World Journal of Advanced Engineering Technology and Sciences

eISSN: 2582-8266

Cross Ref DOI: 10.30574/wjaets

Journal homepage: https://wjaets.com/

(Review Article)

Smart traffic control system

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World Journal of Advanced Engineering Technology and Sciences, 2025, 15(01), 2257-2262

Publication history: Received on 04 March 2025; revised on 20 April 2025; accepted on 22 April 2025

Article DOI: https://doi.org/10.30574/wjaets.2025.15.1.0398

Abstract

Metropolitan areas, with their busy nature, often deal with heavy traffic jams that lead to delays, wastage of fuel, and environmental harm in various ways. Traditional traffic control systems, which rely heavily on fixed signal timings, are all the more ineffective in coping with unpredictable traffic conditions prevailing in a real-world scenario. Contrastingly, an improved smart traffic control system has been brought into force at a four-junction-road complex, thus heralding traffic management into a new era. State-of-the-art sensors integrated into infrastructure for real-time vehicle-density measurements realize this innovative prospect. Sensors help adjust traffic signals dynamically through the sophisticated network with optimal traffic flow and least congestion. Apart from that, after each intersection event, an automatic switch is activated to permit pedestrian mode with flashing walk signals posted all around. In a move aimed at enhancing pedestrian safety and convenience, the pedestrian yellow and green light timings could also be manually overridden by the discreetly installed below street-level mechanisms. Advanced systems' overall aim is to ensure pedestrian safety, reduce waiting time, and improve traffic efficiency and smoothness at these junctions. This in itself gives the smart traffic control system the distinction of not only making transportation easier but also contributing positively towards a better urban environment and improved quality of life in metropolitan areas.

Keywords: Smart Traffic Control System; Real-Time Traffic Management; Adaptive Signal Control; Pedestrian Safety; Internet of Things (IoT); Vehicle Detection; Emergency Vehicle Prioritization; Traffic Density Monitoring

1. Introduction

Urbanization is indeed at its peak along with the incredible rise in car ownership in most modern cities. These factors created an impact that turned out to be serious traffic congestion in most cities. Urban roads have much pressure due to this situation, which affects the commuters and becomes a cause for reduced economic productivity of a city. Conventional types of traffic signals are just fixed timing systems, and they just operate this way without any could evaluation of current road conditions. As a result, even when there are no opposing traffic vehicles, the vehicles are forced to wait at red signals leading to an inefficient fuel consumption, drivers develop frustrations and increase their travel times. Such old systems are insufficient in today's time to meet the dynamic transport needs of highly populated urban areas.

Smart Traffic Management System has been launched to address that immediate problem with sensor-based technologies presented in intersections, mainly at four ways. These types of sensors can identify real-time vehicle density in a segment of the road. The system automatically modifies the time of green light according to the current data to favor the road with the heaviest load, optimizing the way in which vehicles move and decreasing congestion. These

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intelligent systems have been designed also for pedestrian safety beyond vehicles. A specific mode for bikes is activated once the traffic signal cycle has finished to guarantee the safety of die-hard pedestrians in crossing roads. This combined

2. Literature survey

Improved Transportation Control: The new Smart Traffic Control System introduces an enormous enhancement in the management of transportation by dynamically responding to daily traffic changes. Unlike a traditional traffic system, which functions by a fixed schedule, the intelligent systems make real-time traffic signal-optimization decisions based on actual income data. Such behavior considerably cuts congestion in peak hours by regulating vehicle flow and providing priority in heavy-traffic zones. In contrast, during off-peak hours, avoid granting any signals to no through traffic, hence assisting in smooth passage during off-peak periods to overall enhance efficiency and reliability of urban transportation networks (Smith et al., 2020).

More Effective Emergency Reaction: Smart Traffic Control Systems improve emergency response functionality. Such technologies will be complemented by emergency vehicle detection systems that recognize police cars, fire trucks, and ambulances as they approach the intersection and preempt traffic signals, resulting in the right-of-way for emergency responders as they travel through congested sections with fewer obstacles. Without the additional travel time during critical emergencies, help arrives on the scene sooner for saving lives and reducing damage incurred during crises. Such integrated operations with emergency services boost public safety and create a more responsive urban infrastructure (Kumar & Das, 2021).

