

# Image Sequence Geolocation with Human Travel Priors

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# Where is this?

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# Where is this?

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# Where are these?

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June 18, 2006, 15:45



June 18, 2006, 16:31

# Where are these?

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June 18,  
2006, 15:45



June 18,  
2006, 16:31



June 19, 2006, 17:24

# Problem statement

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DSC02103

$T_1$



DSC02104

$T_2$



DSC02109

$T_3$



DSC02114

$T_4$



DSC02141

$T_5$



DSC02146

$T_6$



DSC02171

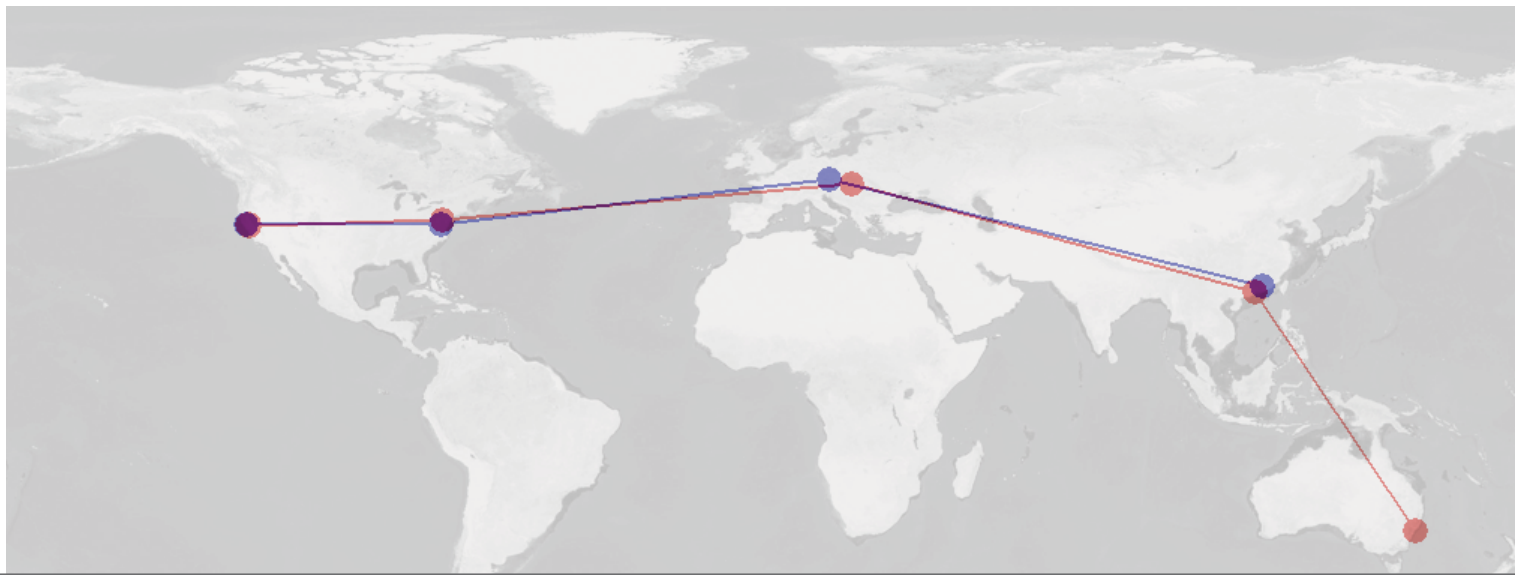
$T_7$



DSC02172

$T_8$

**Want: geo-tags**



# Key questions

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How do we relate images to locations?

How do we model human travel?

# Applications

## Geo-tagging your photos

The screenshot displays the website interface for 'SHARE MY ROUTES.COM'. At the top, there is a navigation bar with buttons for 'Home', 'Search', 'Maps', 'Login', and 'Help'. The main heading reads 'SHARE MY ROUTES.COM' followed by the specific route title 'Halong Bay Trip Route Map and Elevation Profile'. A compass rose is visible in the top right corner.

The central part of the page features a 'Route Map' section with a satellite-style map of Halong Bay. An orange line traces a route through the bay, with several photo icons placed along the path. Map controls include a compass, zoom in/out buttons, and a map type selector (2D, 3D, Road, Aerial, Bird's eye, Labels). The map shows various islands and locations such as Hong Gai, Hang Gai, and Hang Suoi.

To the right of the map is an 'About Halong Bay Trip' sidebar. It contains a vertical list of buttons: 'Details', 'Map', 'Photo Gallery', 'Elevation profile', 'Comments', and 'Collections'. Below this is a section for 'Associated routes and collections' with links to 'Vietnam', 'Cat Cat hiking', 'Halong Bay Trip', 'Sapa Hike', 'Ninh Binh motorcycle trip', and 'From Hanoi via LaoCai to SaPa'. A 'General Information' section lists: Activity: expedition, Author: shaberer, Location: Halong Bay, Cat Ba island, Vietnam. At the bottom, a 'Statistics' box shows: Distance: 66.32 miles, Ascent: 9192.8 ft.



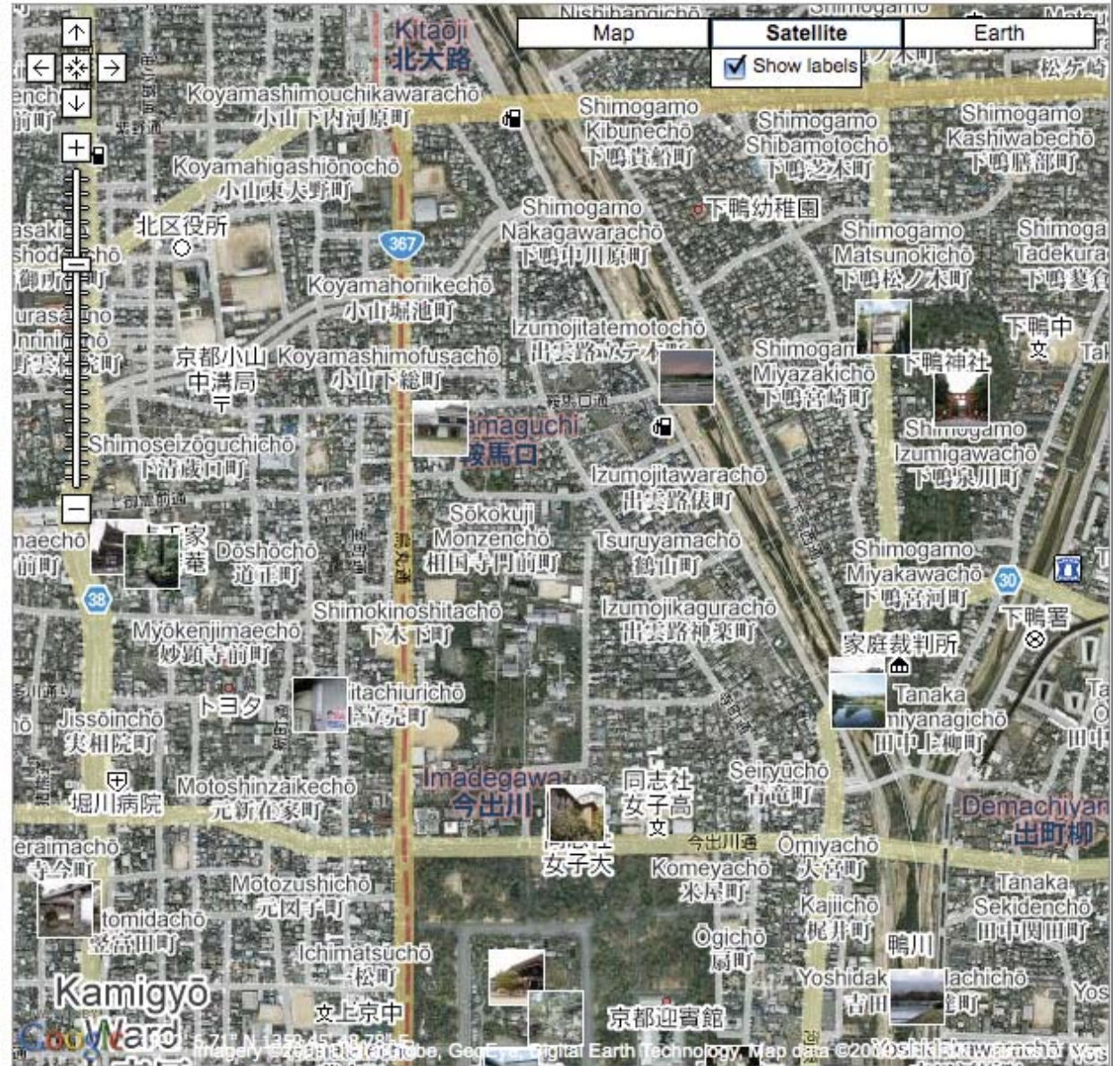
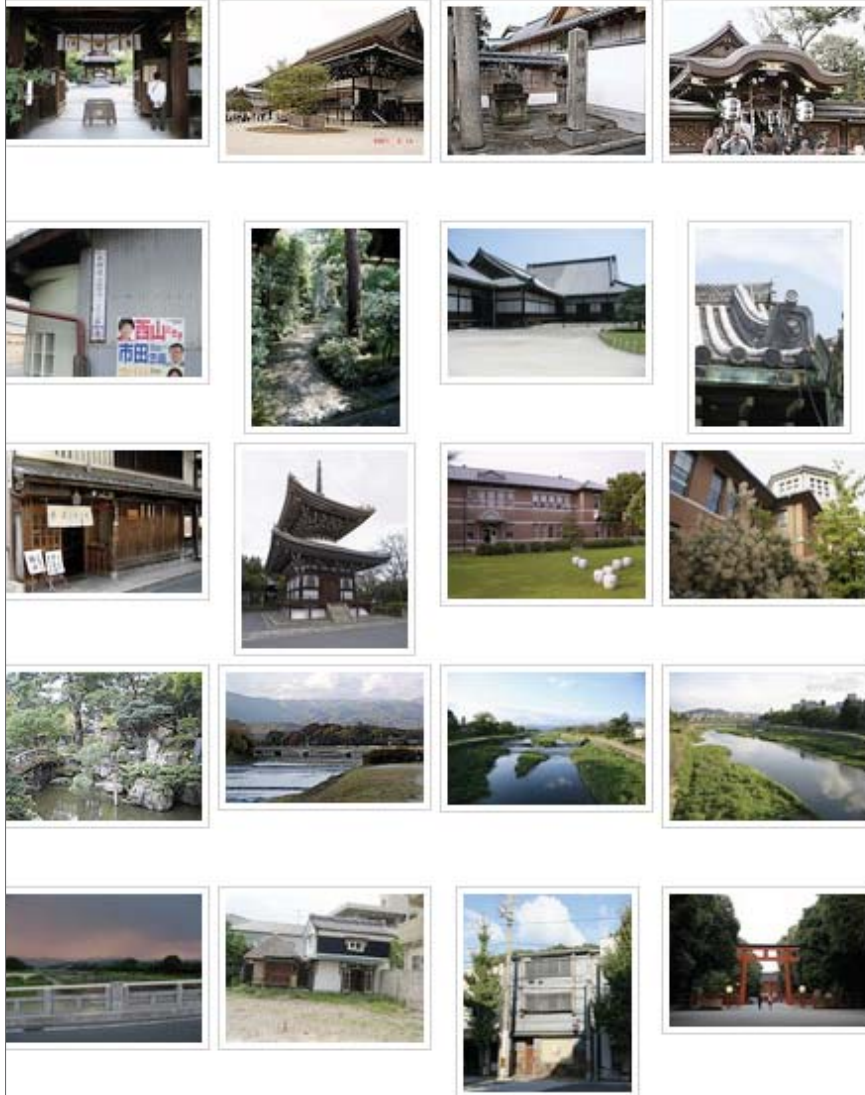
# Will all cameras have GPS?

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This might not happen (cost; start-up time/  
power consumption, urban/wilderness  
locations)

There are billions of existing images without  
good geotags

Popular (735) All



## LETTERS

## The scaling laws of human travel

D. Brockmann<sup>1,2</sup>, L. Hufnagel<sup>3</sup> & T. Geisel<sup>1,2,4</sup>

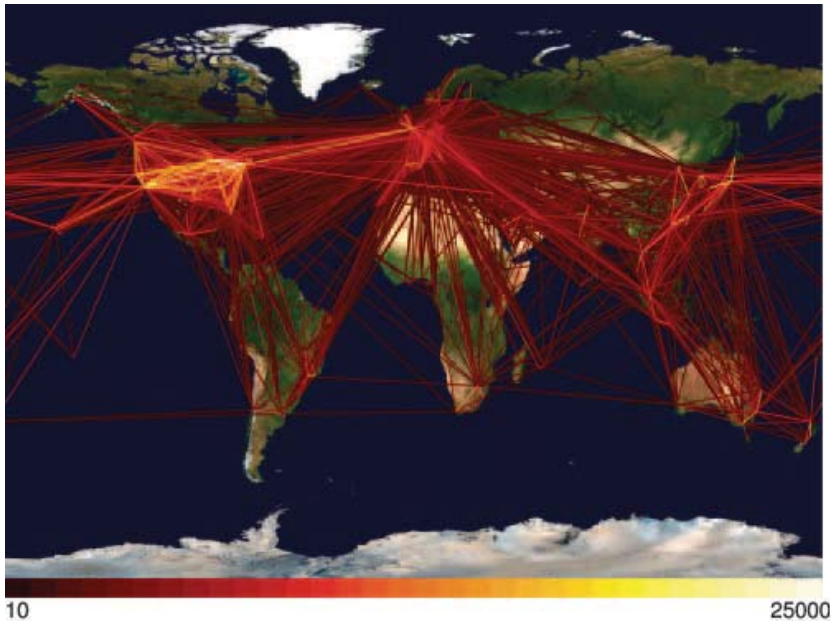
The dynamic spatial redistribution of individuals is a key driving force of various spatiotemporal phenomena on geographical scales. It can synchronize populations of interacting species, stabilize them, and diversify gene pools<sup>1–3</sup>. Human travel, for example, is responsible for the geographical spread of human infectious disease<sup>4–9</sup>. In the light of increasing international trade, intensified human mobility and the imminent threat of an influenza A epidemic<sup>10</sup>, the knowledge of dynamical and statistical properties of human travel is of fundamental importance. Despite its crucial role, a quantitative assessment of these properties on geographical scales remains elusive, and the assumption that humans disperse diffusively still prevails in models. Here we report on a solid and quantitative assessment of human travelling statistics by analysing the circulation of bank notes in the United States. Using a comprehensive data set of over a million individual displacements, we find that dispersal is anomalous in two ways. First, the distribution of travelling distances decays as a power law, indicating that trajectories of bank notes are reminiscent of scale-free random walks known as Lévy flights. Second, the probability of remaining in a small, spatially confined region for a time  $T$  is dominated by algebraically long tails that attenuate the superdiffusive spread. We show that human travelling behaviour can be described mathematically on many spatiotemporal scales by a two-parameter continuous-time random walk model to a surprising accuracy, and conclude that human travel on geographical

quantitative assessment of human movements, however, is difficult, and a statistically reliable estimate of human dispersal comprising all spatial scales does not exist. The central aim of this work is to use data collected at online bill-tracking websites (which monitor the worldwide dispersal of large numbers of individual bank notes) to infer the statistical properties of human dispersal with very high spatiotemporal precision. Our analysis of human movement is based on the trajectories of 464,670 dollar bills obtained from the bill-tracking system [www.wheresgeorge.com](http://www.wheresgeorge.com). We analysed the dispersal of bank notes in the United States, excluding Alaska and Hawaii. The core data consists of 1,033,095 reports to the bill-tracking website. From these reports we calculated the geographical displacements  $r = |x_2 - x_1|$  between a first ( $x_1$ ) and secondary ( $x_2$ ) report location of a bank note and the elapsed time  $T$  between successive reports.

