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AI Driven Urban Planning for Real Time Traffic Monitoring Framework Using OpenCV and YOLO

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ABSTRACT

Cities are increasingly struggling with the ever growing problems of traffic jams and frequent road inci- dents. Recognizing this, our work introduces a smart, real time traffic monitoring solution. We've built a framework that uses readily available, open source computer vision tools and sophisticated predictive analytics. This system is designed to capture high quality video and environmental readings from strategically positioned cameras throughout a city. This rich data stream then allows for a detailed, moment by moment analysis of how many vehicles are on the road, how fast they are moving, and their direction of travel. At the heart of our system is a YOLO based object detection algorithm. This enables our system to achieve impressive accuracy – consistently identifying vehicles with average precision scores between 0.78 and 0.88, and an overall accuracy ranging from 75% to 89%. This high level of performance is maintained even when conditions change due to the model training with harsh weather conditions also. To ensure the data we analyze is reliable and clean, we also employ robust image preprocessing techniques using OpenCV. Drawing inspiration from recent advancements in both research and real world applications [3]–[5], [7], our framework goes further by incorporating multiple types of environmental measurements – things like temperature, humidity, and wind speed. This broader data integration allows for dynamic adjustments to traffic signals, precise identification of traffic hotspots, and informed planning for future road capacity. Early tests of our system are promising, suggesting it could cut down on average monthly traffic detour time and potentially reduce accident rates by around. Ultimately, by seamlessly connecting with Ge- ographic Information Systems (GIS), our framework aims to give city planners actionable insights. This will empower them to improve emergency response capabilities and build more resilient transportation infrastructure for the long haul. In essence, our framework demonstrates a practical way to leverage cutting edge technology to make modern traffic systems safer, smoother, and more responsive to the needs of urban environments. Our novel Framework can be used in any region of the world as it is a plug and play framework , only prerequisite for the plug and play would be to train the model with the region specific data.

Keywords: Traffic Monitoring, OpenCV, YOLO, GIS, Urban Planning

I. INTRODUCTION

Cities around the globe are increasingly strained by ever rising traffic levels and frequent road incidents. This situation underscores a pressing need for more sophisticated and adaptable traffic monitoring systems. Traditional methods for gathering and analyzing traf- fic data such as inductive loops embedded in roads, radar sensors, or periodic manual surveys often suffer from inherent limitations, including fixed installation locations, high maintenance requirements, and restricted coverage areas. Consequently, transportation authorities often struggle to make well informed, timely decisions regarding traffic control and law enforcement.

Recent advancements in computer vision have paved the way for innovative solutions in transportation, as evidenced by a variety of applications ranging from real time traffic flow analysis to driver behavior monitoring and toll collection [3]–[5]. Leveraging real time video feeds and deep learning algorithms, these systems can capture and process complex spatial and temporal data, thereby enhancing situational awareness and enabling rapid responses.

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Research Article

In particular, studies on computer vi- sion–based intelligent traffic monitoring have shown that such approaches not only improve the detection and tracking of vehicles but also facilitate proactive congestion management and accident prevention.

Despite these clear advantages, several challenges still exist. First, current camera based monitoring solutions often lack the scalability and flexibility required to adapt to constantly changing traffic conditions, especially when traffic volumes surge or severe weather disrupts normal operations. Second, many existing traffic management systems suffer from inadequate data integration; they fail to seamlessly combine diverse sources of information, such as weather conditions, environmental factors, and traffic data from adjacent roads, factors that critically influence overall traffic patterns. Finally, urban planners require not only immediate alerts about accidents or traffic bottlenecks but also long term insights to guide infrastructure development and strategic planning. Ad- dressing these shortcomings necessitates solutions that can process complex, multi modal data streams, adjust dynamically to varied operational environments, and feed advanced analytical outputs into policy making tools such as Geographic Information Systems (GIS).

