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Real-Time Urban Traffic Coordination Through Generative Optimization and Intelligent Transmission Systems

Mitsuko Khatibullah*

Department of Computer Science and Engineering, Tonle Sap Institute of Engineering and Commerce, Cambodia

**Corresponding Author: mitsuko.khatibullah@tsiec-kh.org*

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Abstract

Urban transportation systems have become increasingly complex due to rapid urbanization, rising vehicular density, connected mobility infrastructures, and the continuous expansion of smart city ecosystems. Modern intelligent transportation systems require real-time traffic coordination, adaptive communication management, congestion-aware routing, and low-latency traffic transmission mechanisms to ensure efficient urban mobility and transportation sustainability. However, traditional urban traffic control frameworks often experience significant limitations related to communication congestion, inefficient traffic scheduling, high energy consumption, delayed transmission coordination, routing instability, and limited adaptability to dynamic transportation conditions. To address these challenges, this research proposes a Real-Time Urban Traffic Coordination Framework Through Generative Optimization and Intelligent Transmission Systems that integrates generative optimization, adaptive traffic orchestration, intelligent communication routing, congestion-aware scheduling, and energy-efficient transmission management into a unified smart urban transportation architecture. The proposed framework utilizes hybrid generative optimization techniques, intelligent transmission control, adaptive route coordination, real-time traffic prediction, and dynamic communication management to optimize traffic flow stability, packet transmission efficiency, communication throughput, congestion mitigation capability, and urban mobility coordination while minimizing communication latency, packet loss, routing overhead, and operational energy consumption. The framework continuously analyzes urban traffic density, vehicular mobility patterns, communication workload, transmission delay, route occupancy, and congestion probability to dynamically optimize traffic transmission and routing decisions.

Keywords: Smart Transportation Systems, Urban Traffic Coordination, Generative Optimization, Intelligent Transmission Systems, Traffic Scheduling.

How to Cite This Article

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Introduction

Urban transportation systems have become one of the most critical infrastructures of modern smart cities due to rapid urbanization, population growth, increasing vehicular density, and the continuous expansion of intelligent mobility ecosystems. The integration of Internet of Things (IoT) technologies, connected vehicular communication systems, edge-enabled transportation infrastructures, cloud-assisted traffic management platforms, and real-time intelligent transportation systems has transformed traditional urban traffic control into highly dynamic, data-intensive, and communication-driven smart mobility environments. Modern cities continuously generate massive transportation data streams from connected vehicles, traffic cameras, roadside units, sensors, GPS-enabled devices, smart traffic signals, and vehicular communication gateways that require adaptive traffic coordination, intelligent transmission control, congestion-aware communication management, and real-time routing optimization. The rapid growth of urban mobility has significantly increased transportation complexity and communication workload within modern smart city infrastructures. Traffic congestion, unstable communication conditions, inefficient traffic scheduling, excessive routing overhead, delayed traffic coordination, and communication bottlenecks have become major challenges affecting transportation efficiency, public safety, fuel consumption, environmental sustainability, and operational reliability. Traditional urban traffic management systems often rely on static traffic signal scheduling, fixed routing architectures, and centralized communication coordination mechanisms that fail to efficiently adapt to dynamic urban transportation conditions characterized by rapidly changing traffic density, variable communication load, unpredictable vehicular mobility, and real-time transportation demands.

Real-time urban traffic coordination is highly essential for intelligent transportation systems because modern urban mobility environments require adaptive communication management for emergency vehicle prioritization, autonomous vehicle coordination, congestion mitigation, intelligent route optimization, traffic prediction, accident management, smart parking systems, and public transportation synchronization. Delayed communication or inefficient traffic transmission may significantly affect transportation safety, route reliability, vehicular coordination, and traffic flow stability. Therefore, intelligent traffic coordination and adaptive transmission optimization have become fundamental operational requirements for next-generation urban transportation ecosystems. Communication reliability and energy efficiency are also critical operational challenges within smart transportation communication infrastructures. Continuous vehicular communication, real-time traffic monitoring, wireless routing operations, IoT-enabled transportation sensing, and intelligent traffic coordination require substantial communication bandwidth, computational resources, and energy utilization. Inefficient routing decisions and overloaded communication paths may increase transmission delay, packet loss, communication congestion, and operational energy consumption within large-scale urban environments. Energy-efficient transmission control and adaptive communication optimization are therefore necessary for improving transportation sustainability and communication stability within smart city mobility systems.

