What’s new in PTV Vissim/Viswalk 2026

PTV GROUP
part of Umovity

Copyright

Imprint

PTV Planung Transport Verkehr GmbH

Address:

Haid-und-Neu-Str. 15

76131 Karlsruhe, Germany

Management Board:

Andrew W. Myers (CEO)

Contact:

Phone: +49 (0)721 9651-0

Fax: +49 (0)721-9651-699

E-Mail: info@ptvgroup.com

www.ptvgroup.com

Entry in the Commercial Register:

Local Court Mannheim HRB 743055

VAT ID:

VAT identification number according to §27 a Umsatzsteuergesetz: DE 812 666 053

Content

Preamble

This document provides an overview of PTV Vissim/Viswalk's important changes from version 2025 to version 2026 regarding handling and program behavior. Features, which have already been added in service packs of version 2025, are only partially covered in this document. Please see the version 2025 release notes for more of these features. At this time, future enhancements to Vissim 2026 will be described in the Vissim 2026 release notes.

Detailed descriptions on how to use the new functionality can be found in the Vissim 2026 online help and in the document VISSIM - MANUAL.PDF.

1 PTV Hub

Vissim 2026 is integrated with PTV Hub, the cloud-based platform that connects cloud/web apps and desktop applications. New developments in PTV Hub and Vissim 2026 expand both worlds equally and include, for example, further options for calculating models in the cloud or working collaboratively with shared comments. An overview on the extensions of PTV Hub 2026 can be found through the release communication on PTV Hub - this document here focuses on the highlights which are related to Vissim.

All features of this chapter are only available for PTV Hub-ready desktop licenses and sometimes require that a Vissim model is saved as a cloud model in PTV Hub (e.g. cloud-based comments).

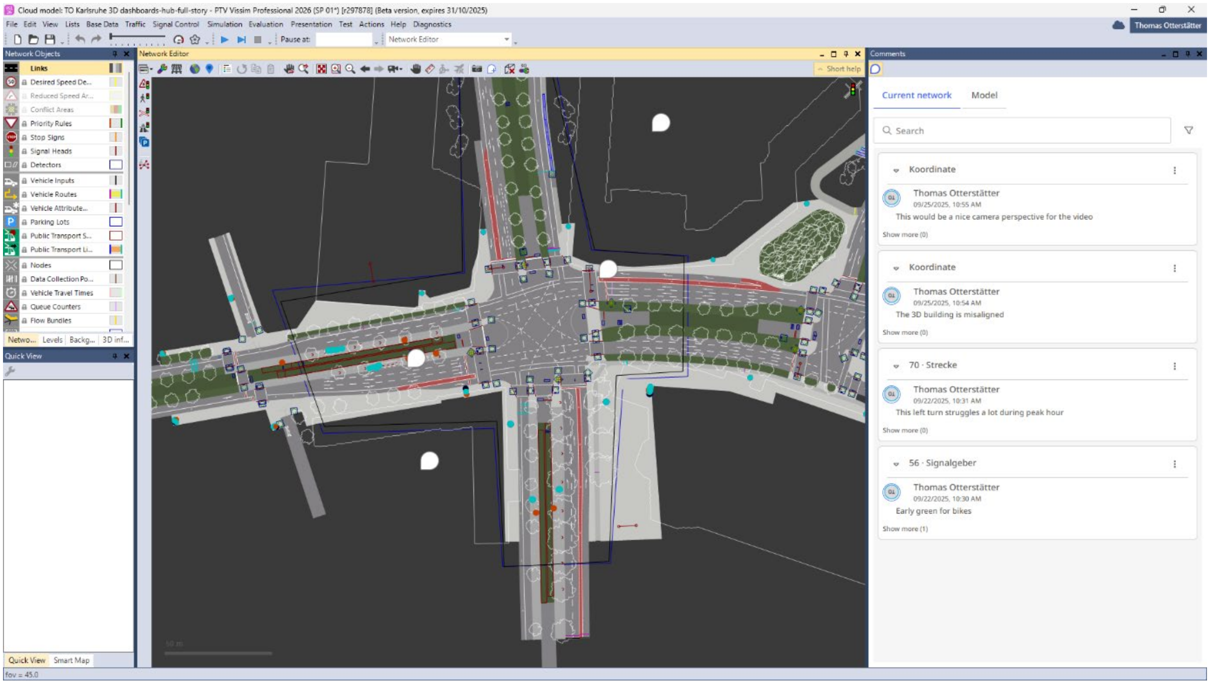
1.1 Collaborative Cloud-Based Commenting

PTV Hub 2026 introduces centralized, cloud-based commenting across Visum, Vissim, Viswalk, Vistro, and Hub Dashboards. Users can utilize a unified UI to annotate scenarios, network elements, and visualizations with real time speed. Role-based access ensures controlled collaboration, and a dedicated workspace streamlines comment tracking, resolution, and model navigation, speeding up review cycles and boosting transparency.

The new comments feature is only available for cloud models saved in PTV Hub and connects teams directly within the Vissim model environment. Reviewers can provide feedback without relying on PDFs, emails, or separate documents. All comments have a direct relationship to the model, ensuring clear, context-rich communication throughout the review process. This is especially valuable for multi-phase projects, public engagement, and agency reviews.

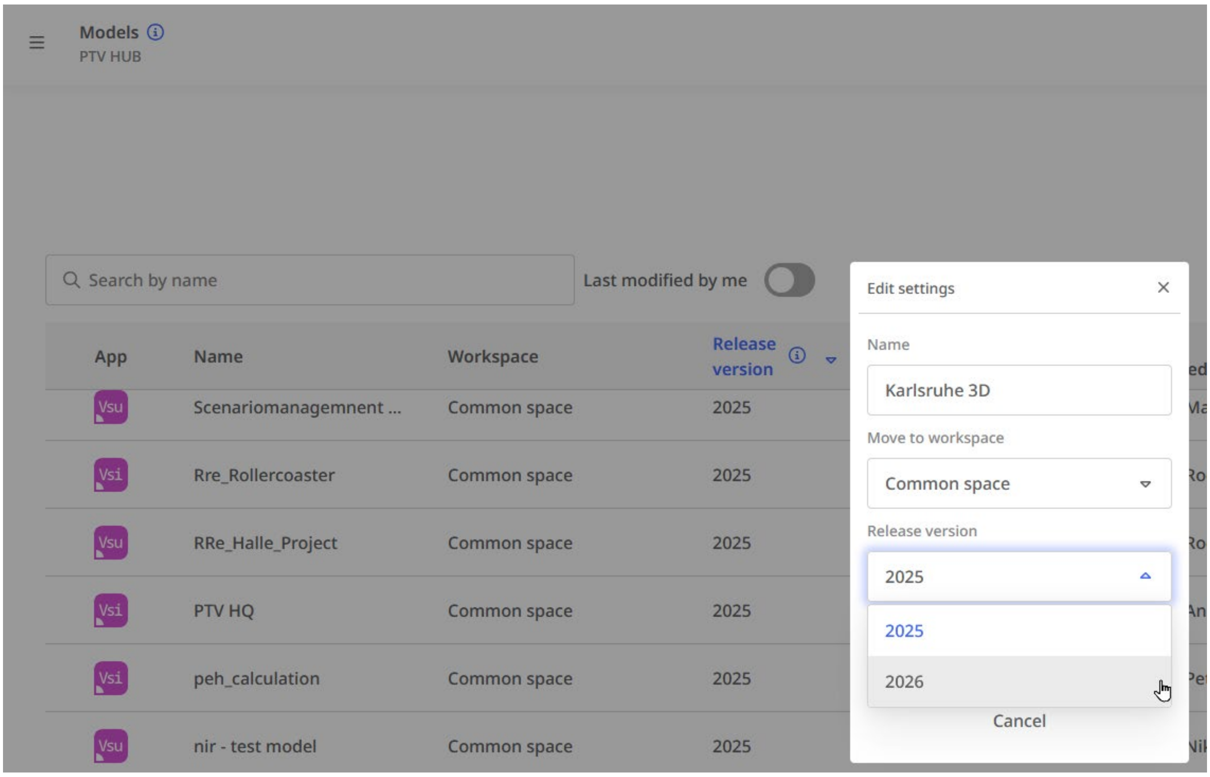
Users can comment on existing network objects or place feedback at any position on the map using the context menu entry **Add comment**. Each comment is visually indicated with an icon and automatically grouped into a thread, allowing multiple users to reply within the same discussion. Replies are timestamped and tagged with the author’s name for traceability. Threads can be marked as active or resolved, making it easy to track status throughout the project lifecycle and providing a clear audit trail of feedback, changes, and decision-making.

All existing comments in the model can be shown using the entry **Comments** in the **View** menu.



1.2 Support for Different Major Release Versions

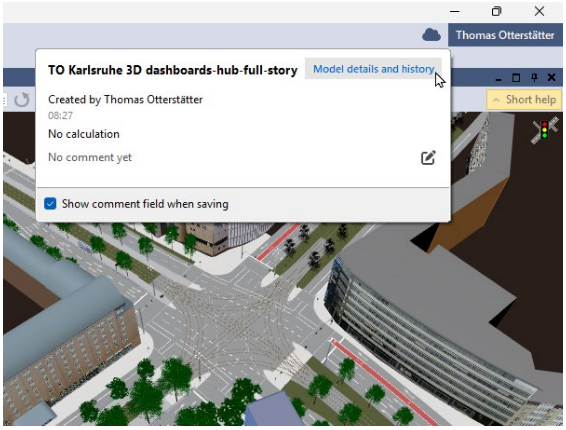
PTV Hub supports different versions of Vissim's major releases. It is now possible to continue using Vissim 2025 with selected cloud models and to use Vissim 2026 with other cloud models. The desktop version must match the version of the cloud model, so it is not possible to edit a cloud model in version 2025 with Vissim 2026 in this case the cloud model can and must be changed to version 2026 in the list of models in PTV Hub.

