

Scene-aware and Social-aware Motion Prediction for Autonomous Driving

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- 1 Introduction
- 2 Motivation
- 3 Method
 - Data collection
 - Filtering process
 - Integration Model
- 4 Results
 - Scenario Filtering
 - Integration Method
- 5 Test
- 6 Future Work

Introduction

Autonomous Driving Promise

- Efficiency and Safety

Challenges in Motion Prediction

- Multimodality
- Scene Dependence
- Social Acceptability

Crucial Understanding

- Human-Driven Behavior Key

Limitations of Current AI Tools

- Control Perspective Absent
- Intent Interpretation Challenge

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Distance and Velocity Equations (Ballistic Integration):

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Acceleration Equations (Rearranged):

$$a(k) = \frac{2}{dt^2} \left(s(k+1) - s(k) - dt \cdot v(k) \right)$$

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Problem: Accelerations are not equal!

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$$s(k+1) = s(k) + dt \cdot v(k) + \textcolor{red}{c}_1 a(k) + \textcolor{red}{c}_2 a(k-1)$$

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Acceleration Equations:

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⇒ This can be solved using linear regression.

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Scenario filtering

Scenarios we filtered the dataset with:

- Lane merging

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Video demo of the scenarios

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Reminder: Our Model - Matrix Form

Acceleration from Distance formula:

$$\begin{bmatrix} a(k) \end{bmatrix} = \begin{bmatrix} -a(k-1) & v(k+1) - v(k) \end{bmatrix} \begin{bmatrix} \overline{c_1} \\ \overline{c_2} \end{bmatrix}$$

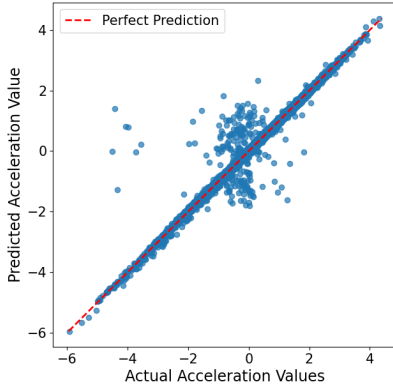
Acceleration from Velocity formula:

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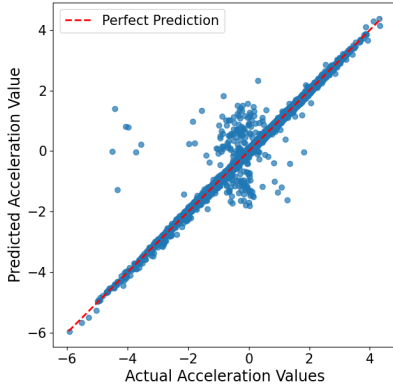
Results: Integration Method

Prediction of the Acceleration: Distance formula

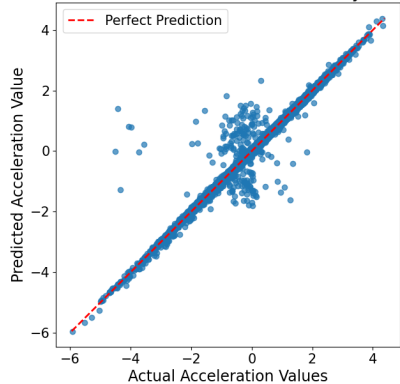


Results: Integration Method

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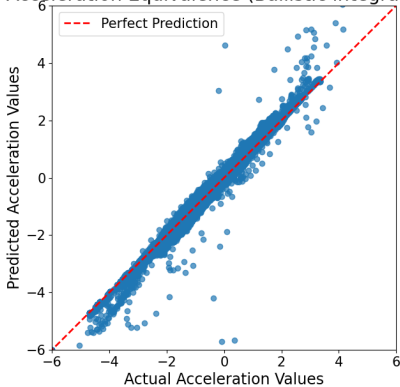


Prediction of the Acceleration: Velocity formula



Results: Comparison to the old acceleration model

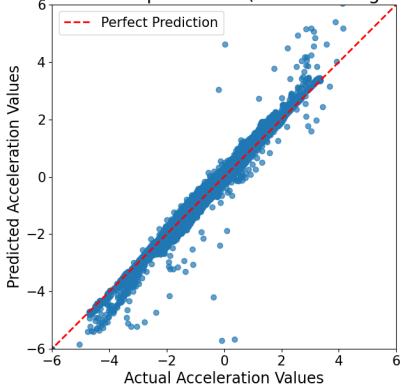
Acceleration Equivalence (Ballistic integration)



