Benchmarking Behavior Prediction Models in Gap Acceptance Scenarios

Supplementary Materials - Implementation Details

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I. Datasets

Irrespective of the dataset, the following implementations are used:

- $a_{\text{brake}} = 4\,\text{ms}^{-2}$, $\delta t = 0.2\,\text{s}$, $t_\epsilon = 0.01\,\text{s}$, and $n_p = 100$.
- To get Δt, one maximizes the term

$$\min\{N_A,\ N_{\neg A}\} \tag{1}$$

with

$$N_A = \sum_i a_i\,,\ N_{\neg A} = \sum_i (1 - a_i)\,. \tag{2}$$

- When additional agents V_i are unavailable, vehicles in this role are created. These are placed far away from the ego and target vehicles, so their influence on the prediction model should be minimal.

A. Lane changes

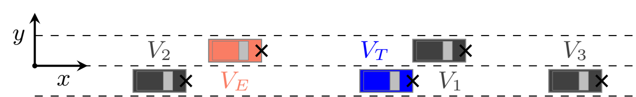

Fig. 1. The lane change scenario. The black crosses symbolize the position vector $\boldsymbol{x}_i$ belonging to agent V_i.

The first dataset—called highD—is a natural driving set recorded on German highways, captured by using drones [1], which entails lane changes of V_T towards a faster lane to the left. Here, a gap is accepted when V_T merges in front of V_E. The trajectories of additional surrounding vehicles are also recorded (or their existence is assumed outside the camera's scope). These are V_1 in front of V_E as well as V_2 behind and V_3 in front of V_T (Fig. 1).

The following conditions

$$\begin{aligned}
C_S(t) &: x_1(t) - x_T(t) = 5\,\text{m} \wedge \dot{x}_1(t) > \dot{x}_T(t)\\
C_C(t) &: x_T(t) - x_E(t) = 5\,\text{m}\\
C_A(t) &: y_T(t) = 0\,\text{m} \wedge \dot{y}_T(t) > 0
\end{aligned}$$

are now used for determining the characteristic time-points, with

$$\begin{aligned}
t_{\underline{C}}(t) &= \frac{x_T(t) - x_E(t) - 5\,\text{m}}{\max\{\dot{x}_E(t) - \dot{x}_T(t), 0\}} + t\\
t_{\text{brake}}(t) &= \frac{1}{2}\frac{\max\{\dot{x}_E(t) - \dot{x}_T(t), 0\}}{a_{\text{brake}}}\\
\Delta t &= 11.8\,\text{s}\,.
\end{aligned}$$

When assembling the restricted version of this dataset, only samples satisfying on of the following two requirements are included:

- V_T changes the lane after V_E has overtaken it, indicating that V_T has already been looking out for feasible gaps before but has rejected the one offered by V_E. 1025 rejected gaps fulfill this condition.
- V_T is substantially faster than V_3, i.e., $t_{\underline{C}}(t_S) - t_S \geq 2\,(t_{\underline{3}}(t_S) - t_S)$ with

$$t_{\underline{3}}(t) = \frac{x_3(t) - x_T(t) - 5\,\text{m}}{\max\{\dot{x}_T(t) - \dot{x}_3(t), 0\}} + t\,. \tag{3}$$

  This condition is satisfied for 133 rejected gaps where it is suggested that V_T has consciously chosen to brake instead of accepting the gap.

As those conditions are not exclusive, only 1075 rejected gaps are included in the final dataset, with Equation (1) resulting in $\Delta t = 8.7\,\text{s}$.

B. Roundabouts

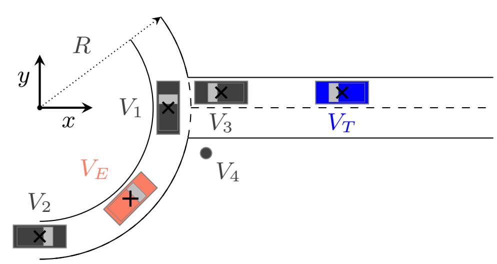

Fig. 2. Entering the roundabout. The black crosses symbolize the position vector $\boldsymbol{x}_i$ belonging to agent V_i.

The *rounD* dataset is another naturalistic dataset covering the scenario of roundabouts. There, V_T wants to enter the roundabout, either in front of or behind the ego vehicle V_E already inside the roundabout. Further agents are V_1 and V_2 driving respectively in front of or behind V_E inside the roundabout. V_3 might enter the roundabout directly in front of V_T, while V_4 is the pedestrian most likely to interact with V_4 (Fig. 2).