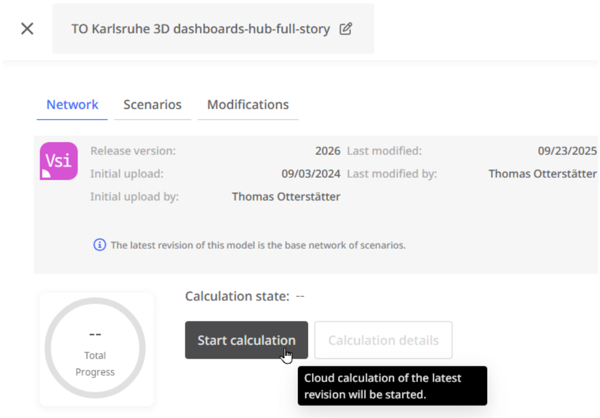


1.3 Cloud Calculation with VAP Signal Controllers

The cloud calculation of Vissim models in PTV Hub is now also possible for models with signal controllers of the type **VAP**.

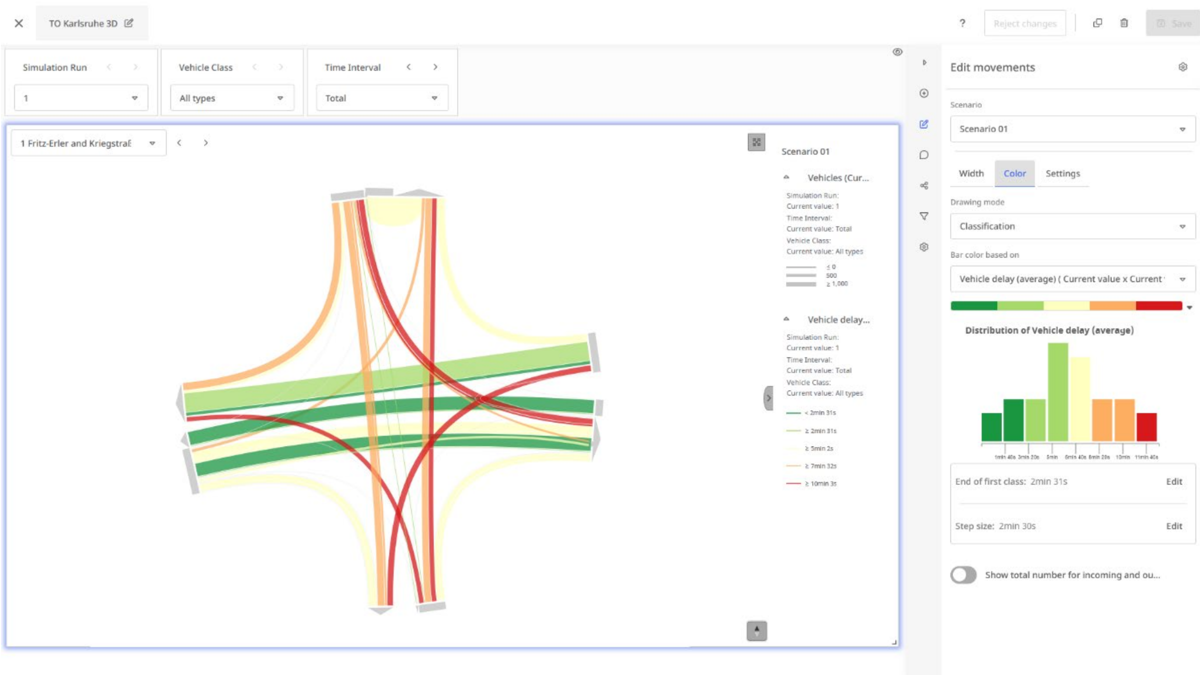
A cloud calculation can be triggered in the browser overview for a cloud model saved in PTV Hub. The browser overview can be easily accessed from Vissim using the link **Model details and history** from the cloud icon.





1.4 Dashboards new Widget – Movements

Dashboards in PTV Hub have the new **Movements** widget. This new widget improves the visualisation of node results and allows users to explore data interactively. For a Vissim model with node results these can be exported from the menu **File->Export->Dash-boards**... and then added to dashboards in PTV Hub.



2 Vehicle Simulation

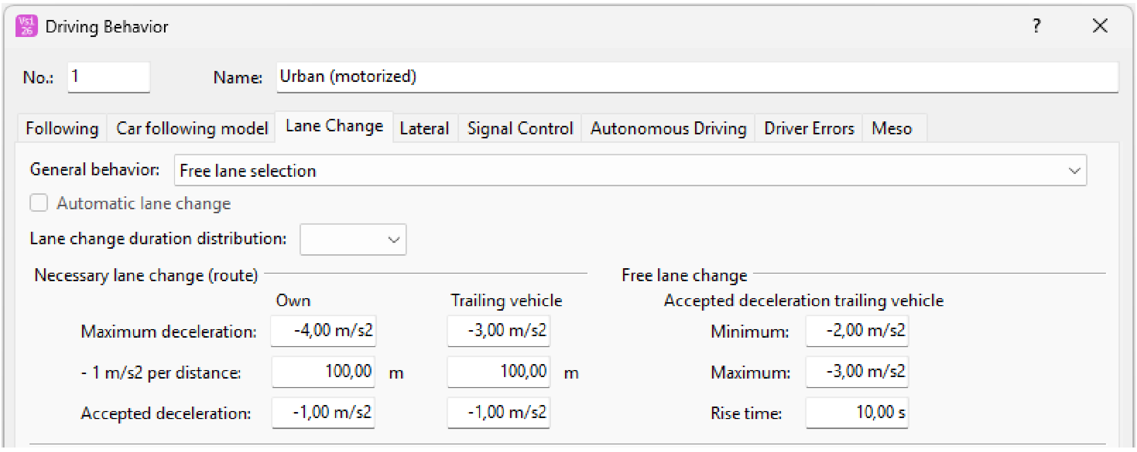
2.1 Free Lane Changes – Accepted Deceleration

For free lane changes, there are three new attributes that can be used to configure the accepted deceleration of trailing vehicles on the destination lane. The attributes can be set under **Lane Change** in the dialog **driving behavior**.

The deceleration that a vehicle that wants to make a free lane change accepts for a trailing vehicle in the destination lane becomes stronger the longer the vehicle waits for its lane change. At the beginning, a deceleration of **Accepted deceleration (trailing vehicle) (free lane change) – minimum** is accepted, which increases linearly over a period of **Accepted deceleration (trailing vehicle) (free lane change) – rise time** seconds to the value **Accepted deceleration (trailing vehicle) (free lane change) – maximum**.

Vehicles that accept stronger decelerations for trailing vehicles will perform a free lane change more often.

In this way, more influence can be exerted on the frequency of free lane changes and this can be calibrated.

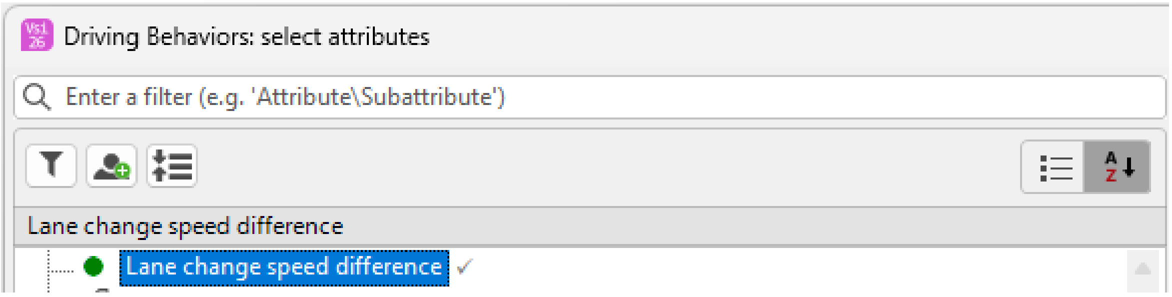


2.2 Free Lane Changes – Lane Change Speed Difference

For free lane changes, there is a new attribute **Lane change speed difference** to configure the difference between the current speed and the desired speed of a vehicle, which is necessary to trigger the desire to perform a lane change.

The speed distribution used for this is defined for a driving behavior via the **Lane Change Speed Difference** attribute. Vehicles that get a high speed difference from this distribution will be more tolerant of low speeds and will be less likely to perform free lane changes. The attribute can be set via the list of **driving behaviors**. These settings will also be possible in the **Driving Behavior** dialog in a future service pack.

In this way, influence can be exerted on the frequency of free lane changes, and these or more specifically the distribution of traffic on lanes can be calibrated.



