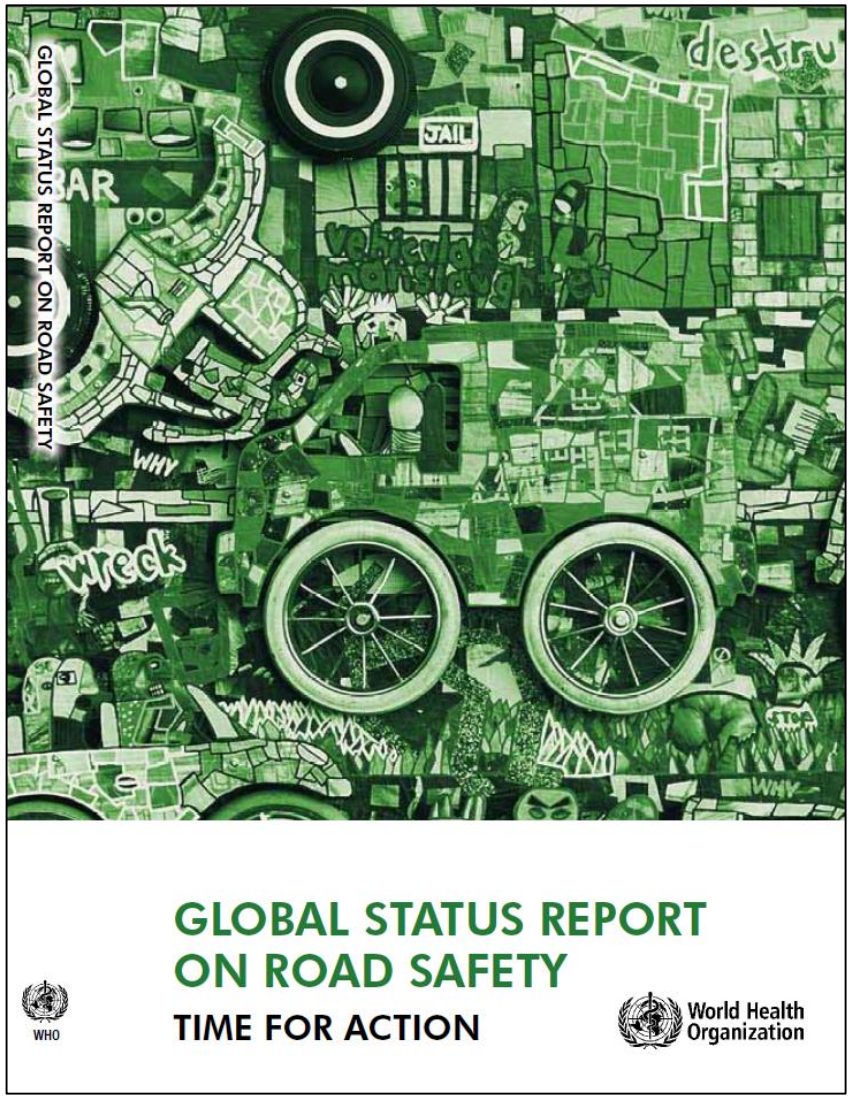
Video Analytics towards Vision Zero

2017 ITE/IMSA Annual Joint Meeting

February 13, 2017

Franz Loewenherz
Principal Planner
City of Bellevue, WA

Worldwide: Traffic Fatalities

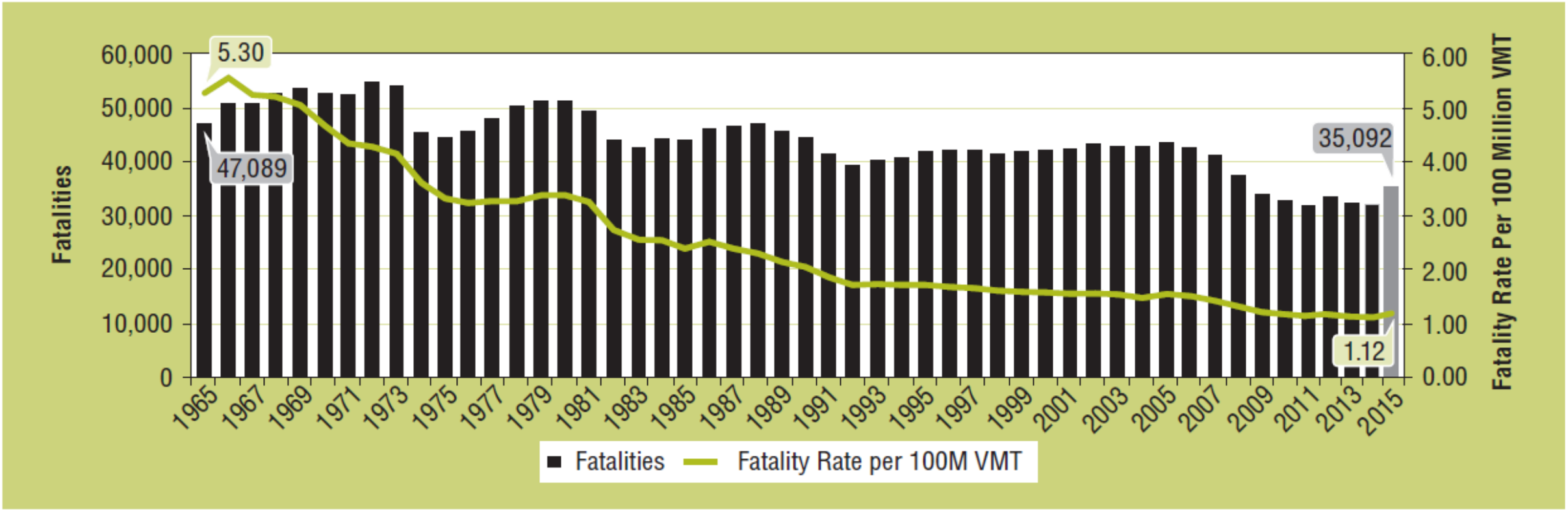


Leading Causes of Death (2004)

