

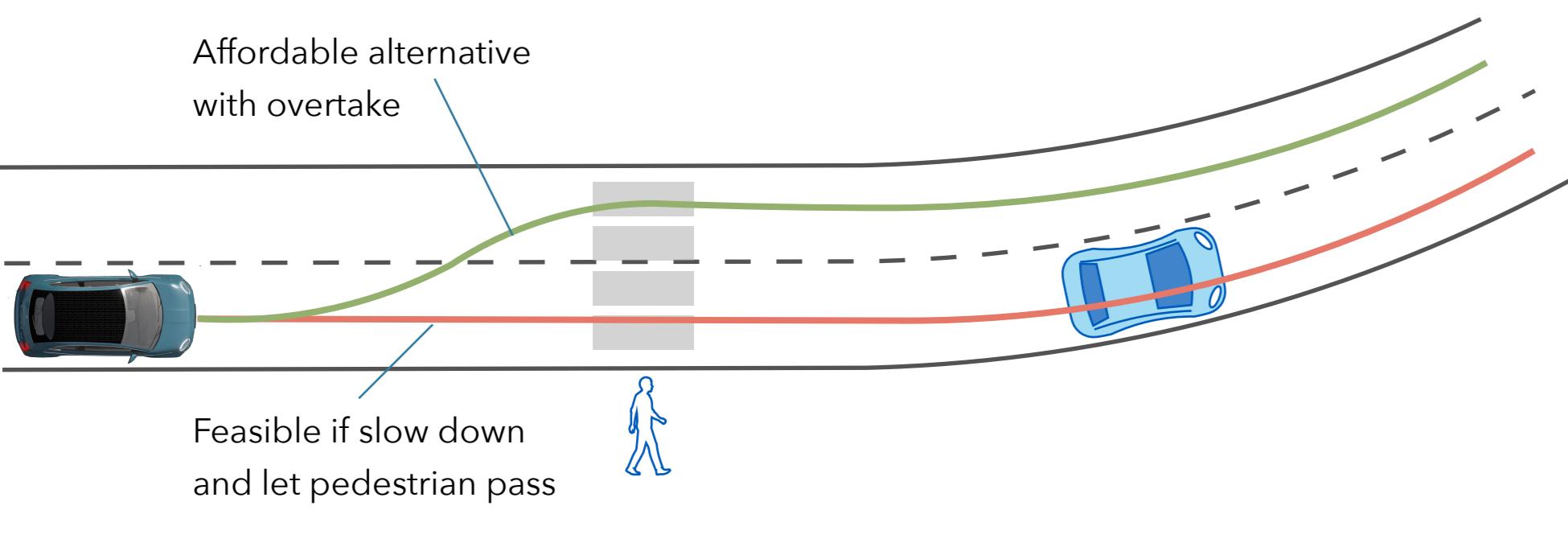
MPTree: Motion Primitive Tree Exploration for Trajectory Planning with Dynamic Obstacle Avoidance

