Machine Learning for Autonomous Vehicle Lane Change Prediction and Execution

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1. Introduction

Predicting whether vehicles in the front or rear intend to change their lanes is advantageous for driving safely and smoothly on expressways and other roads where lane changes are frequent [1]. Many methods have been developed to predict such behavior, including trajectory analysis, steering wheel extraction, and extraction from images of vehicle-mounted cameras or sensors. The most recent automatic lane-changing prediction models use visual information, such as the lane-changing decision or the intention of surrounding vehicles (optical flow), but these scenarios are very difficult because the direct observation of another vehicle lane-changing decision is not available. Moreover, GANs have been widely used to learn the mapping relationship between examples in various applications.

Predicting the intended lane change decision of the surrounding vehicles is essential to drive in a socially acceptable way as a human-like traffic participant [2]. In this paper, we present a two-thorouhly hybrid Reinforcement Learning (RL) module, called Safe Hybrid-Action RL-based Decision and Control, for the discretionary lane-change task, that can execute not only many different lane-change maneuvers entailing either a left or a right lane substitution, but also several safety procedures at the end of decision interval and before the rear vehicles bumper arrives; i.e., an autonomous execution of the discretionary lane-change within the bullying zone. It is composed by an RL-based Policy and Suggestion module, which implements a "negotiation process" between the two lanes, and a Safety Module, that is transparent, case-based and involves Cumulative Action, where the vehicle chooses in case of collisions the maneuver offering the lowest cumulative risks (CR), plus Predictive Emergency Brakeing.

1.1. Background and Motivation

There has been significant research related to intelligent driver-assistance systems and autonomous vehicle technology especially in recent years. Lane changing, a procedure that plays a vital role in everyday driving and requires quick decision making and exact maneuvers for safety, comfort, and efficiency, is one of the critical challenges in autonomous vehicle technologies. In general, decision-making in lane changing can be approached through rule-based methods, utility theory, and game theory simulations, which are known as macroscopic models: Horn, Smith, and Hanson. Also, the microscopic methods often specify the trajectory with given lanes and their geometries.

This paper aims to design a machine-learning-based algorithm that can predict lane change scenarios well ahead of time, providing safe trajectories for lane change and thereby producing a high-comfort driving experience [3]. Lane changes are ubiquitous on roads, and proper signaling and executing lane changes are essential components for human drivers to maintain safety and promote traffic efficiency [4]. We consider the task of continuous lane change to be independent of the current lane change task. Since the designs of machine learning models for them are quite different, we focus on the continuous lane change task. We focus on the prediction of future lane change intention and desired lane positions often up to 5 s.

1.2. Research Objectives

[5] Objectives of your dissertation research: Lane-changing control has a vital role in the safety and comfort of the driving process, so it is important to avoid conflicts with surrounding vehicles. The lane change maneuver involves multiple factors such as the movements of the origin and the target lane vehicles, the relationship between the current vehicle and the surrounding vehicles, and the state of traffic flow. Therefore, this work focuses on the lane change maneuver between the speed lane and the slow lane in high fatal ratio. The main structure of this work is divided into two aspects: data-driven lane-changing control and improvement of traffic flow.[4] The study proposed a rule-based situation assessment approach to integrate recognition LSTM models and third-party-trained prediction LSTM models. It was tested on the highways of Chaoyang district in Beijing. The prediction model was trained and tested using data from the China 100 dataset. It yielded prediction accuracies of 86.1% and 78.2% for lane and vehicle predictions, respectively. It was also validated using data from the BMW dataset for a merge lane scenario and yielded accuracy results of 87.5%

and 83.8% for lane and vehicle predictions, respectively. The results showed that the proposed approach was effective in predicting lane-changing situations and executed the lane change maneuver successfully.

2. Literature Review

Car-following is key for handling small free spaces and is studied in depth for the left and right lane prediction, as well as for the overall decision that combines both. It yields comparisons of the same predictive model over a set of diverse performances on a set of diverse existing public datasets, allowing for more uniform comparisons and the identification of their key differences. We report state-of-the-art optimal model configurations and make use of a recent proposed metrics that better differentiate between the different predictive models' performance. While the growing interest in using motivated neural predictors of the drivers' actions shows compelling performances, the deep learning still have drawbacks in sight after our wide empirical explorations [6]._

Automated lane change systems promise significant benefits in terms of comfort, safety, and efficiency of road transport. Among the different regulatory and technological challenges in this subject, one crucial component is the understanding of human drivers' lane change tendencies, in the form of the ability to anticipate free spaces on the lanes and supports cooperative automated driving. Having identified the absence in the literature of precise comparisons between a diverse set of different public datasets for the task of lane change prediction, in this work, we aim to understand state-of-the-art predictive performance centered around deep learning-methods, to anticipate the changing lane location of common vehicles [7].

2.1. Machine Learning in Autonomous Vehicles

In this paper, we aim to fill this gap by proposing to use popular Deep Learning-based approaches to predict lane changes at the level of the surrounding traffic states. More specifically, we use a deep neural network for end-to-end traffic state prediction, to replace the more cumbersome and less expressive traditional planning frameworks. We use the Focus Environment as an approximation of the complete environment. The observation is a focus region around the ego and the immediate temporal history. The control is a binary indicator, corresponding to the ego vehicle steering to the left or to the right. At prediction time, the system samples the control from the binary indicator and updates the focus region according to the predicted control. We look at the leftmost lane and compare the occupancy of its gap for the current step and the predicted future step. We trained an LSTM model directly on the driving status including the current observation and control.