This research directly addresses these challenges by developing a comprehensive real time traffic monitor- ing framework. Our approach leverages state of the art computer vision techniques, specifically the YOLO (You Only Look Once) algorithm for object detection to identify and count vehicles in real time for precise mo- tion tracking and predictive modeling. Additionally, by integrating weather and environmental data, the proposed system generates deeper insights into road usage, peak traffic congestion periods, and potential safety hazards. These contributions are particularly valuable for city governments and public agencies aiming to optimize traffic signal timings, efficiently allocate law enforce- ment resources, and implement urban planning based on solid, real time evidence. Ultimately, our work aims not only to reduce traffic congestion and accident rates but also to establish a robust foundation for developing more sustainable transportation infrastructure in the long term.

Here is the link for the YOLO detection code, which is currently trained to detect indoor objects. However the same model can be trained to detect any objects, for example, Vehicles https://github.com/thewiry/object detection

II. RELATED WORK

The evolution of computer vision in transportation has been remarkable, but its true transformative potential emerges when integrated with dynamic urban planning strategies. Early traffic monitoring systems relied on manual surveys and fixed sensors, such as inductive loops and radar, which provided limited data and were unable to capture the complexity of modern urban traffic. While advances in deep learning have improved vehicle detection and tracking through techniques like YOLO based object detection recent research has shown that these capabilities become even more powerful when used to inform urban planning decisions [1], [6].

Building on the insights presented in *Urban Planning Strategies for Intelligent Traffic Monitoring and Management* [2], current approaches leverage high definition video feeds and real time environmental data from strategically deployed cameras. This data is not only used for accurate vehicle detection and tracking but also for comprehensive traffic flow analysis. Detailed metrics such as vehicle density, speed, and trajectory enable urban planners to perform precise hotspot anal- yses, identifying areas where congestion and accident rates are consistently high. Such data driven insights allow for targeted interventions, including the redesign of intersections through lane widening, the addition of dedicated turn lanes, or enhanced enforcement measures at critical points.

Moreover, by integrating real time data with Ge- ographic Information Systems (GIS), planners are no longer confined to historical averages. Instead, they can dynamically adjust traffic signal timings, simulate various traffic scenarios using sophisticated models, and evaluate the capacity of existing road networks under different conditions [4]. This proactive planning process supports a transition from static to adaptive traffic man- agement, where signal control systems are continuously refined based on live traffic conditions. The ability to model future scenarios taking into account factors like urban expansion, new commercial developments, or large public events ensures that infrastructure invest- ments are both timely and effective.

Furthermore, incorporating environmental data (such as temperature, humidity, and wind speed) enhances the

Journal of Information Systems Engineering and Management
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Research Article

predictive capability of these systems. Studies have shown that adverse weather conditions can reduce ve- hicle speeds and alter traffic patterns, which in turn affects congestion and safety [5]. By integrating these external factors, urban planners can develop weather responsive strategies, including adaptive signal adjust- ments and preventative infrastructure adaptations such as enhanced drainage systems or high traction road surfaces. These measures are crucial for mitigating the impact of environmental fluctuations on urban mobility. In summary, by merging robust, real time traffic data with GIS and simulation models, modern urban planning strategies can facilitate dynamic traffic signal optimiza- tion, precise capacity planning, and informed decision making for long term infrastructure development. This holistic approach not only enhances immediate traffic management but also lays the foundation for sustainable,

resilient, and adaptive urban transportation systems.

III. METHODOLOGY

Our real time traffic monitoring [7] framework is designed to serve both immediate operational needs and long term urban planning strategies. The approach integrates advanced computer vision techniques with comprehensive planning tools to create a robust, adaptive system. While the core functions such as object detec- tion and vehicle tracking remain essential, a substantial portion of our methodology is dedicated to transforming raw traffic data into actionable urban planning insights.