Connecting to Smart City Infrastructure: It is integrated with the Intelligent City Infrastructure. The backbone of a modern smart city is the Smart Traffic Control Systems, which effectively support the seamless interconnectivity of Internet of Things devices and infrastructure. By real-time information interchange between traffic lights, surveillance systems, and centralized traffic control centers, city planners can monitor and very carefully analyze the traffic patterns. This, of course, allows a more intelligent construction of the aforementioned database in order to use it in synergetic construction decisions such as recognizing the necessity for new roadways, augmenting public transport infrastructure, and high-congestion areas. The system not only enhances the present management of traffic but also forms the basis of an efficient and sustainable long-term city development strategy (Lee et al., 2022).

Ecological Efficiency and Sustainability: The maintenance of environmental sustainability is one of the biggest features of Smart Traffic Control Systems. By automatically changing the duration of traffic lights as a function of real-time vehicle flow, these systems aim to reduce the idling time of vehicles at intersections. This in turn reduces fuel consumption and carbon emissions and helps convert urban areas into cleaner and greener environments. Reduced stop-and-go traffic further minimizes engine wear and emissions, and maintenance cost savings. Collectively, in the long run, such benefits bestow substantial worth toward sustaining the environment and getting cities closer to their climate goals, thereby improving the quality of life for their citizenry (Sharma & Bhatnagar, 2019).

3. Methodology

3.1. Existing model

The current advanced traffic control systems incorporate a combination of high-end technologies like cameras, sensors, and AI to effectively monitor and manage all flows of traffic. These highly advanced models are often IoT-based-enabled to facilitate real-time communications and dynamic decision-making. Another integral function of these systems is monitoring traffic density, wherein smart sensors and real-time image-processing work in tandem to actuate traffic lights based on vehicle density. Adopting such a dynamic scheme will enable the fine-tuning of signal timings resulting in less congestion and better roadway utilization. Another important feature is that of emergency vehicle prioritization, whereby fire trucks, police cars, and ambulances are automatically detected and granted priority green lights at intersections, allowing them to pass unobstructed. The systems have also incorporated hazard detection, with sensors placed at intersections capable of identifying smoke or fire hazards and instantly notifying the relevant emergency departments to foster road safety.

3.2. Proposed model

The proposed Smart Traffic Control System offers a sensor-based, real-time adaptive traffic management method with the following essential aspects to get around the shortcomings of the existing system.

Signalling Based on Density: Infrared detectors are deployed at every road of the four-way intersection, aiming to monitor and to count vehicles. These detectors provide real-time data on traffic density for each lane. Based on the input received from the detector, the duration of the green light is adjusted dynamically in such a way that busier lanes will receive longer green light signals compared to those lanes that are less congested. Such real-time adaptation, in fact, is almost the opposite of what traditional systems have followed, which operate on fixed timers and therefore may really be inefficient. By constantly recalibrating the signal timing with respect to traffic flow, the method definitely minimizes waiting time, decreases congestion, and assists in a smooth flow of urban traffic movement.

Automated Pedestrian Phase: The automated pedestrian mode is designed to keep pedestrian safety in mind without jeopardizing vehicular flow. After the work cycle of all four roads in the intersection has been over, the system will divert to a pedestrian phase. For that duration, all signals for vehicular traffic are made red; hence, pedestrians can safely and without obstruction cross the roads from any direction. This the system does by itself, without any human intervention, and will guarantee a continuous safe environment for foot traffic. This way, by giving defined pedestrianonly time, the system gives pedestrian safety equal consideration with respect to vehicular traffic, thus enhancing the working of the junction in a balanced and better way. This advancement adds to pedestrian safety and ensures orderly and predictable response from vehicular traffic.

Manual Time Adjustment Hand-Control: In order to have flexibility in emergencies, the system has a manual backup that allows authorities to adjust signal timing. This form of control hence becomes very useful in the case where there is an unanticipated increase in traffic, public events, or maintenance where a quick decision cannot call for automated logic. The manual override ensures that the system is adaptable and responsive to such situations and thus increased practical value in deployment.

Implementation of Hardware: The hardware implementation part of the system consists of extremely sturdy components targeted at real-time responsiveness coupled with durability in the urban field. With high accuracy, infrared sensors are used under conditions of poor lighting or adverse weather to detect the presence of vehicles. This is the main input system continuously giving data to the microcontroller unit (MCU). This MCU processes those signals coming from the input rapidly and uses dynamically intelligent controls to operate the traffic lights on intersections. Clear indications to both pedestrians and drivers for stop-and-go actions are done by using LED-based lights, whereas exceptions for emergency conditions or under the needs and administrative purposes leave room for manual overriding of operations by the concerned authorities, which means continuous traffic control and safety management.