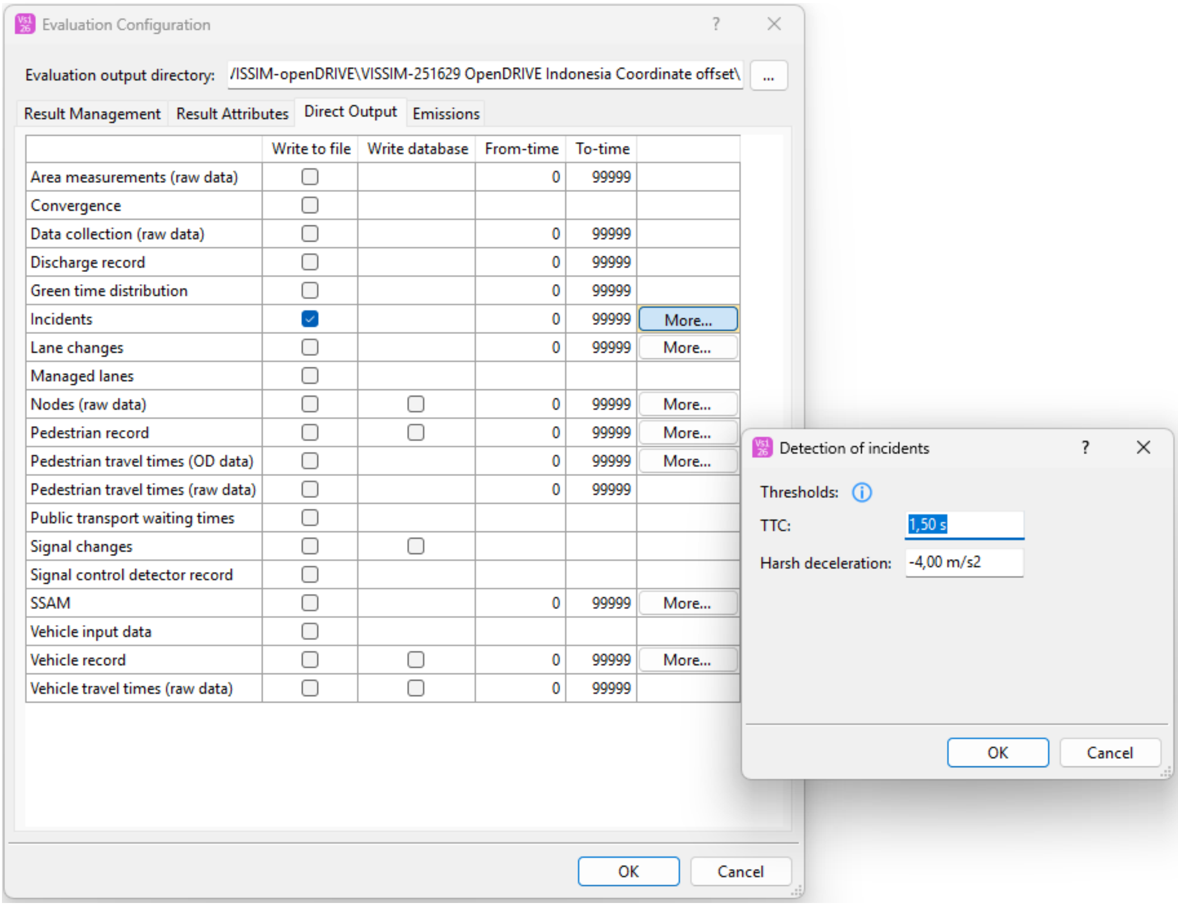
2.3 Defaults.inpx Adaptations for Bicycles and Pedelecs

The DEFAULTS.INPX has been modified to model bicycles and pedelecs more realistically. The adaptations provide new or changed **desired acceleration functions**, **driving behavior**, **link behavior types**, **vehicle classes**, **vehicle compositions** and **vehicle types**.

2.4 Evaluation for Incidents

With the Vissim 2025 SP 06 service pack, a new evaluation for incidents has been introduced, which has been extended with Vissim 2026. Incidents include critical situations, e.g. collisions of vehicles or harsh deceleration of individual vehicles. Incidents can be used for co-simulations in the automotive sector to identify particularly challenging situations or as a quality parameter of the model for classic planning applications (e.g. a collision can indicate incorrect modelling of the track geometry or the status of conflict areas).

Detected incidents are recorded as new attributes for **vehicle network performance results** where the incidents are aggregated for each simulation run. Furthermore, incidents are logged individually in detail as a direct output in a file with the ending .INC. The detection of **incidents** can be configured in the dialog for **Evaluation Configuration** in the **Direct Output** or **Result Attributes** tabs.



The types of incidents have been expanded with Vissim 2026 to include the following types of incidents.

- Collisions (from Vissim 2025 SP06)
  A collision is detected when the cuboid spanned by the 3D vehicle model of one vehicle intersects the cuboid of another vehicle. Due to this simplified consideration, it is also possible that some "almost-collisions" are detected.
- Harsh decelerations Delays (from Vissim 2025 SP06, requires Automotive License Module)
  A harsh deceleration is detected when a vehicle decelerates more than the parameterizable value **harsh deceleration**.
- Time to collision (TTC) (from Vissim 2026, requires Automotive License Module)
  The TTC is, in slightly simplified terms, the time in which two vehicles would touch each other if both were to follow their current trajectory at the current speed. This means that if neither vehicle decelerates or accelerates, then a collision occurs after TTC seconds. TTC is a parameter for recognizing critical situations. A TTC incident is detected by Vissim if the TTC is less than the parameterizable **TTC** value. TTC incidents are only detected between vehicles that approach each other at conflict areas, therefore e.g. not when a vehicle follows another vehicle.

In the **vehicle network performance** results, the number of occurrences of each incident type is recorded. The direct output file .INC logs the start, end, vehicles involved, location and the respective parameters of each individual incident.

2.5 OpenSCENARIO-Export [under development]

[This feature is still under construction and will be available in a service pack.]

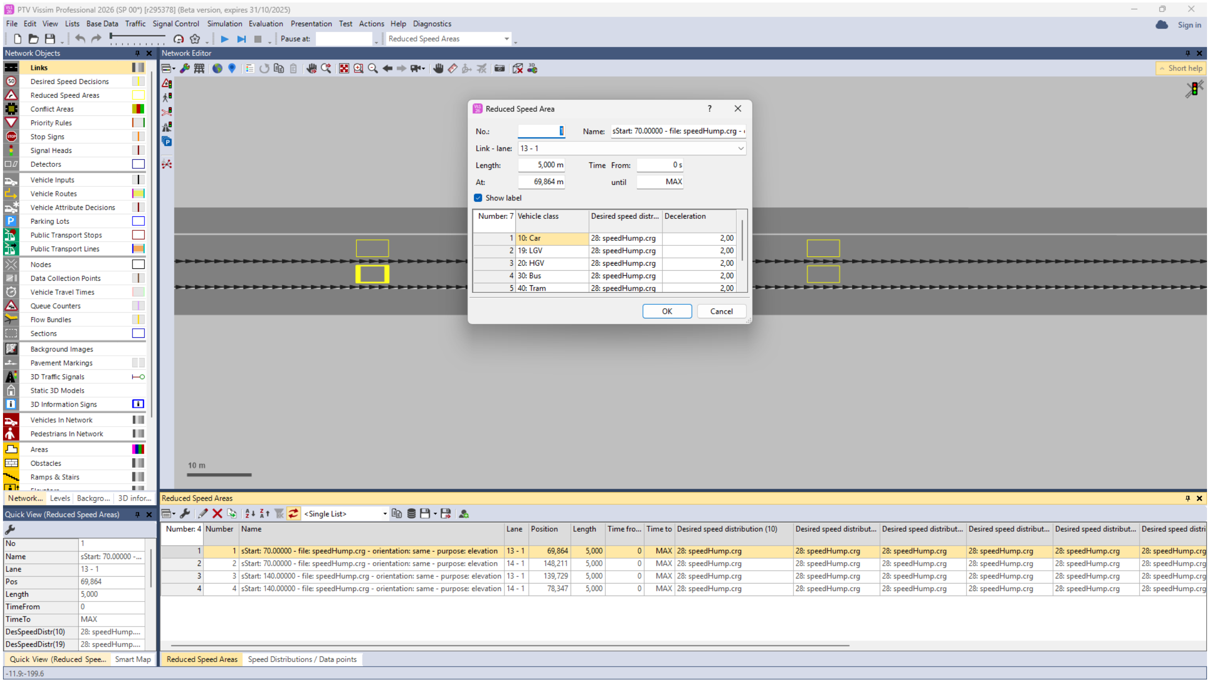
Vissim 2026 allows the export of incidents (see section 2.4 Evaluation for Incidents) in the OpenSCENARIO XML 1.3.1 standard.

OpenSCENARIO is an open standard that is based on OpenDRIVE and, in contrast to its description of static elements, i.e. the traffic infrastructure, describes dynamic content, such as e.g. Trajectories or maneuvers of vehicles and road users. Vissim simulates the dynamics of road users and thus provides the basis for the content of OpenSCENARIO.

OpenSCENARIO is frequently used in the context of development and testing of automated driving functions and describes a scenario as a dynamic scene for a vehicle that is being tested. Particularly interesting scenarios depict incidents, such as collisions or harsh decelerations. The OpenSCENARIO export is therefore part of the evaluation of incidents and represents a particularly detailed form of result export of this evaluation. OpenSCENARIO files can be created for each individual incident of a simulation run, whereby it is possible to define a time window, as well as a spatial radius around the vehicles that trigger the incident to narrow down the scenario to the area and time of interest.

