

# Stay In Your Lane!

Automated Bike Lane Enforcement  
With Neural Network Image  
Classification

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# Outline:

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- The Problem
- Business Understanding
- Purpose of Analysis
- Data
- Methods & Results
- Recommendations
- Next Steps

# What's the problem?



**Insufficient enforcement of bike lane traffic laws creates serious safety issues for cyclists.**

- Cyclists forced to weave through traffic
- Increased risk of “dooring”



# Business Understanding:

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NYC Dept. of Transportation: “Request for Expressions of Interest” (9/15/21)

“discourage vehicles from illegally stopping...or otherwise blocking bike lanes throughout the City”

*Perhaps similar to ABLE system for bus lanes (see Appendix)*



# Purpose of Analysis

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**Image classification: Is there a car in the bike lane?**

- Empty bike lane vs. Vehicle in bike lane
- First step toward automation
- Use case: stationary cameras on the street



# Data: Collection



**Lots and lots of photos of bike lanes:**

- Manual collection
- Reported app ([Twitter](#) and [Ryan Gravener](#))
- Google Maps Street View

Obstructed by vehicles



Empty



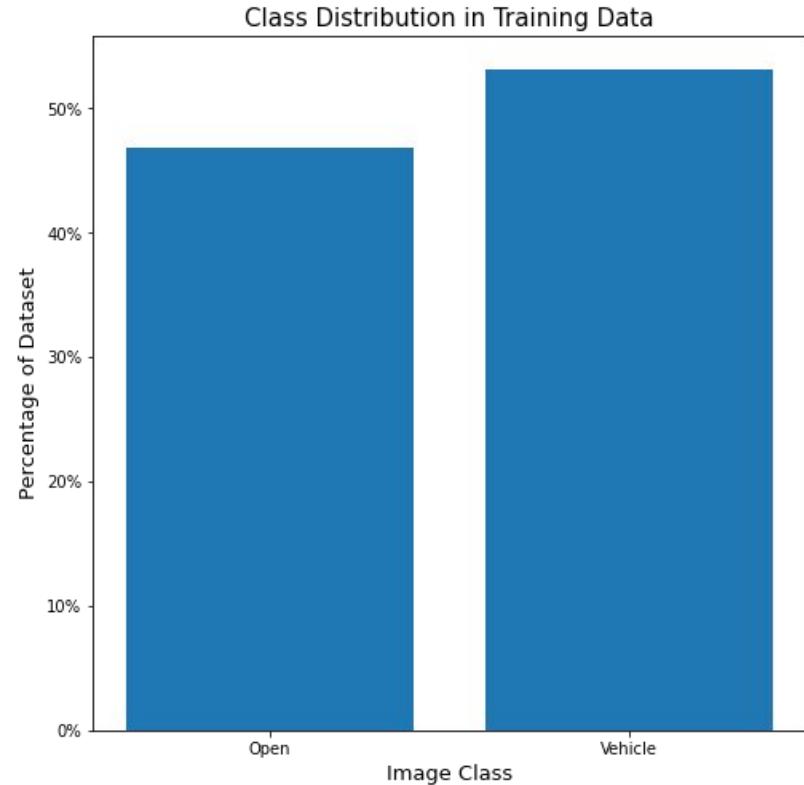
(Examples of unused images in [Appendix](#))

# Data



**Over 1,800 images in total**

- Fairly even class balance
- Validation and holdout/test sets of 100 (50 of each class)

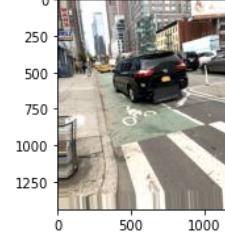
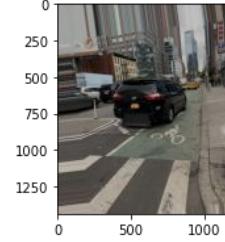
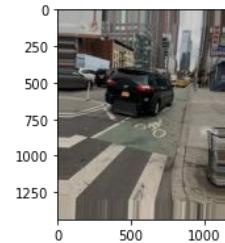
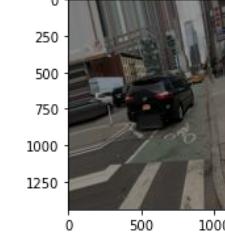
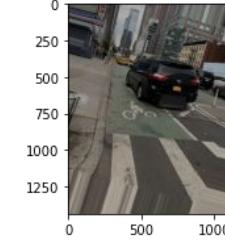
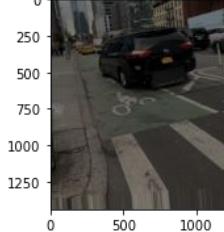
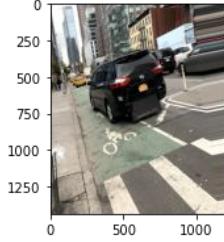
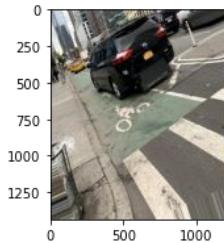


