

MULTI-LANE VISUAL PERCEPTION FOR LANE DEPARTURE WARNING SYSTEMS

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Abstract: This paper presents a Road Detection and Tracking algorithm for Lane Departure Warning Systems. An inverse perspective transformation gives a bird-eye view of the road, where longitudinal road markings are detected by exploration of horizontal gradient, looking for a road marking model. Next, a parabolic lane model is fitted to road markings and tracked through a particle filter. The right and left lane boundaries are classified in three types (*solid, broken or merge* lane boundaries), through a Fourier analysis, and adjacent lanes are searched when broken or merge lines are detected. This gives the system the ability to automatically detect the number and type of road lanes. This ability allows to tell the difference between allowed and forbidden manoeuvres, such as crossing a solid line, and it is used by the lane departure warning system. Despite of its importance, lane boundary classification has been seldom considered in previous works. A Lane Departure Warning System launches an acoustic signal when a lane departure is detected. Warnings are suppressed when the blinkers are enabled, or when the vehicle is crossing a solid line regardless of the state of the blinkers.

1 INTRODUCTION

The development of Driver Assistance Systems able to identify dangerous situations involves deep analysis of the environment, including elements such as road, vehicles, pedestrians, traffic signs, etc. and the relationships among them. For instance, detecting a vehicle in the scene represents a risky situation, but the risk is higher when the vehicle is in an adjacent lane in a two-way road – i.e. it is oncoming – than when it is in a freeway. Likewise, there are differences between crossing a broken line in a freeway and crossing a solid line in a two-way road. However, most current Driver Assistance Systems cannot differentiate between these situations.

Most of the current research effort moves towards accurate fitting of high order models to the lane shape. Many models and approaches have been proposed. Some proposals model the horizontal curvature of the lane boundaries as parabolas (Zhou et al., 2006; Park et al., 2003; McCall and Trivedi, 2006), third order polynomials (Southall and Taylor, 2001), splines (Wang et al., 2000) or snakes (Yuille and Coughlan, 2000; Wang et al., 2004; Kim, 2006). Other proposals include vertical curvature in their models. In (Cha-

puis et al., 2002) and (Nedevschi et al., 2005) vertical curvature is modelled as a parabola, and horizontal curvature as a third-order polynomial.

However, there are few works on longitudinal road markings classification (solid, broken, merge, etc.), variable multi-lane detection, or road type recognition, although this information is essential. Few works consider the existence of other lanes, which is directly related to the road type (highway, two-way, etc.). The direction of vehicles on other lanes, the possible manoeuvres and the speed limit, are just some examples of facts that depend on the road type.

In (Campbell and Thomas, 1993) a six parameter model that merges shape and structure is used. The shape is modelled as a second order polynomial, and the structural model considers the road line as a square waveline, with its period, duty cycle and phase. The parameters can be tracked from frame to frame, but the algorithm requires an initialization step that is very time consuming, and only one lane boundary mark is fitted to each frame. In (Risack et al., 1998) road lines are roughly classified in *solid* or *broken*, by analyzing the gaps between the measurement points. If the gap overcomes a threshold the road marking is classified as broken. Thus, the algorithm can eas-

ily be mistaken with any obstacle or structured noise that occludes the marking line, such as shadows or other vehicles. This work also tries to estimate the left and right adjacent lanes assuming that some of their parameters are identical to those of the central lane. Likewise, in (Aufrère et al., 2001) lateral lanes are search for, and an array of probabilities which defines its presence is kept based on the score of detection.

This paper presents the Road Tracking and Classification module of the IvvI project (Intelligent Vehicle based on Visual Information). Its goal is to automatically detect the position, type, and number of the road lanes with a monocular on-board camera, and can guess the presence of lateral lanes even if they are not visible. In this work, three type of lane boundaries are considered, namely: *solid*, *broken* and *merge*. This perceptual skill pretends to be the basis of a better evaluation of the potential danger of a situation.

2 ROAD LANES DETECTION AND TRACKING

2.1 Road Model

In this work road model and lane model are not considered to be the same. The road model is composed of a variable number of lanes which are separated by lane boundaries (figure 1(a)). These boundaries can belong to one of three different types:

- Continuous for standard lane separation (further on referred as *solid* lines).
- Discontinuous for standard lane separation (further on referred as *broken* lines).
- Discontinuous for merge lane separation (further on referred as *merge* lines).

