



HCS™

Streets Reliability Module

USER GUIDE

Contents

Introduction	1
License Agreement	1
Acknowledgements	6
Trademarks and Copyrights.....	6
Getting Started	7
System Requirements	7
Getting Started	7
General Controls	8
Menu Items.....	8
Urban Street Reliability	10
HCM Chapter 17	10
Operational Data	11
Urban Street Reliability Report.....	15
How To	16
Create a New File.....	16
Open an Existing File	18
Save a File	22
Close a File	24
Exit the Program.....	24
Edit the Default Settings.....	26
Load a Base File	27
Load Regional Weather	30
Generate Scenarios	32
View Results of the Analysis	37
Print a Report	42
Glossary of Terms	45
Index	58

Introduction

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END-USER LICENSE AGREEMENT (EULA)

Effective Date: 9/1/2025

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Getting Started

System Requirements

HCS is designed for standard Windows installations. For optimal performance, the system should be Windows 10 or newer. While HCS may be compatible with older versions of Windows, any installation and operational issues arising from using these older versions will be the sole responsibility of the end user.

Getting Started

Urban Street Reliability Analysis

Urban Street Reliability analyses evaluate the travel time reliability experienced by motorists on an urban street facility. Travel time reliability reflects the distribution of trip travel time over an extended period of time. The distribution arises from the occurrence of a number of factors that influence travel time (e.g., weather events, incidents, work zone presence, etc.) The distribution describes *how often* these factors occur and *how bad* operations are as a result. The methodology of the application uses the HCM Chapter 17 procedure.

General Controls

Menu Items

New – Creates a new Streets Reliability file (*.xsr) and starts a new analysis project; shortcut is Ctrl+N

Open – Opens an existing Streets Reliability file (*.xsr); shortcut is Ctrl+O

Example Folder – Opens folder with all HCS examples in File Explorer

Save – Saves an opened Streets Reliability file (*.xsr) using the current file name; shortcut is Ctrl+S

Save As... – Saves an opened Streets Reliability file (*.xsr) using a specified file name; shortcut is F12

Close – Closes an existing Streets Reliability file (*.xsr); shortcut is Ctrl+W

Units

USC Units – Changes the units of the current file to U.S. Customary

Metric Units – Changes the units of the current file to Metric

Print – Bring up printer selection and prints a USR report to the printer or specified file type; shortcut is Ctrl+P

Print Preview – Displays preview of current report before printing; shortcut is Ctrl+F2

Report

Formatted Report – Displays formatted report including the most important values; shortcut is F4

Text Report – Displays text report with all input, intermediary, and final results; shortcut is F6

Default Settings – Opens a dialog box for user to input defaults for Analyst, Agency, and Jurisdiction, which will be applied to all new files; also allows selection of USC or SI units, which will be applied to all new files; shortcut is Alt+F

Help

Contents – Provides access to glossary, acknowledgements, copyrights, and information on the Chapter HCM procedure; shortcut is Ctrl+F1

Index – Allows user to search for keywords within the glossary

Search – Allows user to search for keywords within the Contents

User Guide – Opens a comprehensive user guide in PDF format; shortcut is Ctrl+G

HCM Reference Guide – Opens the McTrans website in the default web browser to request access to a reference guide for the HCM in PDF format

HCM Volume 4 Website – Opens the Highway Capacity Manual Volume 4 website in the default web browser to access the free online resource

HCS Updates – Sends the HCS version number anonymously without any personally identifiable information to McTrans to check for a newer version

HCM/HCS Training - Opens the McTrans Training Page in the default web browser to view the latest training opportunities

HCQS Website – Opens the TRB Highway Capacity and Quality of Service Committee website in the default web browser

Support

Frequently Asked Questions – Opens the McTrans support page for HCS in the default web browser

HCS Overview – Opens the McTrans HCS Overview page in the default web browser

McTrans Website – Opens the McTrans home page in the default web browser

E-mail McTrans – Composes a new e-mail addressed to McTrans in the default e-mail client with registration number, serial key, module, and version number already populated in the Subject field

About HCS – Opens an about window with software version information, EULA, general acknowledgements, contact information, and other relevant links

Exit – Exits the *HCS Streets Reliability* module; shortcut is Alt+F4

Urban Streets Reliability

HCM Chapter 17

The Highway Capacity Software (*HCS*) faithfully implements the methodology prescribed in the Highway Capacity Manual (HCM) for analyzing travel time reliability on an urban street. This chapter's methodology relies on methodologies in other HCM chapters to compute the desired performance measures. Specifically, the methodology for aggregating segment performance measures to obtain an estimate of facility performance is described in Chapter 16. The methodology for evaluating the individual segments is described in Chapter 18. The methodologies in Chapters 16 and 18 are applicable to an urban street facility that typically has a length of 1 mi (or 1.6 km in metric) or more in downtown areas and 2 mi (or 3.2 km in metric) or more in other areas.

At its core, the reliability methodology consists of hundreds of repetitions of the urban street facility methodology presented in Chapter 16. In contrast to the Chapter 16 methodology, where the inputs represent average values for a defined analysis period, the reliability carries the demand, capacity, geometry, and traffic control inputs to the facility methodology with each repetition (i.e., scenario).

The reliability methodology can be used to evaluate the following sources of unreliable travel time:

- Demand fluctuations,
- Weather,
- Traffic incidents,
- Work zones,
- Special events,
- Inadequate base capacity, and
- Traffic control devices on urban streets.

Demand fluctuations are represented in the methodology in terms of systematic and random demand variation by hour of day, day of week, and month of year. Fluctuations due to diversion are not addressed directly by the methodology but can be optionally provided by the analyst for work zones and special events through the demand specified in an alternative dataset.

LIMITATIONS OF THE METHODOLOGY

Because the reliability methodology is based on applying the urban streets methodologies multiple times, they inherit the limitations of those methodology, as described in Chapters 16, 18, and 19, respectively. The reliability methodology has additional limitations as described in the following paragraphs.

In general, the urban street reliability methodology can be used to evaluate the performance of most urban street facilities. However, the methodology does not address the events or conditions in the following list:

- Truck pickup and delivery (double parking);
- Signal malfunction;
- Railroad crossing;
- Railroad and emergency vehicle preemption;
- Signal plan transition; and
- Fog, dust storms, smoke, high winds, or sun glare.

Lane or shoulder blockage due to truck pickup-and-delivery activities in downtown urban areas can be considered incident-like in terms of the randomness of their occurrence and the temporal extent of the event. The dwell time for these activities can range from 10 to 20 min.

A signal malfunction occurs when one or more elements of the signal system are not operating in the intended manner. These elements include vehicles detectors, signal heads, and controller hardware. A failure of one or more of these elements typically results in poor facility operation.

A railroad crossing the facility at a midsegment location effectively blocks traffic flow while the train is present. Train crossing time can be lengthy (i.e., typically 5 to 10 min) and can result in considerable congestion extending for one or more subsequent analysis periods.

Railroad preemption occurs when a train crosses a cross-street leg of a signalized intersection. The signal operation is disrupted for several cycles after train clearance.

When a new timing plan is invoked, the controller goes through a transition from the previous plan to the new plan. The transition period can last several cycles, during which traffic progression is significantly disrupted.

Some weather conditions that restrict driver visibility or degrade vehicle stability are not addressed by the methodology. These conditions include fog, dust storms, smoke, and high winds.

Operational Data

Base Dataset

On the Base Dataset page, the user is required to load a base file to run an Urban Streets Reliability analysis. There are two options when using a base file: *Select Base File* and *Create Base File*. The program requires the HCS Streets module for both these options. The *Select Base File* button opens a dialog that allows users to open an existing HCS Streets (*.xus) files. The *Create Base File* button launches the Streets module where a user can create a new HCS Streets dataset. If HCS is already installed on the computer, then the Streets module should open when this button is clicked. If HCS is not installed, an error will popup and HCS will need to be installed on the computer to continue with the Urban Streets Reliability analysis.

The Base Dataset page shows a summary of the data from the Streets file. When a Streets file is loaded, the required information from the dataset is extracted for reliability analysis. Two sections appear when the Streets file is loaded: *Street intersections and segments graph* and *Street general information*. The number of intersections and segments, along with the distance between the intersections and the posted speed limit are displayed graphically in the first section. The second section lists out the Street Name, Analysis Name, Analysis Year, Analysis Date, Start Time, Period Duration, number of periods, File Name, and any comments taken directly from the Streets file.

Analysis

The Analysis page is used to specify the duration of the reliability reporting period. There are three main sections in the analysis page: *Reporting Period*, *Study Period*, and *Analysis Summary*.

The reliability reporting period represents the specific days over which the travel time distribution is to be computed, for example, all nonholiday weekdays in a year. The period is specified by start and end dates as well as by the days of week being considered. The start and end dates can be selected by clicking the calendar in the respective textbox and selecting the date on the calendar or by typing the date in the format MM/DD/YYYY. The days of week to be considered in a reliability analysis can be selected by clicking the checkboxes provided for each day of the week.

If these values are not changed by the user, the following defaults will be used:

- Start Date: 1/1/2011
- End Date: 1/1/2012
- Days of Week: Mon, Tue, Wed, Thu, Fri (all weekdays)

The number of days should be reflected under each month based on the information input for reporting period. The reliability reporting period is used with the study period to describe the temporal representation of the performance measure fully (e.g., average travel time on nonholiday weekdays from 4:00 to 6:00 p.m. for the current year).

The study period is the time interval (within a day) that is represented by the performance evaluation. It consists of one or more consecutive analysis periods. The default analysis Start Time is taken from the base dataset and can be edited if needed. The End Time is calculated based on the Start Time, number of periods, and duration of Period from the base dataset. End Time and Duration cannot be edited in the Streets Reliability program, but can instead be changed in the base dataset through Streets.

The analysis summary includes: *Total number of analysis days*, *Number of scenarios per day*, *Number of standard scenarios*, and *Total Number of scenarios*. The *Number of standard scenarios* is the *Total number of analysis days* multiplied by the *Number of scenarios per day*. The *Total Number of scenarios* is the number of standard scenarios and alternate scenarios (if any).

Weather

A main source of variability that leads to travel time unreliability is weather. Weather events can affect capacity and possibly demand. The Reliability methodology provides default values for use by location.

On the weather page, a drop-down list is located at the top left of the screen where a city with available weather data can be chosen. A city can also be typed into the search bar, which will then match and select the city from the drop down list.

Once a city is selected, *Load Regional Weather* needs to be selected for the weather data to be reflected in the page. This button automatically imports historical weather data for the selected city from a local database file that is distributed with the program. The fields in the table can be edited if necessary. If a mistake is made and the user wants to revert back to the previous values, then the *Reset to Regional Default* can be selected to discard recent changes and restore default values for the selected city.

Under the Weather Data table are also weather factors affecting demand. These include: *Pavement runoff duration for snow event (h)*, *Demand change factor for dry weather*, *Demand change factor for rain event*, and *Demand change factor for snow event*. The defaults for these are 0.5 hours, 1.0, 1.0, and 0.8, respectively. The user has the option of changing these values if necessary. The duration of pavement runoff for a snow event is required. An appropriate local value should be established for the subject facility if possible.

Demand

Another main source of variability that leads to travel time unreliability is the temporal variability in traffic demand—both regular variations by hour of the day, day of the week, and month or season of the year and random variations between hours and days. The Demand page is used to display user inputs related to demand and to specify demand factors.

One of the required inputs is the *Urban Street Functional Class*. There are three urban street functional classes considered: *Expressway*, *Principal Arterial*, and *Minor Arterial*. The default in the program is *Expressway*. Once selected, the defaults for *Hours of the Day Ratios*, *Days of the Week Ratios*, and *Months of the Year Ratios* are displayed. Similar to the table on the Weather page, the fields in these tables can be edited if necessary. The *Base Dataset Traffic Count Date* is automatically set to the date found in the Streets base file, but can also be changed if necessary. Similar to the Analysis page, the date can be selected by clicking the calendar in the textbox and selecting the date on the calendar or by typing the date in the format MM/DD/YYYY. Depending on the date selected, the *Base Demand Ratio* is calculated using *Hours of the Day Ratios*, *Days of the Week Ratios*, and *Months of the Year Ratios*.

Incident

Another main source of variability that leads to travel time unreliability are incidents that block travel lanes or otherwise affect traffic operations and thus capacity. The Incident page is used to specify user inputs related to incidents, their frequencies, response time, clearance time, and distributions. There are three tabs within the Incident page: *General*, *Clearance Time*, and *Distribution*.

The *General* tab displays the crash frequency adjustment factors for different weather types, the incident response time in minutes for different weather types, the incident detection time in minutes, shoulder presence, and the average crashes per year for both segments and intersections. All these fields are pre-populated with the default values provided in Chapter 17. The shoulder presence checkbox is used to switch the different input tables for incident distributions. If the checkbox is checked, the input table under the Distribution tab will include *Shoulder* in the *Incident Location - Affected* column. If the checkbox is unchecked, the input table will only display *One Lane* and *2+ Lanes* under the *Incident Location - Affected* column. Rows form under “Average Crashes per Year” depending on the number of Segments and the number of Intersections coded in the Streets Base File loaded for analysis. Segments will display before Intersections.

The *Clearance Time* tab displays a table with the incident clearance time in minutes for different incident types, which are based on Street Location, Event Type, Lane Location, Severity, and Weather Type. *Street Location* includes *Segment* and *Intersection*. *Event Type* includes *Crash* or *Non-Crash*. *Lane Location* includes *One Lane*, *2+ Lanes*, or *Shoulder*. *Severity* types include fatality/injury (*FI*) and property-damage-only (*PDO*) if the Event Type is Crash, and *Breakdown* and *Other* if the Event Type is Non-crash. Weather Types include *Dry*, *Rainfall*, *Wet Pavement*, and *Snow or Ice*.

The *Distribution* tab displays a table with the incident proportions based on *Street Location*, *Incident Type*, *Incident Location*, and *Incident Severity*.

Scenarios

The Scenarios page displays two sections: *Scenario Generation Settings* and *Progress Status*.

The checkboxes in the *Scenario Generation Settings* indicate whether or not the user wants to include the corresponding variability in the reliability analysis. The three variables include: *Weather*, *Demand*, and *Incident*. If a checkbox is unchecked, then the variable is not considered in the analysis. For example, if the *Incident* checkbox is unchecked, then incident scenarios will not be generated. Unique seed numbers are separately established for weather events, demand variation, and incidents. A seed is used so that the sequence of random events can be reproduced. For a given set of three seed numbers, a unique combination of weather events, demand levels, and incidents is estimated for each analysis period in the reliability reporting period. The user can also specify to randomize demand volume for every analysis period by checking the checkbox. This checkbox is automatically checked for an Urban Streets Reliability File (*.xsr).

Progress Status displays the *Replication* number currently generating, the *Scenarios Generated* out of the total number of scenarios, and the time elapsed in seconds for generating scenarios. If the user chooses to stop generating scenarios, a Cancel button is located below *Time Elapsed*.

Once all scenarios are generated, “Scenario Generation Completed.” will display after *Scenarios Generated*. The user may select Save or Close from the menu if saving the scenarios generated is needed. If the user selects Save, a pop-up will appear asking if the user wants to save the scenarios generated. If the user selects Close, a pop-up will appear asking if the user wants to save the reliability analysis. Then, a second pop-up will appear asking if the user wants to save the scenarios generated. If the user chooses to save the scenarios generated, then each of the Streets files will be saved to a folder, based on the replication (R1, R2, R3, etc.), where the Streets Reliability (*.xsr) file is saved.

Events

Once all scenarios are generated, the Events page will display event predictions. There are four tabs for the Event Predictions: *Summary*, *Weather*, *Demand*, and *Incident*. Tabs will be populated depending on which types of

scenarios were included under the *Scenario Generation Settings*. If the number of replications specified by the user was greater than 1, the drop-down list next to *Replication* can be used to switch between replications.

Under *Summary*, the user can specify how many scenarios per page to display by selecting a number from the drop-down list in the upper left hand corner of the section. Since all scenarios cannot be displayed on the page, navigation buttons (<< First, < Previous, Next >, and Last >>) can be found at the bottom of the screen. The current page out of the total number of pages is also displayed at the bottom of the screen. On each Summary page, a table will be displayed with the Analysis Period, Weather Event, Precipitation Rate, Demand Factor, Incident Occurrence, and Incident Count.

Under *Weather*, the user can specify how many Weather details per page are displayed by selecting a number from the drop-down list in the upper left hand corner of the section. Since all scenarios cannot be displayed on the page, navigation buttons (<< First, < Previous, Next >, and Last >>) can be found at the bottom of the screen. The current page out of the total number of pages is also displayed at the bottom of the screen. On each Weather page, a table will be displayed with the Date, Precipitation RN, Precipitation (Yes/No), Temperature RN, Temperature (F), Snow/Rain, Precipitation Rate RN, Precipitation Rate (in./h), Total Precipitation RN, Total Precipitation (in.), Precipitation Start RN, Precipitation Start Time, Precipitation Duration (h), Time Wet After Precipitation (h), Day/Night?, Total Event Duration (h), End of Precipitation, and Wet Pavement End. A horizontal scroll bar is placed under the table to view all columns.

Under *Demand*, the user can specify how many Demand details per page are displayed by selecting a number from the drop-down list in the upper left hand corner of the section. Since all scenarios cannot be displayed on the page, navigation buttons (<< First, < Previous, Next >, and Last >>) can be found at the bottom of the screen. The current page out of the total number of pages is also displayed at the bottom of the screen. On each Demand page, a table will be displayed with the Analysis Period, Weather, Weather Factor, Hour Factor, Day Factor, Month Factor, Total Factor, and Total/Base. A horizontal scroll bar is placed under the table to view all columns.

Under *Incident*, there are two other tabs: *Crash Frequency* and *Other*. For each of the segments and intersections coded in the base dataset, the *Crash Frequency* tab displays the Observed Average Crash Frequency, Number of Years, Hours of Dry Weather, Hours of Rainfall, Hours of Wet Pavement, Hours of Snowfall, Hours of Snow Pavement, Crash Frequency Adjustment Factor for Rainfall, Crash Frequency Adjustment Factor for Wet Pavement, Crash Frequency Adjustment Factor for Snowfall, Crash Frequency Adjustment Factor for Snow Pavement, Crash Frequency for Dry Weather, Crash Frequency for Rainfall, Crash Frequency for Wet Pavement, Crash Frequency for Snowfall, and Crash Frequency for Snow Pavement.

