INSIDE THIS ISSUE

Celebrating the McTrans Center’s 30th Anniversary

Need Help? Just Ask.

Upcoming Webinar Series Schedule
Celebrating the McTrans Center’s 30th Anniversary

It’s hard to believe this all began in 1986 as a grant from the Federal Highway Administration to create the McTrans Center (originally an adaptation of “Microcomputers in Transportation”). With the introduction of personal computers and the proliferation of software for the traffic engineering and Transportation planning profession, a mechanism was needed to connect research to practice – and McTrans is still filling that need thirty years later!

The grant ended in 1988 and McTrans became completely self-supporting with no funding beyond revenue from end users for software, support and training. It’s quite a success story for the government to create a start-up that has grown tenfold since.

The Highway Capacity Software (HCS) has been the most consistent and important software for McTrans. Released initially in 1987, then upgraded with each major change in the Highway Capacity Manual, and developing HCS7 now for release with the HCM 6th Edition this summer. TSIS-CORSIM and TransYT-7F have also been mainstays as software maintained and supported by McTrans over the years.

Some early milestones included establishing the McLink (1991) electronic bulletin board system (prior to websites); establishing a toll-free hotline (1992); offering agency licenses (1993); converting HCS to Windows (1998); creating an online catalog (2003); taking over CORSIM development (2007); and introducing full signal timing optimization within the Streets module (2013).

Recently, McTrans has been on the research team developing the HCM 6th Edition; implementing procedures for analyzing alternative intersections; building travel time reliability mechanisms for urban streets and freeway facilities; collaborating with a software prototype for modeling the interaction between intersections and freeways at interchanges; converting HCS modules to a more efficient and user-friendly architecture; and presenting webinar series on capacity analysis and traffic engineering fundamentals.

All of us at McTrans are sincerely grateful for the tremendous support we have received from so many agencies, colleagues and especially our users – we have never been more successful. We will continue to be as responsive and helpful as possible going forward to maintain your support and trust.

Please know that we understand that you are the reason we still exist!

Bill Sampson, Director

IN HONOR OF OUR 30TH ANNIVERSARY, WE’RE GETTING A NEW LOOK!

It has been about two years since we last updated our website design - time flies! This year, to celebrate our 30th anniversary, McTrans is pleased to announce that we will be undergoing a complete overhaul of our website branding. That’s right - we’ll soon be unveiling a whole new look! Stay tuned to see more in upcoming months...
Just Ask!

If you have ever had a question or needed some information about the Highway Capacity Manual (HCM 2010) or the Highway Capacity Software (HCS 2010), all you have to do is ask us.

McTrans has been involved with the Transportation Research Board (TRB) Highway Capacity and Quality of Service (HCQS) committee for about thirty years and has followed every detail of the HCM development to be able to implement the procedures in the HCS.

With 15-20,000 end users of the HCS, we have heard and been able to answer most questions immediately. If any research is required to find the answer, we do that thoroughly – putting that question on the immediate answer list going forward. Over thirty years, we have compiled quite a resource to deal with almost any situation right away.

We have also been presenting training courses for over twenty five years to detail every procedure in the HCM to equip users to apply those methods using the HCS over all of this time. Even though we are software developers, our courses focus mostly on the HCM procedures to explain the inner workings of each methodology and the intricate details included in results – necessary to generate accurate analyses using the HCS.

Please don’t dig though the HCM or scratch your head trying to figure out how to analyze a particular intersection, highway or freeway – we can likely get you going in minutes by email instead of you taking hours to find the answer.

There may even be questions you don’t know to ask – many aspects of these procedures appear to be largely misunderstood.

Please let us know if anything ever comes up or you just want to confirm what you are doing (or have always done) is compatible with the HCM. We stand ready to help code the data, explain results, resolve a problem or just review your analysis – just ask!

Did You Know? ... that oversaturated conditions must be modeled using a multiple-period analysis in the signalized intersection procedures? That is the only way to incorporate the unmet demand from one period as the initial queue for the subsequent period for the computation of d3 delay – which can change the overall delay results from seconds to several minutes.
How to Set Up a Training Session

Scheduling a training course is easy and risk free. McTrans can arrange everything with your help only on the venue and some local promotion, or we can provide the instruction and course materials for your meeting or conference – we are very flexible. We can present live courses in your area or for your organization, or set up a webinar series to cover the material remotely – saving time and travel for all participants. Workbooks are always provided, as are certificates to document PDH credit. Just let us know what you need and we will work with you to make it happen.