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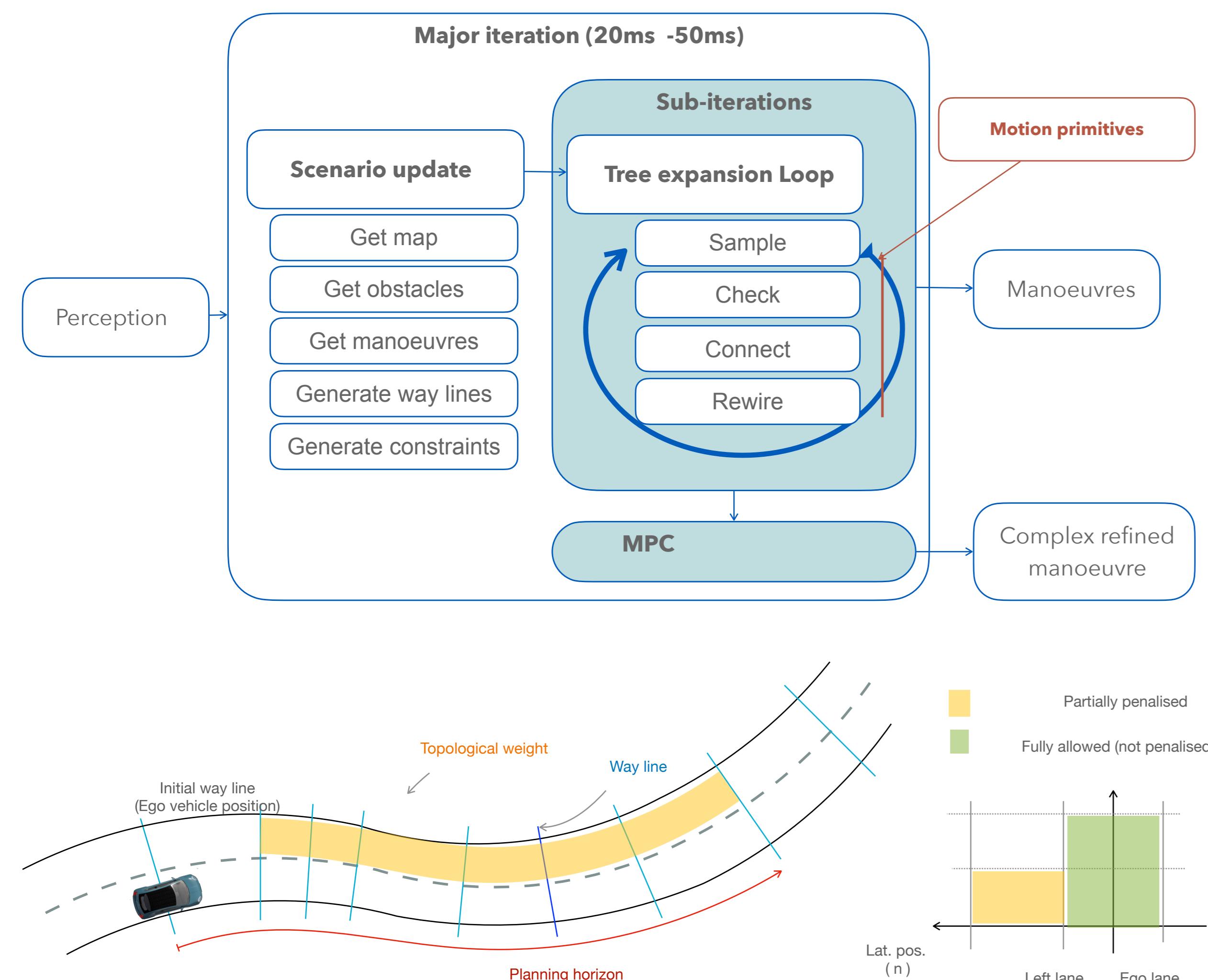
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MOTIVATION

- Trajectory planning for **autonomous vehicles** with dynamic obstacle avoidance
 
- Existing optimization methods (MPC) have a high computational time and find sub-optimal solutions
- Existing sampling-based methods (RRT*) waste computational time to randomly explore the entire domain

