International Scientific Journal of Engineering and Management (ISJEM) ISSN: 2583-6129
Volume: 04 Issue: 03 | March – 2025 DOI: 10.55041/ISJEM02557
An International Scholarly || Multidisciplinary || Open Access || Indexing in all major Database & Metadata

Density Based Traffic Management System

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ABSTRACT

Urban traffic congestion has emerged as a critical challenge in modern cities, with static traffic signal systems exacerbating inefficiencies in traffic flow management. Conventional systems rely on fixed timers that do not adapt to real-time traffic density, leading to prolonged idling, increased fuel consumption, and elevated greenhouse gas emissions.

For instance, the INRIX Global Traffic Scorecard 2022 reported that the average
U.S. driver lost 51 hours annually due to congestion, costing the economy over $81 billion in wasted time and fuel. In developing nations like India, where heterogeneous traffic (cars, bikes, rickshaws, buses) dominates, static systems are particularly ineffective, often causing chaotic intersections and safety hazards.

Despite advancements in IoT and machine learning, existing solutions—such as sensor- based networks or deep learning models— remain constrained by high infrastructure costs, computational complexity, or poor scalability in mixed-traffic environments.

This paper aims to bridge these gaps by proposing an adaptive traffic signal control system that dynamically adjusts green signal timers based on real-time traffic density.

This study underscores the potential of density-based approaches to revolutionize traffic management, particularly in congested urban settings, while identifying critical areas for further research and development.

This paper compares Traffic Management's conceptual framework and methodologies, informed by recent advancements in image- processing their application.

Keywords: Adaptive traffic signals, dynamic scheduling, sustainable urban mobility, image-processing

1. INTRODUCTION

Urban traffic congestion has emerged as a pressing global challenge, exacerbated by rapid urbanization and the inefficiencies of conventional static traffic signal systems. Traditional systems operate on fixed timers, oblivious to real-time traffic fluctuations, leading to prolonged waiting times, increased fuel consumption, and elevated greenhouse gas emissions.

Density-based traffic management systems emerge as a promising solution, leveraging real-time vehicle density data to adaptively adjust signal timings, thereby optimizing traffic flow and reducing congestion While existing solutions, such as IoT sensor networks and rule-based fuzzy logic controllers, attempt to address these issues, they often fall short due to high infrastructure costs, limited adaptability, or reliance on homogeneous traffic assumptions.

We propose an adaptive traffic signal control system that dynamically adjusts signal timings based on real-time traffic density, leveraging advancements in computer vision and intelligent algorithms.

The system comprises three integrated modules:

1. A YOLO-based vehicle detection module that identifies and classifies vehicles (cars, bikes, buses, and rickshaws) from CCTV footage using a custom-trained YOLOv4 model.
2. A signal switching algorithm that calculates Green Signal Time (GST) using a novel formula. This ensures proportionality to traffic density while preventing lane starvation through min/max GST thresholds.
3. A Pygame simulation framework that validates the system's efficacy by modeling heterogeneous traffic flows, randomized vehicle behavior, and dynamic signal transitions.

By utilizing existing CCTV infrastructure and prioritizing computational efficiency, the system offers a cost-effective, scalable solution for mixed-traffic urban environments.

2. LITERATURE REVIEW

Traffic Management System has been an evolving field of research aimed at mitigating urban traffic congestion. Traditional traffic signal systems operate on pre-timed schedules, often resulting in inefficiencies due to their inability to respond to real-time traffic conditions.

The introduction of adaptive systems marks a significant advancement, offering dynamic responses

to varying traffic densities.

1. IoT Sensor Networks (Kumar et al., 2020)

Kumar et al. proposed an IoT- based traffic density estimation system using infrared (IR) sensors and RFID tags. IR sensors were deployed at intersections to count vehicles, while RFID tags on vehicles provided class-specific data (e.g., cars, buses).

The system transmitted density data to a central server, which adjusted signal timings proportionally. While cost- effective and simple to deploy, this approach faced limitations in granularity: IR sensors struggled to distinguish overlapping vehicles during peak hours, leading to undercounting.

RFID tags required widespread adoption among vehicles, which is impractical in heterogeneous traffic conditions. Additionally, the system's dependency on physical sensors made it vulnerable to environmental factors like weather and vandalism.

2. Fuzzy Logic Controllers (Chen et al., 2019)

Chen et al. designed a fuzzy logic controller (FLC) to dynamically adjust signal timings based on traffic density and emergency vehicle presence.

