Video Analytics towards Vision Zero

ITS Washington Annual Conference

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City of Bellevue, WA

Safer People, Safer Streets

USDOT Headquarters: September 16, 2016

U.S. Department of Transportation

MAYORS' CHALLENGE

GATHER DATA

Winner!
Bellevue, Washington

Bellevue, WA, pursued a range of data collection activities during the Mayors' Challenge to identify barriers to bicycling and walking, prioritize improvements, and guide investments. In February 2015, the Bellevue City Council introduced the Pedestrian and Bicycle Implementation Initiative (PBII) to improve safety for people of all ages and abilities who walk and bike in Bellevue. Using data collected from online sources, key-pad polling at public meetings, automated bicycle and pedestrian counters, and traffic camera videos, the PBII team identified barriers to walking and bicycling and developed a $6.8M Bicycle Rapid Implementation Program (BRIP) budget proposal to guide citywide investments through 2019. The BRIP aims to expand the city's bicycle network from 42 miles to more than 70 miles of conventional bike lanes, separated lanes or off-street paths, and to complete four continuous, cross-city bicycle corridors.

Demonstrated Successes

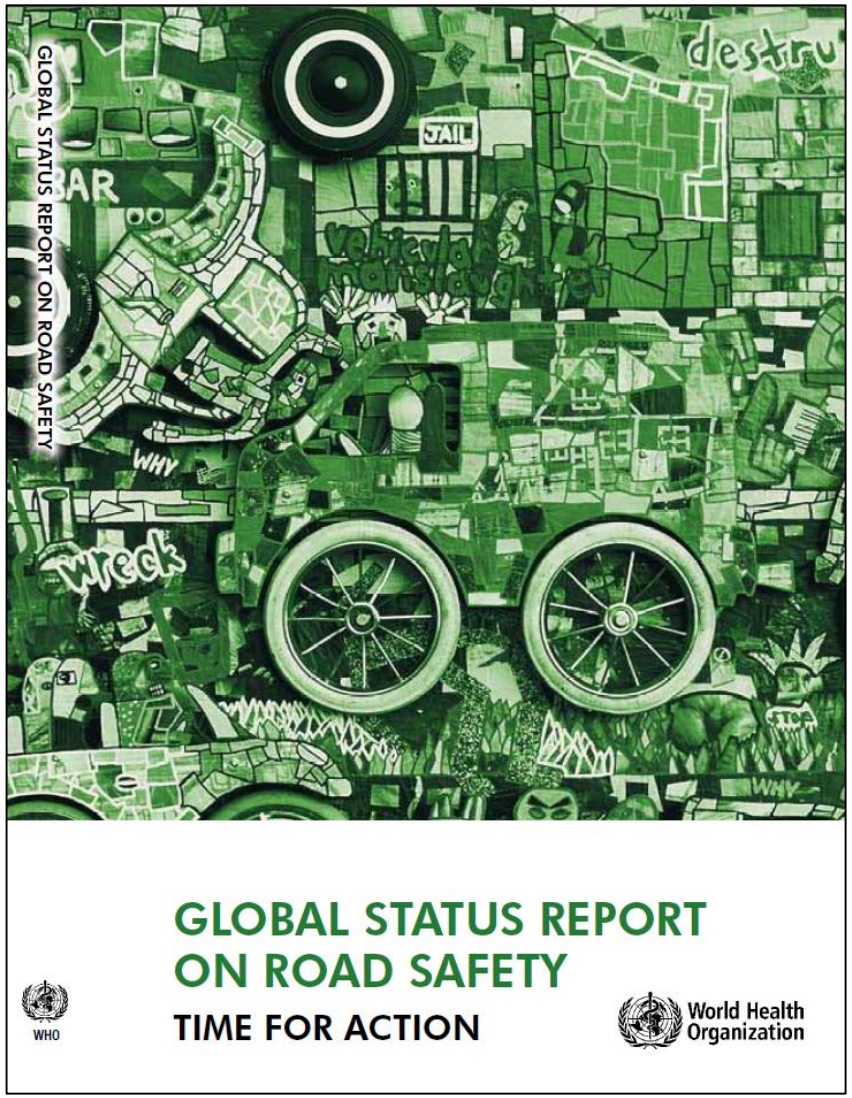
Innovative Data Collection Techniques Gather Real-Time and Long-Term Data with Public Input

Throughout the PBII process, Bellevue has emphasized understanding long-term trends and gathering feedback from people who walk and bike. Bellevue's PBII team:

- Conducted a longitudinal assessment from 2006–2015 of non-motorized collisions using the USDOT's Pedestrian and Bicycle Crash Analysis Tool (PBCAT) system;
- Gathered input using key-pad polling and comment cards at 20 public meetings and an open house that attracted 140 attendees; and
- Used online surveys to solicit public input at two stages in the BRIP development process;
  - Over 700 people placed more than 1,600 points in the first online map to identify locations that they felt were unsafe for walking and bicycling;
  - Over 120 people submitted more than 400 comments on conceptual designs for 52 proposed projects to make the pedestrian and bicycle systems safer.

Pedestrian and Bicycle project manager Franz Loewenherz (foreground) and Councilmember Lynne Robinson (center) lead a policy ride with local bicycle advocates in Downtown Bellevue.