The *Other* tab displays a Parameters section in which a user can set a date, a time, and a segment or intersection to gather information on incidents. Similar to the Analysis page and Demand page, the date can be selected by clicking the calendar in the textbox and selecting the date on the calendar or by typing the date in the format MM/DD/YYYY. A drop-down list with different hours of the day can be used to select a time and a drop-down list with the different segments and intersections can be used to select which segment or intersection is needed for information. Below these drop-downs is a Query button, which the user can click to check for incidents starting at the selected query hour. Once clicked, tables will appear for three subtabs: *Determination*, *Duration*, and *Location*.

The *Determination* tab displays *Proportion*, *Frequency per Hour*, *exp (-fi x pi)*, *Random Number*, and *Incident?* for different types of incidents.

The *Duration* tab displays values for the following variables: Location, Incident type, Number of lanes involved, Incident severity, Weather, Incident detection time (min), Incident response time, dry weather (min), Incident clearance time (min), Average incident duration (min), Standard deviation of incident duration (min), Average incident duration (h), Standard deviation of incident duration (h), Random number, Gamma function alpha parameter (mean²/variance), Gamma function beta parameter (mean/variance), Duration (h), Rounded duration (nearest 15 min) (h), Incident start time, and Incident end time.

The *Location* tab displays values for the following variables: Incident number; Incident type, location and severity; Random number; Location index; Location; and Directional probabilities for EB, WB, NB, and SB.

Summary

Once all scenarios are generated, the *Summary* page will display Scenario Details. If the number of replications specified by the user was greater than 1, the drop-down list next to *Replication* can be used to switch between replications. In the Scenario Details, the following are displayed for each scenario: *Scenario ID*, *Analysis Period*, *Travel Time FWD (s)*, *Travel Time REV (s)*, *Travel Speed FWD (mi/h)*, *Travel Speed REV (mi/h)*, and *Facility Delay (veh-h)*. Hovering over each *Scenario ID* will show the path for the file location.

Urban Streets Reliability Report

The Report page displays the results of the analysis in the form of tables and graphs. There are two reports available to the user: the formatted report and the text report. The formatted report is initially displayed, but the user can switch to the text report by clicking the *Switch to Text Report* button located at the top of the screen. Similarly, if the user has the text report displayed, the *Switch to Formatted Report* button located at the top of screen can be used to display the formatted report instead.

The formatted report provides an overview of the results in a table. There are four sections in the table: Base Dataset Analysis, Reliability Input Summary, Reliability Performance Measure Results, and Travel Time results for each replication. Base Dataset Analysis provides general information that can be found in the base dataset. Reliability Input Summary provides general information on the reliability analysis and the random seed summary. The random seed numbers displayed on this report are for the first replication. Random seed numbers for each replication can be found in the text report. Reliability Performance Measure Results provides information on the following performance measures for each major street direction: Vehicle miles traveled (veh-m), Number of Scenarios, Base free-flow travel time (s), Mean TTI, 80th percentile TTI, 95th percentile TTI (PTI), Reliability rating (%), and Total delay (veh-h). The last section of the table includes information on travel time for each replication. The average travel time and the 95th percentile travel time is provided in the formatted report, but more information can be found in the text report. Below the table are two graphs displaying the Travel Time Frequency Distribution for both the Major Street Forward and Reverse directions.

The text report provides more detailed results. The results for the major street forward direction are displayed first and then the results for the other major street reverse direction is displayed. The following performance measures are displayed for each major street direction: Vehicle Miles Traveled (veh-mi), Base Free-Flow Speed (mi/h), Base Free-Flow Travel Time (s), Reliability Rating, and Number of Scenarios. Following this is information for each replication. Each replication displays the Random Number Seeds for Weather, Demand, and Incident. Then the Average, Standard Deviation, Skewness, Median, 5th Percentile, 10th Percentile, 80th Percentile, 85th Percentile, and 95th Percentile are displayed for Travel Time (s), Travel Speed (mi/h), Stop Rate (stops/veh), Running Time (s), Through Delay (s/veh), and Total Delay (veh-hr).

How To

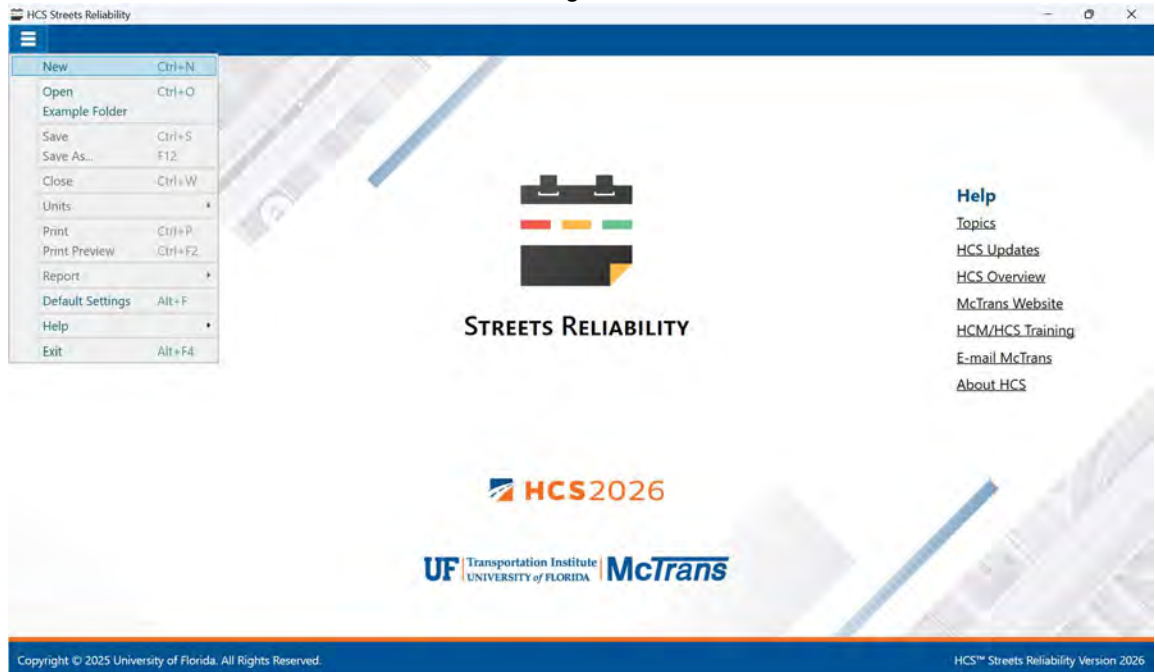
Create a New File

1. From the Start screen, there are three options for creating a new file:

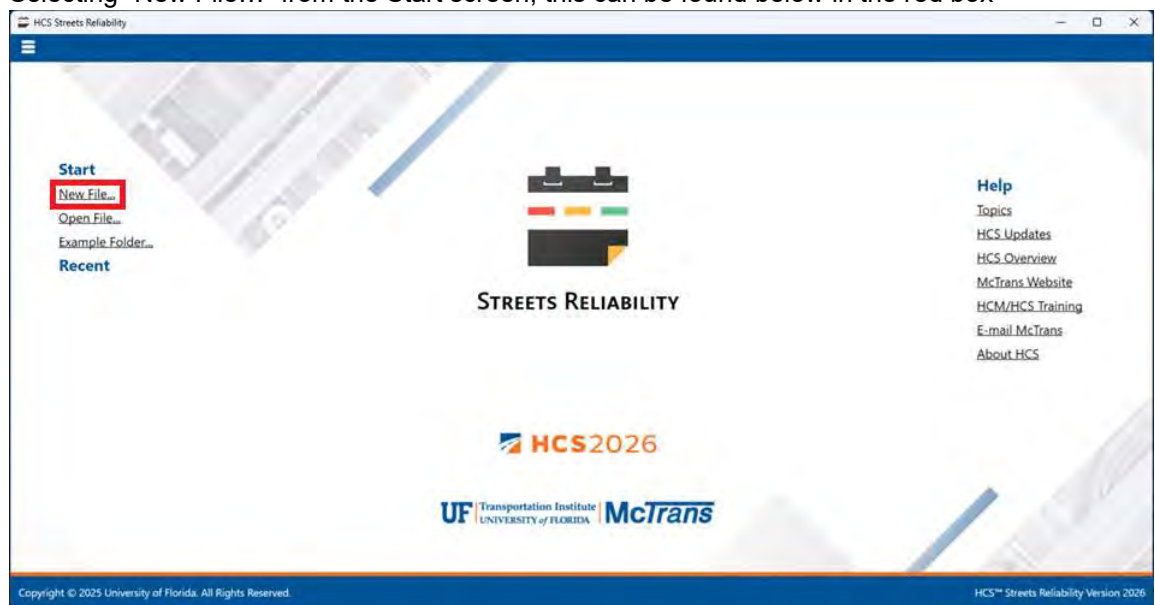


Note: A new file can be created if an existing file is already open; you do not need to start from the Start screen.

- a. Selecting *File > New* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “New”

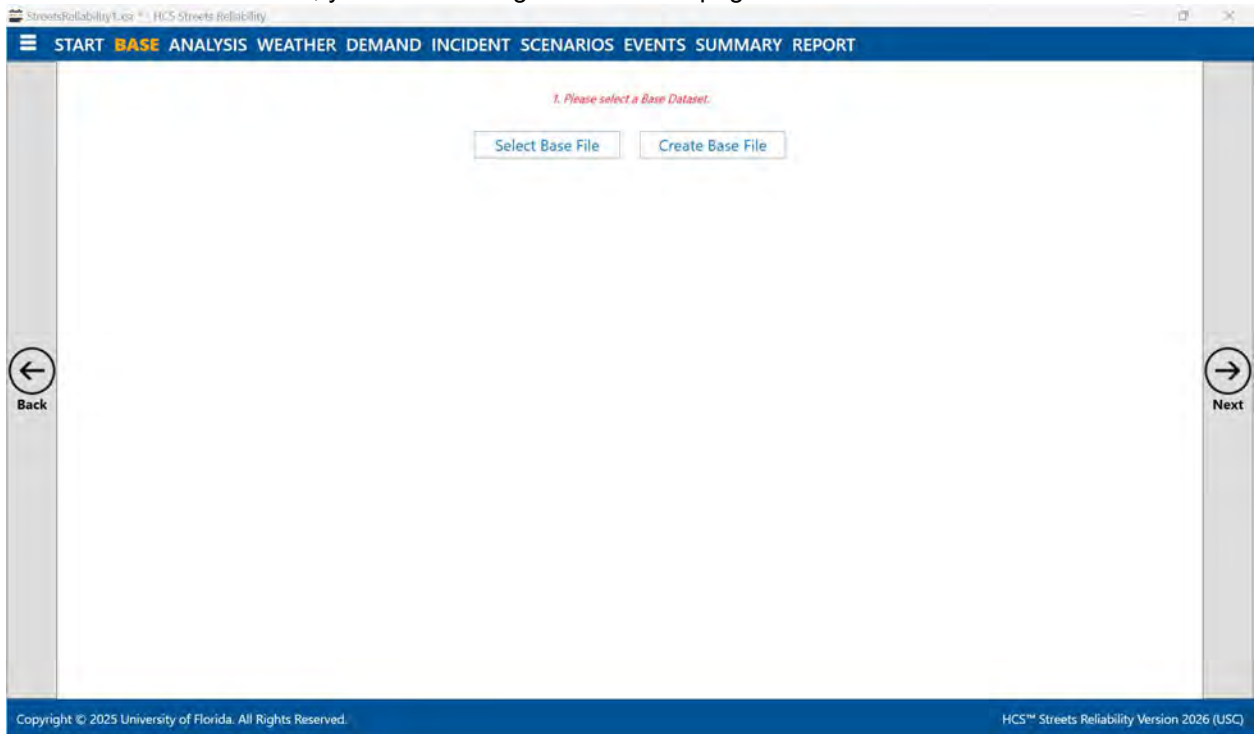


- b. Selecting “New File...” from the Start screen; this can be found below in the red box



- c. Using keyboard shortcut “Ctrl+N”

2. Once a new file is created, you will be brought to the Base page



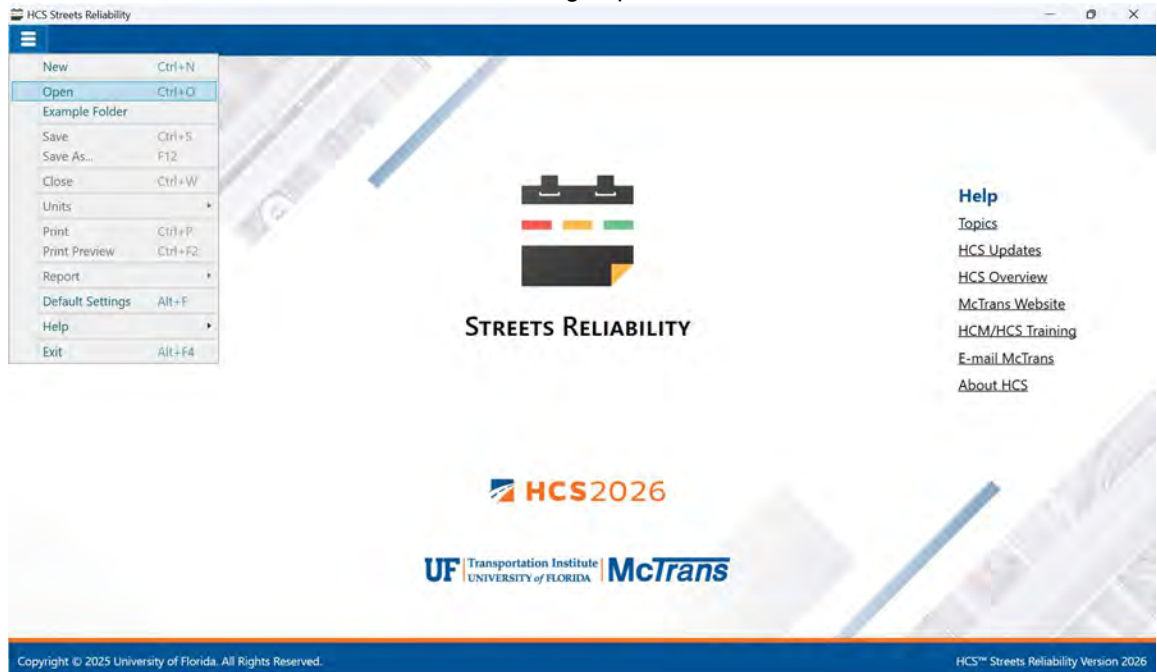
Open an Existing File

1. From the Start screen, there are six options for opening an existing file:



Note: A file can be opened even if another file is currently open; you do not need to start from the Start screen.

- a. Selecting *File > Open* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Open”

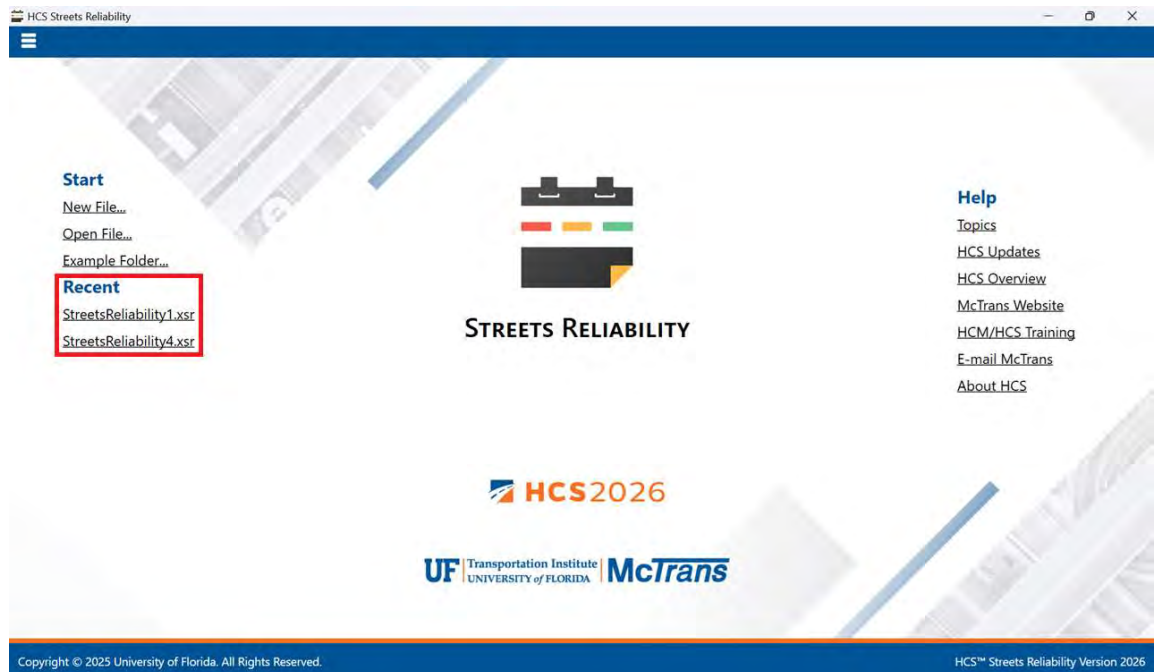


- b. Selecting “Open File...” from the Start screen; this can be found below in the red box



- c. Using the keyboard shortcut “Ctrl+O”

- d. Selecting a file under the Recent files list from the Start screen; this can be found below in the red box



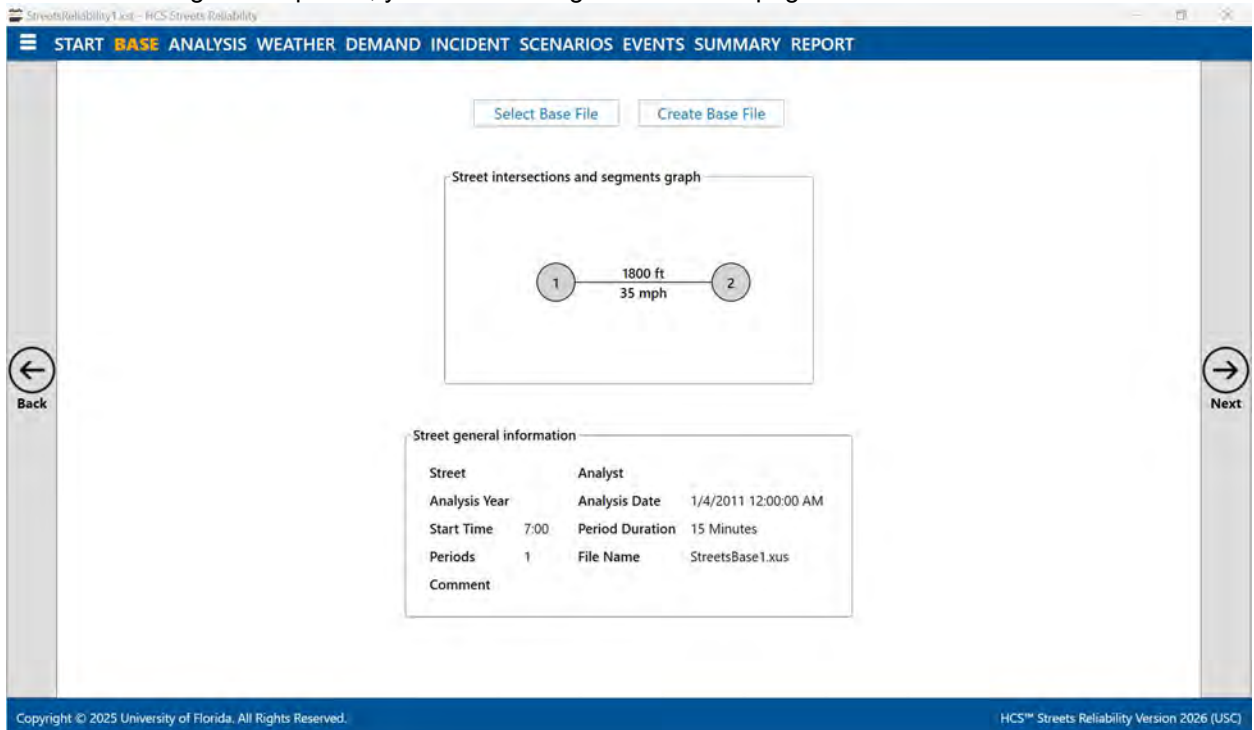
- e. Selecting *File > Example Folder* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Example Folder”. Opening the example folder will open the path of the HCS example files in File Explorer. The desired example file can be double-clicked or right-clicked and selecting ‘Open’, which will open the example file in the Streets Reliability program.



