



Dynamic Anticipation of Driving Scenarios

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Anticipation in Traffic

increases the space
and time for acting

reduces conflicts with
traffic participants

increases
performance & safety

Situation Awareness

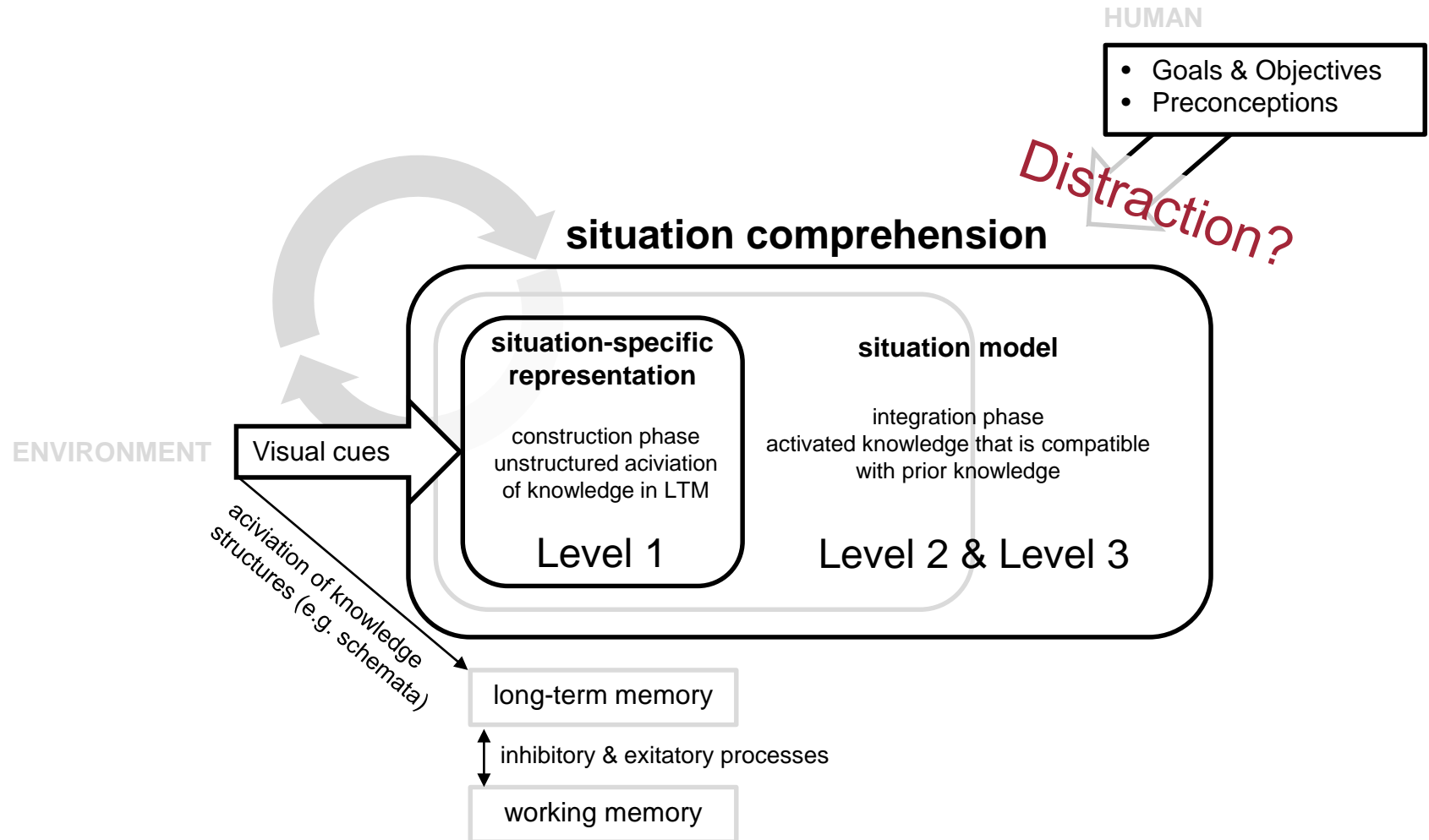
Continuous extraction of environmental information, integration of this information with previous knowledge to form a coherent mental picture, and the use of that picture in directing further perception and anticipating future events.