The following conditions

$$\begin{aligned}
C_S(t) &: y_1(t) = 5\,\text{m} \wedge \dot{y}_1(t) > 0 \wedge \alpha_1(t) \in [0, 0.5\pi]\\
C_C(t) &: \alpha_E(t) = 0\\
C_A(t) &: r_T(t) = R \wedge \dot{r}_T(t) < 0
\end{aligned}$$

are now used for determining the characteristic time-points, with

$$
\begin{aligned}
t_{\underline{C}}(t) &= \frac{D_C(t)}{\max\left\{-\dot{D}_C(t), 0\right\}} + t \\
t_{\text{brake}}(t) &= \frac{1}{2}\frac{\max\left\{-\dot{D}_C(t), 0\right\}}{a_{\text{brake}}} \\
\Delta t &= 2.8\,\mathrm{s}\,,
\end{aligned}
$$

where

$$
\begin{aligned}
&D_C(t) = \min\left\{R - r_E(t), 0\right\} \operatorname{sgn}\left(\alpha_E(t)\right) - R\alpha(t) \\
&r(t)\exp\left(i\alpha(t)\right) = x(t) + iy(t)\,, \quad (\alpha \in [-\pi, \pi])\,.
\end{aligned}
$$

C. Left turns

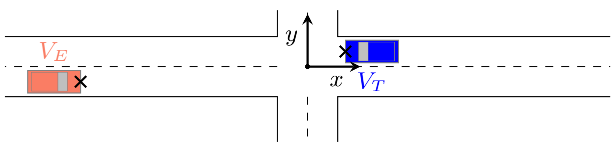

Fig. 3. The left turn. The black crosses symbolize the position vector $\boldsymbol{x}_i$ belonging to agent V_i.

The *L-GAP* dataset covers left turns at intersections, where the target vehicle V_T turns left across the planned trajectory of the ego vehicle V_E, which wants to drive straight ahead across the intersection (Fig. 3). Here, V_E appears when V_T has slowed down sufficiently during its approach to the intersection (t_S is set at this point). Therefore, this might not be the most challenging dataset, as then the onset of movement can be a obvious indicator of V_T intending to accept the gap. Furthermore, as there is no position data for V_E before t_S, adjustments are needed ($t_0 = t_S + (n_I - 1)\delta t$) to permit prediction at the opening of the gap. However, t_0 is often delayed enough so that the onset of movement is included in the input data provided to the model.

Nonetheless, the following conditions

$$
\begin{aligned}
&C_C(t) : x_E(t) = -3\,\mathrm{m} \\
&C_A(t) : y_T(t) = 0\,\mathrm{m} \wedge \dot{y}_T(t) < 0
\end{aligned}
$$

are now used for determining the characteristic time-points, with

$$
\begin{aligned}
t_{\underline{C}}(t) &= -\frac{x_E(t) + 3\,\mathrm{m}}{\max\left\{\dot{x}_E(t), 0\right\}} + t \\
t_{\text{brake}}(t) &= \frac{1}{2}\frac{\max\left\{\dot{x}_E(t), 0\right\}}{a_{\text{brake}}} \\
\Delta t &= 3.5\,\mathrm{s}\,.
\end{aligned}
$$

II. Splitting methods

A. Random splitting

The splitting is done separately for samples with accepted and rejected gaps so that the bias toward one of these groups should be roughly equal in both the training and testing set.

B. Extreme splitting

Here, the goal is to select those cases as testing samples, where the decision by the human actor V_T is most unintuitive. As for the previous method, the splitting is done separately for accepted and rejected gaps.

A rejected gap is considered more unintuitive if the available gap is larger. Accordingly, the samples with the highest values of $t_C - t_0$ become part of the test set. Meanwhile, accepting a gap is deemed more unintuitive for smaller gaps. Thus, those accepted gaps where $t_{\underline{C}}(t_A) - t_A$ is lowest are used for testing.

III. Models

A. *Trajectron++* (T+)

The *Trajectron++* model uses many different neural network, such as long-short-term memories (LSTM) and convolutional neural networks (CNN). It requires velocity and acceleration data as inputs, necessitating some preprocessing of the given position data $\boldsymbol{X}_{\boldsymbol{T}_I}$ and $\boldsymbol{T}_I$. For the hyperparameters, the values used by the authors when applying the model to the *nuScenes* dataset [2] are selected [3], as this dataset also mainly includes motor vehicles. Furthermore, an attention radius between vehicles of $150\,\mathrm{m}$ was chosen. No other changes have been made to the model.

