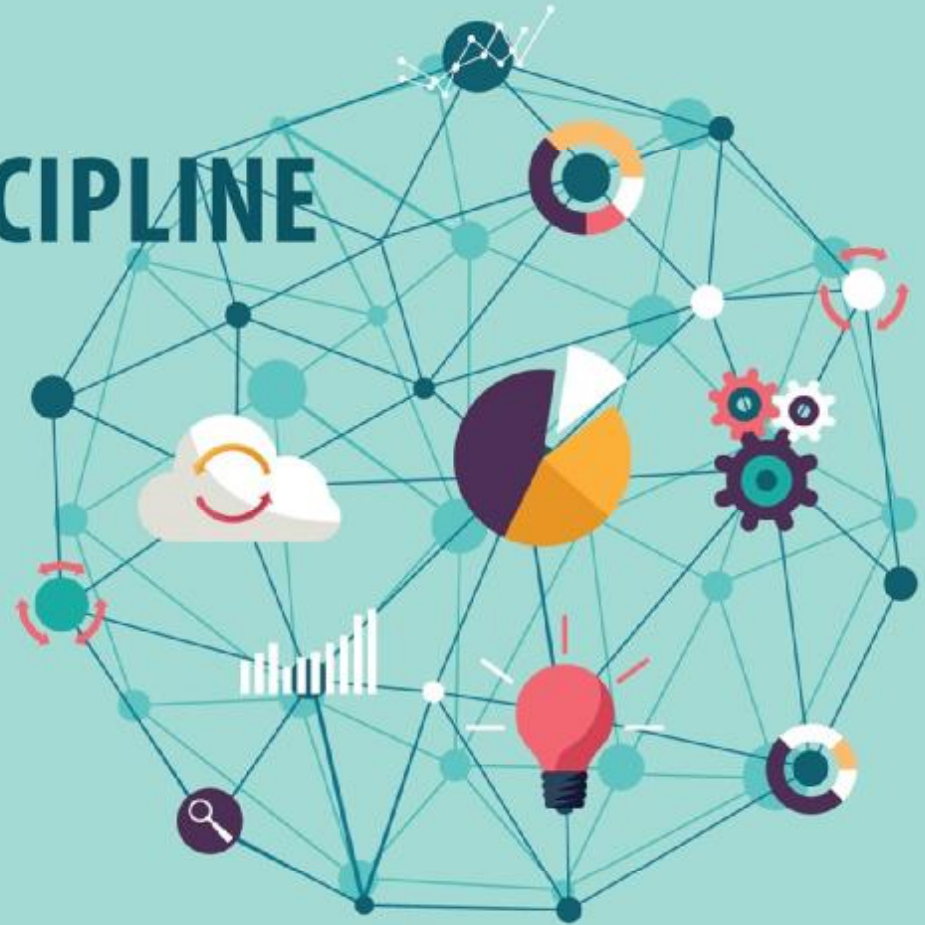


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The Undergraduate Perspective

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Incorporating Real-World Applications



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New York University

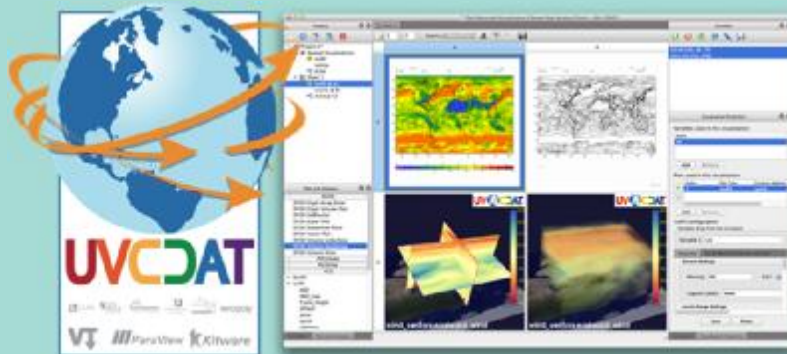
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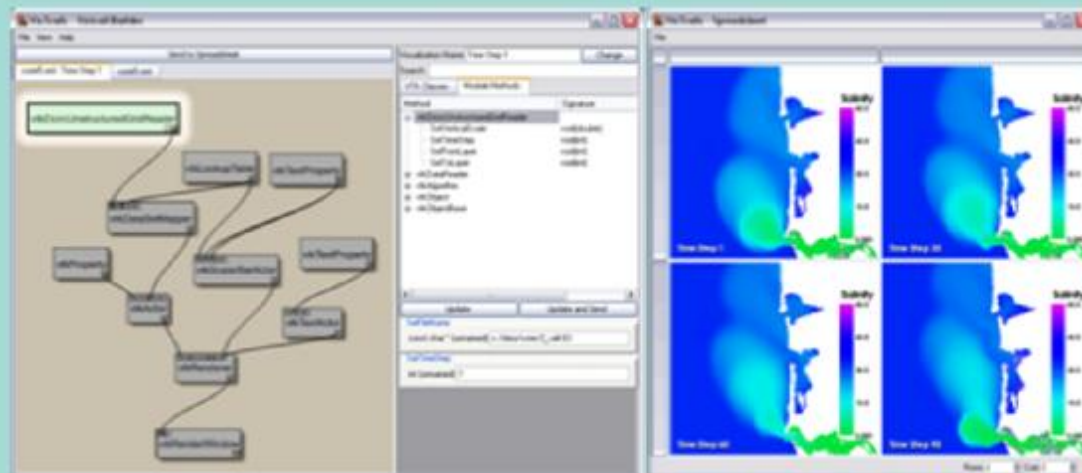
Funded by grants/gifts from NSF, NASA, DOE, Moore and Sloan Foundations, MLB.com, DARPA, AT&T, NVIDIA, and IBM

Data Science Applications - I

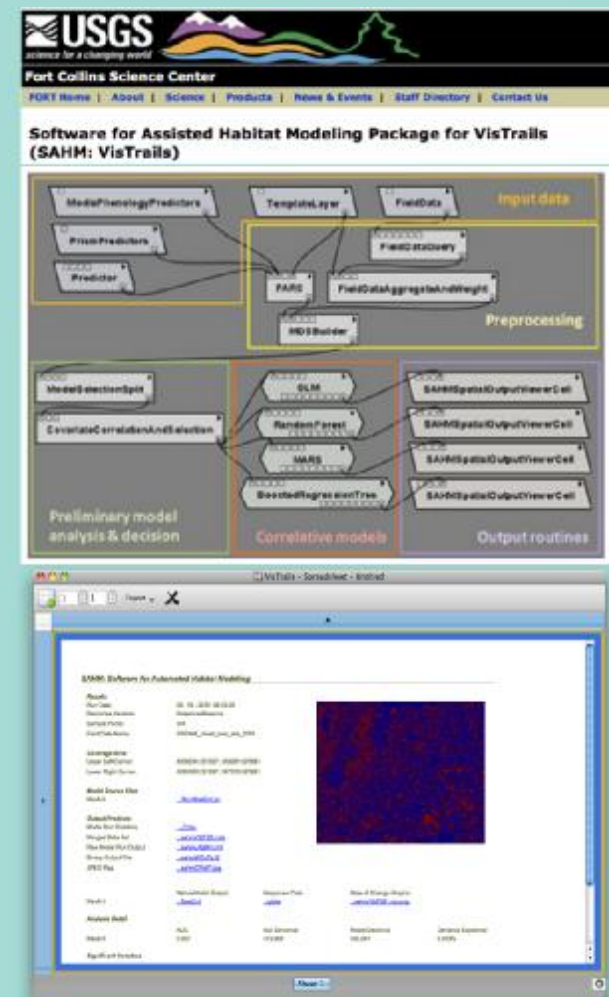
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Data Science Applications - II

Urban Applications

Infrastructure



Environment



People



Sports Data Analytics



Data Science Applications - II

Urban Applications

Infrastructure



Environment



People



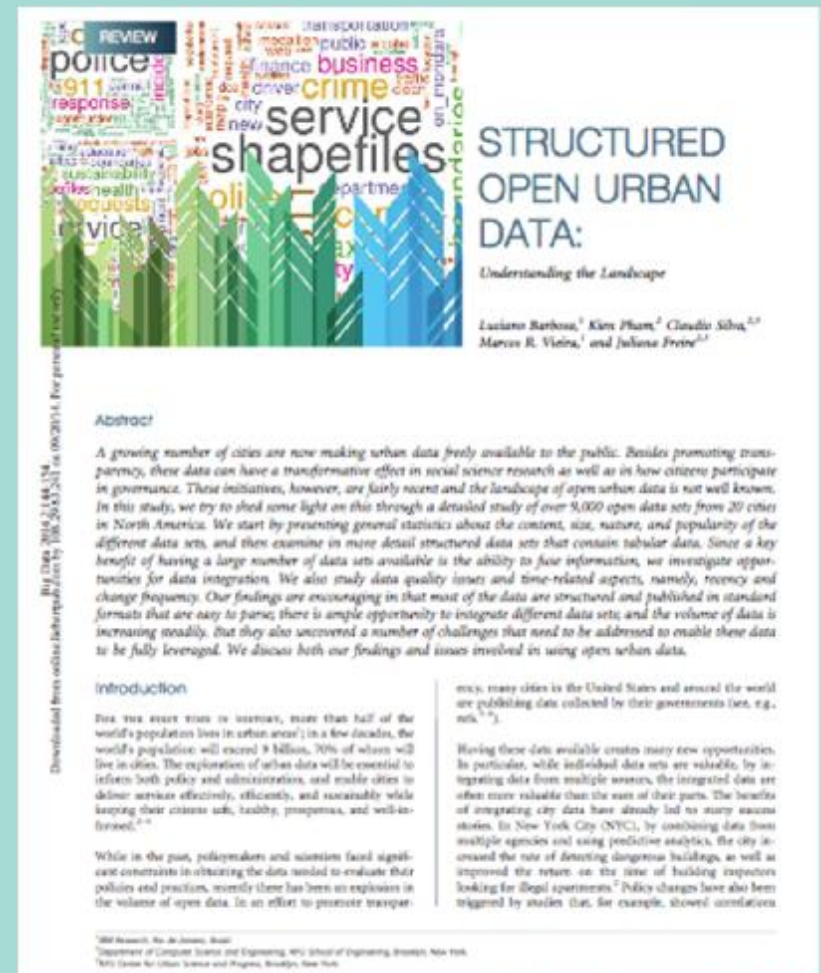
Applications in these areas are attractive to students since data is closer to their interests and they can tap into their personal experiences

Sports Data Analytics



Urban Data

- Many data sets available
- Trend: cities are opening their data
- Study: 20 cities in North America, 9,000 data sets
- Investigated
 - Nature of the data
 - Opportunities for integration