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

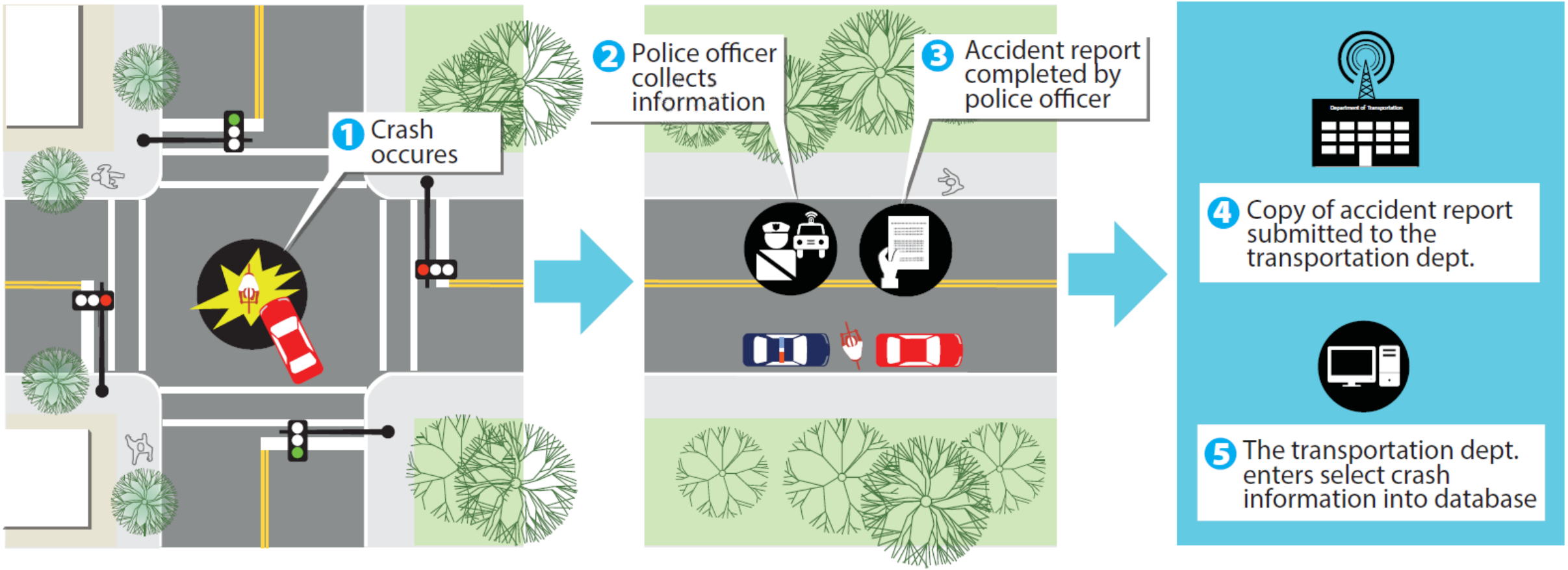
USA: Traffic Fatalities

Fatalities and Fatality Rate per 100 Million VMT, by Year, 1965–2015



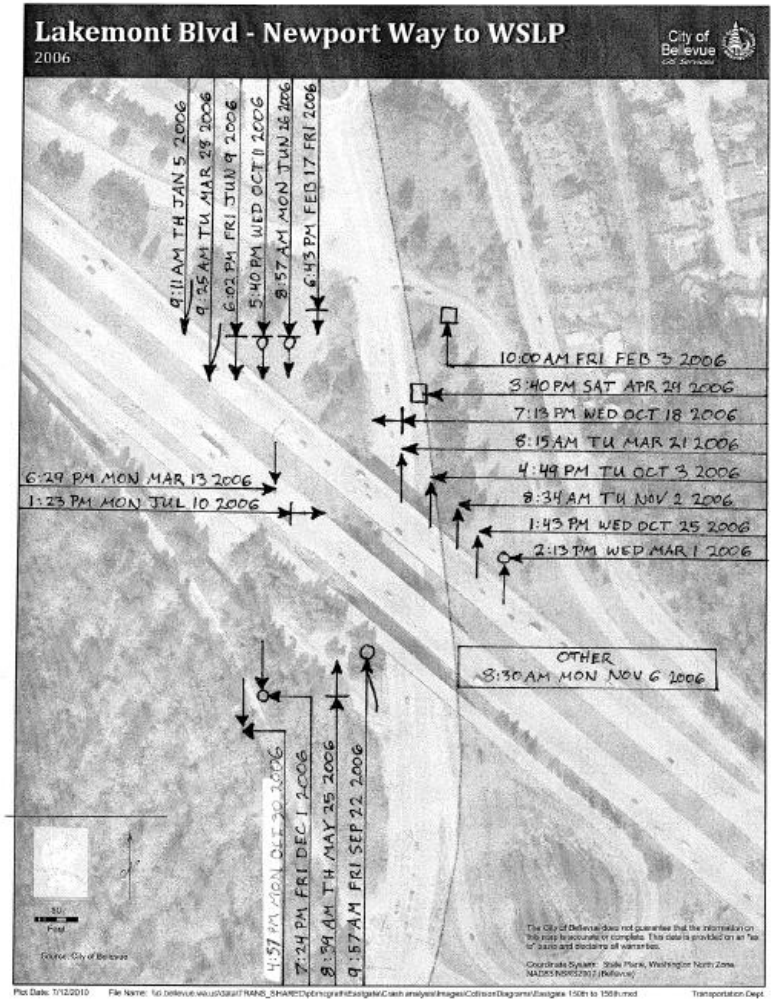
NHTSA, Impact of Crashes (2010): Economic Cost: $242B; Societal Harm: $836B

Traditional Crash Reporting Process



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.

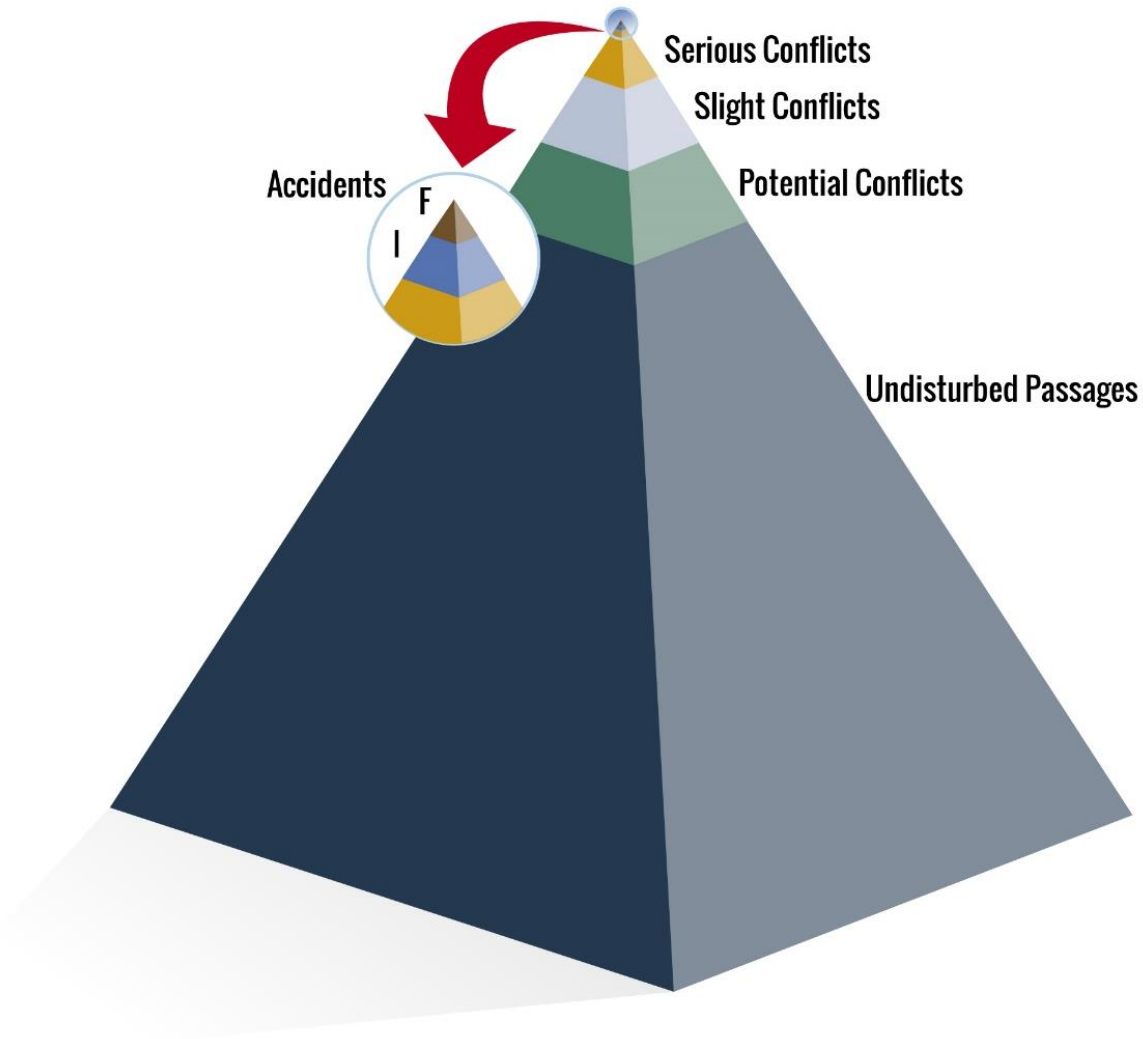


In 2013, WSDOT built a new roundabout at the intersection of the WB I-90 on- and off-ramps and WLSP SE/180 Ave SE.

