IJARST

International Journal of Advanced Research in Science and Technology

https://doi.org/10.62226/ijarst20262670

ISSN 2319 – 1783 (Print)

ISSN 2320 – 1126 (Online)

AI-Driven Adaptive Traffic Management System Using YOLOv8 for Real-Time Congestion Optimization

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ARTICLE INFO

Article history:

Received	29 Apr 2026
Accepted	04 May 2026
Available online	11 May 2026

Keywords:

Real-time object detection, adaptive traffic light control, YOLOv8, computer vision, deep learning, and traffic flow

Indexed in:

doi Crossref

INDEX COPERNICUS INTERNATIONAL

Google scholar

and in major libraries

ABSTRACT

The article describes an adaptive traffic control system based on artificial intelligence to optimise traffic. The new system is an adaptive one, as compared to the traditional fixed-time traffic light system, which has a fixed cycle and can cause congestion. Using computer vision and deep learning, such as the YOLOv8 object detector, vehicles are detected and classified from CCTV video (cars, bikes, buses, trucks, etc). The traffic density is calculated using a weight value for different types of vehicles in each lane. The traffic light timings are then optimized to minimize traffic congestion. Ok, let's try to make it sound a little more like humans. To test the performance of the system, the system is tested with the Webster delay model, to measure, among other things, the average delay time. The tests are compared to the conventional fixed-timing systems and it's evident that traffic congestion is reduced and traffic flows smoothly. There's also a minor improvement in fuel efficiency, so this traffic control could be more than just an idea.

I. INTRODUCTION

Traffic congestion is a significant problem in contemporary cities and towns because of the rapid growth in vehicle population. Traditional traffic signal control methods involve predetermined timing control, where equal green signal time is provided to all lanes without considering actual traffic conditions, resulting in increased delays [1].

Intelligent traffic management systems are emerging as a new technology in traffic control using advances in artificial intelligence and computer vision techniques. These systems can adapt to real-time traffic conditions and optimize signal control timing for efficient traffic movement [4]. This research proposes an AI-based adaptive traffic management system using deep learning techniques for vehicle detection. The proposed system uses a YOLOv8 model for vehicle detection from video feeds and also computes vehicle density using weighted vehicle count for each lane. Dynamic signal control is achieved by adapting signal timing according to vehicle density in each lane. The proposed system is validated using Webster's delay model, which is used for estimating vehicle delay and efficiency in traffic engineering [3]. The results are promising in reducing waiting time.

Motivation for the Proposed System

The motivation for this project is based on certain limitations that are found in traditional traffic systems:

- The timing of signals does not change according to actual conditions
- Lanes with high-density traffic experience more waiting time
- Low-density traffic wastes signal time

II. METHODOLOGY

The proposed system for adaptive traffic management will be in the form of an adaptive pipeline for real-time processing, which includes computer vision and deep learning techniques for traffic signal management. The methodology will be in the form of a series of steps that correspond to the system design.

A. System Workflow

Figure 1: shows the workflow of an AI-based traffic management system. First, a traffic camera captures video, and frames are extracted for processing. YOLOv8 is used to detect vehicles, which are then counted to estimate traffic density. Based on the density, traffic is classified as high or low. The system then adjusts signal timings accordingly using adaptive control. Finally, the results are generated and evaluated to measure system performance.

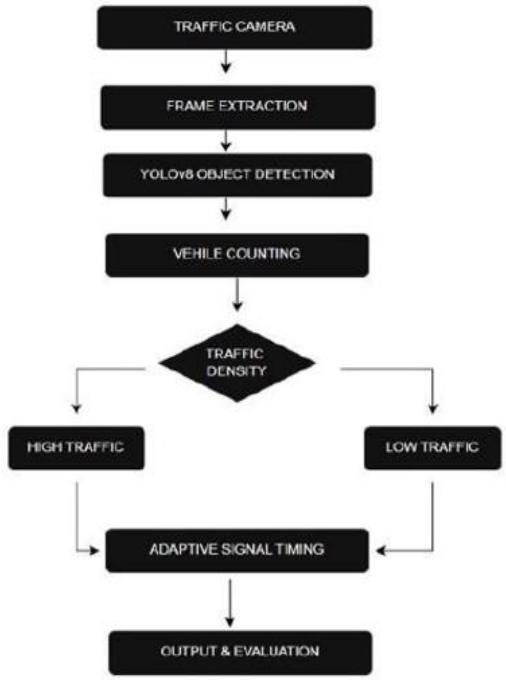


Figure 1: System workflow

B. Video Acquisition and Frame Processing

The system starts by acquiring a video of a traffic intersection. The frames are then acquired one at a time. Processing the frames individually allows the system to process the frames in real time.