2.6 OpenDRIVE-Import – Support of OpenCRG – Generation of Reduced Speed Areas for „Speed Humps“

Because speed humps are a typical use case of OpenDRIVE surface CRG elements, the OpenDRIVE import now creates **reduced speed areas** for these elements. For these **reduced speed areas**, a **speed distribution** of approx. 24-32 km/h (or 15-20 miles per hour) is created and applied to all **vehicle classes**. For referencing the **name** attribute of the **reduced speed areas** created contain the file name of the OpenCRG file.

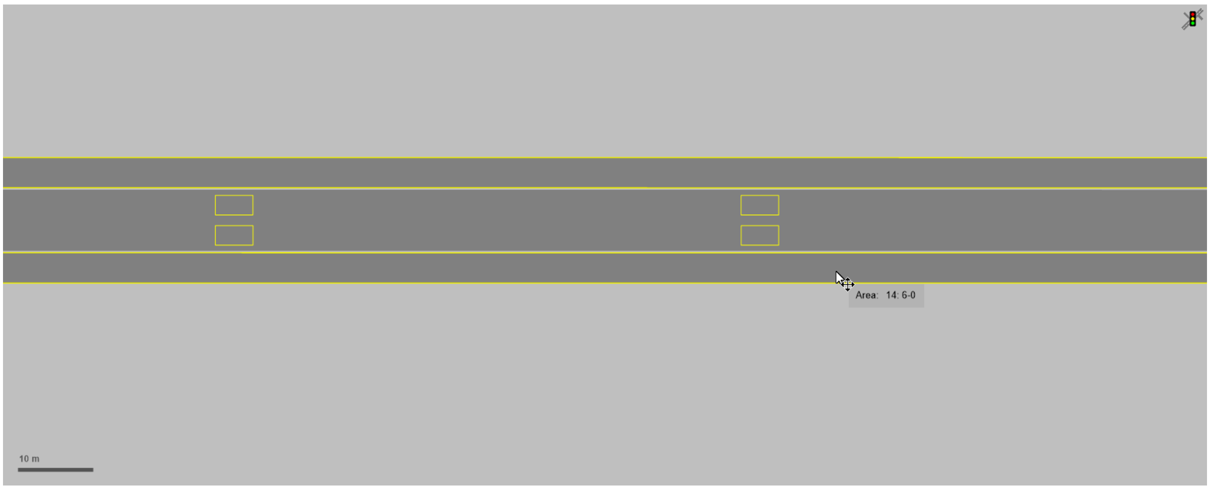


2.7 OpenDRIVE-Import – Generation of Pedestrian Areas and Pedestrian Links [2025 SP 06]

The OpenDRIVE import now considers some modeling elements for pedestrians.

For OpenDRIVE lanes with the type walking, **areas** are created.

For OpenDRIVE crosspath elements, **links** are created that are flagged as **is pedestrian area**.



2.8 Lane change Model for Automatic Lane Changes [2025 SP 06]

The **Adaptive Cruise Control (ACC) car following model** introduced with Vissim 2025 for modeling the following behavior of automated vehicles has been supplemented with the

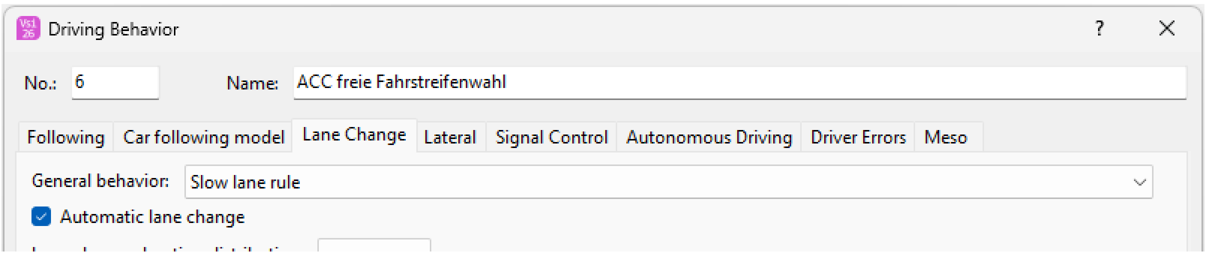
automatic lane change model, which models free lane changes for highly automated vehicles. In combination, both models allow the behavior of automated vehicles to be modeled in different levels. An overview of the functionality, relevant parameters and changes can be found in the Webinar - Behavior Model for Automated Driving. A complete description of the models and the parameters can be found in the online help.

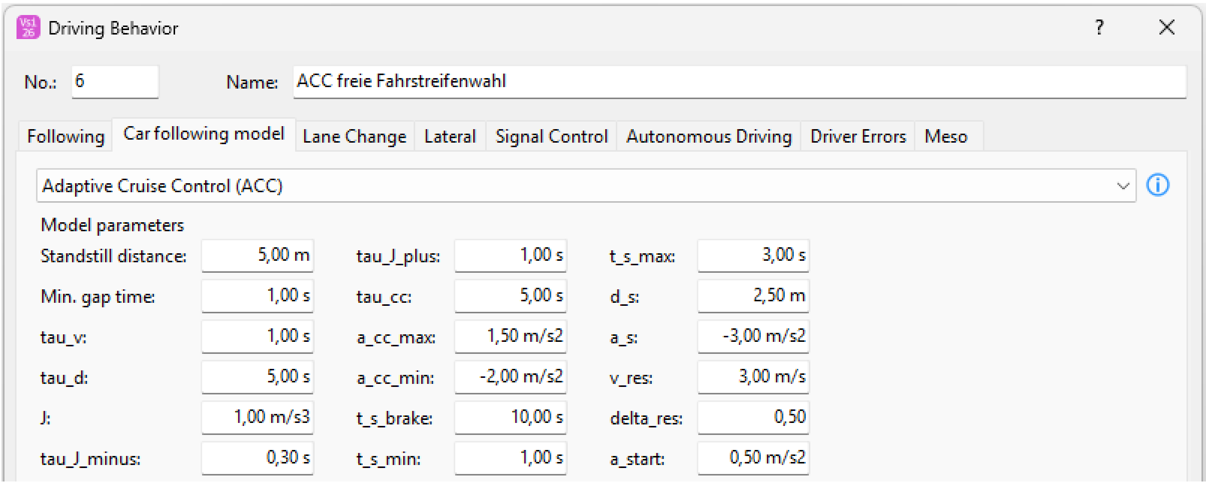
The dialog for **driving behavior** has been extended to set the most relevant parameters for both models directly (as usual, all other parameters can be accessed via the list of **driving behaviors**).

The **automatic lane change** model requires the **slow lane rule** and the **Adaptive Cruise Control (ACC)** as car following model.

The DEFAULTS.INPX has been modified accordingly

- There are three new driving behaviors for automated driving behavior:
  ACC free lane selection (automatic follow-up control with human lane change in urban traffic or on highways without slow lane rule),
  ACC right-side rule (automatic follow-up control with human lane change on highways),
  ACC right-side rule (automatic) (automatic follow-up control and automatic free lane change on highways – necessary lane changes are as before executed by the human driver)
- The existing driving behaviors for automated vehicles from the CoEXist research project have been removed. These driving behaviors are based on human behavior models and use appropriate parameterization to mimic the behavior of automated systems and are overtaken by the new models that explicitly model the behavior of automated systems.



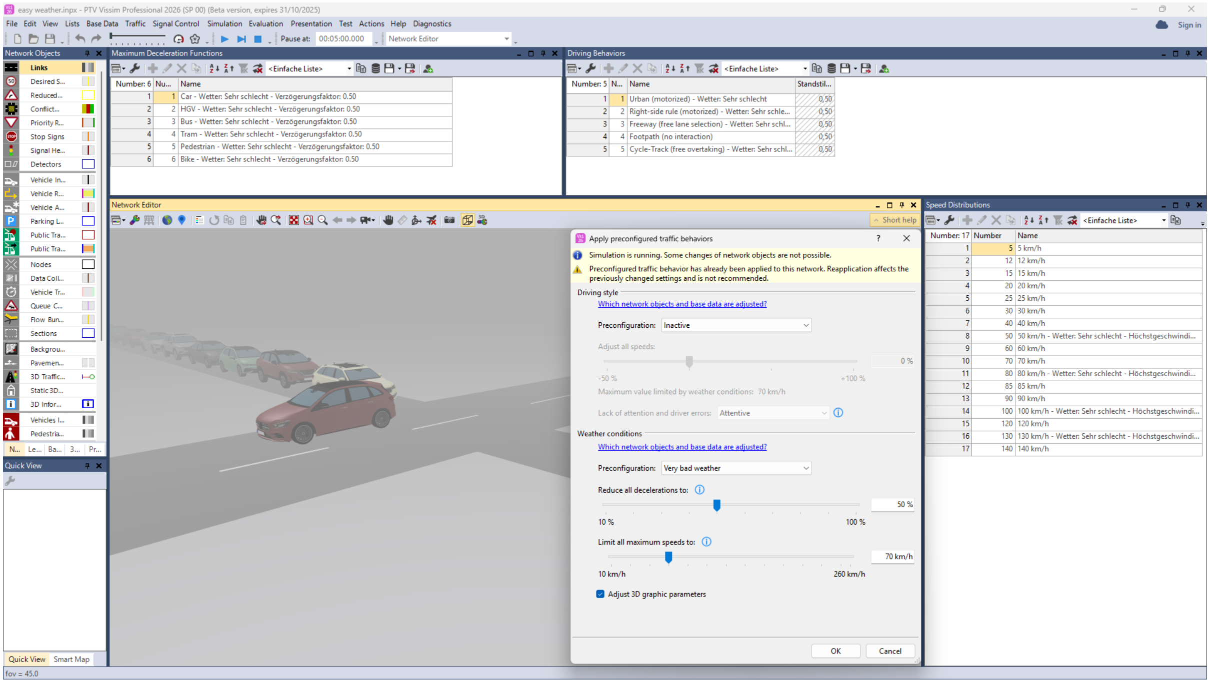


2.9 Preconfigured Traffic Behaviors for Different Weather Conditions [2025 SP 06]

The menu item **Traffic > Apply preconfigured driving styles...** has been expanded and renamed. The new menu item **Traffic > Apply preconfigured traffic behaviors...** now opens the **Apply preconfigured traffic behavior** dialog. As before, changes can be made there, applying configurations for different driving styles. In addition, it is possible to use configurations that reflect the influence of different weather conditions.