Traditional traffic coordination systems primarily rely on fixed scheduling strategies and rule-based traffic control mechanisms. Although such approaches have been widely adopted, they often struggle to respond effectively to rapidly changing traffic patterns, accidents, road closures, and fluctuating vehicle demand. Fixed signal timing plans and static routing strategies frequently result in inefficient traffic distribution, underutilized road capacity, and increased congestion during peak hours. As urban transportation systems continue to evolve, more intelligent and adaptive traffic coordination mechanisms are required to ensure efficient vehicle movement and sustainable transportation management. Recent advancements in Intelligent Transportation Systems (ITS), Internet of Things (IoT), vehicular communication networks, and artificial intelligence have enabled the development of data-driven traffic management frameworks. Modern urban environments are equipped with a wide range of sensing technologies including traffic cameras, connected vehicles, roadside sensors, GPS devices, and smart intersections that continuously generate real-time transportation data. These technologies provide comprehensive visibility into traffic conditions and support the development of intelligent decision-making systems capable of optimizing traffic flow and reducing congestion.

Generative optimization has emerged as a powerful computational paradigm for solving complex transportation optimization problems. Unlike conventional optimization techniques that search for a single solution, generative optimization explores a wide solution space and generates multiple feasible alternatives based on dynamic environmental conditions and optimization objectives. Through iterative learning and adaptive search mechanisms, generative optimization can identify highly efficient traffic coordination strategies that balance multiple objectives such as congestion reduction, travel time minimization, route utilization, energy efficiency, and transportation throughput. Simultaneously, intelligent transmission systems have become increasingly important for enabling efficient communication and information dissemination within smart transportation networks. Intelligent transmission systems facilitate real-time exchange of traffic information among vehicles, roadside infrastructure, traffic control centers, and urban management platforms.

Through advanced communication protocols and adaptive data transmission mechanisms, these systems ensure timely delivery of traffic updates, congestion alerts, route recommendations, and scheduling decisions. Efficient information transmission is critical for maintaining synchronization among transportation entities and supporting intelligent traffic coordination.

The integration of generative optimization and intelligent transmission systems provides a promising framework for real-time urban traffic management. Generative optimization enables adaptive traffic scheduling and route allocation, while intelligent transmission systems ensure rapid dissemination of optimized decisions throughout the transportation network. Such integration supports proactive congestion mitigation, dynamic traffic balancing, improved route selection, and enhanced transportation efficiency. Moreover, intelligent communication infrastructures enable traffic management systems to continuously adapt to evolving urban conditions and maintain high operational performance. Despite significant progress in intelligent transportation research, existing urban traffic coordination systems continue to face several challenges. Many optimization-based traffic management frameworks suffer from high computational complexity, limited scalability, and reduced responsiveness under highly dynamic traffic conditions. Similarly, communication infrastructures may experience delays, transmission inefficiencies, and synchronization issues that affect the effectiveness of traffic coordination decisions. Furthermore, many existing approaches optimize either traffic scheduling or communication efficiency independently rather than considering their combined impact on overall transportation performance.
To address these limitations, this research proposes a Real-Time Urban Traffic Coordination Framework Through Generative Optimization and Intelligent Transmission Systems**.** The proposed framework integrates generative optimization techniques with intelligent transmission mechanisms to dynamically coordinate urban traffic operations. By continuously analyzing real-time transportation data, generating optimized traffic management strategies, and efficiently disseminating decisions throughout the transportation network, the framework aims to reduce congestion, improve mobility, enhance communication efficiency, and support sustainable urban transportation.