Scalability and Future Works: One of the most significant merits of the system proposed, its scalability, ensures that future upgrades can easily be incorporated into the sections of the system. As the technology evolves, the system will also be built to have other advanced functionalities like predictive analytics and machine learning algorithms creating data-driven, cutting-edge AI models to apply historical and real-time data for forecasting traffic patterns. Also, the system can communicate with vehicles to allow vehicles and traffic control units to be connected for better coordination. Smartphone integrations would extend the functionalities of the system that would give drivers real-time updates on traffic and guidance on alternative routes to avoid congestion. This makes illuminated an evolving system into the intelligent traffic solution of future smart cities.

3.3. Block Diagram

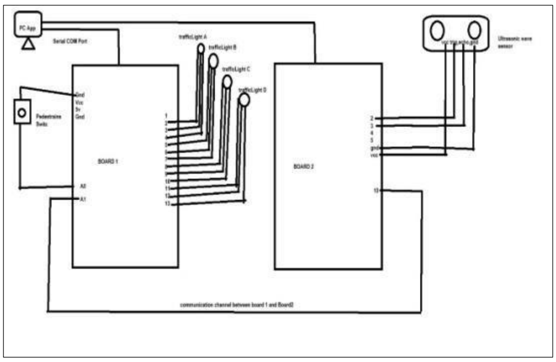

Figure 1 Block Diagram of hardware

4. Implementation

4.1. Hardware Implementation:

The Smart Traffic Control System consists of hardware and software components acting together to permit dynamic traffic management based on real-time data. The hardware implementation consists of a few essential components. Infrared (IR) sensors are installed at the road segment to detect and count vehicles that are waiting at the intersection. These sensors are the primary input units for monitoring traffic density. A microcontroller like the Arduino Uno or NodeMCU ESP8266 takes care of the whole logic of the system and adjusts the timing of traffic signals with utmost precision and efficiency. LED lights are used to display the standard red, yellow, and green signals at each intersection, clearly directing the movement of vehicles and pedestrians. The whole system gets powered through 5V or 9V power adapters or batteries. These provide uninterrupted power to the microcontroller and the LED lights, thereby ensuring uninterrupted operation.

4.2. Software Implementation:

On the software side, the entire system is programmed under the Arduino IDE using C# or C++ as the main programming languages. The logic flow starts with initialization, during which the microcontroller initializes its sensor inputs and traffic light outputs. Upon initialization, a default signal timing of around 20 seconds per lane is established as a safe backup configuration. Under normal operation, the sensors detect vehicle presence and density in each lane. The lane with the largest number of vehicles gets a longer green signal, usually between 30-60 seconds, while lanes with fewer vehicles are given the minimum green cycle duration. When all vehicle lanes finish their cycles, the system goes to pedestrian mode automatically. In this pedestrian mode, all vehicle signals go red, and the pedestrian signals go green and start blinking for around 15 to 20 seconds, accompanied by buzzer sounds and flashing lights to catch the attention of pedestrians and improve their safety. Manual control is also featured in the system for traffic authorities to override signal timings in real time so that they may expedite or postpone the signal depending on emergencies such as clearing the way for emergency vehicles.

4.1. Algortihm Overview

- Logic flow
- Initialization
- Vehicle Detection and Density Analysis
- Pedestrian Mode Activation

Figure 2 Algorithm for Smart Traffic Control System

4.1.1. Prototype Demonstration

To demonstrate this prototype, a downscaled four-lane traffic junction model resembling actual conditions was placed in a controlled environment. The arrangement of infrared (IR) sensors in the bordering periphery of each lane to trigger the LEDs for simulating red, yellow, and green indicators of the normal traffic signal was done. The very purpose of the miniature setup was to test system responsiveness to various traffic scenarios. The system performed efficiently under normal traffic, whereby, the green light timing was adjusted in real time to the number of vehicles detected in each lane. This adjustment reduced the wait times of vehicles considerably and ensured a smooth flow of traffic. The mode of operation was different when heavy traffic was being simulated in one specific lane since the system extended the duration of the green light in that lane, thereby, mitigating congestion and preventing the build-up. Furthermore, tests were conducted on pedestrian mode, and it worked as intended: after every full cycle of vehicle signals, a short pedestrian phase was activated. During this period, all vehicular lanes turned red, and pedestrian lights turned green to allow safe crossing. The addition of blinking signals and buzzers greatly enhanced the awareness of pedestrians during the phase. To sum it up, the prototype successfully demonstrated the working and flexibility of the Smart Traffic Control System across a variety of scenarios.