(Dominguez, 1994, p. 11)

- Level 1 ***perception** of the elements in the environment within a volume of time and space*
- Level 2 *the **comprehension** of their meaning*
- Level 3 *and the **projection** of their status in the near future*

(Endsley, 1995, p.36)

The cognitive model of situation comprehension



Anticipation & Cognitive Distraction

Previous Findings



cognitive distraction (memory updating task) interferes with the processing of warning cues

- larger reaction times
- less adaptive behavior

(Baumann, Petzoldt, Groenewoud, Hogema, & Krems, 2008)



cognitive distraction did only influence higher levels of SA (comprehension and projection), but not Level 1 (perception)

(Rogers, Zhang, Kaber, Liang, & Gangakhedkar, 2011)

Does cognitive distraction influence the processing of visual information in general or just the integration of cues by previous knowledge?

Memory for Visual Information in Traffic

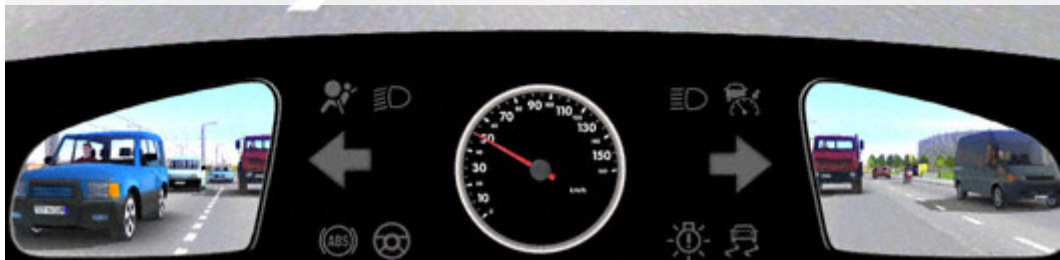
...the systematic error to overestimate position changes of an occluded object in direction of movement (Representational Momentum)

(Freyd & Finke, 1984)

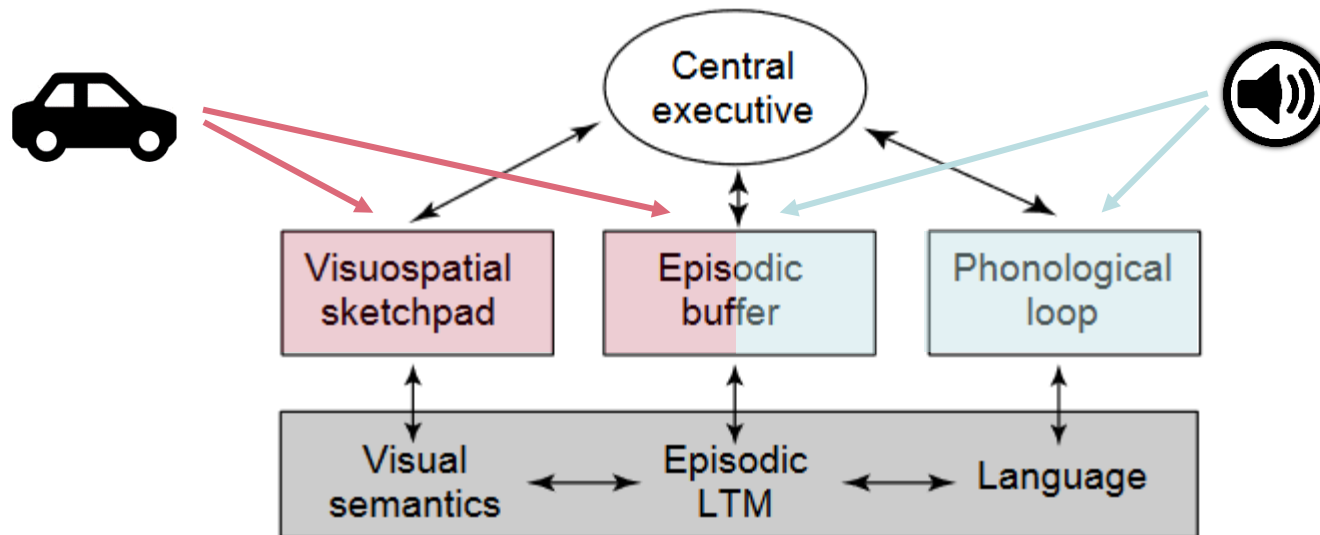


...there is evidence of an increase of that memory error by cognitive distraction

(e.g. Joordens, Spalek, Razmy, & van Duijn, 2004; Henning, 2009)



Distraction of Memory for Visual Information in Traffic



(Baddeley, 2000, p. 421)

- locations of objects are retrieved from the episodic buffer (Zimmer, Speiser, & Seidler, 2003)
- episodic buffer is involved in semantic processing of words (Nobre et al., 2013)

