

The Evidential Weight of Recurring Coincidences

A Field Study of Encounter Timing During Urban Walking in Relation to Reports of “Gang Stalking”

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Abstract

Experiences described in online communities as “gang stalking” often involve repeated encounters with ordinary events—such as vehicles or pedestrians—appearing temporally and spatially aligned with an individual’s movements. While any single encounter is unremarkable, the claim concerns whether repeated coincidences, when accumulated across time, remain consistent with chance.

This study was conducted by an observer who identifies as a targeted individual and sought to examine whether such encounters remain compatible with coincidence when systematically recorded. Encounters were logged across multiple walking sessions and compared with stationary and hill-based observational controls.

Encounter rates increased from static observation (~0.49–0.61 encounters/min) to walking (~0.94 encounters/min), with rates of ~2.04 encounters/min observed during street transitions. Statistical analysis of encounter timing indicates that the concentration of encounters near transition periods exceeds that expected under both uniform and structure-preserving (circular time-shift) null models.

Independent hill observations suggest that environmental traffic density and intersection visibility alone do not account for this increase. The findings do not establish causation, but they demonstrate that repeated ordinary events can form measurable timing structures when examined over time.

Author Preface

This study was motivated by personal experience.

I identify as a targeted individual and have spent a significant period examining and documenting patterns commonly described within that context. Repeated observations of apparent alignment between my movements and everyday encounters—such as vehicles and pedestrians—led to the question of whether such patterns could be examined systematically.

This study does not attempt to explain cause. It asks whether the timing and frequency of encounters remain consistent with coincidence when recorded and analysed in a structured way.

The analysis that follows is independent of any proposed explanation. Its purpose is to ask whether repeated everyday events, when accumulated across time, remain statistically unremarkable or begin to show measurable structure.

1. Introduction

The Door-Opening Analogy and the Statistical Weight of Repeated Coincidences

You walk down a corridor lined with closed doors. As you pass one doorway, the door suddenly opens. You continue walking and pass another door; again, it opens just as you arrive. A third door does the same. Any single instance is uninteresting—people open doors all the time. But if, over repeated movements, doors consistently open at the moment you pass, the pattern begins to feel different.

A single coincidence explains nothing. Repeated coincidence invites examination.

What matters is not any one event in isolation, but the recurrence of similar events under similar conditions. Individual incidents are ambiguous and readily explained. When repeated and recorded systematically across time, however, coincidences may acquire evidential weight. Patterns that are invisible at the level of single events may become visible in aggregate.

This principle underlies how patterns are identified in science. In epidemiology, repeated cases reveal distribution. In anomaly detection, repeated deviations reveal structure. In signal processing, repeated signals emerge from noise. The same broad logic applies here.

Reports within the “gang stalking” or “targeted individual” community often describe ordinary events—cars, pedestrians, cyclists—appearing temporally and spatially aligned with movement through urban environments. Each event is trivial in isolation. The claim concerns repeated alignment across time.

Many phenomena are difficult to study precisely because their individual components are mundane, ambiguous, and easily explained. Focusing only on single events therefore provides limited insight. The question shifts from isolated explanation to cumulative pattern: whether repeated coincidences, considered collectively, reveal measurable structure.

If such alignment exists, its effect is not purely observational. It is also experiential. Repeated coincidence can produce anticipation, vigilance, and behavioural adaptation even before any explanation is formed.

2. Methodology

2.1 Study Area and Observation Conditions

Observations were conducted within a defined residential street network comprising approximately five parallel streets (~450 m in length), connected by shorter linking streets (~50 m). All walking activity was confined to this network.

Sessions were conducted on weekdays between approximately 20:00 and 21:00. A nearby elevated hill provided a vantage point for observing the same street network under control conditions.

The study comprised the following structured observation sessions:

- **Baseline (stationary, within network):** 2 × 20 min; 2 × 30 min
- **Active traversal (walking, within network):** 2 × 20 min; 2 × 30 min
- **Hill-based observation (external control):** 2 × 42 min

- **Hill-based intersection-focused observation:** 1×39 min

These conditions enabled comparison between stationary and movement-based exposure, and between embedded and external observation contexts.

2.2 Data Collection

Encounters were recorded in real time under three principal conditions:

- **Baseline:** stationary presence on a street
- **Active traversal:** walking within the street network
- **Street transitions:** entry into a new street

An encounter was defined as a vehicle, pedestrian, or cyclist passing within observable range of the observer.