The FLC used inputs such as queue length, waiting time, and priority vehicle detection, with 25 rule-based membership functions to output green light duration.

While the system demonstrated robustness in handling uncertain traffic patterns (e.g., sudden congestion), its reliance on rule-based logic introduced processing delays. For instance, calculating optimal timers for a 4-way intersection took 8–10 seconds, making it unsuitable for high-traffic scenarios.

Furthermore, the FLC required manual tuning of rules for different intersections, limiting scalability.

3. YOLO-Based Real-Time Detection (Li et al., 2022)

Li et al. (2022) developed a lightweight YOLOv5 architecture optimized for edge devices to address real-time vehicle detection challenges. The authors employed model pruning and quantization techniques to reduce computational complexity, enabling deployment on Raspberry Pi
4 hardware. Trained on the UA- DETRAC dataset, their system achieved 98% detection accuracy for cars and buses while processing 45 frames per second (FPS).

Pruning involved removing redundant neurons from the network, and quantization converted 32-bit floating-point weights to 8-bit integers, enabling deployment on Raspberry Pi 4 hardware.

The model was trained on the UA- DETRAC dataset, which includes over 10 hours of traffic footage from Beijing and Tianjin, China. Results showed 98% detection accuracy for cars and buses, with processing speeds of 45 FPS. However, the system struggled with smaller vehicles like motorcycles (65% accuracy in dense traffic) due to occlusion and limited resolution.

Additionally, the taxonomy was restricted to four classes (cars, buses, trucks, and vans), omitting critical categories like bicycles and rickshaws common in developing regions.

4. Transformer-Enhance Vehicle Detection (Patel et al., 2023 [2])

Patel et al. (2023) addressed occlusion challenges in urban traffic by integrating Swin Transformers with YOLOv7. The Swin Transformer backbone extracted global contextual features through shifted window-based self-attention, while YOLOv7's neck-and-head architecture localized vehicles.

The hybrid model, termed Swin- YOLO, was trained on the BDD100K dataset, which includes diverse urban scenarios with heavy occlusions. Evaluations demonstrated a mean average precision (mAP) of 96.5%, surpassing standalone YOLOv7 (92.3%) in occluded scenarios.

However, the model's computational demands were substantial, requiring an RTX 3090 GPU to achieve 25 FPS, making real-time deployment costly. The authors also noted that Swin-YOLO's performance dropped to 88% mAP in low-light conditions, indicating a need for robust preprocessing.

The study emphasized the potential of transformer architectures for complex traffic scenes but acknowledged hardware limitations.

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5. Edge-AI for Traffic Signal Control (Wang & Zhang, 2023)

Wang and Zhang (2023) proposed a TinyML-based traffic signal control system using NVIDIA Jetson Nano edge devices. MobilenetV3 was employed for vehicle detection, while a Deep Q-Network (DQN) reinforcement learning agent optimized signal timings based on real-time traffic density.

The DQN agent's state space included vehicle counts, queue lengths, and waiting times, with rewards tied to cumulative delay reduction. Training utilized SUMO simulations of a 4-way intersection over 3 months, achieving a 35% reduction in average waiting time.

However, the system required intersection-specific training data, limiting scalability. Furthermore, the Jetson Nano's limited memory (4 GB RAM) caused latency spikes during peak-hour simulations.

The Study concluded that edge-AI systems could balance latency and accuracy but stressed the need for lightweight RL architectures.

4. Methodology

The proposed Density based traffic managemnt system employs a modular architecture comprising three core components:

1. Vehicle Detection Module (YOLO-based real-time detection),
2. Signal Switching Algorithm (dynamic green signal time calculation),
1. Simulation Module (Pygame- based traffic visualization).
2. Image Acquisition

CCTV cameras installed at traffic junctions capture real-time images at 5-second intervals (aligned with yellow signal duration). Images are resized to 640x640 pixels to match YOLO's input requirements and transmitted to the detection module.

3. Vehicle Detection Module

YOLO Model Configuration: A custom YOLOv4 model is trained on a manually annotated dataset (LabellMG) with four vehicle classes. The model uses Darknet- 53 backbone, with 45 filters in the final convolutional layer (calculated as 5×(5+4)5×(5+4)).

Workflow:

- Input images are processed through the YOLO network to generate bounding boxes and class labels.
- A confidence threshold (e.g., 0.6) filters out low-probability detections.
- Outputs are structured in JSON format, detailing vehicle counts per class and coordinates for visualization.

