# EXPERIMENTS ON FACIAL CLASSIFICATION IN LOW LIGHT CONDITIONS

Peter Paul<sup>1</sup> and Yuheng Wang<sup>2</sup>

<sup>1</sup>Xerox Research Center Webster, Xerox Corporation, 800 Phillips Road, MS147-57B, Webster, NY, U.S.A. <sup>2</sup>Golisano College of Computing and Information Sciences, Rochester Institute of Technology, Rochester, NY, U.S.A.

Keywords: Face Detection, SMQT, SNoW, Vehicle Occupancy Detection, Design of Experiments, DOE.

Abstract: Robustness of SNoW based face detection using local SMQT features to low light conditions is examined through experimental investigation. Low light conditions are emulated by varying camera aperture and camera exposure time to a xenon flash device in night time conditions. For face detection in the context of vehicle occupancy detection, it was found that reducing the illumination to 25% of that required for a properly exposed image to a human observer resulted in a reduction in face classification score that did not significantly reduce classification performance.

### **1 INTRODUCTION**

Face detection has been studied by many researchers in the past with two popular algorithms being AdaBoost and related methods (Viola, 2004), and the Sparse Network of Winnows (SNoW) method (Yang, 2002); and (Nilsson, 2007). By using local Sequential Mean Quantization Transform (SMQT) based features, the SNoW method proposed in (Nilsson, 2007) possesses some robustness to illumination variation. This paper examines the extent of its robustness to low illumination conditions.

One application where low illumination is common is in face detection for vehicle occupancy detection. Vehicle occupancy detection using image analysis has been widely studied in the context of automated high occupancy lane enforcement approaches (Billheimer, 1990); (Wood, 2003); (Birch, 2004); (Hao, 2010). In this application artificial illumination is required for night time use. However, visible light illumination at night time is not desirable due to driver distraction. Near infrared illumination (NIR) is used to avoid driver distraction. However, cameras based on silicon image sensors rapidly fall off in sensitivity in the NIR spectral range, leading to low light image capture conditions. Further, if xenon flash illumination is used, low illumination is desired to insure an adequate bulb life, to provide the quick

recharge time required for highway operation, for lower power consumption, and for lower cost. Thus it is important to understand the robustness of face detection in low light conditions.

This paper is organized as follows: Section 2 contains the theory, Section 3 describes the experimental setup, Section 4 describes the results, and Section 5 contains the conclusions.

## **2** THEORY

The face detection method chosen in this work is the SNoW method using local SMQT features as described in (Nilsson, 2007). This method will be briefly reviewed, emphasizing the aspects that result in robustness to illumination variation.

For the face detection method described in (Nilsson, 2007) a simple SMQT1 transformation is performed on a local 3x3 pixel region surrounding a pixel of interest. The level 1 SMQT procedure, referred to as SMQT1, is simply as follows: (1) Calculate the mean of the pixels in the local region, (2) Set those pixels whose grey values are above the mean to 1, (3) Set all other pixels to 0, (4) this defines a 9 bit binary value (one bit per pixel in the 3x3 local region) which defines 1 of 512 possible patterns associated with the pixel of interest. This 9-bit pattern becomes the feature associated with the pixel of all

 Paul P. and Wang Y.. EXPERIMENTS ON FACIAL CLASSIFICATION IN LOW LIGHT CONDITIONS. DOI: 10.5220/0003871207380741 In Proceedings of the International Conference on Computer Vision Theory and Applications (VISAPP-2012), pages 738-741 ISBN: 978-989-8565-03-7 Copyright © 2012 SCITEPRESS (Science and Technology Publications, Lda.) pixels in a frame, where a frame is 32 pixels by 32 pixels area where face detection is to be performed.

SNoW is simply a linear classifier on this large feature space using the winnow update rule to update the linear classifier's weights. This is described in detail in (Yang, 2000); and (Nilsson, 2007). The 32x32 pixel frame is then slid around the image to detect faces. The image is also rescaled to detect faces at different scales.



