed and maintained by KMPO. Local agencies are expected to review and confirm network input including numbers of lanes, intersection geometry, intersection control, major directions of traffic flow, etc.

- Land use growth forecasts shall be developed by a demographics expert retained by KMPO. Local agencies are expected to review and confirm existing land uses, current employment data, future land uses and growth rate assumptions.

- An annual building permit data collection program will be coordinated by KMPO. Local agencies are expected to provide available data annually upon request.

- An annual region-wide traffic count program will be coordinated by KMPO. Count locations will be determined by KMPO with the goal of obtaining counts best suited for model calibration and verification. Local agencies may desire to supplement KMPO's count data with locally collected data. In this case, the use of supplementary count data will be entirely at KMPO's discretion.

Model Updates and Forecast Years

- The regional model will be thoroughly updated once every four years. At that time, networks and land use scenarios will be developed for the update year, update year plus 10 years, and update year plus 25 years.

- Model update years will coincide with scheduled Metropolitan Transportation Plan (MTP) updates.

- Between update years, KMPO will track land use and network changes that occur annually, and keep a working version of the model which represents the current year. Annual model maintenance efforts may be used to guide interim MTP amendments.

- Model results for the current year are termed "estimates. Model results for future years are termed "forecasts."

Model Precision

- A level of precision greater than +/- one-half of a lane capacity for model forecasts should not be expected or assumed. This is an adequate level of precision to identify major deficiencies in the regional network, and to guide financial investments in regionally-significant capacity improvements.

- The regional model's level of precision is not conducive to performing localized operational analyses for individual developments. While model forecasts may be used to inform more detailed studies, output from the regional model alone must not be substituted for site-specific traffic analysis and professional engineering judgment.

- When greater model detail or precision is needed for a regional study sponsored by KMPO, the Board may authorize the development of a sub-area model for this purpose.

- Volume data produced by the regional model must be rounded to the nearest 100 for reporting and displays. This is not meant to imply a level of precision, but rather to discourage inappropriate reliance on model results for localized analyses.

- The model is primarily a tool for travel demand forecasting in urban areas where a complex network of roads exists. As such, users are cautioned that model forecasts in rural areas or in locations on the outer fringe of the model network may be less reliable.

Model Use

- The model's principal use is to guide preparation of the region's long range Metropolitan Transportation Plan. All other uses of the model are subordinate to this purpose.

- Local jurisdictions may obtain any of KMPO's modeling projects upon written request and acknowledgement of this modeling policy. Requests must be accompanied by a signed Release form.

Recommended by KCATT on: May 27, 2008
Adopted by KMPO Board on: June 5, 2008