

# Envisioning the **DATA SCIENCE DISCIPLINE**

## The Undergraduate Perspective

Webinar Series  
Fall 2017



# 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

Provide input and learn more  
about the study at  
[www.nas.edu/EnvisioningDS](http://www.nas.edu/EnvisioningDS)

# 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*



Sears Merritt, MassMutual Financial Group  
*Chief Data Scientist and head of  
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## Using Urban and Sports Data in Student Projects

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# Using Urban and Sports Data in Student Projects

**Claudio T. Silva**

Tandon School of Engineering

Center for Data Science

Center for Urban Science + Progress

Courant Institute for Mathematical Sciences

**New York University**

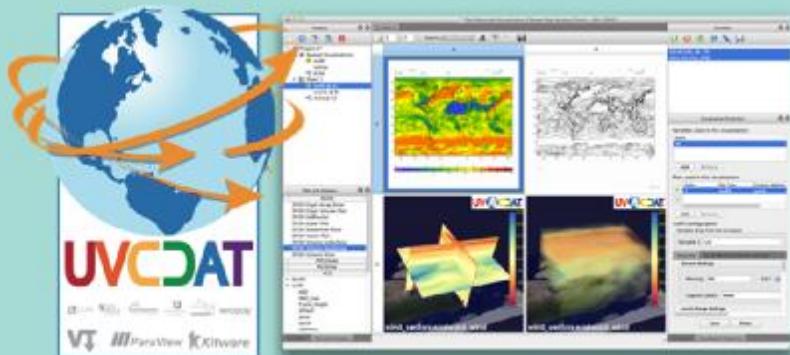
Joint work with Juliana Freire, Huy Vo, Harish Doraiswamy, Carlos Dietrich, Fernando Chirigati, Theo Damoulas, Nivan Ferreira, Masayo Otta, Kien Pham, Jorge Poco,

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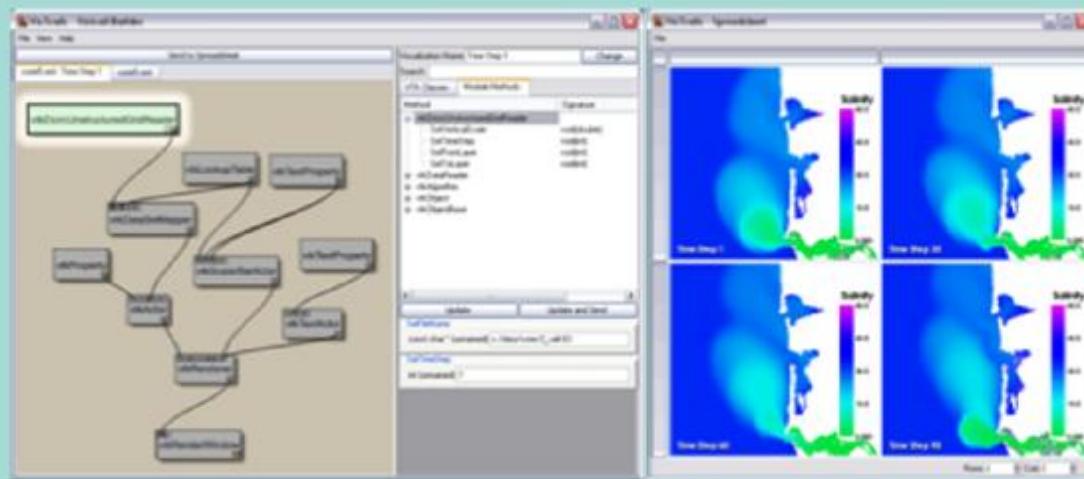
Funded by grants/gifts from NSF, NASA, DOE, Moore and Sloan Foundations, MLB.com, DARPA, AT&T, NVIDIA, and IBM

# Data Science Applications - I

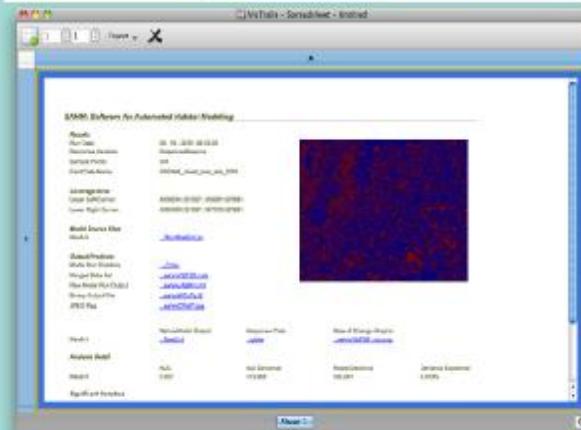
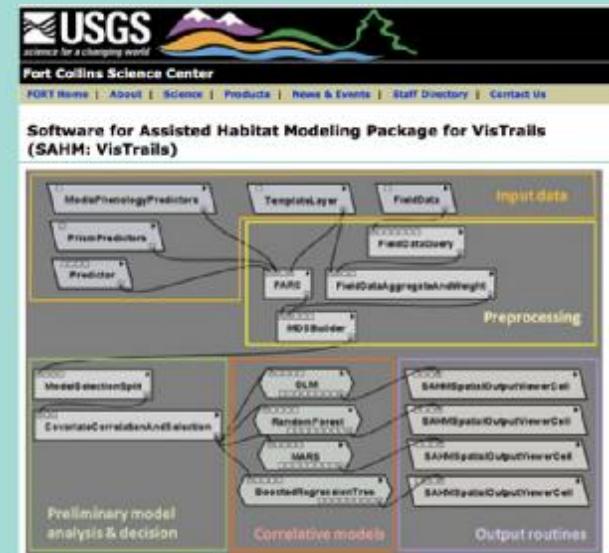
## Climate Data Analysis



VisTrails — [www.vistrails.org](http://www.vistrails.org)