B. *AgentFormer* (AF)

The *AgentFormer* model is a trajectory prediction model based on the concept of transformers (a technique proposed by Vaswani et al. [4]). Compared to other deep learning trajectory prediction models, which encode behavior over time and interactions between agents separately, this model processes all information simultaneously. For the hyperparameters, like for the previous model, the ones used by the authors when applying the model to the *nuScenses* dataset are selected [5].

C. *Logistic Regression* (LR)

While normally specifically selected properties are used as inputs of a logistic regression model, the positional data in $\boldsymbol{X}_I$ is given here. This results in an input with a dimensionality of $2n_I|\boldsymbol{V}|$. Although this is not done normally in the literature, where velocity data is common as well, this is no contradiction (as long as $n_I \geq 2$) since, during training, the model can extract the velocity data from the difference in positions at different time-steps:

$$
\begin{aligned}
&a_x x_1 + b_x x_2 = a x_1 + b v_1 \\
&v_1 = \frac{x_2 - x_1}{\delta t}\,, \; a = a_x + b_x\,, \; b = b_x \delta t\,.
\end{aligned}
\tag{4}
$$

The same can be said for both relative distances and velocities and even accelerations (for the latter as long as $n_I > 2$). Due to the convexity of the optimized cost function during the model training, it will ultimately arrive at the same result, despite the linear transformation of the inputs.

D. *Random forest (*RF*)*

As defined by Nagalla et al. [6], random forests can have two hyperparameters, the number of bagged trees and the number of features considered for splits. Those are chosen in this implementation by a grid search with ten-fold cross-validation.

E. *Deep Belief Network (*DB*)*

For the deep belief network, the approach for determining the network structure (i.e., number of layers and nodes) is taken from Xie et al. [7]. Compared to that work, which relied on relative distances and velocities as inputs, trajectories are here used unaltered. Still, as the first step in the model is a multiplication of a weight matrix to the input, the lack of velocities should not be a problem either, as a linear transformation can be counteracted (see above). However, as the cost function $\mathcal{L}$ of a deep neural network is not convex, this cannot be guaranteed.

F. *Meta-heuristic model (*MH*)*

The meta-heuristic model is created by combining the predictions of multiple other models. Here, such a model is created by combing the predictions a_p of the other models on a sample with the sample's original input $\boldsymbol{X}_{\boldsymbol{T}_I}$. A logistic regression model—which according to Khelfa et al. [8] is the most promising approach—is then trained on these expanded inputs.

IV. Metrics

A. *Accuracy*

$$F = \max_{\tau \in [0,1]} \frac{1}{N_A + N_{\neg A}} \left|\left\{ i \,|\, a_i = 0 \veebar a_{\text{pred},i} > \tau \right\}\right| \tag{5}$$

Here, τ is the decision threshold chosen to maximize the final value of F. For a random binary predictor, this threshold would be either 0 or 1 (depending on the bias in the dataset), resulting in

$$F_r = \frac{\max\left\{N_A, N_{\neg A}\right\}}{N_A + N_{\neg A}} \,. \tag{6}$$

B. *Miss rate*

$$\begin{aligned} F =& \frac{\left|\left\{ i \,|\, a_i = 1 \wedge a_{\text{pred},i} > \tau^* \right\}\right|}{N_A} \\ \tau^* =& \operatorname*{argmax}_{\tau \in [0,1]} \frac{1}{N_A + N_{\neg A}} \left|\left\{ i \,|\, a_i = 0 \veebar a_{\text{pred},i} > \tau \right\}\right| \end{aligned} \tag{7}$$

As the miss rate is dependent on the decision threshold τ, the selection of this must be objectively, as the metric would otherwise be subjective and lose applicability. Consequently, the same τ^* used in the final accuracy value is applied here as well. For a random predictor, τ^* would be (as mentioned above) either 0 or 1, which would result in:

$$F_r = \begin{cases} 1 & N_A < N_{\neg A} \\ 0 & \text{else} \end{cases} \tag{8}$$

C. AUC

$$F = \frac{1}{N_A N_{\neg A}} \left(\left(\sum_i a_i r_i \right) - \frac{N_A \left(N_A + 1\right)}{2} \right) \tag{9}$$

Here, r_i is the position of sample i according to its value $a_{\text{pred},i}$ ($r_i = 1$ for the lowest value of a_{pred} and $r_i = N_A + N_{\neg A}$ for the highest value). Here, one gets $F_r = 0.5$.