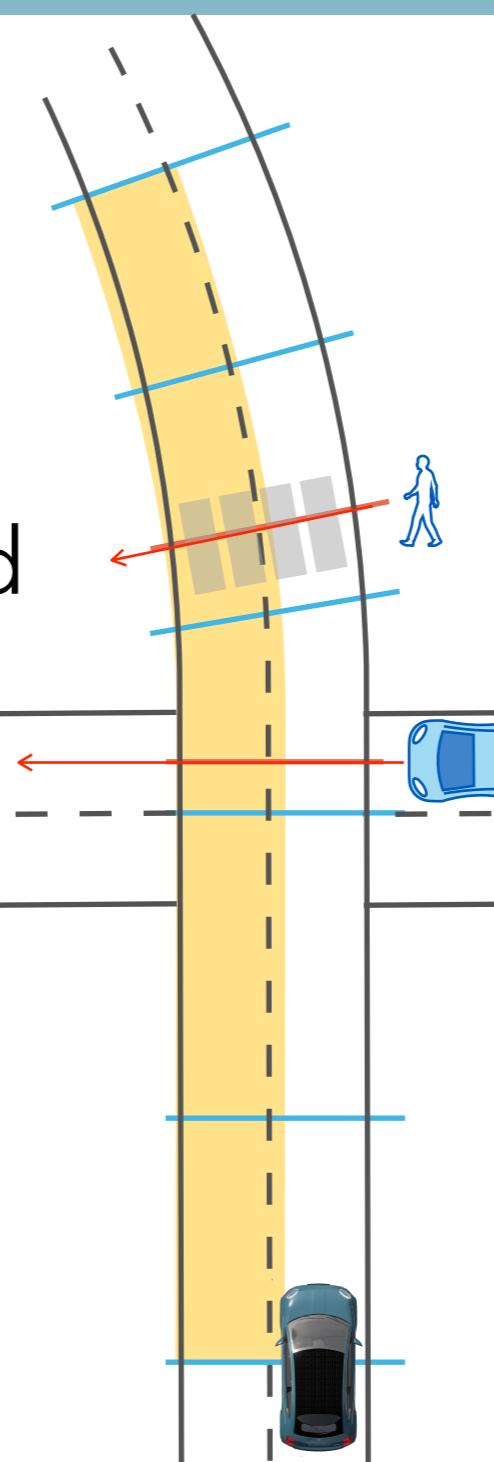
PLANNING FRAMEWORK

- Sampling-based** exploration in a **structured** grid of waylines, to create a tree of optimal **motion primitives**
- Refine** the solution with an **MPC** problem in the computed collision-free **corridor**



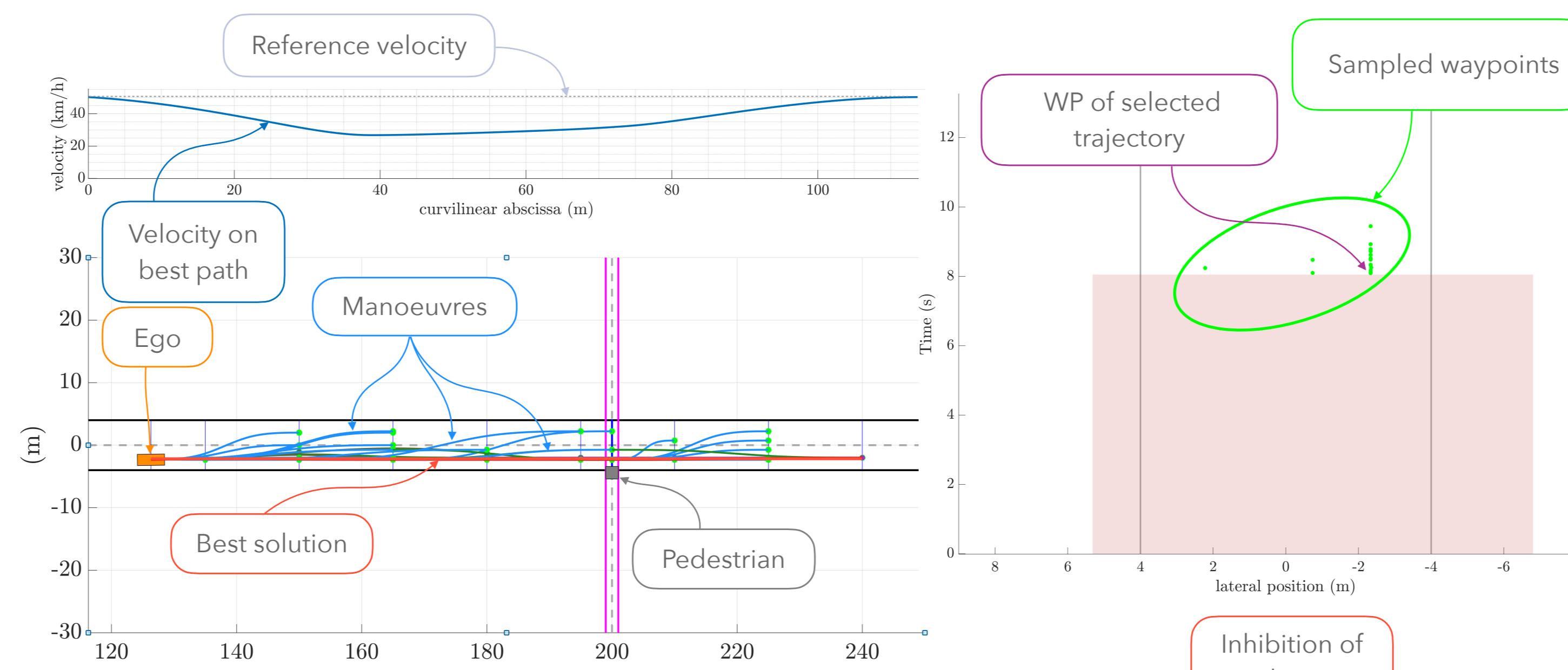
URBAN SCENARIO

- Trajectory planning to deal with dynamic **pedestrians** and **vehicles** (cooperative or not)
- Combining multiple planning **goals**: minimize jerk, minimize time, keep a reference speed
- Motion primitives to connect pairs of waypoints:
 - Path**: G2 clothoids (curvature continuity ensured)
 - Velocity** trajectory: semi-analytical optimal control problem