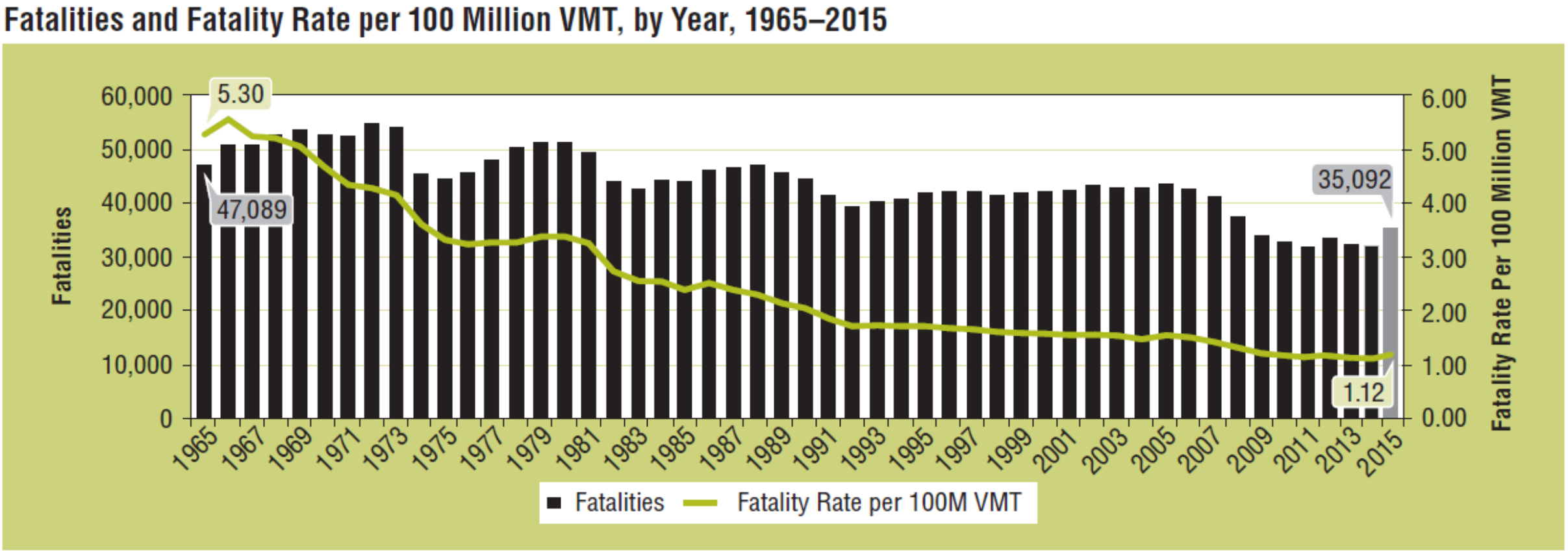
Worldwide: Traffic Fatalities



Leading Causes of Death (2004)

RANK	LEADING CAUSE	%
1	Ischaemic heart disease	12.2
2	Cerebrovascular disease	9.7
3	Lower respiratory infections	7.0
4	Chronic obstructive pulmonary disease	5.1
5	Diarrhoeal diseases	3.6
6	HIV/AIDS	3.5
7	Tuberculosis	2.5
8	Trachea, bronchus, lung cancers	2.3
9	Road traffic injuries	2.2
10	Prematurity and low birth weight	2.0
11	Neonatal infections and other	1.9
12	Diabetes mellitus	1.9
13	Malaria	1.7
14	Hypertensive heart disease	1.7
15	Birth asphyxia and birth trauma	1.5
16	Self-inflicted injuries	1.4
17	Stomach cancer	1.4
18	Cirrhosis of the liver	1.3
19	Nephritis and nephrosis	1.3
20	Colon and rectum cancers	1.1

USA: Traffic Fatalities

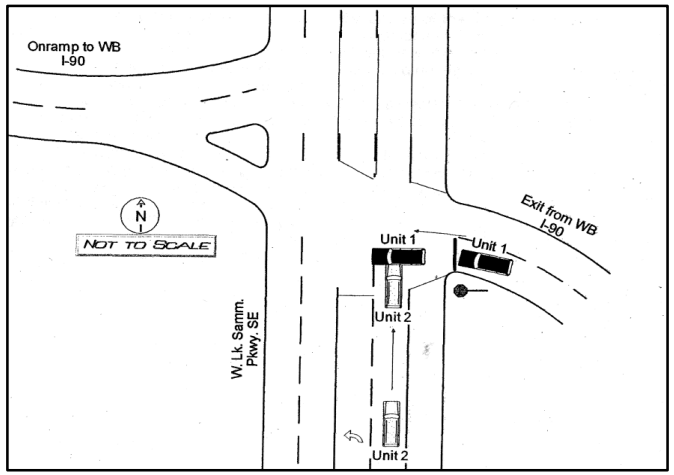


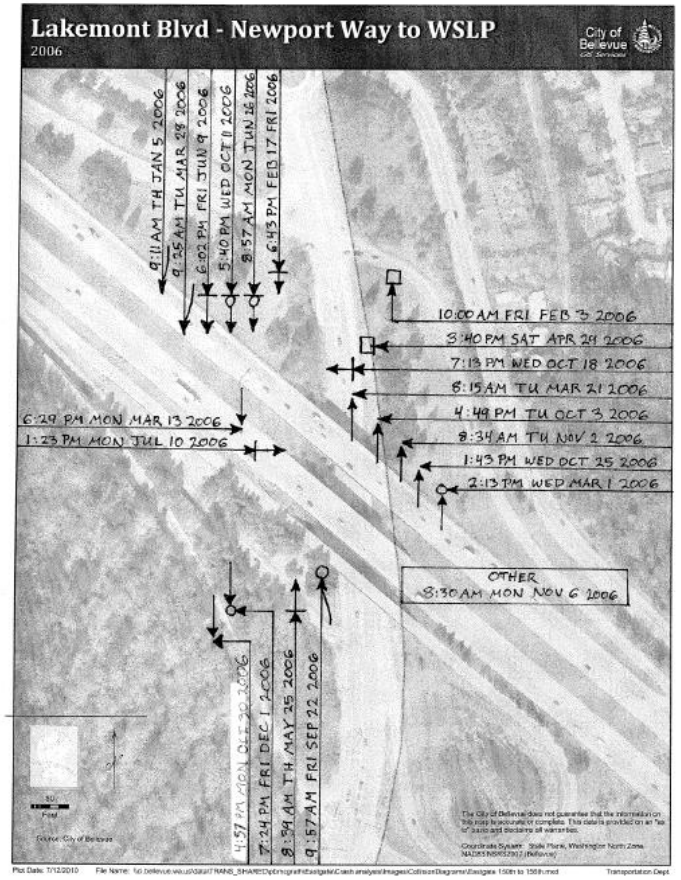
NHTSA, Impact of Crashes (2010): Economic Cost: $242B; Societal Harm: $836B