## Modeling the Spread of Invasive Species



# Data Science Applications - II

## Urban Applications

### Infrastructure



### Environment



### People



## Sports Data Analytics



# Data Science Applications - II

## Urban Applications

### Infrastructure



### Environment



### People



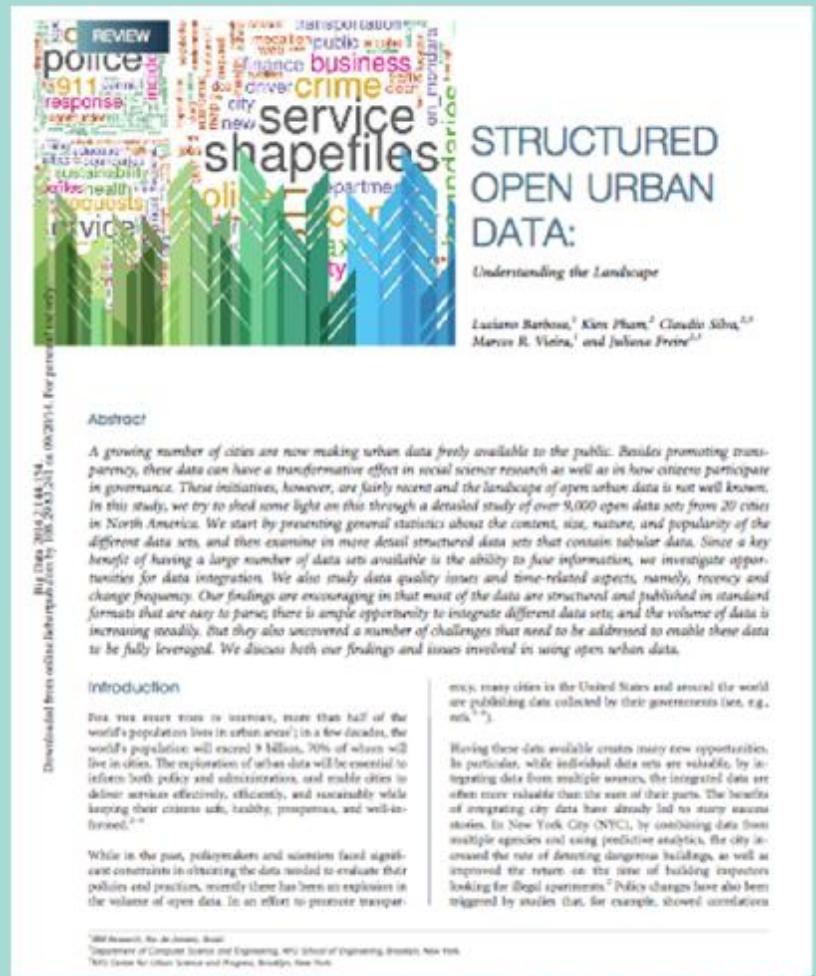
## Sports Data Analytics



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

# 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



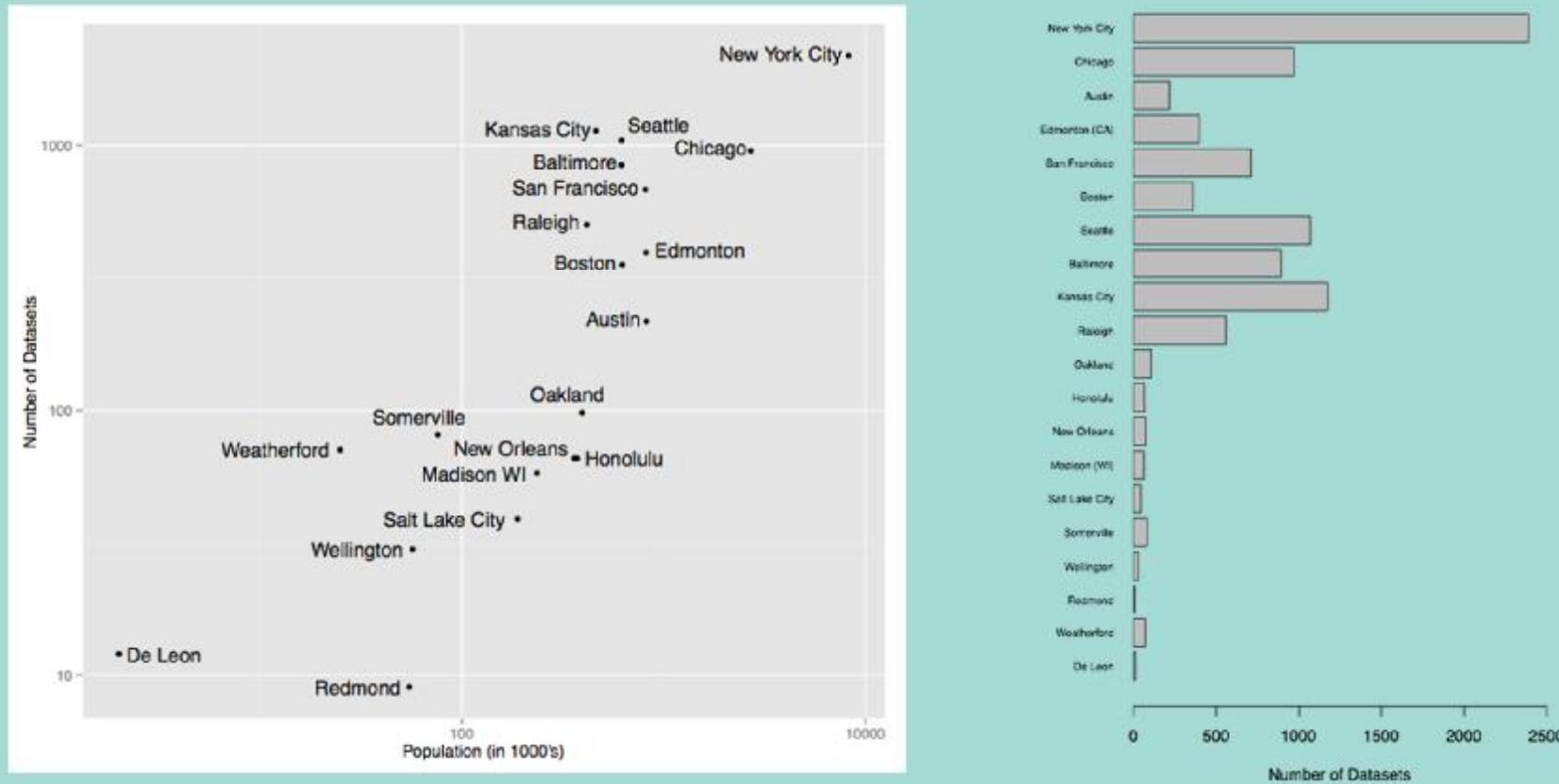
[Barbosa et al., Big Data 2014]

<https://github.com/ViDA-NYU/urban-data-study>

# Structured Open Urban Data: Understanding the Landscape

Luciano Barbosa<sup>1</sup> Kien Pham<sup>2</sup> Claudio Silva<sup>2</sup>  
Marcos R. Vieira<sup>1</sup> Juliana Freire<sup>2</sup>

<sup>1</sup>IBM Research – Brazil <sup>2</sup>New York University



<https://github.com/ViDA-NYU/urban-data-study>

# An Urban Data Profiler

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## ABSTRACT

Large volumes of urban data are being made available through a variety of open portals. Besides promoting transparency, these data can bring benefits to government, science, citizens and industry. 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. However, the great number and variety of datasets creates a new challenge: how to find relevant datasets. While existing portals provide search interfaces, these are often limited to keyword searches over the limited metadata associated each dataset, for example, attribute names and textual description. In this paper, we present a new tool, UrbanProfiler, that automatically extracts detailed information from datasets. This information includes attribute types, value distributions, and geographical information, which can be used to support complex search queries as well as visualizations that help users explore and obtain insight into the contents of a data collection. Besides describing the tool and its implementation, we present case studies that illustrate how the tool was used to explore a large open urban data repository.