- f. Selecting “Example Folder...” from the Start screen; this can be found below in the red box. Opening the example folder will open the path of the HCS example files in File Explorer. The desired example file can be double-clicked or right-clicked and selecting ‘Open’, which will open the example file in the Streets Reliability program.



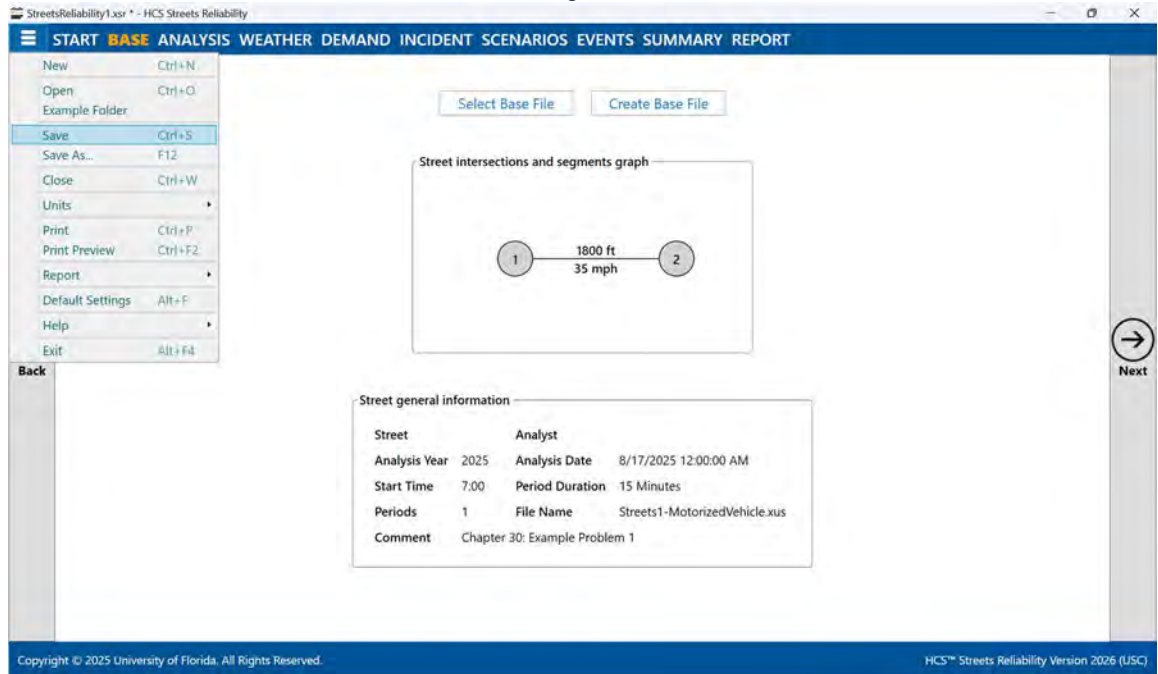
2. Once an existing file is opened, you will be brought to the Base page



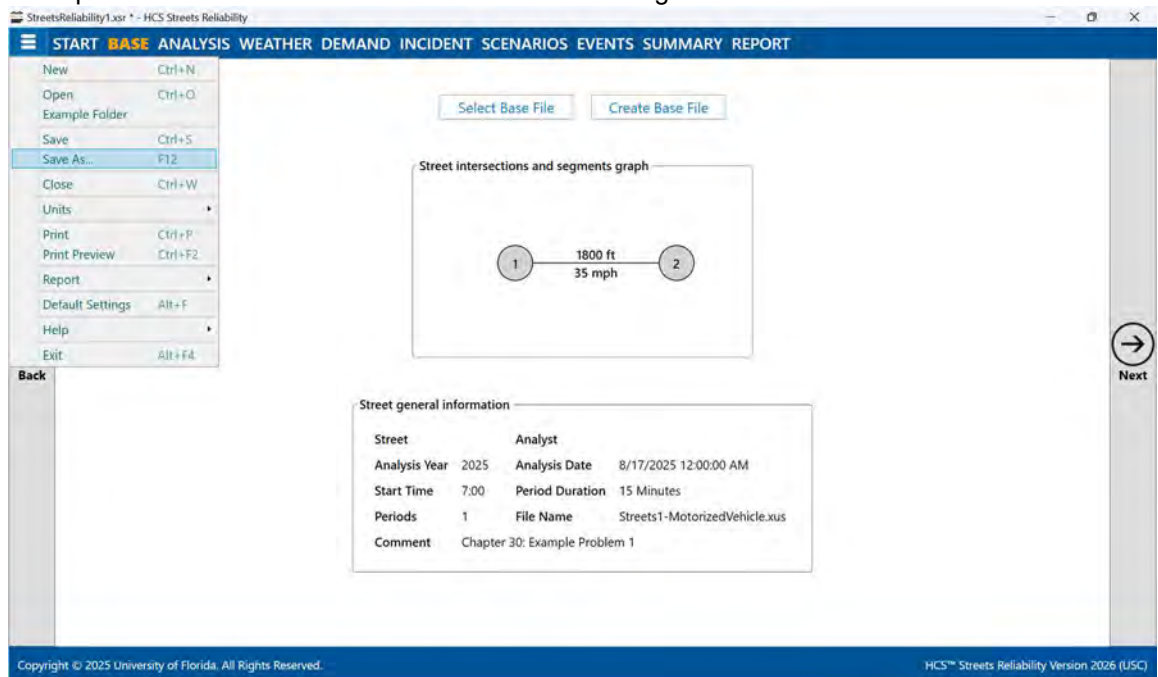
Save a File

1. There are five options for saving an open file:

- a. Selecting **File > Save** from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Save”

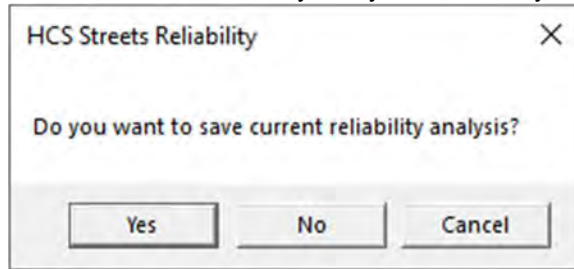


- b. Selecting **File > Save As...** from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Save As...”

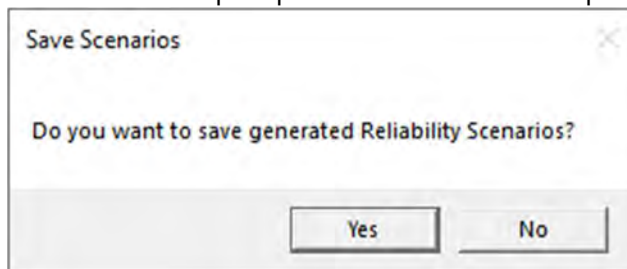


- c. Using the keyboard shortcut “Ctrl+S” for Save
d. Using the keyboard shortcut “F12” for Save As

- e. Exiting the program or closing the file without saving changes beforehand; this will prompt you to save the current reliability analysis before anything is closed



- i. Selecting “Yes” will save the file if it is an existing file. If the file has not been previously saved, the Save As dialog box will pop up allowing you to change the file name and save it.
- ii. Selecting “No” will exit the program or close the file without saving the file
- iii. Selecting “Cancel” will prevent the file from closing
- iv. If you have generated scenarios and then decide to exit the program or close the file, you will receive two prompts: the aforementioned prompt and a Save Scenarios prompt

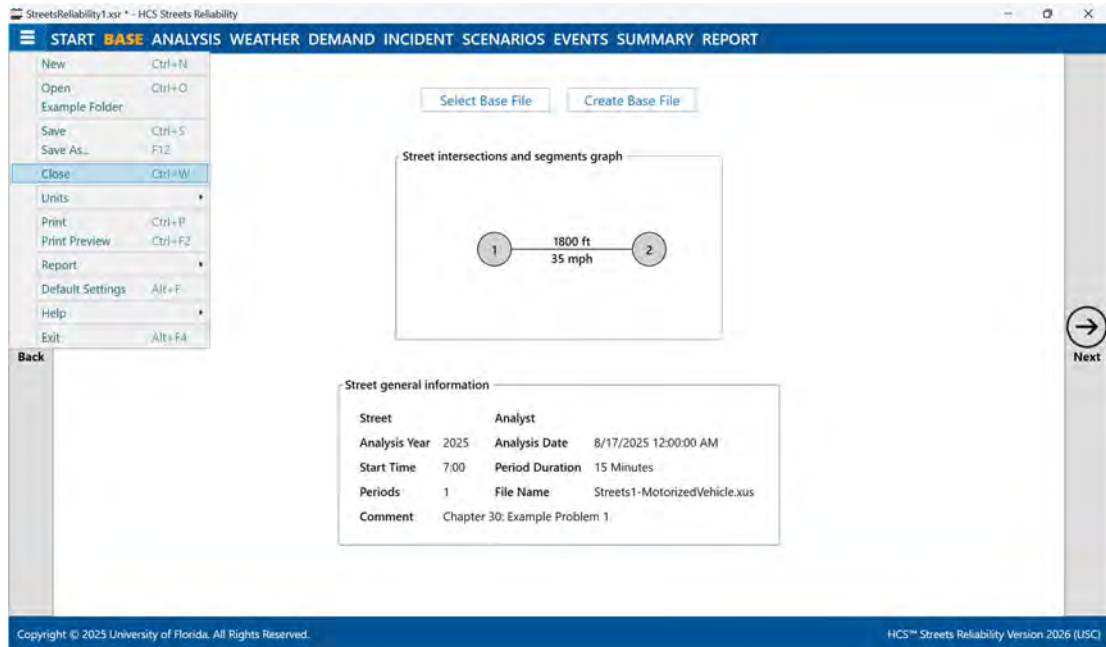


1. Selecting “Yes” will save all the scenario files generated and create folders based on the number of replications
2. Selecting “No” will exit the program or close the file without saving the scenario files generated

Note: Using Save with an existing file will save a file without prompting you to specify a file name. Using Save with a new file will bring up the Save As dialog box for you to specify a file name for saving. Using Save As will always bring up the Save As dialog box for you to specify a file name for saving.

Close a File

1. There are three options for closing an open file:
 - a. Selecting **File > Close** from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Close”



- b. Using the keyboard shortcut “Ctrl+W”
- c. Exiting the program itself; please see *How To: Exit the Program*

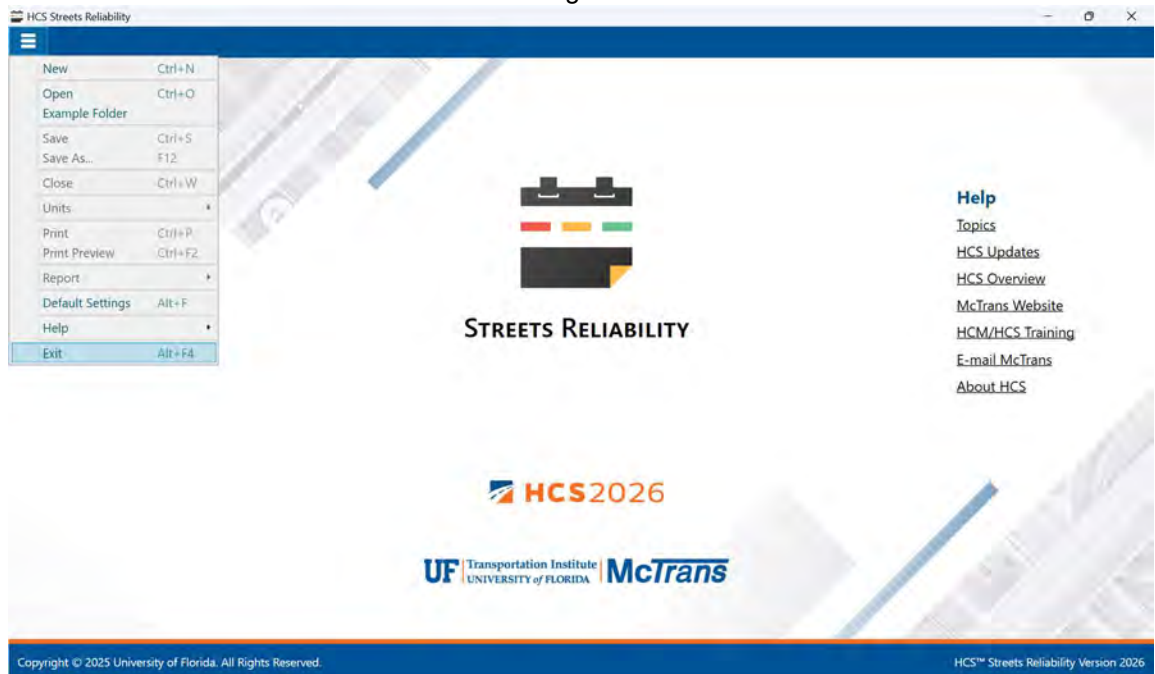
Exit the Program

1. From the Start screen, there are three options for exiting the program:



Note: The program can be exited even if a file is still open; you do not need to start from the Start screen.

- a. Selecting *File > Exit* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Exit”



- b. Using the keyboard shortcut “Alt+F4”
- c. Selecting “X” in the top right-hand corner of the screen; this can be found below in the red box



Edit the Default Settings

1. From the Start screen, there are two options for editing the Default Settings:



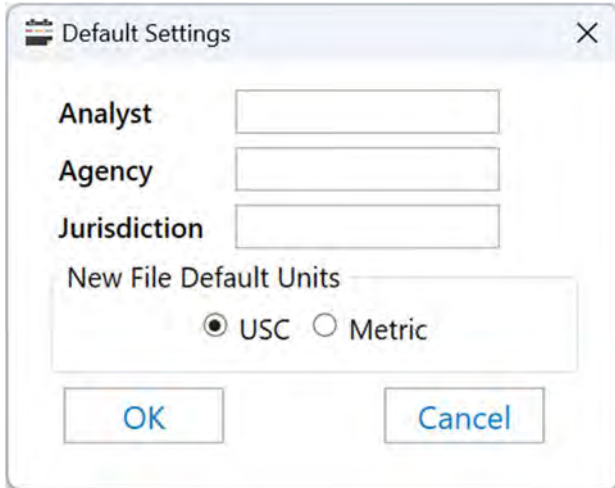
Note: The Default Settings can be changed even if an existing file is already open; you do not need to start from the Start screen.

- a. Selecting **File > Default Settings** from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting "Default Settings"



- b. Using the keyboard shortcut "Alt+F"

2. Opening the Default Settings will cause a Default Settings window to pop up:

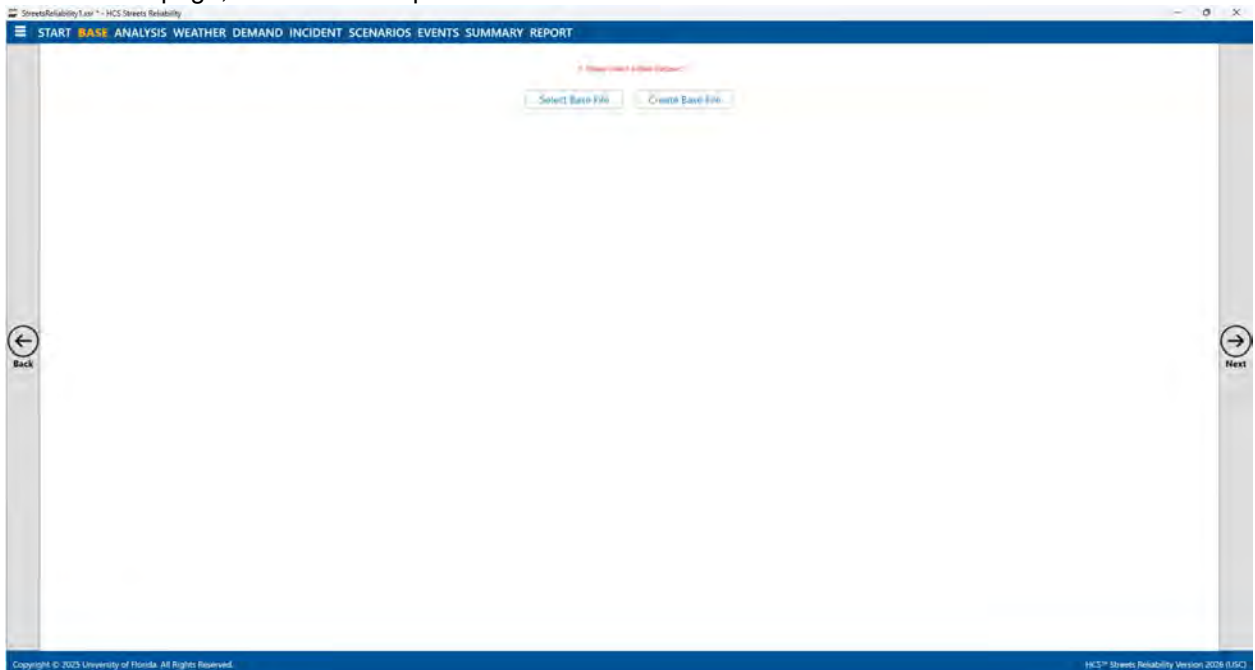


The image shows a 'Default Settings' dialog box with a title bar containing a small icon and a close button (X). Inside the dialog, there are four text input fields labeled 'Analyst', 'Agency', 'Jurisdiction', and 'New File Default Units'. Below the 'New File Default Units' label, there are two radio buttons: 'USC' (which is selected) and 'Metric'. At the bottom of the dialog, there are two buttons: 'OK' and 'Cancel'.