Vision Zero: Reframing Traffic Deaths & Injuries as Preventable

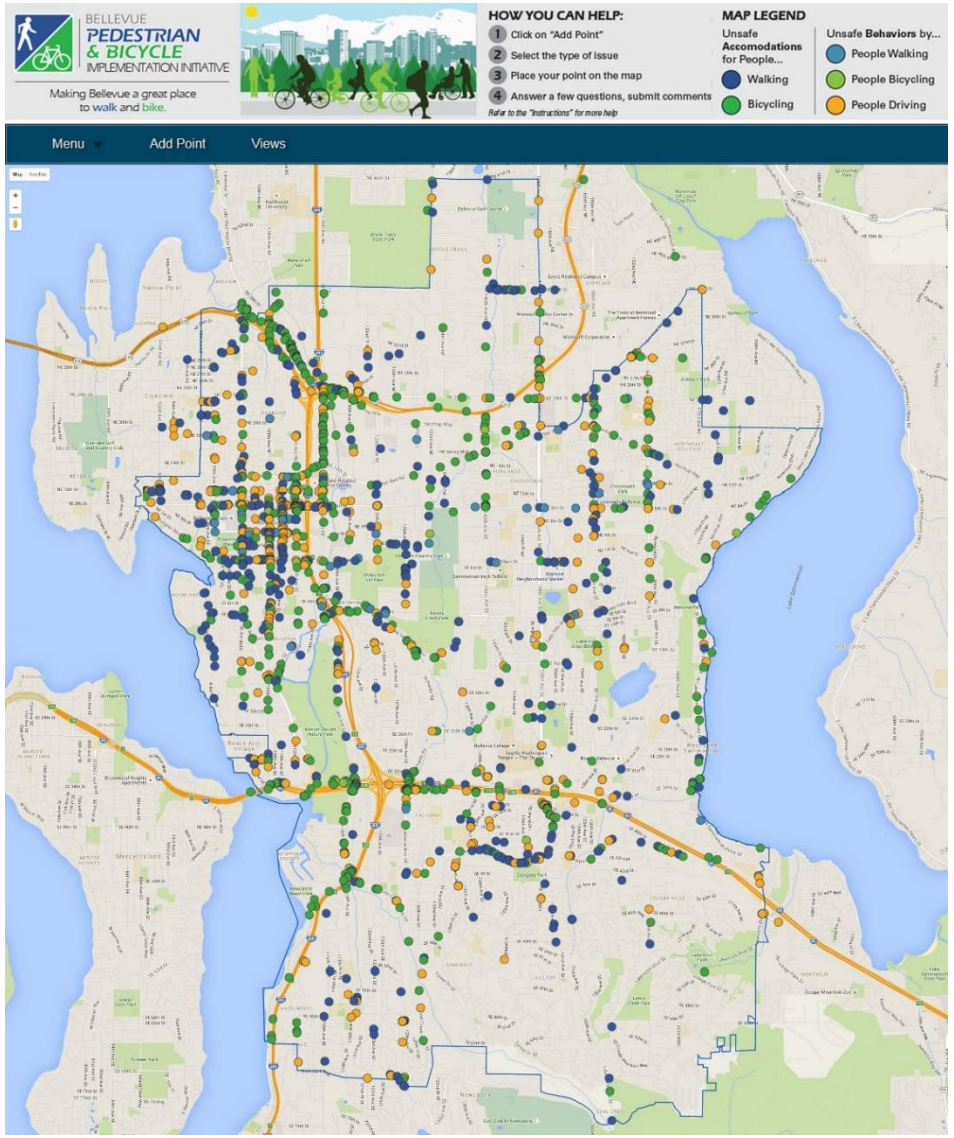
Amy Carlson, Vice President, CH2M HILL

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



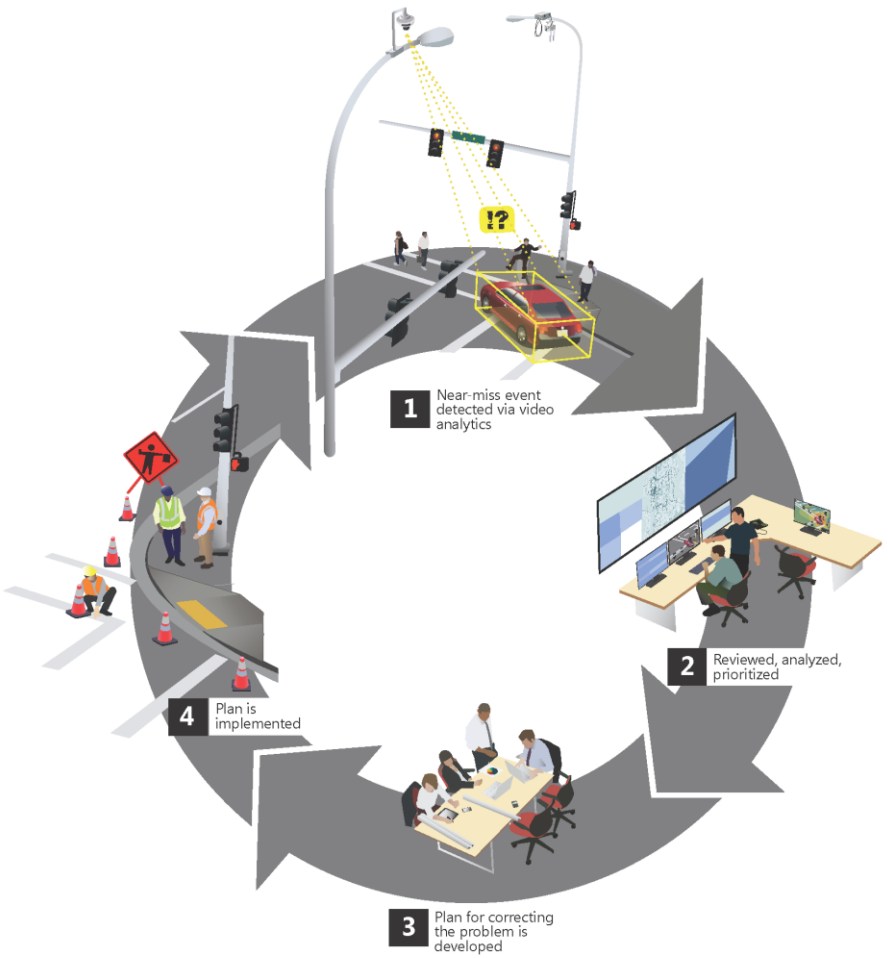
Hyden’s Safety Pyramid (adapted from Hyden, 1987)

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:

- **monitor counts and travel speed of all road user groups (vehicle, pedestrian, and bicycle);**
- **document the directional volume of all road user groups as they move through an intersection; and,**
- **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