## Categories and Subject Descriptors

H.2 [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 loci 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://doi.org/10.1145/2749088.2742135>



## NYPD Motor Vehicle Collisions

Details of Motor Vehicle Collisions in New York City provided by the Police Department (NYPD)

Metadata	29 Columns	Charts	Map	Related Datasets
Name		Provided Type	Type	Most Detected Type
BOROUGH	text	Geo	Geo-BOROUGH	Geo
CONTRIBUTING FACTOR VEHICLE 1	text	Textual	Textual	91.5%
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

<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

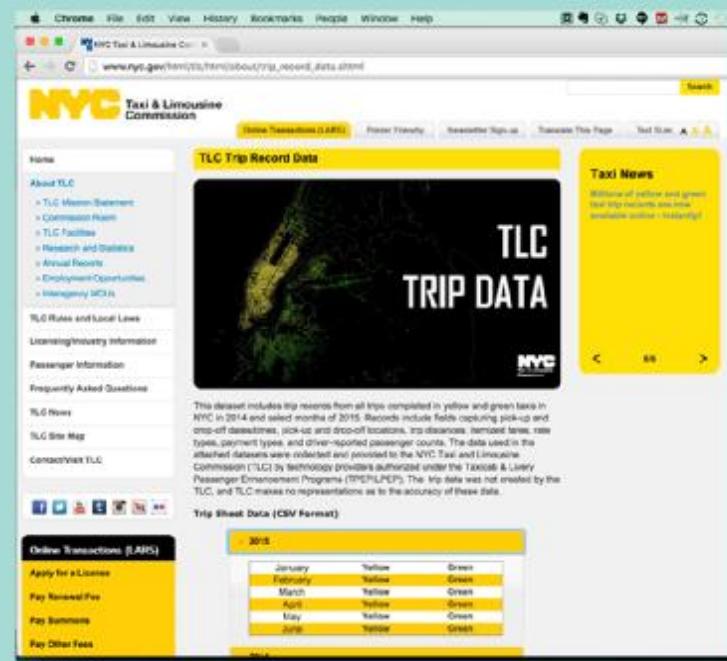
UPDATED: WEDNESDAY, APRIL 27, 2011, 5:00 PM



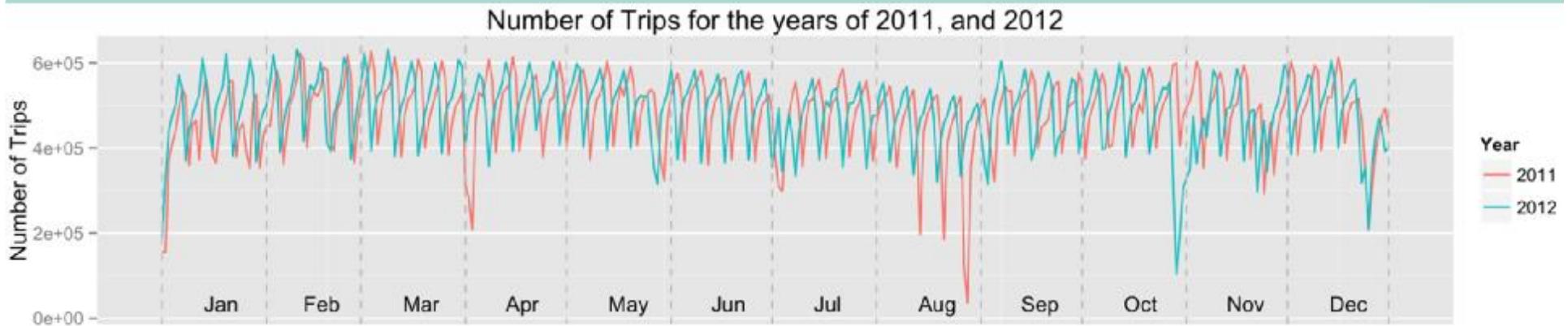
[nypost.com/2011/04/27/taxi-drivers-petition-nyc-for-fare-hike-over-soaring-gas-prices/](http://nypost.com/2011/04/27/taxi-drivers-petition-nyc-for-fare-hike-over-soaring-gas-prices/)