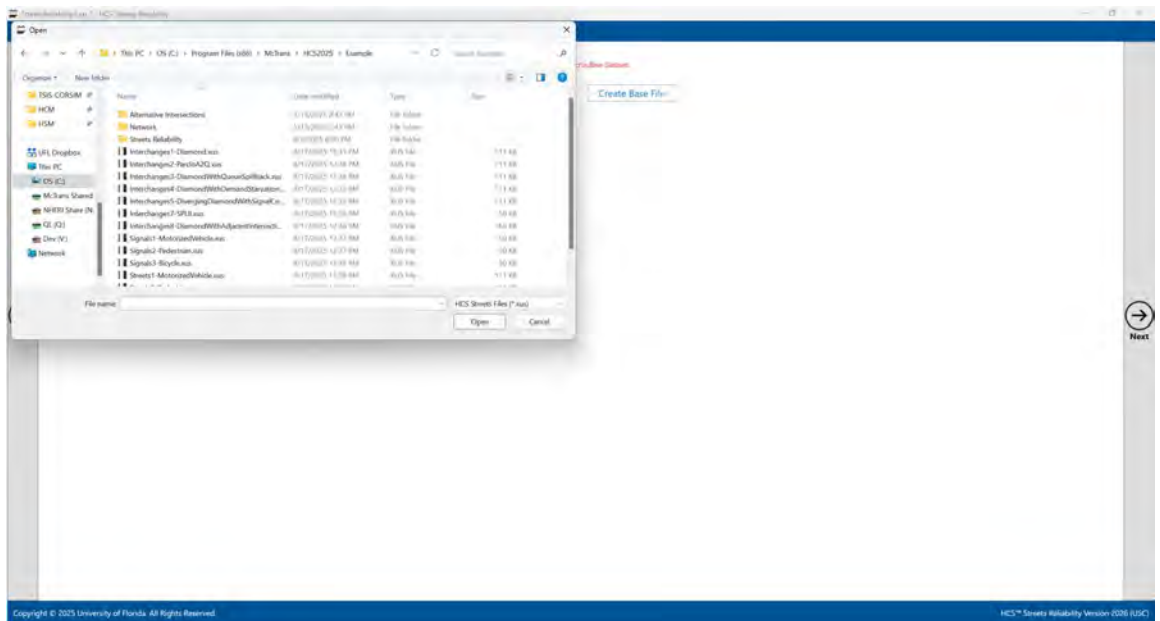
3. You can Specify Analyst, Agency, and Jurisdiction by clicking the corresponding text boxes and typing the desired text.
4. Under 'Units', you are given the option of running the analysis in either *U.S. Customary (USC)* or *SI (Metric)* units.
5. Clicking "OK" will save the changes made and close the Default Settings window; clicking "Cancel" will close the Default Settings window without saving any changes.
6. When a new file is created, the Analyst, Agency, and Jurisdiction fields will automatically be populated with the text specified in the Default Settings.
7. When starting a new file, the input and results will display according to the units specified in the Default Settings.

Load a Base File

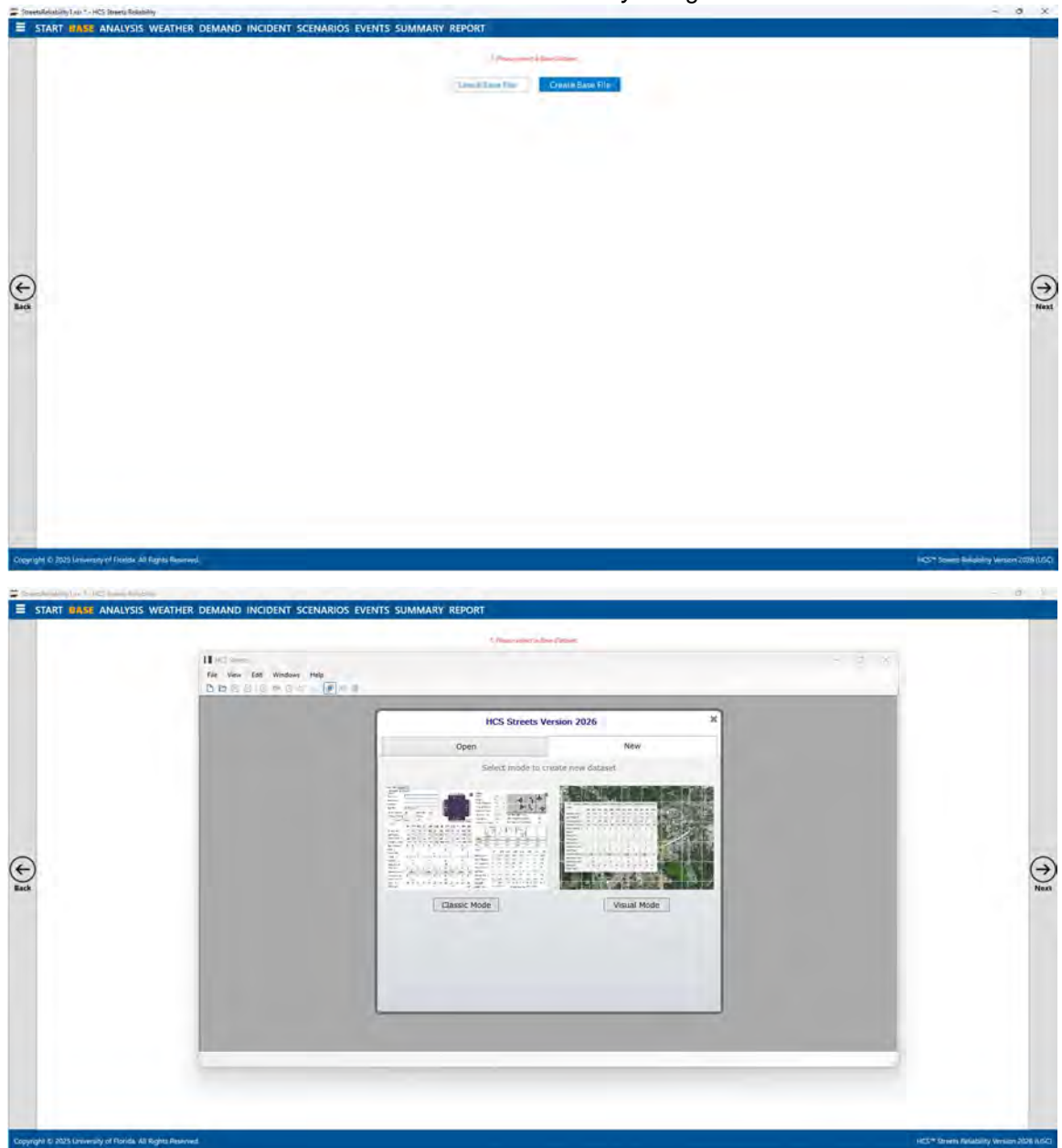
1. On the Base page, there are two options to load a base file: 'Select Base File' and 'Create Base File'



-



- b. Create Base File' opens the *HCS Streets* program allowing you to create a Streets (*.xus) file which can then be saved and loaded into *HCS Streets Reliability* using the 'Select Base File' button



Load Regional Weather

1. On the Weather page, a weather location must be selected for an analysis if Weather is included in scenario generation.

1. Please select a Weather Location

Current Location: [Dropdown Menu]

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total normal precipitation (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total normal snowfall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Days with precipitation*	0	0	0	0	0	0	0	0	0	0	0	0
Average temperature (degree F)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Precipitation rate (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*No precipitation if 100% snow cover

Pavement runoff duration for snow event (in) 0.5

Demand change factor for dry weather 1

Demand change factor for rain event 1

Demand change factor for snow event 0.0

2. A drop down list of U.S. cities is provided. You can open the list by selecting the down arrow and scrolling through to search for a particular city or you can type a city in the box which will find the location in the list.

2. Please select a Weather Location

Current Location: [Dropdown Menu]

	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total normal precipitation (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total normal snowfall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Days with precipitation*	0	0	0	0	0	0	0	0	0	0
Average temperature (degree F)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Precipitation rate (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*No precipitation if 100% snow cover

Pavement runoff duration for snow event (in) 0.5

Demand change factor for dry weather 1

Demand change factor for rain event 1

Demand change factor for snow event 0.0

StreetsReliability User - HCS Streets Reliability

START BASE ANALYSIS **WEATHER** DEMAND INCIDENT SCENARIOS EVENTS SUMMARY REPORT

Please select a Weather Location

GAINESVILLE, FL Load Regional Weather Reset to Regional Default

Current Location:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total normal precipitation (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total normal snowfall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Days with precipitation*	0	0	0	0	0	0	0	0	0	0	0	0
Average temperature (degree F)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Precipitation rate (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*Precipitation of 0.01 inch or more

Pavement runoff duration for snow event (h) 0.5

Demand change factor for dry weather 1

Demand change factor for rain event 1

Demand change factor for snow event 0.8

Back Next

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- Once a city is selected, click the 'Load Regional Weather' button. This will populate the table below with information based on the location selected.

StreetsReliability User - HCS Streets Reliability

START BASE ANALYSIS **WEATHER** DEMAND INCIDENT SCENARIOS EVENTS SUMMARY REPORT

GAINESVILLE, FL Load Regional Weather Reset to Regional Default

Current Location: GAINESVILLE, FL

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total normal precipitation (in.)	3.51	3.39	4.26	2.86	3.23	6.78	6.1	6.63	4.37	2.5	2.17	2.56
Total normal snowfall (in.)					0	0	0	0	0	0	0	0
Days with precipitation*	8	7	7	5	6	14	15	16	11	7	6	6
Average temperature (degree F)	54.3	57	62.5	67.6	74.3	79.2	80.9	80.4	77.8	70.1	62.8	56.3
Precipitation rate (in.)	0.145	0.116	0.216	0.183	0.285	0.19	0.232	0.206	0.193	0.137	0.154	0.106

*Precipitation of 0.01 inch or more

Pavement runoff duration for snow event (h) 0.5

Demand change factor for dry weather 1

Demand change factor for rain event 1

Demand change factor for snow event 0.8

Back Next

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- This table is editable so individual cells can be changed if necessary.
- If cells are changed, and you wish to reload the defaults of your chosen location, a 'Reset to Regional Default' button is provided.

Generate Scenarios

1. On the Scenarios page, Scenario Generations Settings are provided.

StreetsReliability User - HCS Streets Reliability

START BASE ANALYSIS WEATHER DEMAND INCIDENT **SCENARIOS** EVENTS SUMMARY REPORT

Scenario Generation Settings

	Weather	Demand	Incident
Include	☒	☒	☒
Random Seed*	82	11	63

*Random seed is a whole number in range [0, 1000]

☒ Randomize Demand Volume for every analysis period

Number of replications*

Unnecessary delay work to ensure is generated to minimize any bias that may occur otherwise.

Generate Scenarios

Progress Status

Back Next

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2. Checkboxes are provided for Weather, Demand, and Incident to indicate whether or not to consider the input provided on their respective pages in the scenario generation process.

StreetsReliability User - HCS Streets Reliability

START BASE ANALYSIS WEATHER DEMAND INCIDENT **SCENARIOS** EVENTS SUMMARY REPORT

Scenario Generation Settings

	Weather	Demand	Incident
Include	☒	☒	☒
Random Seed*	82	11	63

*Random seed is a whole number in range [0, 1000]

☒ Randomize Demand Volume for every analysis period

Number of replications*

Unnecessary delay work to ensure is generated to minimize any bias that may occur otherwise.

Generate Scenarios

Progress Status

Back Next

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3. Random Seed numbers are provided for Weather, Demand, and Incident so that a sequence of random events can be reproduced.

StreetsReliability1.xpr - HCS Streets Reliability

START BASE ANALYSIS WEATHER DEMAND INCIDENT **SCENARIOS** EVENTS SUMMARY REPORT

Scenario Generation Settings

	Weather	Demand	Incident
Include	☒	☒	☒
Random Seed*	82	11	63

*Random seeds are selected randomly in range [0, 1000]

☒ Randomize Demand Volume for every analysis period

Number of replications*

*Number of times each scenario is generated to estimate and track that one event's impact

Generate Scenarios

Progress Status

Back Next

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4. A checkbox is also provided to give the option of randomizing demand volume for every analysis period.

StreetsReliability1.xpr - HCS Streets Reliability

START BASE ANALYSIS WEATHER DEMAND INCIDENT **SCENARIOS** EVENTS SUMMARY REPORT

Scenario Generation Settings

	Weather	Demand	Incident
Include	☒	☒	☒
Random Seed*	82	11	63

*Random seeds are selected randomly in range [0, 1000]

☒ Randomize Demand Volume for every analysis period

Number of replications*

*Number of times each scenario is generated to estimate and track that one event's impact

Generate Scenarios

Progress Status

Back Next

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5. The number of replications can be indicated before scenario generation. This is the number of times each scenario is generated to minimize any bias that rare events may cause. For example, if there are 260 scenarios in an analysis and 2 replications, each replication will have 260 scenarios or a total of 520 scenarios. The default number of replications is 1.

StreetsReliability1.xpr - HCS Streets Reliability

START BASE ANALYSIS WEATHER DEMAND INCIDENT **SCENARIOS** EVENTS SUMMARY REPORT

Scenario Generation Settings

	Weather	Demand	Incident
Include	☒	☒	☒
Random Seed*	82	11	63

Random seed is a whole number in range [0, 1000]

☒ Randomize Demand Volume for every analysis period

Number of replications* 1

Recommended: Run each scenario as generated to minimize any bias that rare events introduce.

Generate Scenarios

Progress Status

Back Next

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6. Once everything is set, click on the 'Generate Scenarios' button to start the scenario generation process.

StreetsReliability1.xpr - HCS Streets Reliability

START BASE ANALYSIS WEATHER DEMAND INCIDENT **SCENARIOS** EVENTS SUMMARY REPORT

Scenario Generation Settings

	Weather	Demand	Incident
Include	☒	☒	☒
Random Seed*	82	11	63

Random seed is a whole number in range [0, 1000]

☒ Randomize Demand Volume for every analysis period

Number of replications* 1

Recommended: Run each scenario as generated to minimize any bias that rare events introduce.

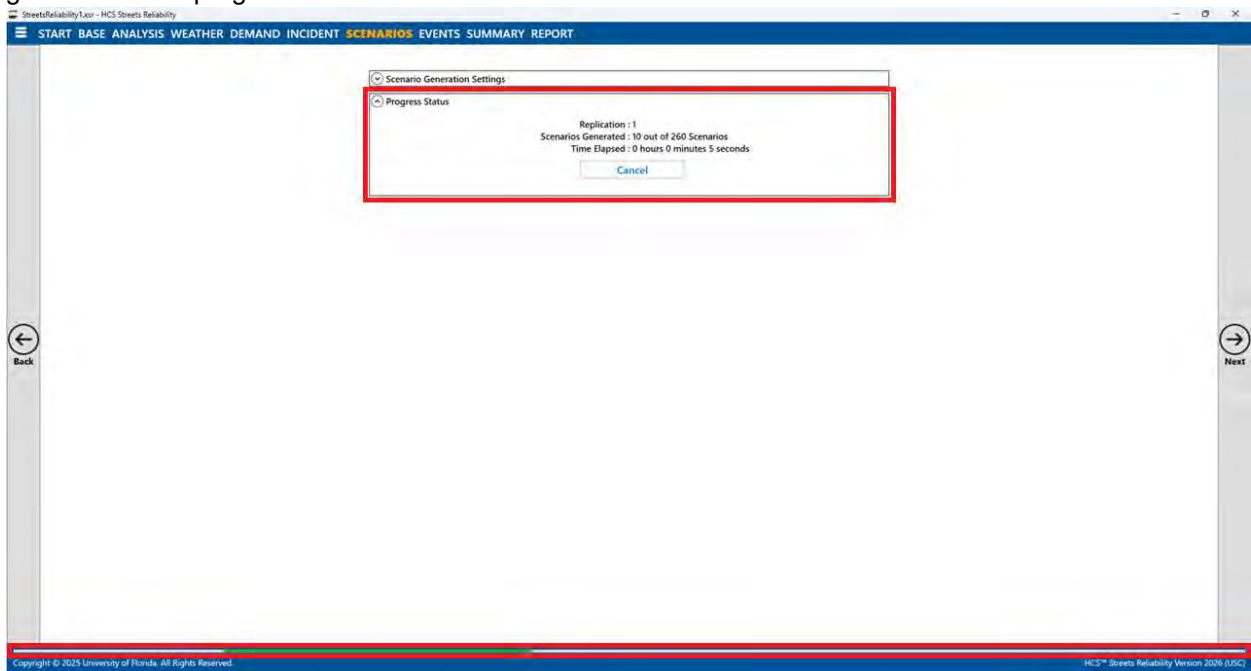
Generate Scenarios

Progress Status

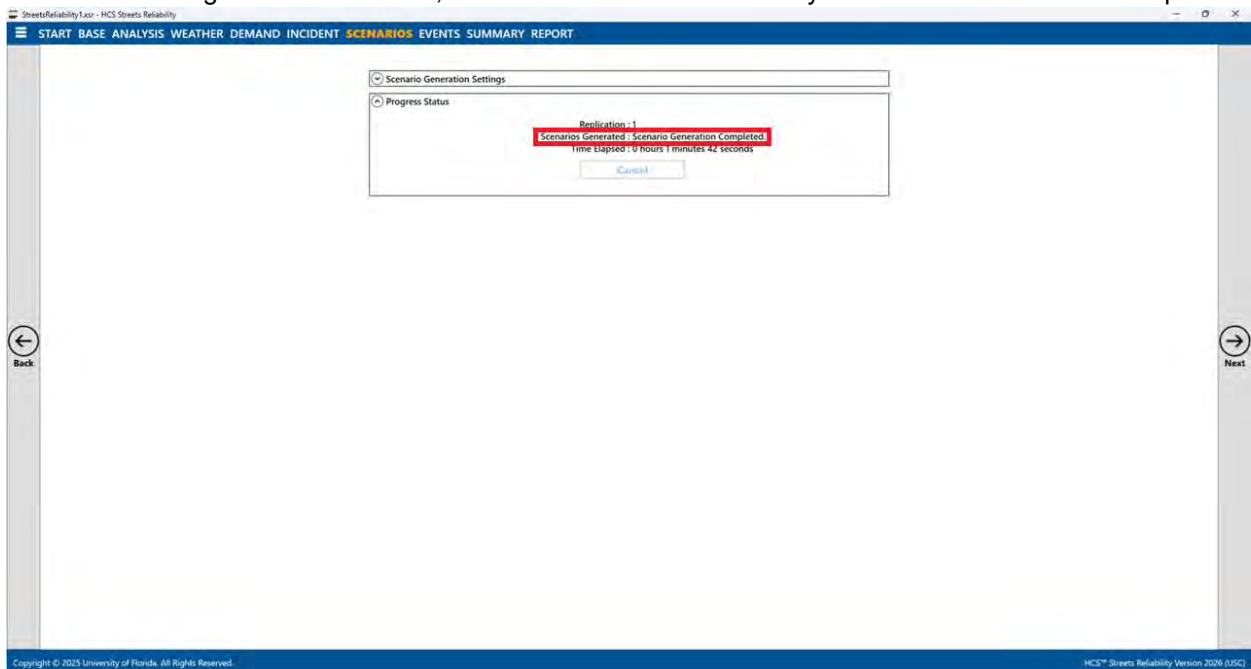
Back Next

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7. When scenario generation starts, the Progress Status section will indicate the current replication generating scenarios, the current number of scenarios generated within the replication, and the time elapsed for scenario generation. There is also a progress bar at the bottom of the window to indicate scenario generation is in progress.