# Data



## Image augmentation

- Artificially increase size of dataset
- Avoid overfitting
- “On the fly” during model training



# First Simple Model



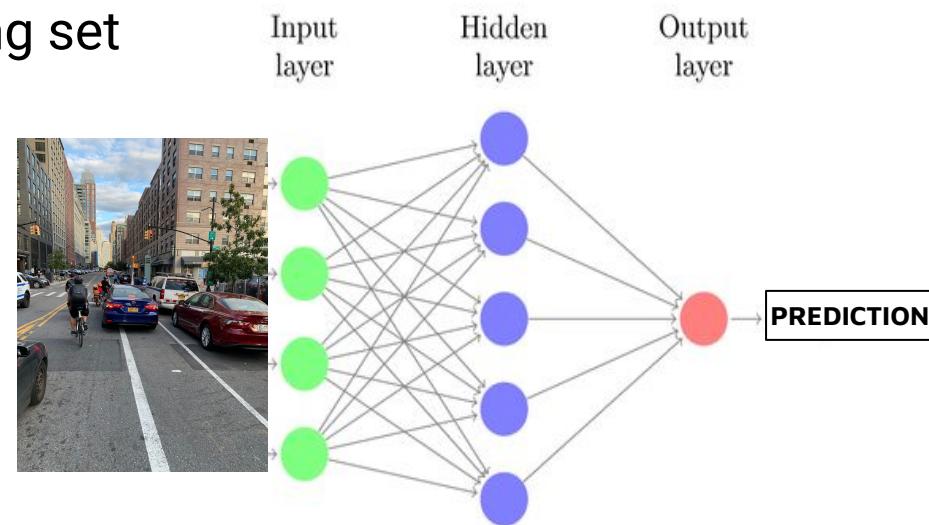
## Fully Connected Dense Neural Network

- Single layer
- Evaluated on smaller initial training set

**Validation accuracy:** 70.63%

**Validation precision:** 65.3%

*Precision = minimizing false positives*

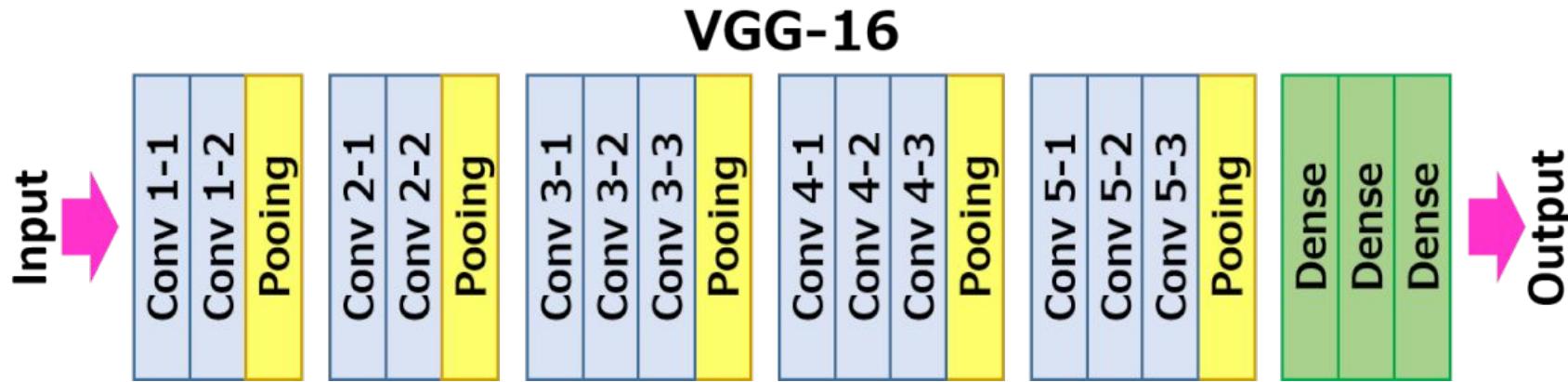


# Method & Results:



## Transfer learning from pre-trained model

- VGG-16 base model
- Dense layers added on top



# Method & Results:

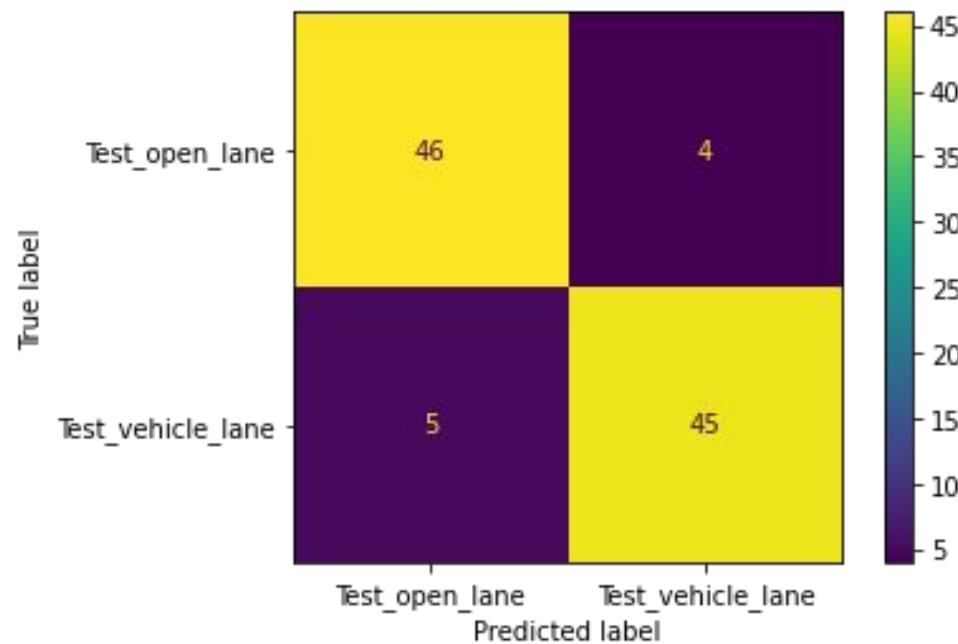


**Validation accuracy: 94%**

**Validation precision: 100%**

**Testing accuracy: 91%**

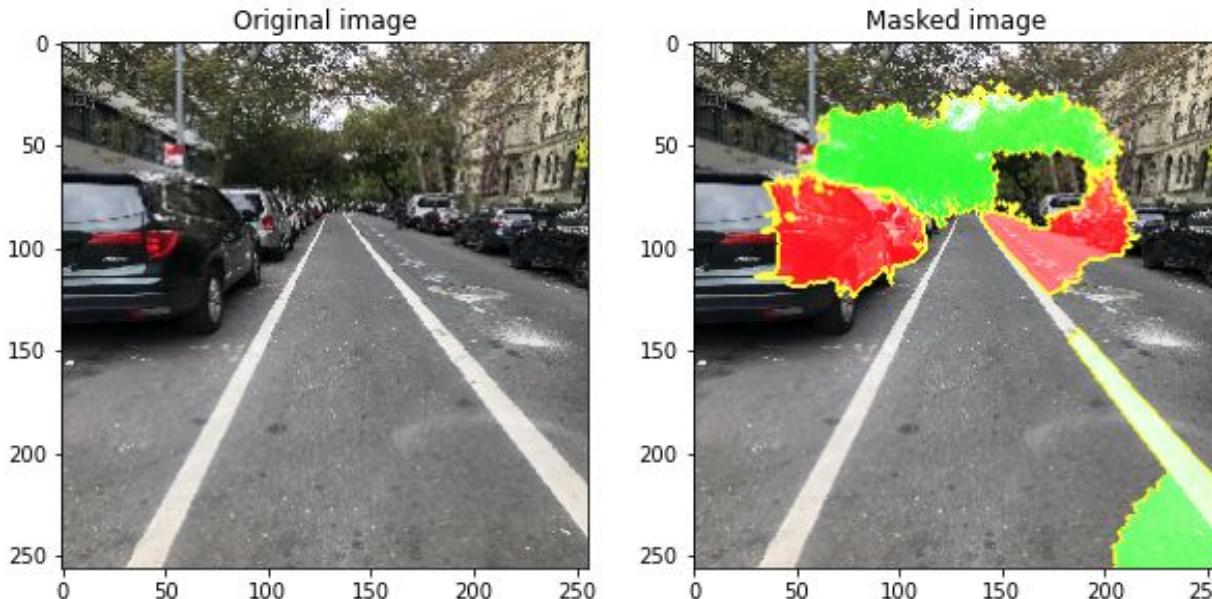