Events were recorded using continuous audio logging on a smartphone and later transcribed into a structured dataset. Full transcription data is provided following the main article.

Each recorded event included:

- **timestamp**
- **category** (vehicle, pedestrian, cyclist, new street)

2.3 Hill Observation Controls

To isolate environmental factors such as traffic density and visibility, additional observations were conducted from an elevated hill overlooking the same street network.

Two control conditions were used:

- **Hill non-transition:** observation of a continuous street segment
- **Hill intersection:** observation of street junctions

These controls provide reference encounter rates independent of observer movement and transition effects.

2.4 Transition Windows

A ± 10 second interval either side of each street transition was defined as a transition exposure window (± 20 s total).

Encounters were classified as:

- **Transition encounters:** occurring within the defined window
- **Non-transition encounters:** occurring outside the window

2.5 Measurement

The primary measure used was:

- **Encounter rate (encounters/min)**

2.6 Study Scope

The study is observational and focuses on identifying patterns in event timing rather than inferring causation.

3. Results

3.1 Encounter Rates by Condition

Condition	Encounters	Minutes	Rate (enc/min)	Relative to Hill Non-Transition
Hill non-transition	47	84.0	0.56	1.00×
Hill intersection	19	39.0	0.49	0.88×
Street baseline	61	100.0	0.61	1.09×
Walking (non-transition)	79	84.33	0.94	1.68×
Transition windows	32	15.67	2.04	3.64×

Encounter rates increased progressively across conditions, from stationary and hill observations to active walking, with substantially higher rates observed during transition windows.

3.2 Gradient of Exposure

Encounter rate increases monotonically across conditions:

Hill / baseline < Walking < Transition

This pattern indicates that encounter frequency varies systematically with behavioural context.

3.3 Alternative Framing: Time Between Encounters

Expressed as average time between encounters:

Hill / baseline: ~1.6–2.0 minutes per encounter

Walking: ~1.07 minutes per encounter

Transition windows: ~0.49 minutes per encounter

Encounters therefore occur approximately four times more frequently during transition windows than under hill-based observation conditions.

3.4 Visualisation of Encounter Timing

To complement the numerical analysis, a timeline visualisation of all recorded encounters and transition points is presented in Figure 1.

Each row represents a single observation session under a specific condition. Time is shown on a common horizontal scale, with sessions exceeding 30 minutes split for clarity. Encounters (vehicles, pedestrians, cyclists) are marked as blue crosses, while street transitions are indicated by red vertical bars.

This visual representation allows direct inspection of the temporal relationship between encounters and structural transitions.