# 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

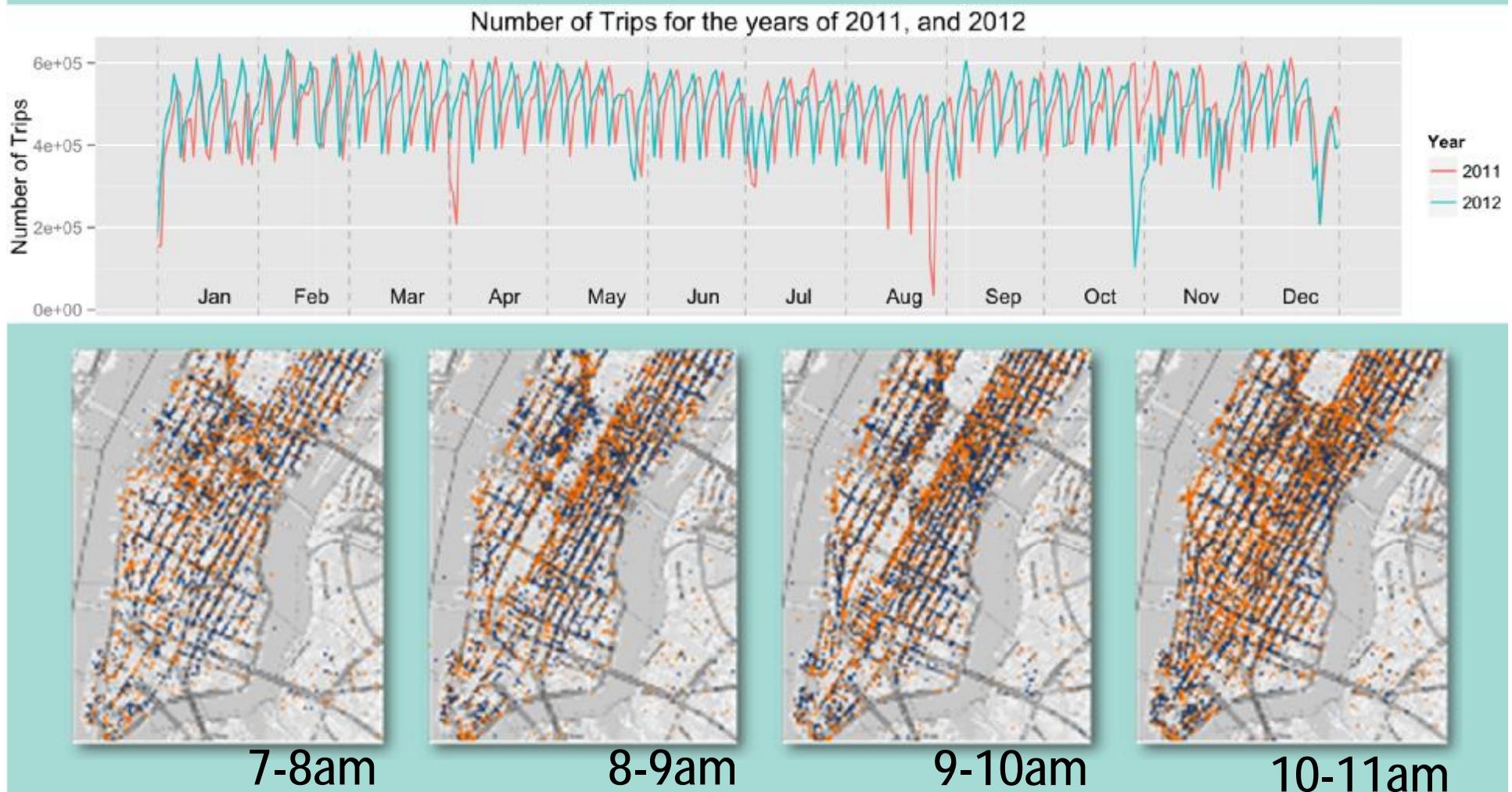


# NYC Taxis

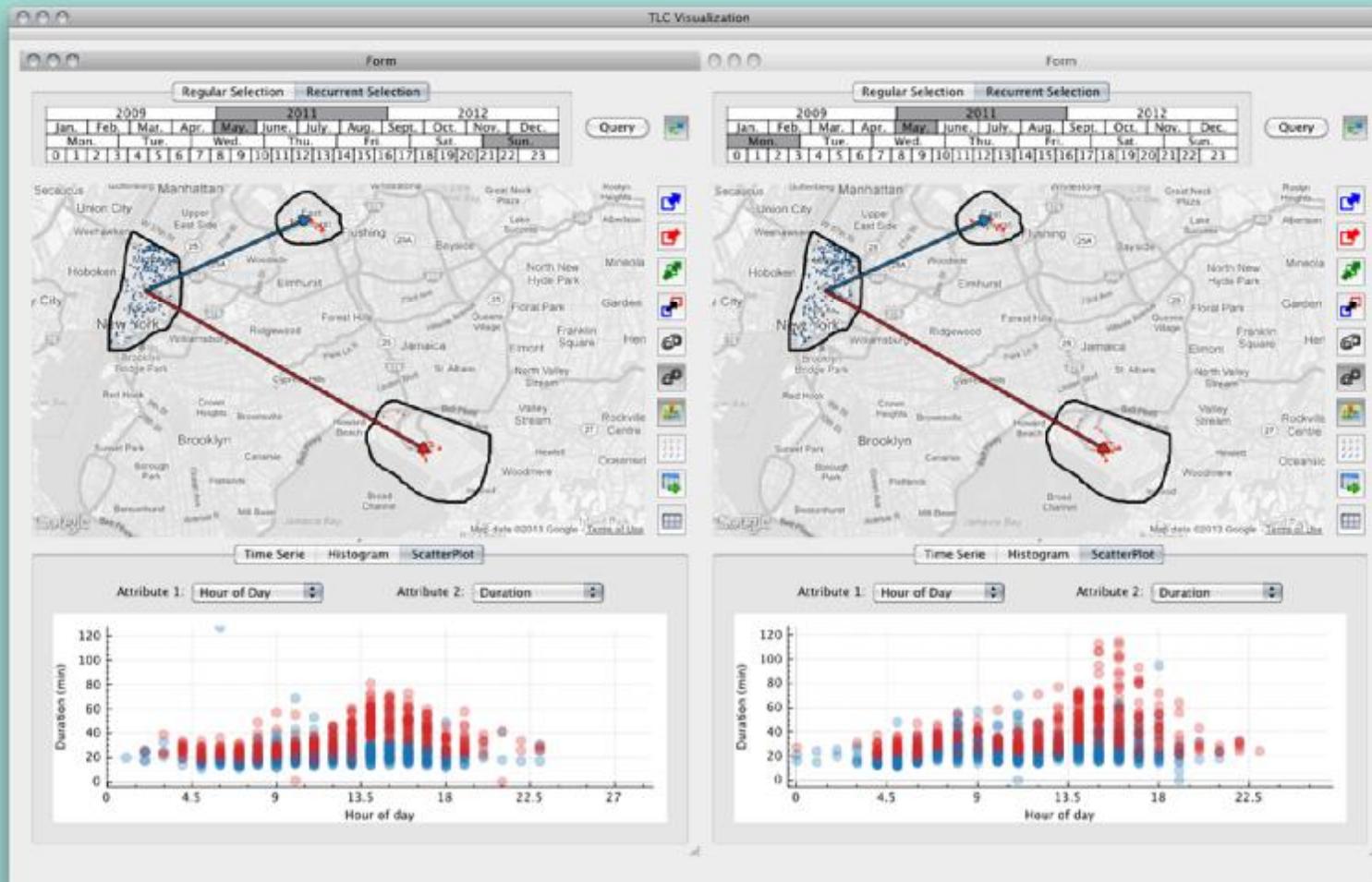


- Taxis are sensors that can provide unprecedented insight into city life: economic activity, human behavior, mobility patterns, ...
  - “How the taxi fleet activity varies during weekdays?”*
  - “What is the average trip time from Midtown to the airports during weekdays?”*
  - “How was activity in Midtown affected during a presidential visit?”*
  - “How did the movement patterns change during Sandy?”*
  - “Where are the popular night spots?”*

# Exploring Urban Data: NYC Taxis

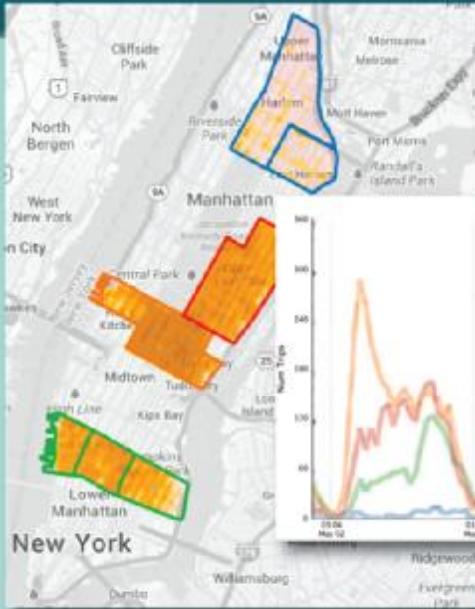


# Looking at NYC Taxi Records

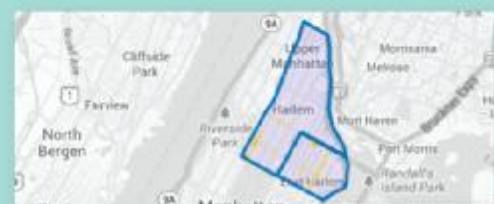
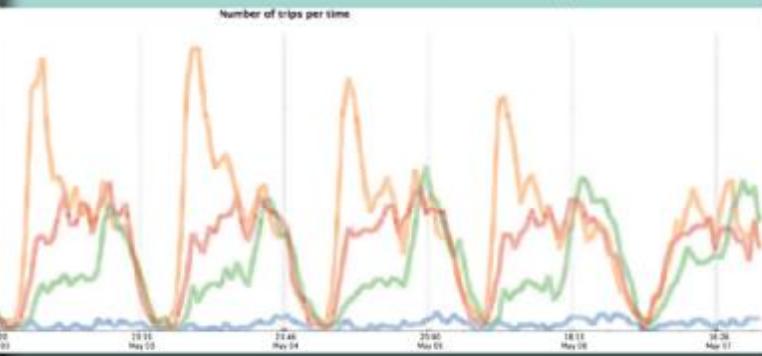