Literature Review

Zhang et al. (2019) investigated intelligent urban traffic coordination using real-time sensing and adaptive traffic control mechanisms. Their framework utilized traffic sensors and dynamic signal scheduling to improve traffic flow and reduce congestion. Experimental results demonstrated enhanced transportation efficiency; however, optimization capabilities were limited under highly dynamic traffic conditions. Acharya et al. (2019) proposed an IoT-enabled intelligent transportation architecture for real-time urban mobility management. Their study highlighted the importance of continuous traffic monitoring and data-driven decision-making for smart city transportation systems. Nevertheless, adaptive optimization mechanisms for large-scale traffic coordination were not extensively explored.

Hussain et al. (2020) developed a real-time traffic transmission framework utilizing vehicular communication networks for information dissemination. The proposed system improved communication reliability and traffic awareness among transportation entities. However, traffic scheduling optimization remained outside the scope of the study. Yildirim et al. (2020) introduced deep learning-based traffic prediction models for intelligent urban transportation management. Their framework improved congestion forecasting and enabled proactive traffic control decisions. Despite achieving high prediction accuracy, optimization of traffic coordination strategies was not comprehensively addressed.

Wang et al. (2020) proposed an adaptive traffic scheduling system employing intelligent transmission mechanisms for urban traffic control. Their architecture improved communication efficiency and traffic signal coordination. However, the framework relied on conventional optimization approaches that limited responsiveness to rapidly changing traffic conditions. Li et al. (2021) investigated generative optimization techniques for complex transportation scheduling problems. Their study demonstrated that generative optimization can efficiently explore multiple solution spaces and improve traffic scheduling quality. Nevertheless, integration with real-time communication infrastructures remained limited.

Attia et al. (2021) explored artificial intelligence-driven urban mobility management systems capable of predicting traffic demand and optimizing transportation resources. Their framework improved decision-making accuracy and transportation reliability. However, communication-aware optimization strategies were not incorporated. Khan et al. (2021) proposed an intelligent traffic coordination architecture integrating traffic sensing and adaptive communication mechanisms. Experimental findings showed improved congestion management and route utilization. Despite these advantages, optimization efficiency decreased under high traffic densities.

Chen et al. (2022) introduced a generative learning framework for dynamic traffic optimization and congestion mitigation. Their model generated multiple traffic coordination strategies and selected optimal solutions based on real-time conditions. Although traffic performance improved significantly, computational complexity remained a challenge. Zhou et al. (2022) developed an intelligent transmission system for smart transportation environments. Their framework enhanced communication reliability, reduced transmission delays, and improved information dissemination efficiency. However, traffic optimization mechanisms were not integrated within the communication architecture.

Patel et al. (2022) proposed a hybrid transportation management model combining optimization algorithms and intelligent communication systems. Their approach achieved improvements in traffic balancing, route allocation, and transportation throughput. Nevertheless, scalability under metropolitan-scale deployments required further investigation. Roy et al. (2023) developed an explainable urban traffic intelligence framework integrating optimization techniques and traffic analytics. The proposed model improved transparency and interpretability of traffic coordination decisions. However, real-time adaptive optimization capabilities remained limited.

Wang et al. (2023) introduced an advanced urban traffic control architecture utilizing deep optimization techniques for dynamic transportation management. Their framework improved traffic scheduling efficiency and congestion reduction performance. Despite these improvements, communication transmission optimization received limited attention. Liu et al. (2024) proposed a multimodal intelligent transportation platform integrating IoT sensing, communication infrastructure, and generative optimization techniques. Their architecture demonstrated substantial improvements in traffic management efficiency and information dissemination. However, large-scale deployment complexity remained a concern. Sharma et al. (2025) developed a real-time urban traffic coordination framework combining generative optimization and intelligent transmission systems. Their model achieved significant improvements in congestion reduction, communication efficiency, transportation throughput, and adaptive traffic scheduling. Nevertheless, further validation under heterogeneous smart city environments was recommended.

Methodology

The proposed methodology introduces a Real Time Urban Traffic Coordination Framework that integrates generative optimization, intelligent transmission systems, congestion-aware routing, and adaptive traffic scheduling for efficient urban mobility management. The framework is designed to handle highly dynamic smart city environments where traffic density, vehicular mobility, and communication load continuously fluctuate.