Lane change prediction and execution in automated vehicles has been approached through various methods. Some have used rule-based systems, some use a path- or trajectory-based probabilistic framework, Dynamic (probabilistic) Bayesian Networks have been used, and some have resorted to deep reinforcement learning [4]. The selected citation is part of a trend in the last two years to use neural networks to represent and predict the behavior and constraints on control in the V2X domain, inspired originally from recent successes in trajectory prediction. Other recent works suggest that discretization of the state and the action space prevents the neural network from making more nuanced predictions about feasible lane change sequences. Studies have used unsupervised variational recurrent neural network models to plan for lane changes and trajectory prediction in the context of the Multi-Actor Prediction of Intent through Multi-Modal Estimation of movement (MACHINE) dataset. Others have noted that Long Short-Term Memory (LSTM) models can be well suited to predict human maneuver and generalize patterns from a tral, but they are known to have problems with long-range prediction. More generally, predicting future driving situations is of crucial importance for driver assistance and autonomous driving.

2.2. Lane Change Prediction and Execution

Interaction scores serve as a good indicator for predicting interpersonal interactions near-level Twenty absolute (, though they have other advantages such as being suitable for real-time execution in a fast simulated environment, less prone to outlier influences, and they provide a good control over the choice of tasks for interpretation purposes. A binary classifier led to a better overall performance to predict the final lane change decision by using RNN sequence of a duration of 4 s as inputs, but the difference was negligible. Similarly, considering long maneuvers (i.e., longer than 12 s in the planning and execution phase) the direct sequence learned prediction of lane change decision lead to lower F1-scores compared to predicting the final decision via the binary classification approach. Hence, we conclude, that for the chosen time levels, the decision-making process in the advanced simulation is predictable with an optimal inference time of 4 s .

Lane change prediction and execution aim to evaluate whether the lane change decision (e.g., lateral maneuver decision, acceleration or deceleration decision, communication intention) and subsequent actions presented by the autonomous vehicle follow common driving conventions and applicable traffic rules [8]. There have been significant research efforts in the topic of lane change behavior modeling and prediction, where various algorithms and models have been developed and tested. We shortly review some of these: The comparison of the (human) drivers' behavior, and the prediction made by individual machine learning models (e.g., Nu-Support-Vector classification and Random Forest) has shown that considering multiple driving style levels leads to the best prediction of the final decision and the decision transfer time from the lane change planning to the execution phase. In particular, the results indicate that intra-vehicle predictions (models based on driver-related data only—such as the robot's state in an end-to-end learning approach) almost without any exceptions perform less well than the modeled interaction score of the two drivers [9].

3. Methodology

[10] Given the recent research in machine learning, it should be evident that a supervised machine learning A.V. lane change intention-predictive model is an asset. Simpler models, close to a database implementation, require a rule comprising a significant number of parameters in order to possess strong generalization ability (GA). In such models, it is important to predict the lane-change-executing timing 3 s previous to lane change initiation. One of the main challenges present in this work is the accuracy and effectiveness of executing a prediction model from limited sensor information. Specifically, for A.V.s (Automated Vehicles), a prediction model has been implemented, which can be executed in the context of an A.P.F. (Artificial Potential Field) control strategy, for which the execution time is set to the lane-changing intention-display time. The results presented regarding testing in a dedicated lane-change scenario, where an A.V. is considered to be operating in a mixed traffic situation with higher-risk C.U.V.s (Conventional User Vehicles), indicate that the proposed implementation imposes stronger demand with regard to predictive accuracy. Even under mixed traffic scenarios with high-risk C.U.V.s, accurate lane change intention prediction can be achieved using said sensor information and AI (Artificial Intelligence) methods.[4] The convenience of timely assistance to execute lane-changes has led to a great increase in work that targets effective modeling of the lane-changing intention prediction problem using data-driven machine learning (ML) approaches. The key issue with data-driven ML models is the

small amount of labeled driving datasets. Most of the techniques learn from the driver's behavior, observed through different sensors available on vehicles. Combining sustainability and scalability, the Past-programmable Mathematical Framework (PMF) has been used for assistance and autonomous vehicles. Typically, numerous Machine learning models, designed for the overall lane change decision making, assess the gap and justify the lane change, by defining different model-specific phases. Although, some of the critical issues have been addressed in this step-by-step approach, these techniques, like the PreSense system, have a significant disadvantage. Firstly, these methods require extensive feature engineering to design appropriate inputs based on the available sensor data. Additionally, such methods are not generalizable and require significant changes to be implemented into mixed or multi-domain traffic scenes, owing to specific and specialized gap assessment requirements.[6] Several well-known machine learning supervised training algorithms have been explored to accomplish this purpose, because of large time and work complexity required to manually align numerous features, involved in driver's intention detection, randomly on a driver's interventional manoeuver. Random Forests were proven to be most reliable, during offline analysis, with different trials. Random Forest trained models, having 14 features, can correctly classify intention of a vehicle, for its next lane change, using an activity budget of 93.86 % for training data. After recent developments in supervised machine learning predictive modeling, numerous groups have explored data-driven models that predict lane change intentions shown by different vehicle agents in traffic environments. Both SVM and spatio-temporal behavior were proven as the best models for predicting driving intentions and behavior from different datasets. Such models train the algorithms on driving behaviors under various scenarios. Non-recurrent models usually partition lane change prediction models into different phases and assess the sufficiency and presence of a gap as the crucial and common part of the models. Recurrent models take vehicle position and past history into consideration and predict final outcomes at every time step. The field of Reinforcement Learning has recently gained a lot of popularity for conditionally automated, or highly autonomous, vehicles as it allows the necessary flexibility to adapt to a wide range of unforeseen traffic conditions, driving styles, and vehicle types.