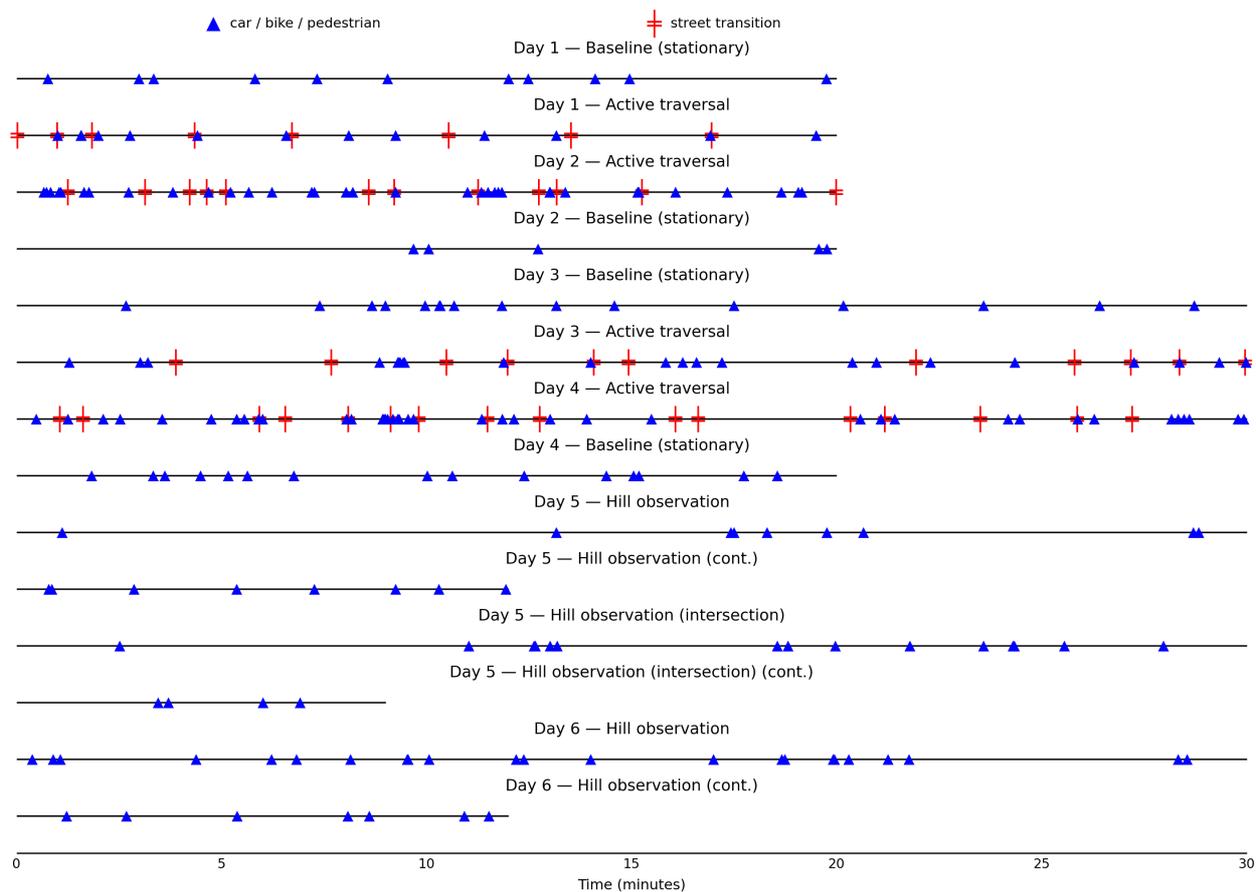


Figure 1. *Timeline of recorded encounters and street transitions across all observation sessions. Each row corresponds to a specific day and condition. Blue crosses represent observed encounters (vehicles, pedestrians, cyclists), and red vertical bars indicate street transitions. Time is shown in minutes from the start of each session, with sessions exceeding 30 minutes split across rows for clarity. Clustering of encounters near transition points is visible across multiple sessions.*

3.5 Exact Transition-Window Probability

The following analysis evaluates temporal structure within the active-traversal sessions and is distinct from the environmental baseline comparisons presented earlier.

To quantify the extent to which encounters occur during transition periods, a combined transition exposure region was constructed for each session. This was defined as the union of ± 10 second windows surrounding each street transition, with overlapping windows merged to avoid double counting.

Encounters were then classified according to whether their timestamps fell within this combined exposure region.

Across all active-traversal sessions, the total duration of the unioned transition windows was 915 seconds out of 6000 seconds, corresponding to an exact exposure fraction of 15.25% of total observation time.

A total of 32 encounters were observed within this exposure region. Under a model in which encounters occur independently and are uniformly distributed in time within each session, the expected number of encounters within the transition windows is 18.21.

The exact probability of observing 32 or more encounters within the transition exposure region under this model is:

p = 0.00071

This indicates that the observed concentration of encounters near transitions is unlikely to be explained by uniform random timing alone.

3.6 Circular Time-Shift Analysis

To evaluate the robustness of this result under a more conservative null model, a circular time-shift analysis was applied.

Within each active-traversal session, encounter timestamps were shifted by all possible circular offsets while preserving their internal temporal structure. Transition windows remained fixed. This process generates an exact null distribution for the number of encounters falling within the unioned transition-window region.

Under this model, the expected number of encounters within transition windows is 19.10, compared with 32 observed.

The exact probability of obtaining a value of 32 or greater under this circular randomisation is:

p = 0.00519

This result remains statistically unlikely under a null model that preserves the internal clustering structure of the encounter sequence, indicating that the observed alignment between encounters and transitions is not solely a consequence of internal event clustering.