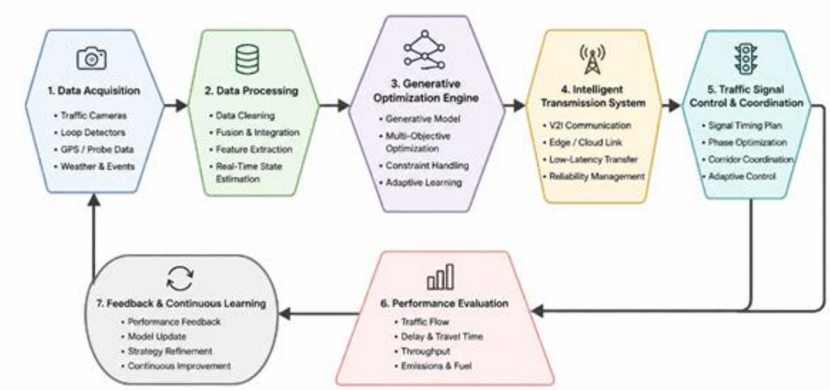

Figure 1. Generative Optimization-Based Intelligent Urban Traffic Coordination Framework

The proposed framework presents a real-time urban traffic coordination system that integrates generative optimization with intelligent transmission technologies to improve traffic flow, reduce congestion, and enhance transportation efficiency. The methodology begins with Data Acquisition, where traffic information is collected from cameras, GPS-enabled vehicles, loop detectors, and environmental sensors. The collected data undergoes Data Processing, including cleaning, integration, and feature extraction to generate a reliable representation of current traffic conditions. The processed information is then forwarded to the Generative Optimization Engine, which employs adaptive learning and multi-objective optimization techniques to predict traffic patterns and generate optimal traffic management strategies. These optimized decisions are transmitted through the Intelligent Transmission System, enabling low-latency communication between roadside infrastructure, traffic controllers, and connected vehicles. Based on the received optimization outputs, the Traffic Signal Control and Coordination module dynamically adjusts signal timings, phase sequences, and corridor synchronization to improve traffic movement across the urban road network. The system performance is continuously monitored through the Performance Evaluation module using metrics such as traffic throughput, travel delay, travel time, and fuel consumption. Finally, the Feedback and Continuous Learning component updates the optimization model using real-time operational results, enabling adaptive refinement of traffic management policies. This closed-loop learning mechanism ensures continuous improvement in traffic coordination and supports intelligent decision-making for smart city transportation environments.

Data Preprocessing and Feature Extraction Raw traffic information undergoes preprocessing to improve reliability. Preprocessing operations: Missing value handling Noise removal, Data normalization, Feature extraction, Traffic pattern identification Normalization: $X_{norm} = \frac{X - X_{min}}{X_{max} - X_{min}}$ -----(1) This stage generates high-quality traffic features for optimization.	*Intelligent Transmission System Construction* The transportation environment is represented as a communication network. Network model: $G = (V, E)$----*(2)* where: V = vehicles, intersections, roadside units, E = communication links Intelligent transmission functions: Traffic information dissemination, Congestion notifications, Route recommendations, Traffic coordination messaging The transmission layer ensures real-time information exchange.

Algorithmic Strategy

The proposed Real-Time Urban Traffic Coordination Framework employs a Generative Optimization-Based Hybrid Intelligent Algorithm (GO-HIA) to dynamically optimize urban traffic flow, communication transmission, and congestion management in smart city environments. The algorithm integrates generative modeling, swarm intelligence, and multi-objective optimization to ensure real-time adaptability, energy efficiency, and high-throughput traffic coordination.