D. *Average displacement error (*ADE*)*

$$\begin{aligned} F =& \frac{1}{\left(N_A + N_{\neg A}\right) \lceil n_p \beta \rceil} \sum_i \sum_{p=1}^{\lceil n_p \beta \rceil} D_{i,p} \\ D_{i,p} =& \frac{1}{n_{O,i}} \sum_{t \in \boldsymbol{T}_{O,i}} \left\| \boldsymbol{x}_{T,i,p}(t) - \boldsymbol{x}_{T,i}(t) \right\| \end{aligned} \tag{10}$$

with

$$D_{i,p} \leq D_{i,p+1} \;\forall\, p \in \{1, \ldots, n_p - 1\} \,.$$

E. *Final displacement error (*FDE*)*

The final displacement error (*FDE*) is similar to the average displacement error, with the main difference that only the last timestep $t = t_0 + n_O \delta t$ is considered:

$$\begin{aligned} F =& \frac{1}{\left(N_A + N_{\neg A}\right) \lceil n_p \beta \rceil} \sum_i \sum_{p=1}^{\lceil n_p \beta \rceil} \underline{D}_{i,p} \\ \underline{D}_{i,p} =& \left\| \boldsymbol{x}_{T,i,p}(t) - \boldsymbol{x}_{T,i}(t) \right\| \end{aligned} \tag{11}$$

with

$$\underline{D}_{i,p} \leq \underline{D}_{i,p+1} \;\forall\, p \in \{1, \ldots, n_p - 1\} \,.$$

F. *True negative rate for perfect recall (*TNR-PR*)*

$$F = \frac{\left|\left\{ i \,|\, a_i = 0 \wedge a_{\text{pred},i} < \min\left\{ a_{\text{pred},i} \,|\, a_i = 1 \right\} \right\}\right|}{N_{\neg A}} \tag{12}$$

For a uniformly random predictor, one would get

$$F_r = \min\left\{ a_{\text{pred},i} \,|\, a_i = 1 \right\} = \frac{1}{N_A + 1} \,. \tag{13}$$

References

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V. Results

In the following tables, the results of the experiments are given. For each Metric and Dataset, four values are given. The upper left uses $n_I = 2$ and a random splitting into the testing and training sets, while the upper right value uses the same splitting, but with $n_I = 10$. Meanwhile, the lower row uses the extreme splitting version, where the most unintuitive samples are used for testing (the same n_I are used here). The value of the model achieving the best result is given in the bold text.

A. Accuracy

TABLE I
Accuracy for predictions at initial gap ($t_0 = t_S$)

Dataset	Models											
	T+		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes ($F_r = 0.833$)	0.849	0.871	0.833	0.905	**0.911**	**0.921**	0.893	0.908	0.833	0.843	0.901	0.918
	0.836	0.845	0.833	0.840	0.833	0.837	**0.879**	**0.882**	0.834	0.838	0.852	0.837
Lane changes – restricted ($F_r = 0.548$)	0.840	0.864	0.472	0.377	**0.905**	**0.932**	0.863	0.874	0.758	0.759	0.882	0.901
	0.604	0.747	0.690	0.547	0.581	0.624	**0.744**	**0.755**	0.653	0.737	0.702	0.682
Roundabout ($F_r = 0.581$)	**0.961**	**0.980**	0.915	0.945	0.948	0.969	0.935	0.941	0.752	0.827	0.954	0.965
	0.843	**0.909**	0.652	0.708	0.567	0.522	0.610	0.589	0.567	0.522	0.656	0.597
Left turns ($F_r = 0.507$)	0.715	0.988	0.507	0.640	**0.764**	**0.994**	0.725	0.951	0.725	0.793	0.729	0.957
	0.505	**0.926**	0.505	0.525	0.505	0.525	0.505	0.494	**0.661**	0.525	0.505	0.525

TABLE II
Accuracy for predictions at gaps with fixed size ($t_0 = \min\{t \,|\, t_{\underline{C}}(t) - t = \Delta t\}$)

