A Review on Deep Learning approaches for Object Detection in Self-Driving Cars

[1] Sanjay P.Pande, [2] Dr.Sarika Khandelwal

[1] PhD Scholar, Computer Science & Engineering, G.H.Raisoni University, Amravati.

[2] Associate Professor, Computer Science & Engineering, G.H.Raisoni College of Engineering, Nagpur.

[1]sanjaypande2001@gmail.com [2] sarikakhandelwal@gmail.com

Abstract

This paper discusses how widespread use of computer vision's object identification algorithm has sparked substantial research into related fields including robotics, autonomous vehicles, scene interpretation, video surveillance, and more. Because of their centrality to these uses, visual recognition structures which include picture categorization, localization, and detection are receiving a lot of attention. The extraordinary progress made in neural networks, especially deep learning, has allowed for the visual recognition structures to reach a new level of performance. One area where computer vision has made remarkable progress is in object detection. This study serves as a metaphor for the significance of convolutional neural network–based deep learning algorithms for object identification. This work analyses current deep learning approaches to object identification. An example of a complete deep neural network for driverless cars is provided. In order to facilitate autonomous driving, we set out to create a deep neural network that could be used on embedded automotive systems. If you compare our proposed network architecture to the current state-of-the-art end-to-end deep neural networks used for autonomous driving, where the input to the machine learning algorithm is camera images and the output is the prediction of the steering angle, you'll see that ours is more straightforward.

Keywords: *Deep learning, convolution neural network, object detection, visual recognition, computer vision*

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Introduction

SELF-DRIVING has gotten immense capital inflow and huge research enthusiasm for both scholarly world and industry as of Researchers from prestigious universities and mobile device manufacturers from across the world collaborate to solve the most intractable problems in autonomous driving. Various subfields of self-driving technology have been identified, such as limitation and mapping [1–3], movement planning [4–5], social choice [6–7], scene interpretation [8–10], and so on. Even while the first three parts have been studied extensively, scene comprehension has not yet been given the same level of attention. The two main reasons for this are the inability to successfully prepare on these datasets due to the information discomfort introduced by classification tests and image aims, and the lack of publicly available large scale scene-driven dataset in the driverless driving sector. DCNNs rely heavily on the training data to reach the top tier. Regularly, testing datasets play a crucial role in authorising the presentation of cutting-edge deep models and in energising novel computations. For instance, establishing the limit of DCNN models in picture classification has been greatly aided by the ImageNet LSVRC-2010 dataset [18], which comprises 1.2 million high-goal photographs of 1,000 distinct classes. First, our aim is to provide a massive dataset, dubbed Driving Scene that was initially developed for wide-area scene recognition in the autonomous driving domain. Over 111,000 images depicting everyday traffic scenes were culled from a combination of vehicle-mounted cameras and web searches. These images capture a wide range of environmental and geographical conditions, architectural details, and driving hotspots, and they're all labelled with specificity and thoughtful commentary. Our hope is that our Driving Scene dataset will facilitate the study of more dramatic traffic scenarios. Amazing progress has been achieved in both the ImageNet and Places datasets for item order and scene categorization, but there are still some open questions. In ImageNet's massive collection of labelled images, for instance, some images have been given the wrong names, and the Spots label corpus is full of ambiguous and comparative semantic labels. All of these focal points have added new, significant challenges to the development of deep systems. To keep a safe distance from the aforementioned problems, we've been awarding scores in our Driving Scene down to the granular level and commenting on them .Nearly all of the Driving Scene dataset's biggest challenges may be reduced to the following areas of concentration:

• Multi-class prediction. This dataset gives various labels for the street scenes. Henceforth, the street scene characterization will be included by perceiving various classifications of items simultaneously.

• Data imbalance. This dataset holds a huge assortment of traffic situations. Be that as it may, the size of every class isn't the equivalent; also, some once in a while showed up scenes have less pictures. Along these lines, how to prepare the profound convolutional systems to guarantee a high exactness on little classifications is a difficult issue.

