In [24]:	daily[['Total', 'predicted']].plot(alpha=0.5); 10000 8000 4000 2000 Jan Apr Jul Oct
	It is evident that we have missed some key features, especially during the summer time. Either our features are not complete (i.e., people decide whether to ride to work based on more than just these) or there are some nonlinear relationships that we have failed to take into account (e.g., perhaps people ride less at both high and low temperatures). Nevertheless, our rough approximation is enough to give us some insights, and we can take a look at the coefficients of the linear model to estimate how much each feature contributes to the daily bicycle count: 很明显我们遗失了一些关键的特征,特别是在夏天的时候。或者我们的特征不完整(如决定人们是否骑行的因素不止上述那些特征)或者
In [25]: Out[25]:	数据之间具有非线性的关系我们并未考虑进来(如人们在高温和低温的情况下都会减少骑行)。无论如何,我们这个粗糙的估计给了我们一些内在解释,我们可以查看这个线性模型的系数,从中得到每个特征是如何影响每天自行车总量的: params = pd.Series(model.coef_, index=X.columns) params Mon
	from sklearn.utils import resample np.random.seed(1) err = np.std([model.fit(*resample(X, y)).coef_
In [27]:	<pre>deffect error Mon</pre>
	dry day 1032.0 103.0 10.0 annual 38.0 109.0 We first see that there is a relatively stable trend in the weekly baseline: there are many more riders on weekdays than on weekends and holidays. We see that for each additional hour of daylight, 129 ± 9 more people choose to ride; a temperature increase of one degree Celsius encourages 65 ± 4 people to grab their bicycle; a dry day means an average of 548 ± 33 more riders, and each inch of precipitation means 665 ± 62 more people leave their bike at home. Once all these effects are accounted for, we see a modest increase of 27 ± 18 new daily riders each year. i
	首先看到的是每周相对稳定的变化趋势:显然工作日比周末的骑行者要多得多。如果每天日照时间多一个小时,就会多出240.0 ± 31.0个骑行者;气温升高一摄氏度会多出135.0 ± 10.0个骑行者;晴天意味着会多出1032.0 ± 103.0个骑行者;而每多一英寸降雨意味着会有1389.0 ± 175.0个人决定将自行车留在家。一旦所有因素都计算在内,我们发现每年同一天会平均多出38.0 ± 109.0个骑行者。 Our model is almost certainly missing some relevant information. For example, nonlinear effects (such as effects of precipitation and cold temperature) and nonlinear trends within each variable (such as disinclination to ride at very cold and very hot temperatures) cannot be accounted for in this model. Additionally, we have thrown away some of the finergrained information (such as the difference between a rainy morning and a rainy afternoon), and we have ignored correlations between days (such as the possible effect of a rainy Tuesday on Wednesday's numbers, or the effect of an unexpected sunny day after a streak of rainy days). These are all potentially interesting effects, and you now have the tools to begin exploring them if you wish!
	tools to begin exploring them if you wish! 我们的模型基本可以肯定遗漏了一些相关的信息。例如,非线性效果(比方说降水量和低气温的共同作用)和每个变量的非线性趋势(比方说在非常热和非常冷的天气下骑车的缩减量),这个模型都没有计算在内。除此之外,我们还抛弃了一些细颗粒度的信息(例如下雨早晨和下雨下午的区别),而且我们还忽略了连续天数之间的关联(比方说预报周三下雨结果周二就下雨了或者是连续雨天后的一个意料外的晴天)。这些都是潜在有趣的效应,并且你现在已经有了能够进一步探索它们的工具了。 〈 <u>深入: 朴素贝叶斯分类 且录 深入: 支持向量机 > Qpen in Colab</u>