Figure 1: SMQT1 on 3x3 pixel local regions.

IN

CIENCE AND Figure 1 depicts the local SMQT1 features on 3x3 local image regions. The upper left 3x3 region depicts the original 8-bit grey scale values. The 3x3 binary region directly below describes the 3x3 SMQT1 feature used for classification associated with the center pixel. The upper two center 3x3 region depicts the original image subject to a 10% gain and loss in grey value, respectively. This may occur in a real image due to variations in ambient lighting conditions, for example, or may be due to variations in vehicle windshield transmission. In any event, the SMQT1 process recovers the local pattern independent of the gain on the grey values. This shows why the SNoW face detector using local SMQT features may be a good choice when lighting variations are present. However, in the upper right image, when imaging in very low light conditions, information may be lost due to low light saturation that is not recovered in the SMQT1 process, depicted directly below. This is simply due to quantization effects. A similar analysis can be made for local pixel grey level offset (as well as was shown, above, for gain), as shown in (Nilsson, 2007). Low level illumination may often present itself as a combination of gain and offset variation, so local SMQT features may have robustness to this variation, and thus to low illumination levels. However, at some point information is lost, and any processing gain applied to the tone level will only increase noise.

This analysis motivates the experimental determination of the low light level that causes the

SNoW face detector based on local SMQT features to show face classification performance degradation.





## **3 EXPERIMENTAL SETUP**

A race track was outfitted with an overhead highway gantry system. The camera used in these experiments was mounted on the overhead gantry. The gantry based set up is depicted in Figure 2. The camera was triggered from a ground induction loop buried underneath the surface of the roadway. When the vehicle drives on top of the ground loop, a trigger signal is issued and the flash is fired and the camera captures an image.

The camera consisted of a silicon CMOS sensor based machine vision camera. The flash unit was a photographic studio flash unit utilizing xenon flash tube technology. Filters were used on both the camera and the flash unit to limit the spectral sensitivity of the camera and the spectral content of the light to the NIR range.



Figure 3: The six vehicles used in the study.

Six vehicles were driven past the camera system. They are depicted in Figure 3. Three vehicles had a sole driver and three vehicles had a driver plus a front seat passenger. The vehicles ranged from sedans to minivans encompassing various makes and models of vehicles. The vehicles were driven at a relatively constant speed of approximately 72.4 km/h (45 mph) as maintained either by the driver or by the vehicle's cruise control.

#### **3.1 Experimental Design**

To investigate the effect of low lighting conditions on face detection performance a Design of Experiments (DOE) procedure was performed. The design was a 2 factor multi level full factorial design with 6 replicates. The 6 replicates were the 6 vehicles used in the experiment. The first factor was Aperture Size as percent of nominal with 4 values (1.0, 0.25, 0.1340, 0.0625), while the second factor was Exposure Time in milliseconds with 3 values (0.5, 1.0, 2.0). The full factorial design had 12 runs for each of the 6 vehicles.

### **4 RESULTS AND ANALYSIS**

SCIENCE AND

For each of the 12 runs, six vehicle images were captured and face detection was performed using SMQT features and SNoW. Following (Nilsson, 2007), a classifier was constructed and trained using approximately 2000 face samples and non-face samples taken with Aperture at 1.0 and Exposure at 0.5.



Figure 4: Vehicle images at various aperture settings. Raw images and contrast enhanced.

The raw images for one of the vehicles, as the camera aperture is varied, is shown on the left side of Figure 4. As the aperture is decreased, the images get quite dark. The right side of Figure 4 depicts the images using histogram equalization for human viewing only, it is not used in the face detection algorithm. For the low light conditions, significant noise appears in addition to the face patterns. Also note that a human observer can easily discern the number of human occupants in the contrast enhanced version of even the lowest light image. The SNoW classifier using SMQT local features operates on the images to the left of Figure 5 in attempting to classify the faces – contrast enhancement is not used.