The lane model is represented in figure 1(b). It follows a parabolic curve, and comprises four parameters: C (curvature), θ (vehicle orientation respect to the lane axis), d (distance to the axis of the lane), and W (lane width).

The lane boundaries follow (1), and are horizontal displacements of the lane axis:

$$x(y) = \frac{C}{2}y^2 - \theta y - d - \frac{kW}{2} \quad (1)$$

where k is an index that identifies which lane boundary the equation refers to. This algorithm considers up to three possible lanes, i.e., four lane boundaries which are represented by the values $k = \{3, 1, -1, -3\}$. The value $k = 0$ represents the lane axis.

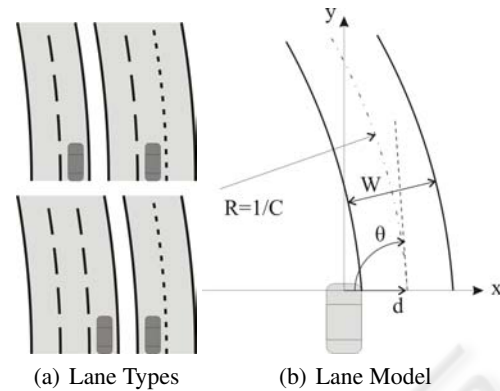


Figure 1: Road Model.

2.2 Preprocessing

2.2.1 Perspective Transformation

Every Lane Departure Warning System based on vision has to transform between camera coordinates and world coordinates, although this relation is not always explicit, as in (Lee, 2002). Many works start with an inverse perspective transformation (Broggi et al., 1999; McCall and Trivedi, 2006) to obtain an image of the road in world coordinates (see figure 2(a)). This technique has the following advantages:

- Process an image with size and resolution independent of the CCD sensor.
- Direct conversion to world coordinates.
- Facilitates the extraction of the road markings profile, which is needed for the road markings classification step detailed in section 2.4.

The inverse perspective transformation assumes that the road is flat. The flat road assumption is a reasonable approximation, as the effects of the deviation from this hypothesis are small (Guiducci, 1999) when it is performed with precise extrinsic calibration parameters.

2.2.2 Road Markings Detection

This step extracts from the original image the pixels that are candidates to belong to longitudinal road markings. Longitudinal road markings can be considered as bright bands over a darker background. As the lane curvature is small in the nearby region of the road, these lines are mainly vertical in the bird-eye view image of the road. Therefore, the search for pixels that belong to road markings consists of looking for dark-bright-dark transitions in the horizontal direction.

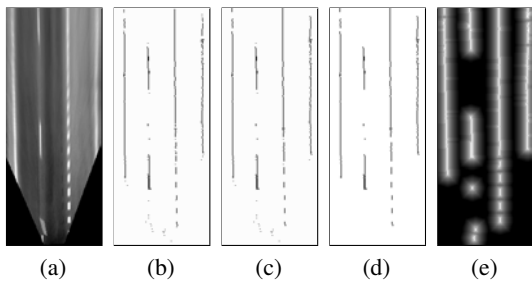
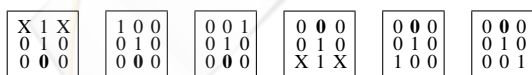


Figure 2: (a) Inverse perspective image; (b) Road markings detected by exploring horizontal gradient; (c) Hit or Miss transformation; (d) Removal of small objects; (e) Distance Transform.

To make the algorithm somehow independent of illumination variations, the image is equalized to make the width of the histogram cover the whole range. The equalization is performed *after* the perspective transformation, otherwise undesired parts of the image would be equalized, such as the sky, which in a sunny day can be saturated, thus reducing the contrast of the road markings instead of enhancing it.

The borders of the image are extracted with a spatial filter that applies the first step of the Canny filter to estimate the orientation of the border, and is used to obtain a horizontal gradient image. The borders that are not essentially vertical are discarded. The algorithm scans the horizontal gradient image row by row, searching for a pattern composed of a pair of peaks of opposite sign (the first, positive, and the second, negative) which are spaced a distance equal to the road marking width. The road marking width is considered to be between ten and sixty centimetres in world coordinates. When this pattern is found, the middle point is labelled as a road marking. Figure 2(b) is the result of processing figure 2(a) in this way.

