An fNIRS dataset for driving risk cognition of passengers in highly automated driving scenarios

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# 1 Supplementary Notes

This dataset contains the raw intensity data which can be changed to and based on the modified Lambert-Beer law, and driving scenario data. We have adjusted our data to be BIDs-complaint, and placed the data at OpenNeuro. its DOI <doi:10.18112/openneuro.ds004973.v1.0.1> Homer3 is an open-source software toolkit used for fNIRS, we provide one example about data preprocessing using Homer3. Besides, we also provide four functions in Python to process the raw data and , one function which can transform MNI coordinate to Talairach coordinate, and one project file which can rebuild those fourteen types of highly automated driving scenarios using VTD software, those related content have been update at github [https://github.com/benchidefeng/fNIRS-experim](https://github.com/benchidefeng/fNIRS-experiment-for-automated-driving-scenarios.git)

[ent-for-automated-driving-scenarios.git](https://github.com/benchidefeng/fNIRS-experiment-for-automated-driving-scenarios.git)

# 2 Supplementary Example

## 2.1 Data preprocessing

In order to remove respiration, heart rate, blood pressure fluctuations, Mayer waves noises and others noises. We did preprocessed for the raw intensity data of blood oxygen monitoring device by Homer3, and obtained the preprocessed data of and . The preprocess contains removing motion artifact operation and filtering operation, and the functions and parameters which were employed are: hmrR\_PruneChannels(dRang: 0.01-1, SNRthresh: 2, Sdrange:10.0,45.0), hmrR\_Intensity2OD, hmrR\_MotionArtifactByChannel(tMtion:0.5, tMask: 1.0, STDEVthresh: 5.0, AMPthresh: 0.05), hmrR\_MotionCorrectWavelet(iqr: 1.50, turnon: 1), hmrR\_BandpassFilt:Bandpass\_Filter\_OpticalDensity(hpf: 0.015, lpf:0.085), hmrR \_OD2Conc(ppf: 1.0, 1.0) and hmrR\_MotionCorrectCbsi (turnon: 1). The preprocess is shown in Fig 1.

Fig 1 The preprocessing process of the raw intensity data of blood oxygen monitoring device by Homer3

## 2.2 Data content

The data of one participant in one highly automated driving scenario is stored in a csv file. The data of one participant in same highly automated driving scenario is stored in a subfolder. The csv file which contains the raw data and and the csv file which contains the preprocessing data of and by Homer3 were stored in the folder of “RawfNIRSDataset”, “PreprocessingfNIRSDataset” respectively. The details of their csv files are shown Table 1.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Raw data CSV | | | | Preprocessing data CSV | | | |
| Raw | Content | Unit | Sampling rate | Row | Content | Unit | Sampling rate |
| 1 | The of channel 1 | mol/L | 100Hz | 1 | The of channel 1 | M mol/L | 100Hz |
| 2 | The of channel 1 | mol/L | 100Hz | 2 | The of channel 1 | M mol/L | 100Hz |
| 3 | The of channel 2 | mol/L | 100Hz | 3 | The of channel 2 | M mol/L | 100Hz |
| 4 | The of channel 2 | mol/L | 100Hz | 4 | The of channel 2 | M mol/L | 100Hz |
| 5 | The of channel 3 | mol/L | 100Hz | 5 | The of channel 3 | M mol/L | 100Hz |
| 6 | The of channel 3 | mol/L | 100Hz | 6 | The of channel 3 | M mol/L | 100Hz |
| 7 | The of channel 4 | mol/L | 100Hz | 7 | The of channel 4 | M mol/L | 100Hz |
| 8 | The of channel 4 | mol/L | 100Hz | 8 | The of channel 4 | M mol/L | 100Hz |
| 9 | The of channel 5 | mol/L | 100Hz | 9 | The of channel 5 | M mol/L | 100Hz |
| 10 | The of channel 5 | mol/L | 100Hz | 10 | The of channel 5 | M mol/L | 100Hz |
| 11 | The of channel 6 | mol/L | 100Hz | 11 | The of channel 6 | M mol/L | 100Hz |
| 12 | The of channel 6 | mol/L | 100Hz | 12 | The of channel 6 | M mol/L | 100Hz |
| 13 | The of channel 7 | mol/L | 100Hz | 13 | The of channel 7 | M mol/L | 100Hz |
| 14 | The of channel 7 | mol/L | 100Hz | 14 | The of channel 7 | M mol/L | 100Hz |
| 15 | The of channel 8 | mol/L | 100Hz | 15 | The of channel 8 | M mol/L | 100Hz |
| 16 | The of channel 8 | mol/L | 100Hz | 16 | The of channel 8 | M mol/L | 100Hz |