8. When scenario generation is done, Scenarios Generated will say "Scenario Generation Completed."



- The Events, Summary, and Report pages will be populated with results after completion of scenario generation.

StreetsReliability User - HCS Streets Reliability

START BASE ANALYSIS WEATHER DEMAND INCIDENT SCENARIOS **EVENTS** SUMMARY REPORT

Replication 1

Event Predictions

Summary Weather Demand Incident

Scenarios per page: 25

Analysis Period	Weather Event	Precipitation Rate	Demand Factor	Incident Occurrence	Incident Count
1/3/2011 7:00:00 AM	No		1.000	No	
1/4/2011 7:00:00 AM	Dry		1.000	No	
1/5/2011 7:00:00 AM	Dry		1.020	No	
1/6/2011 7:00:00 AM	Dry		1.051	No	
1/7/2011 7:00:00 AM	Dry		1.173	No	
1/10/2011 7:00:00 AM	Dry		1.000	No	
1/11/2011 7:00:00 AM	Dry		1.000	No	
1/12/2011 7:00:00 AM	Dry		1.020	No	
1/13/2011 7:00:00 AM	Dry		1.051	No	
1/14/2011 7:00:00 AM	Dry		1.173	No	
1/17/2011 7:00:00 AM	Dry		1.000	No	
1/18/2011 7:00:00 AM	Dry		1.000	No	
1/19/2011 7:00:00 AM	Dry		1.020	No	
1/20/2011 7:00:00 AM	Dry		1.051	No	
1/21/2011 7:00:00 AM	Dry		1.173	No	
1/24/2011 7:00:00 AM	Dry		1.000	No	
1/25/2011 7:00:00 AM	Dry		1.000	No	
1/26/2011 7:00:00 AM	Dry		1.020	No	
1/27/2011 7:00:00 AM	Dry		1.051	No	
1/28/2011 7:00:00 AM	Dry		1.173	No	

First Previous Current Page: 1/13 Next Last

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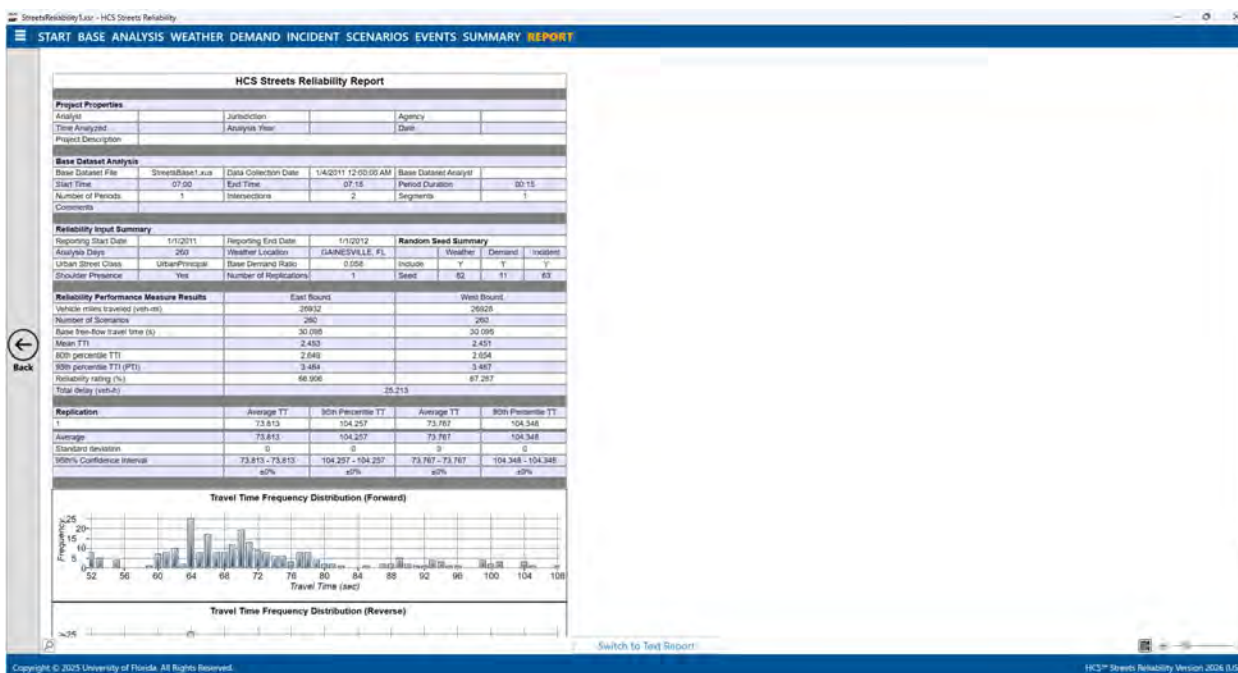
START BASE ANALYSIS WEATHER DEMAND INCIDENT SCENARIOS **SUMMARY** REPORT

Replication 1

Scenarios Details

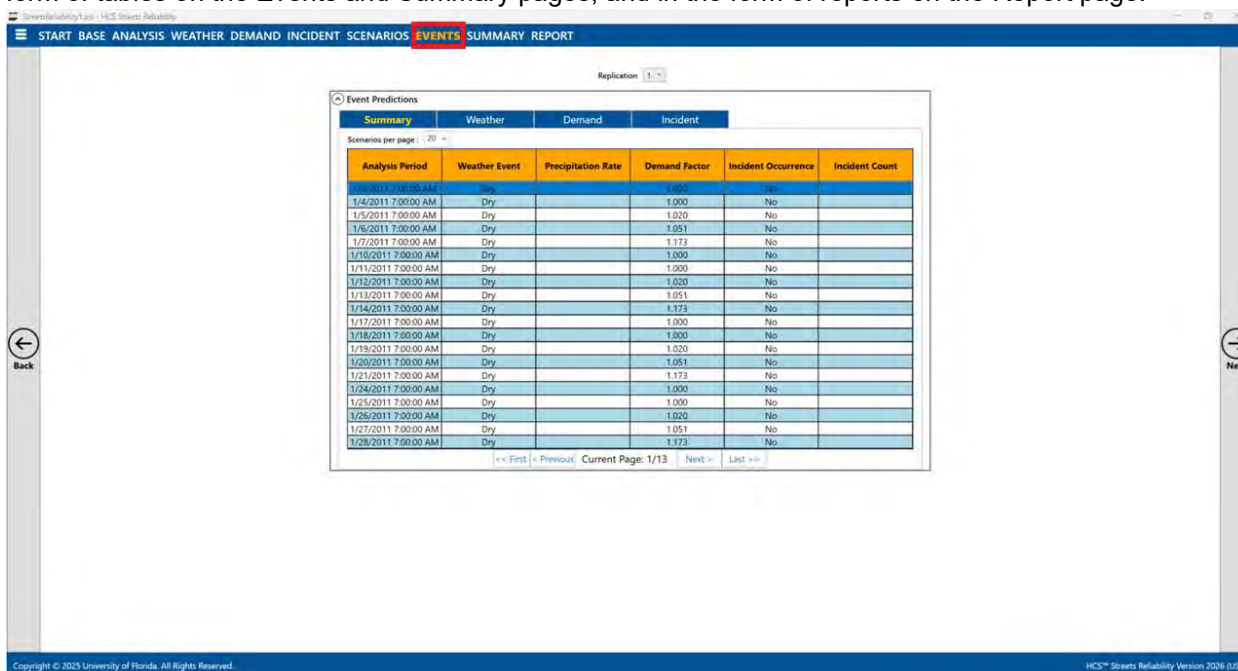
Scenario ID	Analysis Period	Travel Time FWD (s)	Travel Time REV (s)	Travel Speed FWD (mi/h)	Travel Speed REV (mi/h)	Facility Delay (veh-h)
S1	1/3/2011 7:00:00 AM	52.256	52.182	21.508	23.519	14.138
S2	1/4/2011 7:00:00 AM	52.842	52.825	23.225	23.233	14.376
S3	1/5/2011 7:00:00 AM	53.077	53.093	23.122	23.115	14.417
S4	1/6/2011 7:00:00 AM	55.121	55.101	22.265	22.273	15.444
S5	1/7/2011 7:00:00 AM	63.537	63.621	19.316	19.29	19.533
S6	1/10/2011 7:00:00 AM	52.369	52.367	23.435	23.436	14.222
S7	1/11/2011 7:00:00 AM	52.043	52.038	23.582	23.584	14.02
S8	1/12/2011 7:00:00 AM	53.179	53.175	23.078	23.08	14.409
S9	1/13/2011 7:00:00 AM	54.684	54.655	22.443	22.439	15.216
S10	1/14/2011 7:00:00 AM	62.359	62.361	19.681	19.68	19.008
S11	1/17/2011 7:00:00 AM	52.099	52.055	23.575	23.577	14.028
S12	1/18/2011 7:00:00 AM	51.95	51.929	23.624	23.634	13.98
S13	1/19/2011 7:00:00 AM	53.413	53.414	22.977	22.977	14.612
S14	1/20/2011 7:00:00 AM	55.832	54.996	22.801	22.816	15.296
S15	1/21/2011 7:00:00 AM	62.472	62.432	19.645	19.658	19.078
S16	1/24/2011 7:00:00 AM	51.998	51.997	23.602	23.603	14
S17	1/25/2011 7:00:00 AM	52.198	52.186	23.512	23.526	14.136
S18	1/26/2011 7:00:00 AM	53.419	53.427	22.974	22.971	14.617
S19	1/27/2011 7:00:00 AM	54.855	54.861	22.373	22.371	15.306
S20	1/28/2011 7:00:00 AM	62.377	62.364	19.675	19.678	19.016
S21	1/31/2011 7:00:00 AM	52.236	52.124	23.495	23.543	14.115
S22	2/1/2011 7:00:00 AM	68.82	68.681	17.833	17.869	22.134
S23	2/2/2011 7:00:00 AM	69.207	69.125	17.723	17.754	22.516
S24	2/3/2011 7:00:00 AM	73.488	73.444	16.7	16.71	24.847
S25	2/4/2011 7:00:00 AM	101.313	100.968	12.134	12.153	40.858
S26	2/12/2011 7:00:00 AM	68.072	68.12	18.029	18.016	21.903
S27	2/8/2011 7:00:00 AM	67.015	66.9	18.313	18.345	21.432
S28	2/9/2011 7:00:00 AM	70.462	70.47	17.41	17.416	23.146
S29	2/10/2011 7:00:00 AM	71.54	71.558	17.155	17.151	24.09
S30	2/11/2011 7:00:00 AM	98.013	98.491	12.395	12.461	39.978
S31	2/14/2011 7:00:00 AM	66.641	66.626	18.416	18.42	21.156
S32	2/15/2011 7:00:00 AM	68.631	68.601	17.862	17.89	22.037
S33	2/16/2011 7:00:00 AM	69.009	69.006	17.764	17.785	22.371
S34	2/17/2011 7:00:00 AM	73.121	73.124	16.723	16.782	24.589
S35	2/18/2011 7:00:00 AM	103.819	106.002	11.821	11.578	42.328
S36	2/21/2011 7:00:00 AM	68.777	68.718	17.844	17.86	22.134
S37	2/22/2011 7:00:00 AM	91.035	90.555	13.481	13.553	28.525
S38	2/23/2011 7:00:00 AM	70.497	70.394	17.409	17.434	23.118

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View Results of the Analysis

1. After editing all the necessary inputs and generating scenarios, results of the analysis can be found in the form of tables on the Events and Summary pages, and in the form of reports on the Report page.



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START BASE ANALYSIS WEATHER DEMAND INCIDENT SCENARIOS EVENTS SUMMARY REPORT

Replication 1

Scenarios Details

Scenario ID	Analysis Period	Travel Time FWD (s)	Travel Time REV (s)	Travel Speed FWD (mi/h)	Travel Speed REV (mi/h)	Facility Delay (veh-h)
S1	1/3/2011 7:00:00 AM	52.205	52.182	23.508	23.519	14.138
S2	1/4/2011 7:00:00 AM	52.842	52.825	23.225	23.231	14.318
S3	1/5/2011 7:00:00 AM	53.077	53.093	23.122	23.115	14.417
S4	1/6/2011 7:00:00 AM	55.121	55.101	22.265	22.273	15.444
S5	1/7/2011 7:00:00 AM	63.537	63.621	19.316	19.29	19.533
S6	1/10/2011 7:00:00 AM	52.369	52.387	23.435	23.436	14.222
S7	1/11/2011 7:00:00 AM	52.042	52.038	23.562	23.564	14.02
S8	1/12/2011 7:00:00 AM	53.178	53.175	23.078	23.08	14.459
S9	1/13/2011 7:00:00 AM	54.684	54.695	22.443	22.439	15.216
S10	1/14/2011 7:00:00 AM	62.359	62.361	19.681	19.68	19.008
S11	1/17/2011 7:00:00 AM	52.059	52.055	23.575	23.577	14.028
S12	1/18/2011 7:00:00 AM	51.195	51.199	23.624	23.624	13.96
S13	1/19/2011 7:00:00 AM	53.413	53.414	22.977	22.977	14.612
S14	1/20/2011 7:00:00 AM	55.033	54.996	22.301	22.316	15.396
S15	1/21/2011 7:00:00 AM	62.472	62.432	19.645	19.658	19.078
S16	1/24/2011 7:00:00 AM	51.998	51.997	23.602	23.603	14
S17	1/25/2011 7:00:00 AM	52.198	52.166	23.512	23.526	14.136
S18	1/26/2011 7:00:00 AM	53.419	53.427	22.974	22.971	14.617
S19	1/27/2011 7:00:00 AM	54.855	54.861	22.373	22.371	15.306
S20	1/28/2011 7:00:00 AM	62.377	62.364	19.675	19.679	19.016
S21	1/31/2011 7:00:00 AM	52.236	52.124	23.495	23.545	14.115
S22	2/1/2011 7:00:00 AM	68.82	68.881	17.833	17.869	22.134
S23	2/2/2011 7:00:00 AM	69.207	69.125	17.733	17.754	22.516
S24	2/3/2011 7:00:00 AM	73.448	73.444	16.7	16.71	24.947
S25	2/4/2011 7:00:00 AM	101.313	100.989	12.114	12.151	40.898
S26	2/7/2011 7:00:00 AM	68.072	68.12	18.029	18.016	21.903
S27	2/8/2011 7:00:00 AM	67.015	66.9	18.313	18.345	21.432
S28	2/9/2011 7:00:00 AM	70.492	70.47	17.41	17.416	23.146
S29	2/10/2011 7:00:00 AM	71.54	71.558	17.155	17.151	24.09
S30	2/11/2011 7:00:00 AM	99.015	96.491	12.295	12.461	29.978
S31	2/14/2011 7:00:00 AM	66.641	66.626	18.416	18.42	21.156
S32	2/15/2011 7:00:00 AM	68.631	68.601	17.882	17.89	22.037
S33	2/16/2011 7:00:00 AM	69.009	69.006	17.784	17.785	22.373
S34	2/17/2011 7:00:00 AM	73.171	73.124	16.773	16.783	24.593
S35	2/18/2011 7:00:00 AM	103.819	106.002	11.821	11.578	42.328
S36	2/21/2011 7:00:00 AM	68.777	68.718	17.844	17.86	22.124
S37	2/23/2011 7:00:00 AM	91.035	90.555	13.481	13.513	28.525
S38	2/23/2011 7:00:00 AM	70.497	70.394	17.409	17.434	23.118

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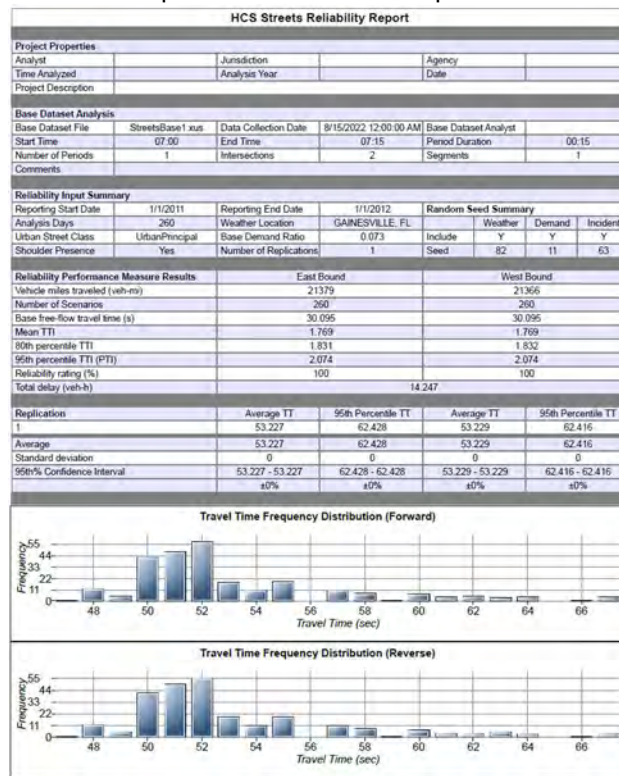
START BASE ANALYSIS WEATHER DEMAND INCIDENT SCENARIOS EVENTS SUMMARY REPORT

HCS Streets Reliability Report

Project Properties		Jurisdiction		Agency	
Analyst		Analysis Year		Date	
Project Description					
Base Dataset Analysis					
Base Dataset File	StreetsBak1.kua	Data Collection Date	1/4/2011 12:00:00 AM	Base Dataset Analyst	
Start Time	07:00	End Time	07:15	Period Duration	00:15
Number of Periods	1	Intersections	2	Segments	1
Comments					
Reliability Input Summary					
Reporting Start Date	1/1/2011	Reporting End Date	1/1/2012	Random Seed Summary	
Analysis Days	200	Weather Location	GAINESVILLE, FL	Weather	Demand
Urban Street Class	0.058	Base Demand Ratio	0.058	Include	Y
Shoulder Presence	Yes	Number of Replications	1	Seed	82
				Y	11
				83	
Reliability Performance Measure Results					
East Bound			West Bound		
Vehicle miles traveled (veh-mi)	26932		26928		
Number of Scenarios	260		260		
Base free-flow travel time (s)	30.095		30.095		
Mean TT	2.453		2.451		
80th percentile TT	2.649		2.654		
95th percentile TT (PTT)	3.464		3.467		
Reliability rating (%)	66.958		67.297		
Total delay (veh-h)		25.213			
Replication					
	Average TT	95th Percentile TT	Average TT	95th Percentile TT	
1	73.813	104.257	73.767	104.348	
Average	73.813	104.257	73.767	104.348	
Standard deviation	0	0	0	0	
95% Confidence Interval	73.813 - 73.813	104.257 - 104.257	73.767 - 73.767	104.348 - 104.348	
	+0%	+0%	+0%	+0%	
Travel Time Frequency Distribution (Forward)					
Travel Time Frequency Distribution (Reverse)					
Switch to Text Report					

2. There are two options for reports: Formatted and Text

a. Formatted reports show the most important results in a presentable format.



b. Text reports show a more detailed analysis in plain text.