Two additional steps have been implemented in order to filter noise. First, a *Hit or Miss* transformation fills the gaps when some pixels have not been detected (figure 2(c)), by filtering the resultant image with the following kernels:



where the bold zero indicates the kernel centre.

There still there may be some false detections. These would not be important unless for the distant transform that will be performed further on (see section 2.3.1 and figure 2(e)). Spurious pixels distort quite a lot this transformation, so objects with area less than 2 pixels are eliminated (figure 2(d)).

Figures 2(b-d) show the three steps of the Road Markings Detection.

2.3 Tracking

Lane boundaries are tracked with the ConDensation filter (Isard and Blake, 1998). The filter is used due to its capacity to recover from losses of the lane track.

The dynamics of the lane boundaries are modelled as a second order autoregressive process (ARP), according to (2):

$$\mathbf{x}_t = A_2 \mathbf{x}_{t-2} + A_1 \mathbf{x}_{t-1} + D_0 + B_0 \mathbf{w}_t \quad (2)$$

where \mathbf{x}_t is the state vector composed of the four parameters of the lane model, and \mathbf{w}_t is a vector of gaussian noise.

2.3.1 Probability Density Estimation

The fit of a lane hypotheses \mathbf{x}_t to the observations is evaluated by two terms.

The first term F_1 is a weighted sum of the number of road markings the lane has:

$$F_1 = \sum_{i=0}^N w_i \cdot I_{RM}(x(y_i), y_i) \quad (3)$$

where I_{RM} is the $M \times N$ image of road markings (figure 2(d)), y_i and x_i are the coordinates of the image expressed in the reference system of figure 1(b), and $w_i = w(y_i)$ is a weight which depends on the height of the image as explained below.

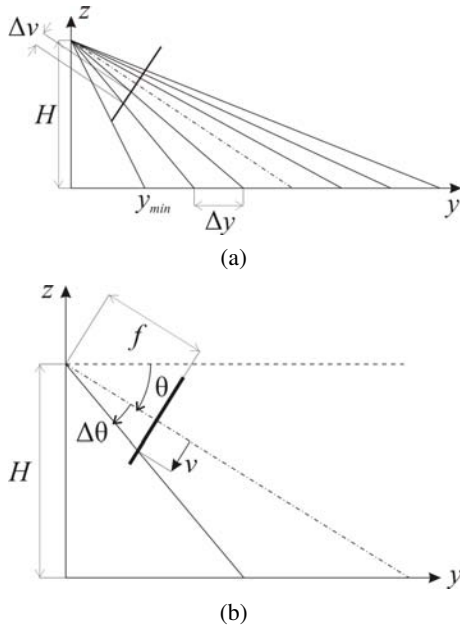
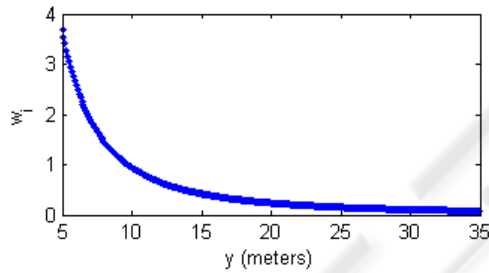
The coordinates y_i and $x(y_i)$ represent all the pixels of a hypothesized lane \mathbf{x}_t in the inverse perspective image. They are expressed in world coordinates, and follow (4) and (1), respectively, where Δy is the pixel height, and y_{min} is the y value corresponding to the top bottom pixel (figure 3(a)).

$$y_i = y_{min} + i \Delta y \quad (4)$$

The weights w_i are used to give more importance to the pixels at the bottom of the image than the pixels at the top. The relation between pixel size in the inverse perspective image and in the original image depends on the position of the pixel, as shown in figure 3(a). Pixels at the bottom of the inverse perspective image take up a bigger part of the CCD image than pixels at the top, therefore they are more reliable. The weights w_i express this relation by calculating the ratio $\Delta v / \Delta y$. From figure 3(b) the following equation system can be deduced:

$$\begin{cases} \frac{v}{f} = \tan \Delta \vartheta \\ \frac{H}{y} = \tan (\vartheta - \Delta \vartheta) \end{cases} \quad (5)$$

Solving (5) for v , by equalizing $\Delta \vartheta$, we obtain (6):


 Figure 3: Calculus of weights w_i .