**Testing precision: 92%**



# Method & Results:



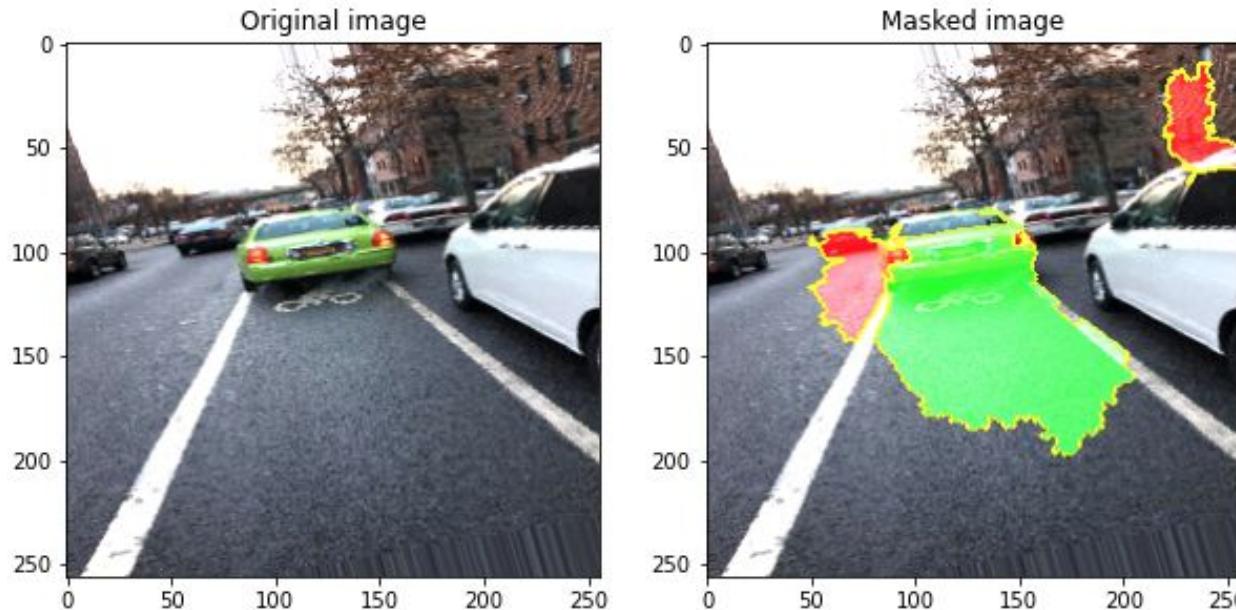
**Using Lime to inspect model decision-making: Empty bike lanes**



# Method & Results:



**Using Lime to inspect model decision-making: Obstructed bike lanes**



# Recommendations



## Automated enforcement can make streets safer for cyclists

- Increase ticketing efficiency, consistency
- Decrease active police engagement
- Stationary cameras pointing down bike lanes
  - Tickets vehicles stopped for >30 seconds
  - ID problematic areas with 311 submission location data

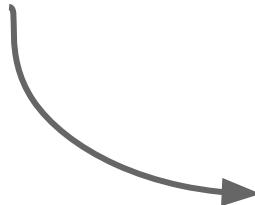


# Next Steps

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- More data
- Usage at night (*preliminary results in [appendix](#)*)
- Detection: ID/locate which vehicle is blocking the bike lane
- Connect to Reported app



# Thank you!



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# Appendix: Types of Bike Lanes



**Targeted for enforcement:**



Protected Bicycle Lane  
with Access Point



Conventional Bicycle  
Lane

**Not included in proposal:**



Shared Lane



Signed Route

Details from Addendum #3 of DOT's RFEI, downloadable at  
[https://passport.cityofnewyork.us/bare.aspx/en/fil/download\\_public/EF457A44-4ADD-4367-AC3F-6AFF6C0F3DEA](https://passport.cityofnewyork.us/bare.aspx/en/fil/download_public/EF457A44-4ADD-4367-AC3F-6AFF6C0F3DEA)

