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A Review Paper on Smart Traffic Control System with machine learning

Prof. Prakash Sangle[1]

[1]Assistant Professor, Department of Computer Engineering, School of Engineering,
Jawaharlal Nehru University, New Delhi

Abstract

The escalating number of vehicles worldwide has resulted in a pervasive issue of traffic jams, consuming valuable man-hours at major junctions. The conventional traffic management paradigm is effective only under low traffic conditions; however, it fails when faced with imbalances in vehicle density on different sides of the road. In response to this challenge, we propose a paradigm shift from static to dynamic signal switching in traffic signal systems. This innovative approach aims to redesign the traditional traffic management system, offering efficient control in situations where vehicle density fluctuates, thereby addressing the need for an adaptive and intelligent traffic management system.

Keywords: Smart Traffic Control, Dynamic Signal Switching, Traffic Management, Adaptive Systems, Intelligent Transportation, Machine Learning.

1. INTRODUCTION

At its core, this project seeks to revolutionize urban mobility by harnessing the cutting-edge capabilities of machine learning and artificial intelligence. The proposed system, fueled by a fusion of traffic data, predictive analysis, and adaptable control algorithms, strives to fundamentally reshape traffic management. Its ultimate goal: forge a dynamic and responsive infrastructure that seamlessly adapts to the evolving rhythms of urban traffic flow.

2. METHODOLOGY

A. Object Detection Pre-processing

Prior to exploring methodologies based on the YOLO (You Only Look Once) algorithm, effective pre-processing of image data is essential. In the realm of smart traffic control systems, this involves meticulous preparation of image data to facilitate accurate object detection. Key pre-processing techniques include image normalization, segmentation, and noise reduction. These techniques play a vital role in ensuring the optimal quality of input data for subsequent YOLO algorithm processing. Through these pre-processing steps, the system aims to enhance the efficiency and accuracy of object detection in real-time traffic scenarios.

B. YOLO Architecture

The YOLO (You Only Look Once) architecture, introduced by Joseph Redmon and Santosh Divvala in 2016, plays a pivotal role in the development of smart traffic control systems through its real-time object detection capabilities. Specifically designed for efficiency, YOLO processes entire traffic scenes in a single pass, eliminating the need for complex region proposals. In the context of traffic management, the architecture is adept at dividing input images into a grid, predicting bounding boxes, and assigning class probabilities directly. This enables the simultaneous detection of various objects, such as vehicles and pedestrians, crucial for adaptive traffic control. YOLO's convolutional layers and final predictions contribute to its versatility in handling diverse object sizes and types. Its application in smart traffic control leverages deep learning to enhance the accuracy and speed of object detection, fostering efficient real-time monitoring and control of traffic flow. The architecture's adaptability makes it instrumental in addressing the evolving challenges of modern traffic scenarios.

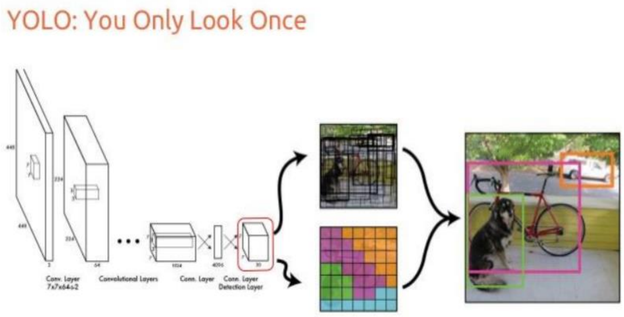

Fig. 1: YOLO Architecture

C. Feature Extraction in a YOLO based model

In a YOLO-based model applied to smart traffic control systems, feature extraction is a critical step facilitated by deep learning techniques. YOLO's architecture inherently incorporates feature extraction through its convolutional layers. These layers are responsible for automatically learning and extracting hierarchical features from the input traffic images. Moreover, the deep learning aspect of YOLO contributes to the model's ability to learn and represent complex features hierarchically. This is particularly advantageous in the dynamic and diverse context of traffic scenes, where objects vary in size, orientation, and appearance. The YOLO model learns discriminative features that distinguish between different classes of objects and refines its understanding through training on annotated datasets

D. Existing System

The current state of traffic control systems involves traditional approaches that primarily rely on static signal switching mechanisms. In this conventional model, traffic signals operate based on predetermined time intervals, irrespective of real-time traffic conditions. While effective under low traffic scenarios, this approach falls short when faced with imbalances in vehicle density on different sides of the road. In such instances, traffic jams persist, leading to significant time wastage and suboptimal traffic flow. Recognizing the limitations of the existing system, there is a growing need to transition from static to dynamic signal switching. This paradigm shift aims to enhance traffic management by adapting signal timings in real-time, responding to fluctuating vehicle density and ensuring more efficient traffic flow. The limitations of the current static approach highlight the urgency for innovative solutions to address the dynamic nature of modern traffic scenarios.