• Varied image resolution. All pictures right now caught in reality. Not withstanding, the information source incorporates both the Internet and the genuine vehicle driving. It is hard to keep up uniform goals for them. Subsequently, it requires the system to have the option to smother the impact of differed picture goals of the data sources.

In light of the aforementioned, this paper provides a second multi-label neural network trained on the Driving Scene dataset as a comparative example. Multi- and single-label "crossbreed" hybrids are being used inappropriately in the engineering. Single labels are used to execute the administered learning of challenging cases or small classes that require more careful handling during the preparation method, whereas multi-labels are typically used for multi-classification expectation learning. To further provide a flexible examining of scene photographs, especially for unbalanced class testing. This paper further presents a deep information integration approach that uses a boosting strategy. Since the picture quality varies depending on the applied pressure, and employs a goals-flexible method in our system to guard against noise caused by shifting picture objectives [20-24].

Item localization, in contrast, is the process of pinpointing precisely where an object is inside a given picture. The coordinates of where an object is in relation to the picture are what get returned by an object localization procedure. Bounding boxes are the most common method used in computer vision to indicate the position of an item within an image. Detecting items in a picture requires a combination of classification and localization techniques to properly identify and locate a wide variety of objects. One common use case for multiple object detection is in autonomous vehicles. It's not only automobiles that need to be recognised in this situation; pedestrians, motorcyclists, trees, and other items must all be identified before the computer can begin drawing bounding boundaries[31-33]

2. Brief Literature Review

M Saranya et al 2022 says those in recent years, a growing number of businesses have committed resources to the research and development of driverless vehicles. Everyone on Earth is worried about the state of the world's security. One of the primary motivations for the development of ADAS is to increase road safety and decrease the number of accidents that occur on our roads. Identifying road lanes or road borders is a challenging task for an autonomous driving system. In order to effectively avoid accidents, driving assistance systems may need to incorporate lane and object detection. Increases in both traffic and the desire for driver safety and comfort have forced the creation of cutting-edge innovations. One possible use of computer vision to help the driver in challenging situations is to increase his safety and comfort. When it comes to autonomous vehicles, lane tracking is the first capability layer. Lasers, radar, and vision sensors are just a few of the many types of sensors used for detecting obstacles and lanes. One of the most common approaches for a vehicle's visual system to recognise road boundaries and lanes is computer vision. The system employs a front-facing camera to capture the road ahead, and then applies a few algorithms to identify lanes and obstacles. An adaptable algorithm is used to identify the lanes and objects. In this work, we explore the use of the Convolutional Neural Network (CNN) method to object detection in computer vision.

Shen and his experts in the field studied several scene categorization methods, including those for dealing with category overlap and internal variance. The proposed method, which is based on a deep neural network, has been shown to outperform state-of-the-art methods [13] in terms of accuracy, with experimental findings showing that the accuracy may reach 94.76%. Google and Uber cars, which were trained to drive without prior knowledge of the routes, have reached state-of-the-art achievements in maps-based localization, proving the usefulness of DL. [14].

Kim and his colleagues created a strategy that let the network determine the true size of the scene for the first time. Since the VO problem is viewed as a state estimation problem, some research has revealed that uncertainty estimation must be included with depth and pose predictions. This study summarises the most up-to-date practises for enhancing AV system performance in close-range or local vehicle settings [17].

Jacob Newman et al 2020 says that autonomous vehicle development environment accessible to academics and the general public. Researchers may use the platform to test and iterate on potential solutions to self-driving vehicle difficulties, while students can utilise the platform to learn about the technology and challenges that exist in the sector. The inexpensive price and manageable size of the platform make it a valuable resource for academic pursuits and student development. Computer vision and object detection, two of the most important technologies utilised in autonomous cars, are implemented on this system.

Mina Mobahi et al 2020 explain that CNNs are a type of deep neural network with applications in image processing, classification, and recognition. This research uses deep convolution networks since they are the most accurate at identifying items. We used Berkeley University's BDD100K dataset, one of the largest open-source datasets in autonomous driving, to train and test the neural network. The suggested technique takes an approach that improves object detection accuracy by using a feature pyramid network in conjunction with a single-stage object detector. Further, in comparison to earlier efforts, it enhances the detection of varying sizes, especially small ones, which ultimately contributes to a more secure and safe driving experience in autonomous vehicles.