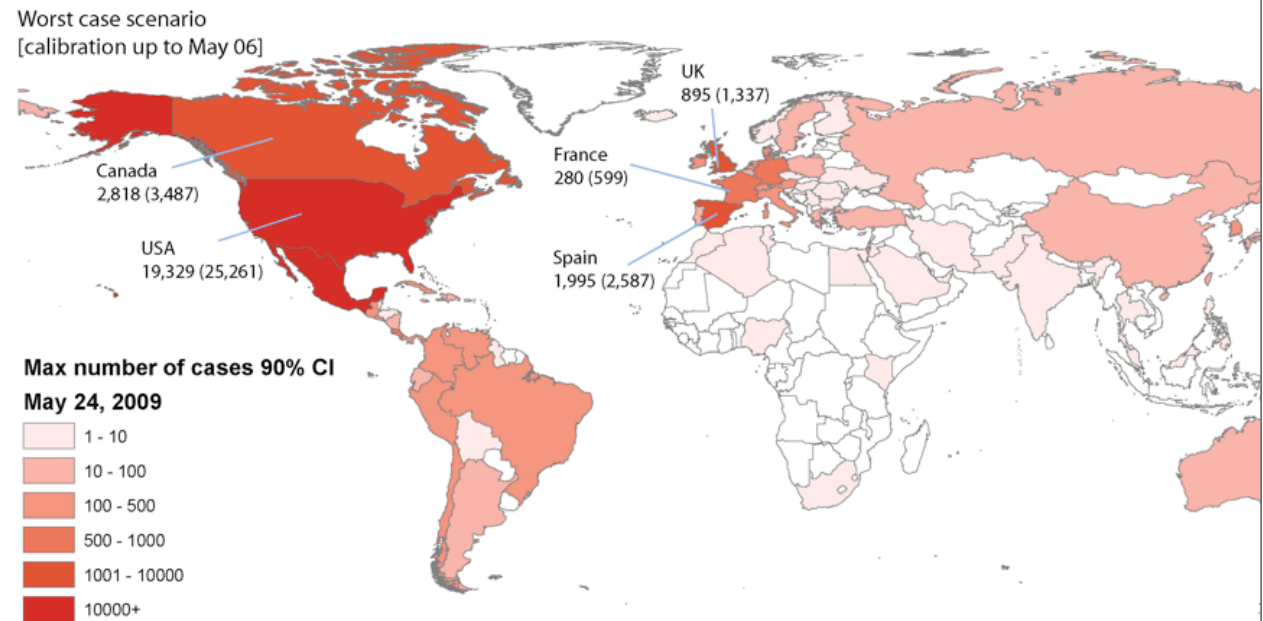
In order to illustrate qualitative features of bank note trajectories, Fig. 1b depicts short-time trajectories ( $T < 14$  days) originating from three major US cities: Seattle, New York and Jacksonville. After their initial entry into the tracking system, most bank notes are next reported in the vicinity of the initial entry location, that is  $|x_2 - x_1| \leq 10$  km (Seattle, 52.7%; New York, 57.7%; Jacksonville, 71.4%). However, a small but considerable fraction is reported beyond a distance of 800 km (Seattle, 7.8%; New York, 7.4%; Jacksonville, 2.9%).

From a total of 20,540 short-time trajectories originating across the United States, we measured the probability  $P(r)$  of traversing a

# Epidemic forecasting



World aviation network

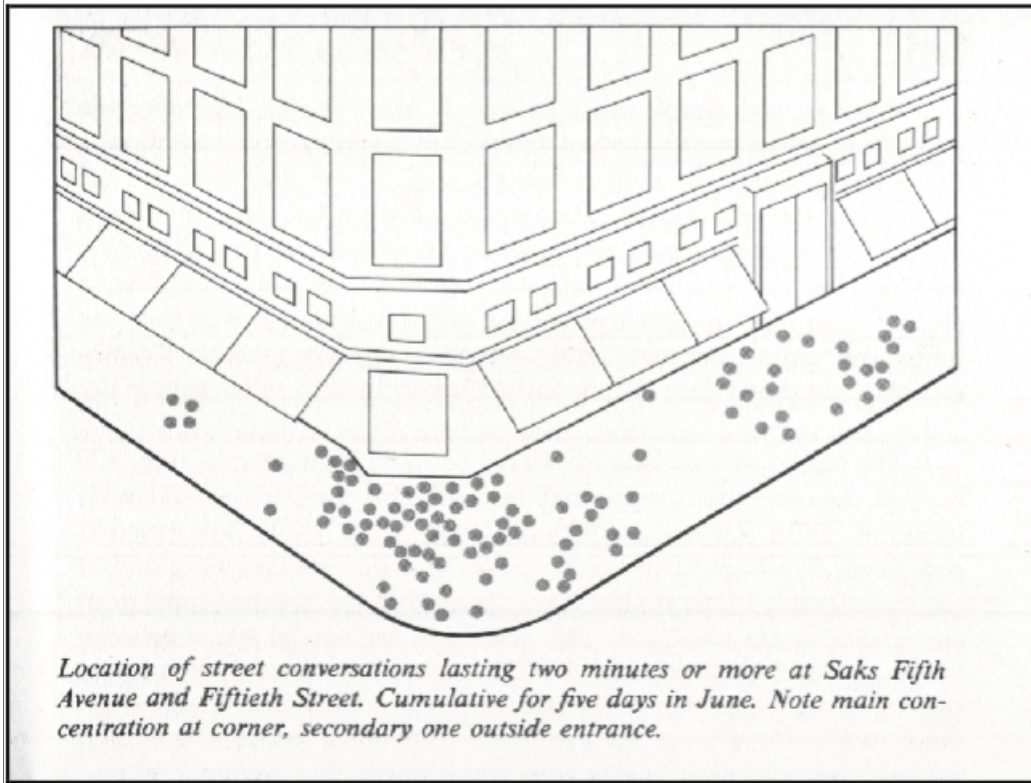


Swine flu projection for May 24  
(Indiana University, <http://www.gleamviz.org>)

(Hufnagel 2004, Colizza 2007)

# Urban planning

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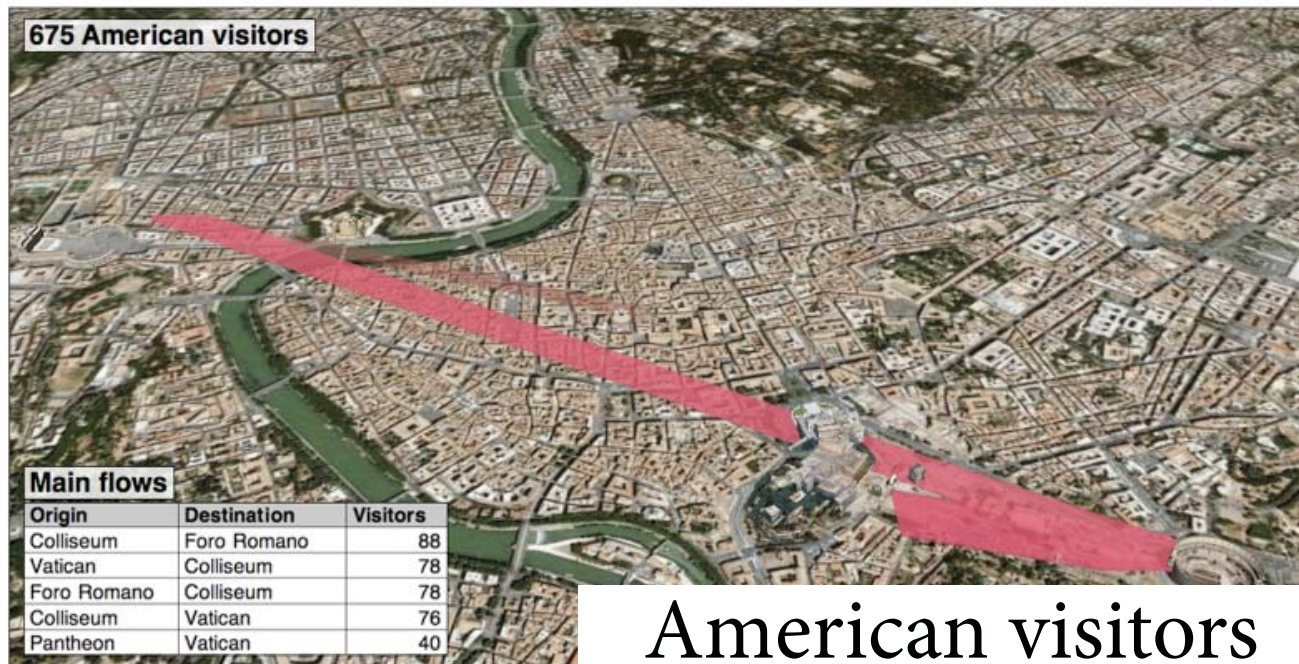
(Whyte, 1971)



2009



Italian visitors

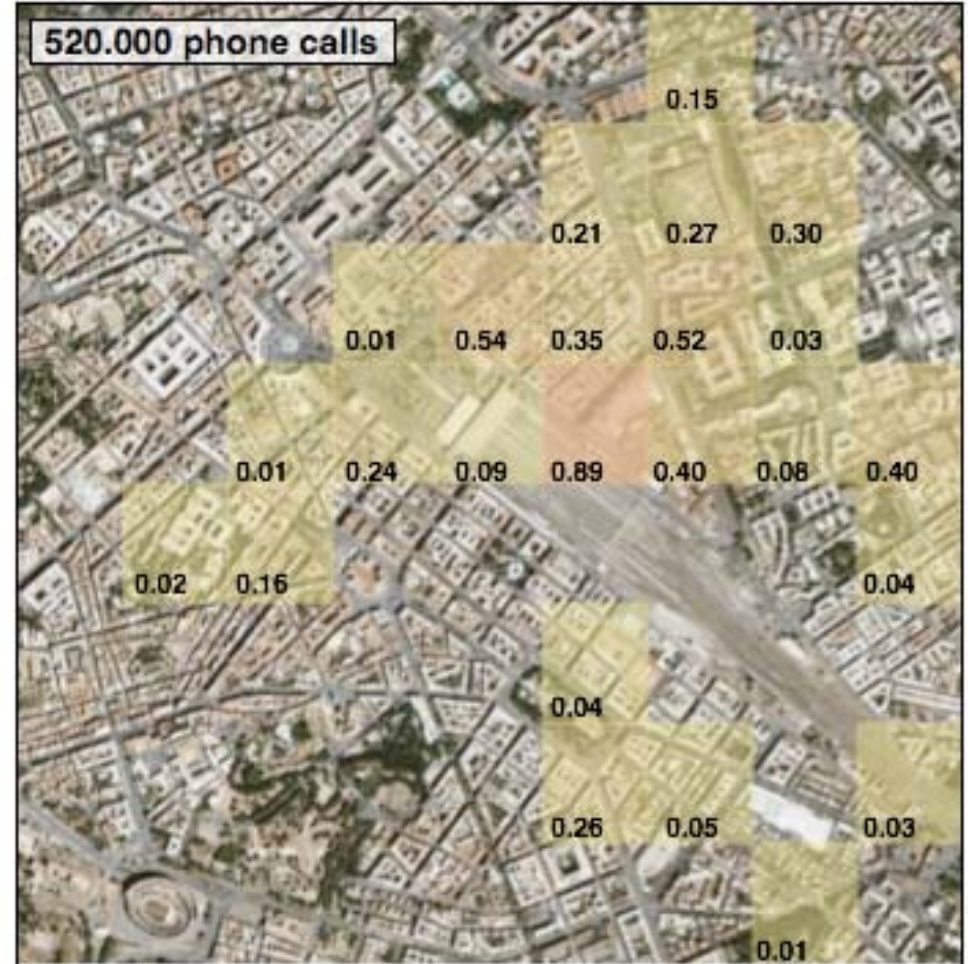


American visitors

(Girardin et al., *Pervasive* 2008)



Photographs

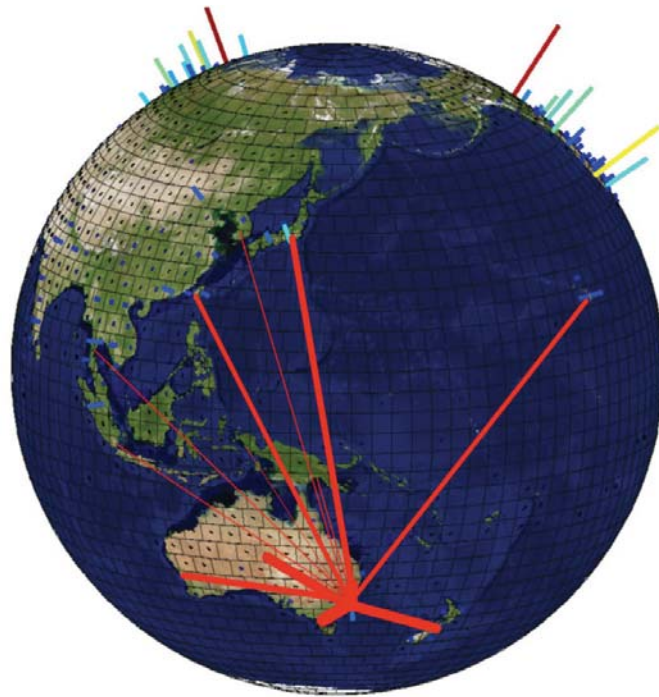


Phone calls

(Girardin et al., *Pervasive* 2008)

