HCS7 Releases

Highway Capacity Analysis Video Series and Webinars
HCS7 RELEASE 7.8

The Two-Lane Highways module has been rebuilt with the implementation of the new methodology developed.

The Streets module implements the interchange-wide ETT and LOS computations.

The uninterrupted-flow modules Freeways, Freeways Reliability, and Multilane add support for the metric unit system.

This release includes complimentary access to McTurns – a traffic counting web application developed by McTrans.

Active HCS subscribers may continue to request access to TransModeler SE from Caliper Corporation with this release as well.

A minor update is scheduled for release soon to include adding graphs in the facility formatted report and implementing the major diverge equation in the Freeways module, as well as adding real-time error checking in the Multilane module and new charts for follower density and speed distributions in the Two-Lane module. The Highway Safety Software will allow users to code parameters for each segment and intersection with the new roundabout analysis coming soon.
Video Series

Five short videos have just been created and posted to present some of the most relevant topics in Highway Capacity Analysis. These five-minute clips try to address common questions and explain critical techniques that are many times overlooked. The series is shown below that can be accessed from the McTrans website here:
https://mctrans.ce.ufl.edu/videos

- Why use the HCM and HCS for analysis?
  Provides information on the research-driven and peer-reviewed process that makes these procedures so defendable.

- Why attend training for procedure details?
  Understanding the details of each method is imperative to analyzing intersections, streets and roadways accurately.

- Why is multiple-period analysis important?
  Without using this process for congested signals, the delay and queue results will be dramatically underestimated.

- Why is modeling access points important?
  Access points between signals affect the speed and integrity of platoons for arrival on green to evaluate coordination.

- Why use HCS for optimizing signal timing?
  The underlying analysis method is vital for accuracy and must include multiple-period analysis and access point effects.
Highway Capacity Analysis Webinar Series

Including detailed information on HCM 6th Edition and HCS7

This webinar series presents lectures, software demonstrations and application examples on the Highway Capacity Manual (HCM6) 6th Edition procedures. Step-by-step instructions of the HCM6 methodologies are provided for each analytical chapter. The Highway Capacity Software (HCS7) implements and automates the HCM6 procedures. Each lecture is followed by working example problems and a software demonstration using HCS7. A comprehensive workbook is provided to include all slides. Registration is provided in four sections (Streets, Unsignal, Freeways and Highways) with the Overview included with any registration and a discount for the entire series.

The series is organized over four days as follows with all presented from 1:00 PM to 4:00 PM ET. Detailed course descriptions and registration can be found at mctrans.ce.ufl.edu/training.

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<tr>
<th>OVERVIEW</th>
<th>August 5 (1:00-2:30)</th>
<th>HCM and HCS Overview, Major Changes, Principles, Concepts</th>
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<tbody>
<tr>
<td>FREeways</td>
<td>August 5 (2:30-4:00)</td>
<td>Freeway Segments (Basic, Weaving, Merge &amp; Diverge)</td>
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<td>August 6 (1:00-2:30)</td>
<td>Freeway Facilities (Travel Time Reliability, ATDM)</td>
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<tr>
<td>HIGHWAYS</td>
<td>August 6 (2:30-4:00)</td>
<td>Highway Segments (Multilane Highways, Two-Lane Highways)</td>
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<td>UNSIGNAL</td>
<td>August 7 (1:00-2:30)</td>
<td>Unsignalized Intersections (TWSC, AWSC, Roundabouts, Segments)</td>
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<td>STREETS</td>
<td>August 7 (2:30-4:00)</td>
<td>Signalized Intersections (NEMA, Phase Duration, Multiple-Period Analysis)</td>
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<td>August 8 (1:00-2:30)</td>
<td>Urban Streets (Flow Profile, Access Points, Travel Time Reliability, ATDM)</td>
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<td></td>
<td>August 8 (2:30-4:00)</td>
<td>Ramp Terminals and Alternative Intersections (DDI, DLT, RCUT, MUT)</td>
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<tr>
<td>SIMULATION</td>
<td>August 9 (1:00-4:00)</td>
<td>TransModeler SE (HCM Compliant, 3D Animation, Geo-Referencing)</td>
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A MESSAGE FROM BILL SAMPSON

As many of you know, I will be retiring from the Director position next spring, so we are in the process of interviewing for a replacement now in order to provide significant transition time. I hope to continue working on providing support, presenting training and performing analyses after retirement from the University of Florida using whatever avenues are open to me. Please know how grateful I am to have been in the position for over thirty years as I really enjoyed every minute and will miss it very much. My thanks to everyone that I have had the pleasure of working with over the years!

Bill Sampson, Director