HCS Streets Reliability Text Report

Project Properties

Analyst
Jurisdiction
Agency
Time Analyzed
Analysis Year
Date
Project Description

Performance Measure

EAST BOUND VALUES

Vehicle Miles Travelled (veh-mi)
Base Free-Flow Speed (mi/h)
Base Free-Flow Travel Time (s)
Reliability Rating
Number of Scenarios

21379
40.78
30.095
100
260

Replication 1 :

Random Number Seeds

Weather
Demand
Incident

82
11
63

Travel
Time
(s)
Travel
Speed
(mi/h)
Stop
Rate
(stops/veh)
Running
Time
(s)
Through
Delay
(s/veh)
Total
Delay
(veh-hr)

Average
Standard Deviation
Skewness
Median
10th Percentile
50th Percentile
80th Percentile
95th Percentile

53.227
4.07
1.489
51.985
48.536
49.878
55.117
62.428

23.18
1.612
-1.129
23.609
19.659
20.167
24.329
25.288

1.695
0.223
1.426
1.617
1.463
1.509
1.812
2.172

33.652
0.591
6.103
33.156
33.286
33.334
33.776
34.087

19.576
3.704
1.512
18.415
15.361
16.103
21.371
27.375

14.247
2.093
1.032
13.83
12.061
12.307
15.378
18.416

Performance Measure

WEST BOUND VALUES

Vehicle Miles Travelled (veh-mi)
Base Free-Flow Speed (mi/h)
Base Free-Flow Travel Time (s)
Reliability Rating
Number of Scenarios

21366
40.78
30.095
100
260

Replication 1 :

Random Number Seeds

Weather
Demand
Incident

82
11
63

Travel
Time
(s)
Travel
Speed
(mi/h)
Stop
Rate
(stops/veh)
Running
Time
(s)
Through
Delay
(s/veh)
Total
Delay
(veh-hr)

Average
Standard Deviation
Skewness
Median
10th Percentile
50th Percentile
80th Percentile
95th Percentile

53.229
4.074
1.493
51.97
48.542
49.861
55.143
62.416

23.179
1.612
-1.137
23.615
19.661
20.161
24.328
25.283

1.695
0.224
1.432
1.617
1.463
1.509
1.813
2.175

33.652
0.592
6.105
33.188
33.338
33.338
33.776
34.087

19.577
3.707
1.515
18.417
15.369
16.104
21.394
27.383

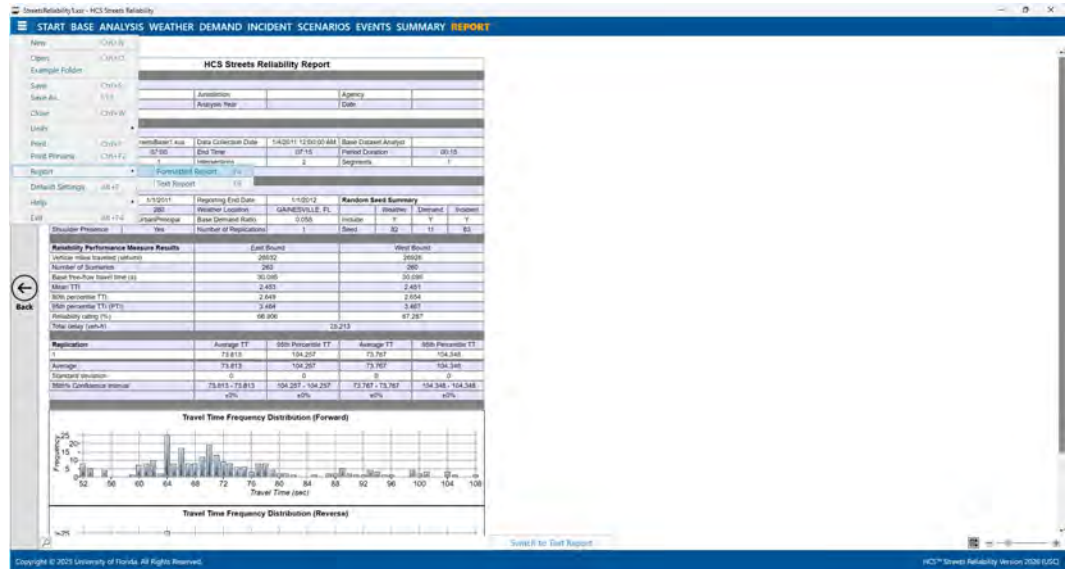
14.247
2.093
1.032
13.83
12.062
12.305
15.378
18.416

This Streets Reliability Text Report was created in HCS Streets Reliability Version 2024 on October 16, 2023 at 01:59:39.

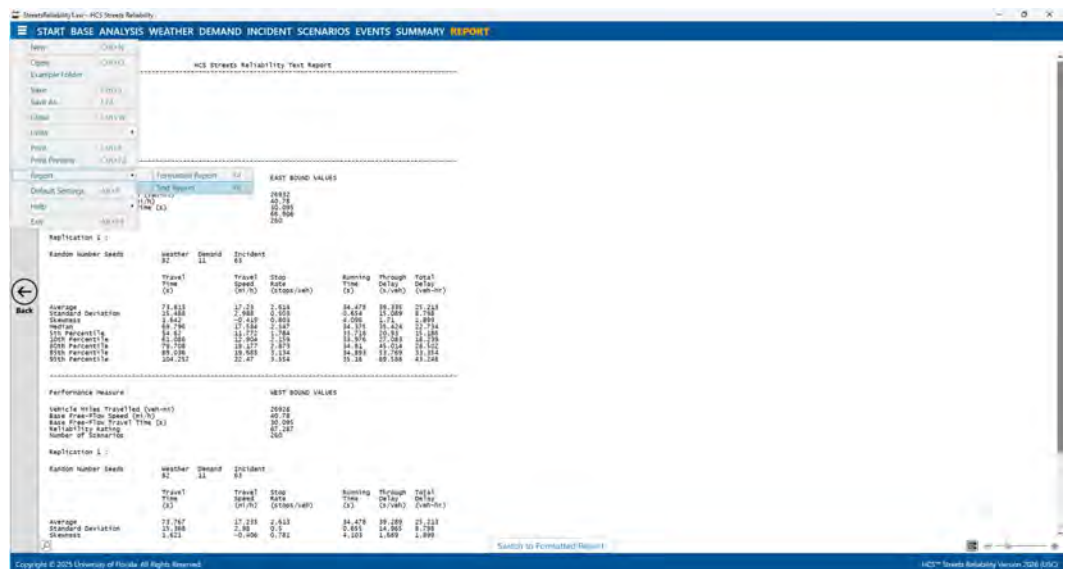
3. The type of report displayed can be changed by using the main menu items, keyboard shortcuts, or toggle buttons found under the report

- a. Main Menu Items

- i. To switch to the Formatted Report, select *File > Report > Formatted Report* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen, hovering over “Report”, and then selecting “Formatted Report”.



- ii. To switch to the Text Report, select *File > Report > Text Report* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen, hovering over “Report”, and then selecting “Text Report”.



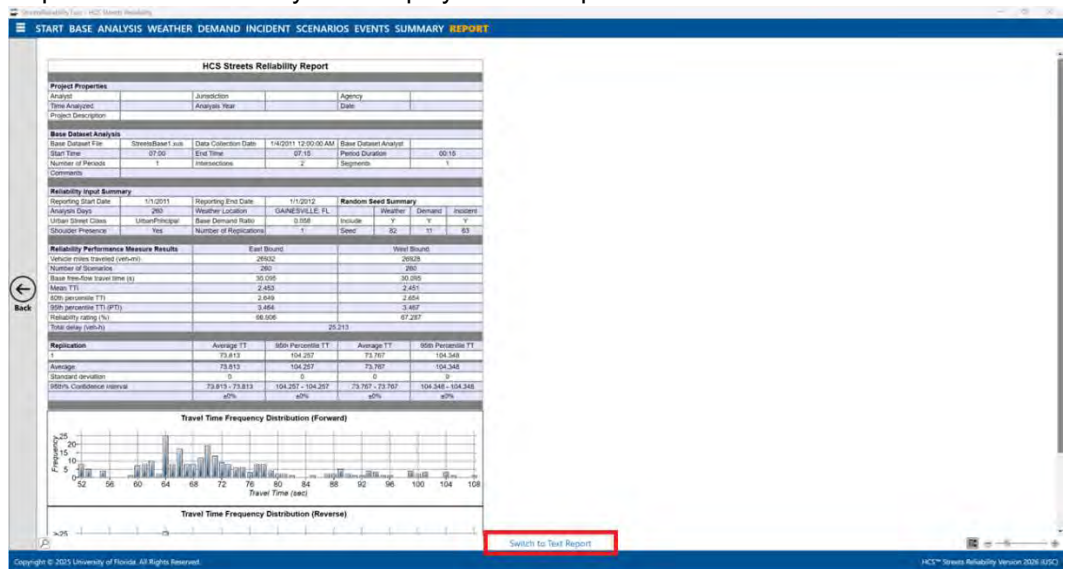
- b. Keyboard Shortcuts

- i. Formatted Report: keyboard shortcut is “F4”
- ii. Text Report: keyboard shortcut is “F6”

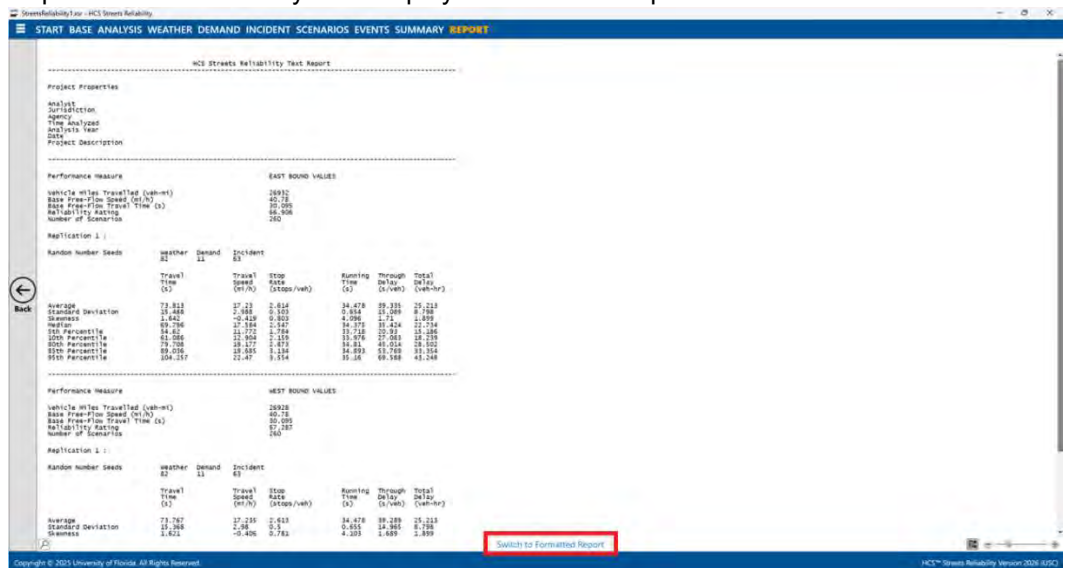
- c. Report Toggle Buttons

- i. A toggle button is available at the bottom of the screen underneath the report.

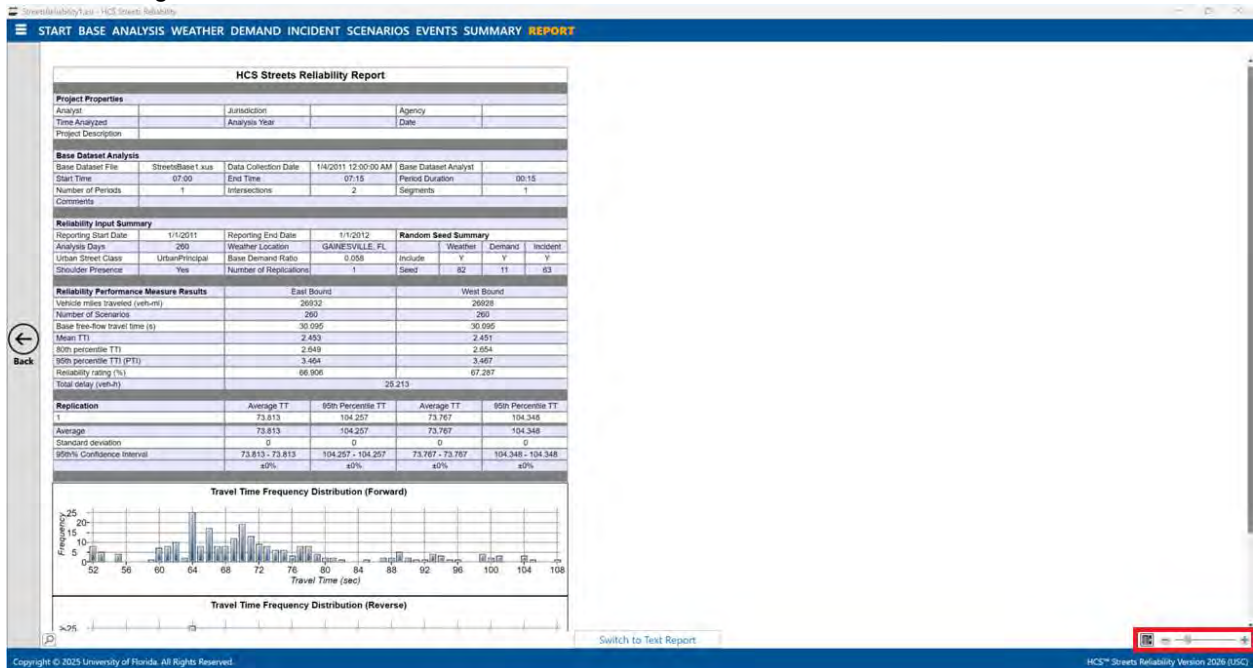
- ii. If the Formatted report is currently being displayed, the toggle button will say “Switch to Text Report” which will allow you to display the text report if clicked.



- iii. If the text report is currently being displayed, the toggle button will say “Switch to Formatted Report” which will allow you to display the formatted report if clicked.



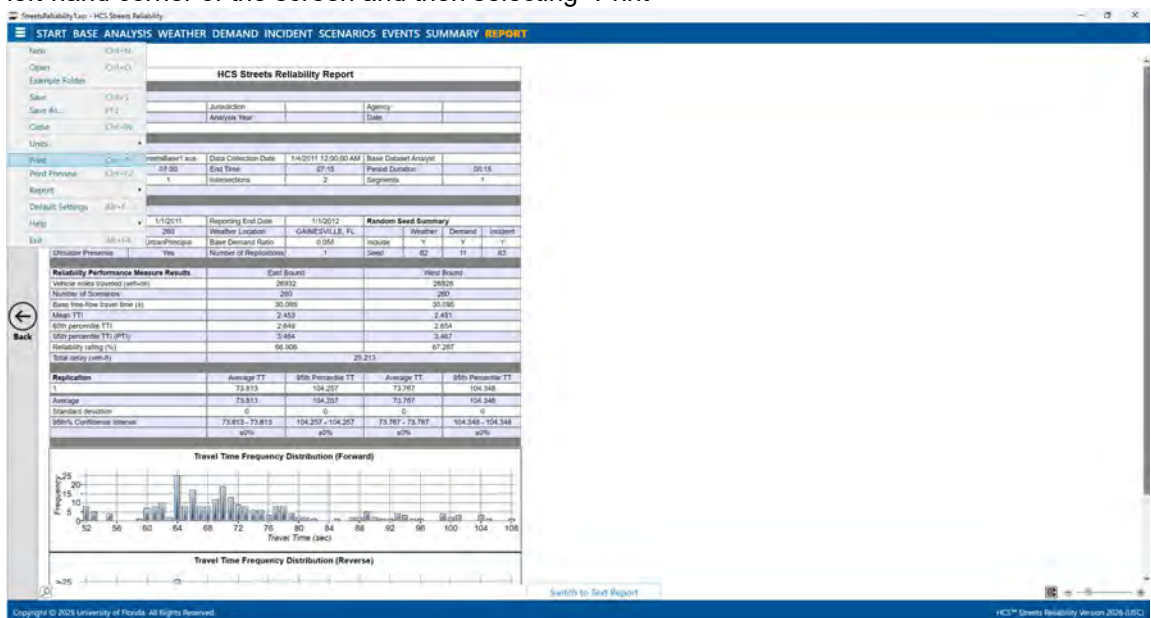
4. The magnification of the report currently being displayed can be changed using the zoom slider found at the bottom right-hand corner of the screen.