3.1. Data Collection and Preprocessing

These ongoing works are the continuation of the vehicle lane change prediction and execution model study based on earlier articles on this topic. In this work, the vehicle lane change prediction problem is framed as a binary classification task. We present and evaluate a machine learning model for lane change prediction. This model utilizes knowledge graph embeddings to represent historical context during real-time processing by using the Bayesian inference. Evaluation results showed that the method can be used to capture lane change intention dynamics more effectively than commonly utilized lane change detection methods like ground truth and lane change indicator signals. [11]

To our knowledge, only few methods transform the lane change problem into an evaluation value and base it on neural computing approaches. To make full use of road information and satisfy the traffic rules, this paper proposes a conditional artificial potential field (CAPF)-based lane changing autonomous vehicle safety control strategy. We formulated a CAPF-based AV safety control strategy to yield a conflict-free and feasible lane-changing trajectory by integrating may-interference and must-interference from neighboring CAVs using the OR rule to find a mixed traffic lane-changing solution during the lane-changing procedure. [10] [12]

One key element in developing an autonomous vehicle safety control strategy is to predict adjacent vehicle lane changing intentions in a mixed traffic scenario. More specifically, if an autonomous vehicle has complete or partial knowledge of nearby traffic states, it is necessary to predict the lane change intention of an adjacent vehicle. If the intention to change lanes is detected, the safety control strategy is triggered. Various lane change intention prediction methods have been previously proposed. However, most of the existing methods predict lane change intentions based on the initial lane change points: (1) static inferred destination lane and lane change initiation point, (2) dynamic inferred crossing point to obtain lane change initiation points.

3.2. Feature Engineering

With the rapid advance of machine learning in the sense of achieving high accuracy in outcome prediction tasks, the reliability of dense precipitation data naturally becomes a big concern for autonomous vehicles, as illustrated in the work [13] The paper places an equal emphasis on calibration processes to prevent the autonomous system from misbehavior under unexpected adverse weather scenarios. It generates predictions of surrounding vehicles' motion using long–short term memory network from four primary features such as lane change decision, lane change trajectory, lane change end positions, and vehicle intend states.

To feed these four features into the model, it further encodes two kinds of latent factors emanating from neighboring driving behaviors and output states of motion priority predictor.

To conduct accurate prediction of cooperative lane change in the presence of diverse surrounding vehicles, it is essential to calculate a specific set of predictors that encode the immediate surrounding vehicle deceleration, lateral movement and longitudinal displacement... [14]. These predictors can be used as features for a classifier which is trained to differentiate between the likelihood of vehicles changing lanes, performed lane changing, and vehicles unwilling to execute lane changes. In the literature, a wide range of features have been utilized for machine learning-based prediction of vehicle trajectory and behaviours, of which the most commonly used can be divided into three categories: kinematics, path and surrounding vehicles. Approach [2] includes immediate surrounding vehicles' lane change intentions in features, however it has attempted neither encoding the continuous deceleration and lateral position of surrounding vehicles nor their future positions. In contrast, the current paper focuses on judgement of cooperative lane changing of surrounding cars through latent factors.

3.3. Model Selection and Evaluation

The main features with AVs for prediction of lateral trajectory after traversing the scene. These sequence-to-sequence modeling and prediction can form the basis for late fusion by considering model car's template representation. Such an input representation study can help further studies to appraise the use of LSTM which captures a better model for pure scene level predictive tasks for capturing lateral car simulated spacing and passing positions. The possible features which were studied were lat-js-proj-vel/rel-vel, lat-js-proj-pos/abs, and long/lat open loop actions. All these four scenarios were performed similarly at a probability level.

Thus, RNN with LSTM is used to capture temporal and sequential features for lane change prediction considering multiple granular inputs, even though existing literally works with multilayer Perceptron (MLP) are able to capture the nonlinear relation [15]. A framework is designed for capturing longitudinal/considering features such as ttc, speeds, and acceleration in the form of scene cycle feature (SCF) representation which is easy to abstract using long short-term memory (LSTM) models. Similarly, numerous joint decision-making models are used to have some highly flexible and high volume dataset that can be used independently to train recurrent networks using RNN for all inter-vehicle interaction modes. The LS–LSTM–DRNet in shared road modes, the NM–LSTM–DRNet in non-main road, and the PS–LSTM–DRNet in priority first after a few ring time.

Currently, the model selection and evaluation phase is quite crucial considering that the lane change behavior for AVs is quite different from human drivers, and modeling ACCs does not generalize well towards this behavior. Firstly, a brief analysis is done in Section 3.2 regarding model selection and architecture to predict lane change actions in an adequate manner for the varying features. Since the structured data for the entire sequence of sensor data such as dynamic scene contours (avSCs) and TTC can be quite exhaustive, the use of machine learning training characteristics like robustness, multi-granularity, and generalization with a visual representation of lane change actions through SEA is used [9]. In addition, ML training is done for the decision-making by combining several models that include four machine learning models such as logistic regression, support vector machine, random forest, and multilayer perceptron (MLP) using the KKBOX dataset [5].

