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7.00-01 [137113] 2018-11-19

+ New Features and Changes

Graphical editors

- + Base volume input: It is now possible to show 'Base volume input' in the graphical network editor. For this, 'Base volume input' can be selected in the 'Show Turning Movements' graphic parameter. **(1717)**
- + Cycle lengths: Cycle lengths can now be shown in the graphical editor using the cycle length button in the 'Show intersection info' list. **(1762)**

Traffic control tab

- + Phase diagram: Vistro now prevents that splits exceed the cycle length, when the length of a phase is extended by dragging the mouse. **(1723)**
- + Workflow optimization: Workflows with signal groups on inner movements were improved. When a signal group is removed from the sequence, it is now automatically removed from the movement, and the movement is set to permissive. When an inner movement is set to permissive, its signal group is automatically removed from the sequence. **(1689)**

✓ Fixed Bugs

- ✓ CCG: An issue was fixed, where Vistro froze, when 'CCG Third Edition' was selected. This happened, for example, when signal group numbers were set or when 'Create Default Signalization' was clicked. It only happened, if there was an LTR lane group with medium to high volume. **(1748)**
- ✓ ICA check: ICA check now reports, when a signal group is assigned to a movement but not placed in the Sequence. This is treated as an error. **(1713)**
- ✓ ICU: An issue regarding user defined saturation flow rates was fixed. Now the user defined values are also taken into account correctly for left turners. **(1751)** ⚠

⚠ Breaking Changes

Traffic control tab

- ⚠ ICU: Results may change when user defined saturation flow rates are used. **(1751)** ✓

7.00-00 [135597] 2018-09-25

+ New Features and Changes

Background Maps

- + The Bings Maps Service Terms of Use is now located in a link in the bottom left corner of the Network Editor. When clicked, the link will go to the Microsoft Bing Maps and MapPoint Web Service End User Terms of Use webpage. **(1667)**

Installation

- + The Codemeter runtime has been updated to version 6.60a. **(1641)**

Network editor

- + Turn arrows: Turn arrows can now be selected. When a turn arrow is selected, the corresponding 'Base Volume Input' cell in the grid is activated, and it is possible to enter new volume by typing. **(1679)**

Optimization

- + A checkbox called "Auto" was added to the optimization toolbar in the Traffic Control Workflow. When checked, updates to elements, such as base volumes, lane configurations, cycle times, control types, signal groups, and sequence will trigger an automatic optimization of the phase split times. When unchecked, changes to these elements will not automatically optimize phase split times and phase splits can be manually adjusted. **(1687)**

Traffic control tab

- + Create default signalization: When the 'Create Default Signalization' button is clicked, Vistro now uses signal group numbers based on the major flow directions. The global settings defining default signal group numbers for approach directions, are now only used, if the given direction is on the major flow. **(1712)**
- + Create default signalization: When the button 'Create Default Signalization' is used, Vistro now performs a cycle time optimization, if the intersection has no signalization yet. When the intersection already has signalization, and the button is clicked, Vistro performs a split optimization. **(1698)**
- + Create default signalization: When the button 'Create Default Signalization' is used. Vistro now leaves spaces for unused phases. For example, Signal group 4 is now always placed in Slot 4 of the first ring, even if there is no Signal group 3. The exception is split phasing, where signal groups now are placed as before. **(1688)**

UI

- + Approach direction arrows have been added at the top of the Intersection Setup, Volumes, and Traffic Control Workflow Panels. These arrows are frozen to the top of the panel and indicated the approach direction of the intersection legs. **(598)**

! Breaking Changes

ICA node checking updates due to updates in Visum.

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Traffic control tab

- ! Two-way stop control: Queue lengths may be different on intersections with u-turns on major approaches. **(1648)**
- ! Two-way stop, base critical headway: Calculation results on intersections with major flows with two or more lanes will be different, if no user override was used. **(1631)**