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## Preface

The International Symposium on Enhancing Highway Performance (ISEHP) was held in Berlin, Germany, from June 14 to 16, 2016. This joint symposium combined the 7<sup>th</sup> International Symposium on Highway Capacity and Quality of Service, succeeding previous symposia in Karlsruhe (1991), Sydney (1994), Copenhagen (1998), Maui (2000), Yokohama (2006), and Stockholm (2011), and the 3<sup>rd</sup> International Symposium on Freeway and Tollway Operations, succeeding previous symposia in Athens (2006) and Honolulu (2009). The symposium was organized by the German Road and Transportation Research Association (FGSV) together with the Transportation Research Board Committees on Highway Capacity and Quality of Service (AHB40, Chair: Tom Creasey), and Freeway Operations (AHB20, Chair: Jon Obenberger).

The ISEHP covered a broad range of topics related to highway capacity analysis, capacity guideline developments, traffic simulation, traffic control, connected and automated vehicles, work zone operations, as well as freeway and tollway operations and management. One focus was the development of the new U.S. Highway Capacity Manual (HCM 6<sup>th</sup> edition) and the recently released 2015 edition of the German Highway Capacity Manual (HBS). Papers submitted for presentation and publication in the proceedings were peer-reviewed by two to four reviewers. A total of 66 papers were selected for publication in the proceedings. In addition to the presentation of these high quality technical papers, a number of invited presentations addressed recent developments in emerging technologies for freeway and tollway operations at the symposium.

We thank all authors for their contributions and all volunteers for reviewing the submitted technical papers. We are grateful to the German Road and Transportation Research Association (FGSV) for organizing the symposium, the Transportation Research Board (TRB) for their extensive support, the German Federal Ministry of Transport and Digital Infrastructure (BMVI) for being the host for parts of the symposium as well as the Federal Highway Research Institute (BASt) for supporting the program coordination. Our gratitude and appreciation also extends to all members of the Program Committee of the symposium.

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