# Personalized Vehicle Trajectory Prediction Based on Joint Time-Series Modeling for Connected Vehicles (Good)

Datahub of US DOT for ITS: <https://its.dot.gov/data/>

<https://data.transportation.gov/Automobiles/Next-Generation-Simulation-NGSIM-Vehicle-Trajector/8ect-6jqj>

# Vehicle trajectory prediction algorithm in vehicular network (moderate)

data of MIT parking lots, where more than 40,000 pieces of trajectory data were collected by MIT laboratories

<https://www.ee.cuhk.edu.hk/~xgwang/MITtrajsingle.html>

# See the Future: A Semantic Segmentation Network Predicting Ego-Vehicle Trajectory With a Single Monocular Camera

we equipped a standard station wagon with two high-resolution color and grayscale video cameras. Accurate ground truth is provided by a Velodyne laser scanner and a GPS localization system. Our datsets are captured by driving around the mid-size city of Karlsruhe, in rural areas and on highways. Up to 15 cars and 30 pedestrians are visible per image. Besides providing all data in raw format, we extract benchmarks for each task. For each of our benchmarks, we also provide an evaluation metric and this evaluation website.

<http://www.cvlibs.net/datasets/kitti/raw_data.php>

# Neural Network Based Lane Change Trajectory Prediction in Autonomous Vehicles

The Next Generation Simulation (NGSIM) freeway research database consists of the vehicle trajectories on two test sites. The I-80 (BHL) test section is a 0.40 mile (640 m) 6-lane system freeway weaving test section with a HOV lane. Processed real data include 45 minutes of the vehicle trajectories in transition (4:00-4:15 pm) and congestion phase (5:00-5:30 pm). The S101 site test section is a 0.3 mile (500 m)

<https://www.fhwa.dot.gov/publications/research/operations/06137/>

# Attention Based Vehicle Trajectory Prediction (Good)

highD [39]: captured in 2017 and 2018. It was recorded by camera-equipped drones from an aerial perspective of six

different German highways at 25 Hz. It is composed of 60 recordings of about 17 minutes each, covering a segment of about 420m of two-way roads. <https://www.highd-dataset.com/>

# An LSTM Network for Highway Trajectory Prediction (good)

In this article, we use the Next Generation Simulation (NGSIM) dataset [25], collected in 2005 by the United States

Federal Highway Administration, which is one of the largest publicly available source of naturalistic driving data and, as such, has been widely studied in the literature

# Vehicle Trajectory Prediction Using Intention-based Conditional Variational Autoencoder (GOOD)

Next Generation Simulation (NGSIM) [14] dataset is one of the largest available sources of naturalistic vehicle

trajectories, which includes 4 sub-datasets US-101, I-80, Lankershim and Peachtree.

Modeling Vehicle Interactions via Modified LSTM Models for Trajectory Prediction

The research scenario in this paper is a straight road with multiple lanes. We can divide the vehicle motions in this scenario into two types: go straight and lane change. We use the NGSIM I-80 and US-101 trajectory datasets to train and evaluate ST-LSTM. The I-80 dataset was collected on the eastbound direction of Interstate 80 in Emeryville, California on April 13,2005. The US-101 dataset was collected on the southbound direction of U.S. Highway 101 in Los Angeles, California on June 15, 2005, The experimental scenes of the two datasets are both straight roads with dense traffic flow, including a large number of lane changes and car-following movements.

Other Data sets for trajectory:

GPS Trajectories Data Set: https://archive.ics.uci.edu/ml/datasets/GPS+Trajectories