The preconfigured traffic behaviors require the automotive license module and, as before, the typical use case is a model from an OpenDRIVE import in combination with the **Generate basic surrounding traffic** functionality with the aim of changing the overall behavior of the model quickly and conveniently, so that different challenging situations arise for a vehicle to be tested.

In the **Weather conditions** section, the **Apply preconfigured traffic behavior** dialog now allows you to select a **preconfiguration:** for **bad weather** or **very bad weather**. The application considers the influence of different visibility conditions, deceleration possibilities (e.g. due to wet roads or icy roads) and a more cautious behavior of road users in increasingly deteriorating weather conditions. Parameters of driving behavior, decelerations, speed distributions and attributes at conflict areas are changed. The changes are partly multiplicative, i.e. repeated application can lead to unwanted numbers and is therefore not recommended. The dialog detects a repeated application and warns of it. Pre-configured weather conditions and driving styles can be combined with each other. Due to the multiplicative changes, it is also recommended to apply them only once and at the same time for weather conditions and driving styles.



The slider under Reduce all **decelerations to:** allows you to scale all maximum deceleration functions to a value between 10 and 100 % of the starting value. This represents the weather-related worse road grip. The reduction factor is preset based on the selected **weather condition** but can be chosen freely down to the minimum level of 10 %, which e.g. represents wet clear ice.

The slider under **Limit all maximum speeds to:** allows you to limit all desired speed distributions to a maximum value. This represents a more cautious behavior of road users adapted to the weather conditions. The top speed is preset based on the selected **weather condition** but can be freely selected between 10 and 260 km/h. This setting is an upper clipping limit and cannot be used to increase desired speeds to this value.

The **Adjust 3D graphic parameters** checkbox makes purely visual changes and changes the settings for **fog mode** and textures in the 3D mode of the network editor.

The full list of changes can be found in the PTV Vissim Help.

3 Pedestrian Simulation

3.1 New 3D-Models for Pedestrians

With Vissim 2024, the 3D models for vehicles have been updated and with this release, the 3D models for pedestrians will be updated to achieve an overall coherent image and design. For diversity the compilation includes different ethnic groups and genders, but not all special models (e.g. with luggage, cyclists, etc.).

The new 3D pedestrian models can be found in the \EXE\3DMODELS directory in the proprietary file format .U3DM, which does not allow use in external 3D applications. If required, the underlying models can be obtained from the manufacturer (3DModels LTD). If more information is required, please contact support.

Some of the models are delivered in two variants, with one variant containing textures, while the other does not. Textures result in a more realistic look for e.g. jeans, but the color cannot be changed. With the variants without textures, it remains possible to display fully colored pedestrians in 3D.

The old 3D pedestrian models will continue to be delivered.

The DEFAULTS.INPX has been updated to use the new 3D pedestrian models in the default settings. The new 3D pedestrian models are slightly larger (+ 5 % in radius) which changes simulation results.

3.2 Performance Improvements

Vissim 2026 brings performance and memory improvements for pedestrian grid cell evaluation and dynamic potential.

The memory requirement and memory access for grid cell evaluations has been optimized – depending on the model as a whole and especially the geometry, the memory requirement for such models is reduced by up to a factor of 10 and the computing time is reduced by up to 30 %.

The calculation of dynamic potentials has been improved, which accelerates calculations for interactions on conflict areas between pedestrians and vehicles – depending on the model, the computation time is significantly reduced (in extreme cases by up to 85 %).

3.3 Decision Model for Pedestrian Attribute Decisions

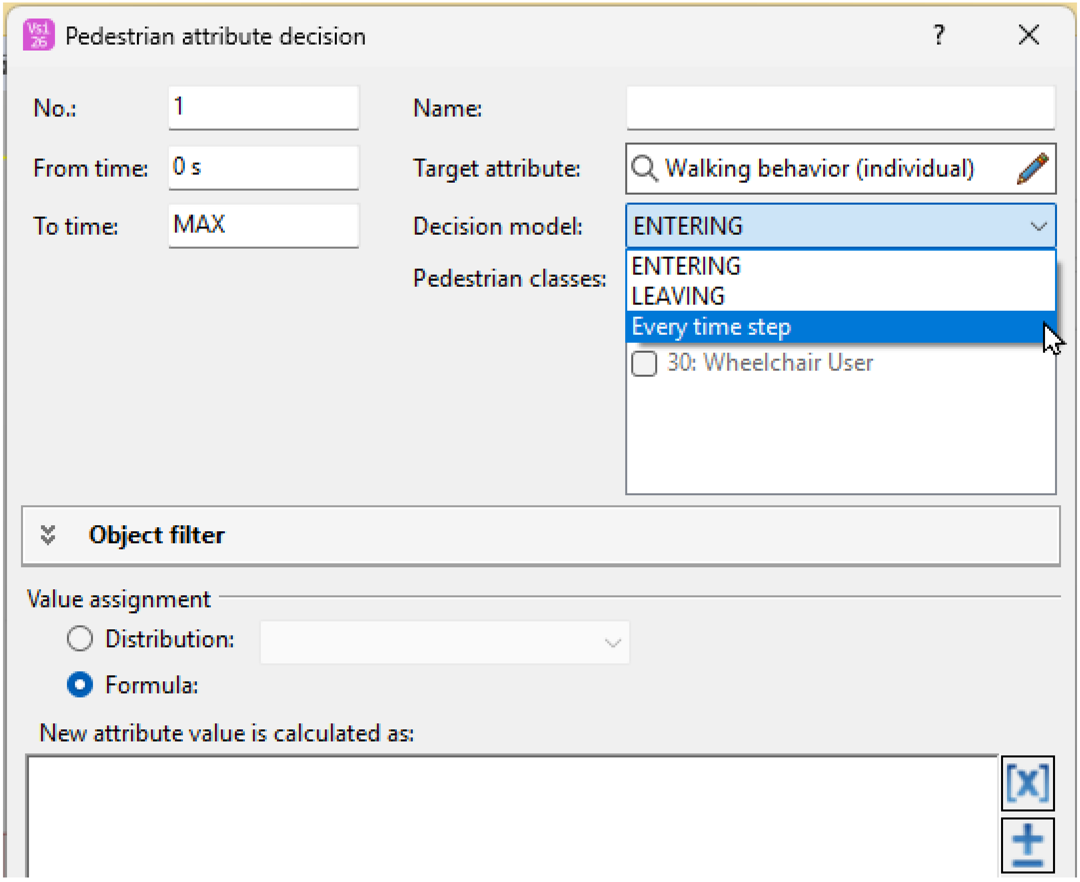
Pedestrian attribute decisions now have a new decision model. This allows the change of pedestrian attributes, such as **Walking behavior (individual)**, both when entering or leaving an **area**, or in every time step in which a pedestrian is on the **area**.

This extension is motivated by the introduction of dynamic individual walking behavior (see chapter 3.4) but can be used together with all target attributes.

3.4 Dynamic Individual Walking Behavior

Vissim 2026 has a new attribute **Walking behavior (individual)** for pedestrians. This attribute can be used during the simulation to individually determine the walking behavior, e.g. by using **Pedestrian attribute decisions**.

