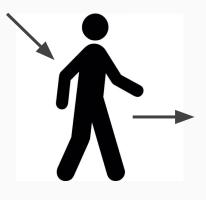
WalkSafr

Using data to improve your personal safety on the streets

By Francois Charest, Insight Fellow, October 2015

I was visiting San Francisco a few months ago...







SF person: "Maybe you should avoid those blocks on your

way back."



SF person: "Maybe you should avoid those blocks on your

way back."



Was that right?

SF person: "Maybe you should avoid those blocks on your

way back."



Was that right?
If yes, could I use data to provide such valuable advice?

Demo

Let's see....

How?



polygonal chains

$$\{p_i\}=\{p_1,p_2,\ldots,p_l\}$$

How?

GoogleMapAPIs



polygonal chains

$$\{p_i\}=\{p_1,p_2,\ldots,p_l\}$$

SF crime data

SF OpenData

SF population data



KDE

cross-validation

local crime density

local population density

$$f(x) = \frac{1}{nh} \sum_{i=1}^n K(\frac{x-x_i}{h})$$

How?

GoogleMapAPIs



polygonal chains

$${p_i} = {p_1, p_2, \dots, p_l}$$

integration

relative crime/danger levels

$$f(\{p_i\}) = \sum_{i=1}^{\iota} f(p_i)$$

relative_level(
$$\{p_i\}$$
, $\{q_i\}$) = $\frac{f(\{p_i\})}{f(\{q_i\})}$

SF crime data

SF OpenData

SF population data



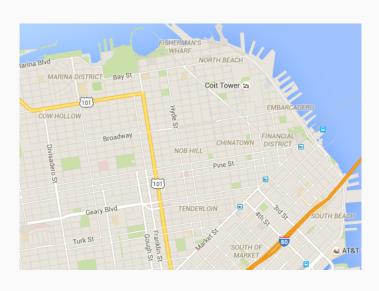
KDE

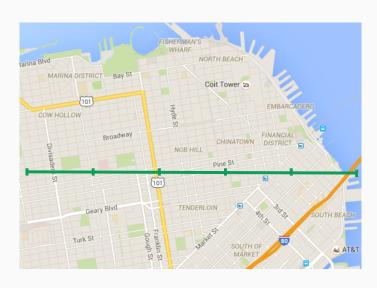
cross-validation

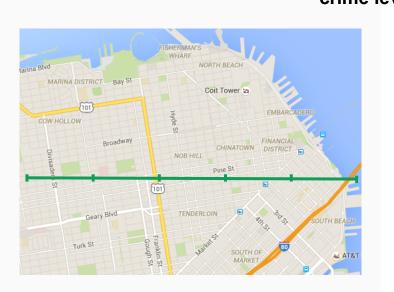
local crime density

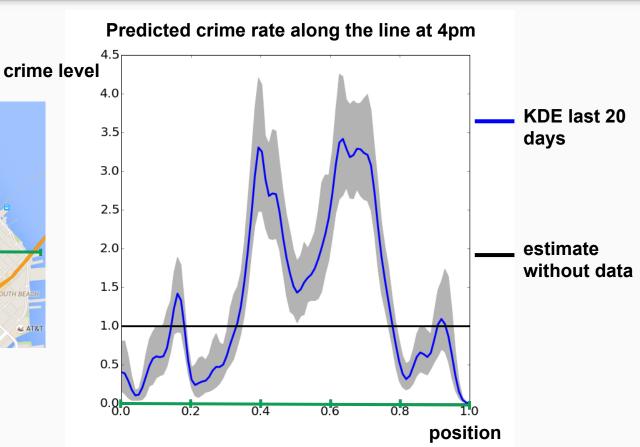
local population density

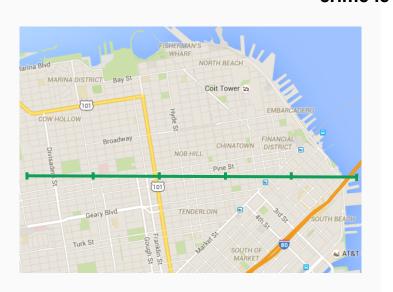
$$f(x) = \frac{1}{nh} \sum_{i=1}^{n} K(\frac{x - x_i}{h})$$