E. Motivation

The motivation for implementing a smart traffic control system integrating machine learning (ML) and YOLO deep learning techniques arises from the limitations of conventional traffic control methods. Traditional systems, relying on static signal switching, struggle to adapt to the dynamic nature of contemporary traffic scenarios marked by varying vehicle densities and diverse traffic patterns. ML and YOLO offer a transformative solution by enabling real-time data analysis and automated object detection, aiming to enhance overall traffic efficiency, reduce congestion, and improve road safety. This innovative approach seeks to create a more adaptable and intelligent traffic management system aligned with the evolving demands of urban mobility.

F. Proposed system

Addressing the challenges posed by escalating traffic congestion, this project advocates for an innovative smart traffic control system harnessing the YOLO (You Only Look Once) deep learning algorithm. At the heart of the proposed system is the integration of the YOLO algorithm for real-time object detection. This strategic implementation empowers the system to accurately identify and track various elements, including vehicles, pedestrians, and potential traffic obstructions. Such capabilities enable prompt and adaptive decision-making based on the continuously evolving traffic conditions. Key Features of the Proposed System:

- Object Detection: YOLO enables instantaneous object detection, ensuring swift responses to changes in traffic density and patterns.
- Adaptive Traffic Signal Control: Through machine learning algorithms, the system dynamically adjusts traffic signal timings, lane assignments, and other parameters to optimize traffic flow and alleviate congestion.
- Environmental Impact Mitigation: Leveraging machine learning to minimize idling times and unnecessary fuel consumption contributes to reducing the environmental impact of traffic congestion, aligning with eco-friendly transportation goals.
- Adaptability and Scalability: The smart traffic control system is crafted to be adaptable to the unique traffic characteristics of various urban areas, ensuring scalability and integration with emerging technologies like autonomous vehicles and smart city initiatives.

In essence, the proposed system represents a holistic and forward-thinking approach to traffic management. By integrating state-of-the-art deep learning techniques, it seeks to revolutionize urban mobility, enhance operational efficiency, and contribute to the development of a more sustainable and intelligent transportation ecosystem.