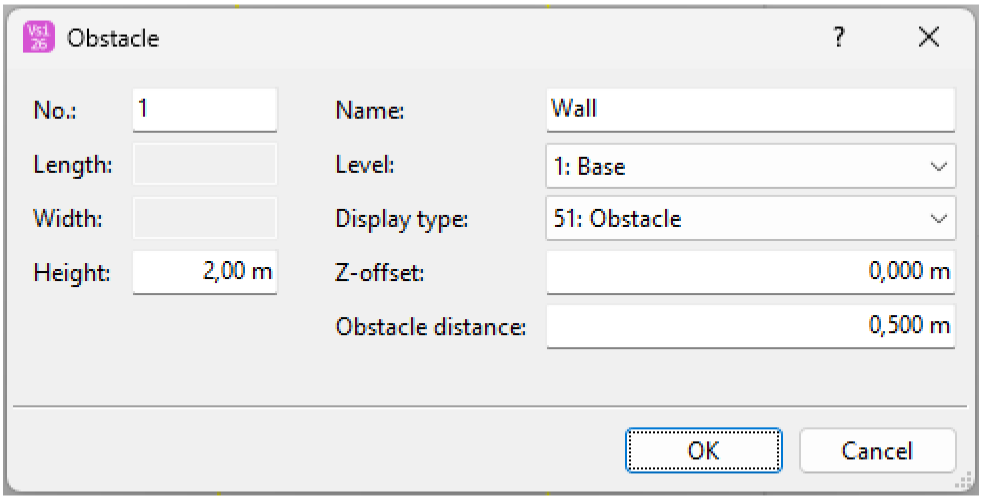
The new options for the **Decision model** of **Pedestrian attribute decisions** (see chapter 3.3) allow you to change the walking behavior when entering or leaving an area. In this way it is possible to e.g. model that pedestrians walk faster to a public transport vehicle when it is about to depart. The new option simplifies the modeling of behavior changes, which was previously cumbersome.

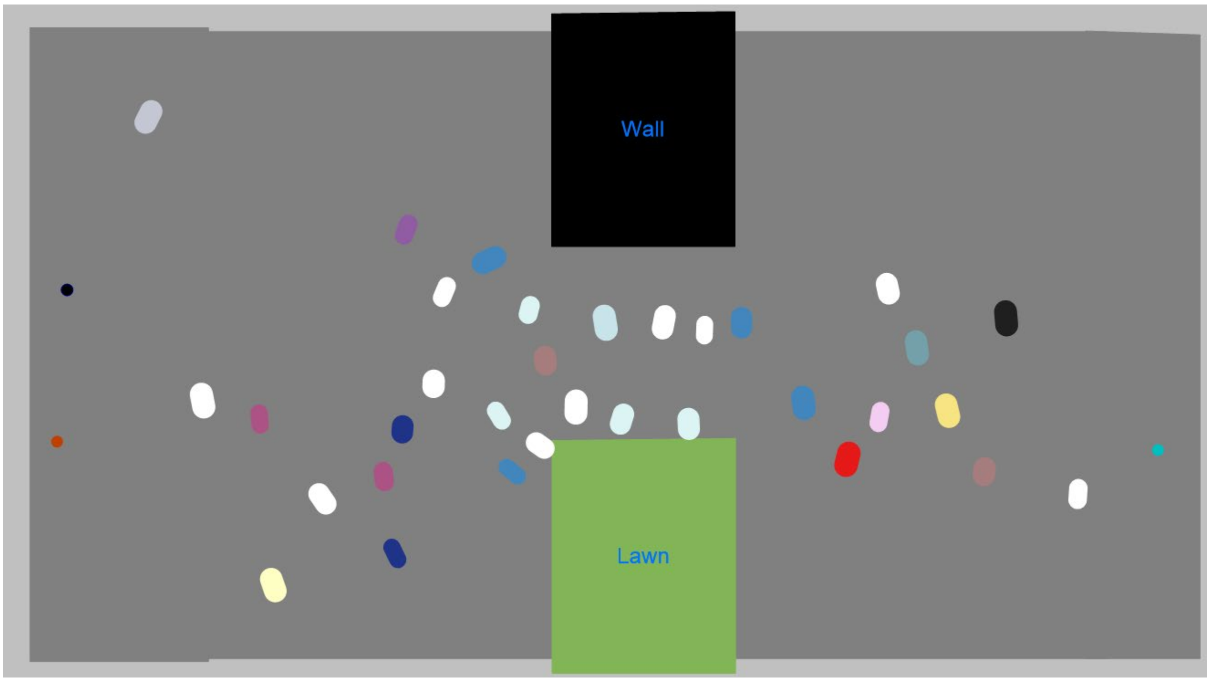


3.5 Modeling of Obstacle Distances

Vissim 2026 has a new attribute **Obstacle distance** for obstacles, which can be used to increase the distance of pedestrians to this **Obstacle** (for example, a greater distance to a wall than to a lawn is desirable).

The new attribute is available in the dialog for obstacles.

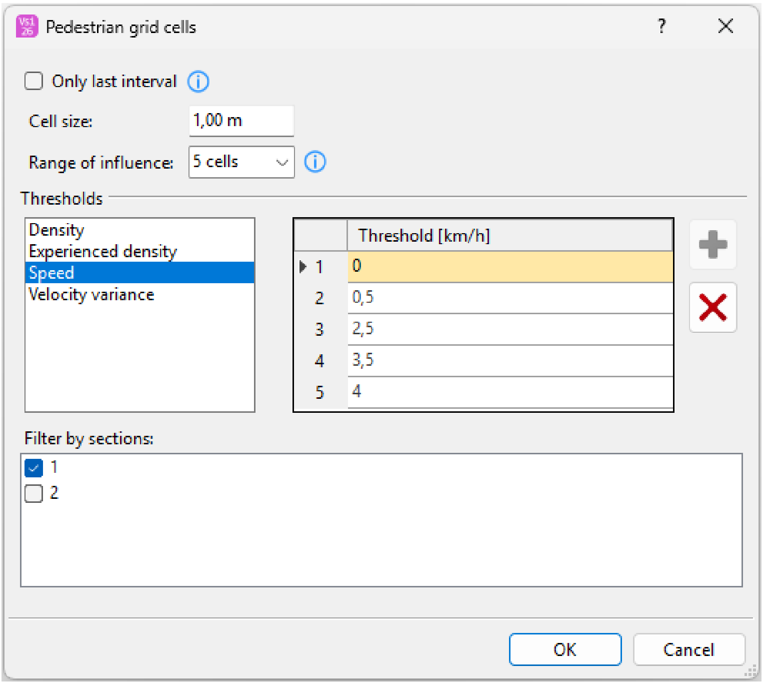




3.6 Thresholds for Pedestrian Grid Cell Evaluation

Vissim 2026 allows the definition of five different thresholds for the **pedestrian grid cells** evaluation. Many evaluation schemes use six levels of service quality, which can be distinguished with five thresholds so that data for all these six levels can be obtained in a single simulation run.

The threshold values can be entered in the dialog for the evaluation of the **pedestrian grid cells**.



4 Signal Control

4.1 V2I Improvements (general and for VAP)

Vissim 2026 expands Vehicle to Infrastructure (V2I) data. This is information that vehicles can provide for signal controllers in order to adapt their behavior, e.g. to prioritize an emergency vehicle based on its estimated time of arrival at the stop line and the desired turning, or for public transport prioritization that goes beyond check-in and check-out detectors.

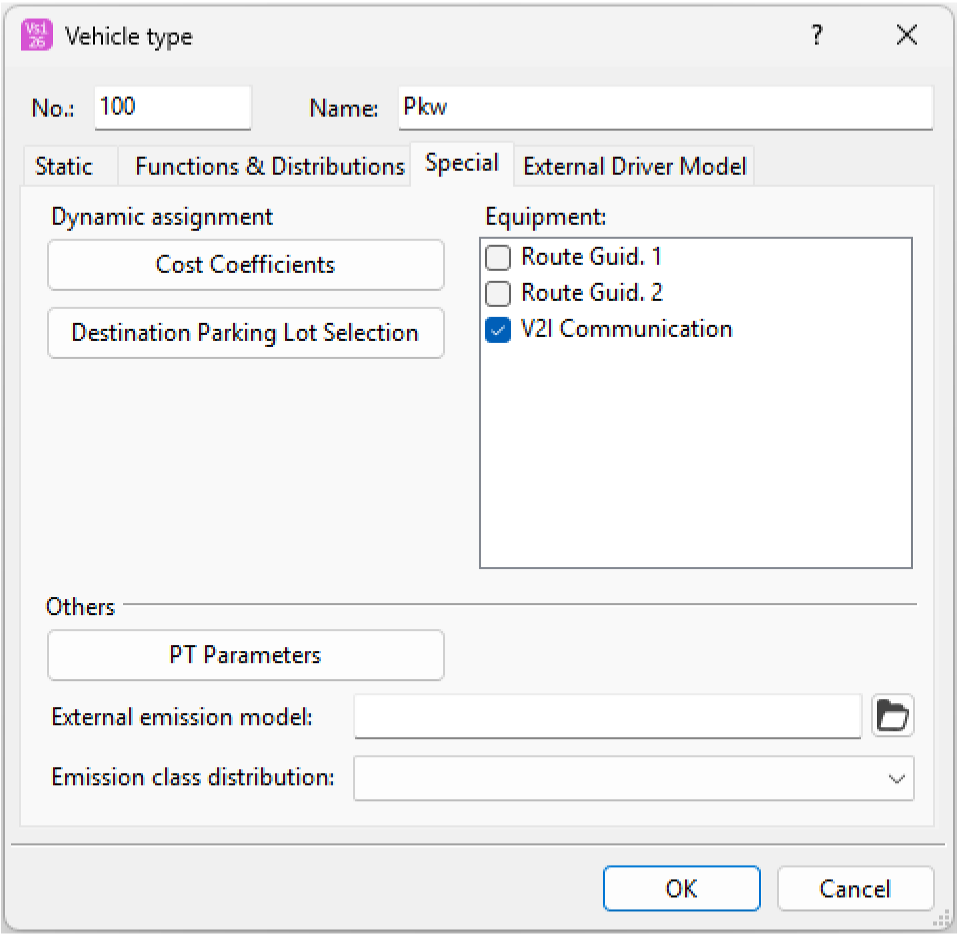
A vehicle no longer needs to be on a lane with the set attribute **MAPLane** to send its V2I data.