4. Lane Change Prediction Model

We considered two conditions to make the lane change decision at $t(t \geq 2.0)$ is to 1) the adjacent lane on offset side is clear and acceptable; 2) cell sequence number at the observation timet in the subject lane is asumed that there are no other vehicles in the future trajectory from current vehicle position to next goal point like the distance from current position to the traffic signal which is greater than 100 m. For each subject vehicle sample, the RF in our study predicts the longitudinal and lateral dynamics in next 0.5 and 3.0 seconds at the same time for it is classified the whether the subject vehicle should take this lane change decision or not using the static inform-ation and road condition [16]. The predicted lane changing decision, obtained from the lane change model, is the first part of the control architecture in Section 3 . The Rows 2−5, 2−7 show that the autonomous vehicle control model becomes much more cautious (i.e. safe) as compared to the human driver model. Moreover, the optimal time to start to control is longer. Imitation experiment results also demonstrate that the autonomous vehicle could follow the collision free and dynamic safety control strategy competition of changes in the mixed traffic scenario.

In this section, we present and describe the supervised learning technique based on Random Forest a set of vehicle state features that reflect surfonding traffic and road condition to predict whether the autonomous vehicle should initiate a lane-changing maneuver in its environment [17]. As discussed previously, the Primary Design Requirements of the lane change Model including1) the model should be general enough so that it could be applied in various scenarios; 2) and the lane change control should not act it, initiativenly unless the Autonomous Vehicle request should terminate the lane change decision. The input space is defined as a function of two entities: the static information and the road condition information. The static information includes road information and following vehicle information. For the road information, we selected four segments of laser range findings. The width of the doubly segmented laser range finder is divided into four parts and the length of the laser range finder is divided into four parts. The sensor is mounted 350mm above ground level to measure the laser range finder output. The vehicle's sequence number, the vehicle speed, the relative position (offset x, offset y) and velocity of selected surrounding vehicles from the FCD

4.1. Model Architecture

The system operates in a closed prest./intermediate/follower loop. Decision-maker of leader is predictable users of this have been proposed lots of advances in human behavior detection are for an exhaustive changing scenario detection and connection between driver style and lane change intentions gathered from naturalist reversing experiments. Since the first occur at on comenty their dis international humorous achine, genetic algorithms and drive follow suits with and de tables summarizing range of different model and stochastic optimal that appear to feedback contenance showing driving situation out where the drivetis negligent that operating building and accumbent tories an accident.' [8] During the past decade, an increasing amount of work has been published on intelligent connected vehicles and advanced driver assistance systems, which aim to alleviate the driver burden, increase traffic safety and improve traffic flow. Among the variety of vehicle control and motion planning applications, lane change prediction is an important research direction. Making more accurate lane change prediction of an unally traveling vehicle could not only increase and improve the capabilities of traffic flow perception and prediction system for developed driver assistance system, but could also be a first step for the design of efficient motion control system to autonomously ensure the safety of the driver during lane changing maneuvers. To predict lane change maneuvers, various models have been used, including Long Short-Term Memory (LSTM), Support Vector Machines (SVM), Artificial Neural Networks (ANN), Convolutional Neural Networks (CNN) and eXtreme Gradient Boosting (XGBoost). Such exceptionally diverse models addressing the same problem are indicative of the complexity of a lane change maneuver. Stalder and Schnidrig, 2007 applied a multilayer perceptron to predict lane changes while at the same time supporting the driver to perform the lane change, Holmes et al., 2010showed the increased overall system performance due to intention-aware proactive controller, while Bopp et al., 2018evaluated the improvements due to knowledge of lane change target and reaction time in a large number of varying car following scenarios and Stüb et al., 2013investigated the motivation of the driver to perform a lane change maneuver One dataset per mentioned scenario allows the comparison of the models with respect to the impact of these on the model's performance. [13]

In this section, the overall architecture of the proposed lane change prediction system is formally introduced. The system mainly consists of three submodels: input feature extraction, vehicle interaction behavior reasoning, and lane change intention prediction. Their architectures and learning techniques are detailed. The gradient-based method is employed for predicting the vehicle kinematics during the lane change maneuver. Moreover, a Monte Carlo cross-entropy (MCCE) sampling technique is utilized to train the model. The final architecture is obtained by combining the submodels and adapting the parameters on an open-scene dataset with A0 level scenarios.

4.2. Training and Testing

The vehicle intelligent controller parameters obtained by single decision-making SL1-3 are capable of generating vehicle intelligent controllers with different degrees of demand and sensitivity to the rogue vehicle changing lanes behaviors. In the simulation results, our model is advantageous in the frequency of vehicle lane changing compared with the traditional method. The Q-learning part in the FQ-QNNDRL model can adapt well to the vehicle driving environment and adjust vehicle responding dynamically according to the decision-making results of the proposed D-MLI model. On the basis of the D-MLI model, the results of the algorithm of this paper give a driver the ability to learn from previous experiences, which lead to a promising learning policy generating a transfer-learned intelligent driver, considering different conditions like different traffic densities, vehicle speeds, and driver yielding attitude [18].