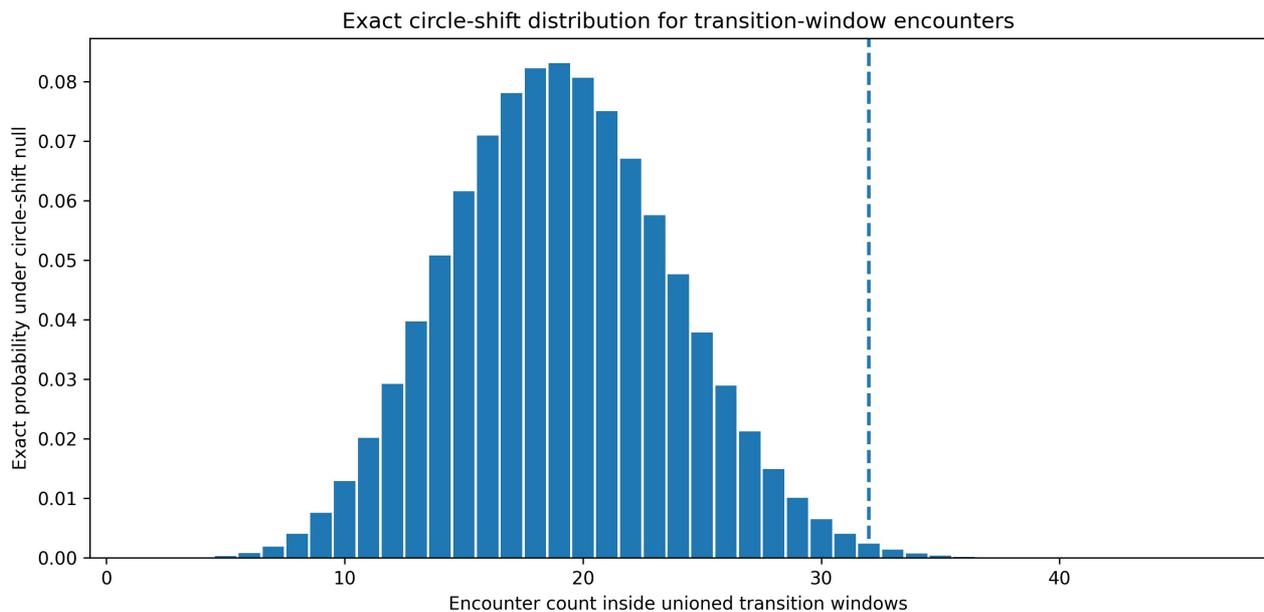


Figure 2. Circular time-shift distribution of transition-window encounters. The histogram shows the exact distribution of the number of encounters falling within the unioned transition-window region under a circular time-shift null model. Each simulation preserves the internal timing structure of encounters within each session while randomising their alignment relative to transition points. The vertical line indicates the observed value (32 encounters). The observed value lies in the upper tail of the distribution, consistent with a non-random alignment between encounters and transition events.

3.7 Effect Size Interpretation

The observed transition-window rate (2.04 encounters/min) compared with the hill non-transition

baseline (0.56 encounters/min) corresponds to a **3.64× increase**.

This magnitude represents a substantial effect size within the context of observational behavioural data, indicating that the difference is not only statistically significant under the tested models, but also practically large.

4. Counter-Arguments and Evaluation

4.1 Visibility Increase

Scientific formulation:

Approaching a new street increases the visible area, potentially increasing the probability of observing encounters.

Common-sense formulation:

“You see more cars because you’re about to turn into a new street.”

Evaluation:

Hill intersection observations (~0.49 enc/min), which provide extended visibility over multiple streets, are not elevated relative to baseline (~0.61 enc/min). In contrast, transition windows (~2.04 enc/min) show substantially higher rates.

Conclusion: Visibility alone is insufficient to account for the observed increase.

4.2 Pre- vs Post-Transition Timing

Scientific formulation:

Increased encounter rates may occur after transitions due to entry into a new traffic environment, rather than at the transition moment itself.

Common-sense formulation:

“Of course you see more cars—you’ve just entered a new street.”

Evaluation:

The transition exposure window was divided into pre-transition (−10s to 0) and post-transition (0 to +10s) intervals. To ensure consistency with the primary analysis, overlapping windows were merged within each category, and each encounter was counted at most once.

Across all active-traversal sessions:

- **18 encounters** occurred within pre-transition intervals
- **14 encounters** occurred within post-transition intervals

This distribution does not show a post-transition dominance. Instead, encounters occur on both sides of the transition point, with a slight bias toward pre-transition timing.

This pattern is not consistent with a purely environmental explanation based on entering a new street, and supports the interpretation that the observed effect is related to the timing of the transition event itself rather than location alone.

A purely post-transition explanation would predict a strong asymmetry toward post-transition encounters, which is not observed in the data.

4.3 Intersection Traffic Density

Common-sense formulation:

“More roads mean more cars.”

Evaluation:

If intersection density were the primary driver, elevated encounter rates would be expected during hill intersection observations. However, the observed rate (~0.49 enc/min) is lower than baseline (~0.61 enc/min).