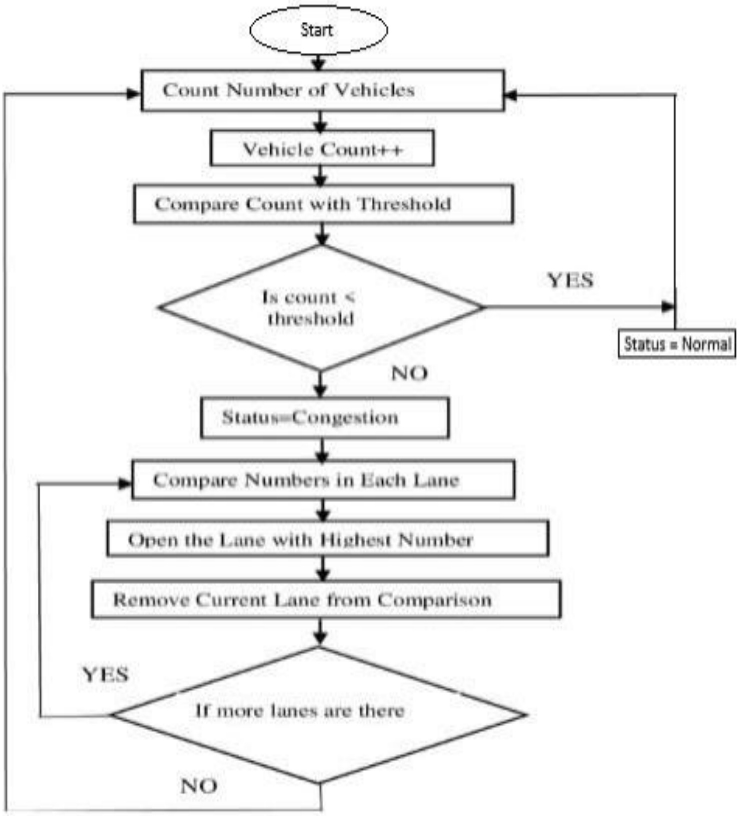

Figure 2: Proposed System

G. Problem statement

This problem statement underscores the imperative of alleviating traffic congestion in rapidly expanding urban areas. The surge in urban population and the parallel increase in vehicular traffic necessitate urgent measures for traffic control systems that not only address congestion but also enhance road safety and diminish carbon emissions. Through the utilization of machine learning, the project aspires to present an inventive and forward-looking solution to mitigate traffic-related challenges, paving the way for more intelligent, sustainable, and efficient urban transportation systems. The anticipated impact of the project extends beyond mere traffic management, providing a blueprint for future developments where traffic flows seamlessly, fostering economic prosperity, and enhancing the quality of life for urban inhabitants.

3. LITERATURE REVIEW

[1] "A YOLO-based Traffic Counting System Jia-Ping Lin and Min-Te Sun "

Abstract: This paper proposes a real-time traffic flow counting system utilizing the YOLO framework for image recognition. The system consists of three essential components: a detector generating vehicle bounding boxes, a buffer storing vehicle coordinates, and a counter calculating traffic flow by identifying and tracking vehicles across frames. Experiments with real-world videos demonstrate the system's effectiveness.

Key Points:

- YOLO-based image recognition and vehicle detection: The system leverages the YOLO framework for efficient and accurate vehicle identification.

- Coordinate buffering for vehicle tracking: A buffer stores vehicle coordinates across frames, enabling continuous tracking and accurate counting.
- Real-time traffic flow determination: The system identifies and tracks vehicles across frames to provide real-time traffic flow data.
- Performance evaluation: Experiments using two test videos showcase the system's performance.

Performance limitations:
Duplicate counting: The system may mistakenly count the same vehicle multiple times.
False detection: False positives can occur due to factors like lighting or object similarities.

Solutions implemented are two arrays and frame gap thresholds are used to prevent duplicate counting. Multiple checkpoints and a maximum function selection process minimize false positives. Accuracy considerations: The system achieves high accuracy for daytime counting. Overexposure from headlights negatively impacts nighttime counting. Hatchback vehicles are most susceptible to false detection, potentially due to insufficient training data.

Future work:
Night vision: Exploring night vision cameras and training the YOLO model on night vision images for improved performance.
False detection: Retraining the YOLO model with more specific vehicle type data (e.g., hatchbacks) to address false detection issues.
This paper demonstrates the viability and effectiveness of utilizing the YOLO framework for vehicle counting within an image recognition-based system. The proposed system offers real-time traffic flow data with high accuracy in well-lit conditions. Future developments include enhancing nighttime performance and addressing false detection for specific vehicle types.

[2] “Intelligent Traffic-Monitoring System Based on YOLO and Convolutional Fuzzy Neural Networks CHENG-JIAN LIN 1,2, (Senior Member, IEEE), AND JYUN-YU JHANG”

This paper presents a novel intelligent traffic-monitoring system employing YOLO and convolutional fuzzy neural networks (CFNNs) for real-time traffic volume and vehicle type capture. The system comprises three key components:

1. mYOLOv4-tiny: This modified YOLOv4-tiny model offers enhanced detection efficiency for real-time object detection.

2. CFNN and Vector-CFNN: These two models, combined with a novel network mapping fusion method for vehicle classification, achieve high accuracy while significantly reducing parameters compared to traditional methods.

3. Category extension: The system enables effortless addition of vehicle categories by solely training the CFNN model, eliminating the need to retrain YOLO, saving time and enhancing flexibility.

Key Points:

- A highly efficient mYOLOv4-tiny model for object detection.
- Two effective CFNN models with high classification accuracy and reduced parameters.
- Flexible category extension without YOLO retraining.
- A comprehensive literature review on vehicle-detection and classification methods.
- Superior performance compared to other methods on benchmark datasets.

