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

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Technical University of Munich

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Agenda

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

Overview of Our Approach

Testing and Evaluating State-of-the-Art Tools

- Understanding the real-world applicability and limitations of these tools

Developing Control-Oriented Tools

- Introduce virtual forces between vehicles to improve the accuracy of movement predictions

Specific Focus on Vehicle Interactions

- Formulate more accurate and socially-aware predictive models based on these analyses.

Integrating Discrete Data for Neural Network Analysis

- Develop models for discrete data integration to closely approximate the continuous movement of vehicles

Timeline

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Dataset Collection

Method Description - Overview

Agenda

Method Descripion - Stage 1

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Filtering Stage: Identifying Vehicle Behaviors

- Preprocessing
- Behavior Detection
  - Entering/Exiting Behavior
- Interaction Analysis
- Lane Change Detection
- Thresholds and Conditions
- Data Grouping and Sorting

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Previous Integration Model

Distance and Velocity Equations (Ballistic Integration):

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$\Rightarrow$ This can be solved using linear regression.

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Scenario filtering

Video demo of the scenarios

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Reminder: Our Model - Matrix Form

Acceleration from Distance formula:

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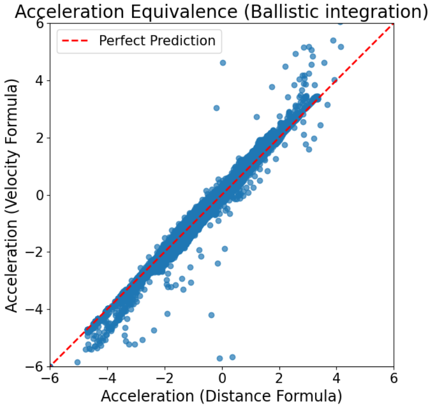

MSE: 3.0786e+02

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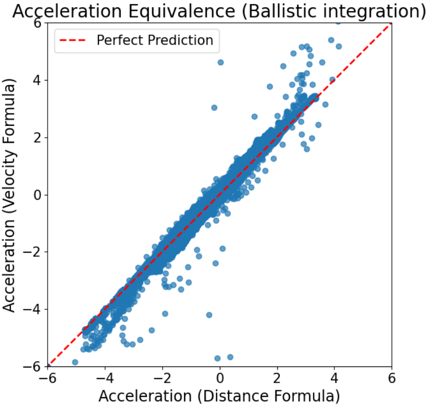

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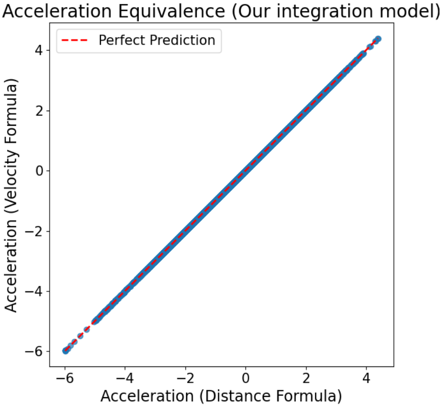

MSE: 1.9220e-09

Results: Integration Method

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

Video demo of predicted car

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Future Work

Scenario Filtering:

- Specify even more scenarios for a broader range of use cases.

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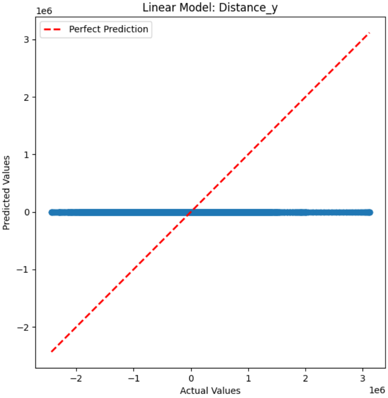
Integration Model:

- Finetune the integration model (adding other parameteres)
- Test the integration model with the neural network for performance (task for the next team)

Q&A

Acceleration Modification in the Y-axis



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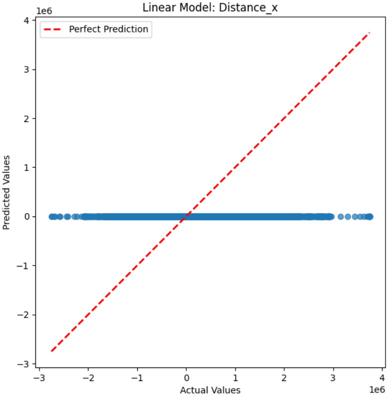