ITS America

ite A Community of Transportation Professionals

Vision Zero Network

cascade Bicycle Club

peopleforbikes

Partnership Approach

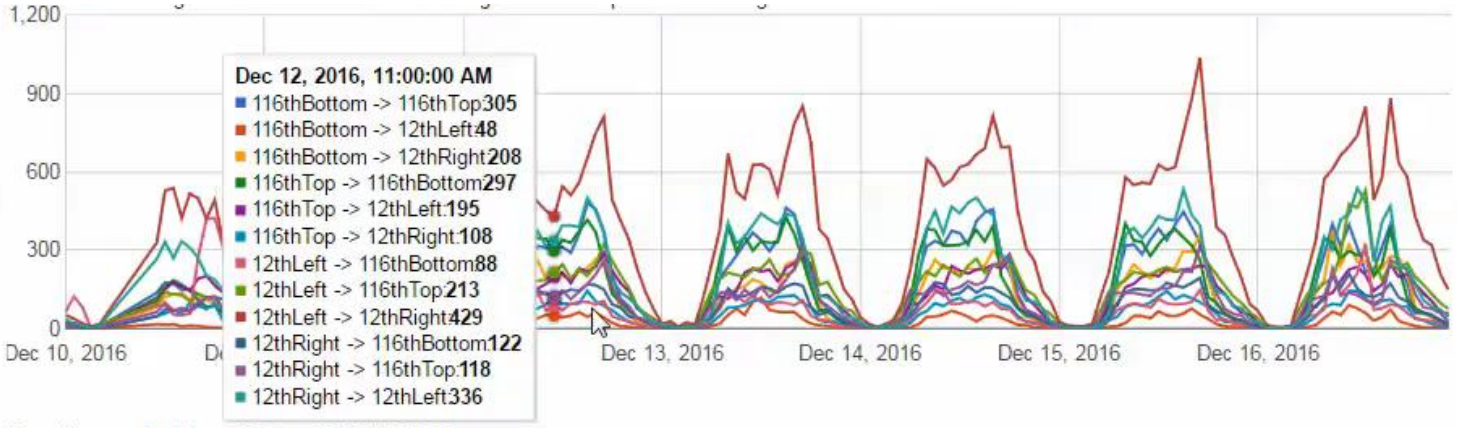
Milestone 1: Demonstrate the capability of vision technologies by detecting relevant events in the sample traffic videos (e.g., detecting cars, pedestrians, and bikes and tracking their movements).

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

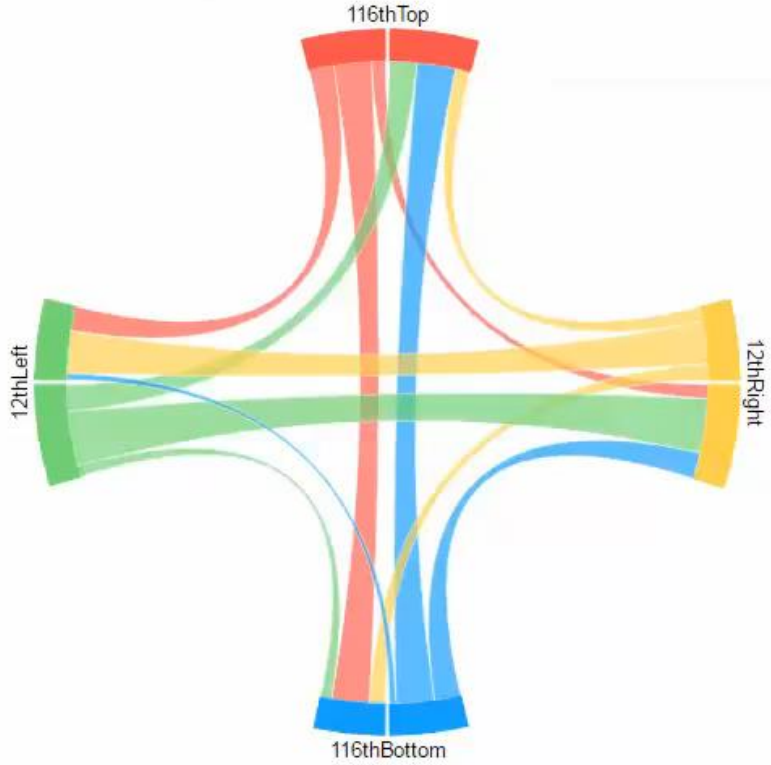
Milestone 3: Pilot deployment of end-to-end system (running on servers provided by Microsoft) in the City of Bellevue traffic control center. The system will run off of a live feed.

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

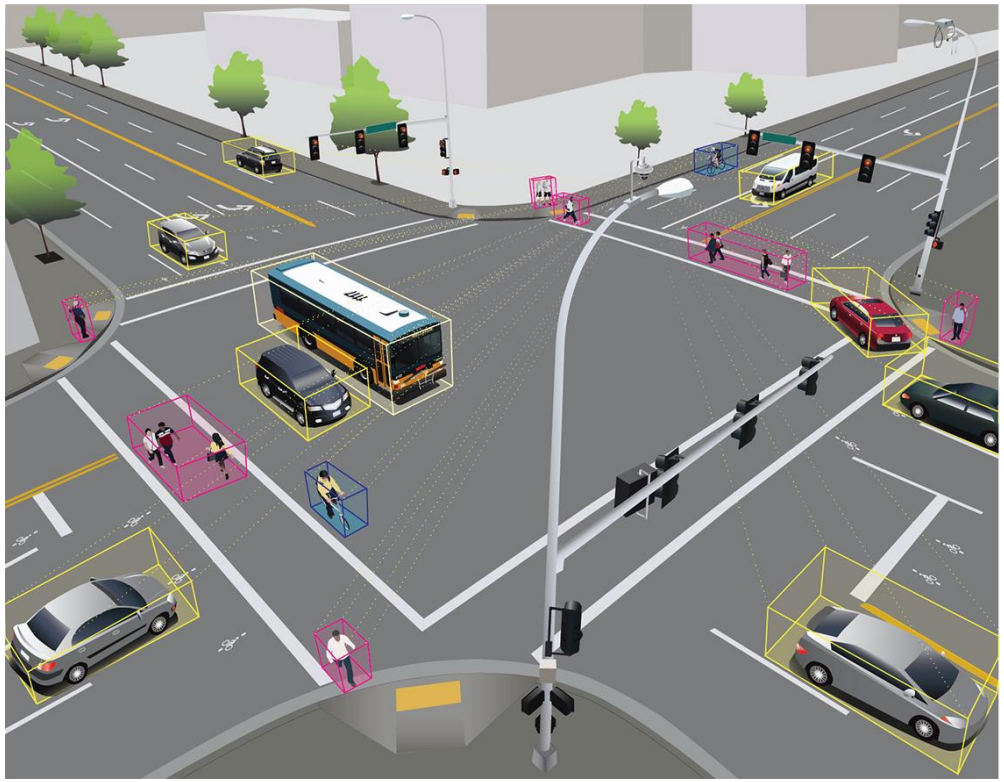
Turning Movement Counts Sample: 116th NE & NE 12th