# Human travel distributions

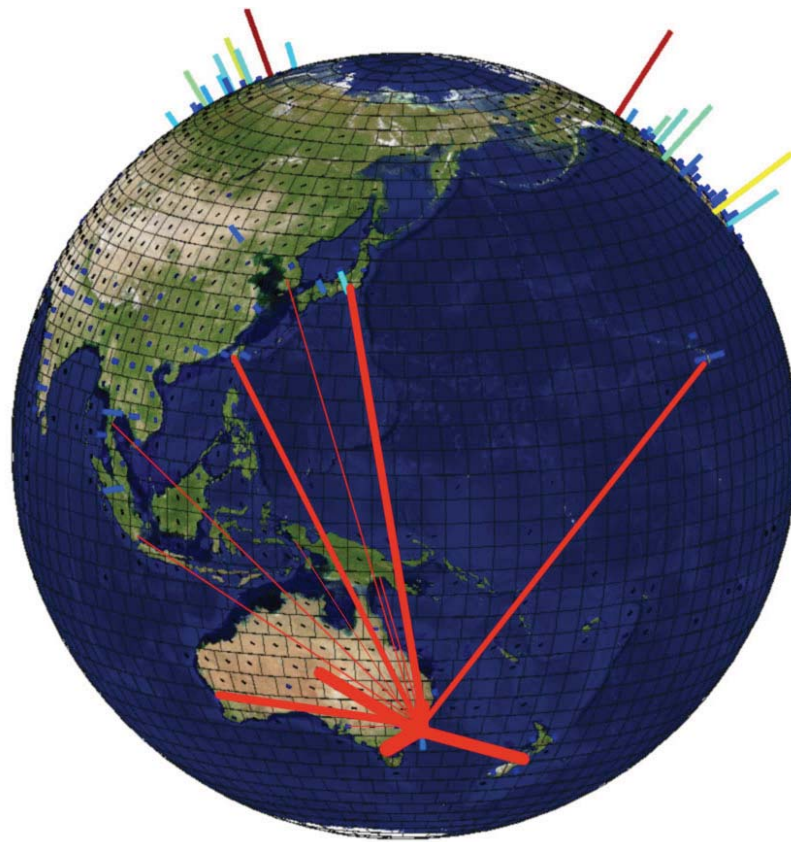
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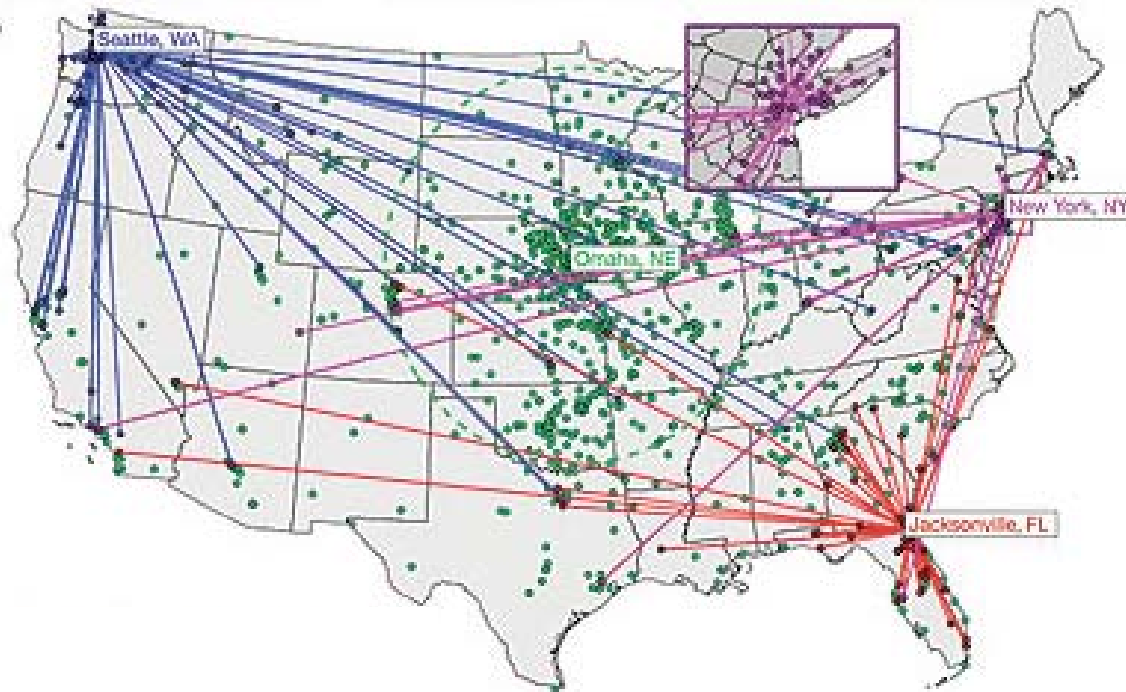
How likely are you to travel from one place to another in a fixed amount of time?

Need:  $P(L_{t+1} = i | L_t = j, \Delta T_t)$

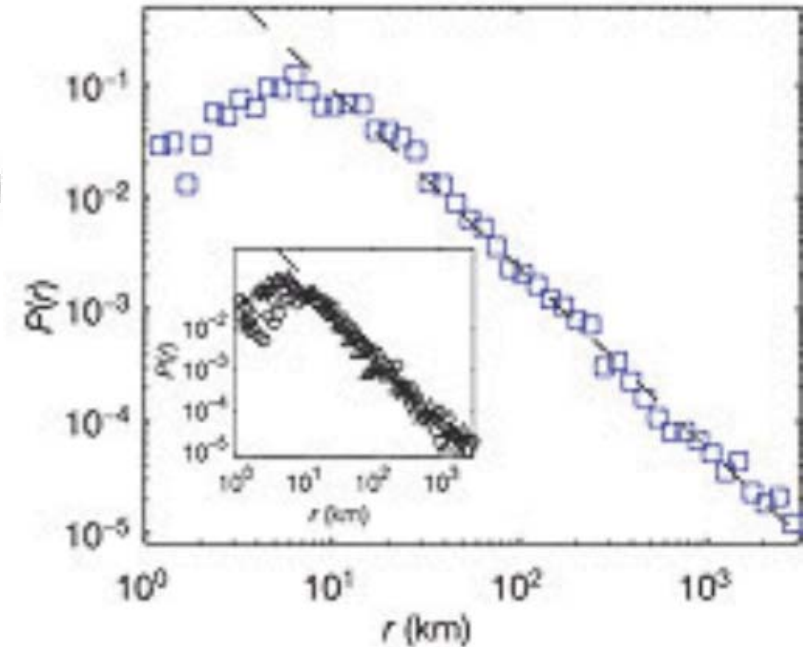


# Related work

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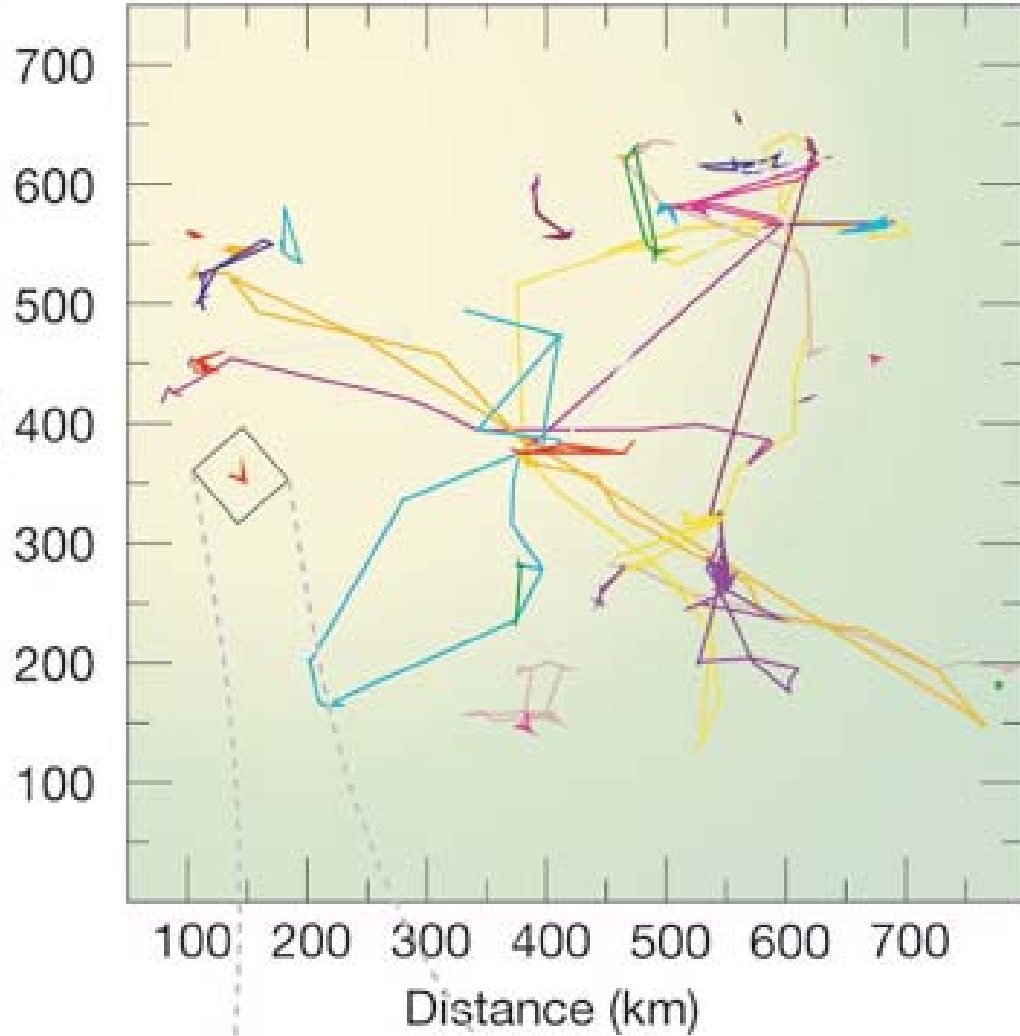
Data from **wheresgeorge.com**



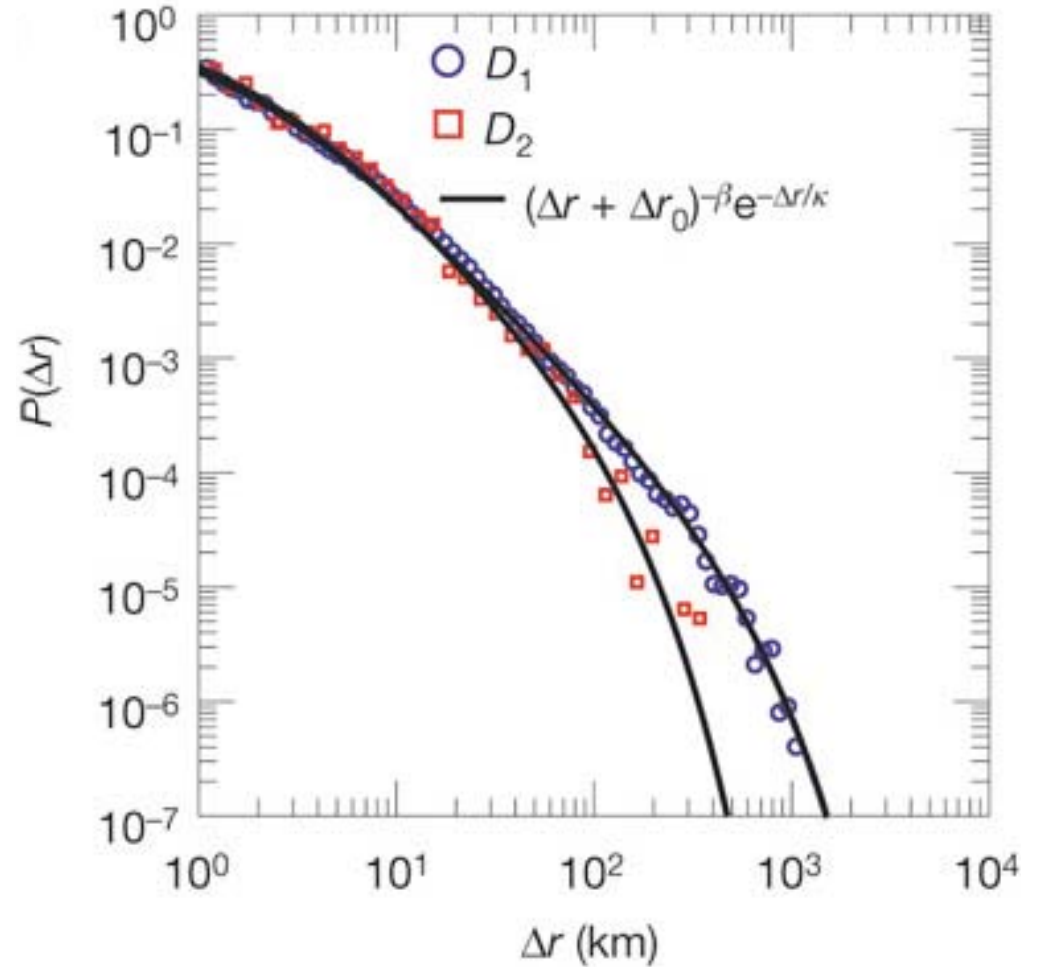
Lévy flight (power law):

$$r \sim r^{-\beta}$$

(Brockmann et al., *Nature* 2006)



Mobile phone traces



Power-law with cutoff

(González et al., *Nature* 2008)