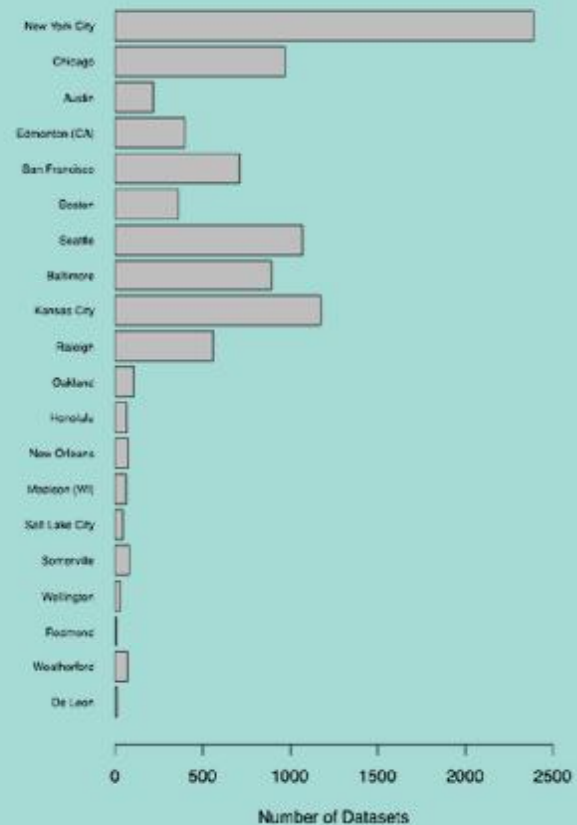
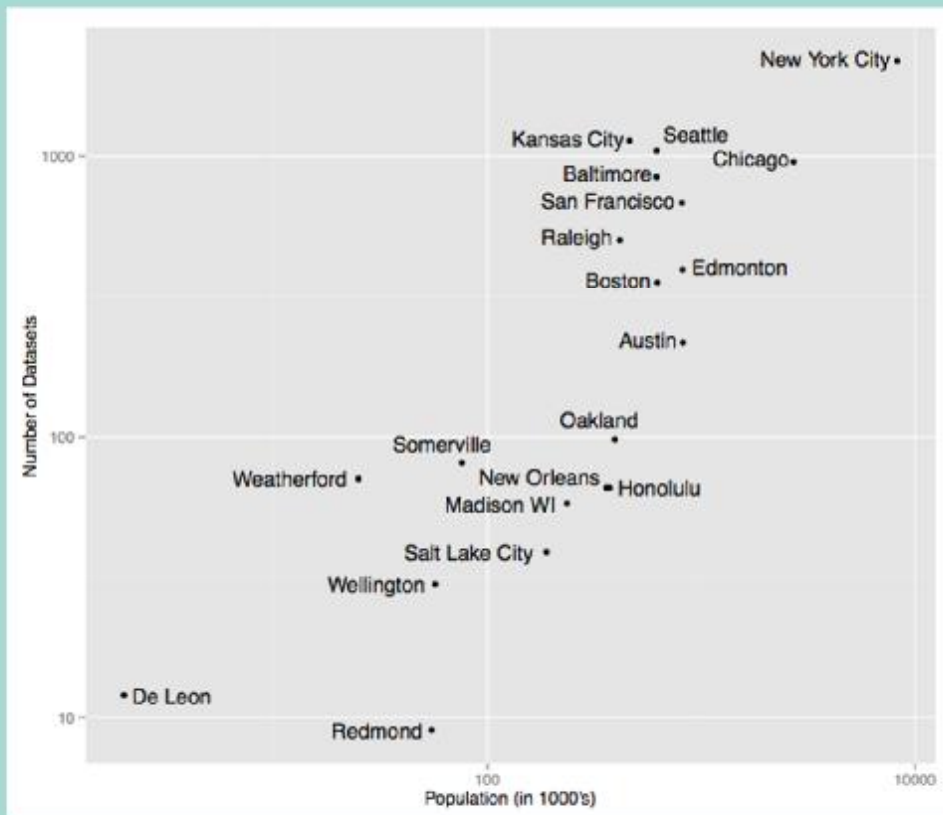


[Barbosa et al., Big Data 2014]

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Categories and Subject Descriptors

H.4 [Information Systems Applications]: Miscellaneous; H.3.5 [Information Storage and Retrieval]: Online Information Services—Data sharing, Web-based services

Keywords

Metadata Extraction; Automatic Type Detection; Dataset Analysis

1. INTRODUCTION

About half of humanity lives in urban environments today and that number will grow to 80% by the middle of this century; North America is already 80% in cities, and will rise to 90% by 2050.

Cities are thus the tool of resource consumption, of economic activity, and of innovation; they are the cause of our looming sustainability problems but also where those problems must be solved. Our increasing ability to collect, transmit, and store data, coupled with the growing trend towards openness [1, 7, 9, 19, 6, 16, 14], creates a unique opportunity that can benefit government, science, citizens and industry. By integrating and analyzing multiple data sets, city governments can go beyond today’s imperfect and often anecdotal understanding of cities to enable better operations and informed planning (see e.g., [5, 7]). Domain scientists can engage in data-driven science and explore longitudinal processes to understand people’s behavior [8]; identify causal relationships across datasets, which can in turn, influence policy decisions [3, 18]; or create models and derive predictions that benefit citizens (see e.g., [4]). Putting urban data in the hands of citizens has the potential to improve governance and participation, and in the hands of entrepreneurs and corporations it will lead to new products and services. In short, it is no longer a fantasy to ask “If you could know anything about a city, what do you want to know” and to ponder what could be done with that information.

While in the past, government, policymakers and scientists faced significant constraints in obtaining the data needed for planning and evaluating their policies and practices, currently they are faced with an information overload. The number of open data portals and the volume of data they hold are growing at a fast pace around the world [14, 15, 16, 17]. A big challenge, now, is how to discover datasets that are relevant for a given task or information need.

Publishing platforms such as CKAN [2] and Socrata [20], which are widely used for open urban data, provide a simple search interface over the metadata, thus, users are not able to identify datasets based on their content. Besides, there are no standards for attribute names and, often, attributes lack even basic type information [1]. This makes it hard for users to formulate discovery queries.

As a step towards enabling richer queries and helping users identify the datasets they need, we propose a new tool, UrbanProfiler, which automatically extracts detailed information about the contents of the datasets. The goal is to use this information to enable users explore urban data by asking queries over attributes, content, and to filter datasets based on a given time period or a region. The latter is crucial given that a large percentage of urban data contains spatial and temporal information [1]. Furthermore, longitudinal analyses often require multiple datasets that overlap in space and time. Consider, for example, a social scientist, who tries to understand the effects of adding a bike lane to a city neighborhood,

Name	Provided Type	Type	Most Detected Type
BOROUGH	text	Geo	Geo-BOROUGH 80
CONTRIBUTING FACTOR VEHICLE 1	text	Textual	Textual 91.8%
CONTRIBUTING FACTOR VEHICLE 2	text	Textual	Textual 91.3%
CONTRIBUTING FACTOR VEHICLE 3	text	Textual	Textual 94.4%
CONTRIBUTING FACTOR VEHICLE 4	text	Textual	Textual 100%
CONTRIBUTING FACTOR VEHICLE 5	text	Textual	Textual 100%
CROSS STREET NAME	text	Geo	Geo-Address 88.9%
DATE	calendar_date	Temporal	Temporal-Date 100
LATITUDE	number	Geo	Geo-Lat-or-Lon 100
LOCATION	location	Geo	Geo-GPS 100.0%
LONGITUDE	number	Geo	Geo-Lat-or-Lon 100
NUMBER OF CYCLIST INJURED	number	Numeric	Numeric-Integer 10
NUMBER OF CYCLIST KILLED	number	Numeric	Numeric-Integer 10

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WWW 2012 Companion, May 18–22, 2012, Florence, Italy.
ACM 978-1-4503-2473-0/12/05.
<http://dx.doi.org/10.1145/2740908.2742135>.

<https://datahub.cusp.nyu.edu/>

Taxi drivers petition NYC for fare hike over soaring gas prices

BY PETE DONOHUE / DAILY NEWS STAFF WRITER

PUBLISHED: WEDNESDAY, APRIL 27, 2011, 4:22 PM

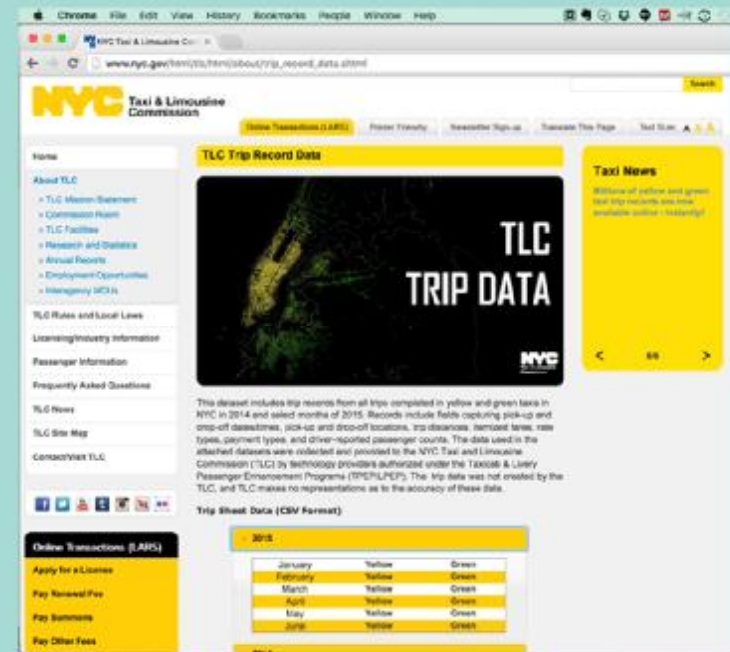
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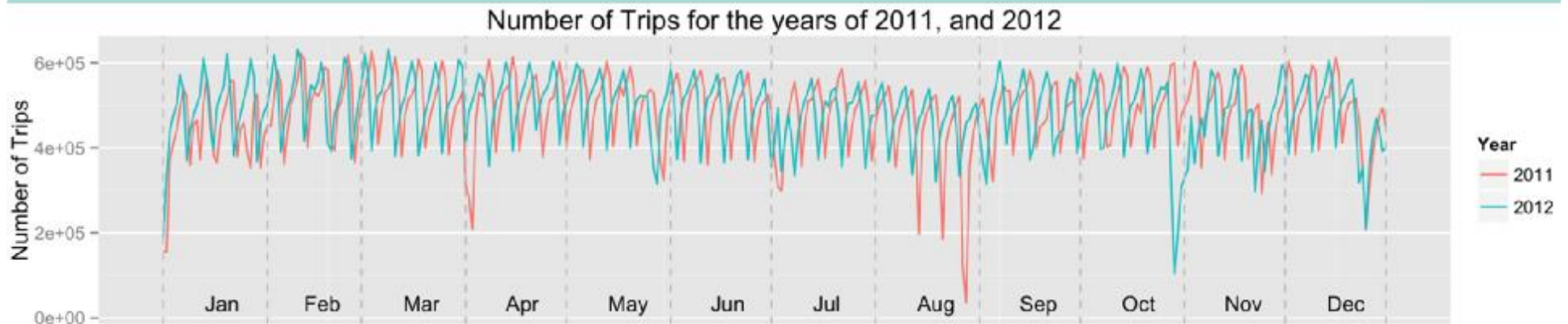
nilynews.com/new-york

NYC Taxi Data

- It is relatively *big*: ~500k trips/day - several hundred million trips in 5 years
- ... and relatively *complex*:
 - *spatio-temporal*: pick up + drop off
 - *trip attributes*: e.g., distance traveled, cost, tip
- Many data slices to examine



NYC Taxis



- Taxis are *sensors* that can provide unprecedented insight into city life: economic activity, human behavior, mobility patterns, ...

“How the taxi fleet activity varies during weekdays?”

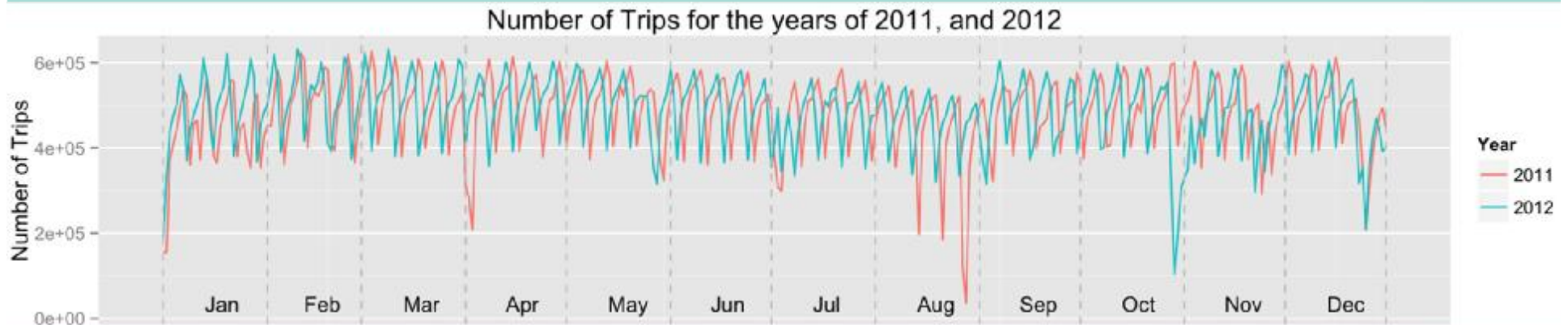
“What is the average trip time from Midtown to the airports during weekdays?”

“How was activity in Midtown affected during a presidential visit?”

“How did the movement patterns change during Sandy?”

“Where are the popular night spots?”

