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A Survey on Various Lane Detection Techniques

Er. Iqbal Singh, Dr. Shashi B Rana
Department of ECE, Guru Nanak Dev University,
RC Gurdaspur, Punjab, India

Abstract- Lane colorization allow vehicular drivers to drive safely by telling them that where the actually lanes exists on the road and avoid accidents. As Lane detection technique has to locate the lane edges without any prior knowledge about geometry of the road when noise may be present in the image.Noise here is referred to as different shadows on the road, dust and oil stains, tire marks. Thus it becomes a major issue when noise is present in the input image. In this paper, a survey on various lane detection techniques has been done. From the survey, it has been concluded that none of the techniques performs effectively universally. So paper concludes with the future scope to overcome these issues.

Keywords—LANE DETECTION, LANES, ROI, HOUGH TRANSFORMATION, LANA

I. INTRODUCTION

Detecting and localizing lanes from a digital road image is an important component ofmany intelligent transportation system applications. Digital images are traditionally represented by a set of unrelated pixels. Leaving the lane causes about 30% of all accidents in the high way, and most of these are resulted from the inattentiveness and fatigue of the driver. The U.S. Department of Transportation has reported 42,643 fatalities in the year of 2003, 59% among which were caused by lane departure. Therefore, it's necessary to investigate a driver assistant system which can remind the driver. Actually, the technologies of intelligent vehicle have been researched widely, such as the intelligent transportation system (ITS). This model is a typical application in the field of ITS.This model is a human decision-make like solution to avoid lane departure fatalities with low cost and high reliability.

II. VARIOUS LANE DETECTION TECHNIQUES

A. SAPTIO Temporal Model

This can be a model based approach using Kalman Filter. This model is just a mathematical representation as well as vehicular dynamics. The model has a get a grip on the positioning of the search area for lane boundaries on the image in order to eliminate noise. Parameters are evaluated through Kalman Filter with observed lane boundaries. The 4-D approach with recursive state and parameter estimation by having an extended version for image sequence processing of the extended Kalman filter and then an extraction and aggregation of numerous visual features through Gestalt ideas signify the backbone of the method. It solves the overall problem of finding both horizontal and vertical road curvature parameters while driving all across the road.

B. Chi-Square Fitting

It is an accelerated algorithm for lane boundary detection. It combines random search with the chi-square fitting to achieve the very best group of parameters of a deformable template. Gray level image are modeled via deformable templates. To find a very good fitting template likelihood function is utilized. It relies upon amount of match involving the deformable template and the underlying lane boundaries. Template selected is random so as to increase likelihood.

C. Tracking with Snakes

This can be a method for finding and tracking road lanes. The technique extracts and tracks lane boundaries for vision-guided vehicle navigation by combining the Hough transform and the active line model (ALM)**.**The Hough transform is capable to extract vanishing points of the road which may be used as a great evaluation of the automobile heading. For the curved road, however, the estimation maybe quite simple to be employed for navigation. Therefore, the Hough transform can be used to acquire starting position estimation of the lane boundaries on the road. The line snake - ALM – further improves the first approximation to a precise configuration of the lane boundaries. Because the line snake is initialized in the first image, it detects the road lanes using both external and internal forces computed from images and a proposed boundary refinement technique. Particularly, a picture region is divided in to a few sub regions across the vertical direction on the each sub region Hough transform is applied. Candidate lines of road lanes in each sub-region are extracted. Among candidate lines, a most prominent line is located by the ALM that decreases defined snake energy. It is normalized amount of image gradients across the line and the interior deformation energy ensures the continuity of two neighboring lines using the angle difference between two adjacent lines and the exact distance between both lines. A search method on the basis of the dynamic programming decreases the computational cost. This process gives a single framework for all processes required in lane detection.

D. LANA

Lane-finding in AnotherDomain (LANA) is just a Bayesian algorithm for detecting lane markers in images acquired from the forward-looking vehicle-mounted camera. This is dependent on a novel group of frequency domain features that capture appropriate information regarding the strength and orientation of spatial edges. In this algorithm given image is split up into 8 * 8 pixel blocks. For each block, a frequency-domain based feature vector is computed. This feature vector reflects the amount of diagonally dominant edge energy that's found in that 8 *8 pixel blocks. The block feature vectors are then used in conjunction with a deformable template shape type of the most well-liked lane markers.