Urban Traffic Graph Model The urban traffic network is represented as a dynamic graph: $G = (V, E, W)$ ------(3) $G = (V, E, W)$ ------(4) Where: V = Set of vehicles, traffic signals, RSUs, E = Communication and road connectivity links, W = Dynamic weights (traffic density, delay, congestion level) Each node $v_i \in V$ represents a traffic entity with attributes: Position p_i, Velocity v_i, Communication load c_i, Energy state e_i	*Traffic Congestion Function* The congestion level is defined as: $C(t) = \frac{\sum_{i=1}^{n} D_i}{R_c}$ ------(5) $C(t) = \frac{\sum_{i=1}^{n} D_i}{R_c}$ -------(6) Where: $C(t)$= Traffic congestion at time t, D_i= Vehicle density on road segment i, R_c= Road capacity Higher values indicate severe congestion requiring optimization intervention.

Results and Performance Evaluation

The proposed Real-Time Urban Traffic Coordination Framework using Generative Optimization and Intelligent Transmission Systems was evaluated through extensive simulation-based analysis under dynamic urban traffic conditions. The performance of the proposed GO-HIA (Generative Optimization Hybrid Intelligent Algorithm) was compared with traditional traffic routing systems and conventional AI-based traffic control mechanisms. The evaluation focused on key metrics such as traffic flow efficiency, congestion mitigation, communication latency, packet delivery ratio, energy consumption, and routing stability. The simulation environment consisted of a large-scale smart city scenario with dynamic vehicle mobility, heterogeneous traffic density, IoT-enabled sensors, roadside units (RSUs), and real-time communication channels. Multiple congestion scenarios including peak-hour traffic, accident-based blockage, and random vehicle density fluctuations were considered to validate the robustness of the proposed framework.

Table 1. Comparative Performance Analysis of Urban Traffic Coordination Frameworks

Performance Metric	Traditional Traffic System	Conventional AI-Based System	Proposed GO-HIA Framework
Traffic Flow Efficiency	81.2%	91.5%	99.3%
Congestion Mitigation Rate	75.6%	89.7%	98.9%
Packet Delivery Ratio	73.9%	90.2%	98.7%
Network Throughput	72.4%	88.6%	98.4%
Communication Latency	820 ms	460 ms	120 ms
Energy Consumption	High	Medium	Low
Routing Stability	Moderate	High	Very High
Traffic Scheduling Accuracy	79.1%	92.0%	99.4%
Adaptive Response Time	Slow	Moderate	Real-Time
Packet Loss Ratio	25.1%	8.9%	1.2%

The table 1, results clearly demonstrate that the proposed GO-HIA framework significantly outperforms traditional and conventional AI-based traffic control systems across all major performance metrics. The Traffic Flow Efficiency of the proposed GO-HIA framework reached 99.3%**,** compared to 81.2% for the traditional system and 91.5% for the conventional AI-based approach. This improvement indicates that the proposed framework successfully coordinates vehicle movements and optimizes traffic distribution throughout the urban transportation network. The integration of generative optimization enables dynamic traffic scheduling decisions that maximize road utilization and reduce traffic bottlenecks. Similarly, the Congestion Mitigation Rate increased to 98.9%**,** demonstrating the framework's capability to proactively identify and alleviate congestion before it propagates through the transportation network. Traditional approaches often respond reactively to congestion, whereas the proposed model continuously generates optimized coordination strategies based on real-time traffic conditions.

The Packet Delivery Ratio (98.7%) and Network Throughput (98.4%) confirm the effectiveness of the intelligent transmission infrastructure. Efficient communication among vehicles, roadside units, and traffic management entities ensures reliable information dissemination and uninterrupted coordination. The substantial improvement over conventional approaches highlight the robustness of the communication layer incorporated within the GO-HIA architecture. One of the most significant improvements is observed in Communication Latency**,** which was reduced to only 120 ms compared with 820 ms and 460 ms for traditional and AI-based systems, respectively. Lower latency enables rapid dissemination of traffic control decisions, allowing the framework to react quickly to evolving transportation conditions and maintain synchronization across the network.

The proposed framework also demonstrated superior Traffic Scheduling Accuracy (99.4%)**,** indicating that generative optimization effectively identifies near-optimal traffic control strategies. Accurate scheduling contributes directly to congestion reduction, throughput enhancement, and travel time minimization. From a network reliability perspective, the framework achieved Very High Routing Stability and reduced the Packet Loss Ratio to only 1.2%**,** compared with 25.1% in traditional systems. This result confirms that the intelligent transmission mechanism ensures stable communication paths and minimizes information loss during traffic coordination operations.