Vision Zero: Reframing Traffic Deaths & Injuries as Preventable

Amy Carlson, Vice President, CH2M HILL

Crash-Based Approach: Lakemont Interchange Case Study

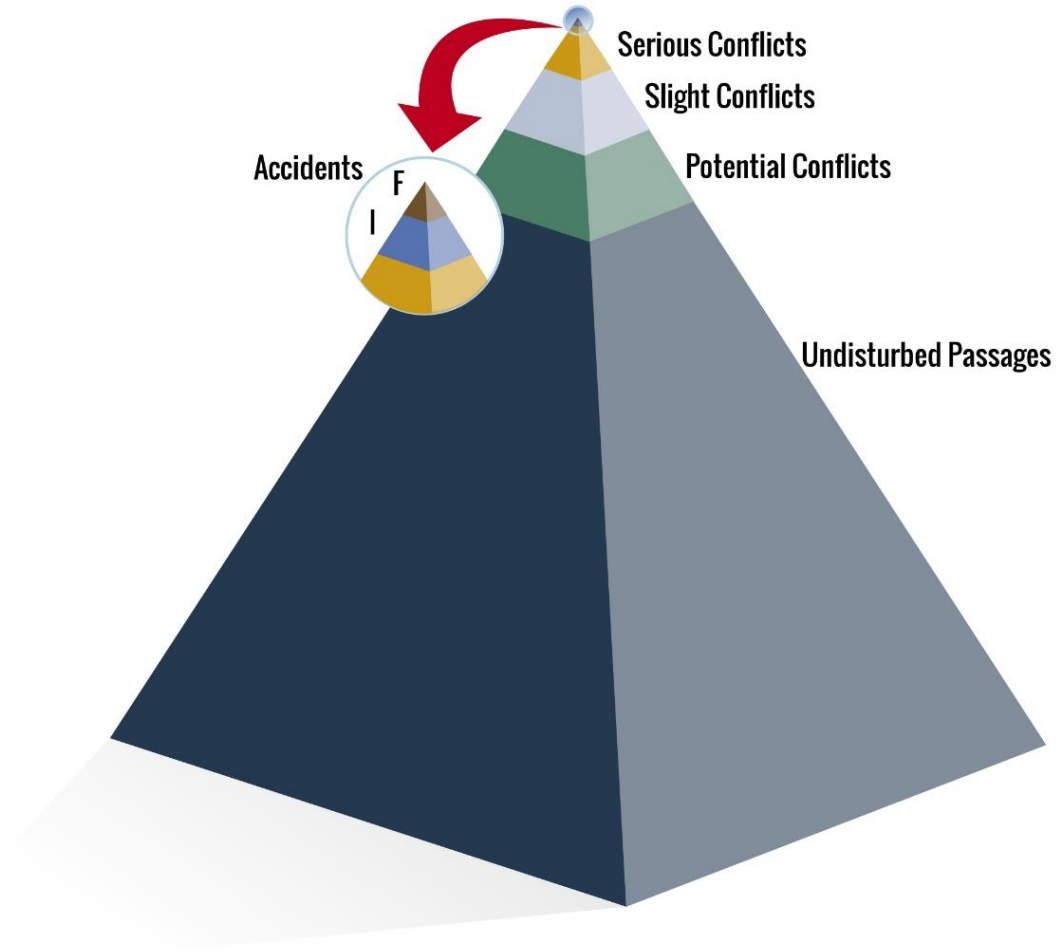




From 2005 through 2010 there were 60 collisions recorded by the Bellevue Police Department and the WSP at this location.

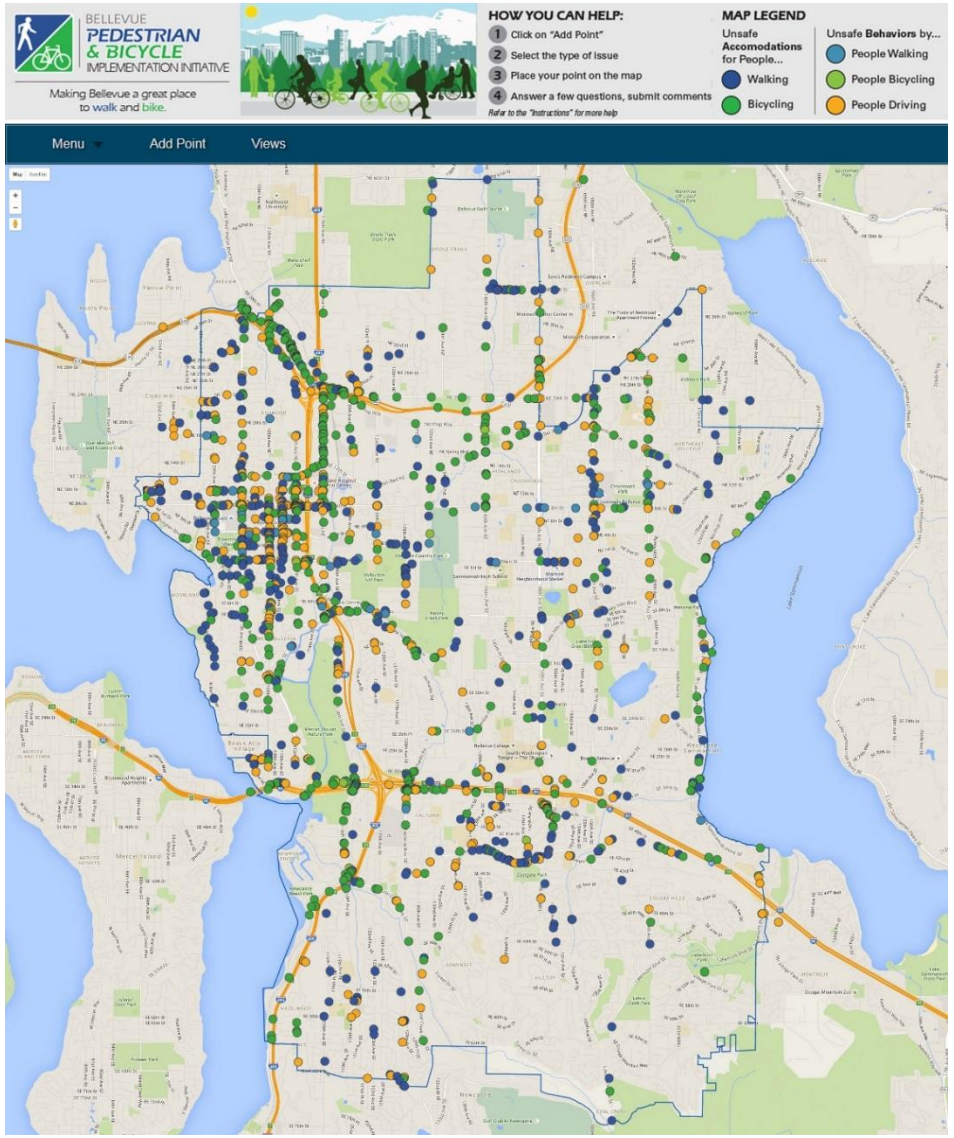
In 2013, WSDOT built a new roundabout at the intersection of the WB I-90 on- and off-ramps and WLSP SE/180 Ave SE.