Exploring Urban Data: NYC Taxis



7-8am



8-9am

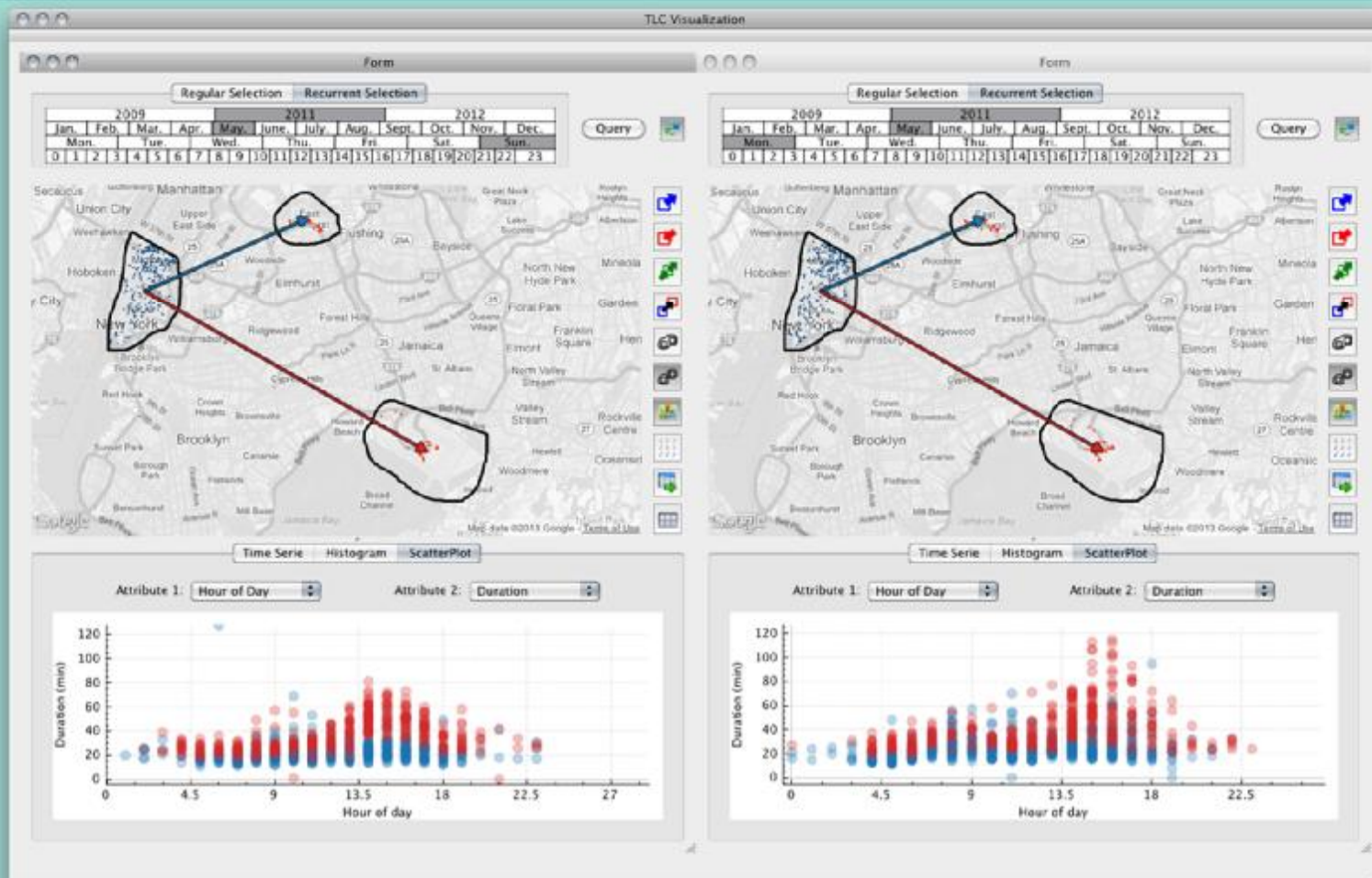


9-10am



10-11am

Looking at NYC Taxi Records

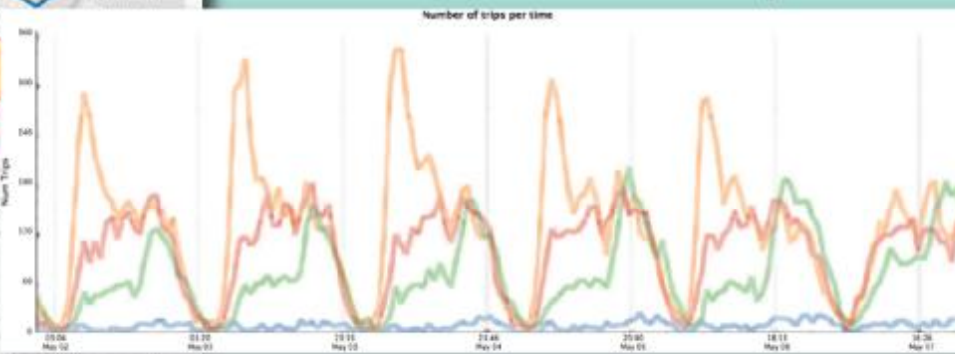


<https://github.com/ViDA-NYU/TaxiVis>

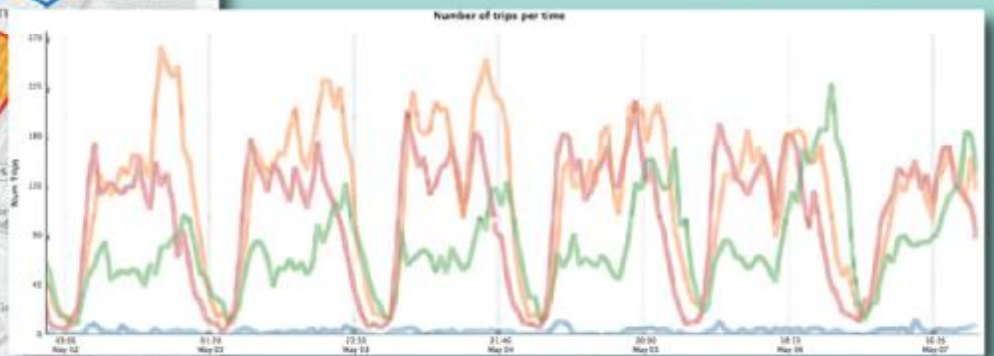
TaxiVis: Comparing Neighborhoods



dropoffs



pickups



Time Exploration



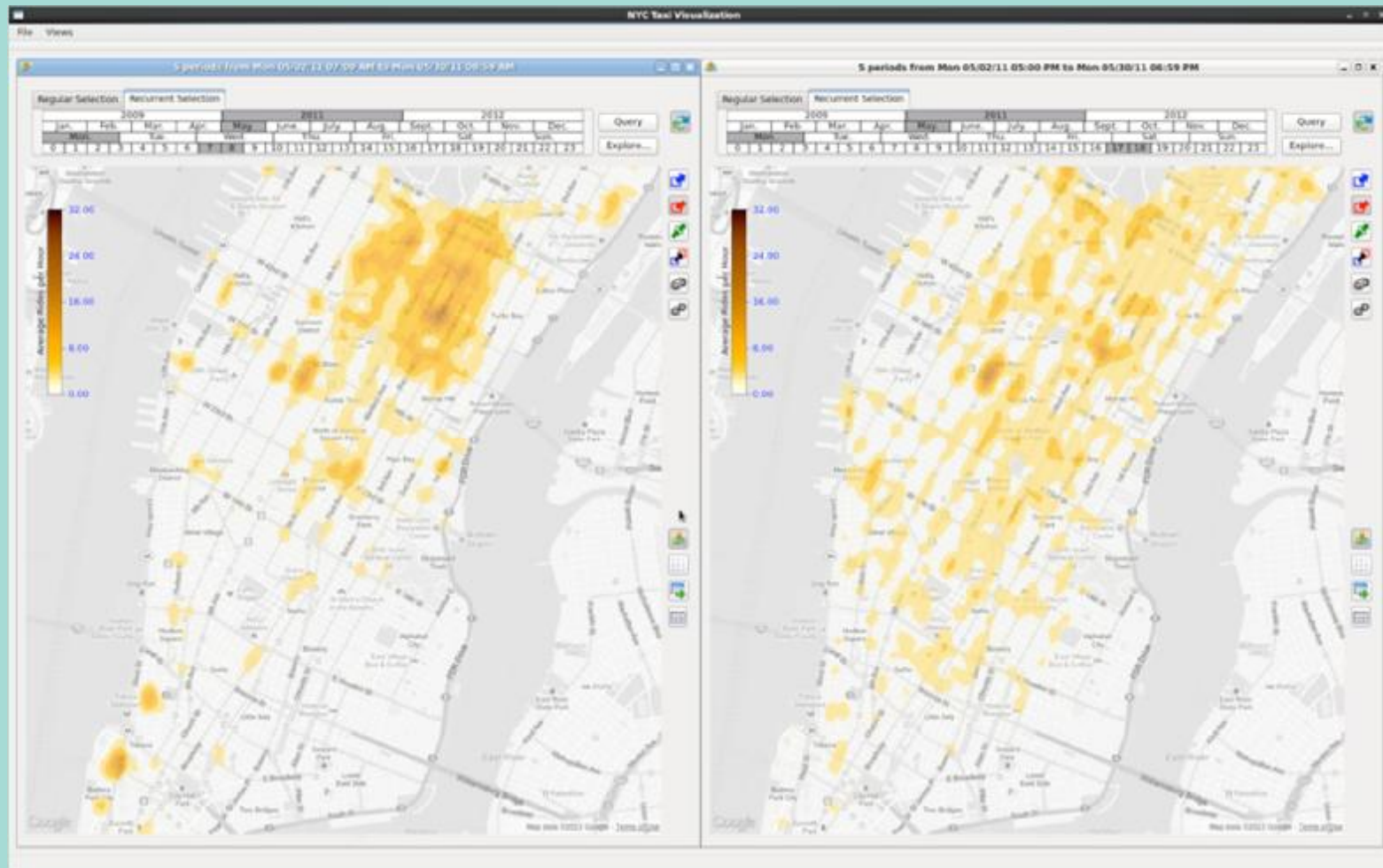
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VISUALIZATION
IMAGING AND
DATA ANALYSIS
CENTER

Dropoffs Before vs. After Work



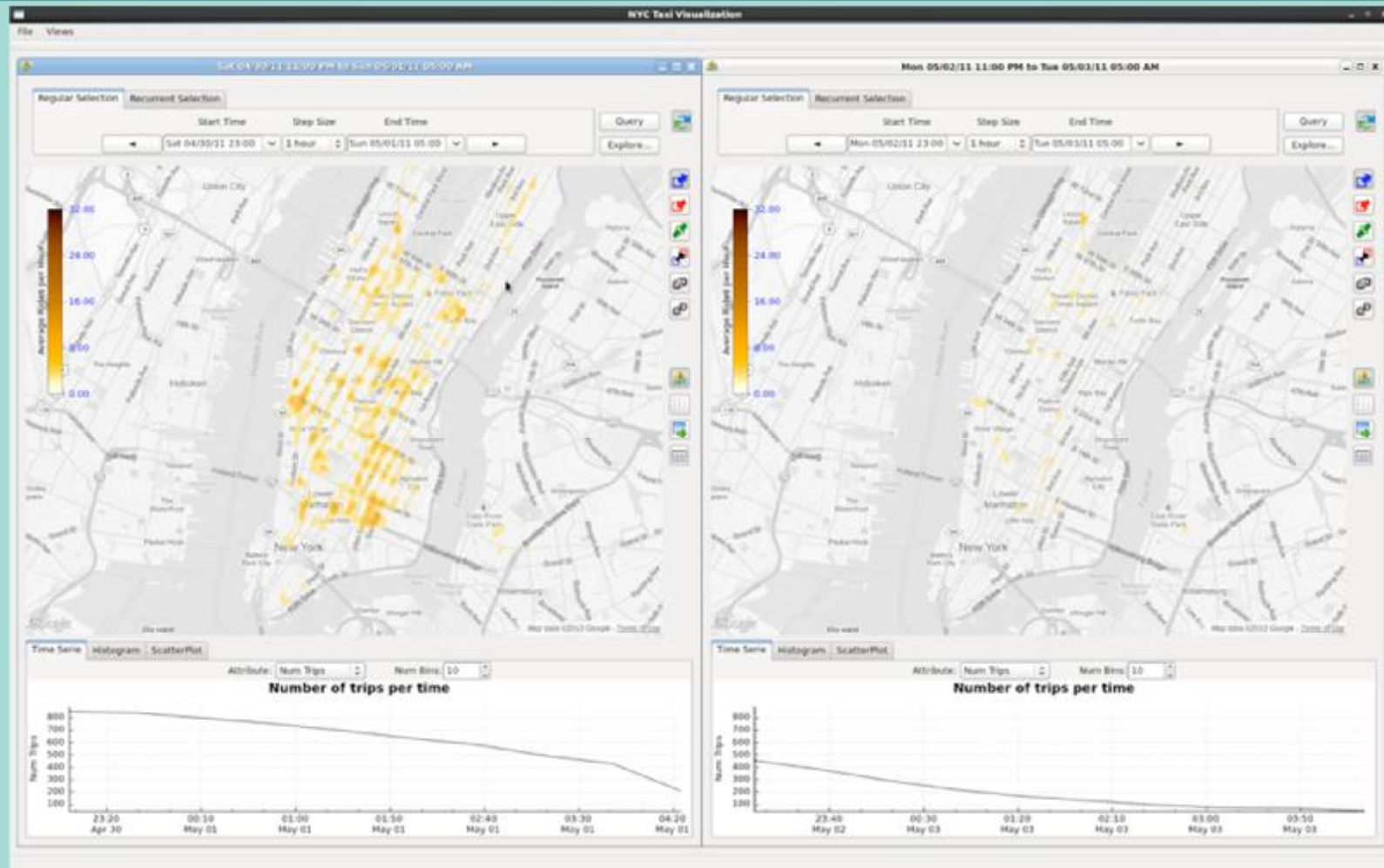
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Night Life Saturday vs. Monday