<https://github.com/ViDA-NYU/TaxiVis>

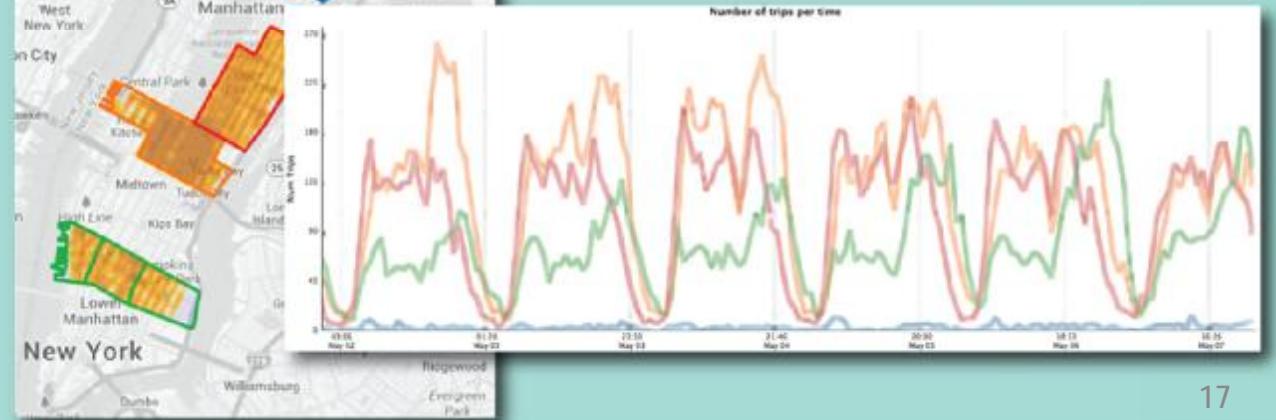
# TaxiVis: Comparing Neighborhoods



*dropoffs*



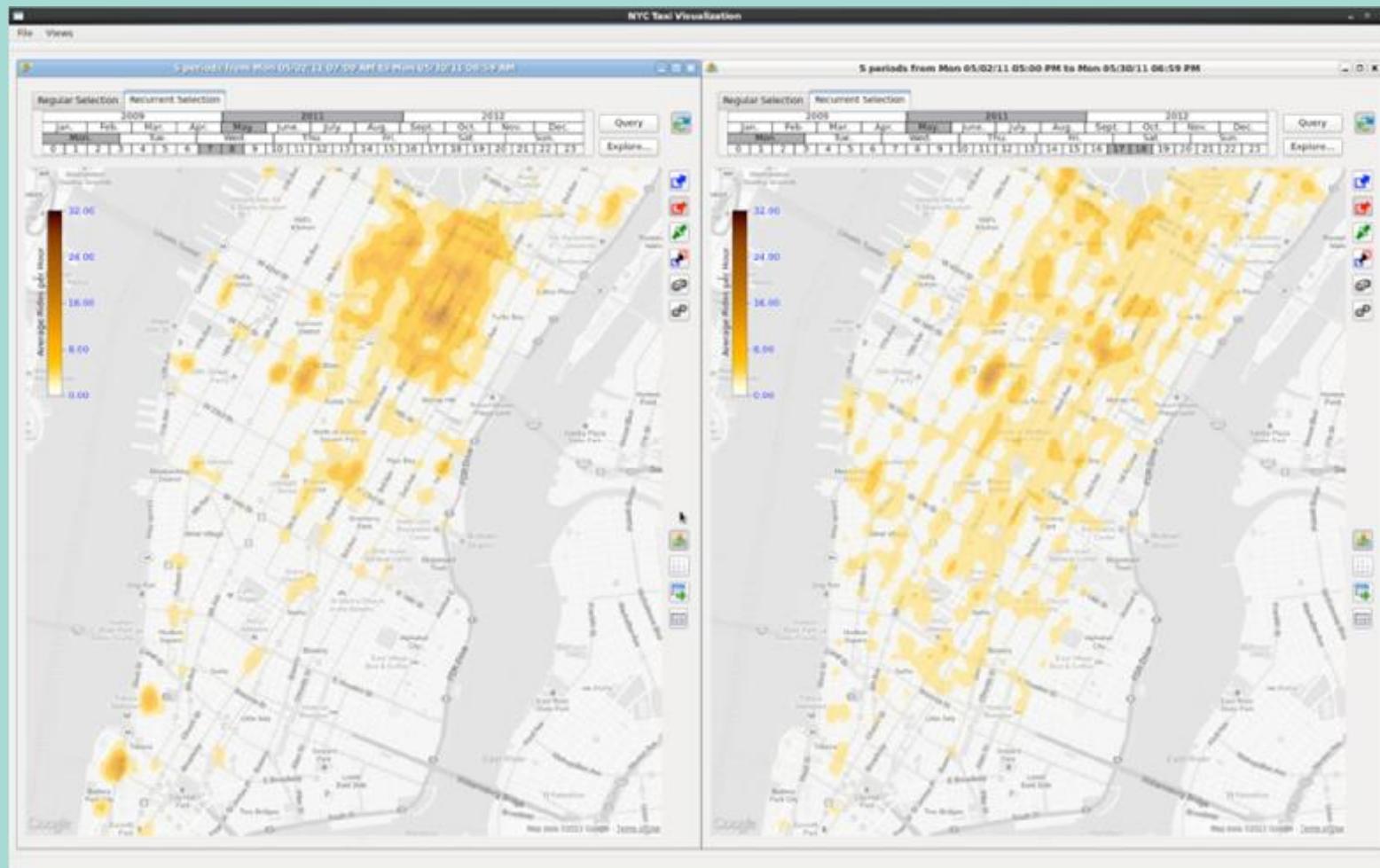
*pickups*



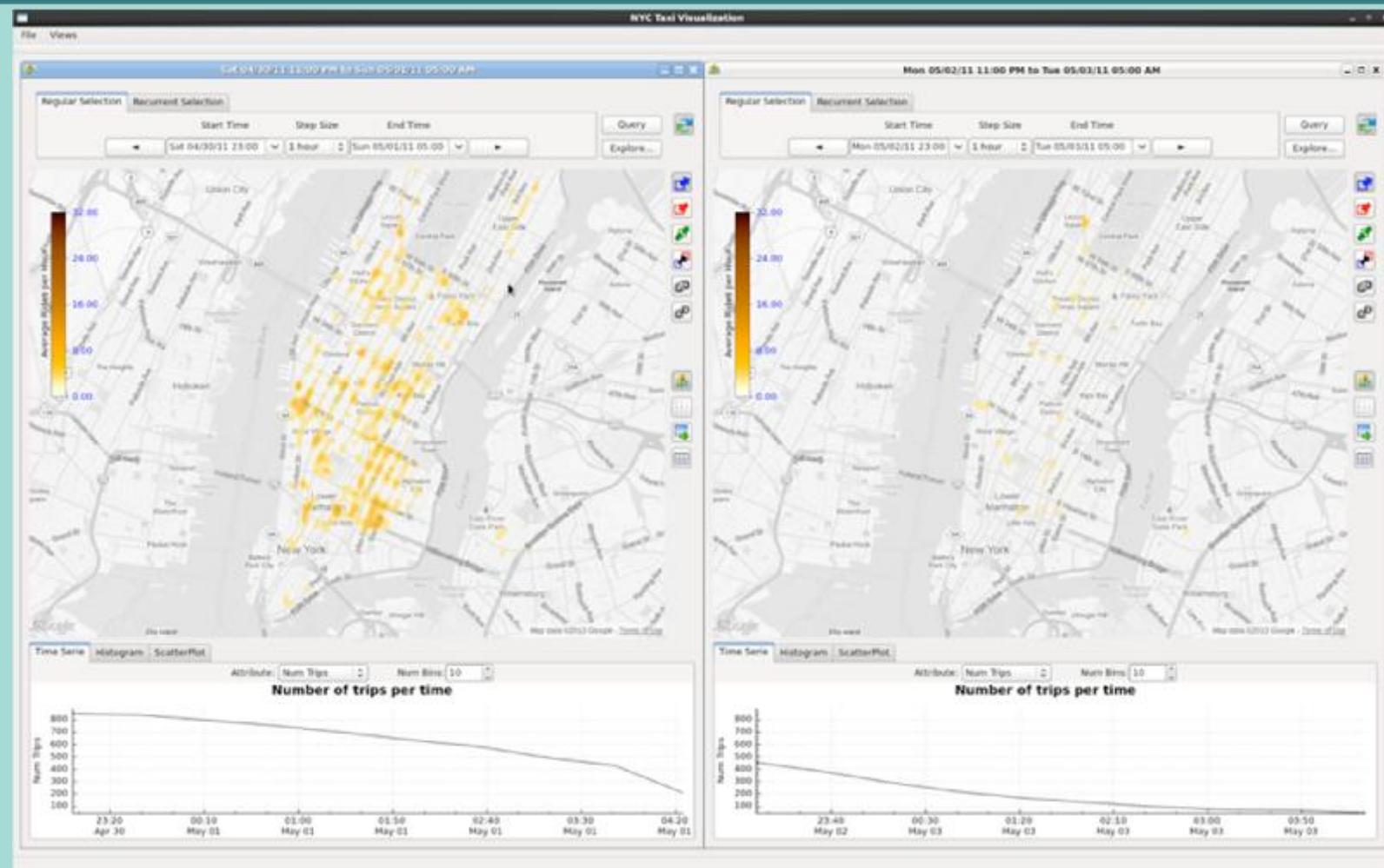
# Time Exploration



# Dropoffs Before vs. After Work



# Night Life Saturday vs. Monday



# A Taxi over 24 hours

DOI: 10.1111/j.14670744.2011.01849.x  
 Eurographics Conference on Visualization (EuroVis) 2011  
 B. Cen, K.-L. Ma, and G. Samaras  
 (Guest Editors)

Exploring Traffic Dynamics in Urban Environments Using Vector-Valued Functions

Jorge Peixoto<sup>1</sup>, Henrique Dantas Ferreira<sup>2</sup>, Hoy T. Vo<sup>3</sup>, John L. D. Coutinho<sup>3</sup>, Juliano Freitas<sup>3</sup>, and Cláudia T. Silveira<sup>3</sup>  
<sup>1</sup> New York University, USA, <sup>2</sup> Instituto de Informática, UFRO, Brazil

**Abstract**  
 The traffic infrastructures greatly impact on the quality of life in urban environments. To optimize this infrastructures, engineers and decision makers need to explore traffic data. In doing so, they face two important challenges: the sparsity of speed sensors that cover 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 road network, they