In addition, vehicles now send their V2I data to all **signal heads** that support it, even across multiple intersections, up to a maximum distance of one kilometer along their route.

The following new functions are available for the signal controller type **VAP**:

- SC_DLL_DATA_V2I_VEH_SIGNAL_HEAD
- SC_DLL_DATA_V2I_VEH_ENTRY_MAP_LANE
- SC_DLL_DATA_V2I_VEH_CONNECTION_NO
- SC_DLL_DATA_V2I_VEH_REQUEST_TYPE
- SC_DLL_DATA_V2I_VEH_ROLE
- SC_DLL_DATA_V2I_VEH_SUBROLE
- SC_DLL_DATA_V2I_VEH_PT_DELAY
- SC_DLL_DATA_V2I_VEH_PT_STOP_STATE

The **signal controller communication** attribute for **vehicle types** has been renamed to **V2I communication** to avoid confusion with **signal controller communication** in the **signal control** menu, which defines communication channels between different signal controllers.



4.2 VAP Available for Vissim Kernel on Linux

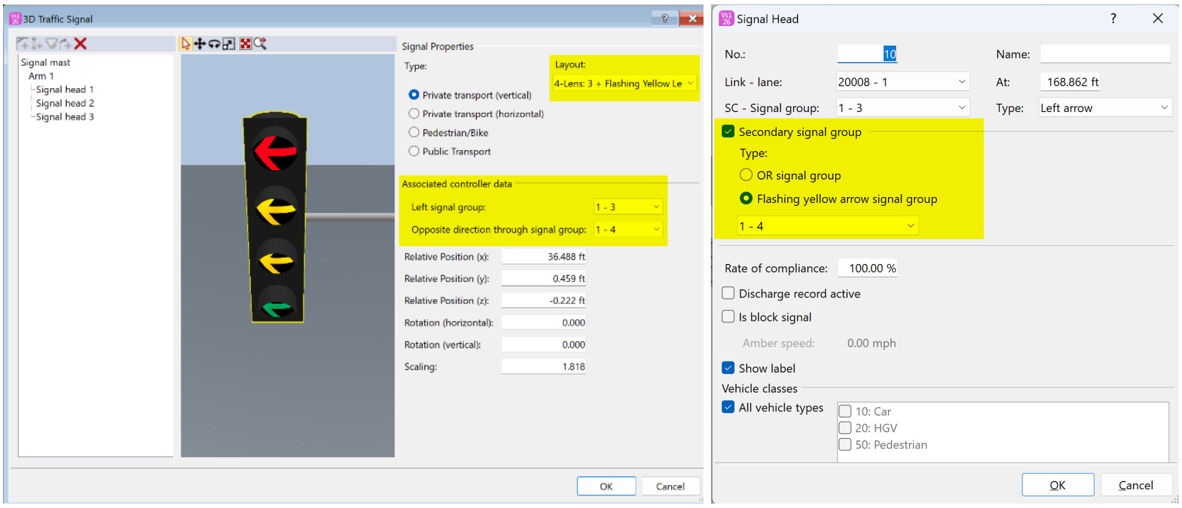
The signal controller type **VAP** can now be simulated using Vissim Kernel on Linux. VAP trace files *.TRC are now written with UTF-8 encoding. Setting the **program file** attribute of VAP signal controllers is no longer required, as the data is now contained directly within the signal controller.

4.3 Signal Heads – Flashing Yellow Arrow

For the signal controllers it is now possible to model so-called Flashing Yellow Arrow **signal heads**. Flashing Yellow Arrow allows opposing through traffic of left-turners by setting the new attribute **Flashing yellow arrow - opposing through signal group**.

The extension includes the visual representation in 2D and 3D mode of the network editor, the mapping of the signal states, as well as an implementation of the allowance for vehicles to pass respective **signal heads** depending on the signal state.

The ANM-Import from PTV Vistro has been extended and considers Flashing Yellow Arrow as well.



4.4 Econolite EOS – Extensions

With Vissim 2026, the version of the delivered LSA type **Econolite EOS** was updated to EOS-Version v03.02.71.

The detector mapping can now be set up using a configuration file. This configuration file is described in the manual EOS SIL USER MANUAL.PDF which can be found in the Vissim installation directory under \EXE\ECONOLITEEOS.

More information about EOS can be found here https://www.econolite.com/solutions/traffic-signal-controllers/eos/.

4.5 RBC – Converter to Econolite EOS [under development]

[This feature is still under construction and will be available in a service pack.]

For the signal controller type **Ring Barrier Controller**, a conversion to the signal controller type **Econolite EOS** has been implemented. **Econolite EOS** is an RBC control method that has a wider range of functions than the signal controller type **Ring Barrier Controller**. The conversion simplifies a switch if the range of functions of the latter is not sufficient. The conversion can be reached from the context menu in the list of Signal Controllers under the entry Convert to EOS.

4.6 RBC – Extended Pedestrian Signal Groups

For the signal controller type Ring Barrier Controller it is now possible to configure pedestrian signal groups in coordinated mode so that the sum of Walk and Flashing Don't Walk exceeds the green interval of its vehicle signal group as defined by its split. This feature cannot be used together with transit priority yet.

The controller's algorithm has been refined to allow a smoother transition after loss of synchronization, e.g. when a signal group cannot be terminated at its force-off point due to such a pedestrian signal group, or due to pattern changes or preemption.

4.7 RBC – Signal Timing Decimal Places

For the signal controller type Ring Barrier Controller the following parameters can now be specified with an accuracy of tenths of a second.

- Split
- Walk
- Flashing Don’t Walk
- Offset
- Min Green (base timing und pattern)
- Max Green (Max1, Max2, Max3 und AlternateMax)

This change aligns the setting options between PTV Vistro, PTV Visum and PTV Vissim.

Cycle Length, Priority Min Green and Recovery Min Green can still only be stored with an accuracy of whole seconds.

4.8 RBC – Queue Detectors

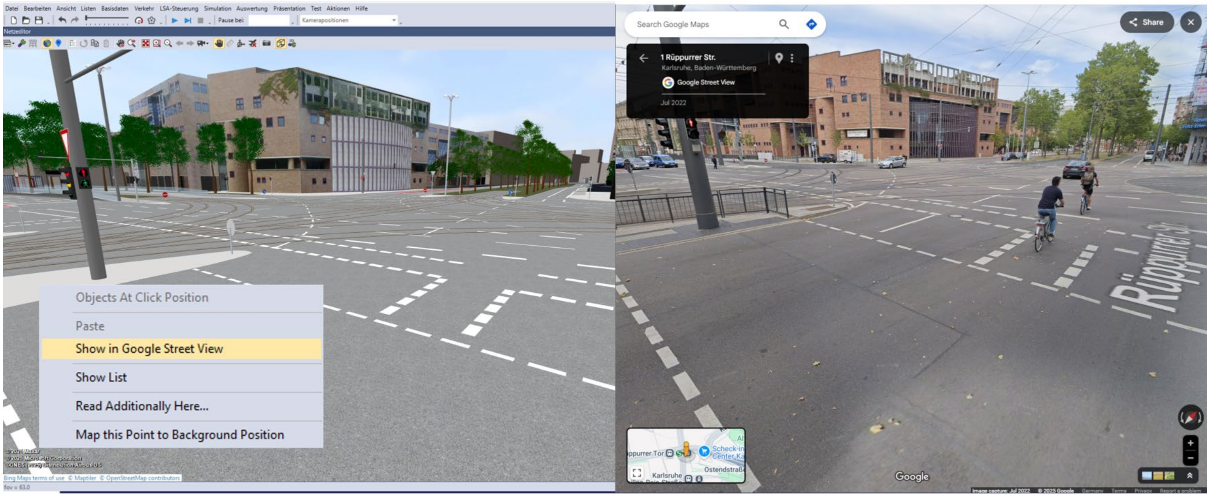
For the signal controller type Ring Barrier Controller, the attribute delay for vehicle detectors has been implemented. This attribute causes signal groups to be requested only when the detector has been continuously occupied for the given time.

Queue detectors can now be configured to trigger preempts.

5 Usability

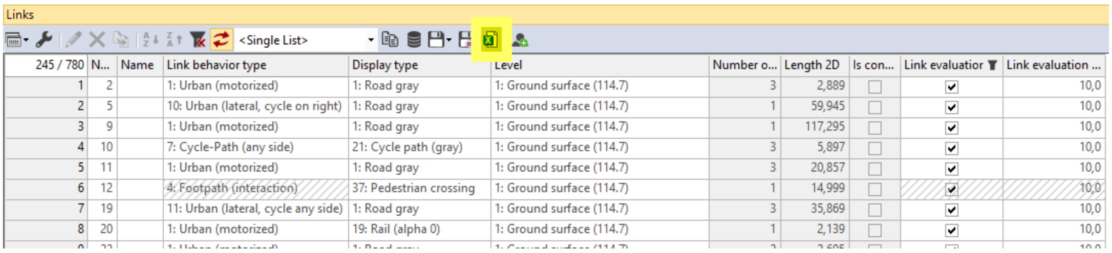
5.1 Integration of Google Street View

In the **network editor**, the context menu entry **Show in Google Street View** allows you to open the current position directly in Google Street View.