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A Taxi over 24 hours

DOI: 10.1011/inf.2018
Eurographics Conference on Visualization (EuroVis 2018)
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Volume 34 (2018), Number 1

Exploring Traffic Dynamics in Urban Environments Using Vector-Valued Functions

Jorge Pérez¹, Harish Demirewamy², Hay T. W¹, Jole L. D. Costa², Juliana Fraz², and Cătălin T. Silve²

¹ New York University, USA ² Institute de Informatica, CERN, Brazil

Abstract

The traffic infrastructure greatly impacts the quality of life in urban environments. To optimize this infrastructure, engineers and decision makers need to explore traffic data. In doing so, they face two important challenges: the amount of data generated that covers only a limited number of road segments, and the complexity of traffic patterns they need to analyze. In this paper we take a first step at addressing these challenges. We use New York City (NYC) taxi trips as sensors to capture traffic information. While taxis provide substantial coverage of the city, the data captured about taxi trips contain neither the location of taxis at frequent intervals nor their routes. We propose an efficient traffic model to derive speed and direction information from these data, and use this model to provide reliable estimates. Using these estimates, we define a time-varying vector-valued function on a directed graph representing the road network, and adapt techniques used for vector fields to visualize the traffic dynamics. We demonstrate the utility of our technique in several case studies that reveal interesting mobility patterns in NYC's traffic. These patterns were validated by experts from NYC's Department of Transportation and the NYC Taxi & Limousine Commission, who also provided interesting insights into these results.

1. Introduction

Data captured in urban environments provide valuable information about the behavior of many components of a city. The analysis of such data has the potential to derive knowledge that can be used to make cities more efficient, as well as inform policies and planning decisions. Traffic is a key component of an urban ecosystem.

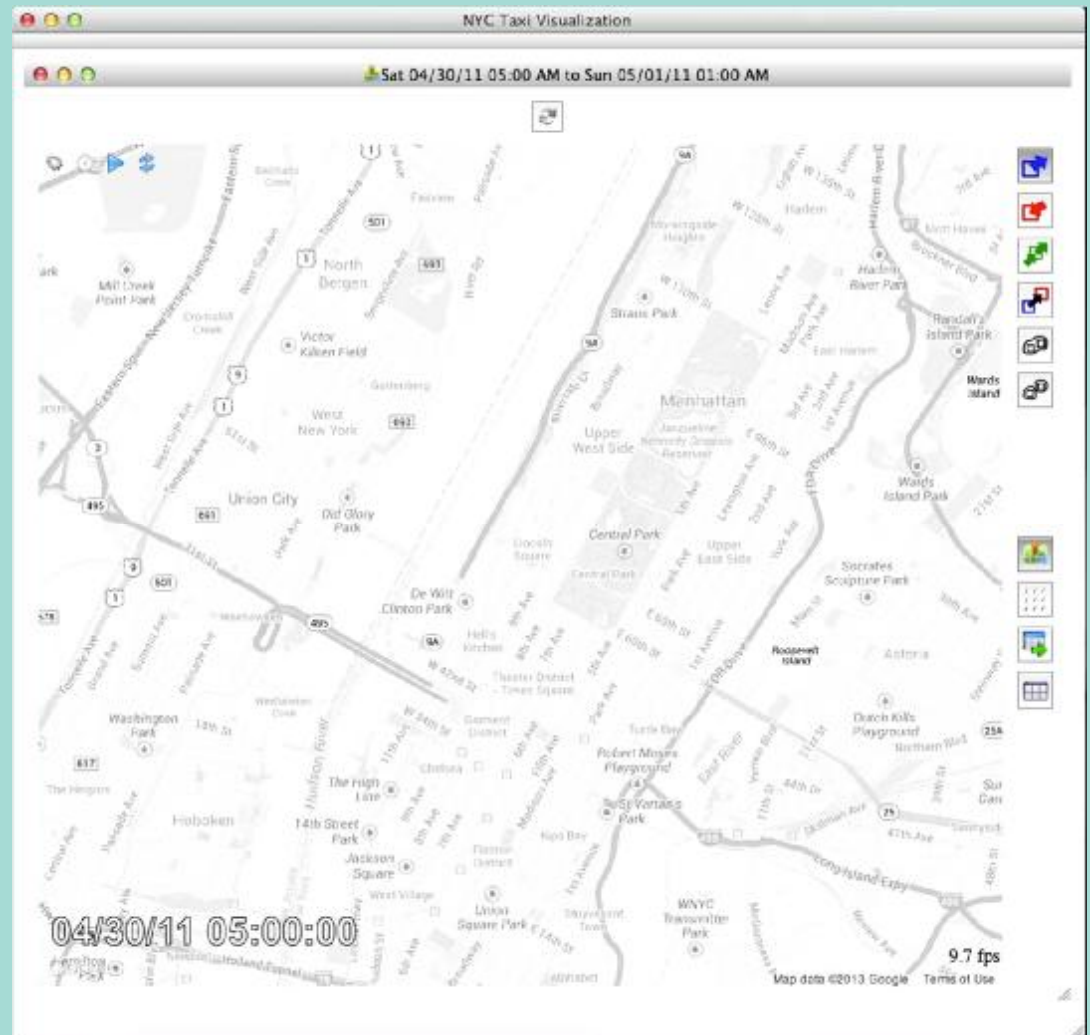
To understand and optimize the traffic infrastructure, urban planners need to explore and analyze traffic patterns from historic data over different periods of time and in different parts of the city. Questions pertaining to traffic patterns in a city can be broadly categorized as scalar-based and mobility-based tasks. Scalar-based questions involve a broad property of the traffic such as speed and density of traffic. Tasks of interest from this category include exploring how traffic speeds vary throughout a city during different times over different days. Mobility-based tasks, on the other hand, involve studying the flow of traffic along various streets of the city. These include exploring the flow of slow-moving traffic, free-flowing traffic, and direction of traffic. Additionally, in order to ensure that a proposed change to the infrastructure does not have adverse effects, they should also be able to simulate traffic dynamics under various constraints. But doing so is challenging for many reasons, in

particular, the sparseness of traffic data that is captured and the complexity of the analyses that need to be carried out.

Traffic data is often obtained from traffic cameras or fixed readers (e.g., GPS). However, only a small number of these devices are deployed in practice. GPS-tracked vehicles are another potential source of traffic information. A subset of these sources are already being used by popular map services such as Google Maps and Apple Maps to provide real-time traffic information to users. However, their coverage is incomplete and limited to segments of major roads, and thus does not provide as well as the accuracy of derived models.

While tracking all vehicles is not feasible, it is possible to track an important subset: taxis. Taxi fleets in many cities are equipped with GPS. Consider, for example, New York City (NYC): 13,000 taxis make, on average, 300,000 trips and carry over 1 billion passengers every single day, totaling roughly 170 million trips per year. Given this high penetration rate of taxis in large cities, it is therefore reasonable to assume that the taxis can be used as probe vehicles, and their movement and travel times are representative of the overall traffic and provides a broad coverage of the city in space and time [2013K11]. Unfortunately, taxi data captured by the NYC Taxi & Limousine Commission contains neither the location of the taxis at regular intervals nor

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https://serv.cusp.nyu.edu/files/hvo/cab_hired_empty.mp4 21

Student Course Projects

The Daily Commute: An In-depth Analysis of Manhattan Traffic Patterns Between Yellow Cab, Uber, and CitiBike

**Crime Analysis in New York City
2006-2015**

**Detecting Gentrification
with Taxi Patterns in NYC**

Optimizing Walking Paths Based on Interestingness



NYC Real Estate Price Prediction



Projects with 3D data



[Ferreira et al., IEEE VAST 2015]



Projects with other data modalities, e.g., sound



<https://wp.nyu.edu/sonyc/>

Thank you!

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Q&A

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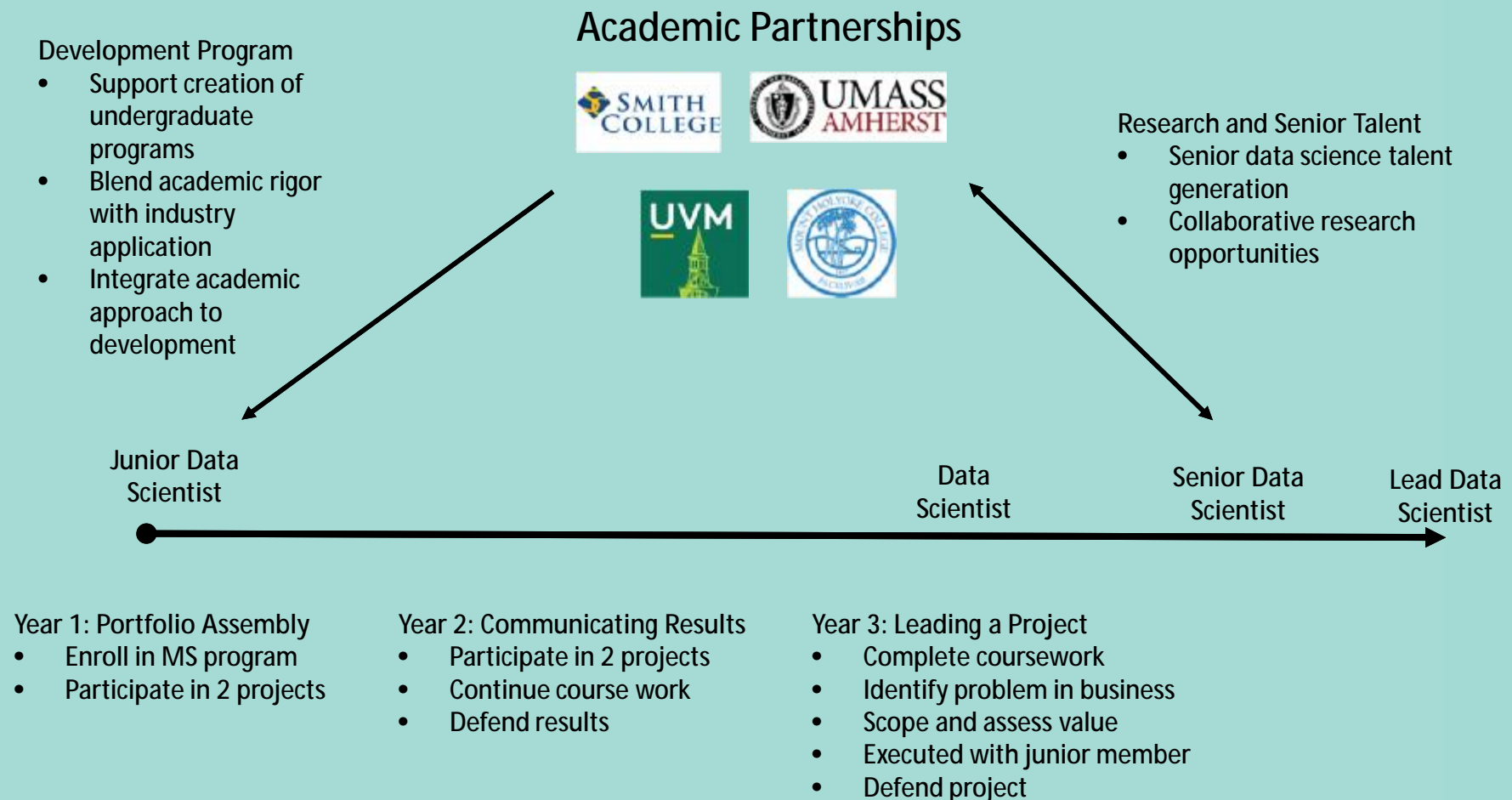
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Building a talent pipeline