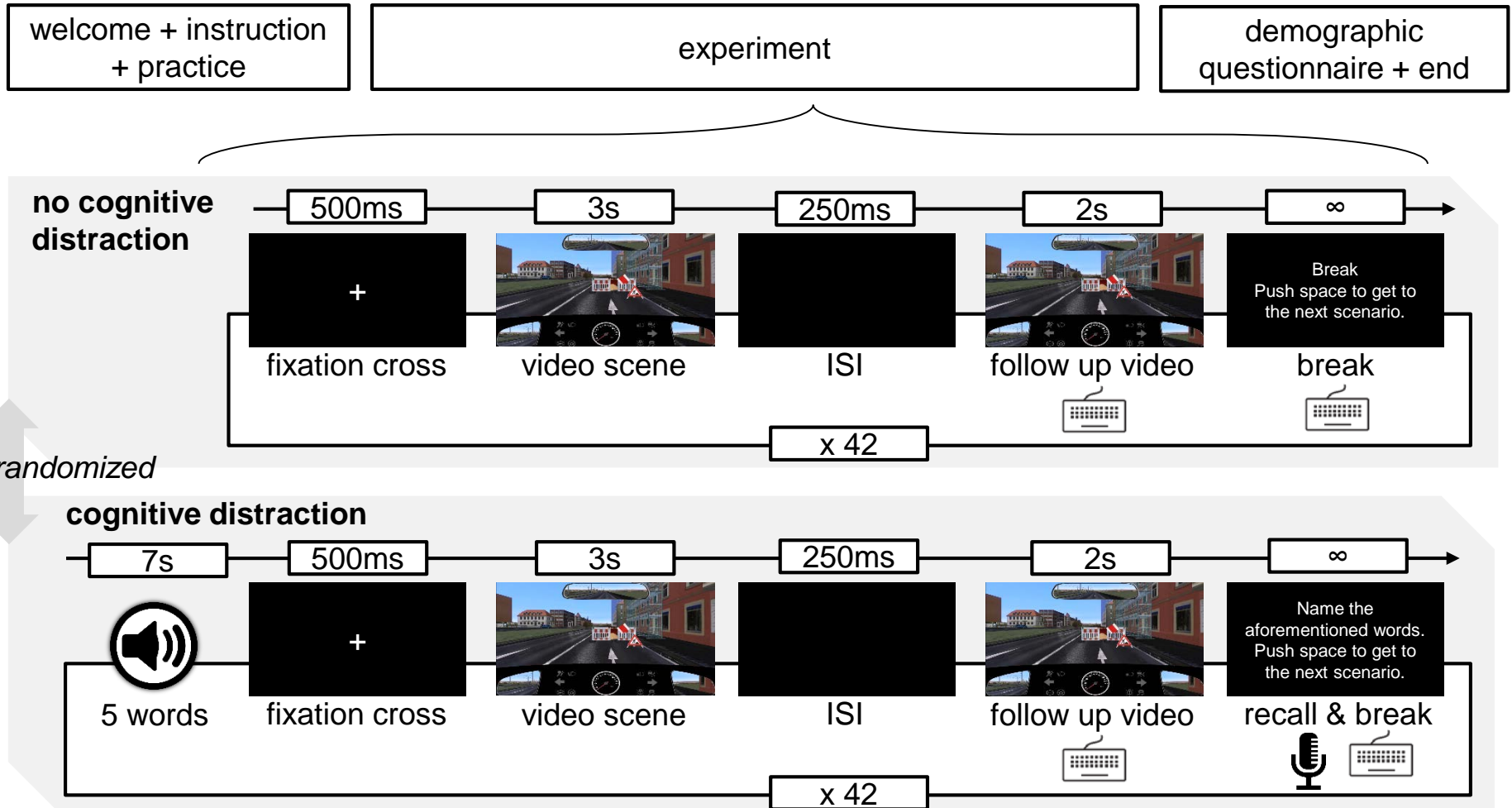
Motion Extrapolation in Dynamic Driving Scenarios

Does cognitive distraction has an influence on memory of dynamic information in urban space?