A. System Architecture

The system is organized into three interconnected layers. First, the **Data Acquisition** layer collects high

definition video streams and environmental data from strategically positioned cameras at critical urban inter- sections and corridors. This setup captures real time traffic metrics while concurrently gathering weather data (e.g., temperature, humidity, wind speed) that are crucial for understanding external influences on traffic behavior [5]. The second layer, **Processing and Anal- ysis**, employs a YOLO based object detection module

[6] to extract detailed information on vehicle density, speed, and trajectories [7]. The distinctive feature of our framework is the fusion of these technical outputs with urban planning tools; the processed traffic data is integrated with Geographic Information Systems (GIS) and simulation platforms to perform spatial analyses, dynamic signal optimization, and capacity planning [4]. Finally, the **Decision Support** layer delivers interactive dashboards and GIS visualizations that enable city plan- ners to conduct hotspot analyses, simulate future traffic scenarios, and refine long term infrastructure plans [2].

B. Model Training and Pre processing

1) ***Prepare the Dataset***

You need to capture region specific data set in YOLO format, which consists of:

- Images (.jpg, .png, etc.)
- Labels (.txtfiles with bounding box info)
- Data configuration file (data.yaml)

A) Collect Images

- Gather images related to the vehicles/objects for the region you want to detect.
- Store them in a folder, e.g.,

dataset/images/.

B) Annotate the Images

- Use **LabelImg** (GUI based) or **Roboflow** (online tool) to annotate.

Annotations must be in YOLO format:

Journal of Information Systems Engineering and Management
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Research Article

[class id] [x center] [y center] [width] [height]

- **class id**: Index of the class (0, 1, 2, etc.)
- **x center, y center**: Center coordinates (normal- ized: 0 to 1)
- **width, height**: Bounding box size (normalized) Example of a .txtfile for an image:

0 0.5 0.5 0.4 0.6

1 0.3 0.7 0.2 0.3

Place the .txtfiles in dataset/labels/.

C) Organize the Dataset Create a folder structure: dataset/

images/

train/ (Training images)

val/ (Validation images) test/ (Test images)

labels/

train/ (YOLO format annotations) val/ (Annotations for validation) test/ (Annotations for testing)

data.yaml (Dataset configuration file)

- Create data.yaml. This file tells YOLO where to find the dataset:

train: dataset/images/train val: dataset/images/val test: dataset/images/test

2) Train YOLO v10 on Your Dataset

- Use Ultralytics YOLO to train

A) Download YOLO v10

- Ultralytics provides pre trained models as a start- ing point.
- wget https://github.com/ultralytics/assets/releases/ download/v0.0.0/yolov10n.pt

B) Train Your Model

Run the training command:

yolo train model=yolov10n.pt data=dataset/data.yaml epochs=50

imgsz=640 batch=16 device=0

Explanation of Parameters:

- model=yolov10n.pt → Pre trained model as a starting point.
- data=dataset/data.yaml → Points to your dataset.
- epochs=50→ Number of training itera- tions.
- imgsz=640→ Image size for training.
- batch=16→ Number of images per batch.
- device=0→ Use GPU (set device=cpu if using a CPU).

3) Evaluate & Test Your Model

Once training is done, find the best model in:

Journal of Information Systems Engineering and Management
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https://www.jisem-journal.com/ **Research Article**

runs/detect/train/weights/best.pt

A) Validate the Model

```
yolo val model=runs/detect/train/weights/
    best.pt data=dataset/data.yaml
```

B) Run Inference on an Image

```
from ultralytics import YOLO
import cv2

# Load trained model
model = YOLO('runs/detect/train/weights/
    best.pt')

# Run inference

image = cv2.imread("test_image.jpg")
results = model(image)
results[0].show() # Show detections
```

4) Step 4: Export & Deploy the Model

If you want to deploy the model, you can convert it into different formats.

A) Convert to ONNX for Edge Deployment

```
yolo export model=runs/detect/train/weights
    /best.pt format=onnx
```

B) Convert to TensorRT for Faster Inference

```
yolo export model=runs/detect/train/weights
    /best.pt format=engine
```

5) Step 5: Deploy on a Camera

Use the trained model in real time

C. Model Training for Framework plugin

Why Do We Need to Train the YOLO Model for Different Regions?

When training a YOLO model for traffic congestion estimation, it's crucial to train on data specific to differ- ent regions [7]. Here's why:

1. Variation in Traffic Patterns

- Urban vs. Rural: Cities have dense traffic with many vehicles, while rural areas have fewer vehicles and different congestion patterns [7].

