



AUTOMATION OF TRAFFIC FLOW MEASUREMENT USING VIDEO IMAGES

This thesis was submitted to the
Department of Computer Science and Engineering
of the
University of Moratuwa
In partial fulfillment of the requirements of the
Degree of M. Eng.

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2002

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Abstract

This research focuses on the design and implementation of a system for automating the task of measuring vehicular traffic flow on a motorway, using video image sequences. Such a system is useful when designing traffic management systems such as signal lights at road junctions. It can also function as part of an intelligent transportation system, providing useful quantitative information, such as number and size of vehicles, speed and direction of movement etc, for managing vehicular traffic effectively.

The system processes a sequence of images captured by a video camera mounted above a motorway. It performs motion segmentation on the images using background subtraction, and derives traffic parameters using a combination of image processing techniques such as statistical methods and solving systems of equations. While making use of existing algorithms for image processing and image sequence analysis, new algorithms have been developed and employed for background extraction and occlusion modeling. The system has been designed to handle inconsistencies caused by occlusion of vehicles, by predicting the motion of vehicles using the derived parameters of motion.

Knowledge about the traffic scene has been used by the system to improve the accuracy of results. The system relies on a centralized 'knowledge base', a source of information related to the traffic scene. This knowledge base is loosely coupled to the system in such a way that the system can be customized to perform well in different traffic scenes by changing only the content of the knowledge base.

The system has been implemented to work on an IBM PC based system with an Intel Celeron 450 MHz processor and 64MB Memory. The tools for implementation have been selected after a study of their performance.

This automated traffic flow measurement system has been tested using three image sequences from different traffic scenes. A number of tests have been conducted by



varying the frame rate, image resolution and the method used to create the background image. The results have been compared with each other, as well as the ground truth, while recording the processing time involved with each test case.

The automated system measures traffic parameters with an average accuracy of 90%. The new technique that has been proposed in this work for background construction produces the most accurate result. Processing speed can be improved by reducing the frame rate and the resolution of images, with a slight reduction in accuracy of the results.

Declaration

I, G. C. de Silva, hereby certify that the work included in this thesis has not been submitted in part or whole for any other academic qualification at any institution.

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Acknowledgments

Having completed the M. Eng. Degree program at the department of Computer Science and Engineering, university of Moratuwa. I would like to take this opportunity to thank those who helped me a lot in completing it at this level.

First of all, I would like to thank my supervisors, Dr. Nalin Wickramarachchi and Dr. Nihal Kodikara, for their supervision and guidance despite having busy schedules. Dr. Wickramarachchi, as Head of the Department of Computer Science and Engineering, made sure that I had sufficient time and study leave for research work although the department was constrained by the lack of staff. Dr. Giñan Dias, Research coordinator in the Department of Computer Science and Engineering, motivated me to start this program and gave me valuable guidelines to keep progressing. Also, I would like to thank Dr. Lalith Gamage, external examiner, for his comments and suggestions during the progress reviews.

Dr. Dieter Koller, Faculty of Informatics, University of Karlsruhe, Germany and Mr. Andrea Prati, University of Modena, Italy, helped me by providing image sequences and a number of research papers required for the project. Mr. T. H. G. Silva of Bomiriya Central College was very helpful in deriving mathematical formulae related to the project.

My sincere thanks go to Prof. (Mrs.) N. Rathnayake, Director of postgraduate Studies and all the staff in the Postgraduate Studies Division for their support in administrative matters.

I would like to express my gratitude to my fellow research students in the CEEE research lab for all the assistance and encouragement given to me. Finally, I would like to thank Mr. Nilhan Niles, lecturer on the department of Textile Engineering, for his valuable comments that made my thesis much better than it previously was.

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