# Photo travel database

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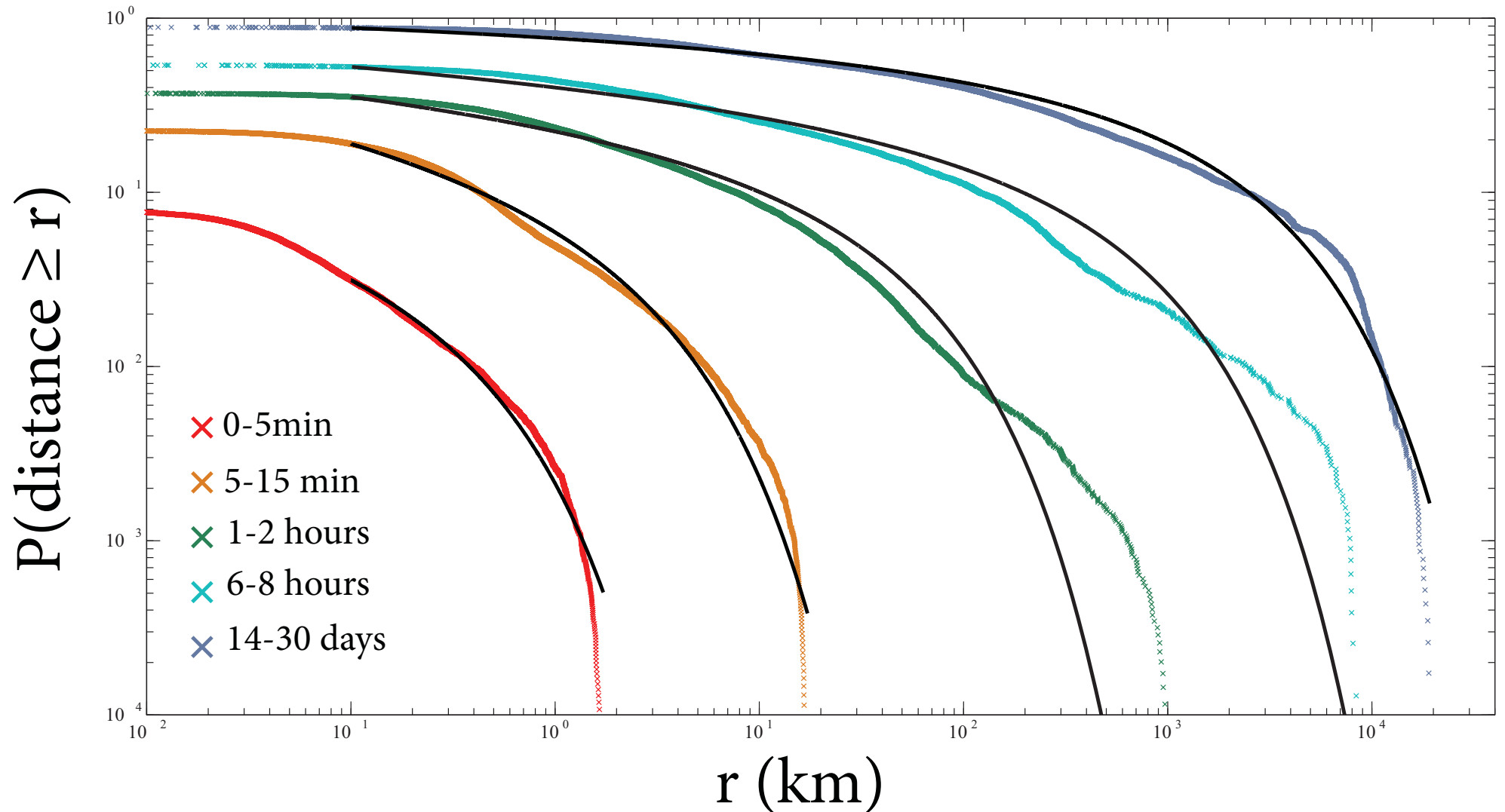
6 million geotagged images downloaded from Flickr, through Nov 2007

Removed images based on tags (e.g., “birthday,” “concert,” “abstract,” “cameraphone,” etc.)

Removed users with no travel, implausible travel (e.g., 100 km in under 45 minutes) or obviously incorrect geotags (e.g., picture of Vancouver geotagged in Siberia)

# Flickr distance histogram

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# Discretization

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400 km x 400 km, 3186 bins  $L_i$

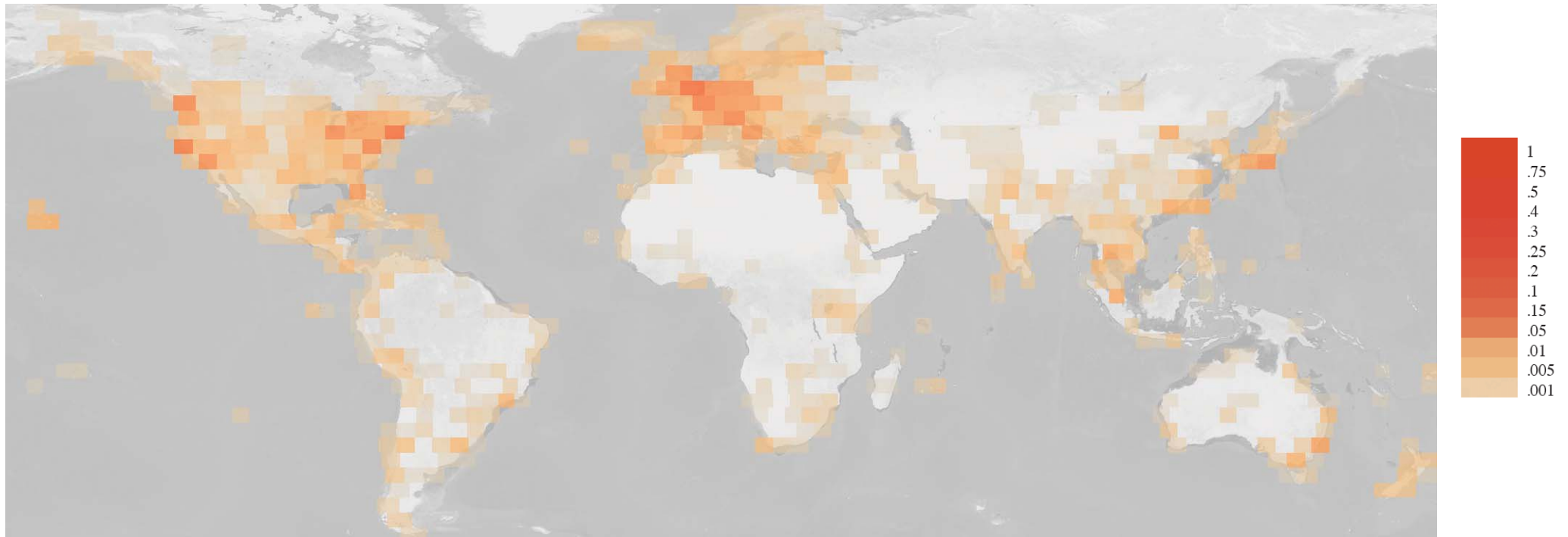


$L$

# Empirical distribution

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6 million geo-tagged images from Flickr.com



# Spatially-varying distribution

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$$P(L_{t+1} = j | L_t = i, \Delta T = k) = \frac{N_{ijk}}{\sum_i N_{ijk}}$$

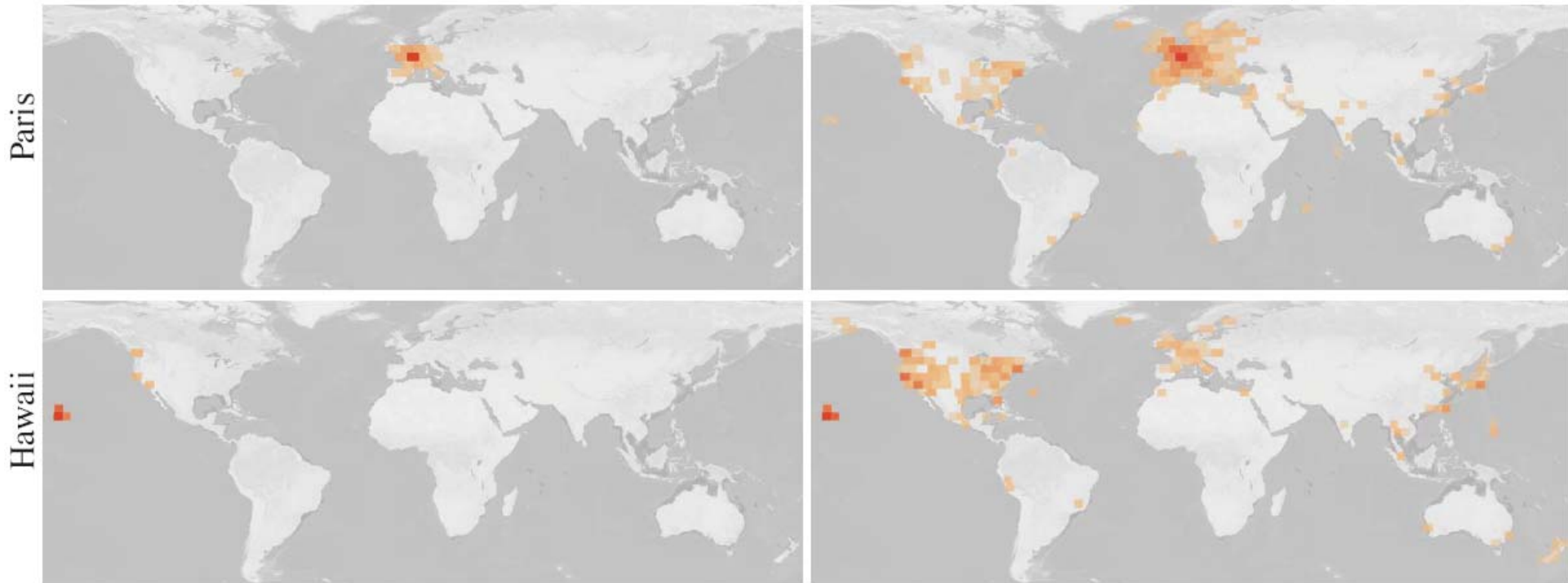


# Spatially-varying distribution

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6-9 hours

14-30 days



# Single-image geolocation

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# Location likelihood

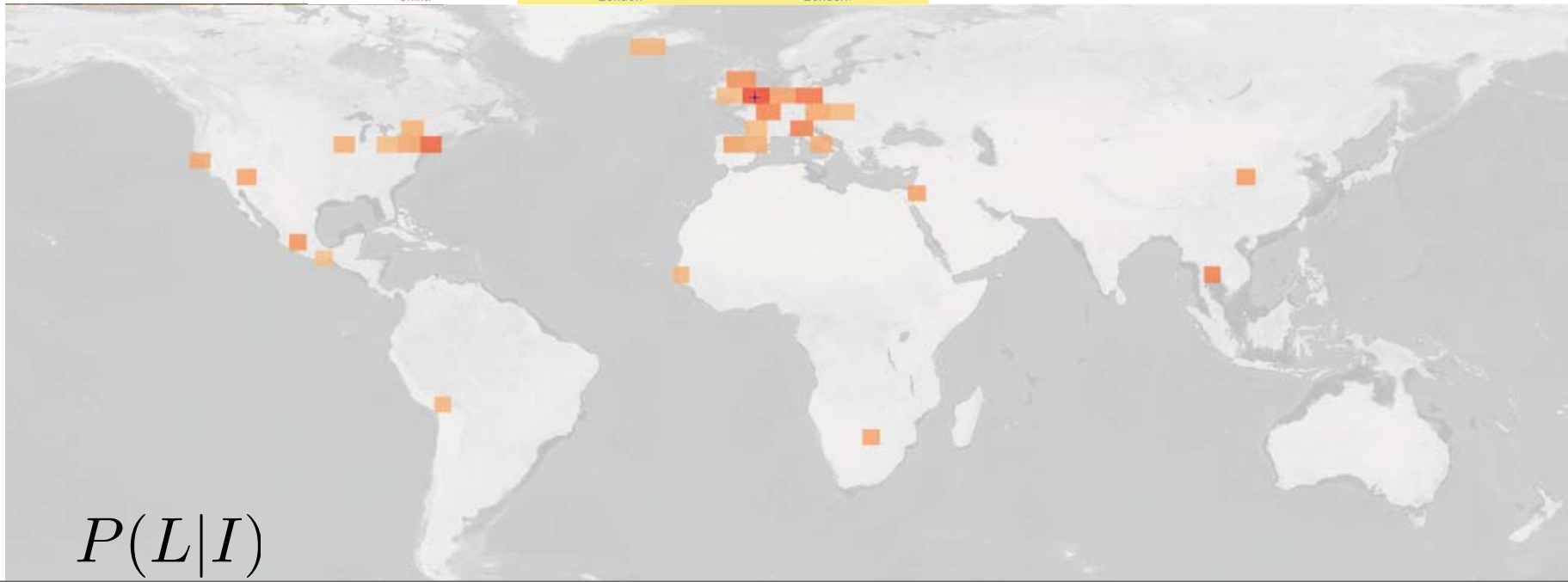


Test image  $I$



$$w_m = \frac{e^{-\lambda_m D(I, I_m)}}{\sum_{\ell=1}^M e^{-\lambda_m D(I, I_\ell)}}$$

$$P(L = i | I) \propto \left( \sum_m w_m \right) + \lambda_C$$



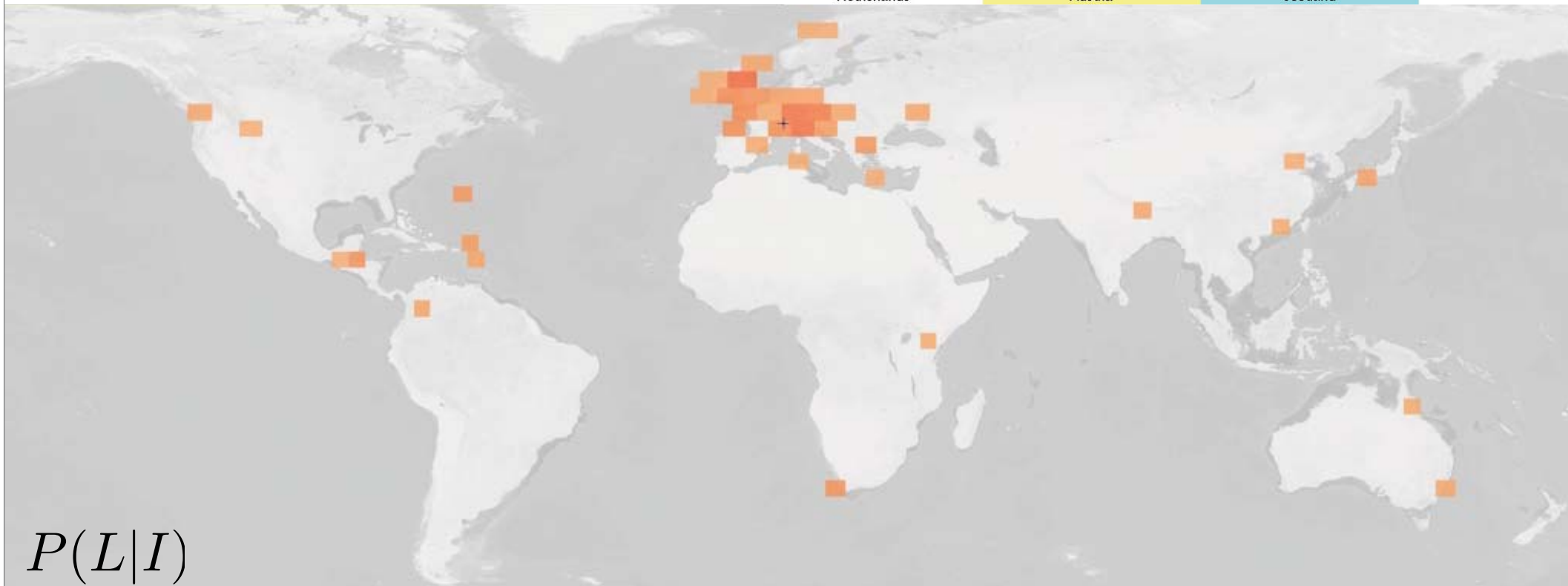
$P(L|I)$

# Image similarity score

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Distance  $D(I, I_m)$  between images is  $L_2$  distance of:

- **Gist** descriptor (Oliva and Torralba 2006)
- **Color histograms**:  $L^*A^*B^*$  4x14x14 bins
- **Texton histograms**: 512 entry, filter-bank
- **Line histogram**





Indonesia



SriLanka



Philippines



Sydney



Rhode



Namibia



Vietnam



Australia



Italy



Australia



Italy



Argentina



Portugal



Norway



england



# A loose continuum

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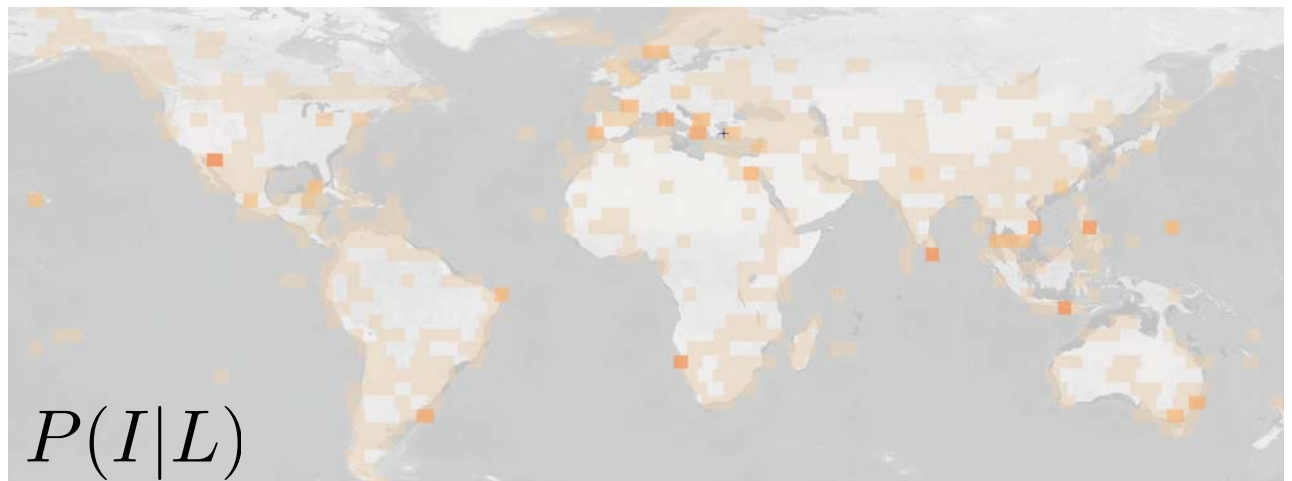
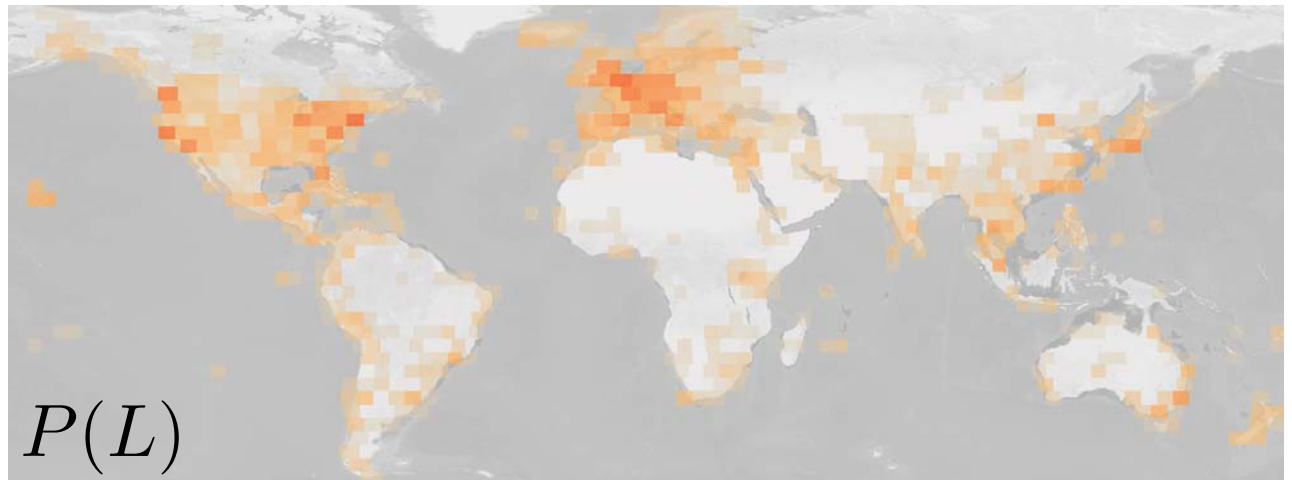
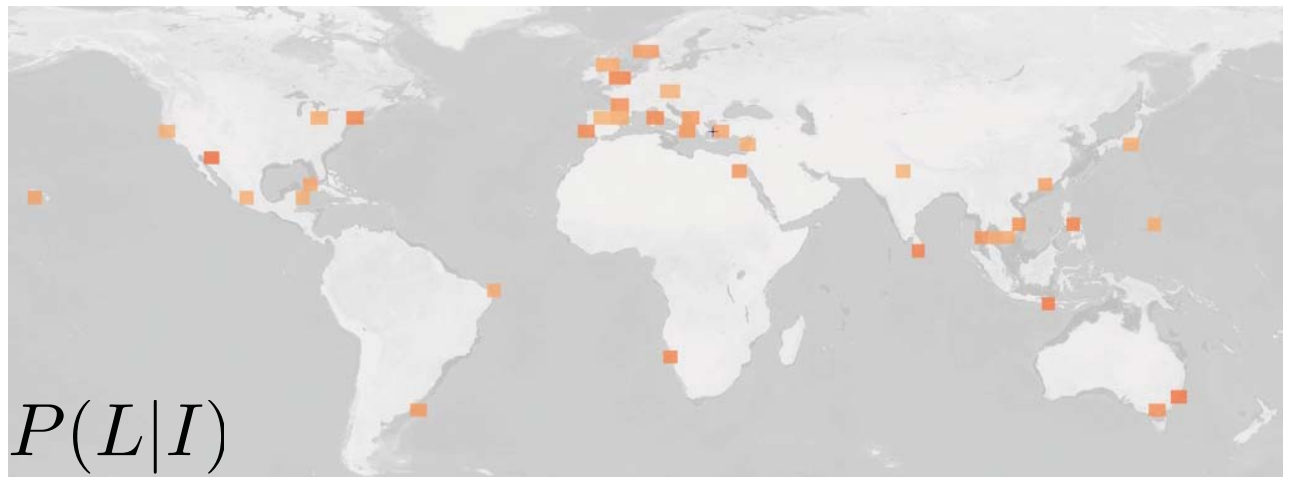


1. Distinctive  
(e.g., landmarks)

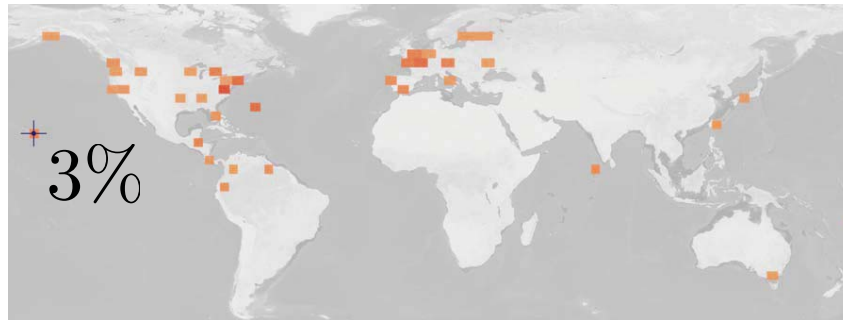
2. Vague  
(e.g., regional,  
terrain/type)

3. Nearly  
uninformative

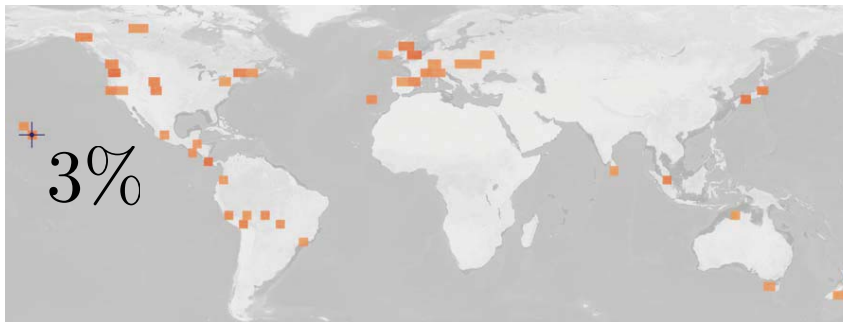




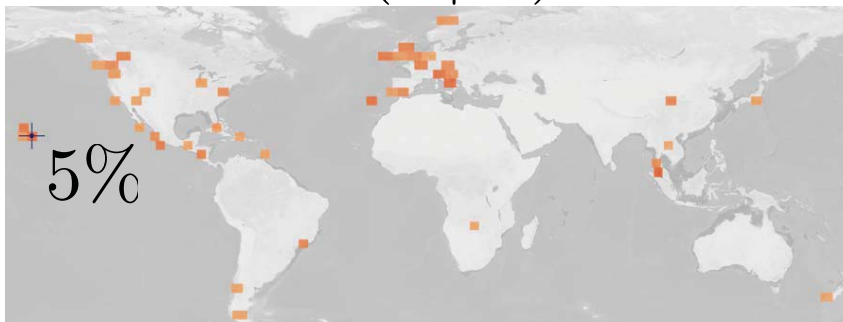
# Combining “vague” results



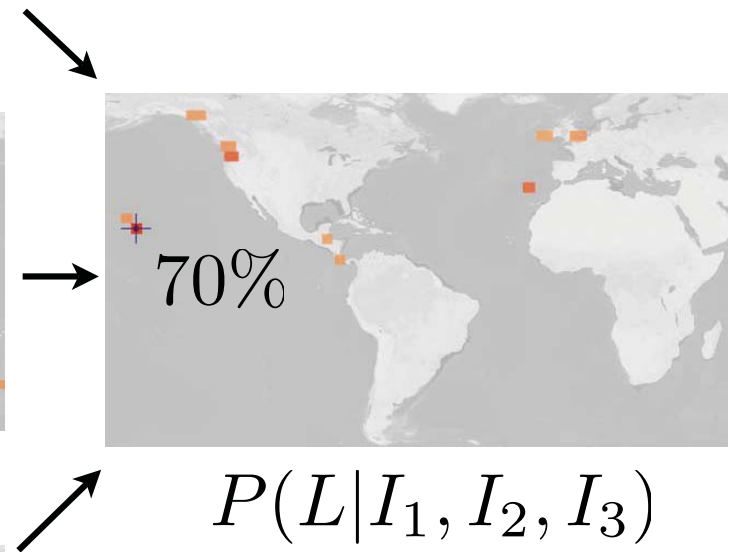
$$P(L|I_1)$$



$$P(L|I_2)$$



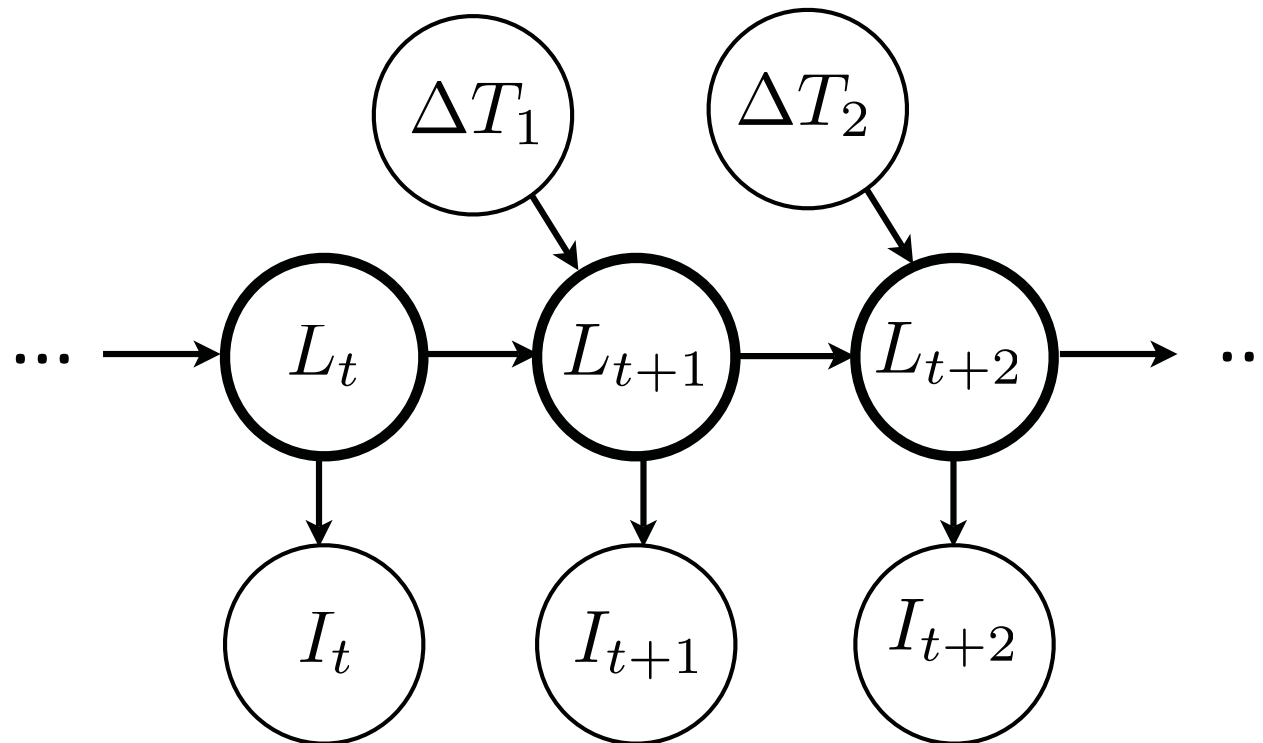
$$P(L|I_3)$$



$$P(L|I_1, I_2, I_3)$$

# Hidden Markov Model

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Forward-Backward algorithm computes