MSE: 3.0786×10^2

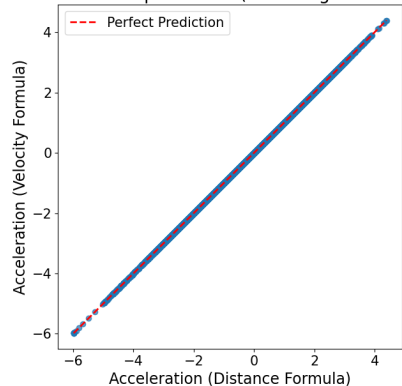
Results: Comparison to the old acceleration model

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MSE: 3.0786×10^2

Acceleration Equivalence (Our integration model)



MSE: 1.9220×10^{-9}

Results: Integration Method

Rearranging the formula to the distance and velocity gives us these results:

Video demo of predicted car

Results

Summary:

- Successfully implemented the filtering mechanism

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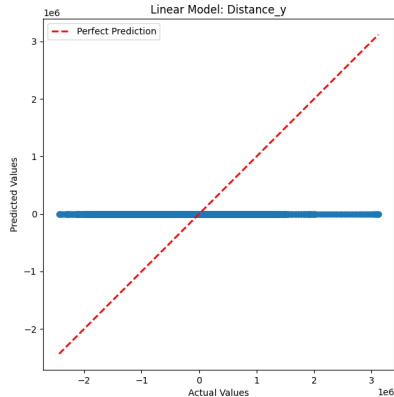
- Successfully implemented the filtering mechanism
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- Found a better integration method where the accelerations match

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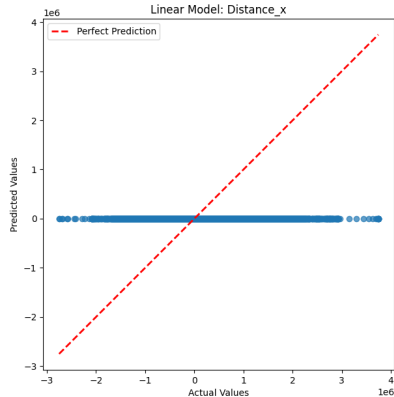
Summary:

- Successfully implemented the filtering mechanism
- Able to filter out X different scenarios in Y datasets
- Found a better integration method where the accelerations match
- Able to visualize the integration method and modulate the movement of a car

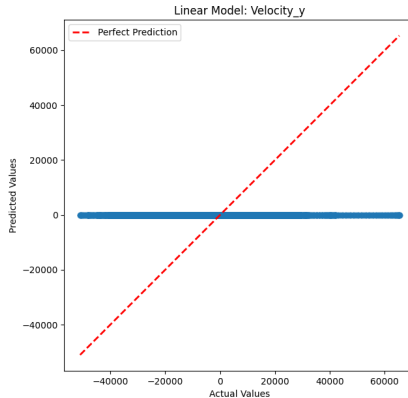
Acceleration Modification in the Y-axis



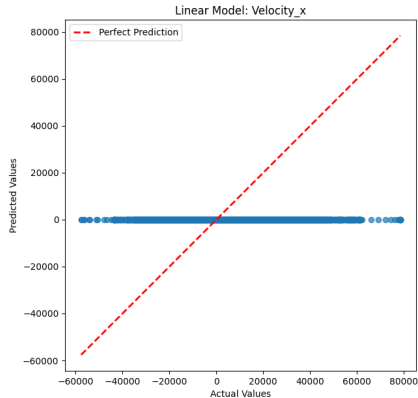
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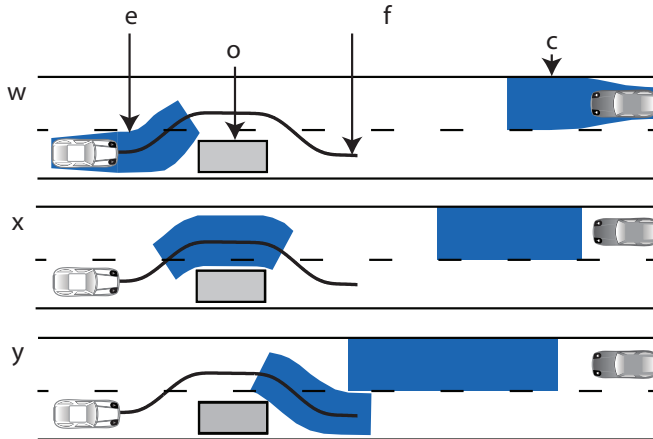
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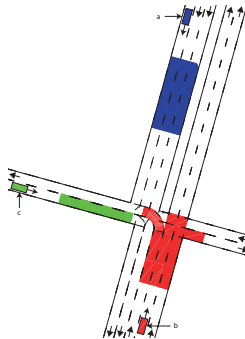
Motivation for Set-Based Prediction [1]



[1] M. Althoff and S. Magdici, "Set-based prediction of traffic participants on arbitrary road networks," IEEE Transactions on Intelligent Vehicles, vol. 1, no. 2, pp. 187–202, 2016.