Conflict-Based Approach: Don’t Wait For Crashes to Happen



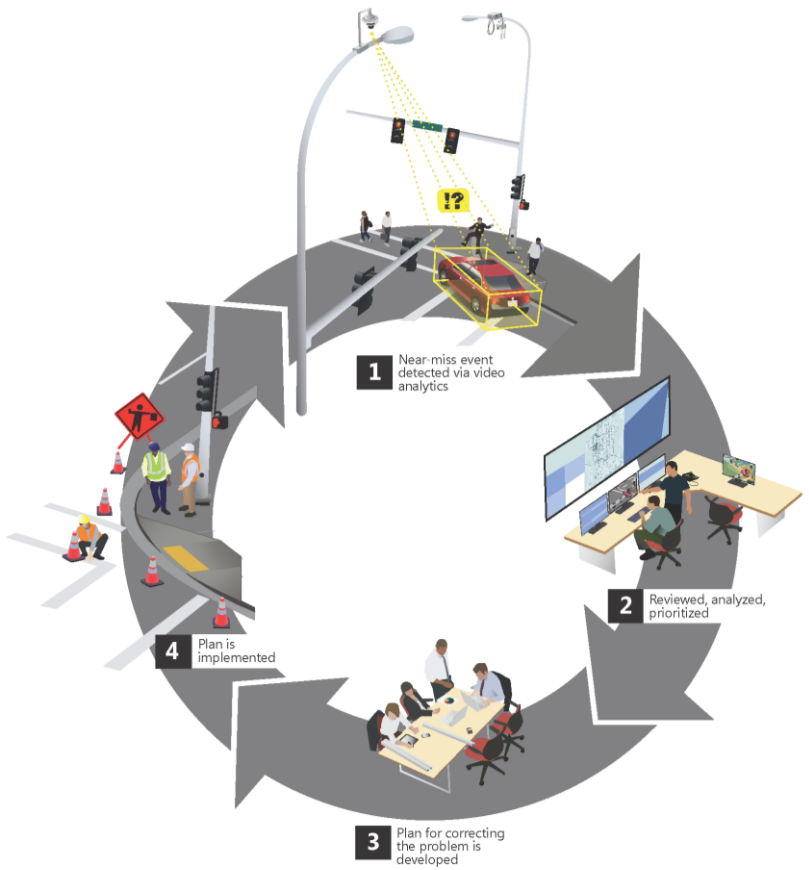
Hyden’s Safety Pyramid (adapted from Hyden, 1987)

Conflict-Based Approach: Public Involvement Strategy



	Total Points Placed	
Ped Facilities	514	32%
Bike Facilities	573	35%
Ped Behaviors	57	4%
Bike Behaviors	22	1%
Car Behaviors	452	28%
Total	1618	

Conflict-Based Approach: Video Analytics Strategy



Leverage a city's existing traffic camera system to simultaneously:

1. **monitor counts and travel speed of all road user groups (vehicle, pedestrian, and bicycle);**
2. **document the directional volume of all road user groups as they move through an intersection; and,**
3. **assess unsafe "near-miss" trajectories and interactions between all road user groups.**

Partnership Momentum

OVERSIGHT

Microsoft

City of Bellevue Washington

University of Washington

GOVERNMENT

WSDOT

SDOT Seattle Department of Transportation

New York City DOT

LADOT Moving Los Angeles Forward

City of Redmond Washington

Snohomish County Washington

RESEARCH

UBC The University of British Columbia

Lund University

McGill

Polytechnique Montréal

NON-PROFIT

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Vision Zero Network

cascade Bicycle Club

Partnership Approach

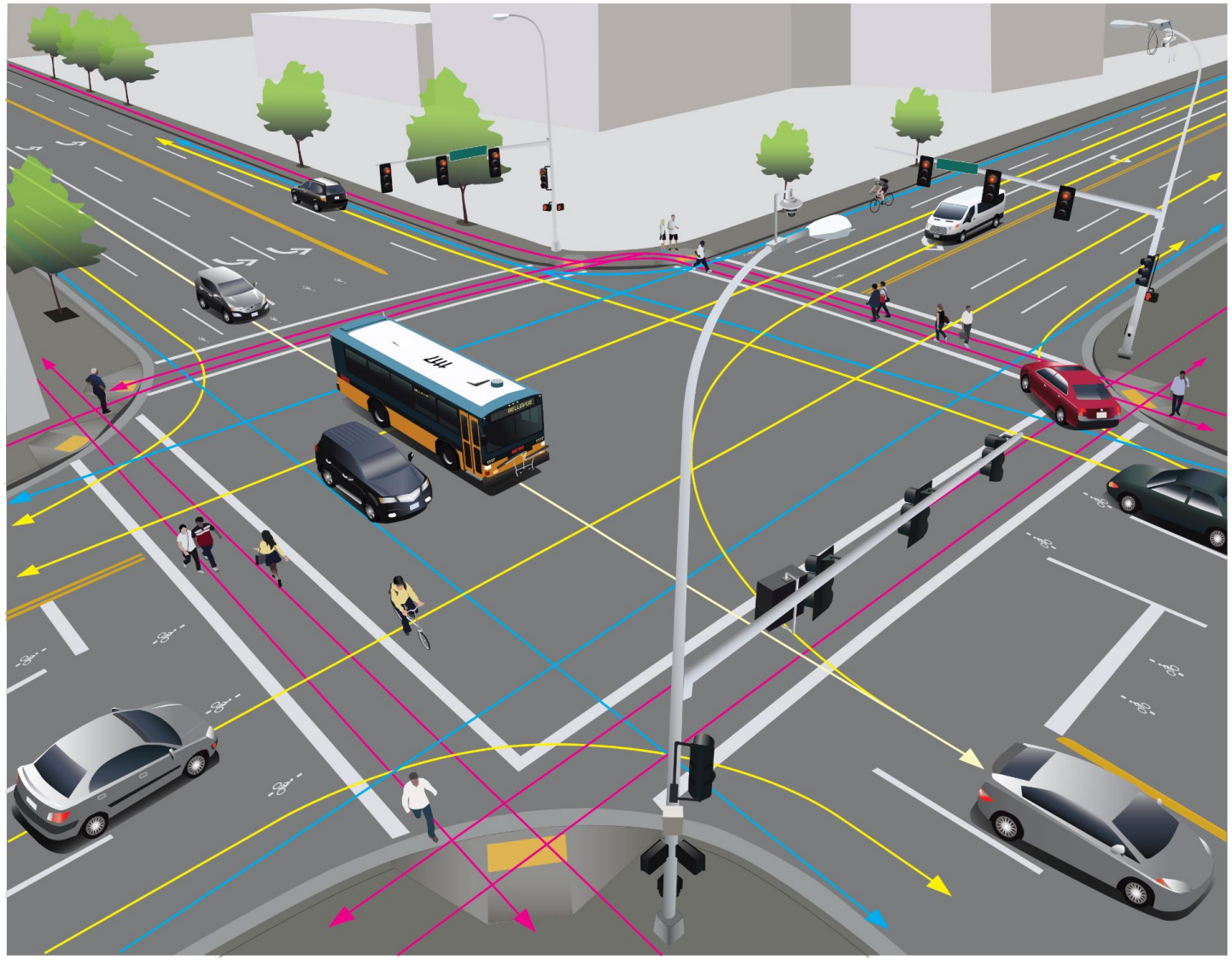
Milestone 1: Demonstrate the capability of vision technologies by detecting relevant events in the sample traffic videos (e.g., detecting cars, pedestrians, and bikes and tracking their movements).