Ruturaj Kulkarni et al 2019 In order to accurately identify and recognise traffic signals, you need use a deep neural network based model and use transfer learning. The technique uses the Tensor Flow Inception V2 model, which is a faster region based convolutional network (R-CNN), for transfer learning. Images of traffic signals from across India's five distinct signal kinds were used to train the model. The goal is met since the model is able to identify the right class type for the traffic signal.

Zia Mohi U Din et al 2019 says that Unsupervised When it comes to steering autonomous vehicles, the car industry and other mobile industries have largely used Ackermann's approach. For fully autonomous navigation in real time, automated lane detecting and following is the primary responsibility. Although a variety of sensors are in use to identify lanes, cameras are the most efficient and reliable option. The Ackermann Steering angle of the prototype automobile is controlled using a revolutionary mechanism presented in this research, allowing it to navigate autonomously between lanes of traffic. The processing unit receives data from a monocular camera installed at the front of the vehicle, giving it a bird's eye view of the road ahead.

3. Objective of Work

The purpose of this study is to create a system that can detect road signs, pedestrians, and other cars so that the driver may relax and enjoy the ride. The goal of this project is to properly identify the aforementioned utilising a cutting-edge deep learning technique called haar and the programming language python.

Advantages of Real Time Object Detection

1) The technology will be able to recognise the various roadside signs and provide the driver with necessary warnings. As a result, people are more likely to abide by the law when driving.

2) The programme can recognise pedestrians and warn the driver to avoid any potential collisions.

3) Vehicle detection algorithm provides navigation assistance and also helps in avoiding collision with other vehicles by alerting the driver at the earliest

4 DEEP DRIVING SCENE DATASET

Our deep Driving Scene dataset is made more robust and comprehensive by considering factors like as location, time of day, static and dynamic properties, and more. We define each driving situation by combining universal transportation construction rules with the limited, subjective knowledge of humans. In total, we provide 52 distinct driving scenarios, spanning a wide range of scenarios, climates, locations, and rad types.

4.1. Image Segmentation Methods with Deep Learning

Deep learning technology is now being used to improve image segmentation algorithms. Several deep learning architectures for segmentation are as follows:

4.1. Convolutional Neural Networks (CNNs)

A convolutional neural network (CNN) may be used for image segmentation by feeding it labelled picture segments as input. CNN can't analyse the whole picture at once. It does a pass through the image, looking at a smaller "filter" of pixels each time, until the whole thing is mapped [33].

4.2. Fully Convolutional Networks (FCNs)

Because of their use of completely linked layers, conventional CNNs are unable to accommodate a wide range of input sizes. FCNs employ convolutional layers to process varying input sizes and to increase their processing speed. Finally, the number of channels is directly proportional to the number of classes, and the receptive field of the final output layer is enormous relative to the height and width of the input picture. In order to determine things like where things are in the image, the convolutional layers label each pixel.

4.3 Collaborative learning

Brings together the findings of several linked analytical models into an unified presentation. Predictions may be made with more precision and generalisation error can be lessened with the use of ensemble learning. This paves the way for precise picture labelling and segmentation. Segmentation using ensemble learning aims to construct a number of weak base-learners that identify parts of the picture and aggregate their output, rather than a single ideal learner.

4.4. DeepLab

The primary objective of DeepLab is picture segmentation, but it also aids with signal decimation. This reduces the amount of samples and data that the network needs to process. Moreover, it's necessary to enable multi-scale contextual feature learning, which requires merging characteristics from images of varying sizes. Deep Lab use a residual neural network trained on images from Image Net to extract features (ResNet). Deep Lab employs atrous (dilated) convolutions instead of standard convolutions. As each convolution has a unique dilation rate, the ResNet block has the potential to store multi-scale contextual information. There are three components that make up DeepLab:

• Atrous convolutions with a factor that expands or reduces the field of vision of the convolutional filter.

• Microsoft's ResNet, a deep convolutional network (DCNN). It provides a framework that allows hundreds of layers to be trained while yet preserving performance. Computer vision applications such as object identification and face recognition benefit from ResNet's powerful representational ability.