are sparse and do not provide speed information for all segments. We propose a novel approach to propose an efficient traffic model to derive speed and direction information from these data, and show that it provides 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.

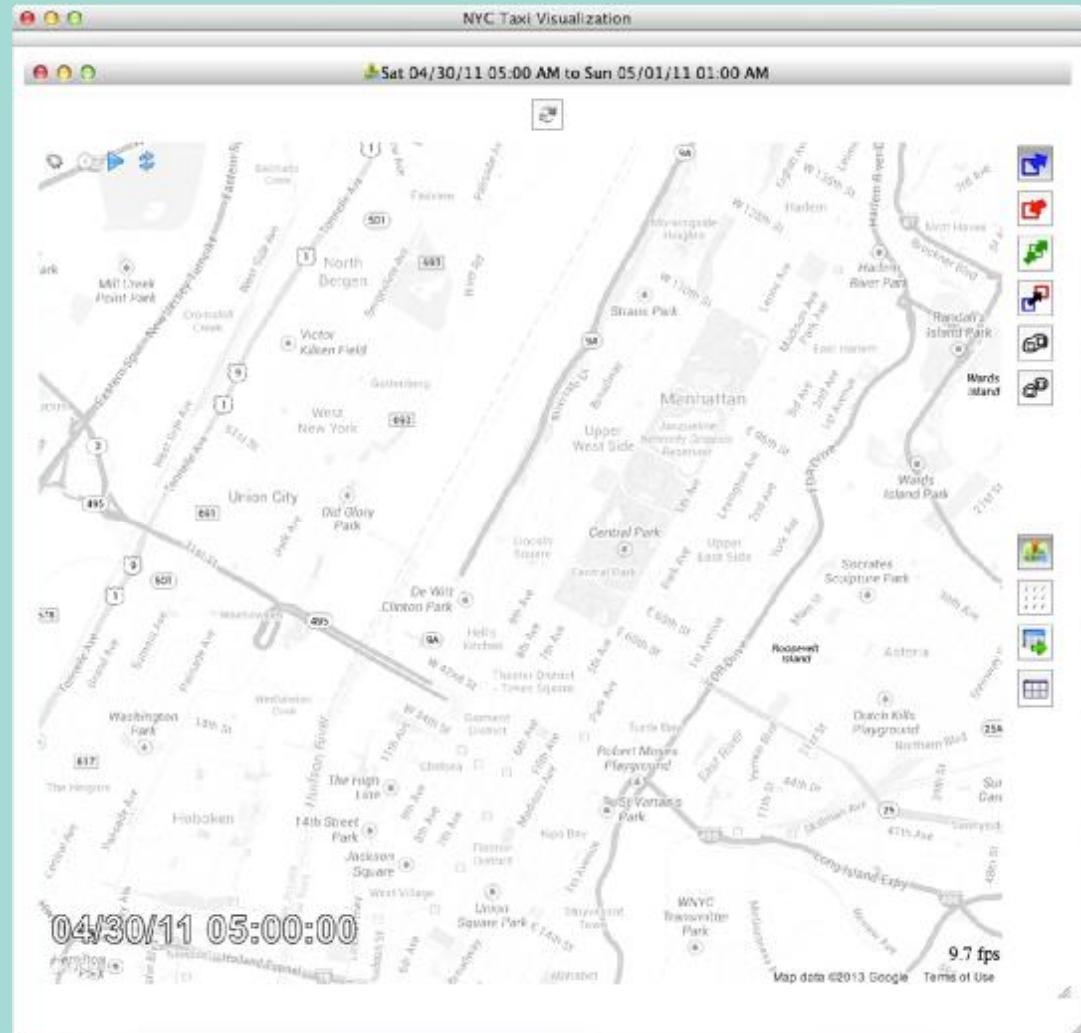
To understand and optimize the traffic infrastructures, urban planners need to capture and analyze traffic patterns. Some studies focus on different parts of the city in different parts of the city. Quantitative pertaining to traffic patterns in a city can be broadly categorized as scalar-based and mobility-based tasks. Scalar based questions involve a fixed 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 the analysis of the trajectories of vehicles of the city. These include exploring the flow of vehicles moving traffic, free flowing traffic, and direction of traffic. Additionally, in order to ensure that a proposed change to this infrastructure does not have adverse effects, they should also be able to simulate traffic dynamics under various conditions. But doing so is challenging for many reasons, in particular, the sparsity of traffic data that need to be derived out.