Dataset	Models											
	T+		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes ($F_r = 0.773$)	0.909	0.922	0.906	0.925	**0.930**	**0.952**	0.924	0.936	0.900	0.900	0.930	0.944
	0.901	0.910	0.901	0.899	0.901	0.899	0.917	**0.927**	0.902	0.900	**0.919**	0.925
Lane changes – restricted ($F_r = 0.619$)	0.800	0.863	0.818	0.641	0.874	0.872	0.867	0.846	0.793	0.782	**0.881**	**0.876**
	0.665	0.747	0.673	0.708	0.680	0.631	**0.817**	**0.833**	0.662	0.687	0.796	0.824
Roundabout ($F_r = 0.500$)	**0.960**	**0.975**	0.910	0.911	0.950	0.949	0.920	0.924	0.740	0.709	0.930	0.975
	0.840	**0.948**	0.800	0.857	0.790	0.818	0.720	0.701	0.720	0.753	0.780	0.844
Left turns ($F_r = 0.537$)	**0.907**	**0.987**	0.636	0.810	0.907	0.962	0.877	0.911	0.712	0.823	0.886	0.949
	0.611	**0.891**	0.577	0.551	0.658	0.641	0.581	0.506	**0.688**	0.506	0.577	0.737

B. Miss rate

TABLE III
MISS RATE FOR PREDICTIONS AT INITIAL GAP ($t_0 = t_S$)

Dataset	Models											
	T+		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes ($F_r = 1$)	0.420	0.739	**0.313**	0.471	0.359	**0.370**	0.542	0.441	1.000	0.819	0.485	0.437
	0.981	0.907	1.000	0.979	1.000	1.000	**0.640**	**0.662**	0.996	0.970	0.659	1.000
Lane changes– restricted ($F_r = 0$)	0.084	0.034	0.901	1.000	0.099	**0.025**	0.076	0.084	0.134	0.168	**0.061**	0.059
	0.057	0.127	0.119	0.363	**0.000**	**0.000**	0.050	0.072	0.004	0.080	0.054	0.089
Roundabout ($F_r = 1$)	**0.030**	**0.008**	0.105	0.098	0.068	0.041	0.083	0.090	0.316	0.082	0.068	0.016
	0.129	**0.116**	0.189	0.132	1.000	1.000	0.720	0.446	1.000	1.000	0.439	0.479
Left turns ($F_r = 1$)	**0.100**	0.023	0.993	0.023	0.329	**0.012**	0.400	0.070	0.279	0.244	0.314	0.058
	1.000	0.118	1.000	**0.000**	1.000	0.000	1.000	0.059	**0.557**	0.000	1.000	0.000

TABLE IV
MISS RATE FOR PREDICTIONS AT GAPS WITH FIXED SIZE ($t_0 = \min\{t \,|\, t_{\underline{C}}(t) - t = \Delta t\}$)

Dataset	Models											
	T+		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes ($F_r = 1$)	0.890	0.620	0.841	0.672	**0.545**	**0.328**	0.614	0.584	1.000	0.934	0.607	0.358
	1.000	0.868	1.000	0.993	1.000	1.000	**0.660**	**0.610**	0.993	0.993	0.694	0.699
Lane changes– restricted ($F_r = 0$)	0.490	0.176	0.385	0.923	**0.188**	0.165	0.208	0.198	0.385	0.374	0.198	**0.121**
	0.885	0.500	0.354	0.444	0.625	0.533	**0.229**	0.300	1.000	0.400	0.365	**0.256**
Roundabout ($F_r = 0$)	**0.000**	**0.000**	0.176	0.054	0.059	0.054	0.147	0.081	0.500	0.054	0.088	0.000
	0.294	0.056	0.382	**0.000**	0.412	0.250	0.353	0.278	0.647	0.056	0.559	0.222
Left turns ($F_r = 1$)	**0.210**	**0.000**	0.840	0.125	0.210	0.075	0.250	0.113	0.580	0.188	0.220	0.087
	0.707	0.165	0.990	0.684	0.394	0.494	0.949	0.975	**0.343**	**0.000**	1.000	0.367

C. AUC

TABLE V
AUC FOR PREDICTIONS AT INITIAL GAP ($t_0 = t_S$)