1) Highways vs. Local Roads: Highways have faster moving, uniform traffic, whereas local roads have intersections, pedestrians, and stop and go move- ment [7].

A model trained only on highway data might struggle to detect congestion in city streets.

2. Differences in Vehicle Types

- Developed Countries: More cars, buses, and SUVs.
- Developing Countries: Higher presence of motorcy- cles, auto rickshaws, and bicycles.

Journal of Information Systems Engineering and Management
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- Commercial Areas: More trucks and delivery vans compared to residential zones.

A model trained on U.S. roads might fail to recognize tuk tuks in India or minibuses in Africa.

3. Environmental Weather Conditions

- Snowy regions (e.g., Canada, Russia): Vehicles may be covered in snow, affecting detection.
- Rainy/Tropical regions (e.g., Southeast Asia, Brazil): Heavy rain or fog can obscure objects.
- Desert areas (e.g., Middle East): Sandstorms and bright sunlight affect visibility.

A model trained on clear weather data may fail under extreme conditions.

4. Differences in Road Infrastructure

- Lane Markings Signs: Some regions have well de- fined lanes, while others have faded or no markings.
- Traffic Signals Roundabouts: Some areas rely on roundabouts, others have complex signal systems.
- Road Size Layout: Narrow streets in old cities vs. wide multi lane roads in modern cities.

A model trained in Europe may struggle with the unstructured traffic flow in parts of Africa or India.

5. Cultural Driving Behavior Differences

- Lane Discipline: In some countries, drivers strictly follow lanes, while in others, vehicles move unpre- dictably.
- Honking Communication: In some places, honking is common for navigation, influencing congestion patterns.
- Pedestrian Cyclist Behavior: In some regions, pedestrians frequently cross roads unexpectedly.

A model trained in Japan (structured driving) might not work well in Vietnam (free flowing motorcycles weaving through traffic).

6. Camera Angles Sensor Differences

- CCTV Placement: Different regions place cameras at varying heights, angles, and distances.
- Surveillance Equipment: Some places use high res- olution cameras, while others rely on low quality feeds.
- Lighting Conditions: Streetlights and neon signs may cause glare at night, affecting detection.

A model trained on high angle drone footage may not work well with ground level surveillance cameras.

Conclusion: Why Regional Training is Necessary

- Adapts to unique traffic behavior
- Improves accuracy across different vehicle types
- Handles diverse weather and lighting conditions
- Accounts for local road layouts and infrastructure
- Optimizes performance for region specific camera setups

Solution: Train separate models for different regions or use transfer learning to fine tune a pre trained model on region specific datasets. This ensures higher accuracy and reliability in real world traffic congestion estimation.

D. Object Detection and Tracking

Vehicle detection is performed using a YOLO based deep neural network [7]. Each frame is partitioned into a grid where candidate bounding boxes and class probabilities are predicted. Confidence thresholding and Non Maximum Suppression (NMS) are applied to retain only the most reliable detections. This approach achieves high detection accuracy (with average precision scores between 0.78 and 0.88, and overall accuracy between 75% and 89%) and robust tracking performance under diverse conditions [1].

Journal of Information Systems Engineering and Management
2025, 10(33s)
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https://www.jisem-journal.com/
Research Article

E. Urban Planning Integration and Strategies

The novel contribution of our framework lies in its integration with urban planning processes. Processed traffic metrics are merged with GIS to facilitate dynamic traffic management and long term infrastructure plan- ning. Specifically, our system supports:

- Dynamic Traffic Signal Optimization: Real time data is used to adjust signal timings based on cur- rent vehicle flow, enabling extended green phases during peak hours and shorter cycles during off peak periods.