E. B-Snake

The B-Splines are piecewise polynomial functions that offer local approximations to contours utilizing a few parameters. It may represent curves by four or even more state variables. Depending on the necessity, there presented curves might be open or closed. Curve can be represented by control points. Each added control point either allow yet another inflection in the curve or, when multiple knots are used. In this, some control points may be used to illustrate the mid-line of the road by B-Spline. To create B-Splines go through the very first and the final control points, it's possible to set the very first three control point's equal and the final three control points equal. The CHEVP (Canny/Hough Estimation of Vanishing Points) algorithm has been developed to offer the first estimate of the road location and specific road structure scene as the very first road image. For short region road is assumed to be straight. Consequently of the projection, boundaries in the plane of image should meet at a typical vanishing point on the horizon.

F. VIOLET

This can be a system (called VioLET) using steerable filters for robust and accurate lane detection. They're insensitive to varying lighting and road conditions, therefore providing robustness to complex shadowing; lighting changes from overpasses and tunnels, and road-surface variations. By computing only three separable convolutions, detection of a wide selection of lane markings is possible. There's incorporation of the road visual cues with the vehicle-state information. The job is one of the very comprehensive one in the lane detection scope. By giving various metrics for evaluating lane conditions, this technique is created prepared to integrate with various driver-assistance systems.

G. RANSAC Technique

It is definitely an abbreviation for "RANdomSAmple Consensus ".It's a technique to estimate parameters of a mathematical model from some observed data which contain outliers.It is just a non-deterministic algorithm because it produces an acceptable result with a particular probability, with this specific probability raising as more iteration are allowed. A fundamental supposition is that the information contains inliers, i.e., data whose distribution could be explained by some group of model parameters, though might be susceptible to noise, and "outliers" which are data that unfit the model. The outliers may come e.g., from extreme values of the noise or from erroneous measurements or incorrect hypotheses concerning the data interpretation. RANSAC also assumes that, given a set of inliers, there exists a procedure which could estimate the parameters of a model that optimally explains or fits this data.

It is dependent on having a top view of the image, called the Inverse Perspective Mapping (IPM). Then this image is filtered with selective Gaussian spatial filters which are optimized to detect vertical lines. This filtered image is then threshold by keeping only the greatest values, straight lines are observed using simplified Hough transform, followed with a RANSAC line fitting step, and then RANSAC spline fitting step is conducted to refine the detected straight lines and correctly detect curved lane. Ultimately, a cleaning and localization step is conducted in the input image for the detected splines.