Figure 5 depicts the mean face classification score versus camera aperture for the three exposure durations used in the experiment. The classification score is simply the sum of the active weights for an image under test, which is the value compared to a threshold to determine if the image is a face, see (Nilsson, 2007) for more details. The mean is taken over the six vehicles used for each case. Note that changes in the camera aperture are roughly equivalent to illumination changes.



Figure 5: Face classification score versus camera aperture for three exposure durations.

The blue graph is Figure 5 depicts the 0.5 msec exposure duration cases, the green graph depicts the 1 msec exposure duration cases, and the red graph depicts the 2 msec exposure duration cases.

Face classification performs well at the nominal aperture setting. The face classifier tends to drive non-faces to classification scores less than zero. A face classification score above 50 would lead to just adequate classification performance, relative to false alarms, for this application. Thus the aperture setting equivalent to 0.25 of the nominal aperture would give good face classification performance, while that of 0.1340 would be marginal. An aperture of 0.0625 of the nominal would not give adequate performance.

Figure 6 depicts the mean face classification scores versus camera exposure duration, where the

mean is taken over the six vehicles used in each case. The blue graph represented the nominal camera aperture, the green curve represented a camera aperture at 0.25 of the nominal setting, the red curve represented a camera aperture at 0.1340 of the nominal setting, and the cyan curve represents a camera aperture at 0.0625 of the nominal setting. As seen in the flatness of the curves in the figure, the face classification score only weakly depended on exposure duration in this experiment.



Figure 6: Face classification score versus camera exposure duration for four aperture value.

This is at least partly due to xenon flash illuminators having very short illumination duration. Most of the flash tube illumination energy is produced during the first 0.5 msec. Thus holding the camera exposure open for longer than this duration may not yield much more light energy, and may increase the noise.

## 5 CONCLUSIONS

An experiment to investigate the illumination variation robustness properties of a face classification method was performed. Camera parameters of aperture and exposure were varied to examine the low light performance of the face classification method. It was found that camera aperture was a significant factor in accounting for the variation in face classification score during the experiment, while exposure duration while using a xenon flash illuminator was found to be not statistically significant in explaining variations in face classification score. A reduction in illumination to 25% of that used to generate a properly exposed image to a human observer was found to produce adequate face classification scores. A further reduction to 13% may or may not be usable,

depending on the application. Further, it was found that in this experiment, when using a xenon flash illuminator and training on a single exposure duration, increased exposure duration did not make up for lost illumination due to camera aperture, or equivalently, the due to a smaller illuminator.

### REFERENCES

- Birch, P. M., Young, R. C. D., Claret-Tournier, F., Chatwin, C. R., 2004. Automated vehicle occupancy monitoring. *Optical Engineering* 43(8), pp. 1828-1832.
- Billheimer, J., Kaylor, K., Shade, C., 1990. Use of videotape in HOV lane surveillance and enforcement. *Technical Report*, U.S. Department of Transportation.
- Hao, X., Chen, H., Yao, C., Yang, N., Bi, H., Wang, C., 2010. A near-infrared imaging method for capturing the interior of a vehicle through windshield. *IEEE SSIAI 2010*, pp. 109-112.
- Nilsson, M., Nordberg, J., Claesson, I., 2007. Face
- Detection using local SMQT Features and Split Up SNoW Classifier, *IEEE Int. Conference on Acoustics*, *Speech, and Signal Processing*, Vol. 2, pp. 589-592.
- Viola, P., Jones, M. J., 2004. Robust Real-Time Face Detection. *Int. Journal of Computer Vision* 57(2), pp 137-154.
- Wood, J. W., Gimmestad, G. G., Roberts, D. W., 2003. Covert Camera for Screening of Vehicle Interiors and HOV Enforcement. *Proc. SPIE – The International Society for Optical Engineering*, vol. 5071, pp. 411-420.
- Yang, M.-H., Roth, D., Ahuja, 2000, N., A. SNoW-Based Face Detector. *Advances in Neural Information Processing Systems 12*, S. A. Solla, T. K. Leen, and K.-R. Muller, eds., pp. 855-861. MIT Press.