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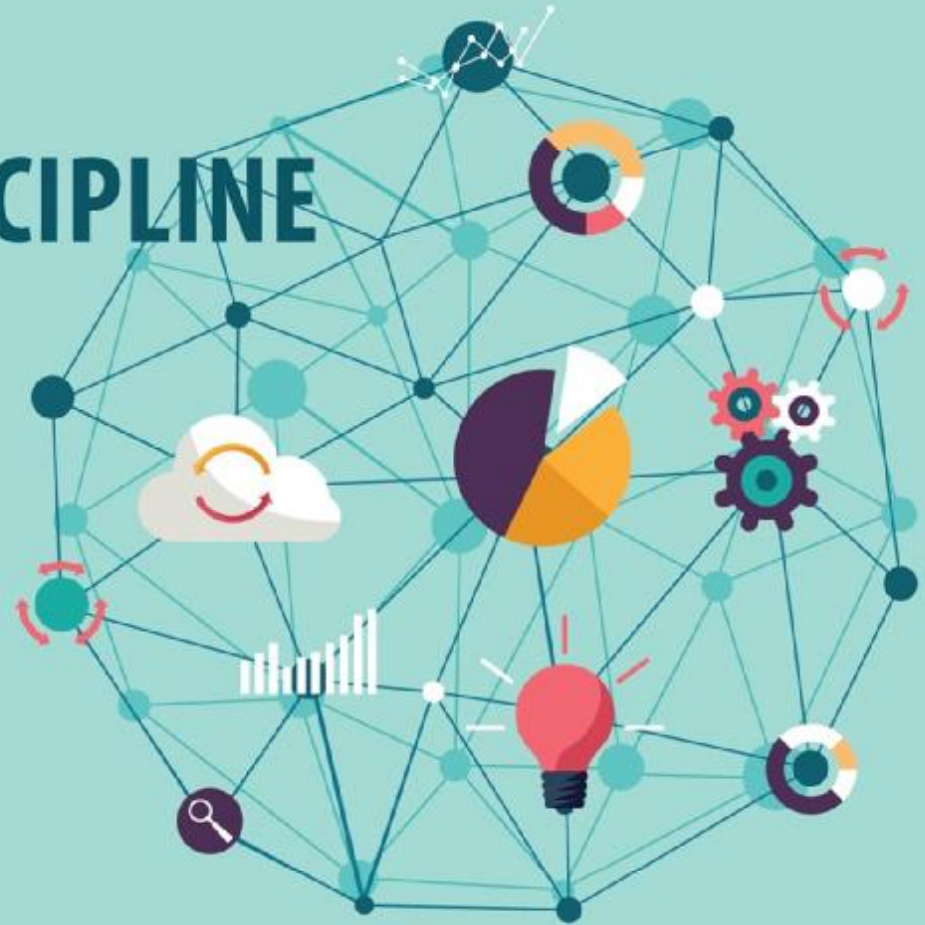
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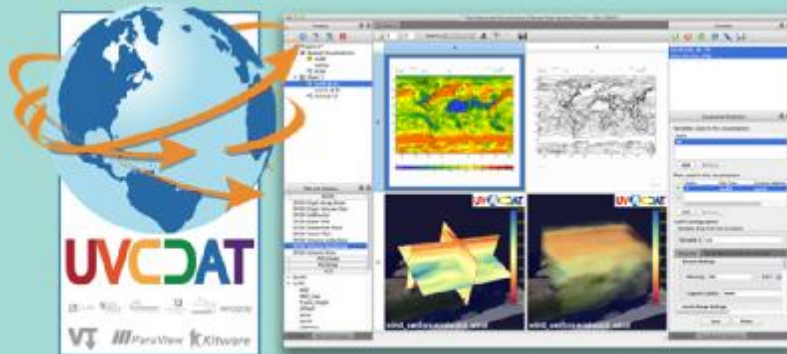
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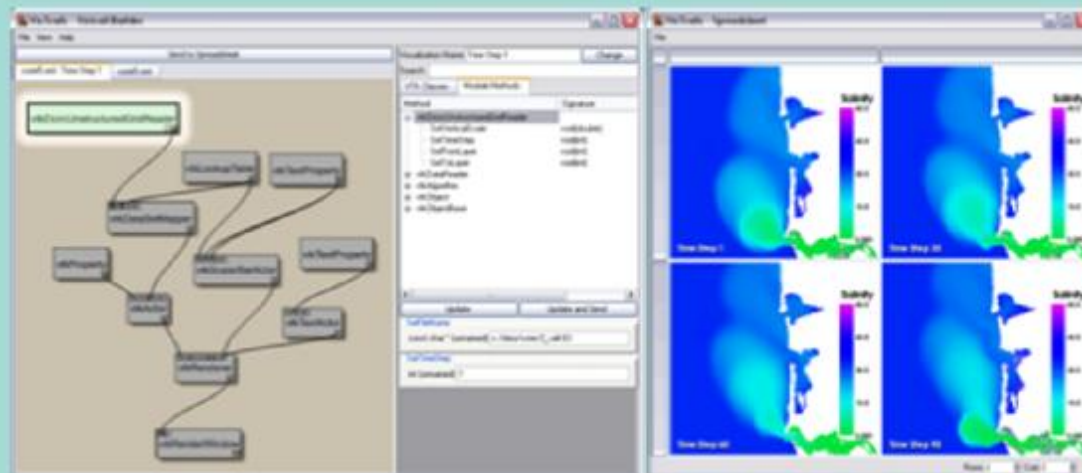
Funded by grants/gifts from NSF, NASA, DOE, Moore and Sloan Foundations, MLB.com, DARPA, AT&T, NVIDIA, and IBM

Data Science Applications - I

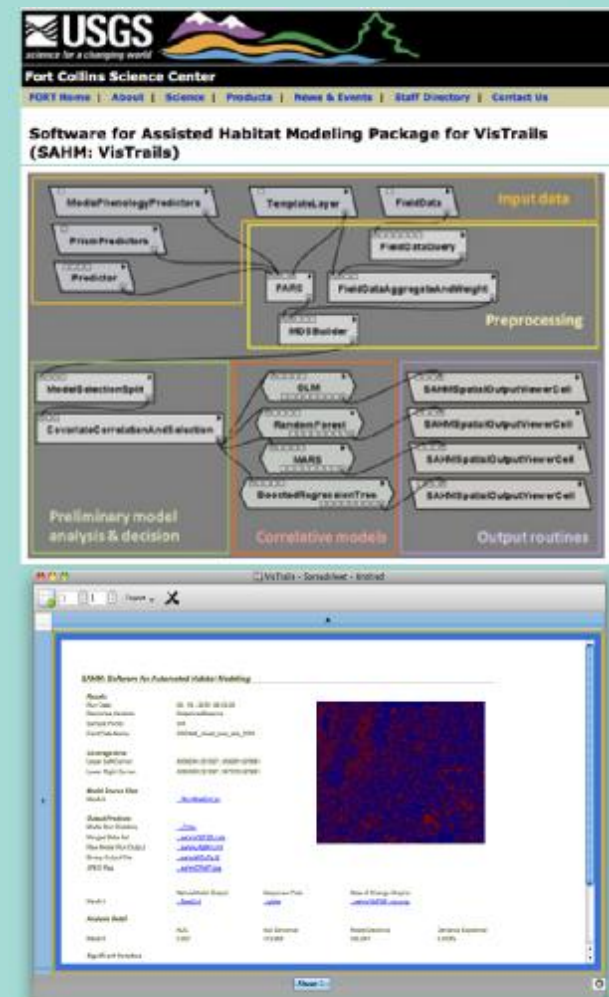
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Environment



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Sports Data Analytics



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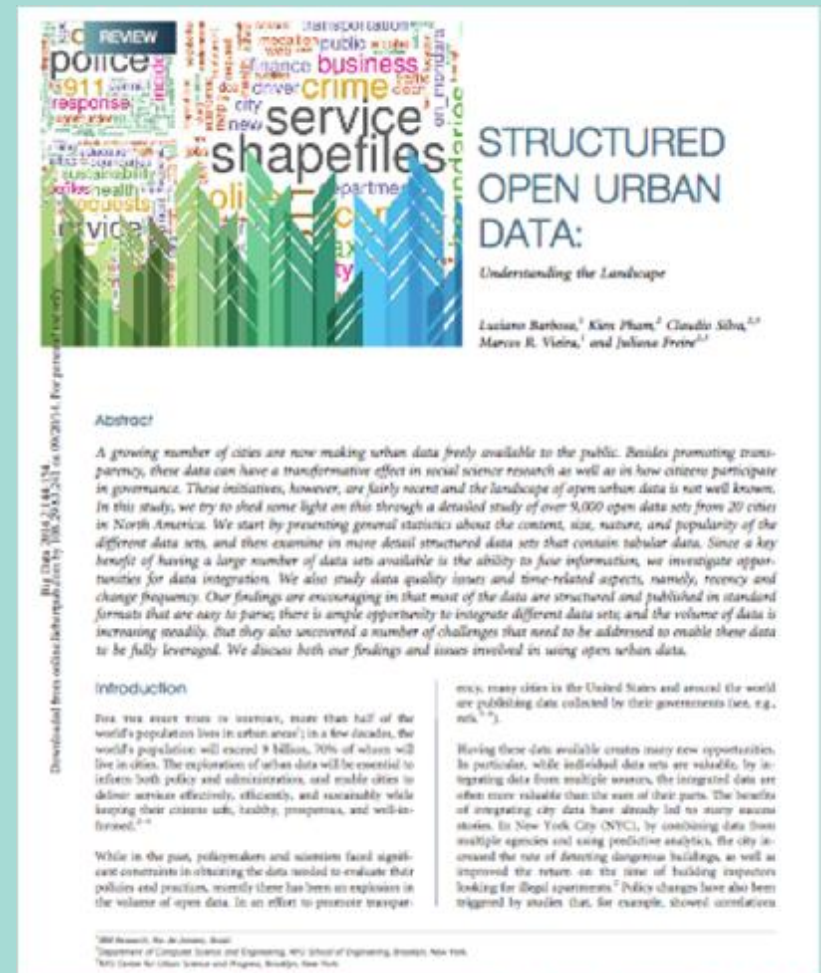
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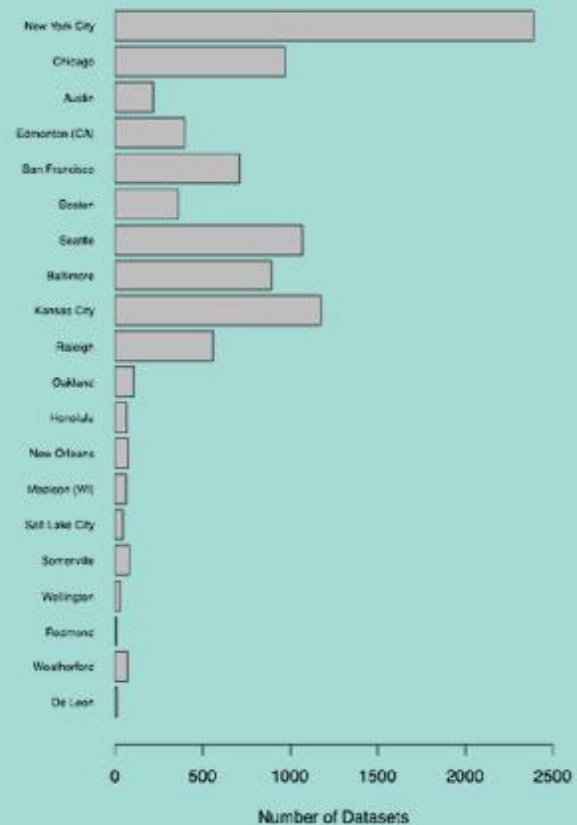
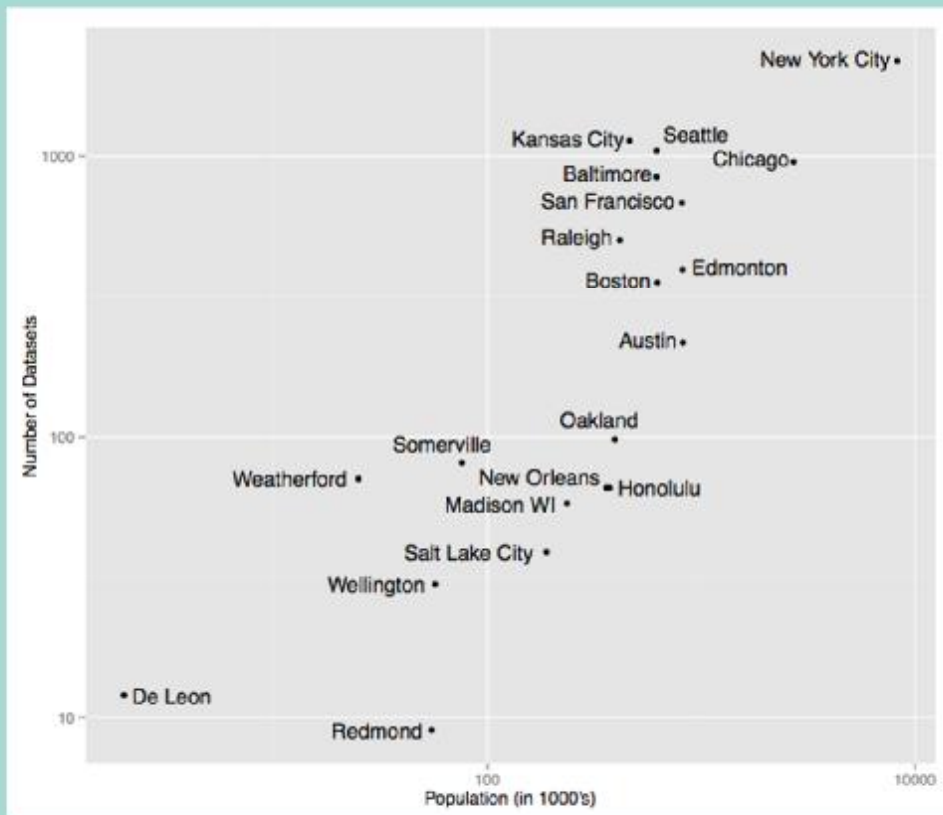


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1. INTRODUCTION

About half of humanity lives in urban environments today and that number will grow to 80% by the middle of this century; North America is already 80% in cities, and will rise to 90% by 2050.