Dataset	Models											
	T+		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes	0.879	0.886	0.859	0.918	**0.904**	**0.949**	0.859	0.910	0.544	0.730	0.829	0.873
	0.482	0.646	0.744	0.536	0.492	0.523	**0.815**	**0.799**	0.553	0.742	0.738	0.732
Lane changes – restricted	0.878	0.923	0.545	0.500	**0.960**	**0.975**	0.931	0.930	0.812	0.805	0.934	0.942
	0.500	0.789	0.696	0.516	0.495	0.443	**0.823**	**0.806**	0.621	0.753	0.680	0.595
Roundabout	**0.992**	0.991	0.974	0.982	0.984	**0.996**	0.978	0.976	0.798	0.886	0.983	0.993
	0.920	**0.958**	0.711	0.747	0.458	0.478	0.555	0.595	0.408	0.364	0.645	0.600
Left turns	0.642	0.995	0.479	0.783	**0.845**	**0.997**	0.785	0.976	0.777	0.802	0.760	0.974
	0.126	**0.921**	0.137	0.327	0.093	0.407	0.278	0.186	**0.622**	0.248	0.256	0.358

TABLE VI
AUC FOR PREDICTIONS AT GAPS WITH FIXED SIZE ($t_0 = \min\{t \,|\, t_{\underline{C}}(t) - t = \Delta t\}$)

Dataset	Models											
	T+		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes	0.835	0.900	0.732	0.799	**0.899**	**0.929**	0.871	0.895	0.625	0.728	0.785	0.825
	0.580	0.696	0.637	0.501	0.710	0.661	**0.860**	**0.847**	0.520	0.611	0.796	0.800
Lane changes – restricted	0.859	0.932	0.877	0.538	**0.931**	**0.941**	0.913	0.915	0.825	0.829	0.905	0.928
	0.545	0.805	0.700	0.719	0.664	0.641	**0.850**	**0.874**	0.533	0.685	0.842	0.847
Roundabout	0.980	0.987	0.970	0.976	**0.989**	**0.988**	0.953	0.967	0.738	0.776	0.972	0.986
	0.825	**0.979**	**0.848**	0.907	0.787	0.831	0.742	0.687	0.746	0.758	0.715	0.850
Left turns	0.934	**0.999**	0.513	0.881	**0.955**	0.988	0.912	0.957	0.742	0.886	0.897	0.972
	0.602	**0.911**	0.526	0.527	0.641	0.640	0.431	0.347	**0.707**	0.325	0.461	0.750

D. TNR-PR

TABLE VII
TNR-PR FOR PREDICTIONS AT THE LAST USEFUL MOMENT ($t_0 = t_{\text{CRIT}} - t_\epsilon$)

Dataset	Models											
	T+		*AF*		*LR*		*RF*		*DB*		*MH*	
Roundabout ($F_r = 0.029$)	**1.000**	**1.000**	0.873	1.000	0.110	1.000	1.000	1.000	0.329	0.000	0.994	1.000
	1.000	**1.000**	0.000	0.000	0.076	0.053	0.000	0.000	0.000	0.000	0.919	0.046
Left turns ($F_r = 0.003$)	0.000	0.000	0.222	0.654	**0.569**	**0.949**	0.000	0.000	0.438	0.218	0.097	0.949
	0.000	0.000	0.000	0.000	0.000	0.026	0.000	0.000	0.000	**0.065**	0.000	0.039

E. ADE

TABLE VIII
AVERAGE DISPLACEMENT ERROR ADE_1 FOR PREDICTIONS AT GAPS WITH FIXED SIZE ($t_0 = \min\{t \,|\, t_{\underline{C}}(t) - t = \Delta t\}$)

Dataset	*T+*		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes	**4.235**	**2.677**	18.028	13.468	4.918	3.445	4.857	3.447	4.552	3.346	4.716	3.293
	8.421	8.759	25.481	31.606	10.547	8.763	9.805	7.382	9.335	**6.642**	9.528	7.069
Lane changes – restricted	6.452	**3.915**	19.128	24.203	4.964	4.096	4.792	4.214	**4.669**	4.211	4.734	3.991
	6.751	6.904	15.637	27.074	7.754	6.214	7.506	**5.694**	7.728	5.851	7.398	5.760
Roundabout	1.140	0.848	2.967	2.451	1.134	0.910	1.320	1.096	2.475	1.792	**1.114**	**0.792**
	2.223	**1.223**	3.640	2.665	**1.913**	1.506	2.071	1.842	2.094	1.797	1.918	1.473
Left turns	1.349	**0.737**	4.748	2.766	1.485	0.908	1.817	1.458	2.600	1.911	**1.323**	0.915
	2.593	**1.322**	3.907	3.775	2.652	2.559	3.266	3.468	3.006	4.468	3.092	2.374

