Dowling Associates, Inc.

Spring 2007

TRAFFIX™ 7.9 Release

Global Auto Path Tool, Auto Allocate Path Option, Updated Output to Synchro (.csv and combined data file formats for Synchro 7), Two-Page RTF Report Format Output, Additional Graphical Intersection Volume Reports (Added Volumes and PasserBy Volume), Forecast All XML Output, and HCM Updates*

Since its release in 1997, TRAFFIX™ for Windows has offered users an unparalleled tool for the analysis and concurrent documentation of large multiple-intersection traffic systems using the HCM or other user selected procedures . . .all from a single file. The ease of use also makes TRAFFIX™ an effective tool for analyzing small traffic systems or a single intersection. With the push of a button TRAFFIX™ will automatically find the signal cycle and phase lengths that minimize delays at signalized intersections.

TRAFFIX™ has an interactive LOS mitigation screen that allows users to explore the impacts of various traffic control strategies and lane configurations or compare various LOS methodologies (Circular 212, ICU, HCM 85, HCM 94, HCM 97, HCM 2000, etc). The TRAFFIX™ scenario editor and report output options allow a wide range of project scenarios to be evaluated and documented concurrently. TRAFFIX™ allows intersection-turning movement counts to be imported from a number of regional travel demand models including EMME2, TRANPLAN, MINUTP and TMODEL. TRAFFIX™ can also readily import or export ASCII turning movement count files for external editing.

Dowling Associates, Inc. plans to start shipping TRAFFIX™ 7.9 in late Spring 2007. TRAFFIX™ 7.9 contains many new features, including a Global Auto Path Tool, an Auto Allocate Path Option, Updated Output to Synchro (*.csv and combined data file formats), a Two-Page RTF Report Format Output, Additional Graphical Intersection Volume Reports for Added Volumes and PasserBy Volumes, a Forecast All XML Output, and HCM Updates through December 2006.

These new features will permit TRAFFIX™ 7.9 users to instruct the program to automatically draw paths between every zone-gate pair with one command, have the program automatically allocate path percentages to all zone-gate pairs, write output files for Synchro in *.csv format (including the new combined file format for Synchro 7), create reports in the two-page per sheet landscape orientation in *.rtf format, create additional intersection graphical volume reports for added volumes and passerby volumes, and write XML output when running all scenarios at once. As in the past, TRAFFIX™ 7.9 is compatible with TRAFFIX™ networks created with previous versions.

Those wishing further information about TRAFFIX™, obtaining a demo, a current price list and multiple site pricing options, are encouraged to check our website at http://www.dowlinginc.com, or call us at (510) 839-1742.

TRAFFIX™ 7.8 Release

Intersection Graphical Volume Report, New Queue Output Reports, Canadian Capacity Guide Method, Emissions Calculations, Fuel Consumption Calculations, Number of Stops Calculations, Trip Distribution % Copying from Zone, User Adjustments for Follow-up Time and Base Critical Gap for HCM 2000 2-way Stop Method, Movement LOS Reporting, LOS Exceeded Criteria Report, Global % Heavy Vehicle Entry, Queue Reporting Adjustments (per lane for all methods), Run Scenario Hot Buttons, Y+AR Entry Adjustment, Signal Warrants Updates, and HCM Updates

Since its release in 1997, TRAFFIX™ for Windows has offered users an unparalleled tool for the analysis and concurrent documentation of large multiple-intersection traffic systems using the HCM or other user selected procedures . . .all from a single file. The ease of use also makes TRAFFIX™ an effective tool for analyzing small traffic systems or a single intersection. With the push of a button TRAFFIX™ will automatically find the signal cycle and phase lengths that minimize delays at signalized intersections.

TRAFFIX™ has an interactive LOS mitigation screen that allows users to explore the impacts of various traffic control strategies and lane configurations or compare various LOS methodologies (Circular 212, ICU, HCM 85, HCM 94, HCM 97, HCM 2000, etc). The TRAFFIX™ scenario editor and report output options allow a wide range of project scenarios to be evaluated and documented concurrently. TRAFFIX™ allows intersection-turning movement counts to be imported from a number of regional travel demand models including EMME2, TRANPLAN, MINUTP and TMODEL. TRAFFIX™ can also readily import or export ASCII turning movement count files for external editing.

Dowling Associates, Inc. plans to start shipping TRAFFIX™ 7.8 in Spring 2006. TRAFFIX™ 7.8 will contain many new features, including an Intersection Graphic Volume Report, New Queue Output Reports, the Canadian Capacity Guide Method for Signalized Intersections, Emissions Calculations, Fuel Consumption Calculations, Number of Stops Calculations, Trip Distribution % Copying from Zone, User Adjustments for Follow-up Time and Base Critical Gap for HCM 2000 2-way Stop Method, Movement LOS Reporting, LOS Exceeded Criteria Report, Global % Heavy Vehicle Entry, Queue Reporting Adjustments (per lane for all methods), Run Scenario Hot Buttons, Y+AR Entry Adjustment, Signal Warrants Updates, and HCM Updates through December 2005.