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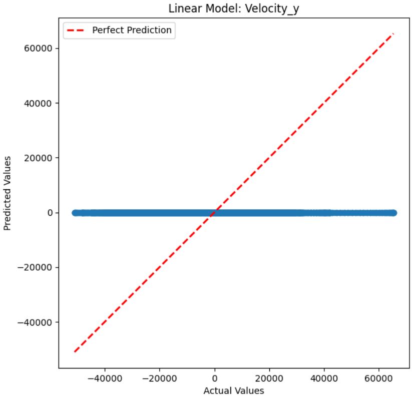

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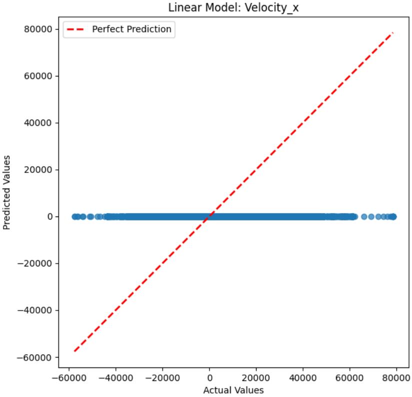
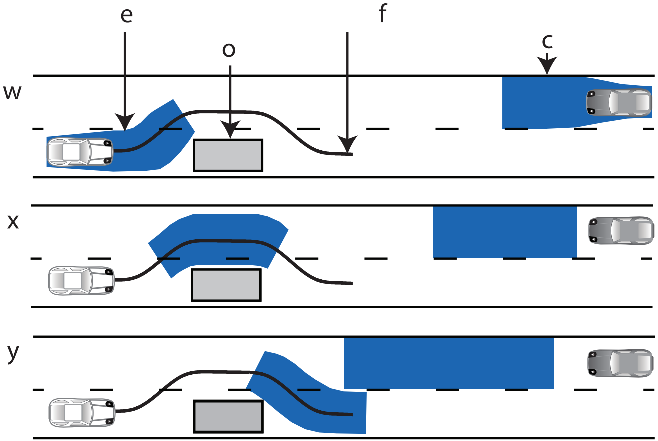


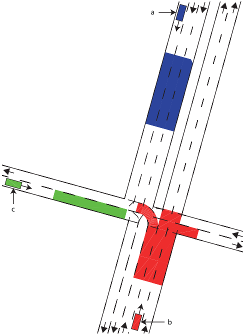
Motivation for Set-Based Prediction [1]



[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 $t \in [1.5\,\mathrm{s}, 2.0\,\mathrm{s}]$

[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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endframe

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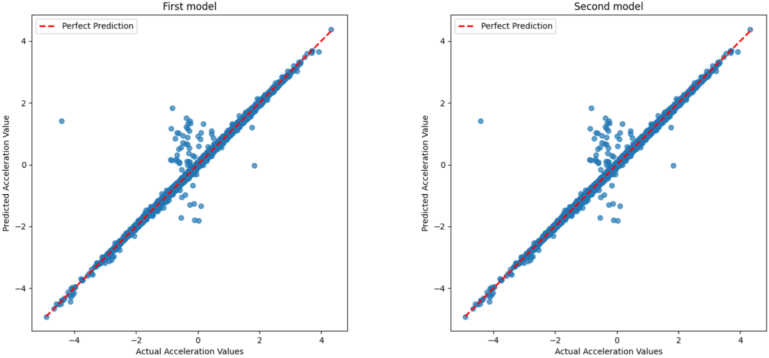

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Model in matrix form:

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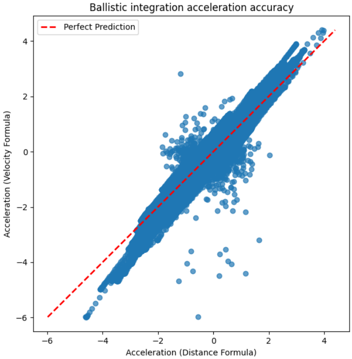
Accuracy of the prediction for the acceleration using the Ballistic Integration method (MSE): 4.3249e-02