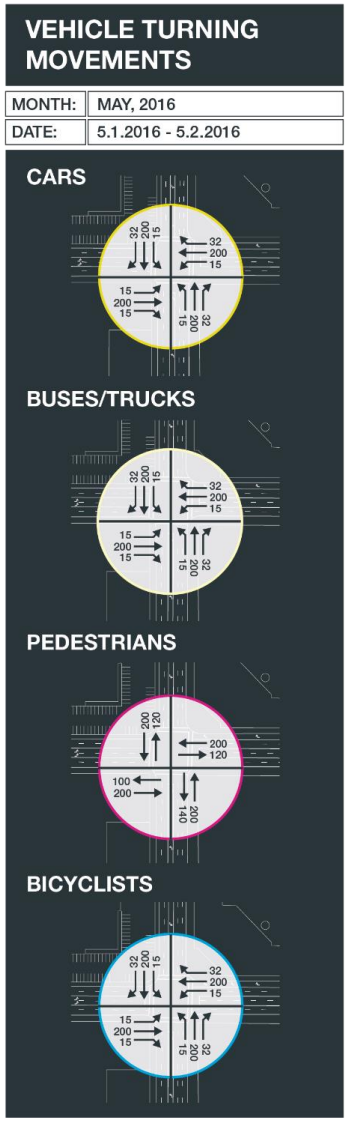
Milestone 2: Demonstrate an end-to-end system that will, continuously in real-time, detect and store the events, and present aggregated information.

Milestone 3: Pilot deployment of end-to-end system (running on servers provided by Microsoft) in the City of Bellevue traffic control center. The system will run off of a live feed.

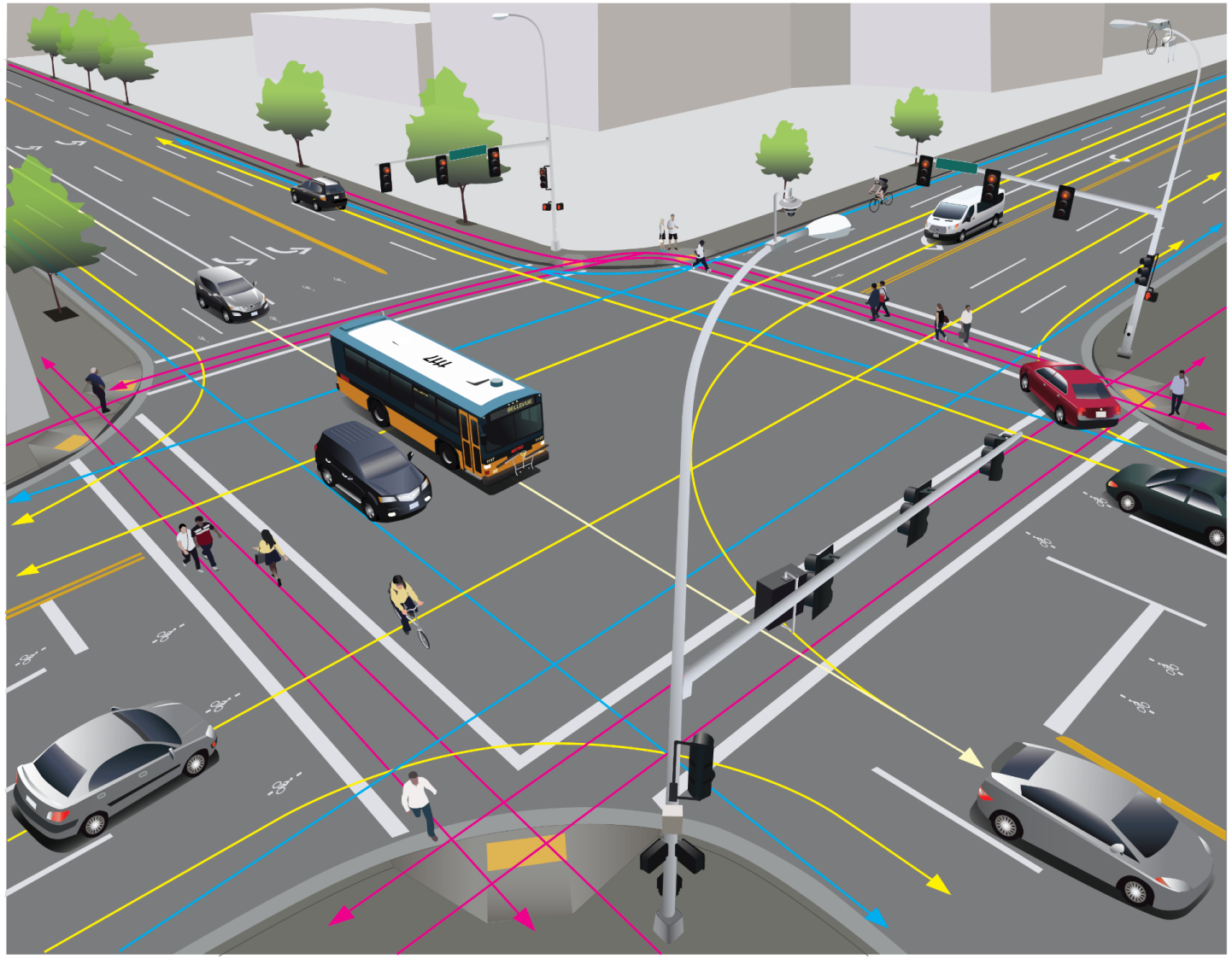
Milestone 4: Support additional scenarios (e.g., near-collisions of cars with pedestrians and bikes or patterns of bikers crossing a busy intersection).