$$\gamma_{it} \equiv P(L_t = i | I_{1:N}, \Delta T_{1:N})$$

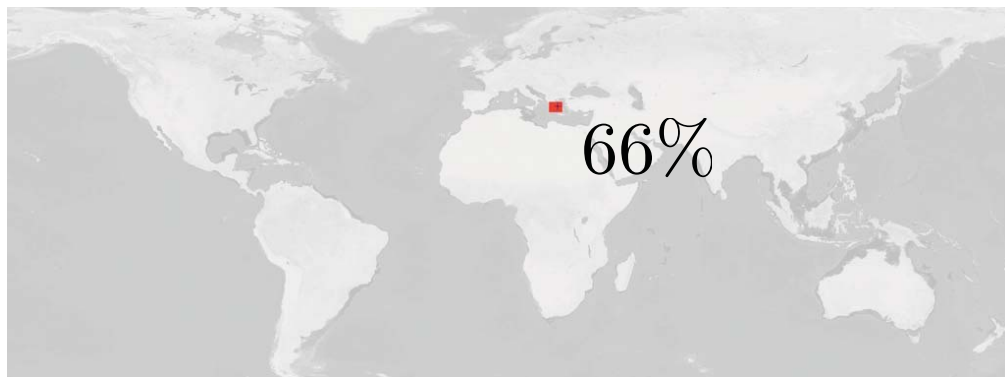
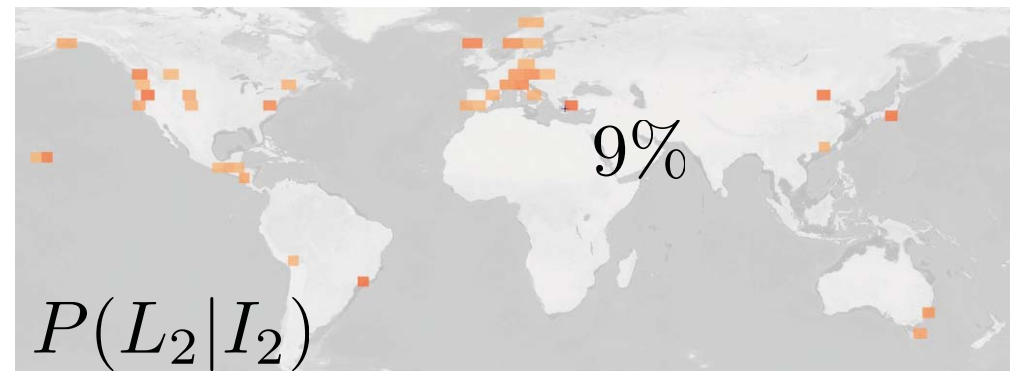
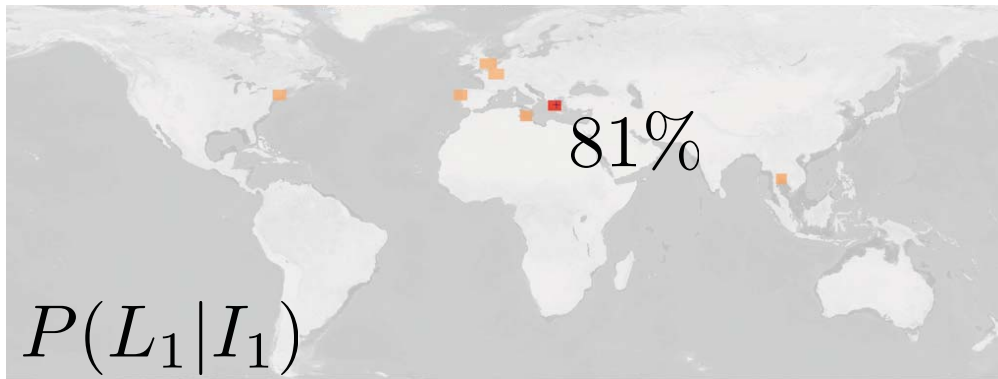
Given loss function, output a location estimate

# Toy example

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$\Delta T = 2$  hours



# User-specific learning

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User's results added to their training data

EM-like algorithm

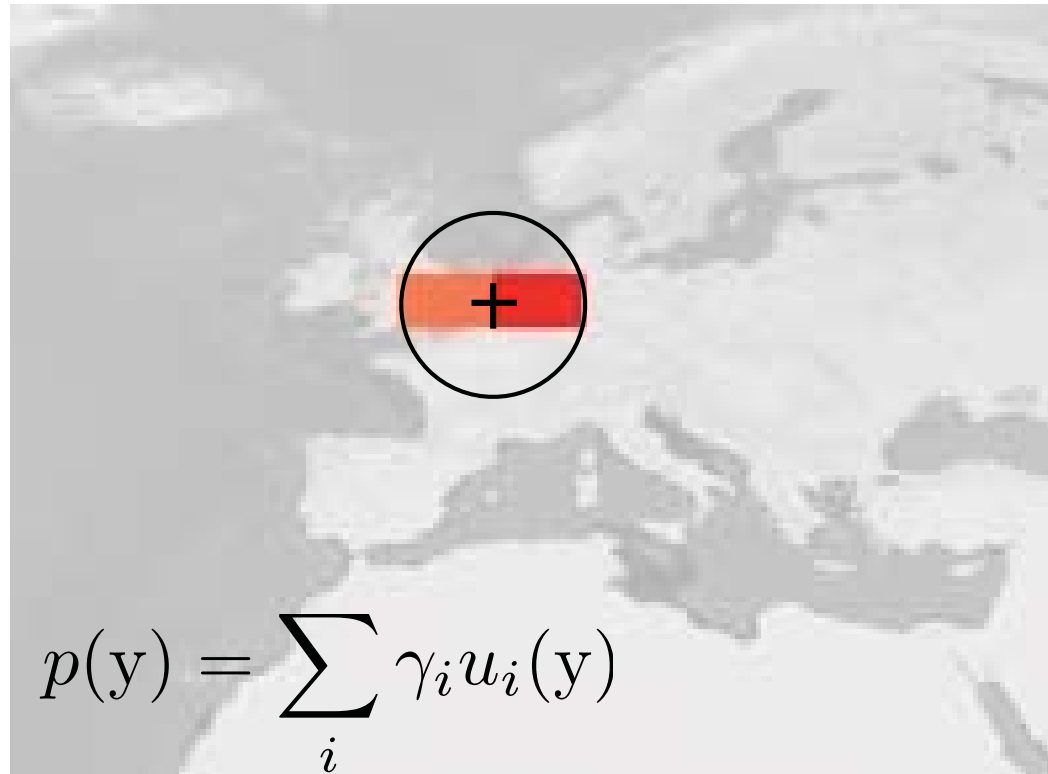
New likelihood:

$$P(L = i|I) \propto \left( \sum_m w_m \right) + \left( \sum_n \gamma_{ni} w_n \right) + \lambda_C$$

# Location estimation

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Task: correct estimation with 400 km



$$\mathbf{x}^* = \arg \max_{\mathbf{x}} \int_{\|\mathbf{x}-\mathbf{y}\|} p(\mathbf{y}) d\mathbf{y}$$

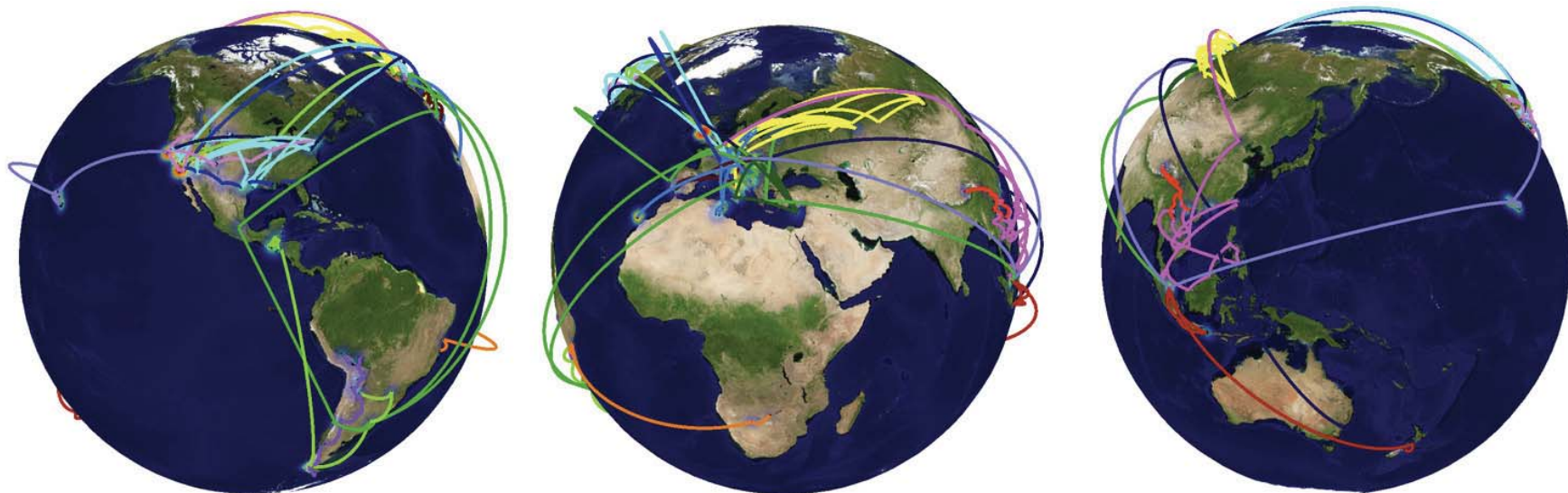
# Evaluation

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Validation set (6 users, 2005 photos):



Test set (20 users, 4117 photos):



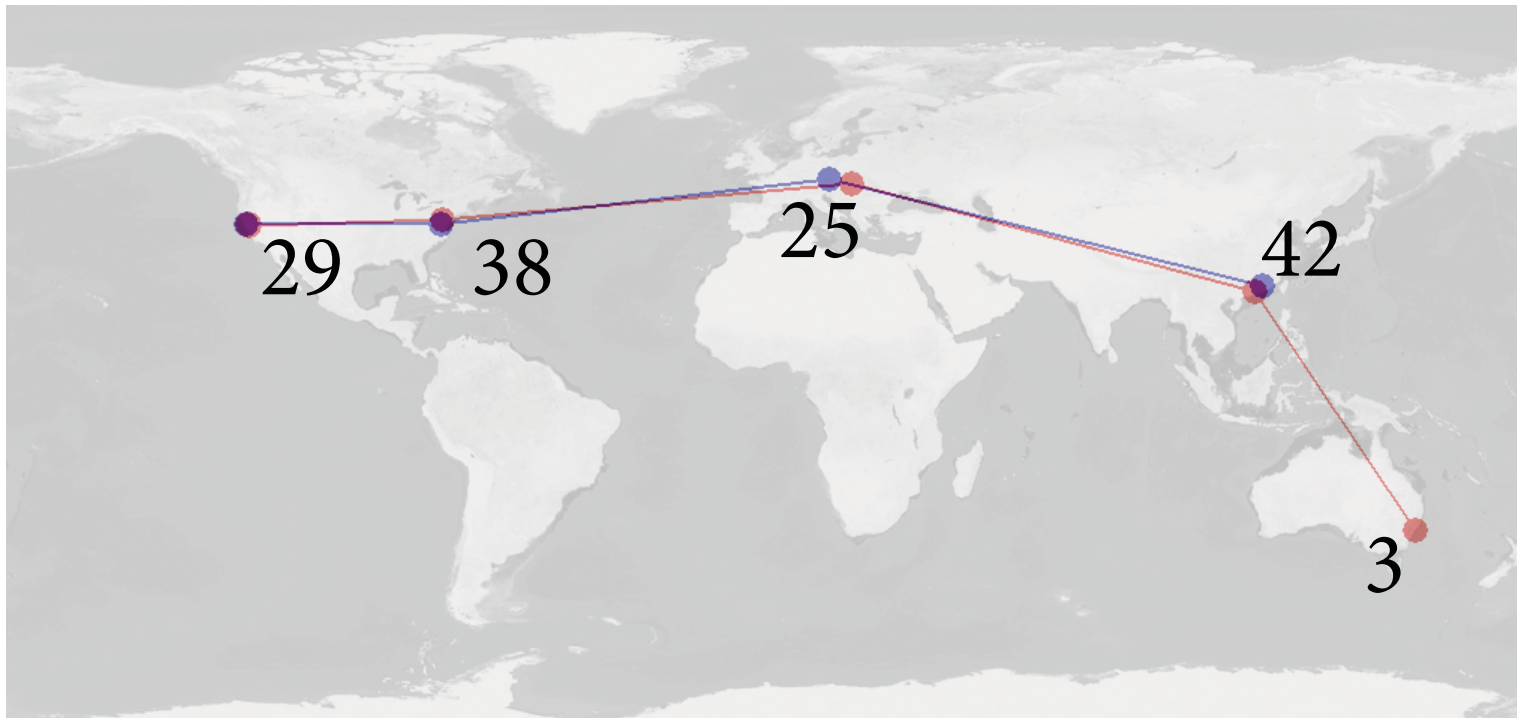
Results (correct within 400km) for test set:

London always	3%
IM2GPS (Hayes and Efros 2008)	10%
Sequence	58%

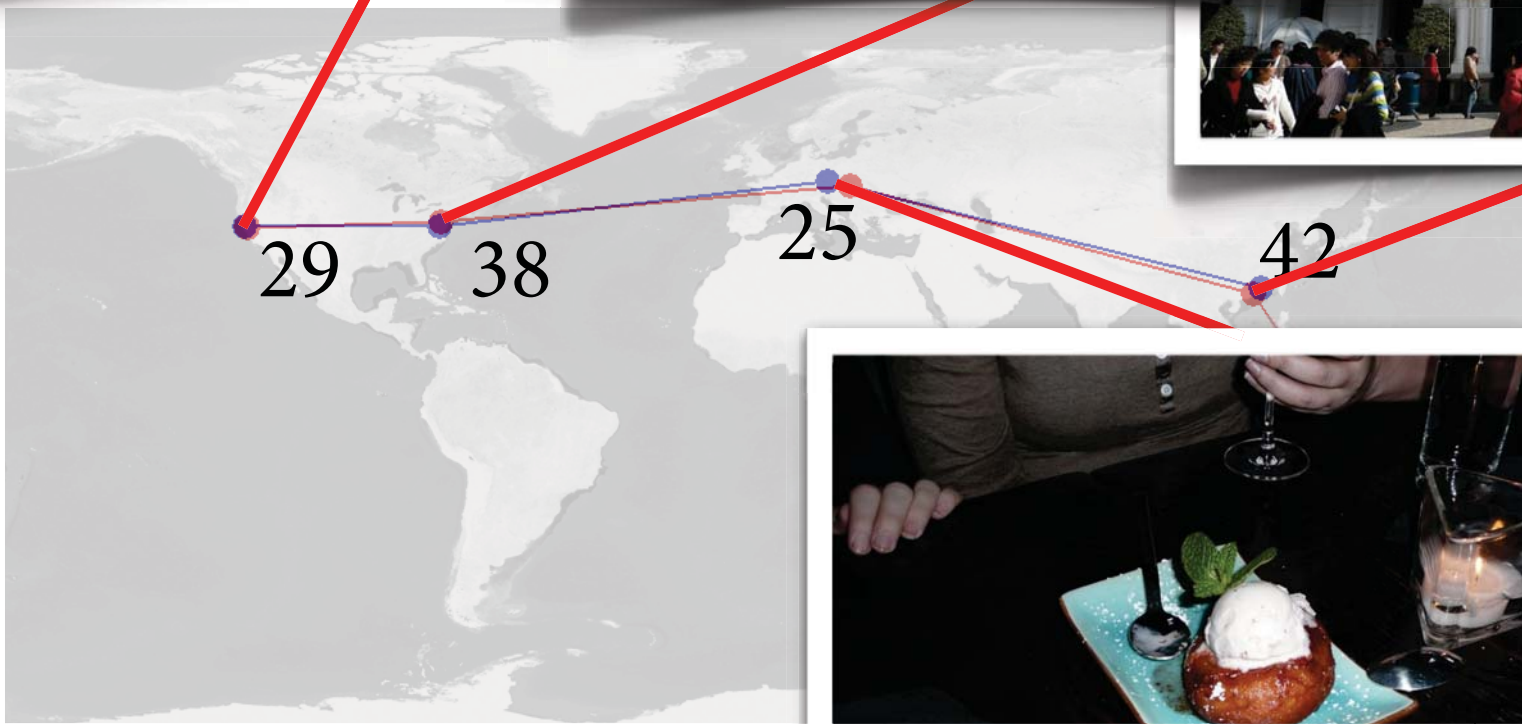
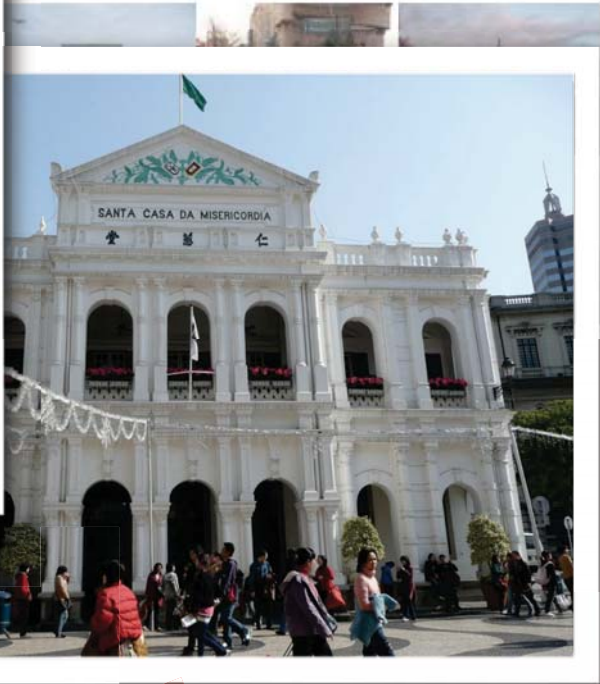
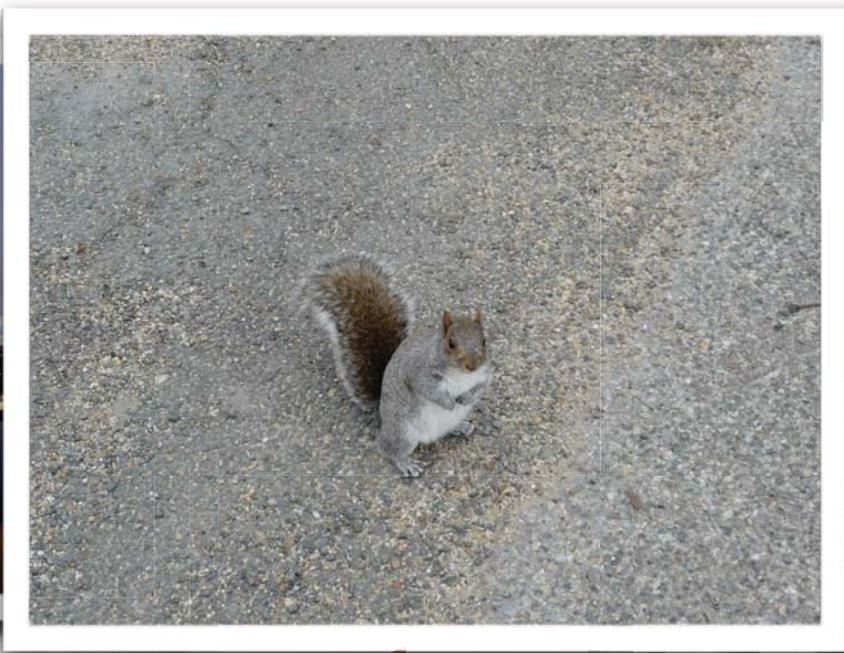