III. LITERATURE SURVEY

Wang, Chenhao et al. [1] proposed a novel methodology for path identification combination by visual and vehicle limitation framework. Be not quite the same as customary handling route depending on visual acknowledgement comes about, this methodology builds up a combination system that was needed for more dependable results under different environment conditions. Two sort of preparing is finished. Visual handling spotlights on street section recognition. It is called close zone, fit as a fiddle appears to be as direct and path highlight is anything but difficult to be extricated. Parameters, for example, width, vehicle parallel relocation, camera's slant edge and heading point, are assessed here. Since visual sensor is difficult to find street path in far zone, which may present unverifiable commotion, vehicle confinement with advanced guide is proposed to help path identification for limiting location zone, where path may be not seen plainly or hinder by different articles. Since parameter vector is anticipated by methodology and its difference is restricted in the discerning extent, model redesigning and parameters following will be more effective and solid by EKF in the combination step. Li, Jian et al. [2] considered path identification as a visual consideration issue. With a Bayesian consideration system, they tended to the issue from three viewpoints: first and foremost, path markings are thought to be notable in the street scenes, which will pop out determined by the low level components consolidating with a base up consideration instrument, second, the objective related elements are planned guided by a top-down consideration technique, third, the area former of the path markings is additionally explored. The test results demonstrate that the proposed path discovery methodology is proficient and powerful in genuine scenes. A, Xiangjing et al. [3] represented a productive neighborhood highlight extraction calculation for the path location framework, which is tuned by the abnormal state data about the path markings. Firstly, they found the express articulation of the scale and introduction for the nearby component of the path markings. Also, a channel bank for neighborhood highlight extraction is outlined utilizing the SVD approach for certain introduction and scale. Thirdly, the channel bank is utilized to tune an extraordinary path stamping locator to expected introduction and scale at distinctive areas of the picture. At that point, non-maxima concealment is performed along the relating bearing at that area. Finally, a hysteresis thresholding is connected to recognize the careful element focuses. Not at all like different works in which the creators attempt to evacuate the false neighborhood highlight focuses with the assistance of abnormal state data, they want to present the abnormal state data to the nearby element identification arrange as ahead of schedule as could reasonably be expected. Analysis results demonstrate that the proposed calculation is extremely productive for path discovery particularly in exceptionally complex street seniors. Xiaoyun, Wang et al. [4] examined the change of the execution of path recognition in confounded street environment, a novel identification strategy for organized path in view of angle sets limitation is proposed. After picture preprocessing and edge location, the parametric comparison about the mid-line of the street is acquired by means of Hough Transform with the presumption that a couple of edge pixels on both sides of path as a rule has inverse inclination heading; and afterward, taking into account the mid-line and edge pixels, the viewpoint parallel model of the path is obtained through another Hough Transform; at long last, exact limit purposes of the path can be removed utilizing the got mid-line and the point of view parameters of path. Through the slope sets imperative and additionally twice Hough Transform, the proposed calculation can defeat the aggravation of shadows, impediment, relics and other jumbled foundation. By contrasting this calculation and the traditional path recognition calculation in different street situations, trial results approve the dependability and adequacy of the proposed technique. Keyou, Guo et al. [5] examined to enhance ongoing and power of the path recognition and get more perfect path, in the picture preprocessing, the channel is utilized as a part of fortifying path data of the twofold picture, lessening the commotion and uprooting unessential data. The path edge discovery is by utilizing Canny administrator, then the corner recognition technique is utilized as a part of getting the Image corners directions lastly utilizing the RANSAC to flow fit for corners, as per the ideal paths parameters drawing path. Through examination of diverse scenes, this strategy cannot just adequately discount straight pixel obstruction of outside the street in numerous intricate situations, additionally rapidly and precisely recognize path. This strategy enhances the dependability of the path location to a certain degree, which has well powerful and continuous. Benligiray, Burak et al. [6] propose a straightforward and feature based path location calculation that uses a quick vanishing point estimation strategy. The primary stride of the calculation is to concentrate and accept the line fragments from the picture with an as of late proposed line recognition calculation. In the following step, an edge based end of line portions is done by point of view qualities of path markings. This essential operation evacuates numerous line sections that have a place with superfluous points of interest on the scene and significantly decreases the quantity of components to be prepared thereafter. Remaining line portions are extrapolated and superimposed to identify the picture area where larger part of the direct edge components join. The area found by this effective operation is thought to be the vanishing point. Hence, an introduction based evacuation is finished by disposing of the line sections whose augmentations don't cross the vanishing point. The last step is bunching the remaining line portions such that every group speaks to a path checking or a limit of the street (i.e. walkways, obstructions or shoulders). The properties of the line fragments that constitute the groups are intertwined to speak to every group with a solitary line. The closest two