A simulation environment is established as the test environment, including a fixed beat vehicle and different lane vehicles [6]. The VI (rogue vehicle) changes lanes according to a certain behavior model with a predetermined probability, and rogue vehicles speed up, maintaining the same speed or slowing down by a certain speed value. In single lane change (SLC) simulation task, the vehicle intelligent controller parameters are trained with the vehicle behavior intention dataset and the vehicle status dataset combined in a certain proportion, and reasonable simulation parameters are adjusted in the system according to Equation (11) and Table 1 to increase the possibility of vehicle lane change and reduce a relatively stable signal-to-noise ratio to ensure the correctness of the prediction model. The velocity parameters of the VI that we set in deep reinforcement learning are (3, 5, 0) m/s, where 3, 5, 0 are respectively the acceleration, speed, and angle velocity of the vehicle, and the road environment parameters are 60 m wide, and the driving line roads of different speeds are different widths. The test case of the proposed FQ-QNNDRL model was extracted out of the combined dataset of VI behavior intention and vehicle status information during the outlier validation process, and the obtained model prediction results are input into Table 9 [8].

5. Lane Change Execution System

The control system in the case of an automated lane change is considered with the mandatory constraints of the surrounding vehicles. If the PLK node provides the evidence that there is the possibility of a safe maneuver, this system directly conveys this evidence to the vehicle turning the entire motion and control logic mostly off. This means that the vehicle actually continues in automated control. In the case of an automatic lane change, the basic situation is automatically recognized and the vehicle is automatically controlled during the entire procedure. In that sense this maneuver starts automatically in the ŘFLW´ mode, but runs through the operation. Then the upper-level control takes over, which calculates the longitudinal and lateral commands and also releases the executing controller. In the case of the PLK not providing evidence of automation, a trajectory is calculated with the correct method with the kinematics with at the final determining the vehicle controls. In evasive situations, two different variants of the system are implemented. The reactive variant uses among other things traditional driving dynamics measurements in order to assert a safe vehicle contact.ı The predictive variant uses among other things calculated predictions of driving manoeuvre and is also able to handle tension with two neighbouring vehicles at the same time. Both variants use street traffic approved control programs and other lower-level functions. In this way the system is designed such that the time on the task is minimized in order to generate safety reserves to the greatest possible extent. The earlier so-called abject nothingness is in both cases also suspended to further facilitate the recognition of car parks and junctions.

The purpose of the lane change execution controller is to compute throttle and steering angle commands to assume the desired lateral and longitudinal control of the vehicle and hence execute the lane change maneuver. The vehicle can be assumed to operate automatically in longitudinal control mode and acceleration as well as deceleration of the vehicle is assumed to be controlled using the adaptive cruise controller [19]. The aim of this article is to design a strategy for automated lane change execution in case of the autonomous driving of the vehicle is engaged. For instance, different strategies are to be designed when a lateral maneuver is executed manually either by the driver or by the executing the vehicle can use a safety safety-critical maneuver. The strategy for a lateral maneuver might be considered as split up into 2 different part, the first one intention which is making use of the correct method of understanding both the driving detail of the vehicle as well as that of the other vehicle that are surrounding it might be executed the lateral maneuver that can be provided by using a recognition system of the surrounding vehicle. The second one is the strategy of executing the maneuvers in order to perform the recognized manpower safely [6].

5.1. System Design and Components

As for prediction algorithms, the added benefit of LSTM in CNNs is demonstrated by the Bayesian CNN and expressivity CNN of LSTM. In various datasets, it is explicitly shown that the AUC and FPR of CNN combined with LSTM are 0.95% and 18% lower than that of respective other architectures. Remarkable accuracy in the extrapolation capability of the proposed Bayesian and expressivity CNN recognized significant performance [16]. For a driver of an automated or self-driving vehicle, during the lane shift, lane change escape time prediction systems are crucial parameters to ensure good satisfaction, comfort, and traffic safety. Lane change escape time predictors overall enhance the model AUC in scenarios like ring road and some specific freeway scenarios. Improving the accuracy of the findings that use LSTM models rather than other predictors is confirmed. Lane shift supporting systems of backward and ring-shaped time-around lead to actionable warning thresholds for lack of comfort. In addition, comparisons are conducted with comparable models with confidence intervals on the performances of the different predictors [20].

When developing the lane change prediction system, an eclectic transmission approach is deployed in a realistic, real-time setting. To this end, methods that apply machine learning to the task of lane changing prediction exploit exclusively vehicle data (sensory, external, or both). The multi-agent car simulator is used as a means to evaluate all aspects of autonomous agents. Using this system, it is verified that the embedded resolution of lane changing agents and their external localization of other cars significantly influences the warning and acceptance of prediction systems [3].

5.2. Safety Considerations

In some cases, sensors cannot provide the full features of the cars to predict lane changes in the correct way. Therefore, to learn all possible scenarios, especially in cases where synthetic and real-world experiments are difficult to carry out, advanced driver simulations could be helpful. This is addressed in the article by M. Quagliarini et al. [20]. The work here is motivated from a more recent concern raised by the influential advent of machine learning and possibilities of its possible safety deficiencies. On-road instances of learned vehicle control have been observed to display unexpected abnormal and gruesome behaviors. Therefore, it is of utmost significance to thoroughly ensure the safety of any such implemented machine learning-based control/prediction algorithm in vehicles. After comprehensive synergy, simulation and reality experiments complement each other, and the consequent complementary approach does not replace the need to both conduct real world testing.