flow diagram for Mon, 12 Dec 2016 11:00:00



Object Classification Accuracy



We recognized it as…

When it really is…

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

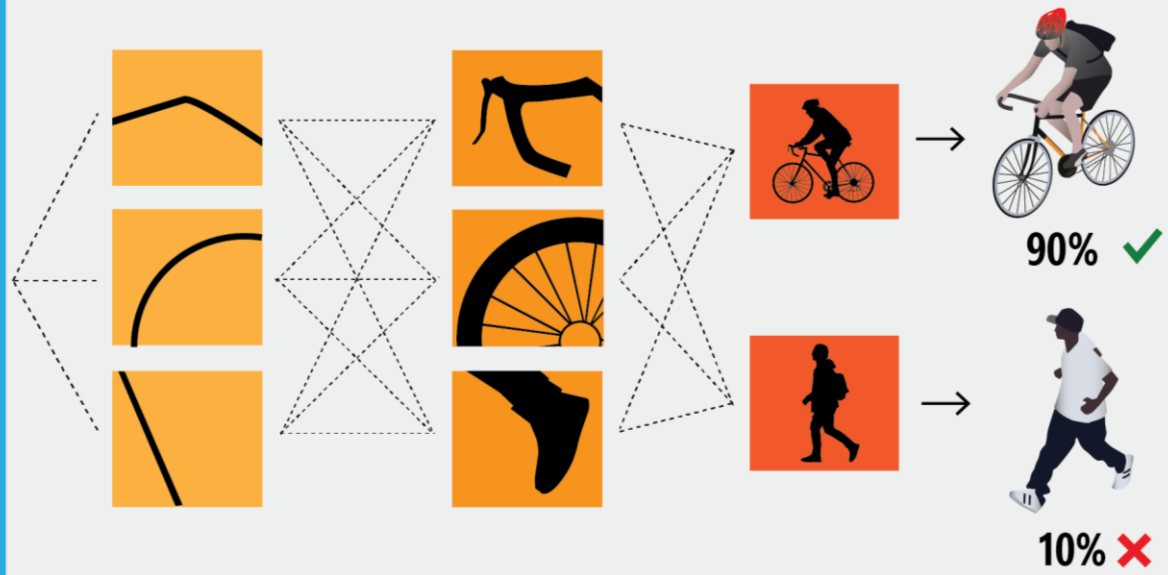
the neurons respond to complex shapes

top layer

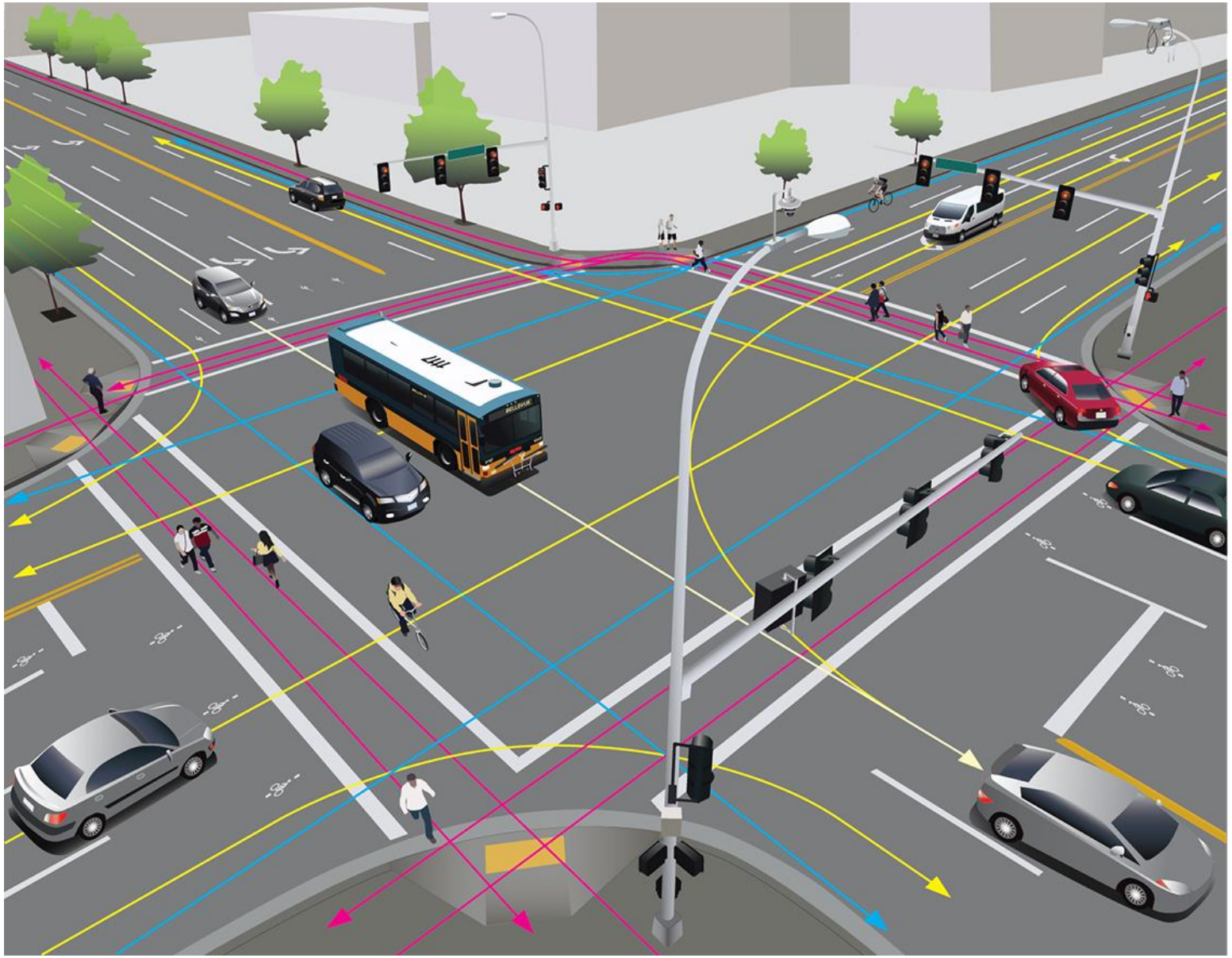
neurons respond to highly complex abstract concepts that we would identify as different objects