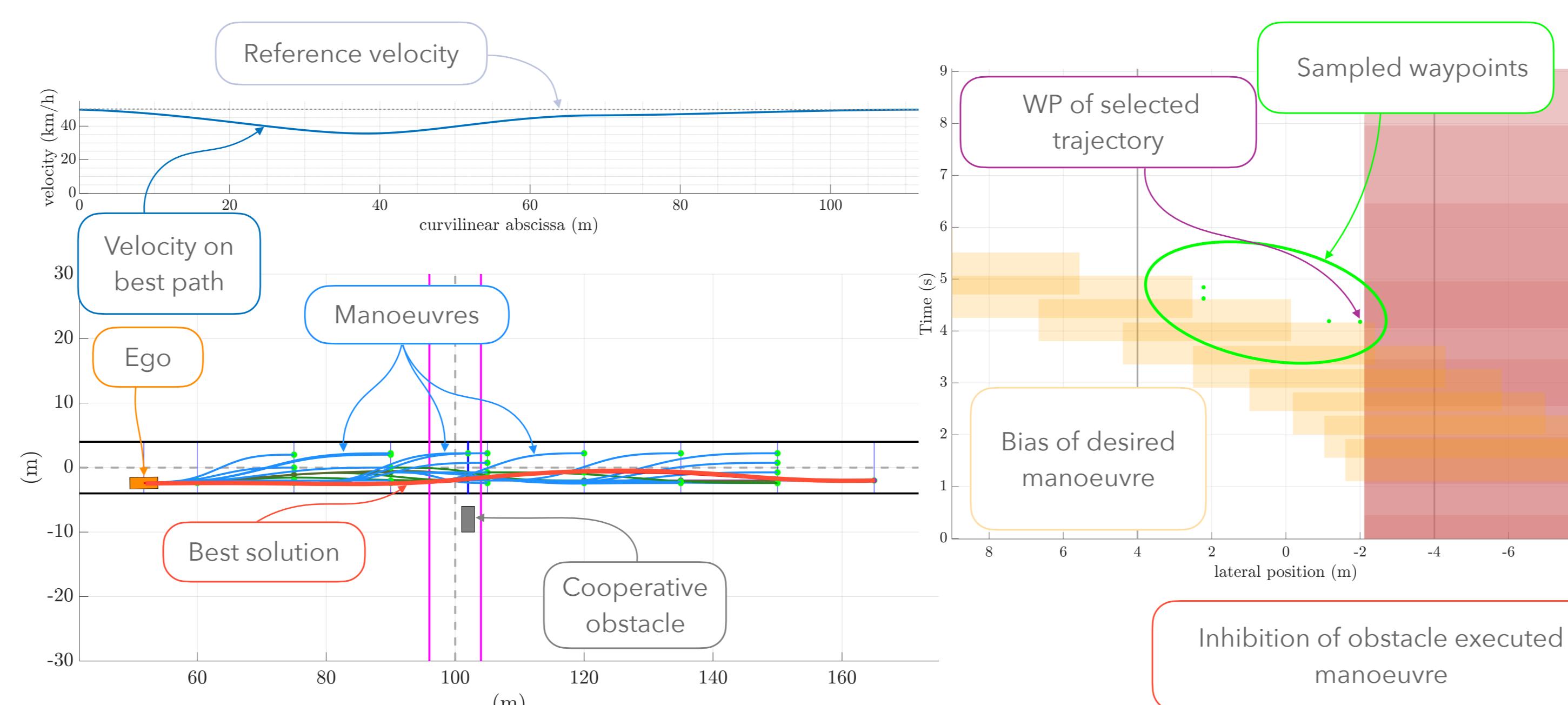


RESULTS

- Pedestrian crossing considering occupancy



- Road intersection with manoeuvres exchange (cooperative)