C. Image Preprocessing

In order to enhance the accuracy of the vehicle detection process, the frames acquired from the video are subjected to a number of preprocessing techniques. The first step involves resizing the image to a standard resolution. The image is then converted from the default RGB color space to the LAB color space. The image contrast is then enhanced using the contrast limited adaptive histogram equalization technique.

The table summarizes existing traffic management models and technologies, showing the shift from traditional methods to AI-based solutions. While machine learning and deep learning enhanced performance, earlier methods like image processing had poor accuracy. YOLO-based models are appropriate for adaptive traffic control because they allow for quick and real-time vehicle recognition. New techniques like Edge AI and YOLOv8 further improve productivity and cut down on latency. High computation, data reliance, and real-world complexity are still issues, though.

Table 1: Different existing technologies and methodology used for smart traffic management system

Author / Year	Technique Used	Key Highlights	Limitations
Kumar et al., 2019 [1]	Image Processing (Edge Detection)	Basic vehicle detection using traditional computer vision	Poor performance in low light & cluttered scenes
Ali et al., 2019 [6]	Background Subtraction	Simple vehicle motion detection	Sensitive to shadows & background noise
Gupta & Singh, 2020 [2]	CNN-based Deep Learning	Improved vehicle classification accuracy	High computation, unsuitable for real-time

Author / Year	Technique Used	Key Highlights	Limitations
Verma et al., 2020 [7]	Faster R-CNN	High detection accuracy even in dense traffic	Slow, unsuitable for realtime
Ahmed & Khan, 2020 [11]	SVM-based Vehicle Classification	Good performance on small datasets	Not effective for complex real-world traffic
Patel et al., 2021 [3]	YOLOv3 for Traffic Density	Automated traffic density estimation enabling dynamic signal control	Requires powerful GPU
Singh & Reddy, 2021 [8]	YOLOv4 for Traffic Flow	High FPS with improved detection accuracy	Requires large training datasets
Banerjee et al., 2021 [10]	LSTM Traffic Prediction	Predicts future traffic using timeseries patterns	Needs long historical data
Rao & Nair, 2022 [4]	ML-based Adaptive Signal Timing	Adjusts signal duration based on predicted traffic density	Highly dataset dependent
Chavan et al., 2022 [9]	DeepSORT + YOLO	Reliable multi-object tracking with consistent IDs	Tracking degrades under heavy occlusions
Bhosale et al., 2022 [12]	YOLOv5 + SORT	Accurate real-time detection and tracking	Needs GPU for optimal frame rates
Mukherjee et al., 2023 [5]	YOLOv5 + ML Prediction	Real-time density estimation & dynamic signal optimisation	Needs stable high-quality video feed
Li et al., 2023 [13]	YOLOv8-based Detection	Higher accuracy and faster real-time performance	Requires good training dataset
Kim et al., 2024 [14]	Edge AI Traffic Control	Low latency real-time signal control using edge devices	Limited edge processing power

III. SMART TRAFFIC MANAGEMENT SYSTEM

A. Background of Proposed System

The proposed smart traffic management system is based on video processing and deep learning techniques instead of hardware-based identification systems such as RFID. The RFID system is based on the installation of RFID tags in vehicles and RFID readers for communication. The RFID system is not suitable for large-scale implementation.

On the other hand, the proposed system is based on camera-based systems and does not require any modifications to the vehicles. The video processing is performed using the YOLOv8 model to identify vehicles and monitor traffic conditions. The video is analyzed frame by frame to identify vehicle information and compute traffic density for each lane. The signal is controlled dynamically based on traffic density to ensure smooth traffic flow without the need for hardware such as RFID.

B. Adaptive Signal Control Algorithm

The proposed system replaces frequency-based control with a density based adaptive algorithm derived directly from the implemented code.

Input Parameters:

- Minimum green time (Min_green)
- Maximum green time (Max_green)
- Base green time (Base_green)
- Lane-wise vehicle weights
- Real-time vehicle detections

Algorithm Steps:

1. Capture video frame and preprocess it
2. Detect vehicles using YOLOv8 model
3. Assign vehicles to lanes based on position
4. Compute weighted vehicle count for each lane
5. Calculate traffic density for each lane
6. Apply smoothing to density values
7. Compute total traffic weight across all lanes

For each lane:

- Calculate proportional green time
- Ensure green time is within defined limits

Output: Efficient traffic flow with reduced waiting time and optimized signal utilization.

IV. System Overview

The proposed system of traffic management has been conceptualized as a vision based intelligent system of adaptive control, which utilizes the real-time video feed from cameras as the basis of its control. Unlike other intelligent systems of traffic management, which rely on hardware-based approaches like the use of RFID tags or other sensors, the proposed system relies totally on the vision-based approach of monitoring the flow of traffic, thereby making the system more efficient.