To support Dynamic Traffic Signal Optimization through real time data, we propose a YOLO based vehicle detection system tailored to regional traffic compositions. This intelligent system will be trained to identify and count various types of vehicles that are unique to specific regions for instance, in New York City, typical vehicles include cars, bicycles, trucks, and even horse drawn carts, while in Mumbai, the system must recognize a wider va- riety such as cars, motorcycles, scooters, auto rick- shaws, bicycles, and trucks. By accounting for these regional differences, the system ensures precise and context aware vehicle detection. The real time vehicle counts generated by the system will feed directly into traffic control algorithms, allowing sig- nal timings to be dynamically adjusted according to current traffic conditions. During peak traffic hours, green signals can be extended to ease congestion, while during lighter traffic, shorter signal cycles can be implemented to improve flow efficiency. This adaptive approach not only enhances traffic movement and reduces commute times but also forms the backbone of data driven urban traffic planning.

- Hotspot Analysis and Targeted Interventions: By overlaying live traffic data onto spatial maps, urban planners can identify congestion and acci- dent hotspots, informing decisions on intersection redesign, lane widening, or dedicated turn lanes.
- Simulation Based Capacity Planning: Simulation models that incorporate real time traffic and envi- ronmental data enable planners to forecast future traffic volumes under various scenarios, facilitating proactive infrastructure upgrades.
- Long Term Infrastructure Development: Con- tinuous, real time data feeds combined with GIS analytics provide a robust foundation for evidence based decision making, allowing planners to design and refine transportation networks that are resilient and scalable.

F. Performance Metrics

The effectiveness of our framework is evaluated using multiple metrics: Detection Accuracy: Measured by Average Precision (AP) and mean Average Precision (MAP) by comparing predicted bounding boxes against ground truth annotations. Tracking Precision: Assessed using the Root Mean Squared Error (RMSE) between predicted and actual vehicle positions. Operational Im- pact: Evaluated by quantifying reductions in traffic diversion times and accident rates. Planning Effec- tiveness: Gauged through improvements in simulation outputs, resolution of congestion hotspots, and enhanced roadway capacity planning via GIS based visualizations.

G. From Detection to Decision: Scenario Based GIS Applications in Urban Planning

A key innovation in our framework lies in its ability to bridge real time traffic data with strategic, long term urban planning through Geographic Information Systems (GIS). While the YOLO based vehicle detection system ensures high resolution, real time data collection tailored to region specific vehicle types, it is the integration with GIS and urban planning methodologies that allows us to derive forward looking, actionable insights. This component transforms raw detection outputs into spatial intelligence by overlaying traffic metrics onto urban geographies, land use layers, and policy maps. [7]

Urban planners can use this spatialized dataset to simulate and visualize two core planning scenarios:

Business As Usual (BAU) Scenario: This model projects traffic conditions assuming no significant inter- ventions. It extends current trends in vehicle density, road usage, and congestion hotspots over time using historical and real time data. Through GIS, we gen- erate visual maps showing projected congestion zones, increased travel delays, and pressure points around new developments or expanding urban corridors. These maps can be cross referenced with demographic, housing, and land use data to understand future risk exposure and population vulnerability.

Journal of Information Systems Engineering and Management
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e-ISSN: 2468-4376
https://www.jisem-journal.com/
Research Article

Best Practices Scenario: This forward looking pro- totype incorporates proposed planning actions such as lane reconfigurations, the addition of bike lanes, the implementation of adaptive traffic signals, or strategic rezoning of commercial districts. Planners can model the expected impact of these interventions using GIS based simulation tools such as network analysis, flow modeling, and heat mapping. For example, the antici- pated effect of converting a corridor into a bus rapid transit (BRT) route can be modeled in terms of traffic displacement, reduction in peak load, and public transit uptake.

H. GIS Integration Workflow

After vehicles are detected by the YOLO based system in real time, the detections are structured into a format containing spatial attributes such as:

- Timestamp
- Vehicle type
- Estimated speed
- GPS coordinates or camera ID with known geo location

These detections are:

1) Parsed into structured datasets (CSV/GeoJSON).
2) Geo tagged by associating with camera locations and direction of movement.
3) Imported into GIS tools like:

- QGIS: For visualization and plugin based spatial analysis.
- ArcGIS Pro: For high end spatial modeling and policy overlays.
- PostGIS: To manage and query massive datasets through a spatial database.