Traffic data is often obtained from traffic cameras or head readers (e.g., E2 pass). 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 sensors are already being used by popular map services such as Google maps and Apple maps to provide real time traffic information. However, these sensors are incomplete and limited to segments of major roads, and hinders the analysis as well as the accuracy of derived models.

While tracking all vehicles is not feasible, it is possible to track an important subset: taxis. Taxis found in many cities are equipped with GPS. Consider, for example, New York City (NYC): 13,000 taxi make, on average, 500,000 trips and carry over 1 million passengers every single day, totaling roughly 170 million trips per year. Given this high passenger rate of trips, large portions of traffic are possible to track and the data can be used to probe vehicles, and taxi movement and travel times are representative of the overall traffic and provides a broad coverage of the city in space and time [2003b,13]. 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](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**

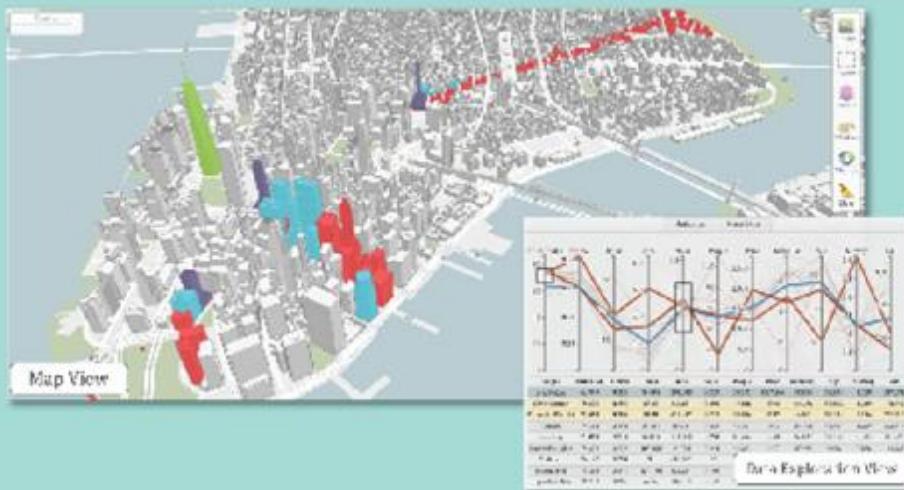
**Crime Analysis in New York City  
2006-2015**

**Detecting Gentrification  
with Taxi Patterns in NYC**

**Optimizing Walking Paths Based on Interestingness**



# Projects with 3D data



[Ferreira et al., IEEE VAST 2015]



23

<https://www.nytimes.com/interactive/2016/12/21/upshot/Mapping-the-Shadows-of-New-York-City.html?mcubz=0>

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



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

# Thank you!

[csilva@nyu.edu](mailto:csilva@nyu.edu)

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### Q&A

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



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# Building a talent pipeline

Development Program

- Support creation of undergraduate programs
- Blend academic rigor with industry application
- Integrate academic approach to development

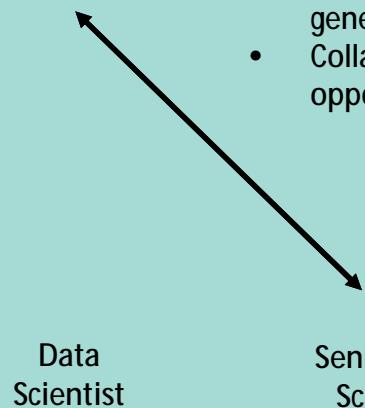
Junior Data Scientist

## Academic Partnerships



Research and Senior Talent

- Senior data science talent generation
- Collaborative research opportunities



Year 1: Portfolio Assembly

- Enroll in MS program
- Participate in 2 projects

Year 2: Communicating Results

- Participate in 2 projects
- Continue course work
- Defend results

Year 3: Leading a Project

- Complete coursework
- Identify problem in business
- Scope and assess value
- Executed with junior member
- Defend project