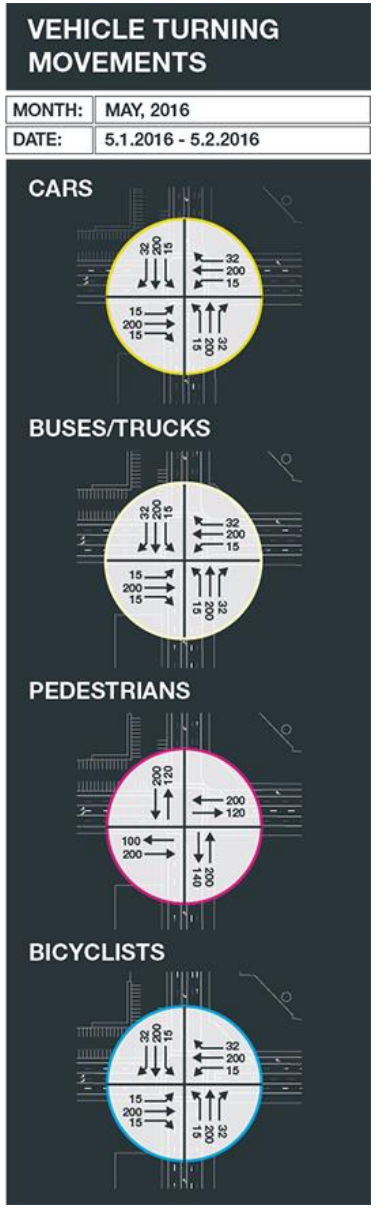
output

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

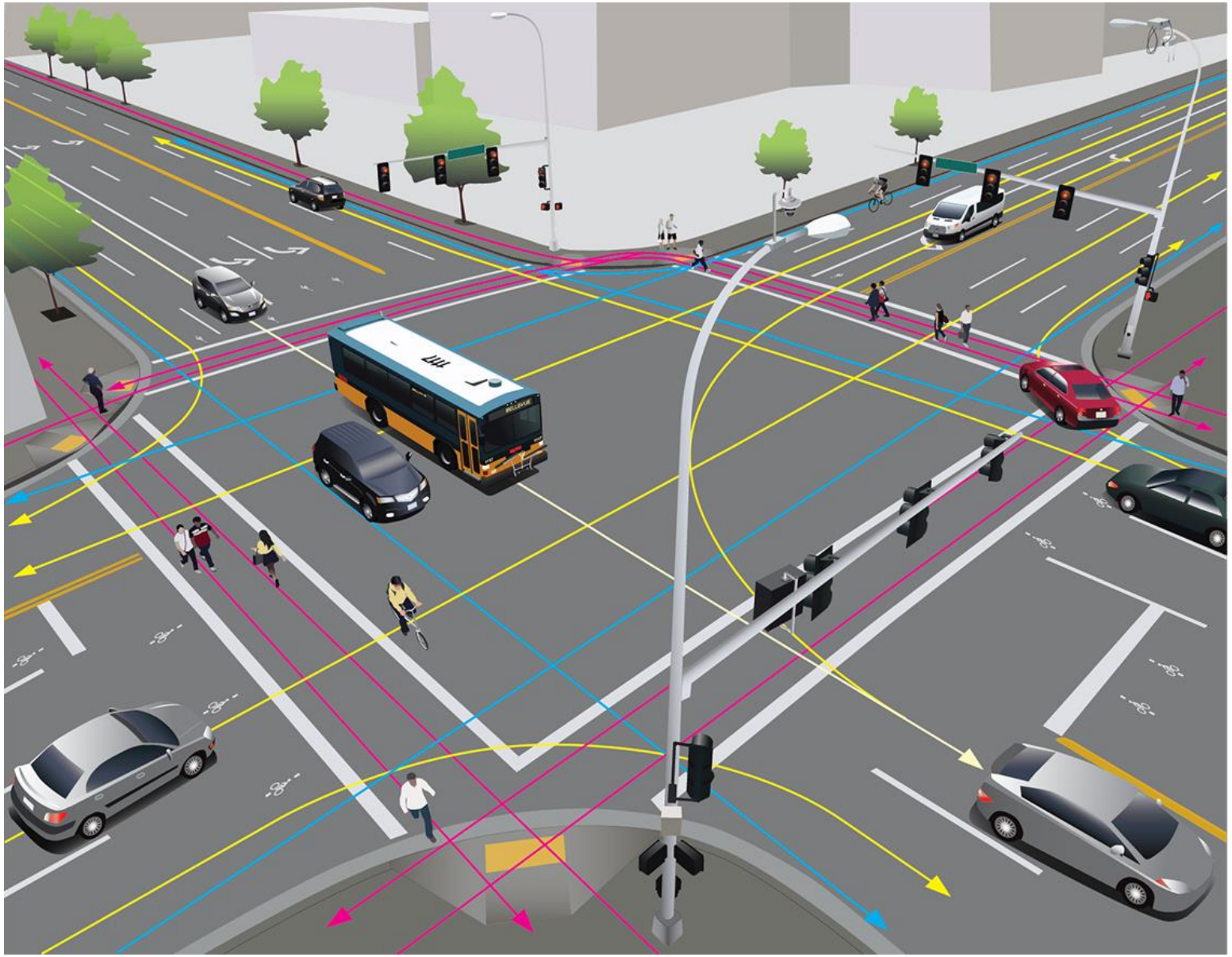


Trajectory Detection & Turning Movement Counts





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

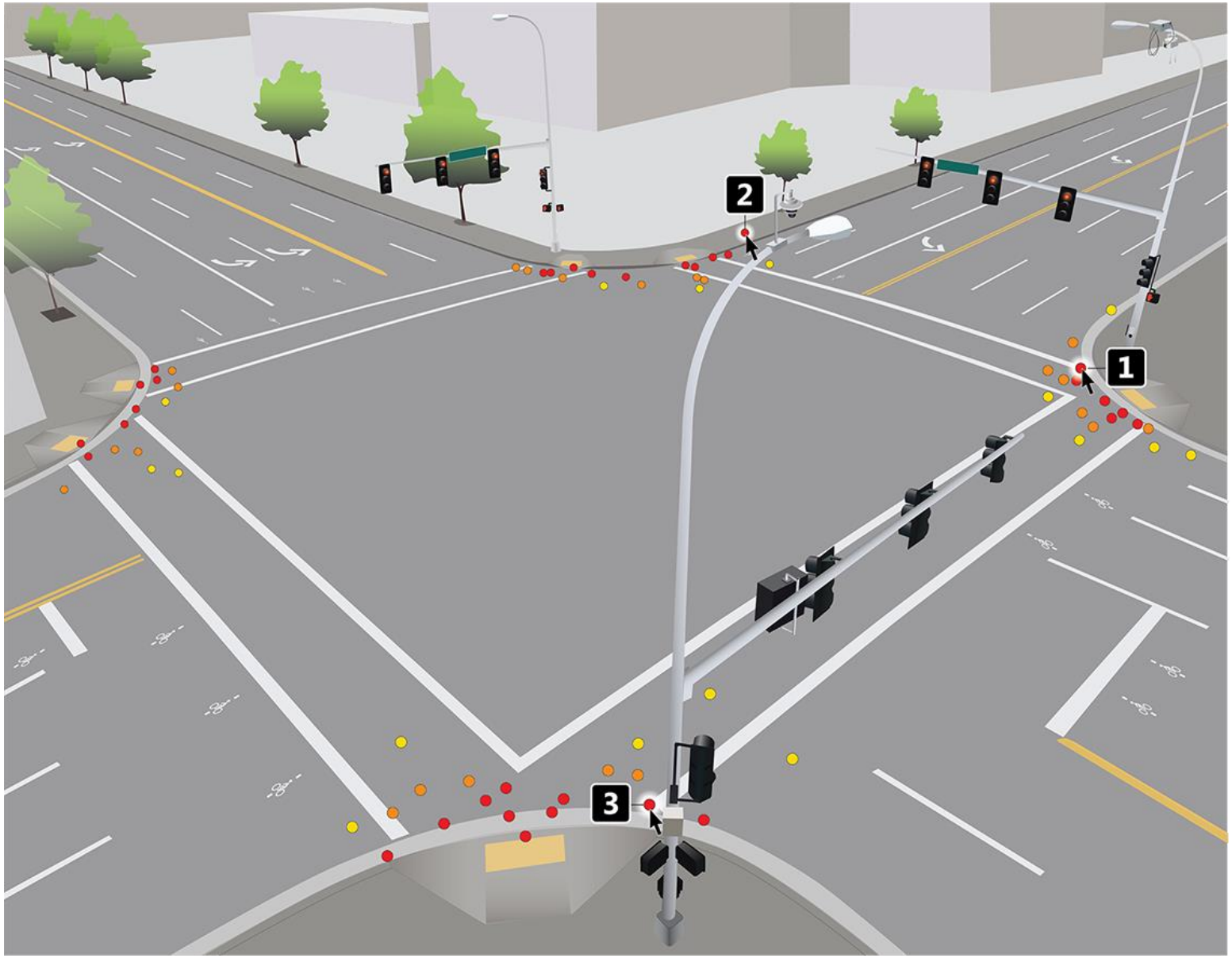
PEDESTRIANS

1,000 pedestrians/day

BICYCLISTS

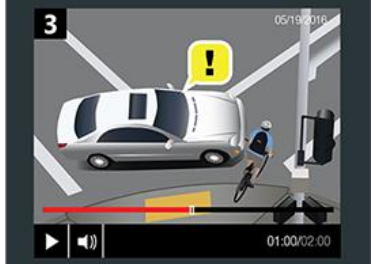
100 bikes/day

Near-Miss Detection

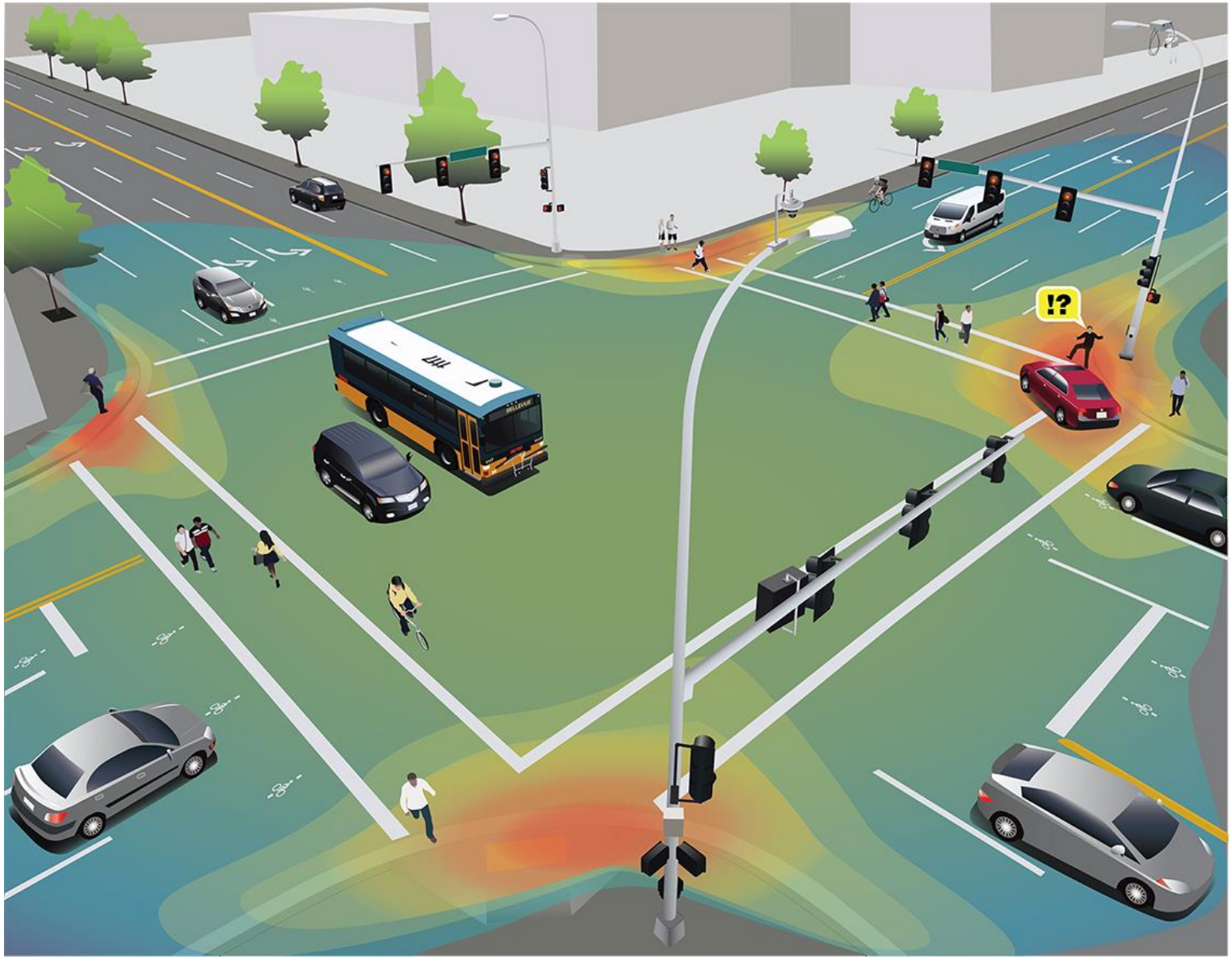


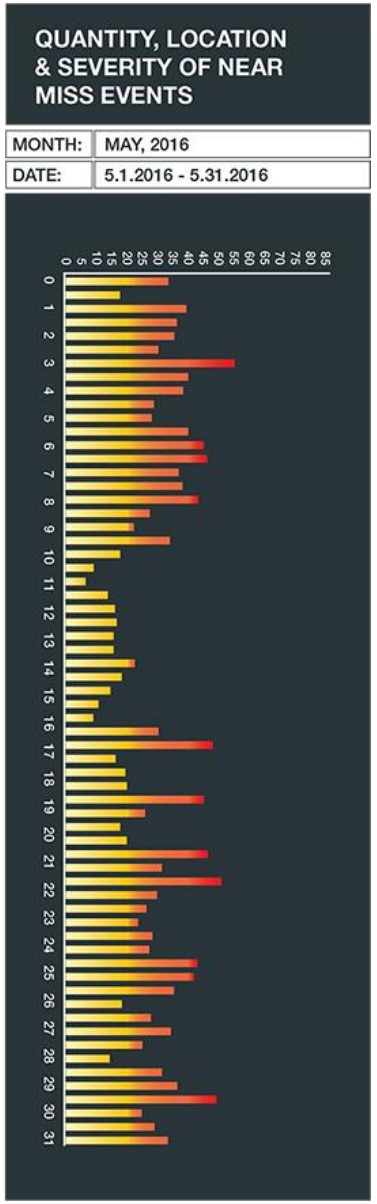
QUANTITY, LOCATION & SEVERITY OF NEAR MISS EVENTS

MONTH:	MAY, 2016
DATE:	5.1.2016 - 5.31.2016



Near-Miss Detection





January 2017: Collect Pre-Recorded Traffic Camera Footage

February-March 2017: Finalize Video Annotation User Interface

Microsoft

Spring 2017: Launch Public Facing Webpage

ITE NEWS

ITE Joins Video Analytics towards Vision Zero Partnership

ITE is one of several organizations joining the City of Bellevue, WA, USA, Microsoft Corp., and the University of Washington in supporting their Video Analytics towards Vision Zero Partnership. Through this effort, the City of Bellevue, Microsoft, and the University of Washington will develop a video analytics platform that could fundamentally transform how jurisdictions approach traffic safety analysis.

