



Essay

## Maps apps, street level imagery live as traffic information: the possible role of creative online communities

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Map applications use very distinct times for updating satellite, traffic information or street level imagery. Street level imagery is the less updated and traffic information is updated continuously. Having as departure point the analysis of traffic data consistency facing reality (using as case study a group of streets in Lisbon). This article explores the traffic information updating processes and places them in relation with the state of the art street level imagery renovation efforts.

References, about traffic sources of information and crowd sourcing street level imagery, will be analysed and placed in relation with the potential role of crowd sourcing through specific creative communities.

The speed in which the transit moves and the environment changes are totally different thus the distinction between feature and functionality is here relevant and will not be neglected. Traffic information fall into the feature category as the street level imagery serve functionalities

(such as Street View in G.Maps). Will be made the exercise of understanding what are the traffic information mechanisms that can be emulated for street level imagery updates.

Road works can be an example of information that's not specifically about transit but about "public space works" (although the obvious implications on traffic). This is probably the contact point between the information and street level imagery renovation need, somehow should be identified as potential area for imagery update. This kind of exercise serve as an example of what can be found quantitatively and qualitatively on the present article.

More specifically will be explored the connection with other geo tagged imagery gathered in a crowd sourcing logic. The imagery sources in focus will be the ones that are the ones connected with our Visual Attention, complexity and sensitiveness as humans. Not specifically connected with transit (ultimately useful for self driving cars emerging industry).

Therefore the components in play have much to do with visual communication in public space, urban user experience and it's connection with expression, encompassing Gestalt theories but also certain aspects of Semiotics. Creative expressions in public space also have different space time relations. Architecture, public monuments, some public art and sculptures are mediums with long life period. Tactical urbanism actions, advertising, performances, street art and graffiti are much more ephemeral.

The long life period components in public space are the ones that are mapped today, the challenge resides on how to update the ephemeral changes that occur in public space, in particular the ones that are hard to predict, that are unexpected. Comparatively the ones that are similar to a flux of information, such as traffic information and road works (features already in place in Google Maps / Waze or Apple Maps).

It is here that emerges the potential role of creative online specific communities. Curiously one of the most active online communities exchanging images about spaces is the street art community. What if the concept of street art can be enlarged to the point of landscape? In fact street art it self is not fully delimited as concept, the discussions that occur take street art to the cross roads of urban user experience, and continuous connection with everyday life and all city logic, and not so much on the closure of a museum and art world logic (although they are occurring simultaneously).

In synthesis, this article traces a relation between transit information gathering and street level imagery updates. It explores the potential for specific crowd sourcing processes involving the growing street art community.