The proposed intelligent traffic-monitoring system performs three key functions: vehicle detection, counting, and classification. Real-time images are processed by mYOLOv4-tiny for vehicle detection, while a virtual detection area reduces computational burden. A counting algorithm assigns unique IDs to vehicles, preventing double counting. Two robust CFNN models (CFNN and Vector-CFNN) handle vehicle classification. Both models leverage a feature fusion layer to integrate information from diverse features. Network mapping, a novel feature fusion technique, is also implemented. The CFNN models utilize fuzzy logic and a Gaussian membership function for classification, achieving high accuracy with fewer parameters than traditional CNNs. Vector-CFNN further reduces complexity with a two-layer vector kernel convolutional layer. Network mapping offers a versatile and efficient approach for feature fusion, while the Gaussian membership function ensures accurate classification in the FNN.
Extensive evaluations on benchmark datasets demonstrate the proposed methods' superiority over existing approaches:

- BIT-Vehicle Dataset: CFNN and Vector-CFNN achieve 90.20% and 90.45% accuracy, respectively.
- GRAM-RTM Dataset: YOLO-CFNN and YOLO-VCFNN models reach 99% mAP and F1 score.
- T362 Vehicle Dataset: CFNN and Vector-CFNN models achieve 94.68% and 95.28% accuracy, respectively.
- Actual Road Traffic Videos: YOLO-CFNN and YOLO-VCFNN models exhibit high F1 scores for vehicle classification, with counting accuracy exceeding 97%.

[3] “Smart Traffic Control System for Decreasing Traffic Congestion Sidina Boudaakat, Ahmed Rebbani and Omar Bouattane”
Abstract:
This paper proposes a novel approach for controlling traffic congestion in roundabouts, utilizing a fluid mechanics model and the SUMO traffic simulator. Inspired by fluid mechanics, the system conceptualizes roundabouts as tanks with well-defined surfaces representing the circulating vehicle flow. Each roundabout has a maximum capacity (density), visualized as a colored surface within the tank.

Key Points:

- Fluid Mechanics-inspired Model: The model considers the roundabout as a "tank" with defined entry and exit points for vehicle flow, similar to fluid flow.
- Maximum Vehicle Density: Each roundabout has a maximum number of vehicles it can accommodate, represented by a "density" value.
- SUMO Simulation and Traci Implementation: The system utilizes the SUMO traffic simulator and Traci framework to test the model's validity and build an algorithm for congestion control.

Comparison of Intersection Scenarios: The model compares three common intersection scenarios Signalized Roundabout with Proposed Algorithm, Signalized Roundabout and Unsignalized Roundabout

The SUMO simulator enables detailed, individual-level traffic flow simulation, allowing for accurate evaluation of the proposed approach. The Traci framework allows for building an algorithm that proactively controls traffic signals to prevent congestion before it occurs. The model presents several advantages:

- Visualization: The fluid mechanics analogy provides a clear visual representation of traffic flow and density within the roundabout.
- Control Flexibility: The SUMO and Traci integration enables real-time traffic monitoring and dynamic signal control for congestion prevention.
- Microscopic Analysis: The detailed individual-level simulation allows for a comprehensive understanding of driver behavior and its impact on traffic flow.

Conclusions:
This research demonstrates the feasibility of using a fluid mechanics-inspired model for calculating traffic density and controlling congestion in roundabouts. The approach offers promising results in minimizing both time loss and waiting time for vehicles. Future work can explore the application of the model to control multiple roundabouts and further refine the control algorithm for even greater efficiency. This paper contributes to the advancement of intelligent transportation systems by proposing a novel and effective method for managing traffic flow in urban environments.

[4] “Smart Traffic Congestion Control System Shibin Balu and Dr.Priyadharsini.C”
Abstract
This system aims to adjust green light duration at intersections during rush hour and off-peak times. It leverages image processing in MATLAB to estimate vehicle density and count vehicles approaching the junction. Cameras installed at each intersection capture real-time video every ten seconds. MATLAB then converts the footage into individual frames, upon which image processing algorithms analyze vehicle density and determine appropriate green and red light durations. Testing demonstrates a 90-93% accuracy rate in recognizing vehicle density.

Key points:

- A real-time traffic light control system based on image processing is proposed.
- MATLAB is used for testing the algorithm and for simulating the proposed system SUMO simulator is used.
- For both peak and non-peak hours, a separate time division slot is allotted using MATLAB code.