In the proposed system, the flow of traffic is continuously monitored through the use of cameras placed at the intersections of roads. The frames of the video obtained from the cameras are processed in real time using a deep learning-based approach of object detection, specifically the YOLOv8 algorithm, which detects the vehicles present in the flow of traffic and classifies them based on the types of vehicles. The vehicles are then localized based on the positions of the objects, thereby accurately determining the specific lane of the road where the vehicle is present.

To ensure better accuracy in the detection process, various preprocessing and enhancement techniques are integrated into this system. Some of these techniques are contrast enhancement through histogram equalization, noise reduction through various filters, and better detection through techniques like test-time augmentation and weighted box fusion.

The system uses a weighted density calculation to determine the traffic congestion level. In this approach, different weights are assigned to different vehicles based on their relative sizes, as different vehicles have different sizes and impacts on road congestion. For example, in a congested road, trucks and buses will have more impact than motorcycles.

Based on this computation, the system will dynamically assign the duration of the green signal to each lane. The assignment will be done in such a manner that lanes with higher traffic density will be assigned longer durations for the green signal, while lanes with lower traffic density will be assigned shorter durations for the green signal. To ensure that this system is feasible, certain constraints are defined for the range of durations for the green signal. This system for adaptive signal control reduces waiting time and enhances efficiency in traffic flow.

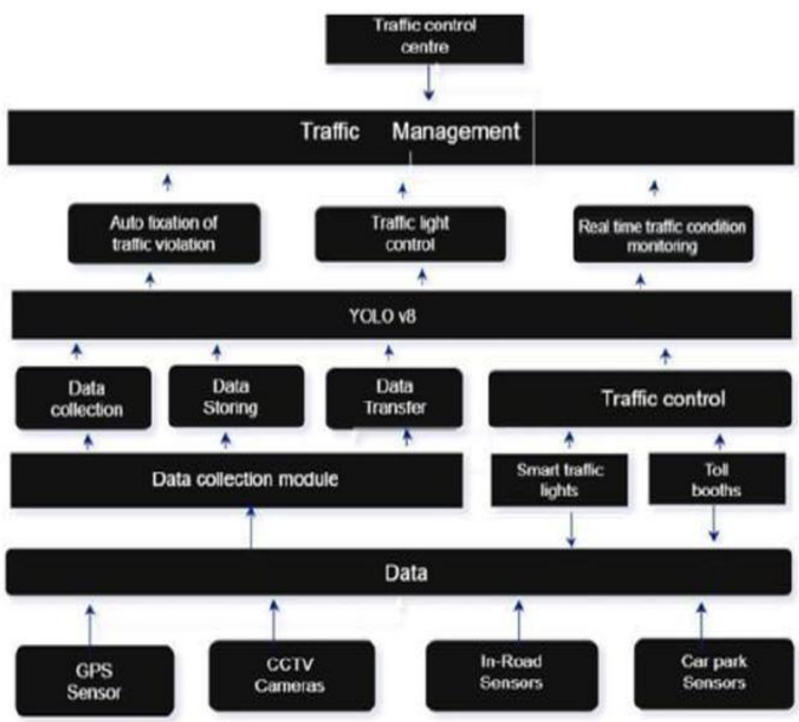


Figure 2: Application architecture of traffic management

V. RESULTS AND ANALYSIS

Table 2 provides the suggested smart traffic management system's performance assessment. Using the YOLO-based model, the system obtains an 85% detection accuracy, demonstrating dependable vehicle recognition. Real-time traffic condition analysis is ensured by the frame processing speed of 20–30 FPS. The model reacts rapidly to shifting traffic situations with a system latency of less than one second. The system's efficacy in reducing traffic is further demonstrated by the 25–40% reduction in vehicle waiting times. It is found that the density classification is stable and accurate, which is crucial for adaptive signal timing. Overall, the findings demonstrate how effectively the suggested system monitors and controls traffic in real-time.