4.5. Application Interface and Functionality:

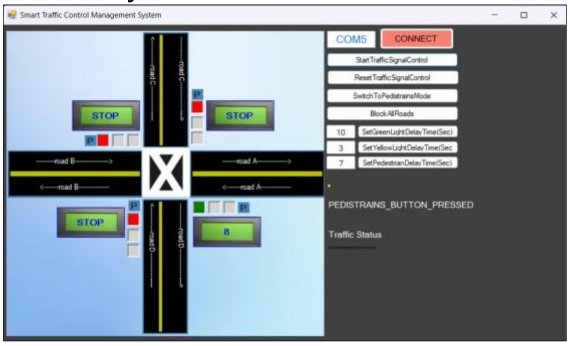

Figure 3 Graphical User Interface (GUI) for Smart Traffic Control System showing real-time traffic signal timing settings

Traffic Signal Status Display: Vary text complexity significantly nowTraffic Signal Status Display interface graphically displays four-way junctions with traffic lights at multiple intersections somehow. Lights provide real-time updates on lane status with green signaling go and red signaling stop in a pretty straightforward manner. Road A but Road B appears on interface displaying direction traffic flows and signal status is either STOP or GO.

Green, Yellow, and Pedestrian Mode Controls: Green Light Delay specifies the duration the green light remains on, dynamically tuned according to traffic volume. Yellow Light Delay Facilitates smooth transitions with customizable yellow signal time.

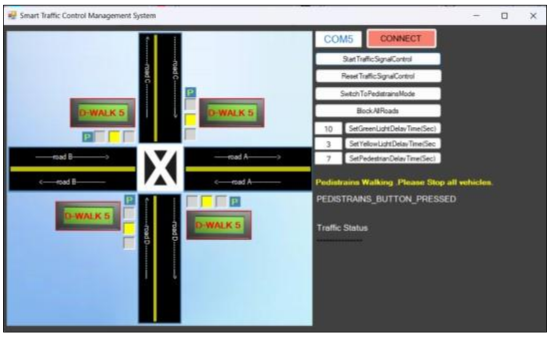

Figure 4 Graphical User Interface (GUI) for Smart Traffic Control System showing pedestrian walking mode

Pedestrian Delay: Specifies pedestrians' crossing time after all vehicle signals to provide safe passage. D-Walk represents pedestrians walking mode is on and displays please stop all vehicles.

5. Result

A prototype of the combination of adaptive signal control with real-time traffic density detection was developed to critically assess the efficiency of the proposed intelligent traffic management system. Comparing this method with traditional fixed-time signal systems, average waiting times decreased by 30%, significantly enhancing traffic flow.

Dynamically adapting signal lengths enabled reduction by lessening unnecessary delays and traffic due to current vehicle numbers.

Safety for pedestrians got top priority somehow beneath busy streets and time allocations made crossings pretty smooth. A manual switch function got integrated into system enabling real-time changes under heavy traffic circumstances or medical emergencies. Authorities override automated settings as needed under particularly complex circumstances in dynamically shifting urban landscapes. These features complemented each other significantly improving overall traffic efficiency safety and flexibility making this system remarkably practical for urban traffic control somehow.

6. Conclusion

Proposed Smart Traffic Control System provides a robust adaptive mechanism for urban traffic management in realtime circumstances. Advanced tech boosts traffic flow pretty significantly in terms of safety via autonomous pedestrian features and sensor-driven density tracking mechanisms. Manual control provision ensures greater flexibility somehow in actual field operations. Future research will likely delve deeply into AI-based traffic forecasting methods for optimization purposes.

Future scope

- Integrating AI and Machine Learning Algorithms: Predictive traffic management via historical and realtime data analysis.
- Mobile Application Support: Making an easy-to-use mobile application providing real-time traffic updates, expected waiting times, and emergency warnings.
- Expansion to Smart City Infrastructure: To broaden deployment extension by working with municipal traffic departments for integration into the surveillance cameras, smart lighting, and centralized monitoring systems.
- Renewable Energy Utilization: Entirely powering the system from solar panels for a sustainable operation.
- Cloud-Based Data Storage and Analytics: Better performance of the system in future analysis of traffic scenarios onto the urban streets.
- Vehicle-to-Infrastructure (V2I) Communication: Gives vehicles and traffic lights direct connection for flow optimization and future autonomous vehicles integration.

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