**Personalized Trajectory Planning Framework for Autonomous Highway Driving**  
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**Introduction**

The field of autonomous driving has made significant progress over the last decades.  
• Partially automated  
• Fully automated

• Majority of systems designed based on safety  
• Not considering individual preferences

**Objectives**

Development of an autonomous highway driving system with personalized features:  
• Ensure safety of the system  
• Follow driver’s preference at arbitrary maneuvers

**Proposed Method**

**Driver Model**  
• Model: Random Forest (RF) Regression  
• Inputs: Speed + Intervehicle Gap + Relative Speed  
• Output: Acceleration  
• Data: SHRP2 Naturalistic driving data samples  

**Trajectory Planning**  
• A novel model predictive controller (MPC) for tracking varying references.  
• Constraints defined for various traffic scenarios.  
• Minimizes: Steady State Error + Tracking Error 

**Decision Maker**

The operation modes are chosen based on their compatibility with the driver’s preference.

**Results**

**Simulation Environment:**  
3-lane road with six surrounding vehicles at different positions and speeds  
Two drivers preferences are compared: Driver A (Adam), Driver B (Bob)

**Car Following:**

**Slower Lead Vehicle:**  
• Bob has a smaller absolute value of relative speed ⇒ he prefers to match his speed to the front vehicle  
• Adam drives at a relatively higher speed than the front car.

**Faster Lead Vehicle:**  
• Adam prefers to accelerate and drive with a higher velocity, which leads to smaller relative speed  
• Bob continues to drive regularly and has a higher relative speed.

**Lane Change:**

• Adam has a smaller TTC compared to Bob ⇒ he can tolerate more risk during lane changes.

**Additional Results**

**Performance Measures of Driver Models:**

<table>
<thead>
<tr>
<th>Driver Model</th>
<th>R² Score</th>
<th>RMSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver A Model</td>
<td>0.742</td>
<td>0.113</td>
</tr>
<tr>
<td>Driver B Model</td>
<td>0.605</td>
<td>0.176</td>
</tr>
</tbody>
</table>

**Comparison of Lane Change Models**

<table>
<thead>
<tr>
<th>Driver Model</th>
<th>Driver A Data</th>
<th>Driver B Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver A Model</td>
<td>48/50</td>
<td>35/50</td>
</tr>
<tr>
<td>Driver B Model</td>
<td>40/50</td>
<td>48/50</td>
</tr>
</tbody>
</table>

**Special Cases:**

Event 1: Speed limits on lanes: 28, 30, 32 m/s  
Event 2: Adjacent lead vehicles drift towards the center lanes  
Event 3: V3 suddenly decelerates

**Conclusion**

• Proposed autonomous highway driving system:  
• Control system + Data driven driver model

**Significance**

• Driver preference satisfied + Vehicle safety ensured  
• Ability to handle both light and congested traffic situations  
• Ability to detect and handle driving situations where vehicle safety is the priority (specifically with multiple surrounding vehicles)  
• Applicable to various driving scenarios (sudden behavior, different speed limits)  
• Ability to alternate between path following and car following  
• Ability to make a lane change decision, and plan the trajectory

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