Trajectory Detection & Turning Movement Counts





Volume Charts



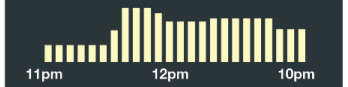
VEHICLE DISTRIBUTION CHARTS BY TIME OF DAY

MONTH:	MAY, 2016
DATE:	5.1.2016 - 5.1.2016

CARS

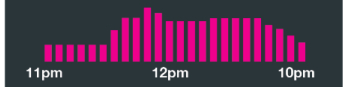
30,000 cars/day

BUSES/TRUCKS



400 buses & trucks/day

PEDESTRIANS

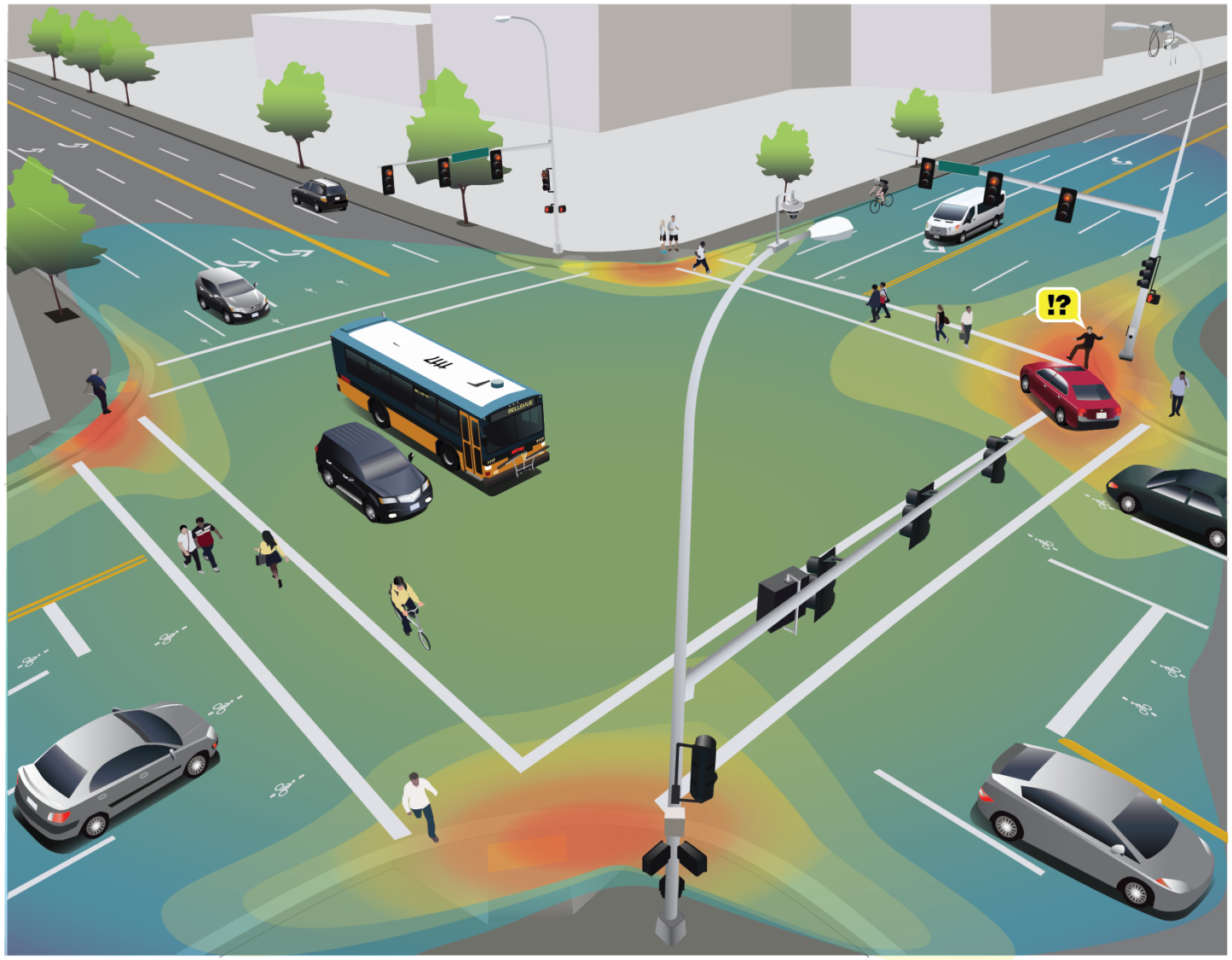


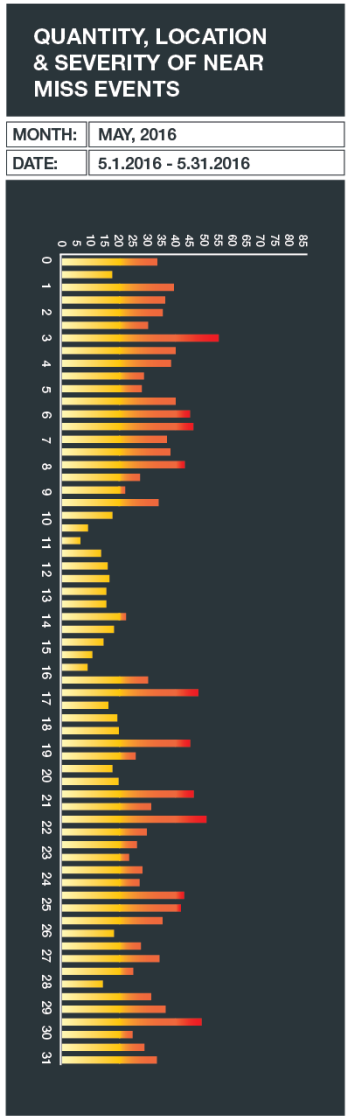
1,000 pedestrians/day

BICYCLISTS

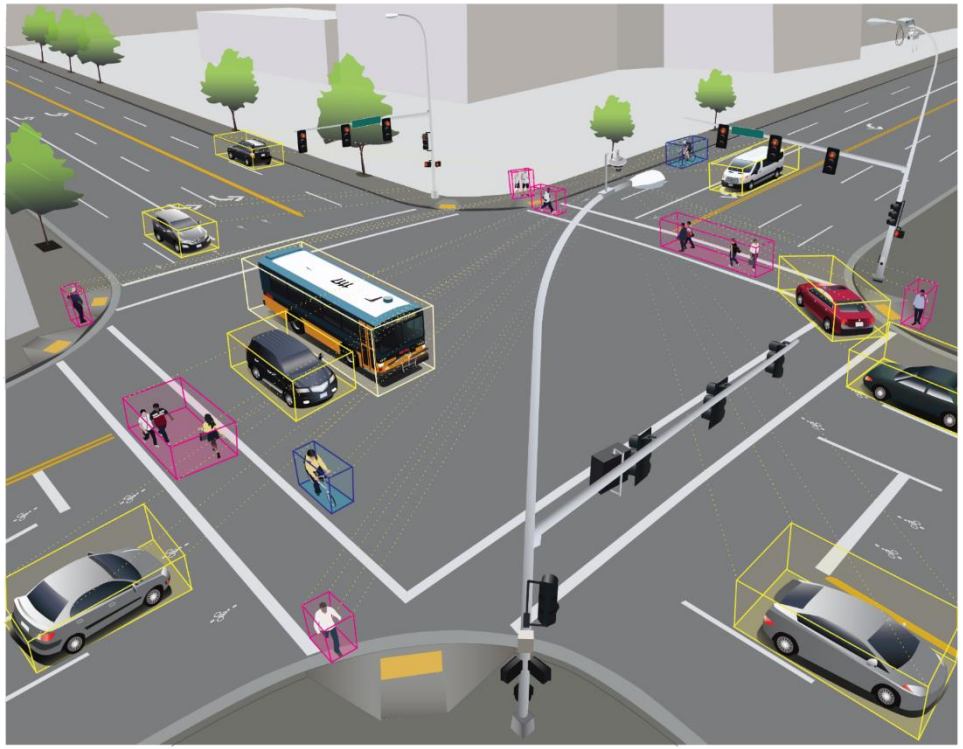
100 bikes/day

Near-Miss Detection





Object Classification Accuracy



When it really is…

We recognized it as…

Classified-as → / Truth ↓	*Vehicles*	*Bikes*	*Peds*	*None*
Vehicles	**0.95**	0.01	0.02	0.02