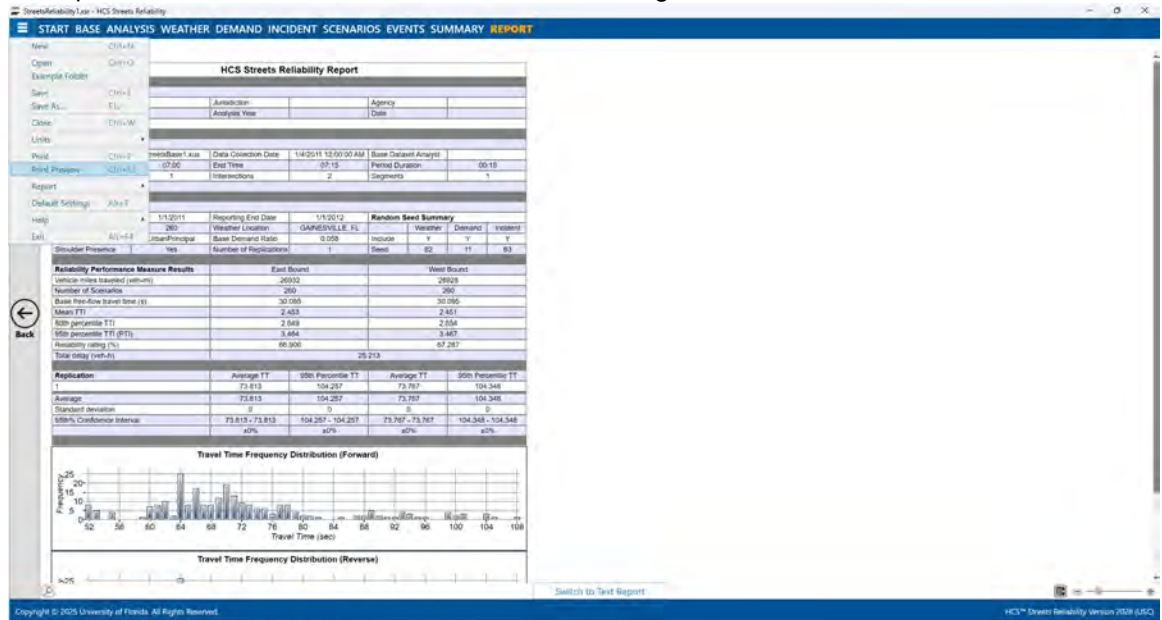
- a. To zoom in, drag the slider to the right; to zoom out, drag the slider to the left
- b. Clicking the plus (+) button will zoom in; clicking the minus (-) button will zoom out
- c. Holding down “ctrl” on the keyboard and scrolling up on the mouse wheel will zoom in; holding down “ctrl” on the keyboard and scrolling down on the mouse wheel will zoom out

Print a Report

1. There are four options for printing a report:
 - a. Selecting *File > Print* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Print”



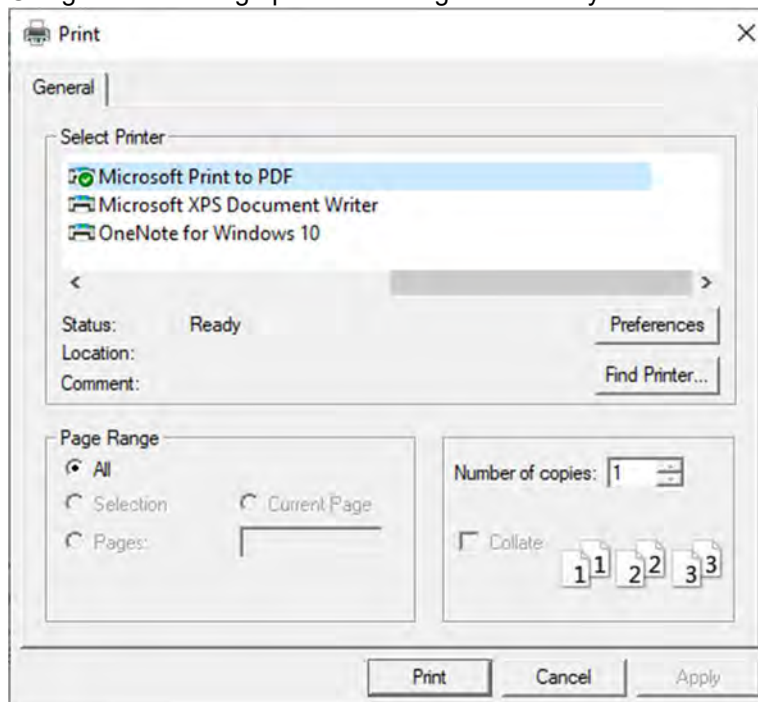
- b. Selecting *File > Print Preview* from the main menu; this can be found by selecting the three lines in the top left-hand corner of the screen and then selecting “Print Preview”



- c. Using keyboard shortcut “Ctrl+P” for Print
- d. Using keyboard shortcut “Ctrl+F2” for Print Preview

2. Print

- a. Using Print will bring up a Print dialog box where you can select which printer to print to



3. Print Preview

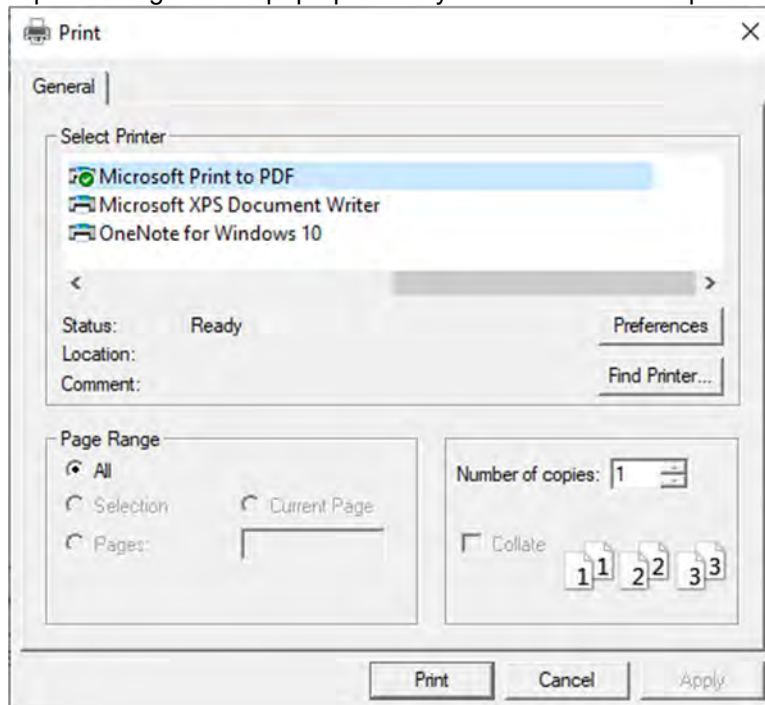
- a. Using Print Preview will bring up a window where you can view how the report will look on paper before sending it to the printer



- b. The print icon in the toolbar found in the top left-hand corner can then be selected



- c. A print dialog box will pop up where you can select which printer to print to



Glossary of Terms

50th Percentile TTI

The ratio of the 50th percentile highest travel time to the travel time at the base free-flow speed. This measure can be used for trend analysis and to demonstrate changes in performance resulting from an operational strategy, capacity improvement, or change in demand.

80th Percentile TTI

The ratio of the 80th percentile highest travel time to the travel time at the base free-flow speed. This measure has been found to be more sensitive to operational changes than the PTI, which makes it useful for comparison and prioritization purposes.

95th Percentile TTI

See *Planning Time Index (PTI)*.

Agency

This field is provided to document the agency or company associated with this analysis or project.

Analysis Period

The time interval used for the performance evaluation. It can range from 15 min to 1 h, with longer durations in this range sometimes used for planning analyses. A shorter duration in this range is typically used for operational analyses.

Analysis Year

This field is provided to document the year for which the analysis is being performed.

Analyst

The field is provided to document the name of the analyst.

Annual Delay

Annual delay represents the average vehicle hours of travel or person hours of travel occurring minus what would occur under free-flow conditions. Delay is useful because economic analyses have a long history of monetizing delay.

Base Crash Frequency

The methodology requires the base crash frequency for each segment and for each intersection along the subject facility. The base crash frequency is an estimate of the expected crash frequency for the segment or intersection when no work zones are present or special events occur. The estimated should include all severity levels, including property-damage-only (PDO) crashes. Crash frequency is provided in units of crashes per year, regardless of the duration of the reliability reporting period.

Base File

The base file provides all the required input data for the urban street segments methodology described in HCM Chapter 18. The base file contains the required input data to execute HCM Chapter 17's reliability methodology. It consists of all the data needed to evaluate the base HCM facility methodology for a single study period, plus data that describe the variations in demand, weather, and so forth that occur over the course of the reliability reporting period, along with the frequency of a particular event's occurrence. The majority of the reliability-specific input data can be defaulted when they are not available locally, but the analyst is encouraged to supply facility-specific data whenever feasible.

The user has the option to load a base file or create a base file. Clicking on 'Load Base File' will open a dialog box to allow the user to select a Streets (*.xus) file for the user to open and load into the Streets Reliability program. Once loaded, a Street intersections and segments graph of the base file will be displayed on the page, along with general information. Clicking on the 'Create Base File' will open the HCS Streets program to allow the user to create a new base file for use in the Streets Reliability program.

Please also see *Data Depository*.

Crash Frequency Adjustment Factors for Inclement Weather

Inclement weather conditions can increase the likelihood of crashes. Crash frequency adjustment factors are required for the following conditions:

- Rainfall,
- Snowfall,
- Wet pavement (not raining), and
- Snow or ice on pavement (not snowing).

The crash frequency adjustment factor is the ratio of hourly crash frequency during the weather event to the hourly crash rate during clear, dry hours. It is computed by using one or more years of historical weather data and crash data for the region in which the subject facility is located.

The adjustment factor for a specific weather condition is computed from (a) the number of hours for which the weather condition exists for the year and (b) the count of crashes during those hours. An hourly crash frequency for the weather condition $f_{c,wea}$ is computed by dividing the crash count by the number of hours. By a similar technique, the hourly crash frequency is computed for dry pavement hours $f_{c,dry}$. The crash frequency adjustment factor for the weather condition $CFAF_{wea}$ is computed as the ratio of the two frequencies (i.e., $CFAF_{wea} = f_{c,wea}/f_{c,dry}$).

The crash frequency adjustment factor includes consideration of the effect of the weather even on traffic volume (i.e., volume may be reduced because of bad weather) and on crash risk (i.e., wet pavement may increase the potential for a crash).

The following are the default values for the crash frequency adjustment factor of each weather condition:

- Rainfall: 2.0
- Wet pavement (not raining): 3.0
- Snowfall: 1.5
- Snow or ice on pavement (not snowing): 2.75

Crash Location Categories

The categorization of crashes by location is determined by using the definitions given in *Highway Safety Manual* (HSM) Section A.2.3, found in Appendix A of HSM Volume 2. The HSM states that “Intersection crashes include crashes that occur at an intersection (i.e., within the curb limits) and crashes that occur on the intersection legs and are intersection related. All crashes that are not classified as intersection or intersection-related crashes are considered to be roadway segment crashes.”

Data Depository

Every reliability analysis requires a base dataset. This dataset describes the traffic demand, geometry, and signal timing conditions for the intersections and segments along the facility during the study period, when no work zones are present and no special events occurs.

Please also see *Base File*.

Date

This field is provided to document the date when the analysis is performed.

Day-of-Week Demand Ratios

The following HCM exhibit provides the default day-of-week demand ratios (ADT/AADT):

Day	Demand Ratio
Sunday	0.87
Monday	0.98
Tuesday	0.98
Wednesday	1.00
Thursday	1.03
Friday	1.15
Saturday	0.99

Source: Hallenbeck et al. (9).

See also *Time Period Adjustment Factors*.

Demand Change Factors

The three “demand change factors” account for a change in traffic demand due to weather conditions. One factor describes demand change during dry weather (by definition it has a values of 1.0). A second factor describes the demand change during a rain event. The third factor describes the demand change for a snow event. During a step of the methodology, the demand volume is multiplied by the demand change factor corresponding to the weather associated with a given analysis period. A factor less than 1.0 corresponds to a reduction in demand during the event.

Research indicates that urban street traffic demand tends to drop 15% to 30% during snow events. These motorists likely altered the start time of their commute or stayed home to avoid the bad weather. In the absence of local data, a default value of 0.80 may be used for snow events.

The research is less clear on the effect of rain on traffic demand. The effect of rain may vary with the trip purpose and the annual frequency of rain events in the vicinity of the subject facility. A default factor values of 1.0 is recommended for rain events. These default values are summarized in the following HCM exhibit:

Input Data Item	Default Value
Demand change factor for dry weather	1.00
Demand change factor for rain event	1.00
Demand change factor for snow event	0.80
Pavement runoff duration for snow event	0.5 h

See *Duration of Pavement Runoff* for the input data item in the last row.

Demand Pattern Data

Demand pattern data are used by the reliability method to adjust the demand volumes in the base and alternative datasets to reflect demands during all the other time periods in the reliability reporting period. The data include (a) adjustment factors to account for demand variation by hour of day, day of week, and month of year; and (b) adjustment factors to account for change in traffic demand due to weather conditions.

Details per page

A drop down selection is provided to indicate how many scenario results to show on the page.

Duration of Pavement Runoff

The duration of pavement runoff for a snow event is required. It is defined as the period of time after the snow stops falling that snowpack (or ice) covers the pavement. After this time period elapses, the pavement is exposed and drying begins. This time is likely a function traffic volume, snow depth, and agency snow removal capabilities. An appropriate local value should be established for the subject facility if that is possible. If such a value is not available, the default value provided in the last row of the HCM exhibit can be used. See *Demand Change Factors* for the exhibit.

Facility Evaluation

The facility evaluation stage consists of two tasks that are repeated in sequence for each analysis period. The analysis periods are evaluated in chronological order.

First, the dataset associated with a given analysis period is evaluation by using the urban street facility methodology. The performance measures output by the methodology are then archived.

Second, the dataset associated with the next analysis period is modified, if necessary, on the basis of the results of the current analysis period. Specifically, the initial queue input value for the next analysis period is set equal to the residual queue for the current analysis period.

Failure or On-Time Measures

The percent of trips (or percent of time) with space mean speeds above (on time) or below (failure) one or more target values (e.g., 35, 45, and 50 mi/h; or 56, 72, 80 km/h in metric). These measures address how often trips succeed or fail in achieving a desired travel time or speed.

Functional Class

The functional class of the subject facility is a required input when the analyst chooses to use the default time period adjustment factors. These factors are used for estimating the traffic volume during each of the various scenarios that make up the reliability reporting period.

The following functional classes are considered:

- Urban expressway,
- Urban principal arterial street, and

- Urban minor arterial street.

An urban principal arterial street emphasizes mobility over access. It serves intra-area travel, such as that between a central business district and outlying residential areas or that between a freeway and an important activity center. It is typically used for relatively long trips within the urban area or for through trips that enter, leave, or pass through the city. An urban minor arterial street provides a balance between mobility and access. It interconnects with and augments the urban principal arterial street system. It is typically used for trips of moderate length within relatively small geographic areas.

The methodology addresses roadways that (a) have one of the aforementioned classes and (b) do not have full access control. If a roadway has full access control then it is considered to be a freeway and the analyst should use the Freeway methodology.

Hour-of-Day Demand Ratios

The following HCM exhibit provides the default hour-of-day demand ratios (ADT/AADT):

Hour Starting	<u>Expressway</u>		<u>Principal Arterial</u>		<u>Minor Arterial</u>	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Midnight	0.010	0.023	0.010	0.023	0.010	0.028
1 a.m.	0.006	0.015	0.006	0.014	0.006	0.023
2 a.m.	0.004	0.008	0.005	0.010	0.004	0.021
3 a.m.	0.004	0.005	0.005	0.006	0.002	0.008
4 a.m.	0.007	0.005	0.009	0.006	0.002	0.005
5 a.m.	0.025	0.009	0.030	0.010	0.007	0.005
6 a.m.	0.058	0.016	0.054	0.017	0.023	0.011
7 a.m.	0.077	0.023	0.071	0.024	0.067	0.018
8 a.m.	0.053	0.036	0.058	0.035	0.066	0.030
9 a.m.	0.037	0.045	0.047	0.046	0.054	0.048
10 a.m.	0.037	0.057	0.046	0.056	0.051	0.054
11 a.m.	0.042	0.066	0.050	0.054	0.056	0.057
Noon	0.045	0.076	0.053	0.071	0.071	0.074
1 p.m.	0.045	0.073	0.054	0.071	0.066	0.071
2 p.m.	0.057	0.074	0.063	0.072	0.060	0.069
3 p.m.	0.073	0.075	0.069	0.073	0.062	0.067
4 p.m.	0.087	0.075	0.072	0.073	0.063	0.071
5 p.m.	0.090	0.071	0.077	0.073	0.075	0.068
6 p.m.	0.068	0.063	0.062	0.063	0.070	0.067
7 p.m.	0.049	0.051	0.044	0.052	0.053	0.056
8 p.m.	0.040	0.043	0.035	0.044	0.044	0.049
9 p.m.	0.037	0.037	0.033	0.038	0.035	0.040
10 p.m.	0.029	0.032	0.026	0.033	0.033	0.035
11 p.m.	0.019	0.023	0.021	0.026	0.019	0.024

Source: Hallenbeck et al. (9).

See also *Time Period Adjustment Factors*.

Incident Clearance Time

The Time from the arrival of the first response vehicle to the time when the incident and service vehicles no longer directly affect travel on the roadway. This time varies by incident location, type, and severity. Clearance times are weather-dependent. Incident clearance times are reported in minutes and for street location (segment or intersection), incident type (crash or noncrash), lane location (shoulder, one lane, two or more lanes), severity

(fatal/injury or PDO), and weather condition (dry, rainfall, wet pavement, snowfall or snow or ice on pavement) (96 total values).

Default values for incident clearance time are provided in the following HCM exhibit:

Street Location	Event Type	Lane Location	Severity ^a	Clearance Time by Weather Condition (min)			
				Dry	Rain-fall	Wet Pavement	Snow Or Ice ^b
Segment	Crash	One lane	FI	56.4	42.1	43.5	76.7
			PDO	39.5	28.6	29.7	53.7
		2+ lanes	FI	56.4	42.1	43.5	76.7
			PDO	39.5	28.6	29.7	53.7
		Shoulder	FI	56.4	42.1	43.5	76.7
			PDO	39.5	28.6	29.7	53.7
	Non-crash	One lane	Breakdown	10.8	5.6	5.7	14.7
			Other	6.7	2.4	2.8	9.1
		2+ lanes	Breakdown	10.8	5.6	5.7	14.7
			Other	6.7	2.4	2.8	9.1
		Shoulder	Breakdown	10.8	5.6	5.7	14.7
			Other	6.7	2.4	2.8	9.1
Signalized intersection	Crash	One lane	FI	56.4	42.1	43.5	76.7
			PDO	39.5	28.6	29.7	53.7
		2+ lanes	FI	56.4	42.1	43.5	76.7
			PDO	39.5	28.6	29.7	53.7
		Shoulder	FI	56.4	42.1	43.5	76.7
			PDO	39.5	28.6	29.7	53.7
	Non-crash	One lane	Breakdown	10.8	5.6	5.7	14.7
			Other	6.7	2.4	2.8	9.1
		2+ lanes	Breakdown	10.8	5.6	5.7	14.7
			Other	6.7	2.4	2.8	9.1
		Shoulder	Breakdown	10.8	5.6	5.7	14.7
			Other	6.7	2.4	2.8	9.1

Source: Zegeer et al. (1).