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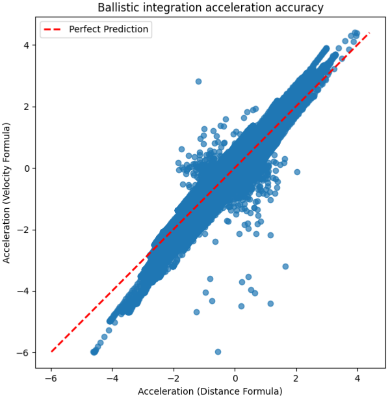

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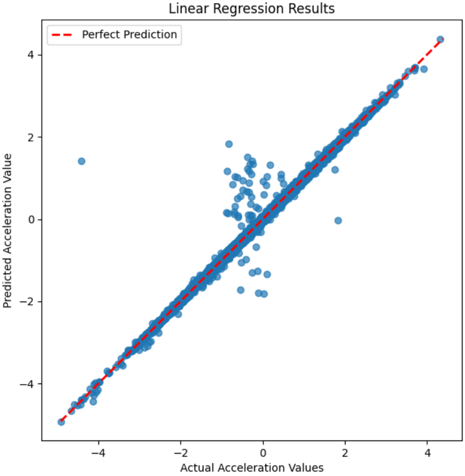

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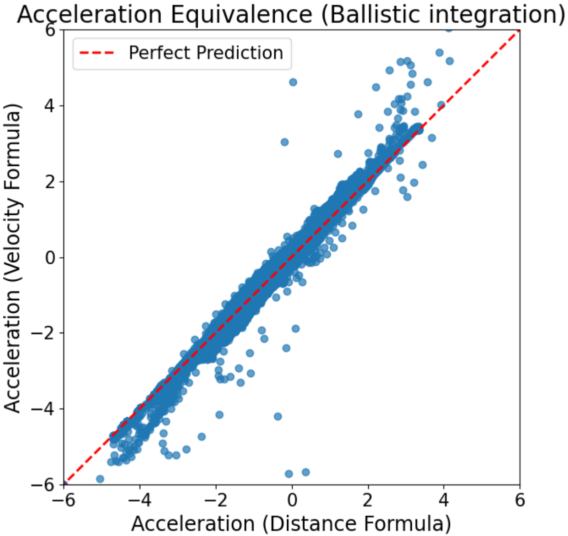

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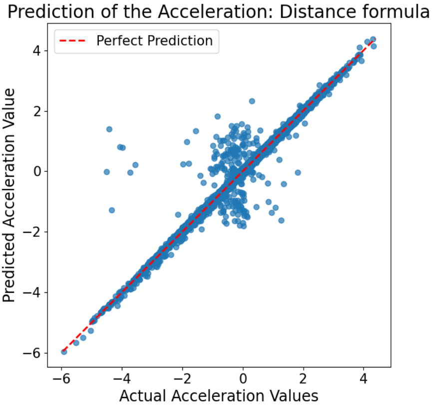

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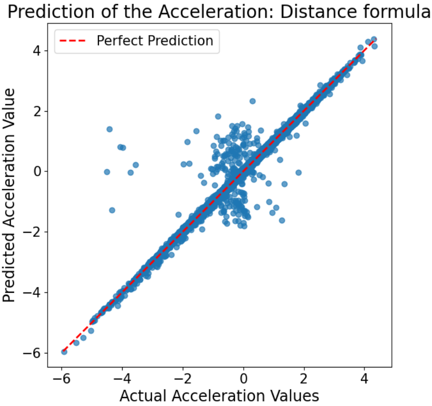

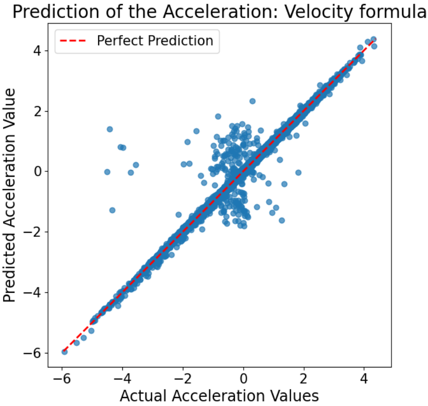

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- Able to filter out X different scenarios in Y datasets
- Found a better integration method where the accelerations match
- Able to visualize the integration method and modulate the movement of a car