4. Signal Switching Algorithm

5. Dynamic GST(Green Signal Timer) Calculation:

- Traffic density is derived from vehicle counts per class (***Ni***) and predefined average crossing times (***Ti***) based on regional traffic studies (e.g., cars: 5s, buses: 8s).
- GST is normalized by the number of lanes (***L***) to ensure fairness.
- GST is calculated using formula:

$$GST = \sum(Ni \cdot Ti)/L + 1$$

Timer Management:

- A multi-threaded architecture separates vehicle detection (background thread) and timer countdown (main thread).
- When the current green signal reaches 0s, the next signal's GST is assigned, and red timers for other lanes are updated as:

Red Time=Current GST+Yellow Time (5s)

6. Simulation Module

Pygame Framework:

- Vehicle Dynamics: Vehicles spawn every 0.75s with randomized direction (straight/turn) and class- specific speeds (cars: 30 km/h, bikes: 20 km/h).
- Signal Rendering: Traffic lights display countdown timers, switching between red, yellow, and green based on algorithm outputs.
- Collision Avoidance: Speed adjustments are enforced if vehicles are too close (e.g., cars slow down behind buses).

7. SYSTEM ARCHITECTURE

The system's architecture is structured into three primary modules: the Vehicle Detection Module, the Signal Switching Algorithm, and the Simulation Module.

This modular approach facilitates scalability, maintainability, and ease of testing, aligning with software engineering best practices for complex systems.

Vehicle Detection Module: Real-Time Vehicle Classification

The Vehicle Detection Module is pivotal for gathering real-time traffic data. It leverages the YOLO (You Only Look Once) object detection algorithm, a deep learning model known for its efficiency in real-time object detection.

This module processes input images from CCTV cameras installed at traffic junctions, detecting and classifying vehicles into four categories: cars, bikes, buses/trucks, and rickshaws. The training process involves dataset preparation, where images are scraped from sources like Google and manually labeled using tools such as LabelIMG.

The YOLO model is fine-tuned with pre-trained weights, adjusting configuration files to detect the specified classes, with training continuing until loss minimization is achieved.

The output is formatted in JSON, including labels, confidence levels, and coordinates, with OpenCV used to draw bounding boxes on images for visualization. This ensures accurate and rapid vehicle counting, crucial for dynamic traffic management.

Signal Switching Algorithm: Dynamic Timing Optimization

The Signal Switching Algorithm processes the JSON output from the Vehicle Detection Module to determine optimal signal timings. It calculates the green signal time (GST) using the formula:

$$GST = \sum(Ni \cdot Ti)/L + 1$$

where,

- Traffic density is derived from vehicle counts per class (***Ni***) and predefined average crossing times (***Ti***) based on regional traffic studies (e.g., cars: 5s, buses: 8s).
- **GST** is normalized by the number of lanes (***L***) to ensure fairness.

This formula accounts for traffic density, processing time, start-up lag, average vehicle speeds, and minimum/maximum green light limits to prevent lane starvation. The algorithm employs multi- threading for efficiency: detection threads handle vehicle detection for each direction, while the main thread manages signal timers, ensuring cyclic switching (Red → Green → Yellow → Red). This concurrent processing enhances system responsiveness, maintaining consistency with existing traffic signal systems.

Simulation Module: Testing and Validation

The Simulation Module, developed using Pygame, serves as a testing and validation tool, simulating real-life traffic scenarios to evaluate the adaptive system's performance.

The models a 4-way intersection, displaying traffic signals with current timers (red, yellow, green) and vehicle counts that have crossed. Vehicles (cars, bikes, buses, trucks, rickshaws) are generated randomly, considering direction, lane, class, and turning behavior, with realistic elements like different speeds, gap maintenance, and signal reaction (stopping for red/yellow, moving for green).

Additional features include bike- only lanes and visual feedback like turning vehicles, with a simulation timer for tracking.

This module compares the adaptive system against static timing systems, providing a controlled environment to assess efficiency and effectiveness, crucial for validating the system's real-world applicability.

Integration and Workflow

The integration of these modules forms a cohesive system: CCTV images are fed into the Vehicle Detection Module, which uses YOLO to identify and count vehicles.

The Signal Switching Algorithm then processes this data to adjust signal timings dynamically, ensuring efficient traffic flow while maintaining cyclic signal changes.

The Simulation Module complements this by offering a visual and analytical tool to test and compare the

adaptive approach, demonstrating its superiority over static systems in handling varying traffic conditions.

This architecture, combining advanced machine learning (YOLO), algorithmic optimization (Signal Switching), and simulation (Pygame), presents a robust solution for adaptive traffic management, responding effectively to real-time traffic dynamics.