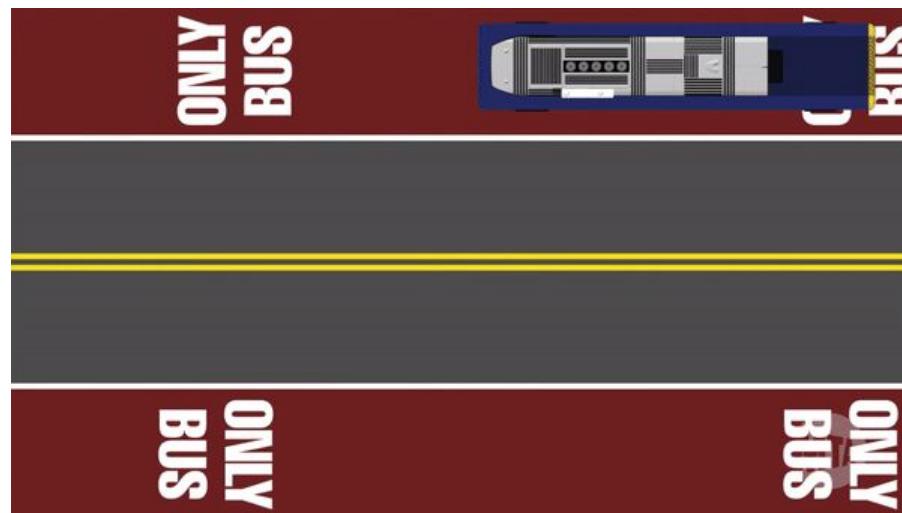
Images taken from legend of NYC bike map, accessible at:  
<https://www1.nyc.gov/html/dot/html/bicyclists/bikemaps.shtml>

# Appendix: ABLE



## “Automated Bus Lane Enforcement” (ABLE) system:

- Implemented by Siemens Mobility in 2010
- Expanded to 85% of routes
- Bus-mounted cameras
- Increase in speed and ridership



# Appendix: ABLE



“Automated Bus Lane Enforcement” (ABLE) system:



# Appendix: Unused Images



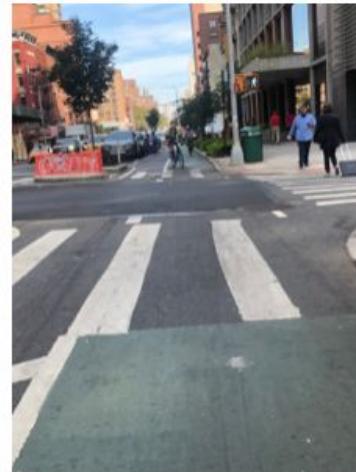
Over 200 images were removed from the original dataset after being deemed inappropriate for this task.



Too close; can't see lane lines



Wrong perspective



Cyclists obscure view of lane



Nighttime

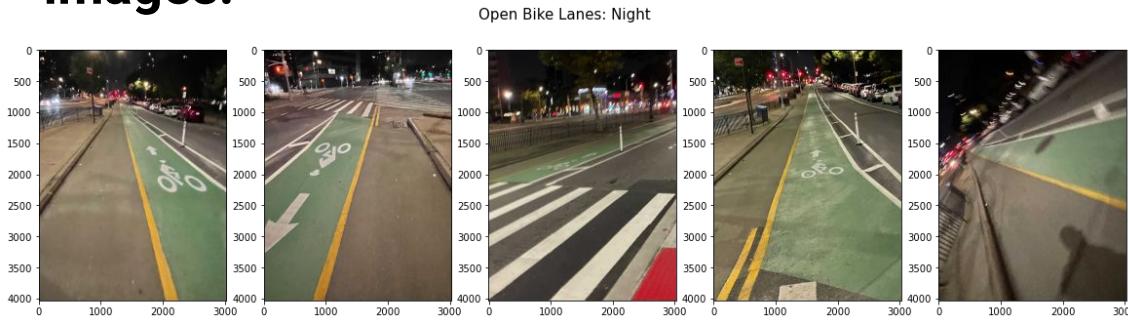


Ambiguous in far distance

# Appendix: Bike Lanes at Night



Final model was also tested on an imbalanced dataset of nighttime images:



True label

Night\_open\_lane

13

3

Night\_vehicle\_lane

23

115

Night\_open\_lane      Night\_vehicle\_lane  
Predicted label

Thanks to [Seth Kaufman](#) for the images of open lanes at night