 Figure 4: Weights for $\Delta y = 0.1$ m/pixel, $\vartheta = 0.05$ rad, and $H = 1.18$ m.

$$v(y) = f \tan \left(\vartheta - \arg \tan \frac{H}{y} \right) \quad (6)$$

Finally, the weights are defined as:

$$w(y_i) = k \frac{v(y_{i+1}) - v(y_i)}{\Delta y} \quad (7)$$

where k is a proportionality constant.

The experiments have shown that the use of weights w_i gives a significant improve of efficacy, as it achieves a better fit of the lane in the bottom part of the image, reducing the oscillations in the output parameters. Figure 4 shows the weights for the values used in the Ivvl.

The second term F_2 measures how close the lane is to road markings:

$$F_2 = \sum_{i=0}^N w_i \cdot I_{DRM}(x(y_i), y_i) \quad (8)$$

where $y_i, x(y_i)$ and w_i are the same as for F_1 in (3), and I_{DRM} is a Distance Transform with exponential decay, of the image of road markings I_{RM} . Figure 2(e) shows the distance transform for figure 2(d).

The posterior density function is estimated through (9):

$$F = k_1 \cdot F_1 + k_2 \cdot F_2 \quad (9)$$

where k_1 and k_2 are constants used to give the same importance to both terms.

The output of the tracker is the particle \mathbf{x}_t with the highest value for F .

2.3.2 Learning of the Model Dynamics

The parameters A_2, A_1, D_0 and B_0 from (2), are learned from observations with the recursive algorithm proposed by (Isard, 1998).

First a hand-made model is used to track an easy sequence, with a straight section followed by a left turn and a right turn after that. This sequence had no traffic. The observations of this sequence were used to minimize the model, and the new parameters were used now to track two more difficult sequences, with lane changes and traffic, in order to refine the parameters.

2.4 Road Markings Classification

The extracted lines are classified in the different types of lines that are found on roads. The main difficulty of this task is the lack of international standardization of the length and frequency of the white stripes in broken lines. However, most roads have the three basic line types already mentioned: *solid*, *broken* and *merge*.

The lane boundaries classification is based on the Fourier transform of its profile. Fourier transform is applied to the profile obtained from the binary image of detected road markings (figure 2(d)), instead of the original greyscale image (figure 2(a)). There are two reasons for this. On one hand, the greyscale image has both temporal and spatial differences in illumination, which distorts the Fourier transform. On the other hand, if the fit of the estimated lane to the road markings is not exact, the profile does not correspond to the lane boundary but to the tarmac, because the lane boundaries are scarcely two pixels wide. Thus, line profile is obtained from the road markings image, and a pixel is considered to belong to a lane boundary if it is closer than three pixels to the line, in the horizontal direction.

Lane boundaries are classified by analyzing the 30 first frequencies of the power spectrum, with the following rules:

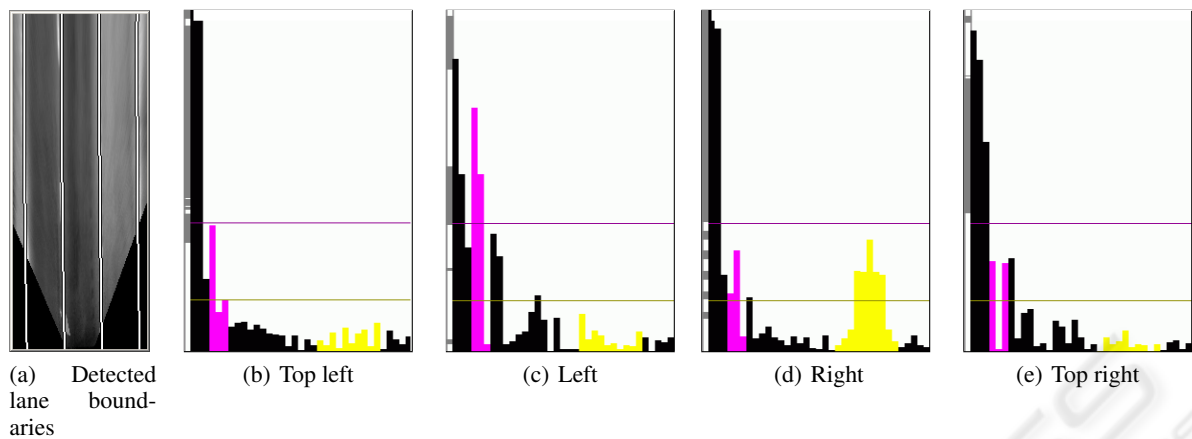


Figure 5: Power spectrum of the Fourier transform of the four detected lane boundaries, in logarithmic scale.