Conclusion: Intersection density alone does not account for the observed pattern.

4.4 Random Clustering

Common-sense formulation:

“Sometimes independent events appear grouped together in time without any underlying coordination.”

Evaluation:

Clustering is observed repeatedly across multiple transition events, with a consistent increase in encounter rate during transition windows. The pattern is not occasional, but systematic across observations.

Conclusion: The observed structure is not well explained by isolated random clustering.

4.5 Observer Bias

Common-sense formulation:

“You’re just noticing things more.”

Evaluation:

Encounters were recorded continuously across all conditions, including non-transition periods. Differences in encounter rates are therefore reflected in the recorded data rather than in selective attention at specific moments.

Taken together, these evaluations suggest that commonly proposed explanations do not fully account for the observed increase in encounter rates during transition periods.

5. Discussion

The results demonstrate that encounter timing is not uniform across a walk. Instead, encounter frequency increases systematically with behavioural context, reaching its highest level during street transitions. This may be described as a cumulative coincidence effect, in which multiple independently explainable events acquire greater significance when repeated across time in a structured way.

This produces a gradient of interaction with the environment:

- **distant observation**
- **presence within the environment**
- **movement through the environment**
- **structural transitions**

From a scientific perspective, this pattern may reflect factors such as movement dynamics, network geometry, or traffic flow interactions. From an experiential perspective—particularly within the targeted individual community—the same pattern may be interpreted differently.

Individuals who identify as targeted individuals do not typically report a single coincidence, or even a single type of coincidence. They may instead describe multiple forms of apparent alignment occurring together, including:

- **timing alignment**
- **spatial alignment**
- **repeated identities**
- **repeated patterns**
- **environmental consistency**

Each of these may be individually explainable. However, when such coincidences recur across time and across multiple dimensions, they can accumulate and produce a compounding experiential and statistical effect.

This creates an important distinction. Scientific analysis typically isolates one variable at a time and examines it within a limited window. Lived experience, by contrast, reflects multiple forms of recurring coincidence across longer periods of time.

The present study isolates timing and encounter frequency. Even in isolation, timing shows measurable structure.

Many of the observed patterns correspond to features commonly associated with surveillance: recurrence, alignment with movement, and concentration around behavioural transitions. This may help explain why individuals report high confidence in perceived patterns, even when those patterns are difficult to demonstrate using isolated anecdotal events alone.

6. Conclusion

This study presents a method for converting anecdotal experiences of repeated coincidence into structured observational data.

The principal findings are as follows:

- **Encounter rates increase from static observation to walking to street transitions.**
- **Transition encounters occur significantly above the hill baseline rate.**
- **Hill observations do not support visibility-only explanations.**
- **Encounter timing shows consistent clustering near transition periods.**

The study does not establish causation. However, it demonstrates that the observed temporal structure is unlikely under standard random timing assumptions. More specifically, it shows that repeated ordinary events can accumulate into measurable timing structures when systematically recorded and analysed.

More broadly, the study provides a framework for examining experiences often dismissed as anecdotal through systematic recording, comparative controls and statistical testing and analysis of aggregated data across time.

Events that appear coincidental in isolation may reveal underlying structure when observed repeatedly and considered collectively.

Appendix A: Event Log (Full Transcription)

All events were recorded in real time via audio logging and subsequently transcribed. Timestamps are in minutes:seconds from the start of each observation period.

Day 1

Baseline (Stationary)

00:00 start baseline
00:46 car
02:59 car
03:21 car
05:49 car
07:20 car
09:03 pedestrian
12:00 pedestrian
12:29 car
14:07 pedestrian
14:57 car
19:45 car
20:00 end baseline

Active Traversal

00:00 start active traversal
00:01 new street
00:59 new street
01:00 car
01:34 car
01:35 car
01:50 new street
02:00 car
02:46 car
04:20 new street
04:25 car
06:35 car
06:43 new street
08:06 car
09:15 bike
10:32 new street
11:25 car
13:10 car
13:31 new street
16:55 pedestrian
16:57 new street
19:30 car
20:00 end active traversal