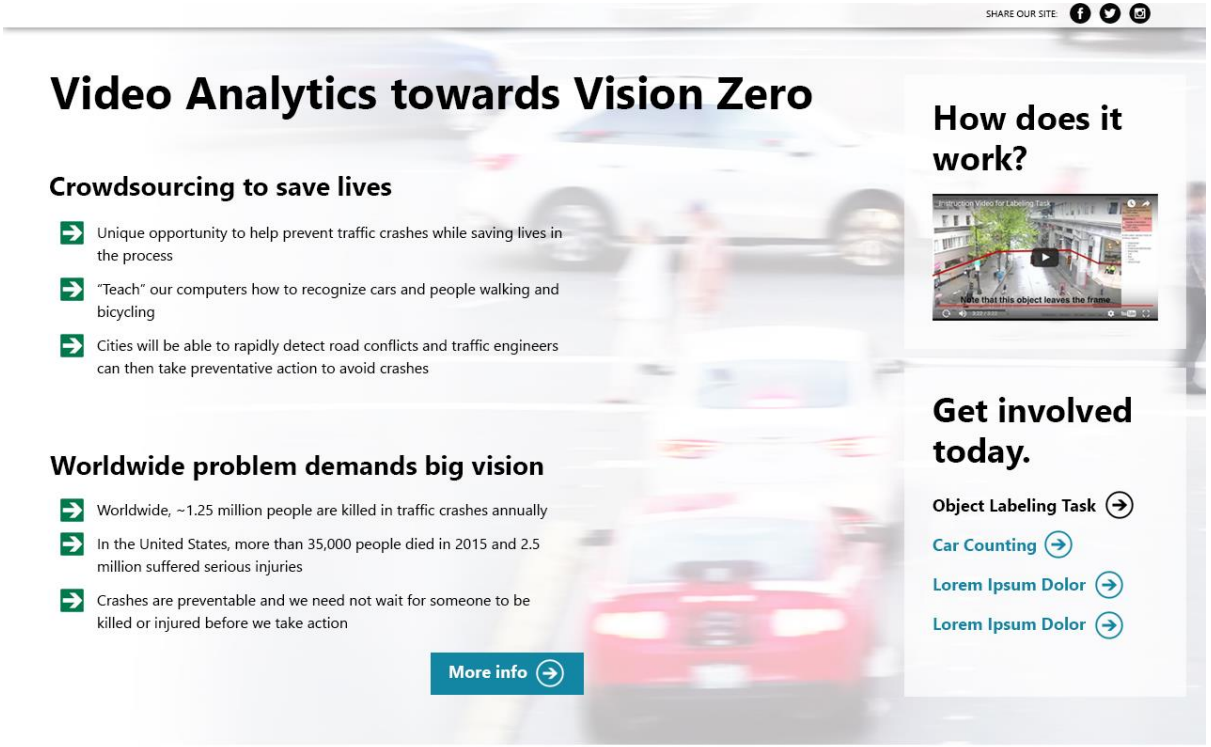
According to the partners, although traffic collisions can happen anywhere, there are often early warning signals in the form of near-miss events at specific locations. These signals could provide insight into when, where, and why crashes are most likely to occur, helping transportation professionals to better target safety improvement projects. The new technology in development offers unprecedented ways to map, manage, and analyze near-miss data in real time. This data will provide essential information so that governments can evaluate the effectiveness of current safety programs and pinpoint interventions.

The Video Analytics towards Vision Zero Partnership seeks to use available public agency traffic video and crowdsourcing from interested stakeholders who will annotate video clips to identify vehicle, pedestrian, and bicycle movements at intersections. This is expected to inform the Deep Neural Networks algorithms Microsoft is developing and the deployment of a predictive crash analysis software tool that could be used in other locations with traffic cameras to detect near-miss crashes. Safety countermeasures could then be proactively implemented.

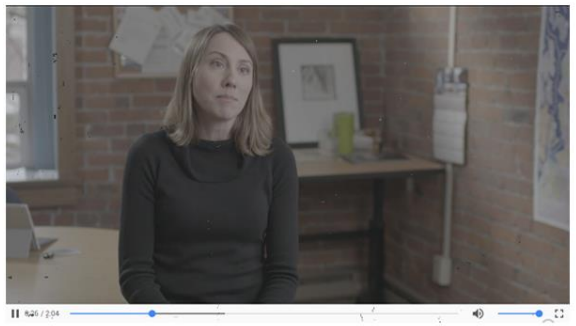
ITE, along with ITS America and the Vision Zero Network, have agreed to host a public-facing webpage that links to the video annotation user interface. We encourage our members to participate in the crowdsourcing platform when it is launched in the coming months. Stay tuned for more details once the site is available through all of ITE's communication channels.

Please join ITE and ITS America at a discussion on the Video Analytics towards Vision Zero Partnership during the week of the Transportation Research Board Annual Meeting. ITS America is hosting a lunch meeting in their Washington, DC, USA office on Monday, January 9, from 12:15 p.m. to 2:00 p.m. Please RSVP by contacting Annie Chang at achang@itsa.org.

More information can be found at www.bellevuewa.gov/pdf/Transportation/Video_Analytics_towards_Vision_Zero.pdf. **ItеJ**



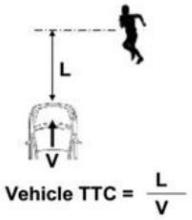
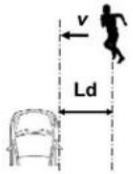
Our Partnership with Microsoft Research



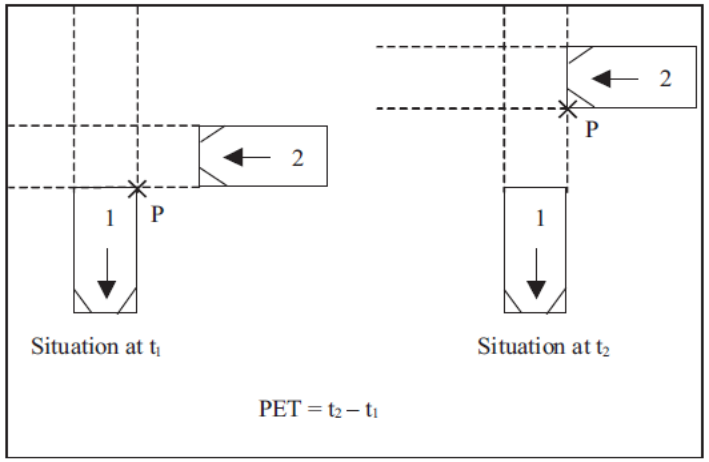
To help the video analytics system learn to detect road conflicts, Microsoft is collaborating with the following partners to promote this crowd-sourcing platform.

Spring 2017: Invite Public to Participate

Summer 2017: Classify Near-Miss Events

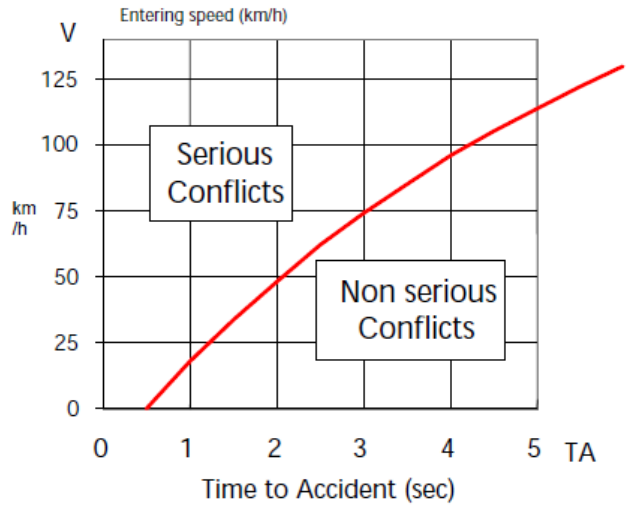
Focused object	Vehicle	Pedestrian
Time	Vehicle time to collision (Vehicle TTC)	Pedestrian time to vehicle (Pedestrian TTV)
Definition	 Vehicle TTC = $\frac{L}{V}$	 Pedestrian TTV = $\frac{Ld}{v}$
Study	Previous study (Matsui et al. 2011b)	Present study

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)

For More Information

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