1. If there is a local maximum within the frequencies 20 and 29, of which value exceeds a threshold (0.60 in logarithmic scale), it is a *merge* lane boundary.
2. If the value for frequency 0 is very large (over 4.5), it is a *solid* lane boundary.
3. If there is a local maximum within frequencies 3 and 5, of which value is over a threshold (1.5), it is a *broken* lane boundary.
4. If none of the above conditions is met, it is assumed that the line is *solid* by default, with a noisy road markings profile due to weak paint or occlusions, so that the value for frequency 0 is too small.

These thresholds have been deduced heuristically, by inspection of three road sequences of 3508, 2919 and 5351 frames, respectively.

It has been noticed that, occasionally, weak paint, stains or occlusions introduce in the power spectrum frequencies in the range of *broken* lane boundaries, but, when this happens, the value for frequency 0 is still high. This is the reason why the condition for *solid* lane boundaries is checked before the condition for *broken*.

Figure 5 shows the power spectrum of the Fourier Transform of the four lane boundaries detected in figure 5(a). Figures 5(b-e) represent the power spectrum for lane boundaries from left to right. In these figures, the top left column depicts the line profile obtained from the image of road markings, and the remainder columns are the power spectrum, where, frequencies for *broken* and *merge* lane boundaries are represented in dark grey and pale grey, respectively. The two horizontal lines are the thresholds for *broken* lane boundary (upper line), and *merge* lane boundary (lower line).

2.5 Detection of Additional Lanes

The classification of road lines is used to build a more complete model of the road. The algorithm considers the presence of additional lanes when a not solid line is detected. At present, up to three lanes are considered, the own lane and one more to each side. When a lane boundary is classified as *broken* or *merge*, a new lane is supposed to be adjacent to that lane boundary. In figure 7 there are examples of roads with one, two and three lanes, where it can be seen that adjacent lanes are guessed even if they are occluded.

3 LANE DEPARTURE WARNING

A Lane Departure Warning System that uses lane recognition has been developed. Let $d_{\text{left}} = d - W/2$ and $d_{\text{right}} = W/2 - d$ be the distance of the vehicle centre to the left and right lane boundaries, respectively. When d_{left} or d_{right} is below a threshold, empirically set to 1.0m, it is considered that the driver is performing a lane change manoeuvre. The state of the blinkers is monitored so that the system warns the driver if one of these situations occurs:

- The vehicle is *crossing a not solid lane boundary with the blinkers off*.
- The vehicle is *crossing a solid lane boundary*, regardless of the state of the blinkers.

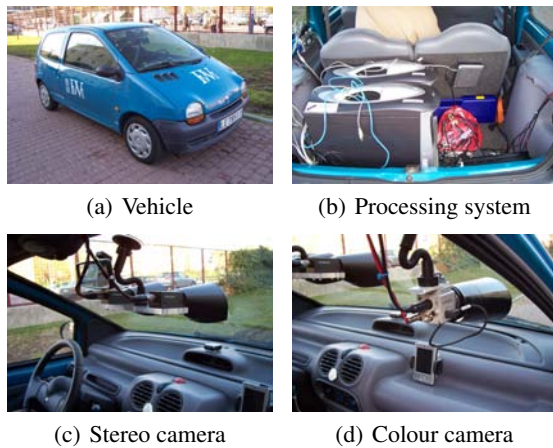


Figure 6: IvvI.

4 RESULTS

4.1 Experimental Platform: The IvvI

Experiments were carried out in the IvvI platform (figure 6) which is an experimentation platform for researching and developing Advance Driver Assistant Systems based on Image Analysis and Computer Vision. It makes possible to work with video sequences instead of static images, thus a great number of different situations can be analyzed, and the algorithms are tested under real conditions.