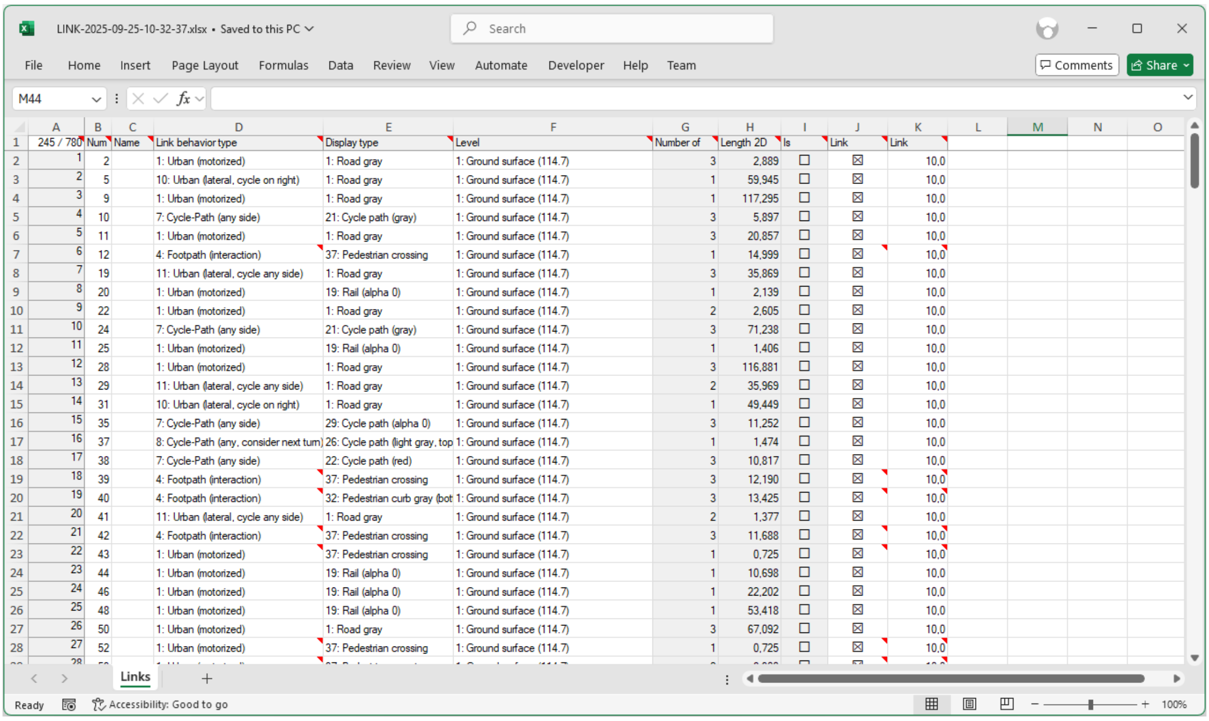


5.2 Export of Lists to Spreadsheet Programs

With Vissim 2026, lists can be exported directly to a Spreadsheet Program. The functionality is available in lists via the icon. The generated spreadsheet program file considers the filter setting and formatting of the list in Vissim.



245 / 780	N...	Name	Link behavior type	Display type	Level	Number o...	Length 2D	Is con...	Link evaluatior	Link evaluation ...
1	2		1: Urban (motorized)	1: Road gray	1: Ground surface (114.7)	3	2,889	[ ]	[x]	10,0
2	5		10: Urban (lateral, cycle on right)	1: Road gray	1: Ground surface (114.7)	1	59,945	[ ]	[x]	10,0
3	9		1: Urban (motorized)	1: Road gray	1: Ground surface (114.7)	1	117,295	[ ]	[x]	10,0
4	10		7: Cycle-Path (any side)	21: Cycle path (gray)	1: Ground surface (114.7)	3	5,897	[ ]	[x]	10,0
5	11		1: Urban (motorized)	1: Road gray	1: Ground surface (114.7)	3	20,857	[ ]	[x]	10,0
6	12		4: Footpath (interaction)	37: Pedestrian crossing	1: Ground surface (114.7)	1	14,999	[ ]	[x]	10,0
7	19		11: Urban (lateral, cycle any side)	1: Road gray	1: Ground surface (114.7)	3	35,869	[ ]	[x]	10,0
8	20		1: Urban (motorized)	19: Rail (alpha 0)	1: Ground surface (114.7)	1	2,139	[ ]	[x]	10,0



245 / 780	Num	Name	Link behavior type	Display type	Level	Number of	Length 2D	Is	Link	Link
1	2		1: Urban (motorized)	1: Road gray	1: Ground surface (114.7)	3	2,889	☐	☒	10,0
2	5		10: Urban (lateral, cycle on right)	1: Road gray	1: Ground surface (114.7)	1	59,945	☐	☒	10,0
3	9		1: Urban (motorized)	1: Road gray	1: Ground surface (114.7)	1	117,295	☐	☒	10,0
4	10		7: Cycle-Path (any side)	21: Cycle path (gray)	1: Ground surface (114.7)	3	5,897	☐	☒	10,0
5	11		1: Urban (motorized)	1: Road gray	1: Ground surface (114.7)	3	20,857	☐	☒	10,0
6	12		4: Footpath (interaction)	37: Pedestrian crossing	1: Ground surface (114.7)	1	14,999	☐	☒	10,0
7	19		11: Urban (lateral, cycle any side)	1: Road gray	1: Ground surface (114.7)	3	35,869	☐	☒	10,0
8	20		1: Urban (motorized)	19: Rail (alpha 0)	1: Ground surface (114.7)	1	2,139	☐	☒	10,0
9	22		1: Urban (motorized)	1: Road gray	1: Ground surface (114.7)	2	2,605	☐	☒	10,0
10	24		7: Cycle-Path (any side)	21: Cycle path (gray)	1: Ground surface (114.7)	3	71,238	☐	☒	10,0
11	25		1: Urban (motorized)	19: Rail (alpha 0)	1: Ground surface (114.7)	1	1,406	☐	☒	10,0
12	28		1: Urban (motorized)	1: Road gray	1: Ground surface (114.7)	3	116,881	☐	☒	10,0
13	29		11: Urban (lateral, cycle any side)	1: Road gray	1: Ground surface (114.7)	2	35,969	☐	☒	10,0
14	31		10: Urban (lateral, cycle on right)	1: Road gray	1: Ground surface (114.7)	1	49,449	☐	☒	10,0
15	35		7: Cycle-Path (any side)	29: Cycle path (alpha 0)	1: Ground surface (114.7)	3	11,252	☐	☒	10,0
16	37		8: Cycle-Path (any, consider next turn)	26: Cycle path (light gray, top	1: Ground surface (114.7)	1	1,474	☐	☒	10,0
17	38		7: Cycle-Path (any side)	22: Cycle path (red)	1: Ground surface (114.7)	3	10,817	☐	☒	10,0
18	39		4: Footpath (interaction)	37: Pedestrian crossing	1: Ground surface (114.7)	3	12,190	☐	☒	10,0
19	40		4: Footpath (interaction)	32: Pedestrian curb gray (bot	1: Ground surface (114.7)	3	13,425	☐	☒	10,0
20	41		11: Urban (lateral, cycle any side)	1: Road gray	1: Ground surface (114.7)	2	1,377	☐	☒	10,0
21	42		4: Footpath (interaction)	37: Pedestrian crossing	1: Ground surface (114.7)	3	11,688	☐	☒	10,0
22	43		1: Urban (motorized)	37: Pedestrian crossing	1: Ground surface (114.7)	1	0,725	☐	☒	10,0
23	44		1: Urban (motorized)	19: Rail (alpha 0)	1: Ground surface (114.7)	1	10,698	☐	☒	10,0
24	46		1: Urban (motorized)	19: Rail (alpha 0)	1: Ground surface (114.7)	1	22,202	☐	☒	10,0
25	48		1: Urban (motorized)	19: Rail (alpha 0)	1: Ground surface (114.7)	1	53,418	☐	☒	10,0
26	50		1: Urban (motorized)	1: Road gray	1: Ground surface (114.7)	3	67,092	☐	☒	10,0
27	52		1: Urban (motorized)	37: Pedestrian crossing	1: Ground surface (114.7)	1	0,725	☐	☒	10,0

6 Technical Changes

6.1 CodeMeter Runtime

The CodeMeter runtime version deployed with PTV Vissim has been updated to CodeMeter 8.40.

6.2 Python

The Python version delivered with PTV Vissim has been updated to 3.13.5.

6.3 Discontinuation of functionality in future releases

- 3D-Models: the format *.DWF is not supported anymore.
- Event-based scripts do not support the scripting languages JScript, Ruby, Perl, and TC anymore. Only VBScript and Python can be used as scripting languages.

6.4 Collection of Telemetry Information

Information about usage of the software is important for us to continuously improve the software. For this reason, PTV Vissim collects anonymized telemetry information and metrics on software usage and System Environment. PTV does not store personal data for that purpose, and we cannot trace back the data to an individual. In accordance with the recent judgment of the Court of Justice of the European Union of 4 September 2025 (Case C-

413/23 P), the collection of telemetry data is therefore continuously active in PTV Vissim 2026. To reflect this change, our Data Privacy Statement has been updated to provide more detailed information about the data collected.