• Multi-scale information is obtained by Atrous spatial pyramid pooling (ASPP) (ASPP). To capture long-range context, it utilises a collection of atrous convolutions with different dilation rates. To integrate image-level characteristics and add global context information, ASPP also leverages global average pooling (GAP)

4.5. SegNet neural network

Deep encoders and deep decoders form the backbone of the architecture used for semantic pixel-wise segmentation. The process involves reducing the dimensionality of the input picture and restoring it using the decoder's orientation invariance properties. The output of the decoder is a picture that has been segmented.

5. Image Segmentation Software

Segmenting a picture can make it easier to see connections between objects and understand their placement within a larger scene. Some examples of this may be seen in the fields of facial recognition, licence plate reading, and satellite image analysis. Retail and the fashion industry, to name two examples; employ image segmentation extensively for picture-based searches. Autonomous vehicles rely on it to learn about their surroundings.

5.1 Detection of Objects and Faces

These applications are designed to search digital images for instances of a certain item type. People's faces, automobiles, houses, and animals are all examples of conceptual objects.

• Face detection: a form of object-class detection useful in many contexts, such as biometrics and focusing for digital cameras. Algorithms are used to identify and confirm facial characteristics. For instance, eyes appear like valleys in a grayscale picture.

• The practise of medical imaging entails analysing pictures for diagnostic and treatment purposes. Machine learning can help radiologists with their analysis by segmenting images into their constituent organs, tissues, and disease symptoms. As a result, this can reduce the amount of time needed to conduct diagnostic testing.

• Machine vision: software that takes pictures and analyses them in order to provide device users with guidance on how to use their gadgets. This is applicable in both business and personal contexts. In order to quantify, analyse, and interpret images, machine vision systems employ digital sensors housed within specialised cameras. In order to ensure that Coke bottles are appropriately filled, for instance, an inspection system may snap images of them and analyse them based on pass-fail criteria.

5.2 Video Surveillance: video surveillance and tracking of moving objects

Locating a target in motion footage is required. Some examples of possible uses include: human-computer interface, video editing, security and surveillance, and traffic control.

• Self-driving cars: Driverless automobiles rely on their ability to perceive and understand their environment for their own safety. Things like other automobiles, buildings, and people should be taken into account. Semantic segmentation helps self-driving automobiles determine which areas of a picture are safe for travel.

• Iris recognition is a type of biometric identification that recognises a person's iris' complicated patterns. It analyses video images of a person's eye using automatic pattern recognition.

• Face recognition: identifies a specific person in a video frame. This technology matches facial traits from an input image to faces stored in a database.

6. Methodology

Extensive use of convolutional neural networks (CNN) in image classification and computer vision has yielded 100% classification rates on datasets like Image Net. In a convolutional neural network (CNN), neurons in a series of progressively deeper layers learn progressively more complicated features under supervision through the back-propagation of classification errors, with the final layer representing the categories to which the input images will be classified. There is no requirement for manually describing features or extracting them because CNNs don't utilise a separate feature extraction module or a classification module. Features are extracted from raw data based on pixel values, and these values are then used to classify objects. CNNs have been implemented in autonomous vehicles to analyse driver behaviour and collect data like where the driver is looking, how they are feeling, how much mental work they have to do, what their body is doing, and whether or not they are tired. Since achieving complete autonomy in self-driving cars requires the development of artificial intelligence, the cable news network's investigate the nature of AI and the function of such systems in the larger society.

6.1Deep belief networks

To acquire stable characteristics from high-dimensional data, researchers turn to deep belief networks (DBNs), which are hybrid multi-layered, generative graphical models composed of layers of neurons linked between the neurons of various levels but not between the units of each layer. In DBN architecture, each layer is an undirected Restricted Boltzmann Machine (RBM) that learns independently to generate an anticipated input. To improve precision and efficiency, each RBM layer shares information with the layer below and above it. DBN deals with non-convex objective functions and local minima using nested layers of latent variables, where an invisible layer serves as the input to an obvious layer below it.