Cities are thus the tool of resource consumption, of economic activity, and of innovation; they are the cause of our looming sustainability problems but also where those problems must be solved. Our increasing ability to collect, transmit, and store data, coupled with the growing trend towards openness [1, 7, 9, 19, 6, 16, 14], creates a unique opportunity that can benefit government, science, citizens and industry. By integrating and analyzing multiple data sets, city governments can go beyond today’s imperfect and often anecdotal understanding of cities to enable better operations and informed planning (see e.g., [5, 7]). Domain scientists can engage in data-driven science and explore longitudinal processes to understand people’s behavior [8]; identify causal relationships across datasets, which can in turn, influence policy decisions [3, 18]; or create models and derive predictions that benefit citizens (see e.g., [4]). Putting urban data in the hands of citizens has the potential to improve governance and participation, and in the hands of entrepreneurs and corporations it will lead to new products and services. In short, it is no longer a fantasy to ask “If you could know anything about a city, what do you want to know” and to ponder what could be done with that information.

While in the past, government, policymakers and scientists faced significant constraints in obtaining the data needed for planning and evaluating their policies and practices, currently they are faced with an information overload. The number of open data portals and the volume of data they hold are growing at a fast pace around the world [14, 15, 16, 17]. A big challenge, now, is how to discover datasets that are relevant for a given task or information need.

Publishing platforms such as CKAN [2] and Socrata [20], which are widely used for open urban data, provide a simple search interface over the metadata, thus, users are not able to identify datasets based on their content. Besides, there are no standards for attribute names and, often, attributes lack even basic type information [1]. This makes it hard for users to formulate discovery queries.

As a step towards enabling richer queries and helping users identify the datasets they need, we propose a new tool, UrbanProfiler, which automatically extracts detailed information about the contents of the datasets. The goal is to use this information to enable users explore urban data by asking queries over attributes, content, and to filter datasets based on a given time period or a region. The latter is crucial given that a large percentage of urban data contains spatial and temporal information [1]. Furthermore, longitudinal analyses often require multiple datasets that overlap in space and time. Consider, for example, a social scientist, who tries to understand the effects of adding a bike lane to a city neighborhood,

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WWW 2012 Companion, May 18–22, 2012, Florence, Italy.
ACM 978-1-4503-2473-0/12/05.
<http://dx.doi.org/10.1145/2740908.2742135>.

Name	Provided Type	Type	Most Detected Type
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CONTRIBUTING FACTOR VEHICLE 1	text	Textual	Textual 91.8%
CONTRIBUTING FACTOR VEHICLE 2	text	Textual	Textual 91.3%
CONTRIBUTING FACTOR VEHICLE 3	text	Textual	Textual 94.4%
CONTRIBUTING FACTOR VEHICLE 4	text	Textual	Textual 100%
CONTRIBUTING FACTOR VEHICLE 5	text	Textual	Textual 100%
CROSS STREET NAME	text	Geo	Geo-Address 88.9%
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LATITUDE	number	Geo	Geo-Lat-or-Lon 100
LOCATION	location	Geo	Geo-GPS 100.0%
LONGITUDE	number	Geo	Geo-Lat-or-Lon 100
NUMBER OF CYCLIST INJURED	number	Numeric	Numeric-Integer 10
NUMBER OF CYCLIST KILLED	number	Numeric	Numeric-Integer 10

<https://datahub.cusp.nyu.edu/>

Taxi drivers petition NYC for fare hike over soaring gas prices

BY PETE DONOHUE / DAILY NEWS STAFF WRITER

PUBLISHED: WEDNESDAY, APRIL 27, 2011, 4:22 PM

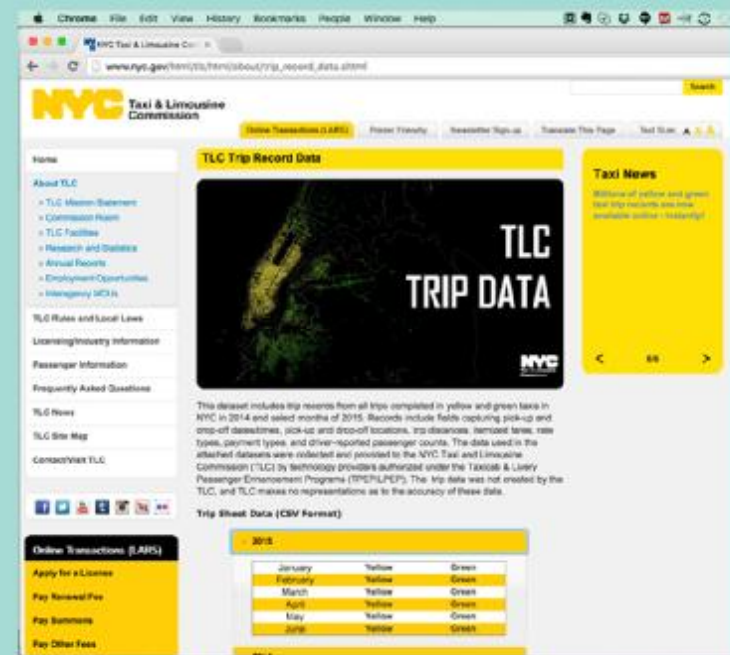
UPDATED: WEDNESDAY, APRIL 27, 2011, 5:00 PM



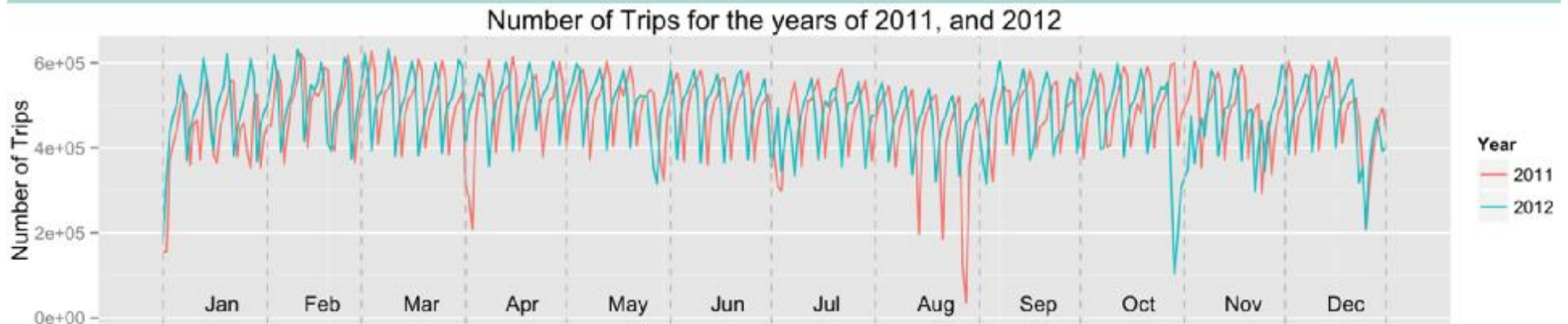
nypd.com/new-york

NYC Taxi Data

- It is relatively *big*: ~500k trips/day - several hundred million trips in 5 years
- ... and relatively *complex*:
 - *spatio-temporal*: pick up + drop off
 - *trip attributes*: e.g., distance traveled, cost, tip
- Many data slices to examine



NYC Taxis



- Taxis are *sensors* that can provide unprecedented insight into city life: economic activity, human behavior, mobility patterns, ...

“How the taxi fleet activity varies during weekdays?”

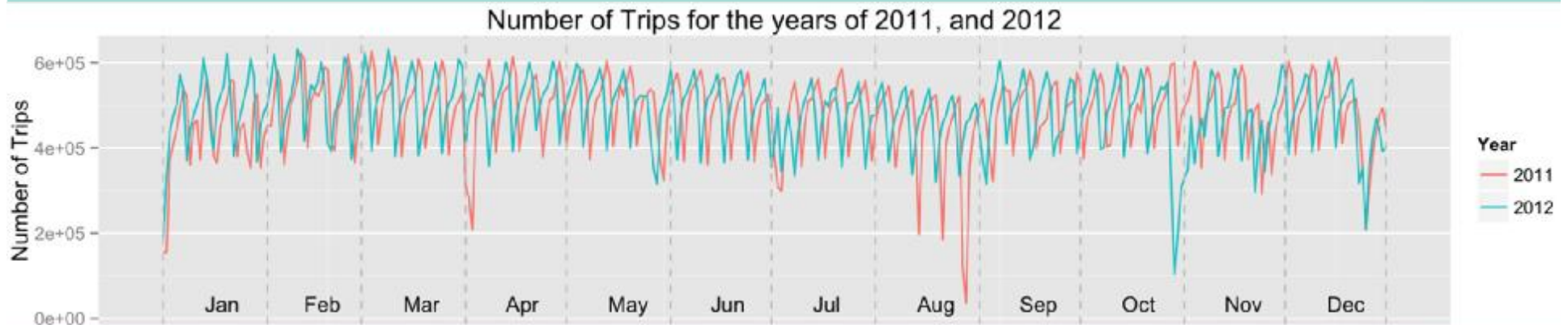
“What is the average trip time from Midtown to the airports during weekdays?”

“How was activity in Midtown affected during a presidential visit?”

“How did the movement patterns change during Sandy?”

“Where are the popular night spots?”