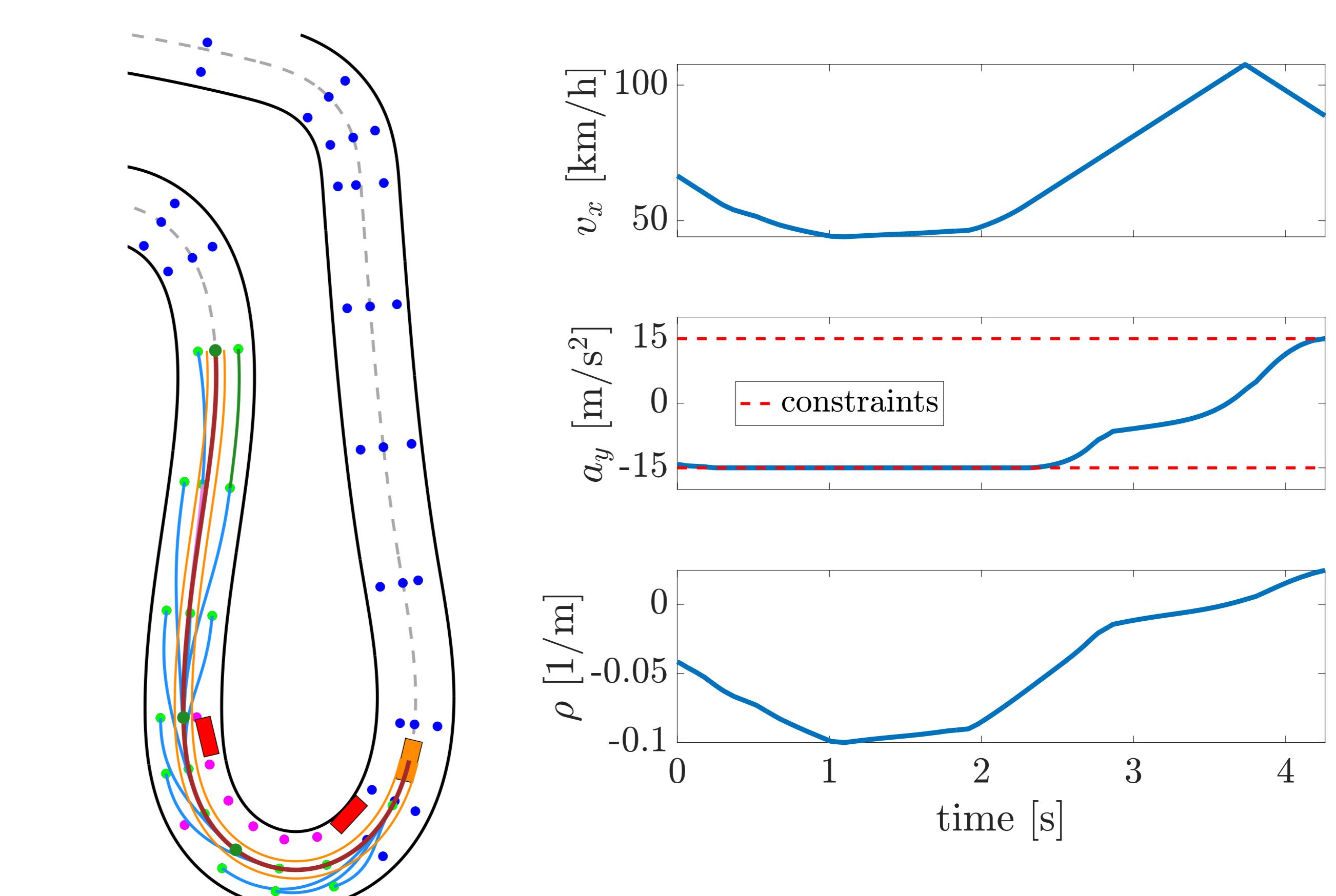


RACING SCENARIO

- Minimum-time on-line** motion planning with **dynamic** non-cooperative opponents
- Explore a **structured grid** of waylines and waypoints
- Spatio-temporal** prediction of the obstacle motion
- Motion primitives to connect pairs of waypoints:
 - Path**: Polynomial Neural Network (**NN-Poly**), approximating the minimum-time nonlinear MPC solutions
 - Velocity** trajectory: semi-analytical min-time optimal control problem with acceleration constraints

RESULTS

- Real-time** motion planning, horizon length approx. 100 m
- MPTree outperforms a benchmark obstacle avoidance MPC
- NN-Poly outperforms a benchmark generic NN, and it guarantees the path curvature continuity



	Mean cpu time	NN accuracy (test set)
MPTree	33 ms	0.0059 m
Benchmark MPC	> 200 ms	0.0506 m
NN-Poly		
Benchmark NN		