IvvI is equipped with:

- A DC/AC power converter connected to the vehicle's battery, that feeds the computers and cameras.
- Two PCs in the vehicle's boot, used for processing of the images grabbed by the cameras (figure 6(b)).
- An electronic multiplexer for the video, mouse and keyboard signals, that allows a human operator to work with two systems simultaneously.
- A stereo-vision system (figure 6(c)) with two CCD progressive scan cameras used for vehicle, road, and pedestrian detection.
- A colour CCD camera for the detection of traffic signs and another vertical signs (figure 6(d)).

4.2 Discussion

The algorithm has been tested with several road sequences. The Particle filter works with 1000 particles, and the whole algorithm runs at 12fps in a 2.2GHz Pentium IV processor, including image capture and

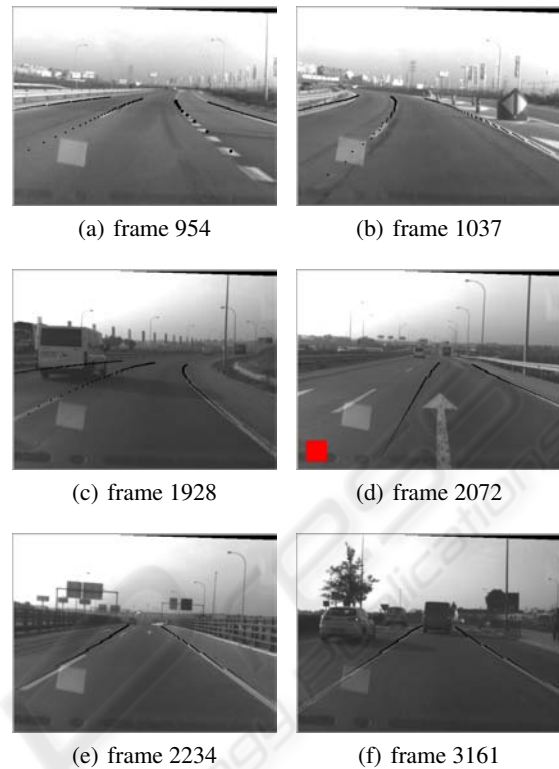


Figure 7: Some examples.

rectification of stereo-images. Stereo-image rectification is required by other algorithms of the IvvI, thus it is always performed. Preprocessing, tracking, and line classification takes about 30ms.

Figure 8 shows the output of the lane tracking through a sequence of 2500 frames that includes left and right turns, two roundabouts, and two lane changes. The sequence belongs to a road that connects a city to a highway. Although this algorithm is not intended for urban scenarios, this sequence is much noisier than a well conserved highway, thus it is a good test for this Driver Assistance System. The figure shows the four lane parameters and the score of the best fit, measured as explained in section 2.3.1.

The high dispersion of the angle parameter is due to camera vibrations. The stereo cameras are attached to the vehicle through a flexible arm and a suction pad adhered to the windshield, as in figure 6(c). The way the flexible arm is disposed causes the transmission of horizontal vibrations to the cameras.

The main failure case of the algorithm are roundabouts, which correspond to the two shaded zones of figure 8. As the algorithm is not intended to work in roundabouts but in main and secondary roads, the high curvature of the roundabouts exceeds the limits imposed to the lane parameters, so that the lane model cannot fit to road markings. Hence, the score of the