Bikes	0.08	**0.67**	0.16	0.08
Peds	0.15	0.15	**0.73**	0.05
None	0.09	0.03	0.11	**0.81**

How Neural Networks Work

training

during the training phase, a neural network is fed thousands of labeled images of various objects, learning to classify them

input

new image is shown to the pretrained network

first layer

the neurons respond to simple shapes, like edges

higher layer

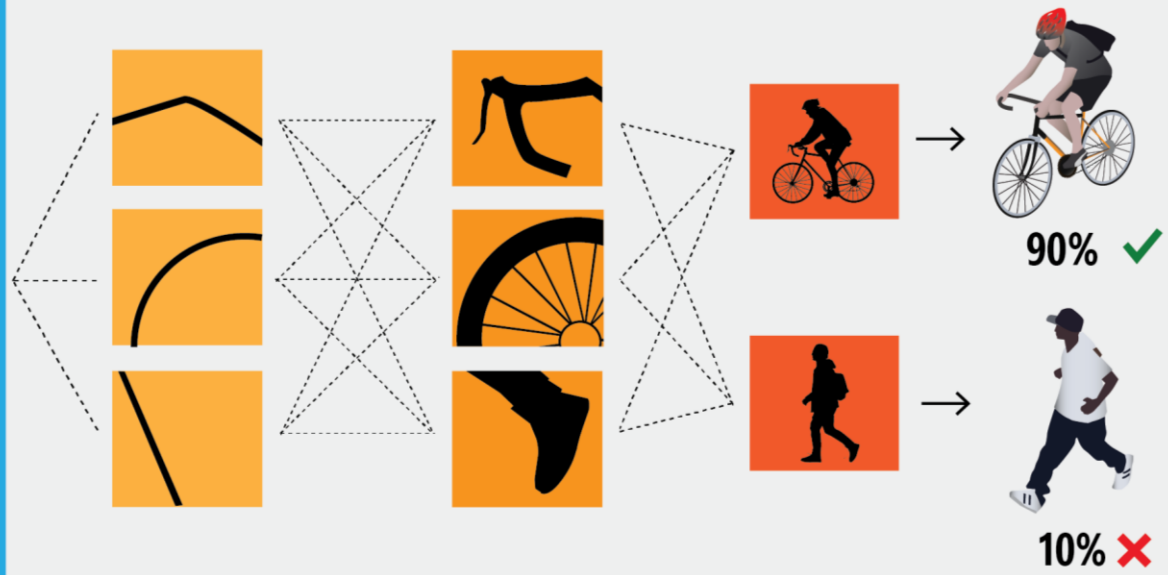
the neurons respond to complex shapes

top layer

neurons respond to highly complex abstract concepts that we would identify as different objects

output

the network predicts what the object most likely is based on its training.