Table 2: Performance evaluation summary

Parameter	Observed Result
Detection Accuracy	85%
Frame Processing Speed	20–30 FPS
System Latency	< 1 second
Waiting Time Reduction	25–40%
Density Classification	Accurate & Stable

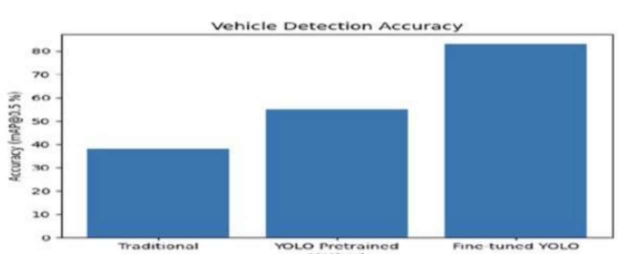
4.1 Detection and Management of Traffic Congestion

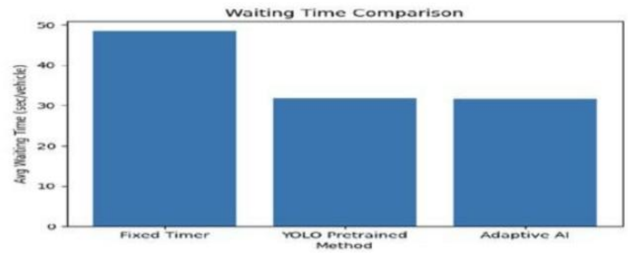
The proposed system can be efficiently employed to detect and manage traffic congestion at intersections. The system estimates the density of vehicles in each lane of the road and adjusts the traffic signal timing according to the density. The system can efficiently handle traffic congestion through real-time video analysis of the road and vehicles. The density of vehicles is estimated through the vehicle detection algorithm. The system adjusts the traffic signal timing to reduce congestion. The system can also monitor traffic congestion patterns over time by analyzing changes in vehicle density over consecutive frames. The system prioritizes the lane that is experiencing high density of vehicles. The traffic congestion is cleared quickly through this adaptive control of traffic signals.

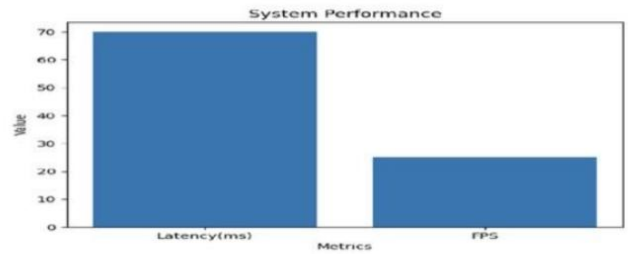
4.2 Vehicle Counting and Traffic Flow Analysis

The system can be used for accurate vehicle counting and traffic flow analysis without the need for any sensors or manual intervention. The YOLOv8 model is used to identify and classify the detected vehicle into different types, including cars, motorcycles, buses, and trucks. The number of vehicles in each lane can then be determined by the system. Vehicle density, vehicle type, and traffic trends are among the helpful data that the system may offer.

7.7 Performance Graphs & Charts (Comparative)







The comparison graphs demonstrate that the proposed AI-based traffic control system performs better than traditional methods. The car detection accuracy graph shows a clear improvement from conventional to YOLO-based techniques, with the highest accuracy achieved by fine-tuned YOLO. This shows the effectiveness of deep learning in detecting vehicles under different traffic conditions.

The waiting time comparison graph illustrates the reduced waiting time when AI based techniques are applied as opposed to a fixed timer system.

The AI-based system is more effective than the fixed timer system as it adapts traffic signal timings according to traffic conditions. Furthermore, in the system performance graph, there is a low latency and high frame processing rate (FPS), which confirms that the system is real-time. These charts confirm that the proposed model improves accuracy, reduces traffic congestion and increases traffic efficiency.

VI. CONCLUSION

The proposed traffic management system is efficient and intelligent for managing traffic at intersections using real-time video inputs and efficient techniques like deep learning. The proposed system is capable of adapting to real-time conditions and efficiently managing traffic at intersections using efficient techniques like YOLOv8 and adaptive signals. The proposed system could efficiently replace traditional traffic signals because they are limited in nature and do not take into account real time conditions for efficient traffic management.

The use of weighted density estimation provides a more realistic representation of congestion. In addition, the use of preprocessing techniques and detection strategies provides a more efficient and effective solution to different environmental conditions. The use of an adaptive allocation of green signal time and a state machine-based control strategy provides a more efficient solution to different scenarios. Reduced wait times, higher traffic flow, and effective use of the road infrastructure are all benefits of using such a solution. All things considered, the solution offers a more effective solution to various scenarios, demonstrating that computer vision, deep learning, and various adaptive strategies can offer a more effective answer to various circumstances. The system can be used in a smart city setting and is effective and scalable.

VII. FUTURE WORK

Even if the suggested solution effectively addresses the adaptive traffic management issue it may be improved in the future. Extending the system to manage numerous interconnected traffic intersections. The control of the signal lights at multiple intersections may reduce the traffic congestion and improve the flow of traffic in the city.

Another possible enhancement is the integration of the proposed traffic management system with the IoT technology. The IoT technology may connect multiple traffic nodes and control the traffic flow in the city. The IoT technology may improve the traffic flow in the city and enable the implementation of intelligent traffic management strategies.

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