Motion Extrapolation in Dynamic Driving Scenarios

Procedure



Motion Extrapolation in Dynamic Driving Scenarios

Results

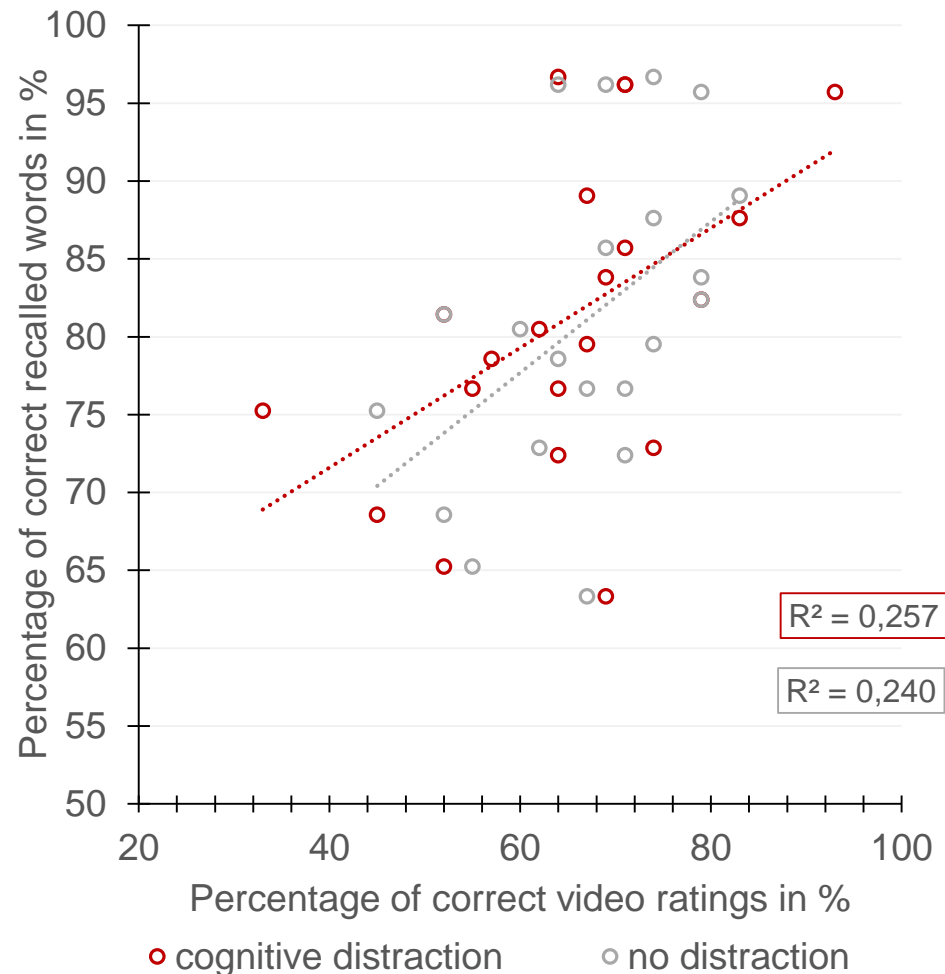
$N = 20$ (13♂)

Age:

$M = 26.4$ years ($SD = 3.1$)

Driving License:

$M = 8.4$ years ($SD = 3.4$)



Motion Extrapolation in Dynamic Driving Scenarios

Results

$N = 20$ (13♂)

Age:

$M = 26.4$ years ($SD = 3.1$)

Driving License:

$M = 8.4$ years ($SD = 3.4$)