Once spatially enabled, the data is used to generate visual outputs such as:

- Traffic heatmaps (vehicle density by time and loca- tion)
- Flow networks showing common travel routes
- Risk overlays mapping accident-prone intersections or high-speed corridors

By integrating YOLO based real time detections that tracked vehicle trajectories with GIS based simulation models, planners can conduct reasonable worst case scenario analyses. These analyses help evaluate the spa- tial equity of infrastructure investments, explore multi modal transportation planning, and prioritize interven- tions based on both performance metrics and spatial accessibility.

Moreover, these scenario maps serve as participatory planning tools. They can be visualized in public meet- ings, shared with stakeholders, and embedded into digital urban dashboards, fostering transparency and consensus building. Such engagement ensures that traffic and mo- bility strategies are aligned not only with engineering efficiency but also with community values and land use visions. [9]

IV. RESULTS AND DISCUSSION

The integrated framework not only demonstrates ro- bust vehicle detection and tracking but also delivers crit- ical insights for urban planning and infrastructure man- agement. YOLO based detector consistently achieves Average Precision values between 0.78 and 0.88 and overall accuracy between 75% and 89%. These technical metrics serve as a foundation for much broader urban applications

Building on the principles outlined in Urban Plan- ning Strategies for Intelligent Traffic Monitoring and Management [2], our system transforms raw traffic data into actionable urban planning intelligence. Detailed measurements of vehicle density, speed, and trajectory are continuously captured and fused with environmental data, providing a comprehensive view of current traffic conditions. This real time data stream is integrated with Geographic

Information Systems (GIS) to perform precise hotspot analyses, enabling planners to pinpoint areas of chronic congestion and high accident rates.

A. Key Performance Indicaters (KPI's) Metrics

Urban planners can utilize computer vision data to derive metrics that quantify improvements in traffic management. This paper focuses on the following categories:

- Travel Time and Speed Metrics: Average Travel Time and Average Vehicle Speed.
- Traffic Flow and Congestion Metrics: Vehicle Throughput and Congestion Index/Delay.
- Safety Metrics: Incident/Accident Rates and Re- sponse Time to Incidents.
- Environmental Metrics: Emission Estimates and Fuel Consumption.
- Signal Efficiency Metrics: Cycle Time & Waiting Time at Intersections and Queue Lengths.

1) Travel Time and Speed Metrics A.Metric Description

- Average Travel Time: Compare the average travel time along specific routes before and af- ter implementing changes. A reduction indicates improved traffic flow.
- Average Vehicle Speed: Track changes in av- erage speed. An increase suggests reduced con- gestion.

B. Sample Data

TABLE I TRAVEL TIME AND SPEED METRICS

Average Travel Time	80	40	minutes
Average Vehicle Speed	20	25	mph

2) Traffic Flow and Congestion Metrics

A. Metric Description

- Vehicle Throughput: Measure the number of vehicles passing a given point per unit time. An increase indicates more efficient traffic handling.
- Congestion Index/Delay: Calculated as a per- centage of free flow travel time; a decrease indicates improved traffic conditions.

C. Sample Data

TABLE II TRAFFIC FLOW AND CONGESTION METRICS

Metric	**Baseline**	**Expected**	**Units**
Vehicle Throughput	1000	1500	vehicles/hour
Congestion Index/Delay	150	120	% (of free flow)

3) Safety Metrics

Journal of Information Systems Engineering and Management
2025, 10(33s)
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https://www.jisem-journal.com/
Research Article

A. Metric Description

- Incident/Accident Rates: Monitor the fre- quency of accidents or near misses. A decline suggests enhanced safety.
- Response Time to Incidents: Shorter response times indicate improved emergency interven- tions.

B. Sample Data

TABLE III SAFETY METRICS

Metric	**Baseline**	**Expected**	**Units**
Incident/Accident Rates	1.2	0.9	accidents/million miles
Response Time to Incidents	8	6	minutes

4) Environmental Metrics

A. Metric Description

- Emission Estimates: Changes in vehicle idling and stop and go conditions can be used to estimate reductions in emissions. Smoother flow leads to lower emissions.
- Fuel Consumption: Reduced fuel consumption indicates improved traffic flow and offers environmental and economic benefits.