Notes: ^a FI = fatal or injury crash; PDO = property-damage-only crash.

^b Applies to snowfall and to snow or ice on pavement (but not snowing).

Incident Detection Time

The time period starting with the occurrence of the incident and ending when the response officials are notified of the incident. Incident detection time is reported in minutes. The default incident detection time for all weather conditions is 2.0 minutes.

Incident Location Distribution

The incident location distribution is used by the incident generation procedure to assign incident to specific locations on the facility. Research indicated that this distribution varies by incident location, type, and severity. The following incident proportions are required:

- Proportion of crash and noncrash incidents by street location (segment or intersection) (four total values); proportions should total 1.000 for a given street location;
- Proportion of shoulder, one-lane, and two-or-more-lane incidents by street location and event type (crash or noncrash) (12 total values); proportions should total 1.000 for a given street location and event type

combination; a 0.000 proportion should be assigned to values involving a shoulder location if no shoulders exist on the facility;

- Proportion of fatal/injury and PDO crashes by street location and lane location (12 total values); proportions should total 1.000 for a given street location and lane location combination; and
- Proportion of breakdown and other noncrash incident by street location and lane location (12 total values); proportions should total 1.000 for a given street location and lane location combination.

The four proportions identified in the previous list are multiplied together to obtain the desired incident location distribution factors. One factor is obtained for each combination of street location, incident type, incident location, and incident severity. The computed factors should total 1.000 for a given street location.

The default incident distribution with shoulder presence is provided in the following HCM exhibit:

Street Location	Incident Type		Incident Location		Incident Severity		Joint Proportion
	Type	Pro-portion	Lanes Affected	Pro-portion	Severity ^a	Pro-portion	
Segment	Crash	0.358	1 lane	0.335	FI	0.304	0.036
					PDO	0.696	0.083
			2+ lanes	0.163	FI	0.478	0.028
					PDO	0.522	0.030
			Shoulder	0.502	FI	0.111	0.020
					PDO	0.889	0.160
	Non-crash	0.642	1 lane	0.849	Breakdown	0.836	0.456
					Other	0.164	0.089
			2+ lanes	0.119	Breakdown	0.773	0.059
					Other	0.227	0.017
			Shoulder	0.032	Breakdown	0.667	0.014
					Other	0.333	0.007
				Total:	1.000		
Signalized intersection	Crash	0.310	1 lane	0.314	FI	0.378	0.037
					PDO	0.622	0.061
			2+ lanes	0.144	FI	0.412	0.018
					PDO	0.588	0.026
			Shoulder	0.542	FI	0.109	0.018
					PDO	0.891	0.150
	Non-crash	0.690	1 lane	0.829	Breakdown	0.849	0.486
					Other	0.151	0.086
			2+ lanes	0.141	Breakdown	0.865	0.084
					Other	0.135	0.013
			Shoulder	0.030	Breakdown	0.875	0.018
					Other	0.125	0.003
				Total:	1.000		

Source: Zegeer et al. (1).

Note: ^a FI = fatal or injury crash; PDO = property-damage-only crash; other = not breakdown (e.g., debris).

The default incident distribution without shoulder presence is provided in the following HCM exhibit:

Street Location	Incident Type		Incident Location		Incident Severity		Joint Proportion
	Type	Pro-portion	Lanes Affected	Pro-portion	Severity ^a	Pro-portion	
Segment	Crash	0.358	1 lane	0.837	FI	0.304	0.091
			2+ lanes	0.163	PDO	0.696	0.209
					FI	0.478	0.028
					PDO	0.522	0.030
	Non-crash	0.642	1 lane	0.881	Breakdown	0.836	0.473
			2+ lanes	0.119	Other	0.164	0.093
					Breakdown	0.773	0.059
					Other	0.227	0.017
					Total:	1.000	
Signalized intersection	Crash	0.310	1 lane	0.856	FI	0.378	0.100
			2+ lanes	0.144	PDO	0.622	0.165
					FI	0.412	0.018
					PDO	0.588	0.026
	Non-crash	0.690	1 lane	0.859	Breakdown	0.849	0.503
			2+ lanes	0.141	Other	0.151	0.089
					Breakdown	0.865	0.084
					Other	0.135	0.013
					Total:	1.000	

Source: Zegeer et al. (1).

Note: ^a FI = fatal or injury crash; PDO = property-damage-only crash; other = not breakdown (e.g., debris).

Incident Query

For event predictions, the user can set parameters to check for incidents “starting” at the query hour. The date, time, and segment/intersection must be specified. Then a ‘Query’ button can be selected, which will display any incidents for that query.

Incident Response Time

The time period from the receipt of incident notification by officials to the time the first response vehicle arrives at the scene of the incident. This time will likely vary among jurisdictions and facilities, depending on the priority placed on street system management and the connectivity of the street system. Response times are weather-dependent. Incident response times are reported in minutes and for five weather categories (dry, rainfall, wet pavement, snowfall, snow or ice on pavement).

The following are the default response times for the five weather categories:

- Clear, dry: 15.0 min
- Rainfall: 15.0 min
- Wet pavement (not raining): 15.0 min
- Snowfall: 20.4 min
- Snow or ice on pavement (not snowing): 20.4 min

Jurisdiction

This field is provided to document any jurisdiction convention or project related information.

Mean TTI

The ratio of the average travel time to the travel time at the base free-flow speed. This measure can be used for the same purposes as the 50th percentile TTI. However; the mean TTI will typically have somewhat higher values than the 50th percentile TTI because of the influence of rare, very long travel times in the distribution.

Misery Index

This measure is useful as a descriptor of near-worst-case conditions on rural facilities.

Month-of-Year Demand Ratios

The following HCM exhibit provides the default month-of-year demand ratios (ADT/AADT):

Month	Expressway	Principal Arterial	Minor Arterial
January	0.802	0.831	0.881
February	0.874	1.021	0.944
March	0.936	1.030	1.016
April	0.958	0.987	0.844
May	1.026	1.012	1.025
June	1.068	1.050	1.060
July	1.107	0.991	1.150
August	1.142	1.054	1.110
September	1.088	1.091	1.081
October	1.069	0.952	1.036
November	0.962	0.992	0.989
December	0.933	0.938	0.903

Source: Hallenbeck et al. (9).

See also *Time Period Adjustment Factors*.

Nearest City

The nearest city is a required input when the analyst chooses to use the default weather data. The analyst selects from 284 U.S. cities. Please see *Regional Weather* for additional information.

Please see *Regional Weather* for additional information.

Number of Replications

The number of replications indicates the number of times each scenario is generated to minimize any bias that rare events may cause.

Planning Time Index (PTI)

The ratio of the 95th percentile highest travel time to the travel time at the base free-flow speed. This measure is useful for estimating how much extra time travelers must budget to ensure an on-time arrival and for describing near-worst-case conditions on urban facilities. Also *95th Percentile TTI*.

Project Description

This field is provided for the user to document the analysis with any information for identification purposes.

Random Number Seed

A random number seed is used with the Monte Carlo methods in the reliability methodology. A seed is used so that the sequence of random events can be reproduced. Unique seed numbers are separately established for weather events, demand variation, and incidents. For a given set of three seed numbers, a unique combination of weather events, demand levels, and incidents is estimated for each analysis period in the reliability reporting period.

Regional Weather

The nearest city is a required input when the analyst chooses to use the default weather data. The analyst selects from 284 U.S. cities. A search bar and/or drop down menu is provided for the user to select a city. Once a city is selected, the 'Load Regional Weather' button needs to be selected for city-specific data to be applied to the weather event statistics table. If certain values need to be overridden, the user has the option to edit the data. However, if values need to be reset, a 'Reset to Regional Default' button is provided to reapply the city-specific values. See *Weather Event Statistics* for more information.

Reliability Rating

The percentage of vehicle-miles traveled on the facility associated with a TTI less than 2.50. This threshold approximated the point beyond which urban street facility travel times become much more variable (i.e., unreliable).

Reliability Reporting Period

The specific days over which reliability is to be computed, for example, all weekends in a year. A typical reporting period for a reliability evaluation is 6 to 12 months. The period is specified by start and end dates as well as by the days of week being considered. The reliability reporting period is used with the study period to describe the temporal representation of the performance measure fully (e.g., average travel time on weekdays from 4:00 to 6:00 p.m. for the current year).

Replication Selection

A drop down selection is provided to indicate which results to show based on the replication number.

Running Time

The time a vehicle spends in motion.

Scenario

A unique combination of traffic demand, capacity, geometry, and traffic control conditions. It can represent one or more analysis periods, provided that all periods have the same combination of demand, capacity, geometry, and control.

Scenario Dataset Generation

The scenario dataset generation procedure uses the results from *Scenario Generation*, *Weather Event Generation*, *Traffic Demand Variation Generation*, and *Traffic Incident Generation* to develop one HCM dataset for each analysis period in the reliability reporting period. Each analysis period is considered to be one scenario. The base dataset is modified to reflect conditions present during a given analysis period. Traffic volumes are modified at each intersection and driveway. Saturation flow rates are adjusted at intersections influenced by an incident or a weather event, and speed are adjusted for segments influenced by an incident or a weather event. Dates and times represent a common basis for tracking events and conditions from one analysis period to the next.

Scenario Generation

The scenario generation stage consists of four sequential procedures: (a) weather event generation, (b) traffic demand variation generation, (c) traffic incident generation, and (d) scenario dataset generation. Each procedure generates in chronological order the set of analysis periods that make up the reliability reporting period.

Checkboxes are provided to indicate whether or not to include weather, demand, and/or incidents when generating scenarios. The user can also choose whether or not to randomize demand volume for every analysis period. Once these are specified, along with the random seed numbers and the desired number of replications, the user can click the 'Generate Scenarios' button to start the scenario generation process.

Semi-Standard Deviation

A one-sided standard deviation, with the reference point at the base free-flow speed instead of the mean. It provides the variability distance from free-flow conditions.

Shoulder Presence

The indication of the presence of outside (i.e., right-side) shoulders is a required input when the analyst chooses to use the default incident location data. This input is specified for the facility.

For a shoulder to be considered present, it must be wide enough to store a disabled vehicle (so that the vehicle does not block traffic flow in the adjacent traffic lane). If on-street parking is allowed, the analyst will need to determine whether occupancy would need to be less than 30% to provide reasonable assurance of the opportunity to move a disabled vehicle from the through lanes to an open stall.

Special Event

Short-term events that produce intense traffic demands on a facility for limited periods of time. These demands may be addressed by temporary changes in the facility's geometry or traffic control characteristics, or both. Example special events include major sporting events, concerts, and festivals.

Standard Deviation

The standard statistical measure.

Stop Rate

The average number of full stops per vehicle. A *full stop* is defined to occur at a signalized intersection when a vehicle slows to zero (or a crawl speed, if in queue) as a consequence of the change in signal indication from green to red, but not necessarily in direct response to an observed red indication. A *full stop* is defined to occur at an unsignalized intersection when a vehicle slows to zero (or a crawl speed, if in queue) as a consequence of the control device used to regulate the approach.

Study Period

The time interval (within a day) that is represented by the performance evaluation. It consists of one or more consecutive analysis periods. A typical study period is 1.0 to 6.0 h in duration and is stated to represent specific times of the day and days of the week (e.g., weekdays from 4:00 to 6:00 p.m.). If oversaturated conditions occur during the study period, at least the first analysis period should be undersaturated. The maximum study period duration is 24 h.

The geometric design elements and traffic control features of the facility must be unchanged during the study period. Thus, the intersection lane assignments and signal timing plan should be the same throughout the study period. In addition, if the directional distribution of traffic volume changes significantly during the day, separate study periods should be established for each time period where the directional distribution is relatively constant.

Study Section

The length of facility over which reliability is to be computed. Since reliability is computed through traffic only, the length of the facility should not be so long that through traffic is a low percentage of total traffic on the facility. The length of facility to be evaluated should be less than the distance a vehicle traveling at the average speed can achieve in 15 min.

Through Delay

Through delay represents the sum of two delay sources. One source is the delay due to the traffic control at the boundary intersection. It is called control delay. The other delay is that due to the negotiation of intersection geometry, such as curvature. It is called geometric delay.

Time Analyzed

This field is provided to document the time frame of the analysis as morning peak, afternoon peak, existing conditions, future projections, etc.

Time Period Adjustment Factors

The methodology requires day-of-week and month-of-year factors, expressed as ratios of the average day-of-week and average month-of-year demand. Also required are hour-of-day factors expressed as a percentage of AADT. The specific factors needed are described in the following list.

- Hour-of-day factors for each hour of the study period (up to 24, but typically six or fewer in practice),
- Day-of-week factors for each day included as part of the reliability reporting period (up to seven), and
- Month-of-year factors for each month included as part of the reliability reporting period (up to 12).

Default hour-of-day, day-of-week, and month-of-year traffic demand adjustment factors are given in HCM exhibits. The factors should be replaced with data from permanent traffic count stations whenever available for streets that are similar to the subject facility and located near it. See also *Hour-of-Day Demand Ratios*, *Day-of-Week Demand Ratios*, and *Month-of-Year Ratios*.

Traffic Counts

The date and time of the traffic count represented in the base dataset is a required input. If the base dataset demands are computed by using planning procedures, they are assumed to represent average day volumes. In this case, a date does not need to be provided by the analyst. However, the time of day for which the estimated volumes apply is still needed. The date and time of the traffic count represented in an alternative dataset is also a required input.

Traffic Demand Variation Generation

The traffic demand variation procedure identifies the appropriate traffic demand adjustment factors for each analysis period in the reliability reporting period. A set of factors accounts for systematic demand variation by hour of day, day of week, and month of year.

Traffic Incident Generation

The traffic incident procedure generates incident dates, times, and durations. It also determines incident types (i.e., crash or noncrash), severity levels, and locations on the facility. Location is defined by the intersection or segment on which the incident occurs and whether the incident occurs on the shoulder, in one lane, or in multiple lanes. The procedure incorporates weather and traffic demand variation information from the previous procedures in generating incidents.

Travel Speed

The ratio of segment length to through-movement travel time.

Travel Time

Travel time is a versatile measure, since it can be monitored over time (for trend analysis), monetized (in calculating benefits), and used in the calculation of other measures (e.g., delay). Facility lengths usually remain the same over time, allowing apples-to-apples comparisons of travel times estimated for a facility in different years or under different circumstances. Travel time is measured in minutes. Travel time is computed as the sum of segment running time and through-movement control delay at the downstream boundary intersection.

Travel Time Index (TTI)

The ratio of the actual travel time on a facility to the travel time at the base free-flow speed.

Weather Event Generation

The weather event procedure generates rain and snow events during the reliability reporting period. The dates, times, types (i.e., rain or snow), and durations of severe weather events are generated. These data are used to adjust the saturation flow rate and speed of facility traffic for each analysis period. The procedure also predicts the time after each weather event that the pavement remains wet or covered by snow or ice, since the presence of these conditions influences running speed and intersection saturation flow rate.

Weather Event Statistics

A reliability evaluation requires the weather data identified in the following list. These data represent averages by month of year for a recent 10-year period

- Total normal precipitation (in., or cm. in metric),
- Total normal snowfall (in., or cm. in metric),
- Number of days with precipitation of 0.01 in. (or 0.025 cm. in metric) or more (days),
- Normal daily mean temperatures (°F, or °C in metric), and
- Precipitation rate (in./h, or cm./h in metric).

Default values for the aforementioned statistics are available from the National Climatic Data Center (NCDC) for 284 locations in the United States.

Index

#

- 50th Percentile TTI 45
- 80th Percentile TTI 45
- 95th Percentile TTI 45

A

- Acknowledgements 6
- Agency 45
- Analysis 9
- Analysis Period 45
- Analysis Year 45
- Analyst 45
- Annual Delay 45

B

- Base Dataset 9
- Base Crash Frequency 46
- Base File 46

C

- Close 6
- Close a File 24
- Crash Frequency Adjustment Factors for Inclement Weather 46
- Crash Location Categories 47
- Create a New File 16

D

- Data Depository 47
- Date 47
- Day-of-Week Demand Ratios 47
- Default Settings 8
- Demand 10
- Demand Change Factors 47

- Demand Pattern Data 48
- Details per page 48
- Duration of Pavement Runoff 48

E

- Edit the Default Settings 26
- Events 12
- Exit 9
- Exit the Program 24

F

- Facility Evaluation 48
- Failure or On-Time Measures 48
- Functional Class 48

G

- General Controls 8
- Generate Scenarios 32
- Getting Started 7
- Glossary of Terms 45

H

- HCM Chapter 17 10
- Help 8
- Hour-of-Day Demand Ratios 49
- How To 16

I

- Incident 11
- Incident Clearance Time 49
- Incident Detection Time 50
- Incident Location Distribution 50
- Incident Query 52
- Incident Response Time 52
- Introduction 1

J

- Jurisdiction 52

L

- License Agreement 1
- Load a Base File 27
- Load Regional Weather 30

M

Mean TTI 53
Menu Items 8
Misery Index 53
Month-of-Year Demand Ratios 53

N

Nearest City 53
New 8
Number of Replications 53

O

Open 8
Open an Existing File 18
Operational Data 11

P

Planning Time Index (PTI) 53
Print 8
Print a Report 42
Print Preview 8
Project Description 53

R

Random Number Seed 54
Regional Weather 54
Reliability Rating 54
Reliability Reporting Period 54
Replication Selection 54
Report 8
Running Time 54

S

Save 8
Save a File 22
Save As... 8
Scenario 54
Scenario Dataset Generation 54
Scenario Generation 55
Scenarios 11
Semi-Standard Deviation 55
Shoulder Presence 55
Special Event 55
Standard Deviation 55
Stop Rate 55
Study Period 55
Study Section 56

Summary 13
System Requirements 7

T

Through Delay 56
Time Analyzed 56
Time Period Adjustment Factors 56
Trademarks and Copyrights 6
Traffic Counts 56
Traffic Demand Variation Generation 56
Traffic Incident Generation 56
Travel Speed 57
Travel Time 57
Travel Time Index (TTI) 57

U

Urban Streets Reliability 10
Urban Streets Reliability Report 15

V

View Results of the Analysis 37

W

Weather 10
Weather Event Generation 57
Weather Event Statistics 57