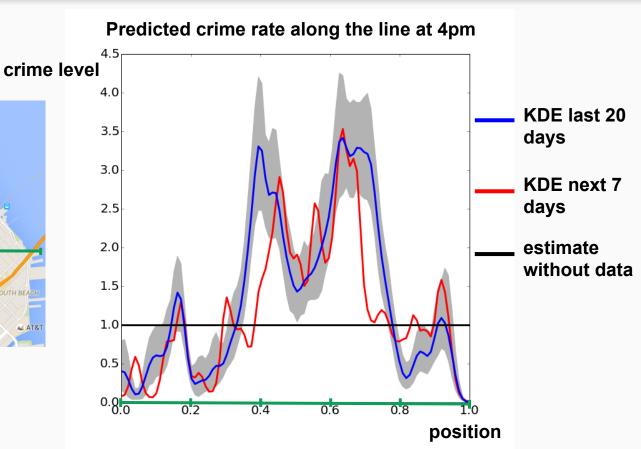




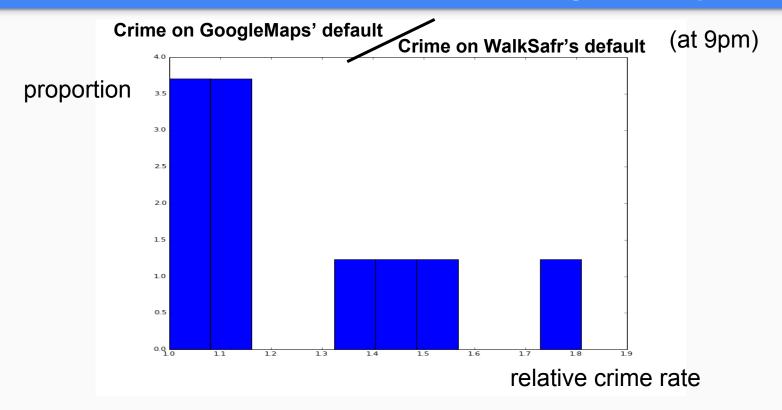








Routes 20% safer than GoogleMaps



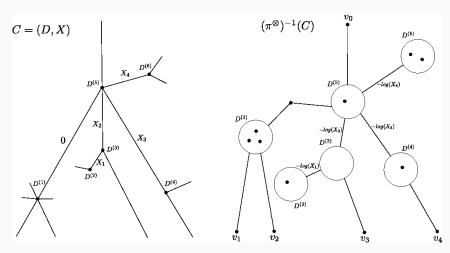
average ~ 1.25

François Charest

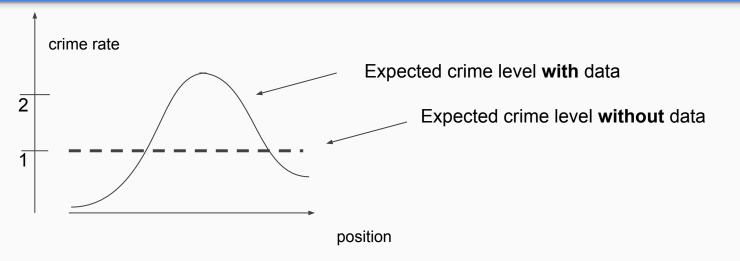
Ph.D. Math (UofMontreal)

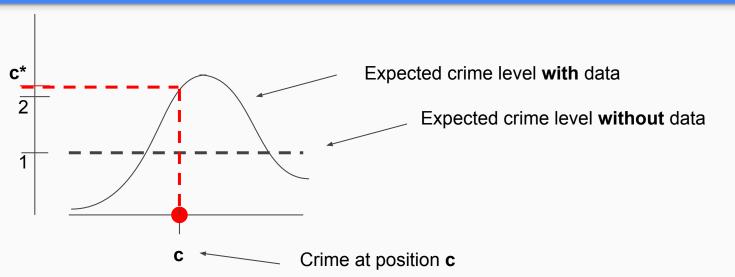
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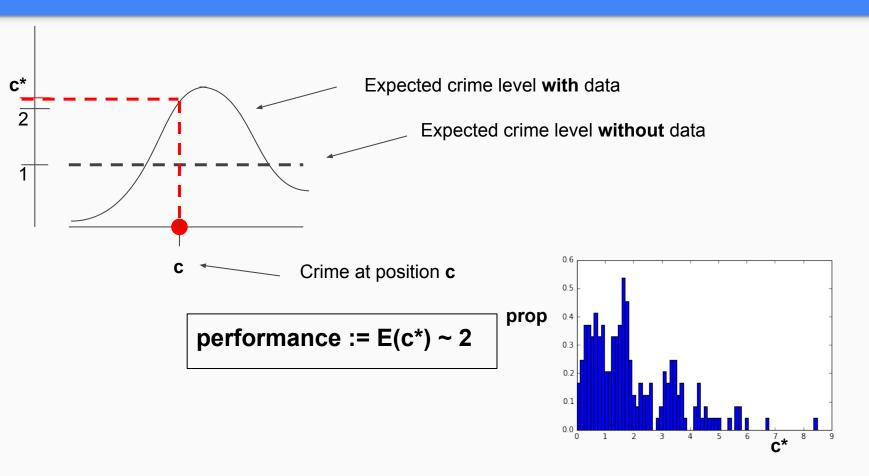








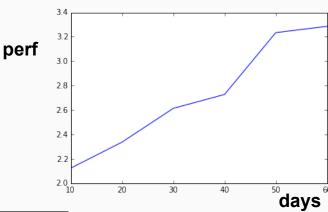




Observations

Q) How far in the past should we consider data to predict future crimes?

Given the sparsity of the considered data, as long as computationally possible:



Q) How helpful are the last hours?

They seem to be.