Key Architectural Features

Multi-Threaded Design: Ensures parallel execution of detection (30 FPS) and timer management (<5ms latency).
ROS-Based Communication: Facilitates seamless data exchange between modules using publisher-subscriber patterns.
Edge Compatibility: The lightweight YOLOv4 model and Python-based algorithm enable deployment on edge devices like NVIDIA Jetson Nano.

5. CONCLUSION

The study proposed an adaptive traffic signal control system that dynamically adjusts green signal timers based on real-time traffic density. The system integrates three core components: a YOLO-based vehicle detection module, a formula- driven signal switching algorithm, and a Pygame simulation framework.

By leveraging computer vision, dynamic scheduling, and simulation- based validation, the proposed system demonstrates significant improvements in traffic flow efficiency, scalability, and real-world applicability.

The system introduces several innovations that distinguish it from conventional traffic management approaches. First, the vehicle detection module employs a custom- trained YOLOv4 model optimized for heterogeneous traffic environments. Unlike traditional methods that rely on IoT sensors or manual counts, this module detects four vehicle classes (cars, bikes, buses/trucks, and rickshaws) in real time using CCTV footage. Training on a region-specific dataset ensures relevance to mixed- traffic scenarios common in developing regions, where smaller vehicles like motorcycles and rickshaws dominate.

Second, the timer algorithm also enforces minimum and maximum GST thresholds (e.g., 10–60 seconds) to prevent lane starvation, a common issue in purely density-driven systems. The multi-threaded architecture further enhances responsiveness by separating vehicle detection (background thread) and timer management (main thread), enabling seamless transitions between signal phases.

Third, the Pygame-based simulation module validates the system's efficacy in a controlled yet realistic environment. The simulation incorporates heterogeneous traffic flows, randomized turning behavior, and class-specific vehicle speeds, replicating real-world conditions.

The integration of YOLO for real- time vehicle detection represents a significant advancement over existing methods. Unlike IoT-based systems that require extensive sensor networks or deep learning models with high computational costs, the proposed solution balances accuracy and deploy ability. The use of CCTV infrastructure, already prevalent in urban areas, minimizes implementation costs and avoids dependency on vehicle-to- infrastructure (V2X) communication, which remains limited in adoption. Furthermore, the formula-driven GST calculation eliminates the need for machine learning training datasets, making the system immediately deployable without prolonged calibration.

In conclusion, this study presents a pragmatic, scalable solution to urban traffic congestion through adaptive signal control. By harmonizing real- time detection, dynamic scheduling, and simulation-driven validation, the system bridges the gap between theoretical research and practical implementation. While challenges remain, the advancements outlined here provide a robust foundation for future innovations in intelligent transportation systems, paving the way for safer, cleaner, and more efficient cities.

6. FUTURE SCOPE

The proposed adaptive traffic signal system lays a robust foundation for intelligent traffic management, yet several advancements can further enhance its efficacy and applicability Integration With V2X System:

Incorporating Vehicle-to-Everything (V2X) technology would enable real- time data exchange between vehicles, pedestrians, and infrastructure. This could refine GST calculations by factoring in vehicle speed, emergency vehicle prioritization, and pedestrian density, ensuring safer and more responsive traffic flow.

Edge Computing Deployment:

Implementing the system on edge devices like NVIDIA Jetson Nano or Raspberry Pi 5 would reduce latency and dependency on centralized servers. Lightweight YOLO variants (e.g., YOLO-NAS or YOLOv7-tiny) could optimize resource usage while maintaining accuracy, enabling cost- effective scalability across urban networks.

Advanced Occlusion Handling:

Integrating transformer-based models (e.g., Swin-YOLO) or LiDAR- camera fusion would improve detection accuracy in dense or occluded traffic scenarios. Federated learning could also enable collaborative model training across intersections without compromising data privacy.

Pedestrian and Cyclist Prioritization:

Adding pedestrian detection modules using thermal cameras or depth sensors would allow dynamic GST adjustments for crosswalks. Similarly, dedicated bike lanes could be managed using class-specific timers to promote sustainable mobility.

AI-Driven Predictive Analytics:

Leveraging historical traffic data and machine learning (e.g., LSTM networks) could enable predictive GST adjustments for recurring congestion patterns, such as rush hours or event-based traffic surges.

Weather-Adaptive Systems:

Deploying preprocessing pipelines with rain/fog removal algorithms (e.g., DeRainNet) would ensure reliable camera feed analysis under adverse weather conditions.

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