The main four technique used in this system are:

a. Image Acquisition

To initiate the traffic control process, we install cameras at strategic junctions. These cameras continuously capture real-time videos at ten-second intervals. These videos are then converted into frames, with one frame deemed as the reference frame representing a vehicle-less road, while the remaining frames serve as the captured frames.

b. RGB-Gray Conversion

In order to facilitate efficient processing, the captured images and the reference image undergo a conversion process, transforming them from RGB to grayscale format. This conversion enables us to extract essential information with utmost precision, ensuring accurate analysis and decision-making.

c. Image Enhancement

The next step involves enhancing the quality and intensity of the captured images. By utilizing state-of-the-art image enhancement techniques, we ensure optimal adjustments to improve visibility and clarity. In our proposed system, we employ a Wiener filter specifically designed for noise cancellation, further enhancing the accuracy of our results.

d. Foreground Detection

Foreground detection plays a crucial role in computer vision and image processing techniques. In order to accurately identify the foreground objects, we employ Otsu's principle, which effectively separates the foreground from the background. Additionally, we utilize the Gaussian density function to mitigate any potential noise that might undermine the accuracy of our results.

[5] “Vehicle Counting for Traffic Management System using YOLO and correlation filters”

This paper proposes a novel approach to vehicle counting by combining YOLO object detection with correlation filter-based tracking. This combination offers efficient and accurate tracking in diverse situations, including variable camera positions and challenging environments.

Key Points:

- YOLO-based Object Detection: The system employs YOLO for robust and real-time detection of vehicles within a defined region of interest (ROI).
- Correlation Filter Tracking: Each detected vehicle is assigned a dedicated tracker based on correlation filters, enabling accurate and continuous tracking even in challenging conditions.
- State Management: The system implements three key states for each tracker:

  - Track state: When overlap between detected and tracked bounding boxes exceeds a threshold (e.g., 0.3), the object is associated with the existing tracker and its size is dynamically adjusted using scale estimation.
  - Detect state: If overlap is low, the detected object is considered new and assigned to a new tracker, which is then added to the active list.
  - Terminate state: Trackers reaching the frame border or losing their target are terminated, and the vehicle count is incremented.

- Handling Occlusions and Lost Targets: The system considers potential occlusions and lost targets due to fast motion. Occluded trackers are temporarily deactivated but retain their state, while lost targets are terminated and counted.

Benefits:

High Accuracy: The proposed framework offers exceptional accuracy in vehicle counting due to its robust detection and tracking capabilities.

Real-time Performance: The system operates in real-time, making it suitable for various traffic analysis applications requiring immediate results.

Adaptability: The approach can adapt to various camera positions and handle challenging environments, including crowded scenes and diverse lighting conditions.

4. APPLICATIONS

Deep learning and YOLO are emerging as transformative forces in the development of smart traffic control systems. These powerful technologies enable real-time analysis, optimization, and automation, paving the way for a future of efficient and safe traffic management. Deep learning networks, with their exceptional data processing capabilities, analyze vast amounts of traffic information, including video feeds, sensor readings, and historical data.

This data is then utilized for:

- Predicting Traffic Flow: Historical data and real-time traffic patterns are analyzed by deep learning models to predict future traffic conditions with remarkable accuracy. This allows for proactive management strategies to be implemented before congestion arises.
- Vehicle Identification and Classification: Deep learning algorithms can automatically detect and classify vehicles in real-time, differentiating between cars, trucks, buses, motorcycles, and even bicycles. This granular data is invaluable for traffic management and analysis.
- Optimizing Traffic Light Timing: Deep learning models analyze traffic flow and congestion patterns to dynamically adjust traffic light timing. This optimization strategy reduces congestion and improves traffic flow for all road users.
- Accident Detection and Response: Deep learning systems can automatically detect accidents in real-time, facilitating faster emergency response times and minimizing traffic disruptions. This is a timely intervention can save lives and reduce damage.

The combined application of deep learning and YOLO offers a powerful solution for various traffic management scenarios:

- Roundabout Management: YOLO can track vehicles entering and exiting roundabouts, enabling deep learning algorithms to optimize traffic flow and minimize congestion within these complex intersections.
- Intersection Control: Deep learning predictions of approaching traffic flow allow YOLO to dynamically adjust traffic light timing, minimizing wait times for all road users. This optimized control significantly improves traffic flow and reduces congestion at intersections.
- Parking Management: By analyzing parking lot usage and identifying available spaces, deep learning and YOLO can guide drivers to open spots, reducing unnecessary traffic searching and improving parking efficiency.

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