Overall shift

distracted: 1,21m

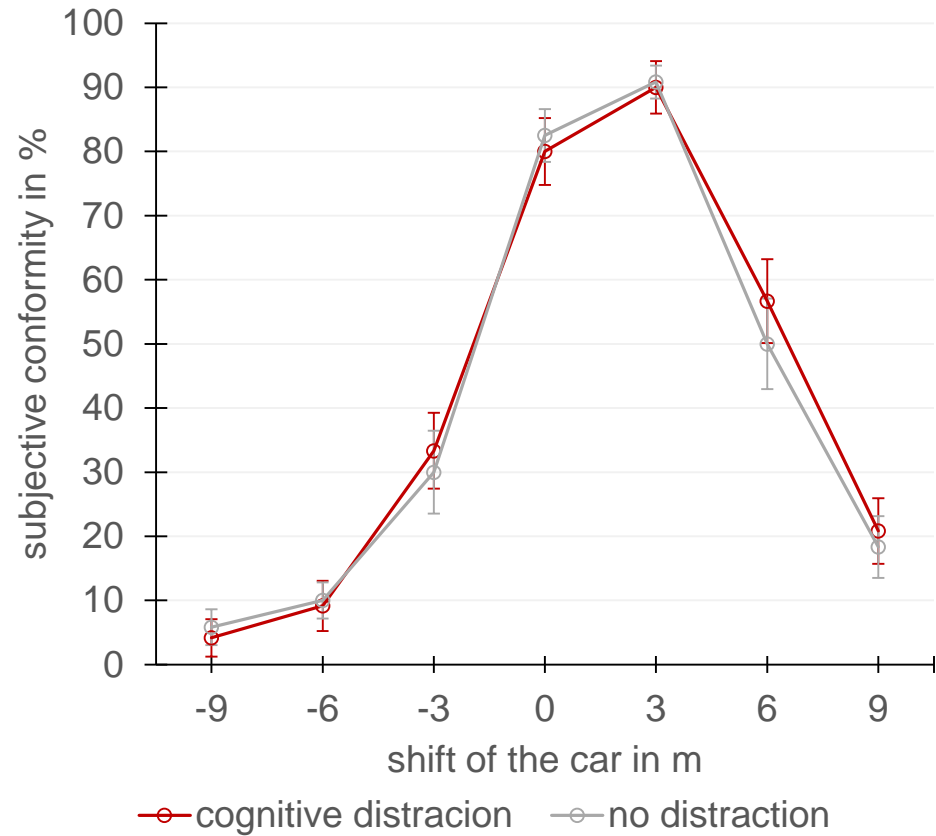
not distracted: 1,13m

sign. difference from 0

$F(2.95, 55.95) = 72.39, p < .001,$

$\eta_p^2 = 0.79$

(Greenhouse-Geisser corrected)



Motion Extrapolation in Dynamic Driving Scenarios

Results

$N = 20$ (13♂)

Age:

$M = 26.4$ years ($SD = 3.1$)

Driving License:

$M = 8.4$ years ($SD = 3.4$)

sign. effect of distraction

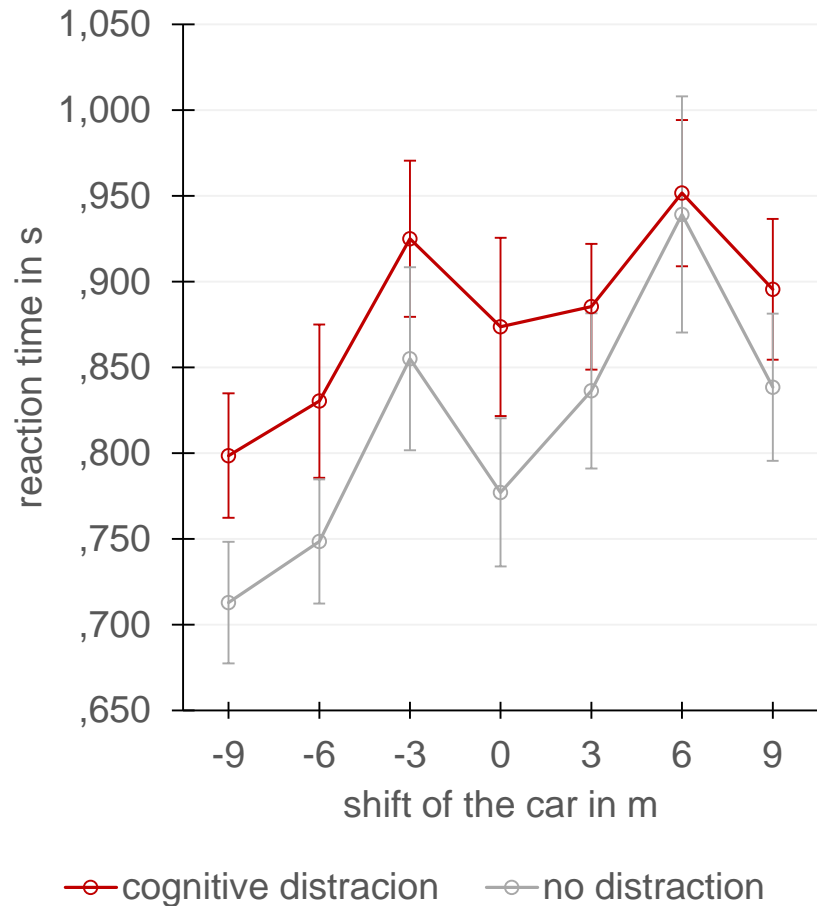
$F(1, 19) = 6.23, p < .05,$

$\eta_p^2 = 0.25$

sign. effect of shift

$F(3.15, 59.89) = 7.11, p < .001,$

$\eta_p^2 = 0.27$



Conclusion

- systematic error in memory for dynamic visual information in direction of motion
- forward shift is independent of cognitive distraction
- matching of visual information kept in memory with directly observable information causes longer reaction times while being cognitively distracted

References

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