SPOT

SPOT: A tool for set-based prediction of traffic participants [2]



Initial configuration and $\mathcal{O}(t)$ for $t \in [1.5\text{ s}, 2.0\text{ s}]$

[2] M. Koschi and M. Althoff, "SPOT: A tool for set-based prediction of traffic participants," in Proc. of the IEEE Intelligent Vehicles Symposium, pp. 1679–1686, 2017.

Conclusions

- Item

- Item

- Item

beginframe

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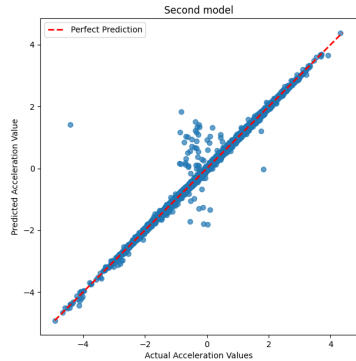
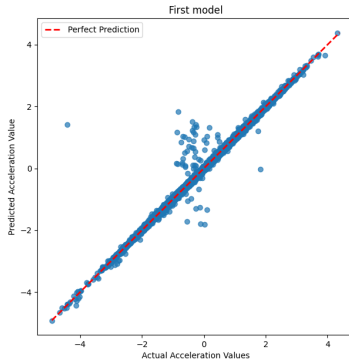
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Model in matrix form:

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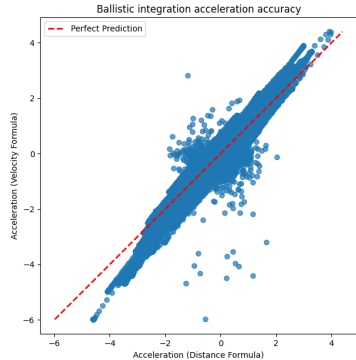
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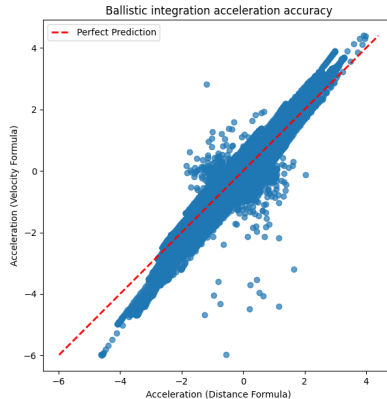
Results: Integration Method

Accuracy of the prediction for the acceleration using the Ballistic Integration method (MSE): 4.3249×10^{-2}



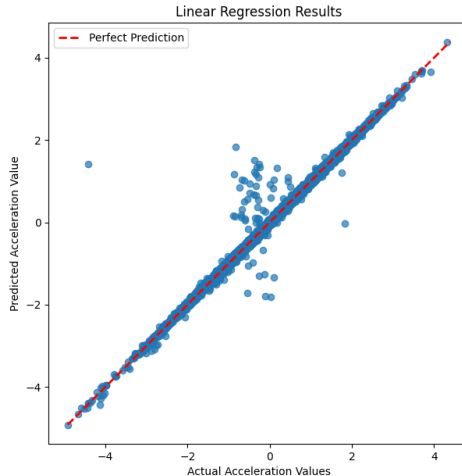
Previous Integration Model - Accuracy

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Results: Integration Method

Accuracy of the prediction for the acceleration (MSE): $3.0955e-03$



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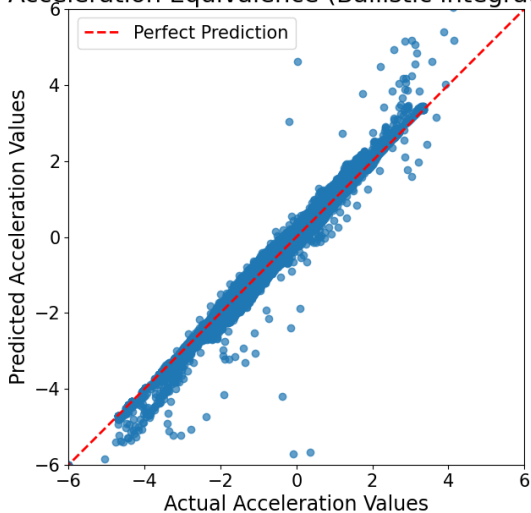
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Integration Model:

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- Test the integration model with the neural network for performance (task for the next team)

Questions?