These new features will permit TRAFFIX™ 7.8 users to create reports that graphically show the volumes for each turning movement at an intersection, create output reports showing per lane queue summaries for each turning movement in either distance or number of vehicles, analyze signalized intersections using the Canadian Capacity Guide Method, calculate Emissions, Fuel Consumption and Number of Stops at signalized intersections, copy trip distribution percentages from one zone to another, enter user adjustments for follow-up time and base critical gap for 2-way stop intersections using the HCM 2000 method, see movement LOS reporting for HCM operations analyses of signalized intersections, create intersection summary reports based on exceeded criteria (delay, v/c, LOS), enter % heavy vehicle data globally, enter “Y+AR” data in decimal form, and run the program using two new hot buttons on the main screen (run current scenario or run all scenarios). Additionally, all TRAFFIX™ queue reporting has been updated to report queue on a per lane basis (with previous versions of TRAFFIX™, queue reporting was per lane group with the exception of the HCM 2000 Back of Queue method which was per lane). TRAFFIX™ signal warrants have been updated to use initial volumes (before factoring for peak hour factor, etc.), as well as calculate the volume-based peak hour warrant for all-way stop intersections in addition to the volume-based and delay-based peak hour calculations for 2-way stops. As before, TRAFFIX™ 7.8 is compatible with TRAFFIX™ networks created with previous versions.

Those wishing further information about TRAFFIX™, obtaining a demo, a current price list and multiple site pricing options, are encouraged to check our website at http://www.dowlinginc.com, or call us at (510) 839-1742.

TRAFFIX™ 7.7 Release

Global Trip Generation Entry, Peak Hour Volume and Delay Signal Warrants, Left-Hand Side Driving Conditions Analysis, Expanded Link Volume Plotting, Global PHF Entry, Global Min.Green Time Entry and HCM Updates

Since its release in 1997, TRAFFIX™ for Windows has offered users an unparalleled tool for the analysis and concurrent documentation of large multiple-intersection traffic systems using the HCM or other user selected procedures . . .all from a single file. The ease of use also makes TRAFFIX™ an effective tool for analyzing small traffic systems or a single intersection. With the push of a button TRAFFIX™ will automatically find the signal cycle and phase lengths that minimize delays at signalized intersections.

TRAFFIX™ has an interactive LOS mitigation screen that allows users to explore the impacts of various traffic control strategies and lane configurations or compare various LOS methodologies (Circular 212, ICU, HCM 85, HCM 94, HCM 97, HCM 2000, etc). The TRAFFIX™ scenario editor and report output options allow a wide range of project scenarios to be evaluated and documented concurrently. TRAFFIX™ allows intersection-turning movement counts to be imported from a number of regional travel demand models including EMME2, TRANPLAN, MINUTP and TMODEL. TRAFFIX™ can also readily import or export ASCII turning movement count files for external editing.

Dowling Associates, Inc. plans to start shipping this TRAFFIX™ update in Summer 2004. TRAFFIX™ 7.7 will contain many new features, including Global Trip Generation Entry, Peak Hour Volume and Delay Signal Warrants, Left-Hand Side Driving Conditions Analysis, Expanded Link Volume Plotting (Post Entering, Exiting, Change), Global PHF Entry, Global Minimum Green Time Entry and HCM Updates through December 2003.

These new features will permit TRAFFIX™ 7.7 users to enter trip generation rates and land uses globally, analyze conditions where traffic drives on the left-hand side of the roadway, choose delay and/or volume based peak hour signal warrants, and post entering, exiting and change in link volumes. As before, TRAFFIX™ 7.7 is compatible with TRAFFIX™ networks created with previous versions.

Those wishing further information about TRAFFIX™, obtaining a demo, a current price list and multiple site pricing options, are encouraged to check our website at http://www.dowlinginc.com, or call us at (510) 839-1742.

TRAFFIX 7.6 Release

Roundabout Analysis, Signal Warrants, Unsignalized Queueing and Link Volume Plotting

Since its release in 1997, TRAFFIX for Windows has offered users an unparalleled tool for the analysis and concurrent documentation of large multiple-intersection traffic systems using the HCM or other user selected procedures . . .all from a single file. The ease of use also makes TRAFFIX an effective tool for analyzing small traffic systems or a single intersection. With the push of a button TRAFFIX will automatically find the signal cycle and phase lengths that minimize delays at signalized intersections.

TRAFFIX has an interactive LOS mitigation screen that allows users to explore the impacts of various traffic control strategies and lane configurations or compare various LOS methodologies (Circular 212, ICU, HCM85, HCM 94, HCM 97, HCM 2000, etc). The TRAFFIX scenario editor and report output options allow a wide range of project scenarios to be evaluated and documented concurrently. TRAFFIX allows intersection-turning movement counts to be imported from a number of regional travel demand models including EMME2, TRANPLAN, MINUTP and TMODEL. TRAFFIX can also readily import or export ASCII turning movement count files for external editing.

Dowling Associates, Inc. plans to start shipping this TRAFFIX update in early May 2003. TRAFFIX 7.6 will contain many new features, including Roundabout Analysis (FHWA Method), Signal Warrants, and Unsignalized Queueing. These new features will permit TRAFFIX 7.6 users to analyze intersection operations of roundabouts, determine whether or not an unsignalized intersection meets peak hour signal warrants, and evaluate queueing at unsignalized intersections. Additionally, link volumes can now be posted on the TRAFFIX network. As before, TRAFFIX 7.6 is compatible with TRAFFIX networks created with previous versions.

Those wishing further information about TRAFFIX, obtaining a demo, a current price list and multiple site pricing options, are encouraged to check our website at http://www.dowlinginc.com, or call us at (510) 839-1742.