Winter 2017: Collect Pre-Recorded Traffic Camera Footage

Winter 2017: Finalize Video Annotation User Interface

Microsoft

Winter/Spring 2017: Launch Public Facing Webpage

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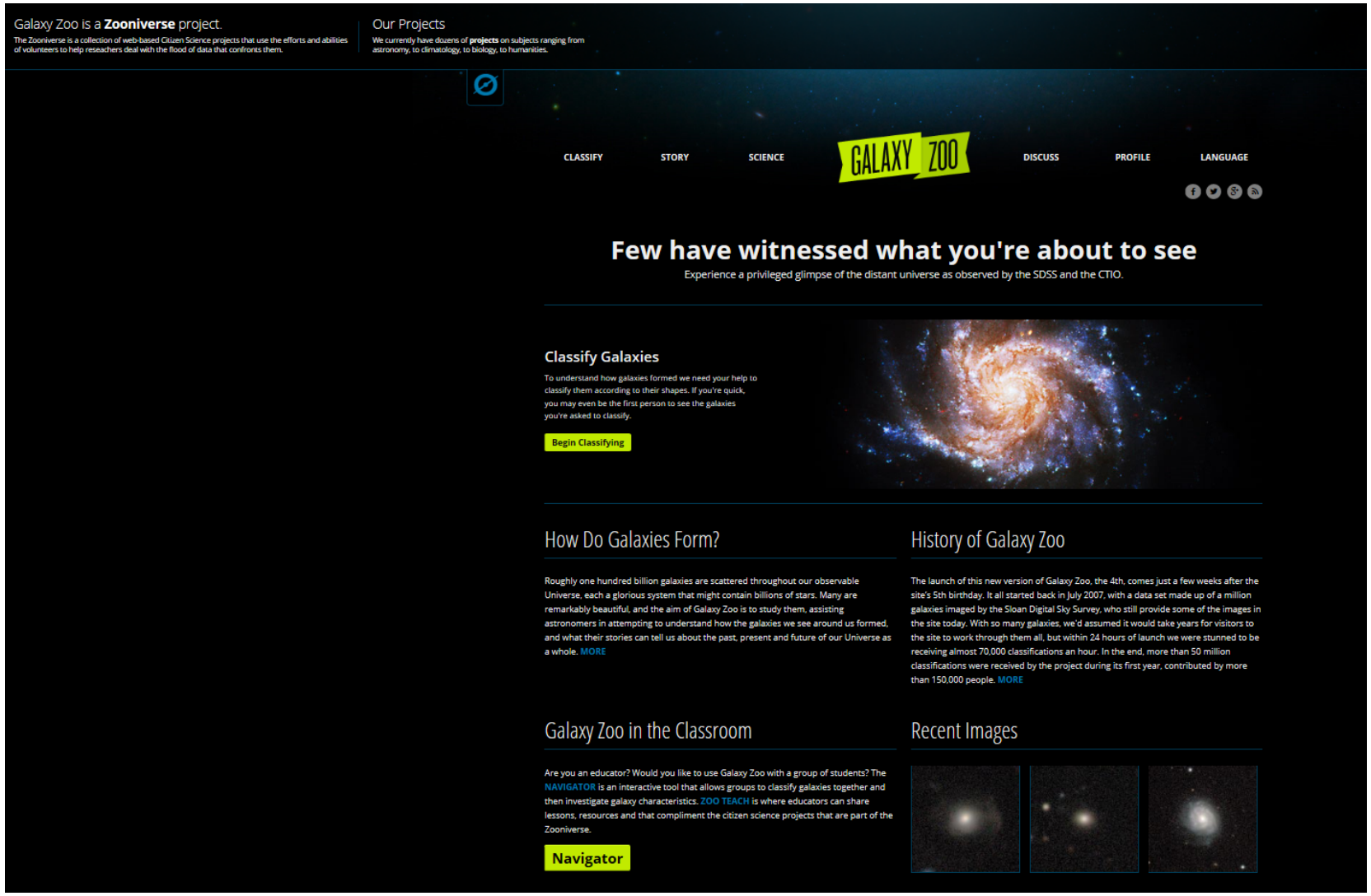
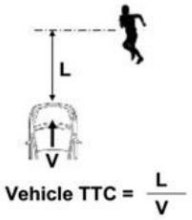
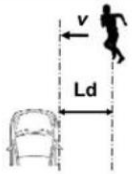
VISION ZERO NETWORK

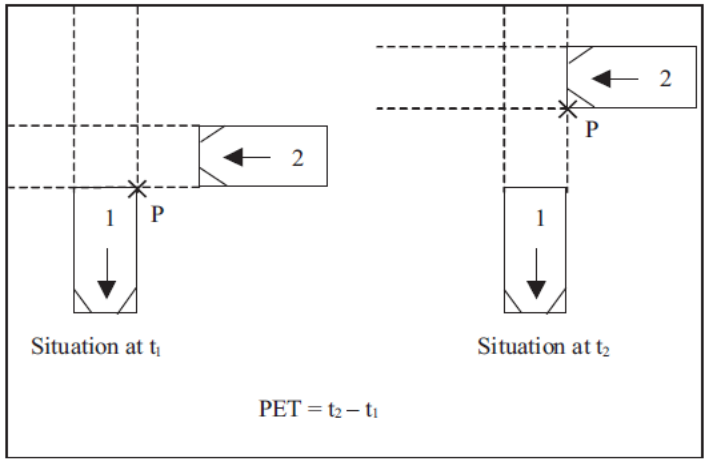


Winter/Spring 2017: Invite Public to Participate

Summer 2017: Classify Near-Miss Events

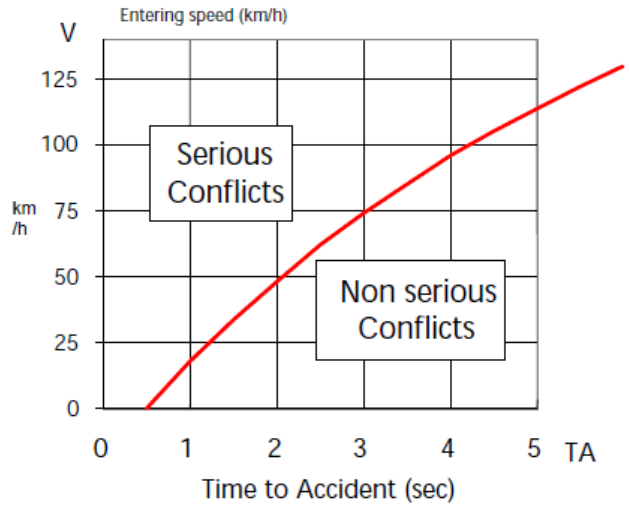
Focused object	Vehicle	Pedestrian
Time	Vehicle time to collision (Vehicle TTC)	Pedestrian time to vehicle (Pedestrian TTV)
Definition	 Vehicle TTC = $\frac{L}{V}$	 Pedestrian TTV = $\frac{Ld}{v}$
Study	Previous study (Matsui et al. 2011b)	Present study

Time to Collision (Matsui et al., 2013)



Post Encroachment Time (Van der Horst et. al., 2014)

The border between Serious and Non-serious Conflict



Definition of a Serious Conflict

TA = Time to Accident
The time that is remaining from when the evasive action is taken until the collision would have occurred *if* the road users had continued with unchanged speeds and directions.
The TA value can be calculated based on the estimates of distances **d** and speed **v**.

d = Distance to the potential point of collision

v = Speed when the evasive action is taken

Swedish Conflict Technique (Hyden et. al., 1987)

ITS America

ITS AMERICA **will coordinate a breakfast meeting for partnership stakeholders. Additional details (date/time/location) to follow.**

For More Information

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