Exploring Urban Data: NYC Taxis



7-8am



8-9am

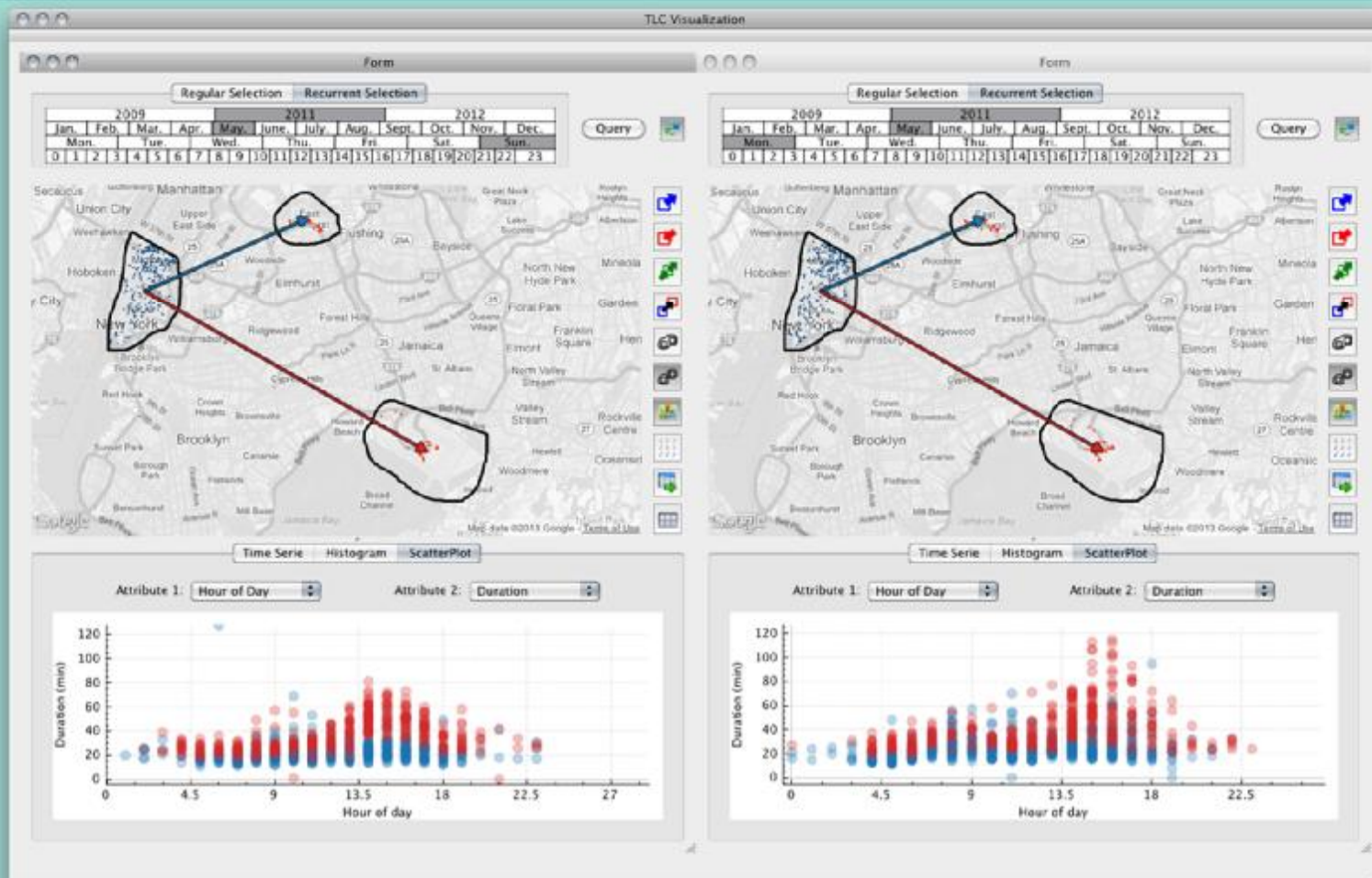


9-10am



10-11am

Looking at NYC Taxi Records

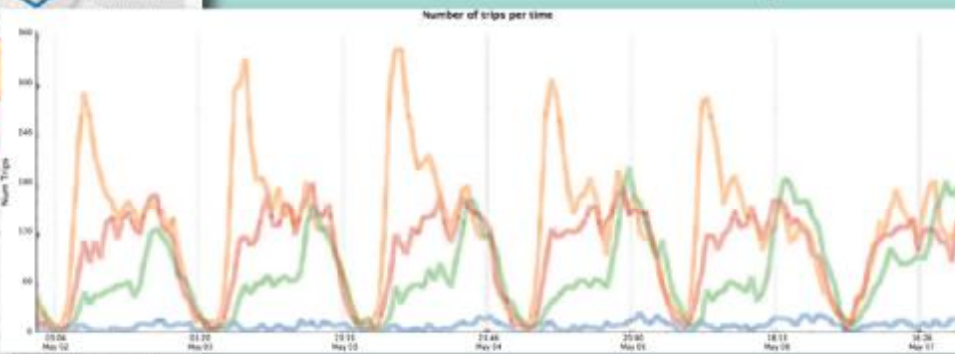


<https://github.com/ViDA-NYU/TaxiVis>

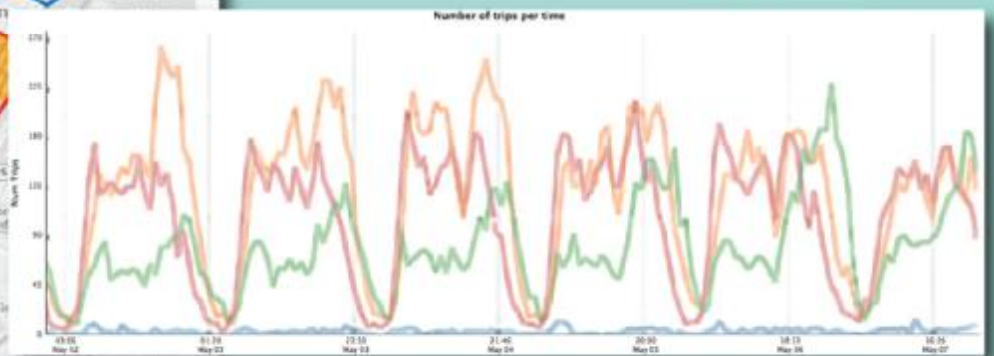
TaxiVis: Comparing Neighborhoods



dropoffs



pickups



Time Exploration



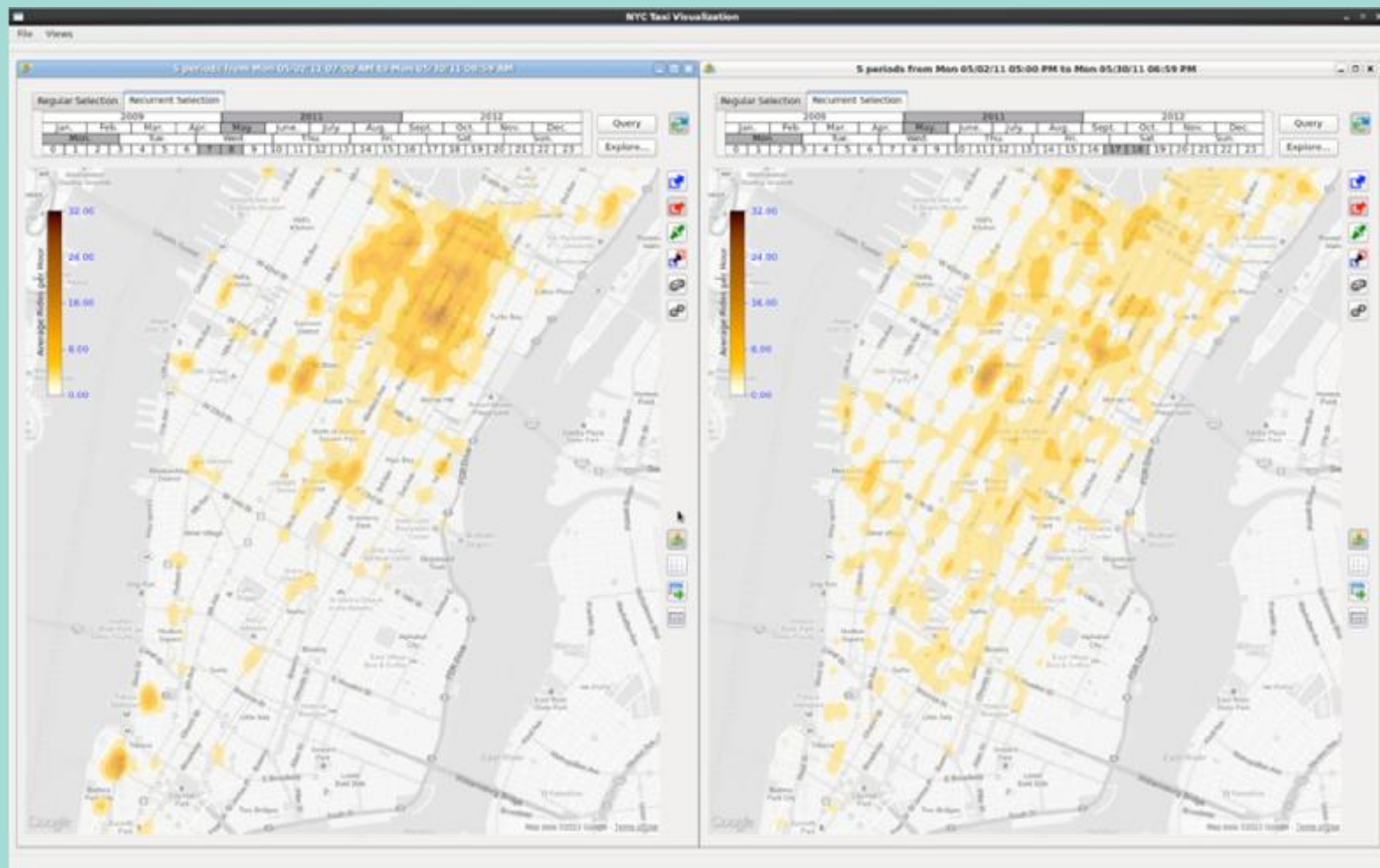
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DATA ANALYSIS
CENTER

Dropoffs Before vs. After Work



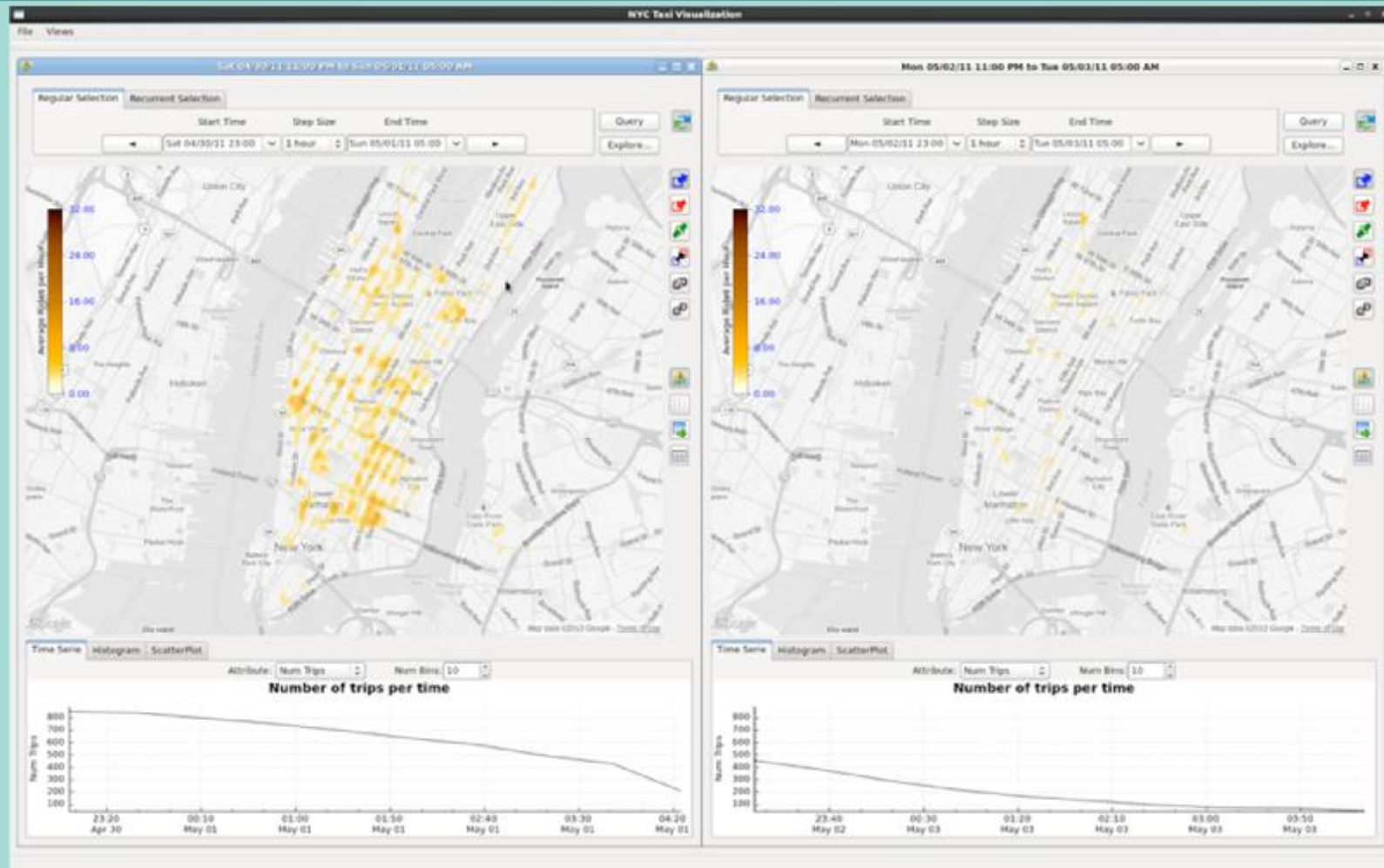
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Night Life Saturday vs. Monday



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A Taxi over 24 hours

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(Guest Editors)

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Exploring Traffic Dynamics in Urban Environments Using Vector-Valued Functions

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Abstract

The traffic infrastructure greatly impacts the quality of life in urban environments. To optimize this infrastructure, engineers and decision makers need to explore traffic data. In doing so, they face two important challenges: the amount of data generated that covers only a limited number of road segments, and the complexity of traffic patterns they need to analyze. In this paper we take a first step at addressing these challenges. We use New York City (NYC) taxi data as sensors to capture traffic information. While taxis provide substantial coverage of the city, the data captured about taxi trips contain neither the location of taxis at frequent intervals nor their routes. We propose an efficient traffic model to derive speed and direction information from these data, and use this model to provide reliable estimates. Using these estimates, we define a time-varying vector-valued function on a directed graph representing the road network, and adapt techniques used for vector fields to visualize the traffic dynamics. We demonstrate the utility of our technique in several case studies that reveal interesting mobility patterns in NYC's traffic. These patterns were validated by experts from NYC's Department of Transportation and the NYC Taxi & Limousine Commission, who also provided interesting insights into these results.