The process of object detection is used to determine which specific instances of a certain class an object belongs to. Classifying the types of objects in an image and their specific positions is essential for self-driving cars to build a comprehensive 3D picture of their surroundings. The following are the three main types of object detection used in semantic scene understanding:

1Before the advent of DL, the most common method for selecting regions was scanning the whole picture using a multi-scale sliding window. Unfortunately, the computing demands of the sliding window method make it unsuitable for use in autonomous vehicles due to the necessity of quickly locating every possible location of an item.

2. Feature extraction: Feature extraction procedures including the Haar-transform, Haar-like features, and histograms of oriented gradients (HoG) were commonly utilised. However, in autonomous driving scenarios, these methods do not offer resilience to ever-changing environments.

3. Classification: Deformable components model (DPM) acquired significant acceptability for object categorization and has been advocated in self-driving situations when perception and localization are complete.

6.2 Deep reinforcement learning for computer vision in self-driving vehicles

In the realm of autonomous vehicles, deep learning (DL) has been employed extensively for object recognition and scene perception utilising pictures recorded by high-powered LiDAR, RADAR, and RGB cameras :

1. Self localization
2. Understanding driving environment and reconstructing the environment
3. Pixel labelling, differentiating between individual objects, 3D detection and tracking
4. Generalize to unseen driving scenarios and predict trajectories where car has never driven before
5. Semantic scene understanding, and understanding high level semantics and scene understanding in traffic patterns

7. Block Diagram

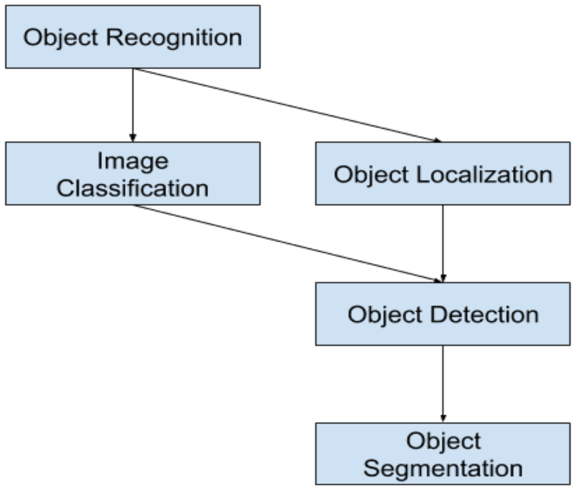

Fig 1 Object Recognition Overview Tasks using computer vision

It takes as input a picture or other visual representation of one or more objects. Each outputted box has a class label and may contain one or more bounding boxes (e.g., a point, width, and height). Object segmentation is an extension of this division of computer vision tasks in which occurrences of recognised objects are highlighted by highlighting the specific pixels of the object rather than a rough bounding box. Figure 1 show that object recognition belongs to a class of challenging computer vision problems.

8. Conclusion

Recent advances and trends in deep learning for computer vision are discussed in this article, with a focus on vision, object identification, and scene perception in autonomous vehicles. Due to their exceptional capacity to operate as feature extractors, CNNs were found to be the most often used approach for object identification in an examination of popular deep learning architectures, frameworks, and models. The CNNs are sensitive to translations and rotations but can still learn complex visual patterns. We discussed the current efforts being made to put autonomous vehicles through their paces and highlighted the importance of DL in real-time object identification. Thanks to graphics processing unit (GPU) and cloud-based quick calculation, DL could analyse acquired information in real-time and relay it to neighbouring cloud and other cars in the significant neighbourhood. This research also shown that transfer learning may be used to increase performance measures including accuracy, precision, recall, and F1 scores, all of which are related to the precision and accuracy with which objects can be detected. In this review, we looked specifically at developments in commonly-used convolutional neural networks (CNNs) processing pictures. There is still room for improvement in self-driving cars' CNN-reliant tactics until they can match the accuracy of the human eye. According to the results, DL is an important enabler for realising object identification and scene interpretation in autonomous vehicles, although there is still much room for improvement. When and why CNNs lose performance and become a danger to human life in autonomous driving situations remains to be explored.

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