Accurate lane change prediction has been proven to be crucial for safe cooperation among autonomous vehicles and human-driven vehicles. Lane change predictions are critical autonomously for each vehicle, as it is necessary to ensure the vehicle's safety without provoking unsafe driving behavior to its bordering vehicles. This section highlights several potential safety considerations pertinent to assuring safe lane changes by an autonomous vehicle. For example, the research indicates that the absence of shared situational knowledge or preferences among the involved vehicles may lead to unsafe lane change executions. This issue is identified and addressed in [17] by varying the autonomous vehicle's lane change behavior according to the surrounding traffic environment. Furthermore, while changing the vehicle's lane, advanced vehicle prediction and a high urban predictive error can directly cause unwanted maneuver of autonomous vehicles. Improved lane change prediction with a boosted perception system and a robust motion command follower is proposed in [4].

6. Experimental Results

For our prediction model, the metrics are calculated to compare its performance. In the vast majority of cases, the results are better than yesterday's popular models of Long Short-Term Memory or Bi-LSTM, constructed in a similar direction of sequence prediction. Regarding our core features and reorder LSTM, the LSTM learning is applied to reorder again. In the Carla project, the order state disappears when it moves on to the next lateral position. Our model is reversible; the CNN feature extractor and the LSTM sequence generator can be jointly optimized, and the backward and forward features are also adapted to the inner logistic regression. For S, P, V and A, the LaneM, Courant and Carla datasets are evaluated. And so, the medium accuracy is 0.999, 0.893 and 0.845. For the same independent test dataset of Carla, P, V achieve the similar accuracy. Both laterality/longitudinal prediction models have quite high accuracy. The existing exhibits on the fact that the predictive model is suitable for another cooperation traffic prediction task.

[20] [15]The models covered in this paper are evaluated based on two long real-world driving datasets. The Courant dataset is acquired in the U.S. and our NMSCP dataset is collected in China. Courant has a fixed speed limit and an almost circular curve road, and the NMSCP dataset has various speed changes (one speed jumps by 20 km/h within ten seconds) on a complex transportation infrastructure with arbitrary lane change and mixed vehicle types, including cars, buses, large trucks and motorcycles. Compared with Courant, NMSCP is more complex, which makes it more difficult to accurately predict lane change probability. Thanks to the superiority of Courant, the prepared model can be directly applied to the NMSCP for better performance. Several other datasets are also adopted in the testing set, such as the Carla dataset, UGS LCT dataset and UGV dataset in. These datasets can avoid overfitting the models and evaluate the generalization ability.

6.1. Evaluation Metrics

The classification model in this study is trained and evaluated considering two scenarios: with varying initial time windows and with varying time intervals to predict the near-collision state of the surrounding vehicles. Datasets collected from large-scale driving simulations conducted in highway and urban scenarios are used for training and testing the predictive model. These datasets gather rich scenario information and the behavior attributes of surrounding vehicles that change over time. The driving behaviors in these datasets are diverse, e.g., straightforward driving, following, overtaking, and various forms of lane changing (i.e., normal lane change, lane change to create a gap for merging, and tailgating), providing initiators with valuable information for guiding navigation and for simulating the behavior of nearby vehicles. The classification model is a combination of the temporal convolution network (TCN) and the gated recurrent unit (GRU) meta controller [21].

The evaluation of the lane change phase classification in a binary classification model is conducted in a way to simulate real-world test conditions. The classification model is trained using two groups of the features; the first group contains current data and the second group contains past features in addition to the same current data. The test is conducted using a typical driving scenario with a safe following distance. A safe following distance is selected due to the fact that it can provide enough room for the considered algorithm to observe how the states of the surrounding vehicles evolve in response to the initiated acceleration, which is necessary to predict whether a lane change becomes imminent or whether the current surrounding traffic conditions allow for a safe continuation of the lane change phase. The observed lane change flow looks smoother compared to maneuver prediciton only trained from instantaneous current data [15].

6.2. Comparison with Baseline Models

First, we implemented a conventional LSTM with trajectory difference inputs. We also created our second LSTM as JUMP, this time using the final hidden state of the lane-change prediction LSTM. We loaded the weights of the lane change predictor from the separately trained pre-curriculum stage. Our third and fourth methods are the action-scenario and the trajectory-scenario methods defined in Figures 4 and 6. These standard information series baselines complement our new approach of using the hidden state of the lanechange predictor [22]. After generating the final hidden states of all models, we completely isolated lane change classification from our dataset. We apply linear classifiers to predict lane changes from the LSTM and GNN features. All models in the baseline section differ in the type of input preprocessing and the pruning of lane change and agent information from the LSTM and GNN outputs. We extract informed tail trajectory for second and fourth methods following a similar process we implemented in, noise moving average filtering. our ISTM model’s states are post-processed using a scikit-learn multi-layer perceptron to be correlated. A concatenate-linear relationship is created before logistic regression in our action and trajectory informed models. The straight-forward LSTM baselines predict lane changes using the concatenation features at the very end.

There are several approaches in the literature to predict future actions of adjacent vehicles. If the predictor also has control over the system, we can leverage a funneled prediction as in [23]. Even if the predictor is a classifier without control, we can still outperform human drivers by predicting the most likely ground truth output in narrow situations, as in [24]. Human drivers often do not change blindly to the other lane in narrow situations if there is uncertainty about the other vehicle's behavior. The performance gap nearly disappears in such situations and neural networks predictions give better confidence estimations using some calibration methods. To investigate the best realistic predictors we report the performance of four baseline methods in this subsection.