bunches to the vehicle are picked as the lines that bound the path that is being driven on. The proposed calculation meets expectations in a normal of 12 milliseconds for every casing with 640×480 determination on a 2.20 GHz Intel CPU. This execution metric demonstrates that the calculation can be sent on insignificant equipment and still give continuous execution. Chen, Yong, and Mingyi He [7] proposed a viable path limits projective model (LBPM) and enhanced location system in the pictures caught with a vehicle-mounted monocular camera in complex situations, particularly for sharp round bend path. Firstly, a path limits projective model is concluded. This path model can express straight-line path limits, as well as depict the genuine sharp round bend path limits extremely well. Besides, the path back likelihood capacity is inferred by utilizing the path display, the angle bearing element, the path probability capacity, and the path former data. And after that the path greatest posteriori likelihood is figured out by utilizing the enhanced molecule swarm improvement calculation. Further the path limits is situated, and the path geometric structure, for example, the path left and right limits bend spans, can be figured precisely through the path model. The test results demonstrate that the proposed path limits projective model and the enhanced identification strategy are more successful and precise for sharp bend path recognition. Deusch, Hendrik et al. [8] introduced a novel way to deal with numerous path discovery in light of multi-article Bayes sifting. This system considers specifically considering the conditions between numerous paths without unequivocal information relationship in post handling. Besides, the proposed path location calculation is connected to a testing situation of a provincial street. Yang, Jianyu et al. [9] exhibited a strategy for path identification which in view of Lane geometric model and picture joined area process. The model of the path is delivered by the projection of camera, which makes the parallel path lines in certifiable get to be converge. The lines on the same side of path have the same geometric element that can be utilized to fabricate path line geometric model for location. The path line can be named distinctive path line models by the geometric element of it. In this paper, because of the distinctive elements of path line in diverse pictures, the operation and the characterization of displaying performs in the meantime. Yet, before that, they experience some procedure to preprocess the picture, for example, the picture associated district process, morphology tophat channel, and so on. The mix of these modules can defeat the general path identification issues, for example, the street in diverse light conditions. Trial results on genuine street will be displayed to demonstrate the adequacy of the proposed path recognition calculation. Yoo, Hunjae et al. [10] proposed an inclination improving change system for light hearty path discovery. The proposed angle improving change technique delivers another dark level picture from a RGB shading picture taking into account direct discriminant examination. The changed over pictures have expansive slopes at path limits. To manage brightening changes, the dark level transformation vector is alterably overhauled. What's more, they propose a novel path recognition calculation, which utilizes the proposed transformation strategy, versatile Canny edge finder, Hough change, and bend model fitting technique. They performed a few analyses in different brightening situations and affirmed that the angle is expanded at path limits out and about. The discovery rate of the proposed path recognition calculation midpoints 96% and is more noteworthy than 93% in exceptionally poor situations. Jung, Heechul et al. [11] proposed a proficient path location calculation for path takeoff discovery; this calculation is suitable for low processing force frameworks like vehicles secret elements.In the first place, they extricate applicant focuses, which are bolster focuses, to concentrate a speculations as two lines. In this stride, Haar-like elements are utilized, and this empowers us to utilize a fundamental picture to uproot computational excess. Second, the calculation checks the speculation utilizing characterized principles. These tenets are in view of the supposition that the camera is introduced at the focal point of the vehicle. At long last, if a path is identified, then a path flight identification step is performed. Therefore, the calculation has accomplished 90.16% recognition rate; the handling time is pretty nearly 0.12 milliseconds for every edge with no parallel registering. Kum, Chang-Hoon et al. [12] introduced a path identification framework utilizing around perspective checking (AVM) pictures. To give safe driving condition, numerous path location methodologies have been proposed. Be that as it may, past methodologies can't identify paths steadily in low perceivability condition, for example, foggy or blustery days due to the utilization of frontal camera. The proposed path discovery framework utilizes personality vehicle's encompassing street data to beat this issue. The proposed system can be part into two stages: era of AVM pictures from four fisheye cameras and path location utilizing AVM pictures. To produce AVM pictures, they utilize four fisheye cameras mounted on sides, front, and back of the vehicle. Top-perspective pictures covering the encompass territory of the vehicle are produced from four fisheye pictures by alignments of every camera and their relative camera posture. The path location technique comprises of distinguishing and gathering path reactions, fitting path reactions by a direct model, and following paths with Kalman channel to smooth the appraisals. Exploratory results on full paths and dashed paths demonstrate that the proposed technique can accomplish the location correctnesses of 98.78% and 90.88% individually and handling rate of 1 ms for each edge in a desktop PC. Beyeler, Michael et al. [13] exhibited an integrative way to deal with inner self path recognition that means to be as straightforward as would be prudent to empower ongoing calculation while having the capacity to adjust to a mixed bag of urban and rustic movement situations. The current methodology consolidates and augments a street division strategy in an enlightenment invariant