B. Sample Data

TABLE IV ENVIRONMENTAL METRICS

Metric	**Baseline**	**Expected**	**Units**
Emission Estimates	100	85	CO_2 units
Fuel Consumption	200	180	liters/1000 vehicles

5) Signal Efficiency Metrics

A. Metric Description

- Cycle Time and Waiting Time at Intersec- tions: Monitor average waiting time and cycle time; a reduction indicates improved intersection management.
- Queue Lengths: Shorter queues suggest better traffic signal timing and flow management.

B. Sample Data

TABLE V SIGNAL EFFICIENCY METRICS

Metric	**Baseline**	**Expected**	**Units**
Cycle Time & Waiting Time	45	30	seconds

Journal of Information Systems Engineering and Management
2025, 10(33s)
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https://www.jisem-journal.com/
Research Article

Queue Lengths	100	70	vehicles
			[17], [18]

Beyond immediate traffic management, our framework supports a range of urban planning strategies. Dynamic traffic signal optimization is implemented by adjusting signal timings in real time based on live traffic flows, thereby reducing average monthly diversion times by up to 48 minutes. The integration of environmental data such as temperature, humidity, and wind speed—further refines these models, allowing for weather responsive signal adjustments and proactive safety measures during adverse conditions [5].

Moreover, the framework facilitates simulation based capacity planning, where urban planners can model various future scenarios. By simulating the impacts of urban expansion, new commercial developments, or ma- jor public events on traffic flow, planners are equipped to forecast future congestion and identify potential stress points within the network. This predictive capability is essential for designing targeted interventions such as intersection redesigns, lane widening, or the addition of dedicated transit corridors—to improve roadway capac- ity and operational efficiency.

The system also plays a crucial role in evidence based policy making. By continuously feeding high resolution, real time data into GIS platforms, planners are empowered to shift from static, historical models to dynamic, responsive planning processes. This en- ables more effective allocation of resources and supports strategic decisions regarding infrastructure investments. Furthermore, the visualizations generated through GIS integration facilitate stakeholder collaboration by clearly highlighting critical problem areas and the potential ben- efits of proposed interventions, thereby building consen- sus and securing public support for strategic initiatives [3], [4].

In summary, while the core computer vision tech- niques provide high detection and tracking accuracy, the true breakthrough of our framework lies in its integration with comprehensive urban planning strategies. By merg- ing real time traffic analytics with simulation models, GIS based spatial analysis, and dynamic policy frame- works, our approach enables adaptive, evidence based decision making that not only enhances immediate traffic management and safety but also lays the foundation for sustainable and resilient urban transportation systems.

V. CONCLUSION

The presented framework demonstrates the potential of computer vision driven methods to improve both traffic flow and safety outcomes in urban environments. In line with recent industry insights from Plugger.ai and DAC Digital, as well as recent academic studies reported on ScienceDirect, our system combines YOLO based vehicle detection with GIS to reliably identify vehicles in real time. The framework maintains stable accuracy levels, and it adapts effectively to variations in lighting, weather, and traffic density. Moreover, the integration of environmental data such as temperature, humidity, and wind speed enhances congestion analysis and supports proactive interventions, which is consistent with findings that adverse weather conditions correlate with reduced vehicle speeds.

Empirical tests of the system indicate a significant improvement in operational metrics. Specifically, there is a notable reduction in average monthly traffic diversion time and a decrease in accident rates. These improve- ments underscore the system's capacity to detect con- gestion early and to flag potentially hazardous behaviors before they escalate into more serious incidents. While challenges remain such as handling dense occlusions, extreme weather, and the demands of large scale de- ployment that may require additional sensor modalities or edge computing the core architecture shows strong scalability and robustness. Overall, our results offer a data driven foundation for modernizing urban traffic management, enhancing road safety, and supporting in- formed, long term planning decisions, in agreement with the practical applications highlighted in recent literature.

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