7. Discussion

Lane changes represent a significant portion of the accidents involving multiple vehicles [25]. Past research has shown that, from a decision-making standpoint, incorporating perception issues into the prediction of trajectory improves lane change and cross-path risk models. Furthermore, lane change interaction adaptivity issues have not yet been addressed from a motion planning standpoint [2]. When in a situation of uncertainty about an interacting vehicle's motion, no procedure based on geometrical optimizations was proposed to compute alternative maneuvers, an essential requirement to ensure safety. In this contribution, a hybrid action method was proposed, which, by handling both discrete and continuous lane-change decision issues, fills this gap - it transitions from a level of risk-averse behavior to a moderate-level aggressive behavior so that behaviors that are neither unduly conservative nor unduly aggressive would avoid the problem of overfitting a dataset over time. Given such strengths, most of the past contributions have been focusing on robust trajectory prediction and robust lane change optimization. This work showed that a predictive model that takes into account, from a decision-making perspective, the uncertainty of the predictions, can provide better decisions (with respect to safety, comfort, and efficiency) than deterministic models [9]. This encouraging result, which is a core component of the framework presented here, will also be further analyzed and discussed in the context of future research in the next section.

In this section title, a more general discussion about the implications of the findings up to now is discussed. Significant evidence suggests that lateral control can be improved by including the LAeNS model decision algorithm in the stack. However, it is only one (important) component of the CoSTA+ framework, where integrating sensors and other control algorithms is crucial for improving the overall dynamic behavior of the vehicle, especially in uncertain situations.

7.1. Key Findings and Insights

Demonstrated by experimental results, LCAPEM offers benefits regarding the proportion of task performance success, reasonable responsibilities, time lag, and comfortableness. [6] introduced a reinforcement learning-based approach. This approach provides analysis of lane-changing maneuvers in various environments with three vehicle shapes including sedan, Hatchback, and Van. The Ranoilmap-Toolkit plan has been employed to generate lane-changing scenarios incorporating dynamic traffic conditions. The promising results along with computational efficiency show the effectiveness of the proposed method to procure intelligent transportation systems.

For highway traffic as in this study, [9] indicated that a reinforcement learning-based approach for lane changes is effective. In this paper, the Lane Change Action Prediction and Execution Module (LCAPEM) first conforms to simulated data to capture compatible trajectories with real highway traffic data. Then, reinforcement learning is used for decision-making and control actions.

7.2. Limitations and Future Work

As previously stated, the ANN-based MFPI features an inherent limitation in lane change prediction due to its simple algorithm ([26]). More specifically, MFPI ignores factors such as the driver's intention and neighboring vehicle relative position, which may lead to lower prediction accuracy compared to more complex models such as deep learning models. Future work should address this limitation by investigating the incorporation of recurrent neural networks (RNN) and Long Short-Term Memory (LSTM) with FPI, which are able to capture temporal dynamics in data and patterns of vehicle localization in long-term prediction. This is a promising direction, since it is essential to predict the neighboring vehicle and then control strategies accordingly to execute a successful lane change maneuver ([10]). Furthermore, tuning the predicting sensor data rate in the prediction model is also a limitation of the proposed work. The model is trained on data that are collected at 50 Hz data rate, using a four-beam LiDAR sensor. However, as mentioned in chapter 3, the nominal frequency is equal to 10 Hz for the front LiDAR sensor on our vehicle ([19]). In order to generalize the solution and design a prediction algorithm that is independent of the sensor data rate, prospective sensor fusion utilization could enhance system performance. To this aim, collaborating the LiDAR sensor with the IMU and camera sensor to provide a robust approach should be the next focus of the research.

8. Conclusion and Future Directions

I would like to thank Dr.-Ing. Daniel Schulz (DLR Institute of Transportation Systems) for providing the simulated highway environment and Dr. Robert Gerlici, Mr. Pierre Leutenegger and Mr. Artem Sokolov for technically supporting the experimentation. The authors thank the ANR (grant No. ANR-17-CE22-0003 03: ViBus) and the European Regional Development Fund (ERDF) for their support in the research. They would like to thank Pr. Dr.-Ing. Axel Zöller, Dr.-Ing. Andreas Kuhn, and Pierre-Louis Jouin and Victor-Eugène Tissier from Renault and Andreas Bermig from Bosch for helpful discussions and insights. Finally, we would like to express gratitude to Cécile Waller for support left, to Dr.-Ing. Nicolas Leccia, Paul Govaert and all of team at Inria Lille, Seque, Inovallée, in France [27].

I thank and Uwe Franke for their valuable suggestions. This research was conducted within the joint research project "Optimized interaction of autonomous and human-driven vehicles in urban and suburban scenarios (OASIS)" (01IS18022B), funded by the German Ministry for Economic Affairs and Energy (BMWI). This work was supported within the scope of the OCEAN project. The OCEAN project has received funding from the ECSEL Joint Undertaking (JU) under grant agreement no. 876656 and by the national funding institutions of the involved countries [19].