Table 1 Organization of the content in blood oxygen monitoring device CSV

The information corresponding to the position, velocity and acceleration of ego vehicle and target vehicle (or pedestrian) was contained in a CSV file, and those CSV files were stored in the folder of "VehicleStatusDatase". The CSV file also contains a kinetic energy field and a flag bit, The flag bit indicates the presence of absence of a stimulating sound during the sample time period. If its value is true, then the period contains a stimulating sound. The details of this csv files are shown in Table 2. In this experiment, data is divided into low-risk and high-risk episodes according to one spite point, the data in csv files at front half and later half parts are considered as low-risk data and high-risk data.

|  |  |  |  |
| --- | --- | --- | --- |
| Row | Content | Unit | Sampling rate |
| 1 | The lateral position of ego vehicle | m | 100Hz |
| 2 | The longitudinal position of ego vehicle | m | 100Hz |
| 3  4 | The lateral velocity of ego vehicle  The longitudinal velocity of ego vehicle | m/s  m/s | 100Hz  100Hz |
| 5 | The lateral acceleration of ego vehicle | m/s2 | 100Hz |
| 6 | The longitudinal acceleration of ego vehicle | m/s2 | 100Hz |
| 7 | The lateral position of target vehicle (or pedestrian) | m | 100Hz |
| 8 | The longitudinal position of target vehicle (or pedestrian) | m | 100Hz |
| 9  10 | The lateral velocity of target vehicle(or pedestrain)  The longitudinal velocity of target vehicle (or pedestrain) | m/s  m/s | 100Hz  100Hz |
| 11 | The lateral acceleration of target vehicle(or pedestrain) | m/s2 | 100Hz |
| 12 | The longitudinal acceleration of target vehicle (or pedestrain) | m/s2 | 100Hz |
| 13 | The kinetic energy field28 | kg/s | 100Hz |
| 14 | a flag bit | \* | 100Hz |

Table 2 Organization of the content in highly automated driving scenario CSV. The \* indicates that there is no a unit for the corresponding content.

## 2.3 Data analysis

There are four indexes which can be used to explore mental activities based on fNIRS: , , cerebral blood volume exchange and cerebral oxygen exchange . has be used in many studies. Scenarios 04, 05, 07 and 10 belong to four relatively dangerous scenarios for these three typical single-car scenarios. The difference of passengers’ mental activities between low-risk and high-risk segments were compared based on . Training and testing data were extracted from those low-risk and high-risk according to a four-second window and a one-second step, and those training and testing data was classified using common there machine learning methods which contains two integration algorithm, Adaboost and composite classifier. The classification results are shown inTable 3. Compared with other algorithms, the testing accuracy of AdaBoost algorithm for scenarios 4, 5, and 7 are the highest. Besides, the data of in low-risk and high-risk segments can be distinguished partly by those three machine learning methods.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Scenario | Accuracy | Ada Boost31 | Composite Classifier | RandomForest |
| Scenario4 | Training accuracy | 100% | 96.79% | 100% |
| Testing accuracy | **90.54%** | 76.51% | 87.32% |
| Scenario5 | Training accuracy | 100% | 93.90% | 100% |
| Testing accuracy | **87.35%** | 69.52% | 83.48% |
| Scenario7 | Training accuracy | 100% | 93.66% | 100% |
| Testing accuracy | **85.54%** | 69.60% | 81.27% |
| Scenario10 | Training accuracy | 100% | 97.05% | 100% |
| Testing accuracy | 69.31% | 66.06% | **76.22%** |

Table 3 The classification results of low-risk and high-risk for relatively dangerous scenarios. Composite Classifier is also a integration algorithm, in this paper, it is consists of support vector machine, decision tree, logistic regression and RandomForest, and its result is decided by voting method.