Day 2

Active Traversal

00:00 start active traversal
00:40 car

00:44 pedestrian
00:50 car
01:02 car
01:05 pedestrian
01:15 new street
01:39 car
01:46 car
02:44 car
03:08 new street
03:49 pedestrian
04:13 new street
04:38 new street
04:41 car
05:06 new street
05:13 car
05:40 car
06:14 car
07:12 pedestrian
07:16 car
08:02 pedestrian
08:12 car
08:35 new street
09:12 new street
09:15 car
11:00 car
11:15 new street
11:20 car
11:30 car
11:40 car
11:45 pedestrian
11:50 pedestrian
12:44 new street
13:00 car
13:01 car
13:10 new street
13:23 car
15:09 car
15:10 car
15:11 pedestrian
15:15 new street
16:04 pedestrian
17:20 car
18:39 pedestrian
19:04 car
19:09 pedestrian
19:59 new street
20:00 end active traversal

Baseline (Stationary)

00:00 start baseline
09:41 car
10:03 car
12:43 pedestrian
19:34 car
19:46 car
20:00 end baseline

Day 3

Baseline (Stationary)

00:00 start baseline
02:40 car
07:24 car
08:40 pedestrian
09:00 car
09:58 car
10:19 car
10:20 car
10:40 car
11:50 pedestrian
13:10 car
14:35 car
17:30 car
20:10 car
23:35 car
26:25 car
28:43 car
30:00 end baseline

Active Traversal

00:00 start active traversal
01:17 car
03:01 car
03:12 car
03:53 new street
07:40 new street
08:51 pedestrian
09:18 car
09:19 pedestrian
09:21 car
09:26 pedestrian
09:28 car
10:29 new street
11:53 car
11:58 new street
14:00 car
14:04 new street
14:55 new street
15:50 car
16:15 car
16:35 car
17:12 car
20:23 car
20:58 car
21:56 new street
22:17 car
24:21 car
25:48 new street
27:10 new street
27:15 car
28:21 new street
28:22 car
29:20 car
29:57 new street
29:59 car
30:00 end active traversal

Day 4

Active Traversal

00:00 start active traversal
00:29 car
01:03 new street
01:15 car
01:37 new street
02:07 car
02:32 car
03:33 car
04:45 bike
05:22 car
05:33 car
05:54 pedestrian
05:55 new street
06:00 car
06:33 new street
08:03 pedestrian
08:05 new street
08:10 car
08:56 car
08:58 car
09:00 pedestrian
09:03 car
09:07 new street
09:11 car
09:18 car
09:20 pedestrian
09:33 car
09:41 car
09:48 new street
11:21 car
11:29 new street
11:51 car
12:08 car
12:45 new street
13:01 pedestrian
13:54 bike
15:29 car
16:04 new street
16:37 new street
20:20 new street
20:35 car
21:05 pedestrian
21:10 new street
21:25 car
23:30 new street
24:11 pedestrian
24:28 car
25:52 new street
25:53 car
26:17 pedestrian
27:12 new street
28:10 car
28:20 bike
28:28 pedestrian
28:36 car
29:47 pedestrian
29:56 pedestrian
30:00 end active traversal

Baseline (Stationary)

00:00 start baseline
01:50 car
03:20 car
03:37 car
04:29 pedestrian
05:10 car
05:38 pedestrian
06:46 car
10:01 car
10:38 car
12:23 pedestrian
14:23 car
15:03 car
15:11 car
17:44 bike
18:33 car
20:00 end baseline

Day 5

Hill Observation

00:00 start hill observation
01:07 car
13:10 car
17:25 car
17:30 car
18:18 car
19:46 car
20:39 car
28:42 car
28:50 car
30:47 car
30:52 car
32:52 car
35:22 car
37:16 car
39:15 car
40:18 car
41:56 pedestrian
42:00 end hill observation

Hill Observation (Intersection)

00:00 start hill observation (intersection)
02:31 car
11:02 car
12:37 car
12:39 car
13:01 car
13:11 car
18:33 car
18:49 car
19:58 car
21:47 car
23:35 car

24:18 pedestrian
24:20 pedestrian
25:33 car
27:58 car
33:27 car
33:42 car
36:01 car
36:55 car
39:00 end hill observation

Day 6

Hill Observation

00:00 start hill observation
00:23 car
00:54 car
01:04 car
04:23 car
06:13 bike
06:50 car
08:09 car
09:32 pedestrian
09:33 pedestrian
10:04 pedestrian
12:11 car
12:22 car
14:00 bike
17:00 car
18:40 car
18:44 car
19:55 car
19:57 car
20:18 car
21:15 car
21:46 car
28:20 car
28:33 car
31:13 bike
32:41 car
35:23 car
38:05 car
38:36 car
40:55 car
41:31 bike
42:00 end hill observation