Subjective and Objective Descriptions of Driving Scenes in Support of Driver-Automation Interactions
Christopher D. D. Cabrall, Riender Happee, Joost C. F. de Winter
Delft University of Technology

Introduction

Background. Recent advances in the growing domain of automated driving suggest the need for thoughtful design of human-computer interaction strategies. For example, human drivers can process scene variability on implicit levels, but automated systems require explicit rule-based judgments of similarity and difference. What level of abstraction an automation uses in its visual perception may mean the difference between effective human-automation communication, or “uncanny valley”-like conflicts leading to problems of automation disuse, misuse, or abuse.

Purpose of study. In the present research, different quantifications (semantic coding vs. computer vision features) of driving scene-to-scene similarity and difference were compared against intuitive human judgments as a reference point for future human-automation interactions.

Methods

Participants. 12 MSc students (11 male : 1 female)
Mean age = 22.9 yrs old (SD = 1.4)
Mean driving license = 4.8 yrs (SD = 1.9)

Procedure. Each participant rated the same 100 randomly paired driving video clips (i.e., 3 seconds long) on a scale from “0 – Very Different” to “9 – Very Similar”

Results/Conclusions

Scene similarity/difference ratings from semantic coding quantification showed closer matches to human participant judgments than those generated from computer vision.

Humans evidence apparent non-random individual differences in judging various driving scenes. Both ‘meaning’ and particularly ‘feature’ level descriptions require improvements to coordinate common ground with human intuition of driving scene similarity/difference.