1. Introduction

Data captured in urban environments provide valuable information about the behavior of many components of a city. The analysis of such data has the potential to derive knowledge that can be used to make cities more efficient, as well as to inform policies and planning decisions. Traffic is a key component of an urban ecosystem.

To understand and optimize the traffic infrastructure, urban planners need to explore and analyze traffic patterns from historic data over different periods of time and in different parts of the city. Questions pertaining to traffic patterns in a city can be broadly categorized as scalar-based and mobility-based tasks. Scalar-based questions involve a broad property of the traffic such as speed and density of traffic. Tasks of interest from this category include exploring how traffic speeds vary throughout a city during different times over different days. Mobility-based tasks, on the other hand, involve studying the flow of traffic along various streets of the city. These include exploring the flow of slow-moving traffic, free-flowing traffic, and direction of traffic. Additionally, in order to ensure that a proposed change to the infrastructure does not have adverse effects, they should also be able to simulate traffic dynamics under various constraints. But doing so is challenging for many reasons, in

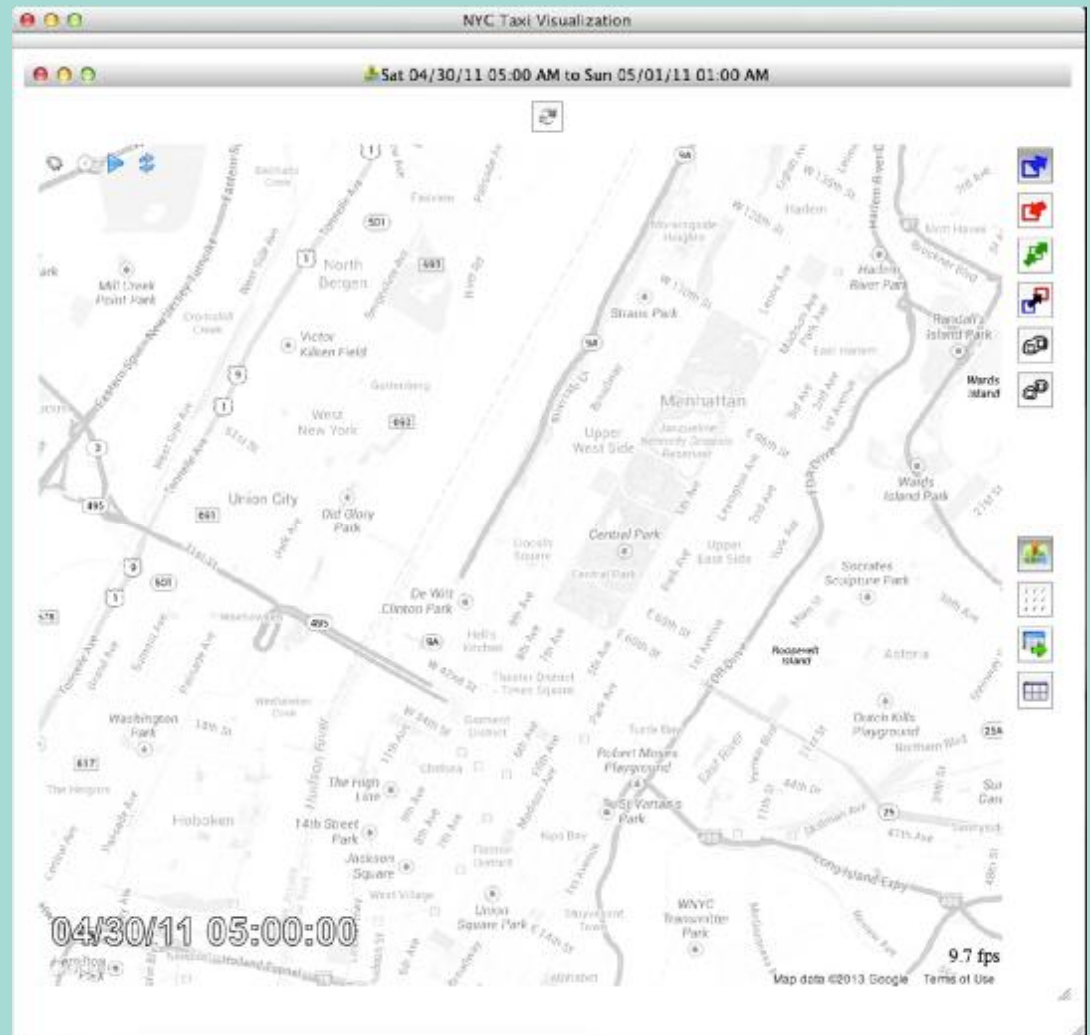
particular, the sparseness of traffic data that is captured and the complexity of the analyses that need to be carried out.

Traffic data is often obtained from traffic cameras or fixed readers (e.g., GPS). However, only a small number of these devices are deployed in practice. GPS-tracked vehicles are another potential source of traffic information. A subset of these sources are already being used by popular map services such as Google Maps and Apple Maps to provide real-time traffic information to users. However, their coverage is incomplete and limited to segments of major roads, and thus does not provide as well as the accuracy of derived models.

While tracking all vehicles is not feasible, it is possible to track an important subset: taxis. Taxi fleets in many cities are equipped with GPS. Consider, for example, New York City (NYC): 13,000 taxis make, on average, 300,000 trips and carry over 1 billion passengers every single day, totaling roughly 170 million trips per year. Given this high penetration rate of taxis in large cities, it is therefore reasonable to assume that the taxis can be used as probe vehicles, and their movement and travel times are representative of the overall traffic and provides a broad coverage of the city in space and time [20,33,31]. Unfortunately, taxi data captured by the NYC Taxi & Limousine Commission contains neither the location of the taxis at regular intervals nor

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https://serv.cusp.nyu.edu/files/hvo/cab_hired_empty.mp4 21

Student Course Projects

The Daily Commute: An In-depth Analysis of Manhattan Traffic Patterns Between Yellow Cab, Uber, and CitiBike

**Crime Analysis in New York City
2006-2015**

**Detecting Gentrification
with Taxi Patterns in NYC**

Optimizing Walking Paths Based on Interestingness



NYC Real Estate Price Prediction



Projects with 3D data



[Ferreira et al., IEEE VAST 2015]



Projects with other data modalities, e.g., sound



<https://wp.nyu.edu/sonyc/>

Thank you!

csilva@nyu.edu

Envisioning the **DATA SCIENCE DISCIPLINE**

The Undergraduate Perspective
Incorporating Real-World Applications



Cláudio T. Silva, New York University
*Professor of computer science
and engineering and data science*

Using Urban and Sports Data in Student Projects

Q&A

Provide input and learn more about the study at www.nas.edu/EnvisioningDS

Envisioning the **DATA SCIENCE DISCIPLINE**

The Undergraduate Perspective
Incorporating Real-World Applications

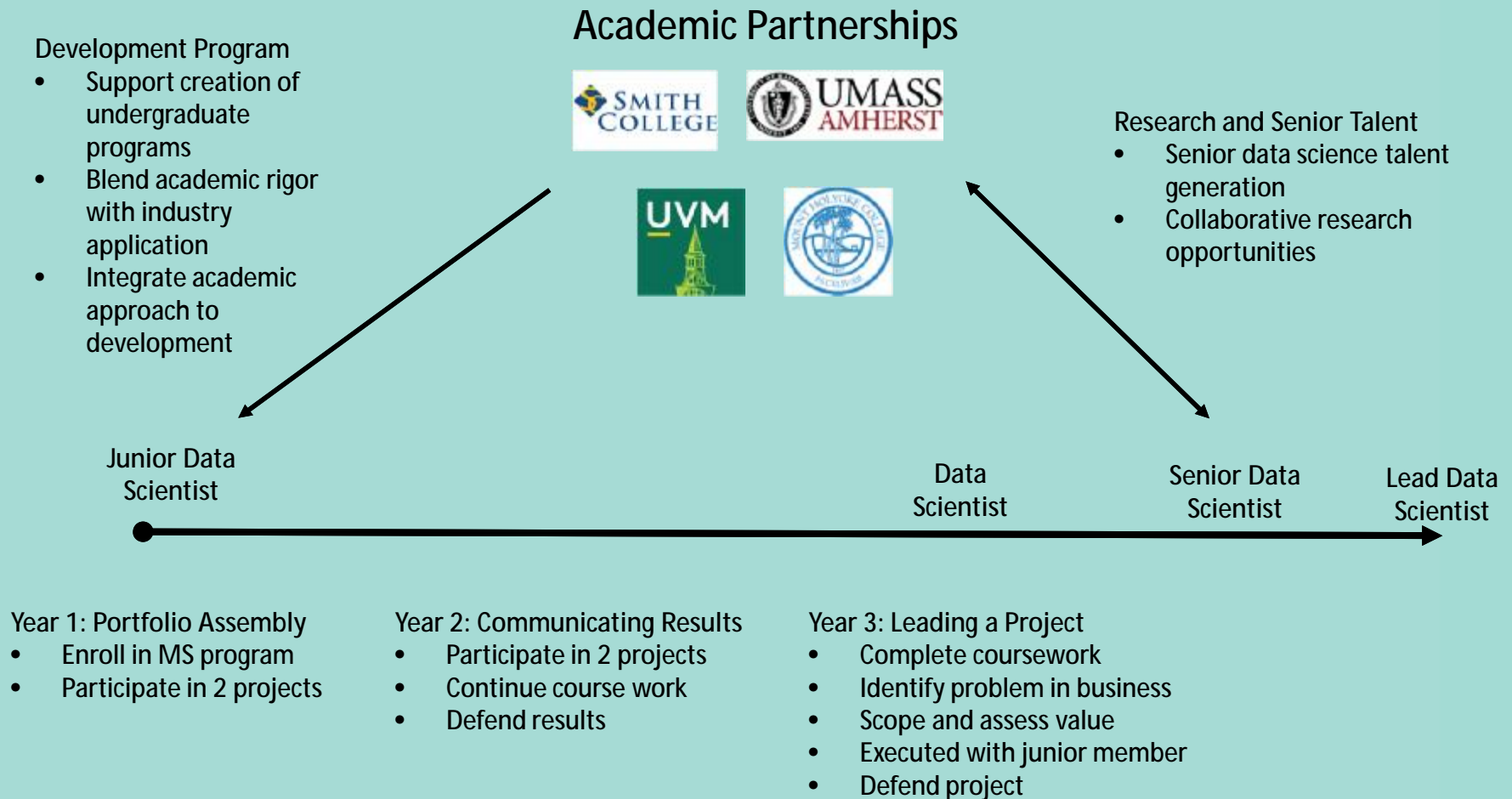
Building a talent pipeline
through a strategic career
development program &
academic-industrial
partnerships



Sears Merritt, MassMutual Financial Group
*Chief Data Scientist and head of
Data Science & Advanced Analytics at
MassMutual Financial Group*

Provide input and learn more about the study at www.nas.edu/EnvisioningDS 27

Building a talent pipeline



Envisioning the **DATA SCIENCE DISCIPLINE**

The Undergraduate Perspective

Incorporating Real-World Applications – Q&A



Cláudio T. Silva, New York University
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Envisioning the **DATA SCIENCE DISCIPLINE**

The Undergraduate Perspective

9/12/17 – Building Data Acumen
(recording posted)

9/19/17 – Incorporating Real-World
Applications

9/26/17 – Faculty Training and
Curriculum Development

10/3/17 – Communication Skills and
Teamwork

10/10/17 – Inter-Departmental
Collaboration and Institutional
Organization

10/17/17 – Ethics

10/24/17 – Assessment and Evaluation
for Data Science Programs

11/7/17 – Diversity, Inclusion, and
Increasing Participation

11/14/17 – Two-Year Colleges and
Institutional Partnerships

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about the study at
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