shading picture, path markings location utilizing an edge administrator, and street geometry estimation utilizing RANdomSAmple Consensus (RANSAC). Utilizing the sectioned street locale as a former for path markings extraction altogether enhances the execution time and achievement rate of the RANSAC calculation, and makes the discovery of feebly purported edge structures computationally tractable, in this way empowering personality path identification even without path markings. Division execution is demonstrated to expand when moving from a shading based to a histogram relationship based model. The force and power of this calculation has been exhibited in an auto reenactment framework and also in the testing KITTI information base of certifiable urban movement situations. Satzoda, Ravi Kumar et al. [14] presented an incorporated methodology called Efficient Lane and Vehicle discovery with Integrated Synergies (ELVIS), that adventures the innate collaborations in the middle of path and on-street vehicle recognition to enhance the general computational productivity without trading off on the vigor of both the errands. Nitty gritty assessments demonstrate that the vehicle location part of ELVIS shows no less than 50% lesser false alerts with equivalent or better identification rates, and lessening the computational expenses by more than 90% when contrasted with best in class vehicle recognition systems. Also, the path discovery part demonstrates more dependable path highlight extraction with normal processing expenses that are no less than 35% lesser than existing methods. Tan, Huachun et al. [15] proposed a vigorous bend path recognition technique in light of Improved River Flow (IRF) and RANSAC system to identify bend path under difficult conditions. The path markings are gathered into a close vision field of straight line and a far vision field of bend line. The bend paths are in view of Hyperbola-pair model. To focus the coefficient of curve, a novel system is proposed in light of Improved River Flow strategy and RANSAC technique. In the new technique, Improved River Flow strategy is utilized to pursuit highlight focuses in the far vision field guided by the aftereffects of identified straight lines in close vision field or the bend lines from last casing, which can unite dashed path markings or darkened path markings. Thus, it is vigorous on dashed path markings and vehicle impediment. At that point, RANSAC is used to ascertain the bend, which can dispense with uproarious element focuses got from Improved River Flow. The exploratory results demonstrate that the proposed strategy can heartily and precisely recognize some difficult markings, for example, the dashed path markings and vehicle impediment. Chien, Tsung-Yu, and Sheng-Luen Chung [16] proposed an Android-based answer for path location and takeoff cautioning. To accomplish straight and cure path identification, they utilize versatile edge calculation, recurrence of path appearance and scientific capacity to outline shading based calculation. With the camera adjusted to the bearing of auto driving, the center line of the on-board picture is utilized to check path takeoff cautioning. To accelerate genuine clock execution, picture quality is down-inspected before it is part into equal parts for multi-string preparing by the multi-center CPU normally accessible on Android stages. As opposed to customary methodologies, the arrangement, illuminating breathtaking path recognition with a fps execution generally multiplied, demonstrates much change to existing path discovery strategies. Li, Wenhui et al. [17] introduced a path checking discovery and following system for the Lane Departure Warning framework (LDWs). The strategy can both distinguish straight and bend paths on the interstate and urban street. The path checking recognition part is separated into three stages. In the first place, divide the return for money invested (locale of premium). At that point get lines by preparing Hough change on every sub-district, after this stage, they can get an arrangement of seed focuses. At long last, judge the path's sort (straight or bend) by its incline. On the off chance that its a bend line, fitting the path by utilizing the reasonable cubic B-spline bends. In the path following part, they utilize Extended Kalman Filter to verify consistent path identification results. In the analysis part, they utilize a dataset which incorporates virtual features and genuine features to quantify their technique's execution under the virtual and genuine environment. Trial results demonstrate that the normal discovery rate of virtual feature is 80%, and the genuine feature is 85%. Also, the normal handling time of virtual feature is around 5.3ms/edge, and the genuine feature is around 14.0ms/casing. Shin, Juseok et al. [18] proposed path recognition calculation in view of produced Top-View picture through Inverse Perspective Mapping utilizing Random Sample Consensus calculation. Also, the recognized path is stretched out to the base of the Region of Interest by applying the Curve street model. The proposed calculation has been tried in different environment conditions. Test results demonstrate that the proposed calculation can recognize both straight and bend path and can prepare around 25 casings for each second.

IV. GAPS IN LITERATURE

Following are the various limitations of lane colorization techniques:-

1) The effect of the noise on the Multi-Channel ROI based lane recognition technique has been ignored.
2) A new modified Hough based lane detection technique to enhance the accuracy rate further especially for curved lanes has also ignored.
3) The use guided image filter based filtering to remove the effect of the noise in road images has not been widely used.

V. CONCLUSION AND FUTURE SCOPE

In this paper, a study on the impact of the noise on the Multi-Channel ROI based path acknowledgment method has been disregarded Moreover another adjusted Hough based path discovery strategy to improve the precision rate facilitate particularly for bended paths has additionally overlooked. Likewise the utilization guided picture channel based separating to uproot the impact of the commotion in street pictures has not been broadly utilized. In this way in not so distant future, another path identification calculation will be proposed to defeat these issues.

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