TABLE IX
AVERAGE DISPLACEMENT ERROR $ADE_{0.05}$ FOR PREDICTIONS AT GAPS WITH FIXED SIZE ($t_0 = \min\{t \,|\, t_{\underline{C}}(t) - t = \Delta t\}$)

Dataset	*T+*		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes	**1.191**	**0.782**	4.036	3.502	1.272	0.939	1.246	0.921	1.254	1.025	1.320	0.929
	2.250	2.083	7.684	6.154	2.421	2.058	2.245	**1.741**	**2.234**	1.762	2.302	1.802
Lane changes – restricted	2.083	1.205	5.198	12.253	1.455	1.201	**1.355**	**1.198**	1.510	1.265	1.389	1.263
	2.140	1.905	4.896	10.790	2.094	2.029	**1.951**	**1.535**	1.977	1.629	2.071	1.711
Roundabout	0.392	0.362	0.842	0.943	**0.245**	**0.231**	0.300	0.236	0.308	0.248	0.346	0.258
	1.036	0.508	1.247	1.348	0.706	0.633	0.523	0.621	**0.457**	**0.275**	0.902	0.569
Left turns	0.390	0.256	0.549	0.933	**0.230**	0.218	0.243	**0.213**	0.250	0.260	0.504	0.277
	1.364	**0.745**	0.662	0.955	0.863	1.460	0.740	0.796	**0.324**	1.470	1.801	1.113

F. FDE

TABLE X
FINAL DISPLACEMENT ERROR FDE_1 FOR PREDICTIONS AT GAPS WITH FIXED SIZE ($t_0 = \min\{t \,|\, t_{\underline{C}}(t) - t = \Delta t\}$)

Dataset	Models											
	T+		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes	**10.846**	**7.099**	34.057	26.133	12.648	9.115	12.472	9.105	11.522	8.763	12.060	8.666
	22.138	25.704	45.868	56.712	26.773	23.387	24.685	19.411	23.330	**17.186**	23.887	18.424
Lane changes – restricted	17.615	**10.645**	33.728	38.771	12.974	11.343	12.450	11.711	**12.054**	11.559	12.301	11.103
	17.664	19.205	30.951	43.682	20.169	16.357	19.526	**15.258**	20.076	15.535	19.284	15.360
Roundabout	2.591	2.103	5.322	4.454	2.600	2.318	3.067	2.787	5.859	4.603	**2.567**	**1.982**
	5.688	**3.086**	7.094	4.949	**4.604**	3.874	4.994	4.805	5.049	4.690	4.613	3.785
Left turns	3.254	**1.788**	8.579	4.395	3.678	2.117	4.496	3.405	6.346	4.492	**3.249**	2.118
	6.592	**3.318**	**5.746**	6.593	6.710	6.068	8.312	8.235	7.656	10.696	7.838	5.631

TABLE XI
FINAL DISPLACEMENT ERROR $FDE_{0.05}$ FOR PREDICTIONS AT GAPS WITH FIXED SIZE ($t_0 = \min\{t \,|\, t_{\underline{C}}(t) - t = \Delta t\}$)

Dataset	Models											
	T+		*AF*		*LR*		*RF*		*DB*		*MH*	
Lane changes	2.555	**1.553**	4.278	2.952	2.397	1.935	2.273	1.872	**2.269**	2.207	2.474	1.940
	4.401	**3.290**	9.762	4.314	4.304	4.133	**3.726**	3.327	3.757	3.393	3.928	3.513
Lane changes – restricted	5.072	2.826	3.815	16.733	2.765	2.350	**2.656**	**2.248**	3.128	2.429	2.711	2.386
	4.933	4.650	5.124	13.110	4.106	4.032	**3.736**	**2.776**	3.799	3.022	3.986	3.356
Roundabout	0.803	0.794	1.304	1.402	**0.420**	0.437	0.554	**0.435**	0.593	0.467	0.680	0.501
	2.694	1.214	1.839	1.913	1.690	1.533	1.068	1.442	**0.921**	**0.510**	2.197	1.362
Left turns	0.964	0.527	1.007	1.419	**0.394**	0.398	0.433	**0.370**	0.465	0.477	1.195	0.546
	3.957	1.923	1.143	**1.509**	2.196	3.592	1.856	1.875	**0.622**	3.518	4.858	2.738