137 photos



SIG: 37.7%  
SEQ: 97.8%

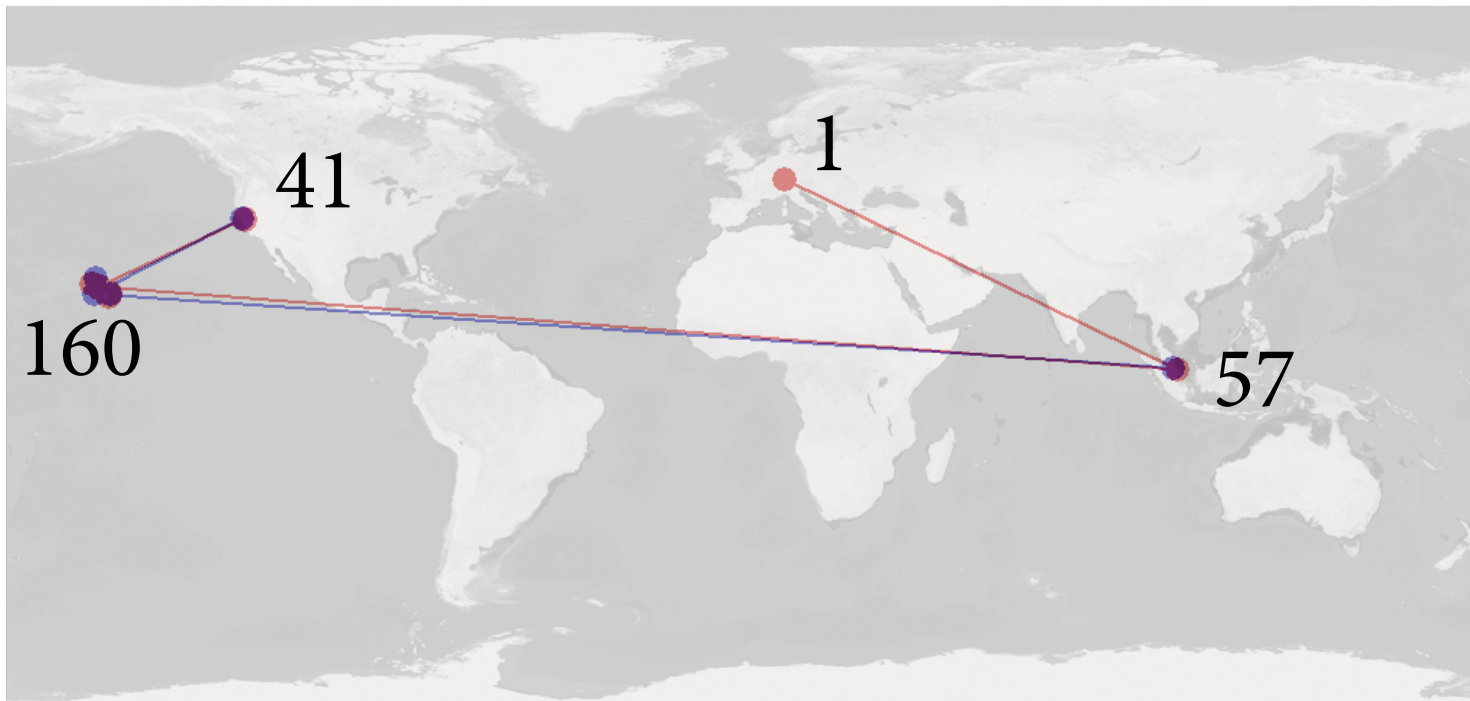


SIG: 37.7%  
SEQ: 97.8%





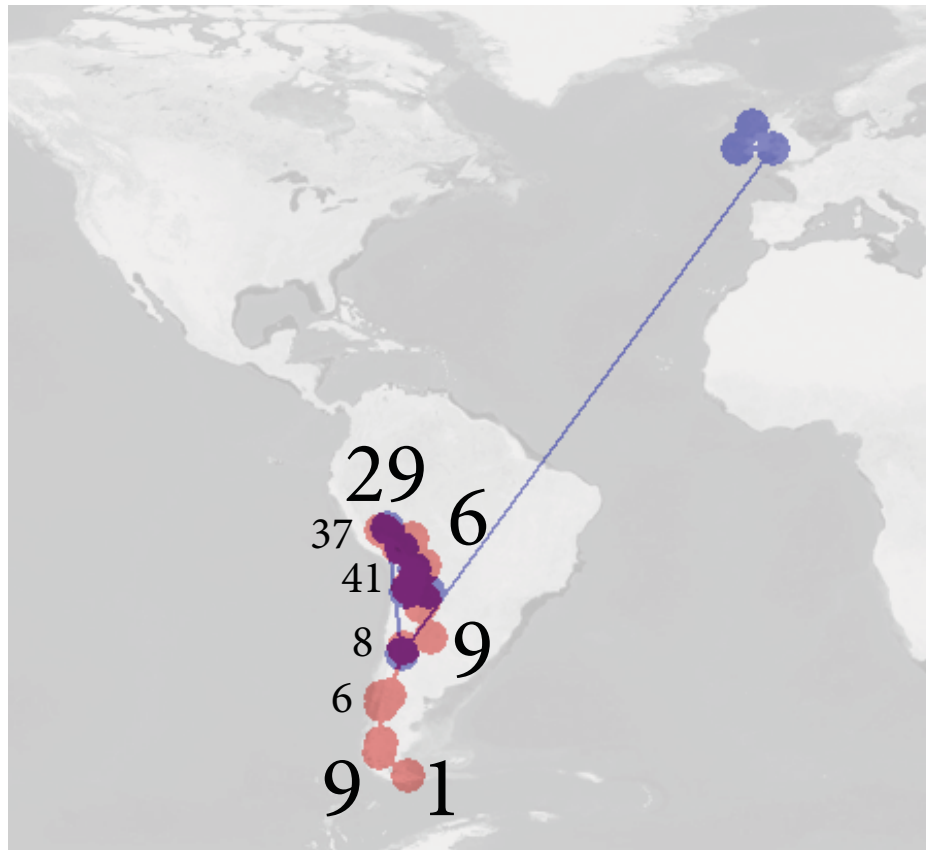
259 photos



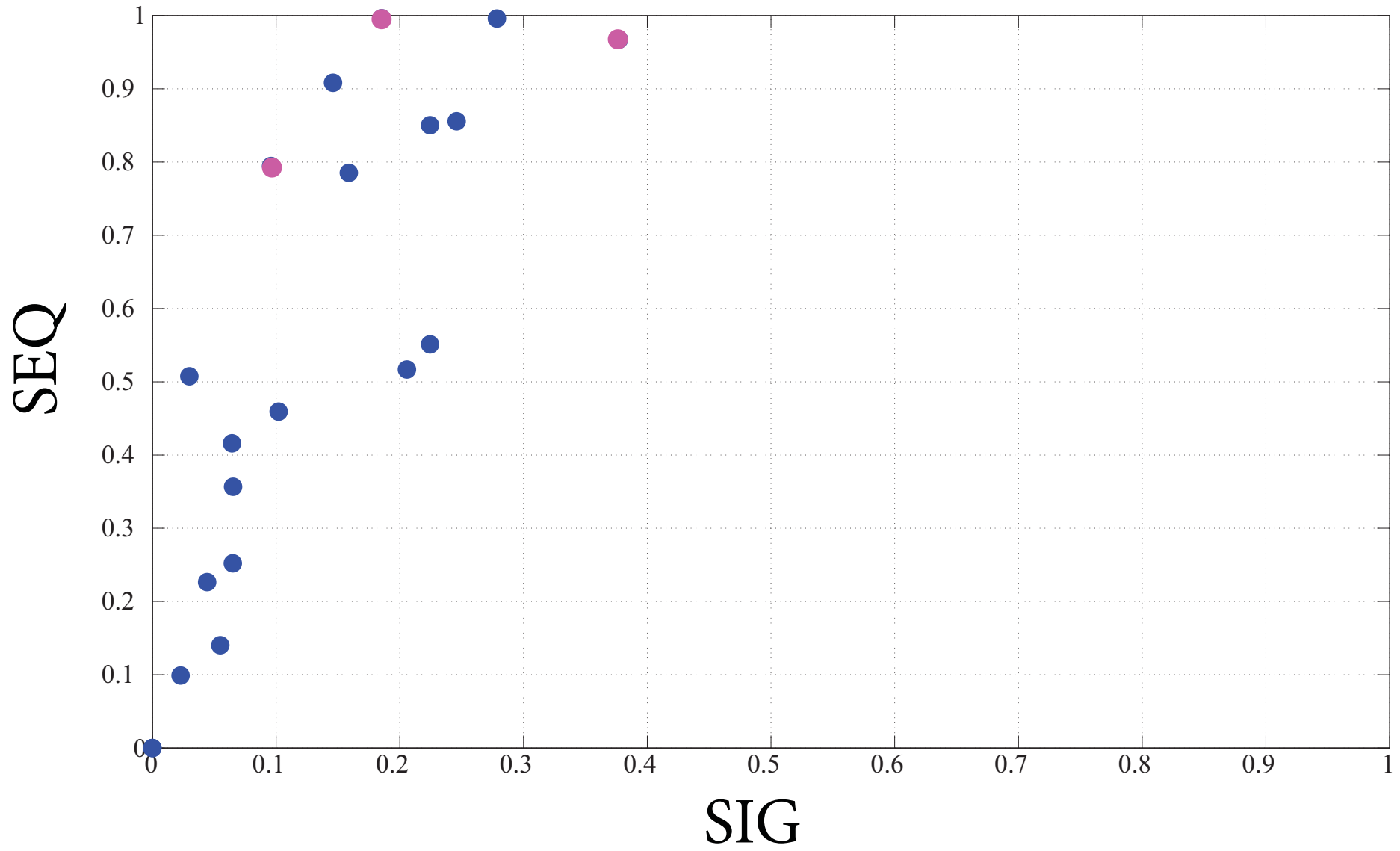
SIG: 18.5%  
SEQ: 99.6%



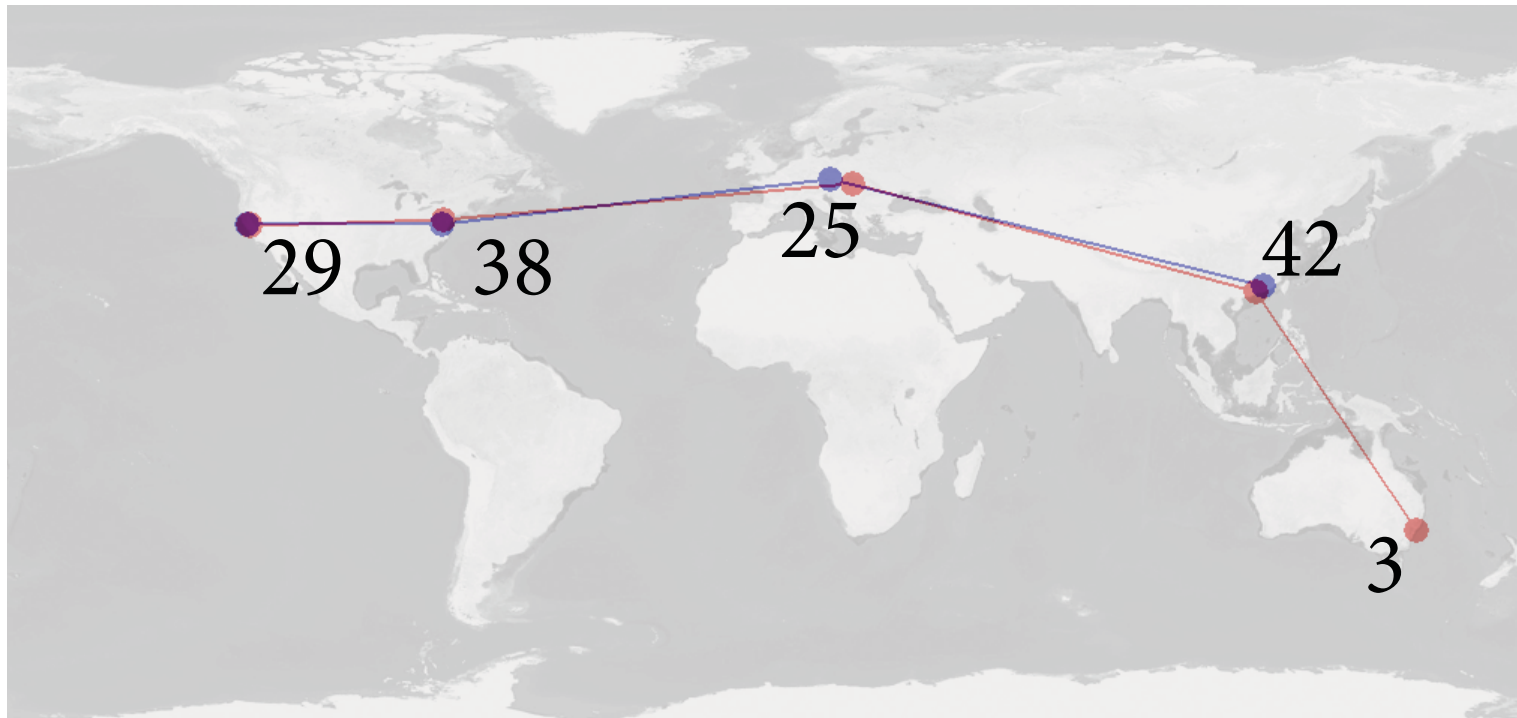
146 photos



SIG: 10%  
SEQ: 79%



# Is it just landmark matching?





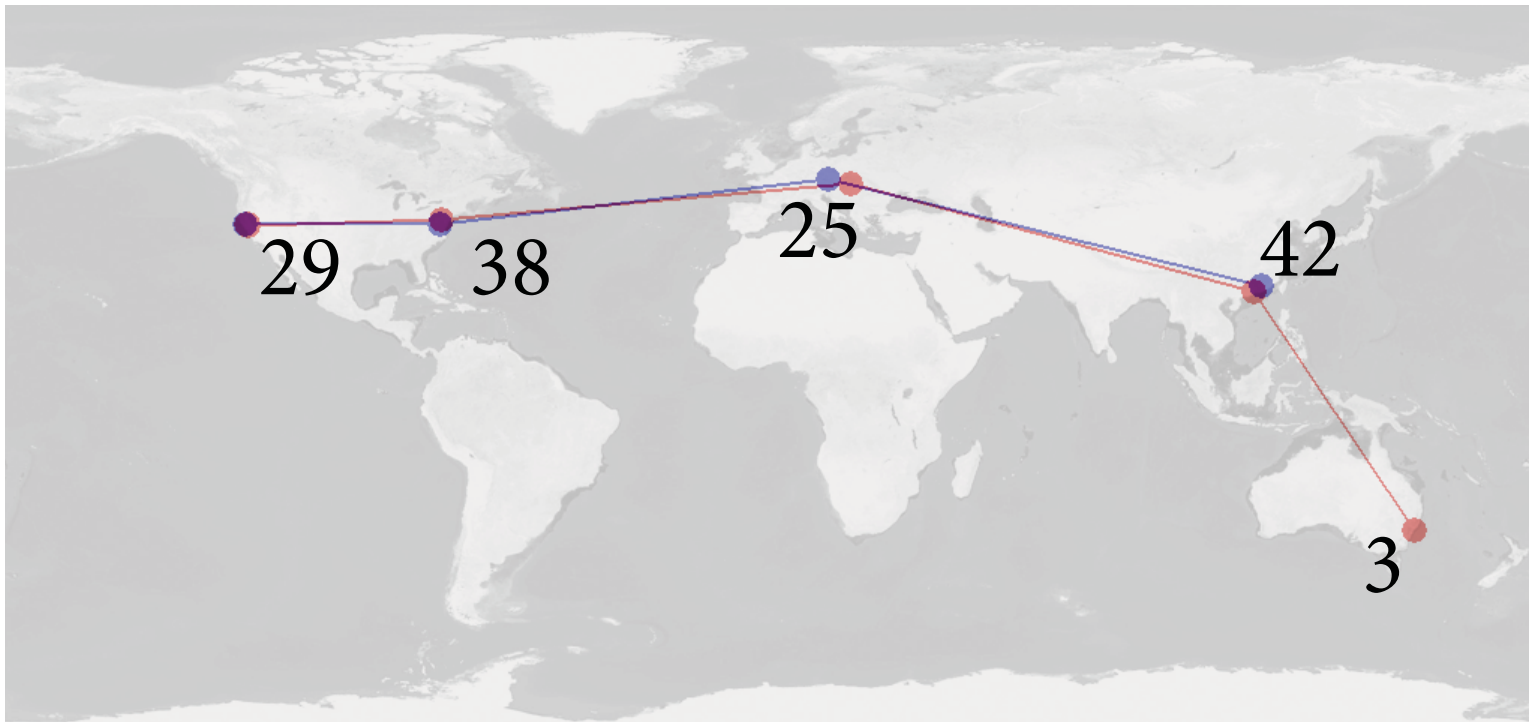
“Distinctive”

“Non-distinctive”

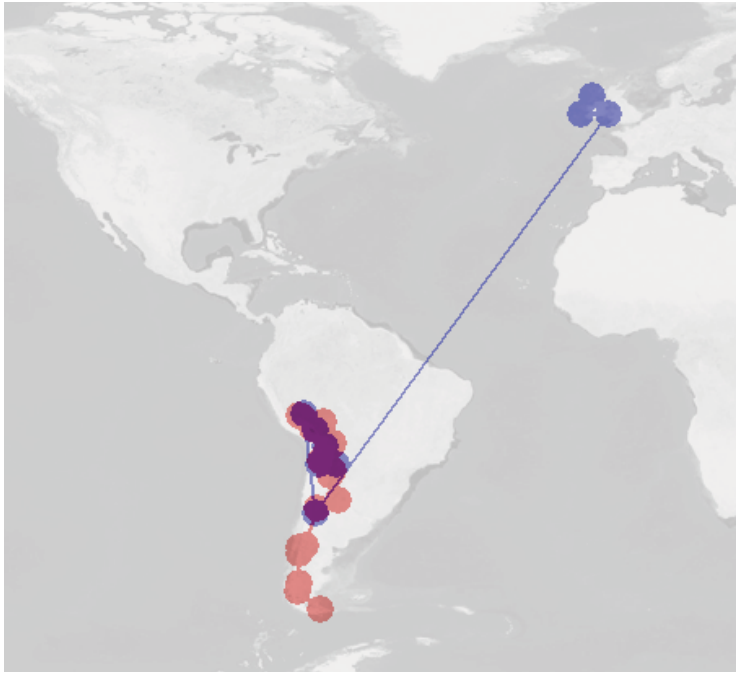
“Distinctive”

Landmark-only: 41%

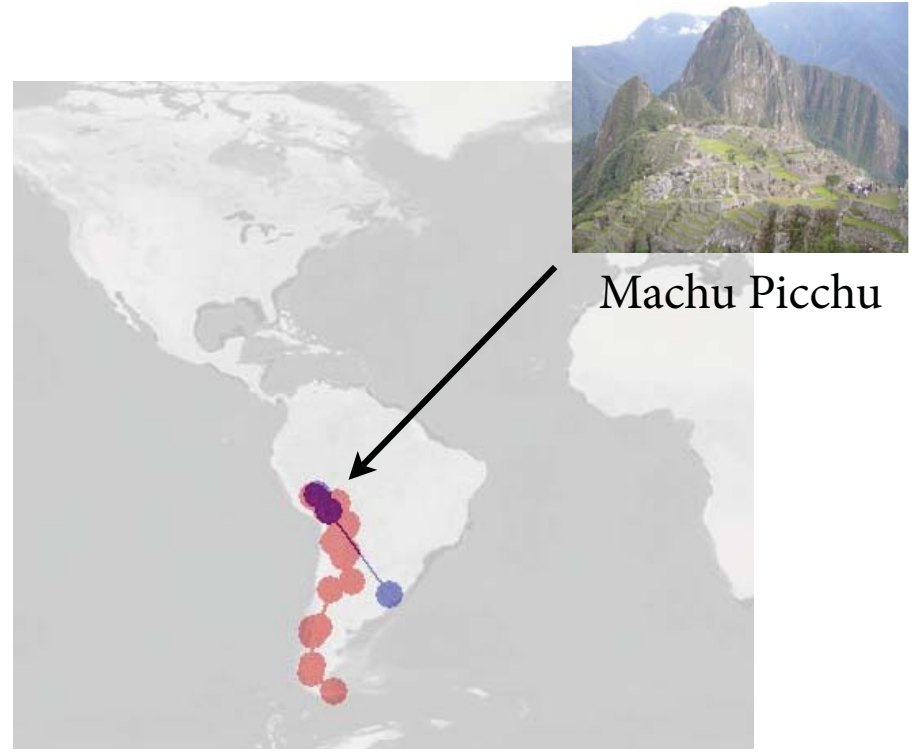
Sequence: 58%



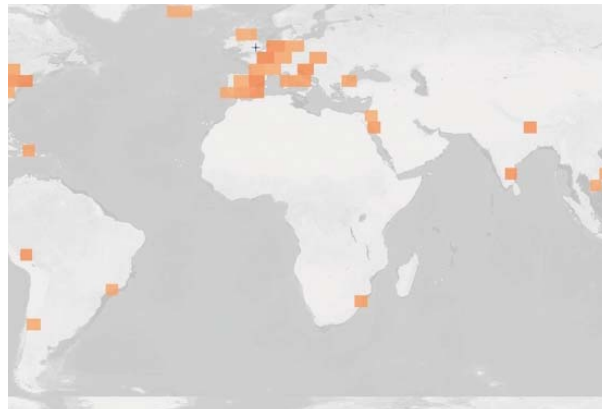




SEQ: 79%



Landmark SEQ: 55%



**SIG: 0%**

**Landmark-less SEQ: 19.3%**

# Many possible improvements

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Better binning

Better image matching

More general models (image meta-data, Flickr tags, user types, image types, weather, economy, transportation, etc).

... and so on

# Conclusions

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There is a wealth of travel data to explore and exploit

Given **images and timestamps**, we get much more information than from images alone

New application areas for computer vision