

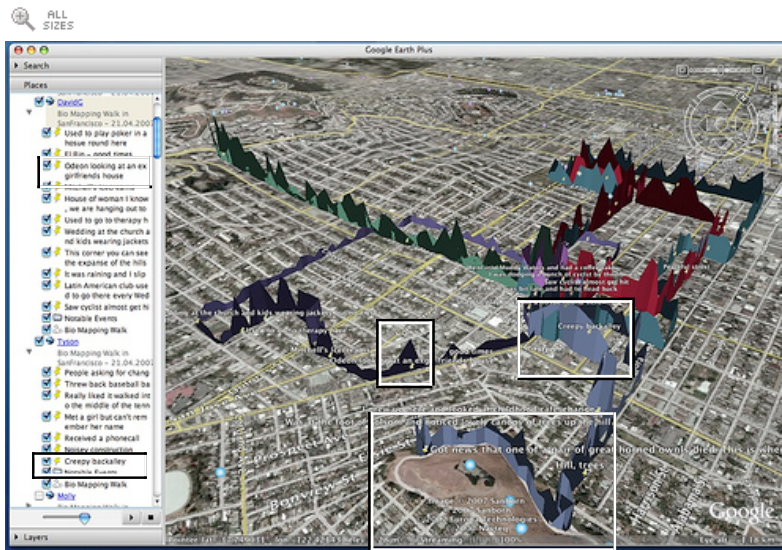


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# San Francisco Emotion Map



An alternative map of the Mission district.

Christian Nold strapped Galvanic Skin Response Sensors to people and sent them around the Mission District in San Francisco. Then recorded 'emotional' responses, and the subject's own comments as they walked round.

Shown here is a few of the tracklogs along with the level of Emotion. You can make out various obvious correlations such as "Saw cyclist almost get hit" and peaks in the response.

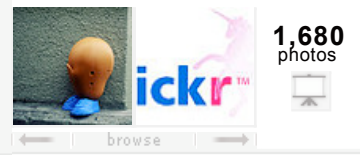
More over at [sf.biomapping.net/](http://sf.biomapping.net/)

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Uploaded on August 8, 2007 by [Rev Dan Catt](#)

## Rev Dan Catt's photostream



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## Comments



[hanni pro](#) says:

Fascinating stuff!  
Posted 5 months ago. ([permalink](#))



[pixellent pro](#) says:

That's so great - I love [this too](#) - it's beautiful looking. There's so many mapping projects that should be fine art projects. I know nothing about mapping "at all" but I loved the mapping talk at SXSW as there's so much stuff that's just visually amazing.  
Posted 5 months ago. ([permalink](#))



[Rev Dan Catt pro](#) says:

If you liked that, check out this then...

[www.pedestrianlevitation.net/index.html](http://www.pedestrianlevitation.net/index.html)  
Posted 5 months ago. ([permalink](#))



[pixellent pro](#) says:

ooh - that is good. As you might well know, I'm kinda boring and have been discussing pedestrian crossings and pushbikes and relative behaviours half the night with Jon, who cycles - I walk. I also jaywalk all the time. This kind of thing would be great to do in various countries to see how they differ. I think people in London jaywalk a lot, other places not so much.... then you could watch tourists and natives in various hotspots too, and see how that differs... Its desire paths and no grass, i guess. (I always assumed desire paths needed grass but i might've made that up).

Edit - I like the idea of locals vs non locals. There's a complicated crossing at the top of Gt Portland St, where i used to work. It takes forever if you cross it properly, but if you play the lights right and squeeze around the barriers, its fine... Local knowledge is fun. Like standing in the right place for the tube doors. (I know there's a map for that :)  
Posted 5 months ago. ([permalink](#))



**Rev Dan Catt** pro says:

Hah, now you've got me started.

[Desire lines](#) used to need grass/dirt/etc as a way to measure the impressions and routes left by people as they walked from once point to another.

But now we have other ways to track people, cctv, volunteery use of GPS and so on that we no longer need the grass.

What I was hoping to touch on at SXSW, but didn't get a chance, is that tools like (stick with me here) Second Life are ways to prototype user flow through urban spaces if; a) You could get enough users and a risk of getting run over in there. b) people couldn't just fly. The advantage is that the "GPS" is built in. Instead we'll have to stick with real world measurements.

I have a long unwritten blog post entitled "Open Source Architecture" which hopefully looks at how now-a-days both the public and the designer own urban spaces and users actions should have a greater, realtime feedback into the placement of urban furniture.

Your locals (pedestrian and car bound) at the top of Gt Portland St, should be able to over time, hopefully a fairly short one, have a direct effect on the position of the barriers, lighting times and so on. So the non-local would benefit from local knowledge.

Still a bit tricky at the moment, but doable at some point :)

A couple of rather dense starting points for reading are here ...

[projectconvergence.blogspot.com/2007/01/post-empire-urban...](http://projectconvergence.blogspot.com/2007/01/post-empire-urban...)

And the Word Doc (sorry) linked to from here ...

[www.idm.nus.edu.sg/scenarios.html](http://www.idm.nus.edu.sg/scenarios.html)

(IDMScenarios.doc 5.3Meg)  
Posted 5 months ago. ([permalink](#))

**pixellent** pro says:



Prototyping in an onscreen environment makes perfect sense - and yes you'd need to build in the fear of being run over, the fact you're late for work etc... I like the idea of the environment responding, but responding because it makes real sense, rather than 'it's cheaper for the council'.

There's an odd thing where I am - it's a green looking estate, designed about 40 years ago, with fake little paths and 'villagey' bits. sometimes i walk to the next bus stop down the road, but because of the way they deliberately designed in quirks, its much quicker to cross over and walk on the other side of the road. I'm the only person I've seen do this. Does no one else notice? Am i later than everyone else? Or more impatient having lived in the city so always looking for a faster way there? There are lost of places around here where desire paths don't seem to form and you'd think they would. Actually in this instance i think local vs non local would be the reverse of what you get in a city.

Thank you for the links, I'll have a read :)  
Posted 5 months ago. ([permalink](#))



**JessKQ** pro says:

Wow! I've alicie wonderlanded to a whole new dimension - I think I actually get the jist, which is good for my poor little brain - fasinating. I think i relate better to pink unicorns (it's lovely - what are you all talking about :-)) and blanketed devils! tee hee xx  
Posted 5 months ago. ([permalink](#))

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