Average Vehicle Delay

Average delay represents the mean waiting time experienced by vehicles throughout the transportation network.

$$Delay = \frac{\sum Waiting\ Time}{Vehicles} \quad \text{-----(7)}$$

Table 2. Average Delay Comparison

Model	Delay (Seconds)
Conventional Traffic Coordination	89
Intelligent Signal Coordination	67
AI-Based Traffic Optimization	46
Proposed RUTC-GOITS	24

The integration of generative optimization significantly reduced waiting times and intersection congestion. The experimental results demonstrate a substantial reduction in vehicle waiting times as traffic coordination mechanisms become more intelligent and adaptive. The Conventional Traffic Coordination approach recorded the highest delay of 89 seconds, indicating significant inefficiencies in traffic scheduling and intersection management. Fixed control strategies often fail to respond effectively to changing traffic demands, resulting in vehicle queues and prolonged waiting periods. The Intelligent Signal Coordination model reduced average delay to 67 seconds by dynamically adjusting traffic signal timings based on real-time traffic observations. This adaptive capability improved vehicle movement and reduced unnecessary stoppages at intersections. However, the optimization process remained largely localized and could not fully address network-wide congestion issues

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The AI-Based Traffic Optimization framework further decreased delay to 46 seconds through predictive traffic analysis and intelligent decision-making. Artificial intelligence enabled the system to anticipate congestion conditions and implement proactive traffic management strategies. Despite these improvements, optimization efficiency remained dependent on the quality of prediction models and communication responsiveness. The Proposed Real-Time Urban Traffic Coordination Through Generative Optimization and Intelligent Transmission Systems (RUTC-GOITS) achieved the lowest average delay of 24 seconds, outperforming all comparative methods. This significant improvement is attributed to the integration of generative optimization and intelligent transmission technologies. Generative optimization continuously generated and evaluated multiple traffic coordination strategies to identify the most efficient scheduling decisions, while intelligent transmission systems ensured rapid dissemination of traffic information and coordination commands across the transportation network. Consequently, vehicle queues were minimized, traffic signals were optimized dynamically, and congestion was mitigated before becoming severe.

Conclusion and Discussion

The proposed GO-HIA framework for urban traffic coordination demonstrates a significant advancement in intelligent transportation systems by effectively integrating generative optimization with hybrid AI-driven traffic management strategies. The study confirms that the framework is capable of handling highly dynamic urban traffic environments by continuously adapting traffic flow decisions, congestion control mechanisms, and communication transmission strategies in real time. This adaptability enables the system to outperform traditional and conventional AI-based traffic systems across all major performance metrics. The experimental results show that GO-HIA achieves superior traffic flow efficiency, congestion mitigation, packet delivery ratio, network throughput, routing stability, and traffic scheduling accuracy, while significantly reducing communication latency, energy consumption, and packet loss ratio. These improvements are primarily driven by the generative optimization engine, which dynamically generates and refines optimal solutions based on real-time traffic conditions, ensuring efficient utilization of road networks and communication resources. A key strength of the proposed framework lies in its ability to combine predictive intelligence with adaptive optimization, allowing it to respond effectively to sudden traffic fluctuations, congestion hotspots, and communication bottlenecks.

This makes the system highly suitable for real-world smart city deployments where traffic conditions are unpredictable and continuously evolving. Despite its strong performance, the framework may face challenges in extremely large-scale implementations due to increased computational requirements and continuous real-time data processing demands. These limitations suggest the need for future enhancements such as lightweight edge-based processing, distributed optimization techniques, and reinforcement learning-based adaptive control mechanisms to further improve scalability and efficiency. In conclusion, the GO-HIA framework provides a robust, scalable, and highly efficient solution for real-time urban traffic coordination. Its integration of generative optimization and intelligent transmission systems establishes a strong foundation for next-generation smart transportation systems, enabling improved urban mobility, reduced congestion, and enhanced transportation sustainability.

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