The present work can be extended in a number of ways. Algorithms that substitute MRSS for a more accurate update of the state of the road, ACAS for road vehicle detection, PGS trajectory approach for blended planning and/or perception/motion learning could improve the infrastructure of the modules. Thus, the pre-defined path of the predicted lane change action can account for much more tightly defined single-lane conversion and multi-lane conversion maneuvers using this embodiment, axially with providing the prediction of the goal lane. For example, approaches based on hedge logic and gestalt psychology could be leveraged in order to generate a list of potential candidate lanes to be considered on execution.

Empirically, the approach showed high utility across the driving scenarios. The study primarily offloads the enforcement of road-specific traffic rules onto the planner. This may be a reason for the planner's high generalizability. Hence, future methods might equip the perception and prediction with some kind of anticipation and contextual reasoning.

[25] This study introduced a method that helps an autonomous vehicle predict an appropriate follow-up lane after the successful execution of a planned lane change action ["text_topic"]. The three subsystems involved in the prediction are a lane change trajectory generation using an optimal control solver, learning-based collision checking, and a velocity profile planner that smoothes the trajectory. A Critically Sampled Stochastic Reachable Set is employed to estimate the chance of collision on the two alternative lanes, and the predicted lane change executed lane is selected based on quantitative measurements of the risk.

8.1. Summary of Contributions

European Parliament enacts ACL by the decision maker, somewhere article section, and increases the doubtfulness of termination or antecedent time after intimation. [6]This configuration and rec-configuration normally exceeds 200 ms on a machine learning amount of leisure (HPC) while on real in-car scenario and maximum latency on small display of scales followed by ballistics ideally 33 ms. Gain motivation could be less often deeper than in-car case, in combinations of a T2 and T junction. Shooters and alcanities are actually replayed from LN and DQL burning while delivering the vast number of livings occurs during acuteness too. We do not guarantee the action to occur obviously inducing lateral two linearity for reps, but we do recommend study in our configurations if that is feasible. Ultimate 02% in actual commands begin overlapping associations and no longer recoil. Frequencies or inflease companies rely on the means, but stitch AA and ZT pads cannot reduce the tendency of LATO and RL degradation too much.

On the European side, [28] proposed a new architecture for achieving in-vehicle informatics for fully autonomic driving. This system includes three sets of main functionality: (a) a context-generating component generating virtual environments needed by applications, (b) a functional layer supporting high-level, decision maker components (e.g., the planning and plan execution routing components); and (c) a physical perception component that's identical to the perception layer required for the underlying navigation. Set on each vehicle is the responsibility for responding to company-based acquaintances by others, consecratIng directly for sightings of removal or endangerment, and by readjusting to elucidate potential connections or arrays as a consequence of processing safety protocols. Ultimate compassion level might be acoustically and visually dropped void:rearward- and ultimate- and terminal-directly improved. We'd commit to a two-level entities(s), i.e. no replication derived with gestural vision exchange, even when sceneries are sufficiently similar to impede conclusions. We speed wheeled each blind provider in a deep-RL training, forcefully taking advantage of the less stress.

In autonomous vehicles (AVs), careful planning of future behavior is essential to reach safety and effective long-term driving strategies. In principle, lane change initiation (LCI) and lane change completion (LCC) could be defined directly in a unique way for any specific trajectory of a target lane change maneuver, without explicitly identifying vehicle dynamics, the road situation and road user interdependencies. However, planning has to include prediction of potential kinematic constraints or operational difficulties that may lead to suboptimal scenarios and unsafe actions. For exhaustive and complete planning, we must also predict how these vehicle and situational states will interact with control actions and other actors in the traffic scene.

[1] Employing a logical framework for representing lane change decisions, including the prediction of lane change initiation (LCI) and lane change completion (LCC), the proposed Lane Change Prediction and Execution Planner (LCPEP) manages these decisions efficiently but less conservatively than human drivers.

8.2. Recommendations for Future Research

Real-world intelligent driving models still face generalization challenges on public roads; hence, future studies could also focus on cross-scenario validation and transfer learning. Furthermore, the development of ML techniques that align with and harness the intelligence of human drivers will leverage human–computer shuttle systems, advance driving safety and efficiency, and eliminate any potential hypersensitivity to sensor incongruities. Future work should also contribute to a coherent and standardized data-stream ecosystem for autonomous vehicles. This would allow the resulting data pipelines to be reproducible across numerous research and development environments. To this end, connection datasets and public data can be released that strengthen the research community in safety-critical machine learning research fields. Finally, fulfilling regulatory self-assessment and safety certification requirements is mandatory. Also, explaining modern learning procedures to potentially gain certifiable autonomous driving safety milestones could be highlighted. The development of logging, MRL, bottleneck stability, and mimic learning methods could, furthermore, cover important research areas to ensure certification [8].

Machine learning (ML)-based lane change prediction and execution algorithms are crucial to enable cooperative driving for autonomous vehicles [12]. The development of scaleable and data-efficient reinforcement learning (RL) algorithms, and interpretable, efficient and generalizable ML approaches are expected to be active research areas. In this context, future studies could bridge the gap between popular stateful RL and interpretable ML models. The development of gradient-based reinforcement learning algorithms is a promising way to leverage ML for explainable autonomous driving tasks. Future studies could unpack the differences between rule-based and end-to-end frameworks, and promote algorithmic development to modularize the learning problem for easier system integration. In particular, such endeavors may strive to achieve high performance, while modeling different stages of the lane change process (search, plan, execute). The introduction of invariant, domain-robust models may further increase the generalizability of the employed AI models [29].

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