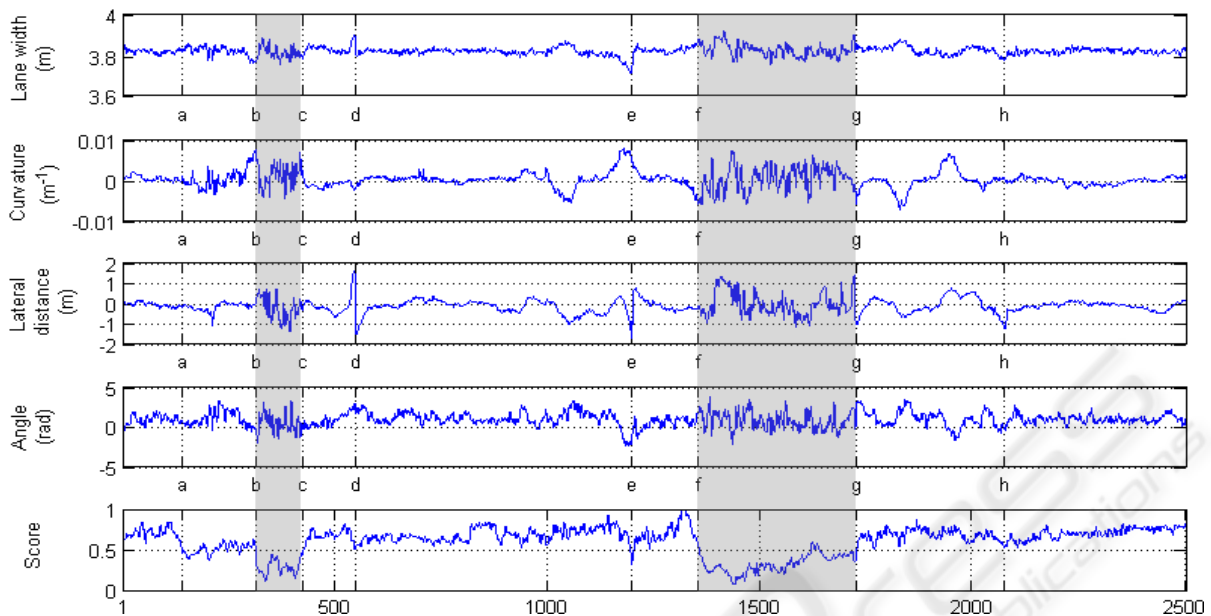


Figure 8: Sequence.

estimated lane lowers significantly, and it is used as a indicator of tracking correctness. Accordingly, the algorithm suppresses all warnings when score is below 0.4.

The stretch between points (a) and (b) of figure 8 presents a high variance in curvature because of a bus that joined the road just in front of the vehicle, thus occluding road markings almost completely.

Points (d) and (e) are lane changes correctly detected and tracked. The stretch between (d) and (e) contains a left turn followed by a right turn as can be seen in the curvature graph. The lane change took place while turning right.

The stretch between (g) and (h) again contains two curves. The point (h) represents another failure case. It corresponds to figure 7(d), when the lane followed the exit lane until the merge lane boundary appeared in the image. The algorithm believed that the vehicle was leaving the lane to the left, and a false alarm was launched.

Figure 7 shows some examples of detected roads, where the black dots display the estimated lanes. Lane boundary classification is showed by changing point thickness and spacing between consecutive points. Figure 7(a) contains the three boundary types. The two outermost, with fine points and short spacing, are *solid* lines. The left boundary of the centre lane, with thick points and big spacing, is a *merge* line, while the right boundary, with intermediate thickness and intermediate spacing, is a *broken* line.

Figure 7(a) is a three-lane road, while figures 7(b)

and 7(c) are two-lane roads. Figure 7(f) is a two-lane road, but as the lane boundaries are both solid, no more lanes are looked for.

Figure 7(e) shows a road with two lanes in which only one is detected. Due to the vertical curvature of the road, the lane model cannot fit to both left and right lane boundaries, and tends to fit the solid line because it contains more pixels. Therefore, the left line of the model deviates from the true lane boundary, and the profile extracted does not correspond to a road marking, but to the tarmac. Thus, the line is classified as solid.

Figure 7(c) is an example of one of the advantages of the algorithm. Although a vehicle occludes the left lane, the two lanes are still detected, because the left lane boundary is identified as broken.

5 CONCLUSIONS AND FUTURE WORK

In this paper, the Road Detection and Tracking module of the Advanced Driver Assistance System for the Ivvi project, has been presented. It is able to track the road and automatically identify lane boundary types and detect adjacent lanes if present. It can process a video sequence at 12fps. Lane departures are detected and warned as explained above.

The main contribution of this work is the automatic detection of adjacent lanes, and the ability to warn a lane departure depending on the state of the

blinkers and the type of the lane boundary that will be crossed.

The algorithm successfully tracked the road except for three failure cases: when road is occluded by a vehicle (as in traffic jams), in roundabouts, and in stretches with high vertical curvature.

Therefore, future work considered at present includes the installation of inertial sensors for vehicle trajectory prediction and pitch correction, monitoring of curvature variance to detect road occlusions by other vehicles, and the inclusion of lane boundary classification in the tracking model.

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