# Envisioning the **DATA SCIENCE DISCIPLINE**

## The Undergraduate Perspective Incorporating Real-World Applications – Q&A



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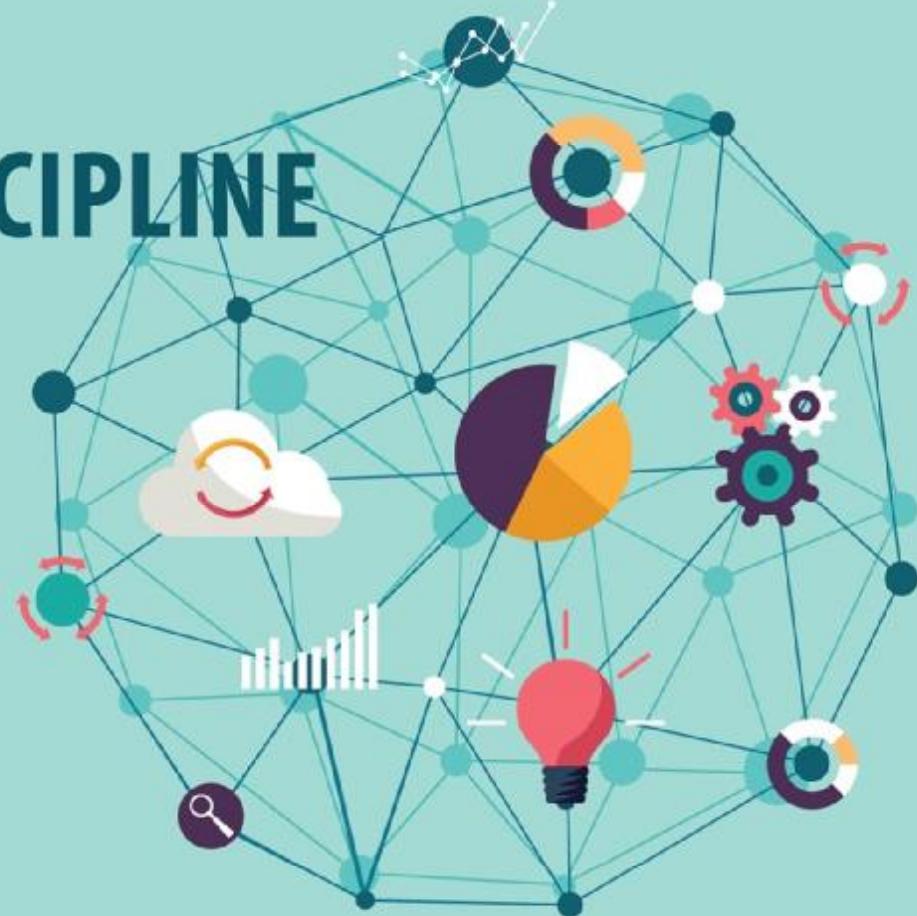
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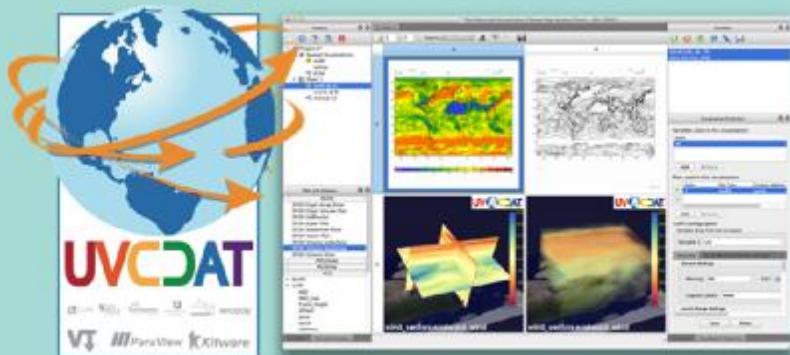
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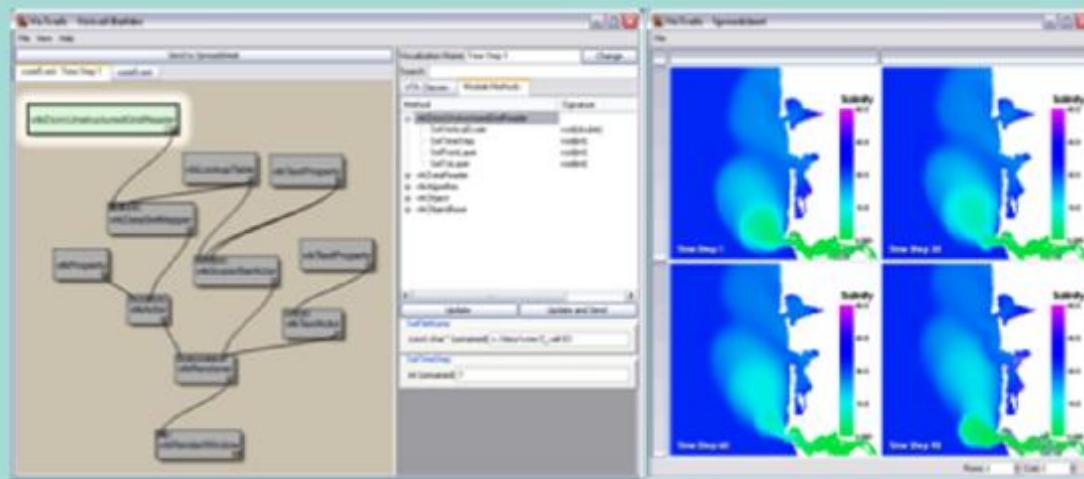
Funded by grants/gifts from NSF, NASA, DOE, Moore and Sloan Foundations, MLB.com, DARPA, AT&T, NVIDIA, and IBM

# Data Science Applications - I

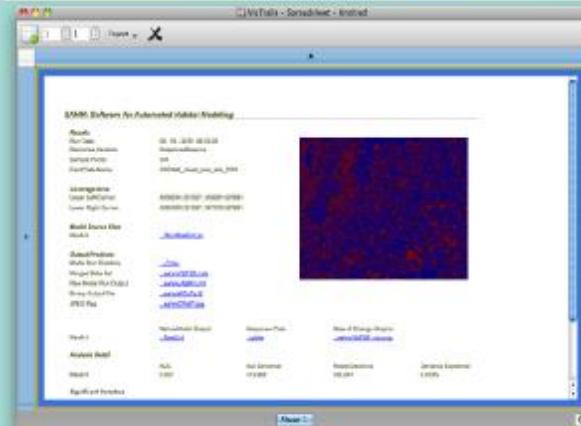
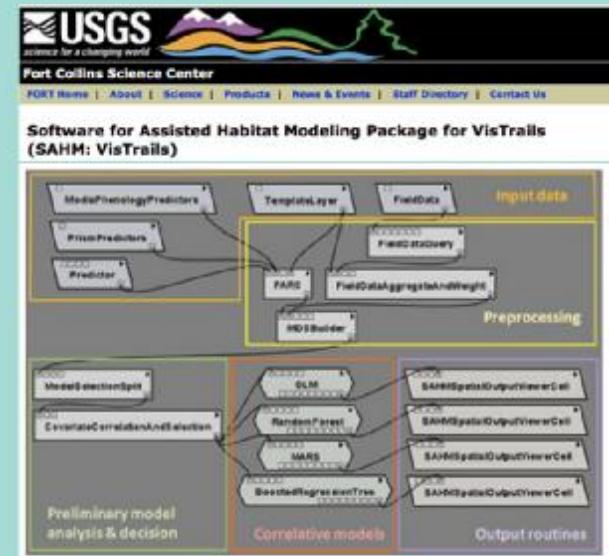
## Climate Data Analysis



VisTrails — [www.vistrails.org](http://www.vistrails.org)



## Modeling the Spread of Invasive Species



# Data Science Applications - II

## Urban Applications

### Infrastructure



### Environment



### People



## Sports Data Analytics



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### Infrastructure



### Environment



### People



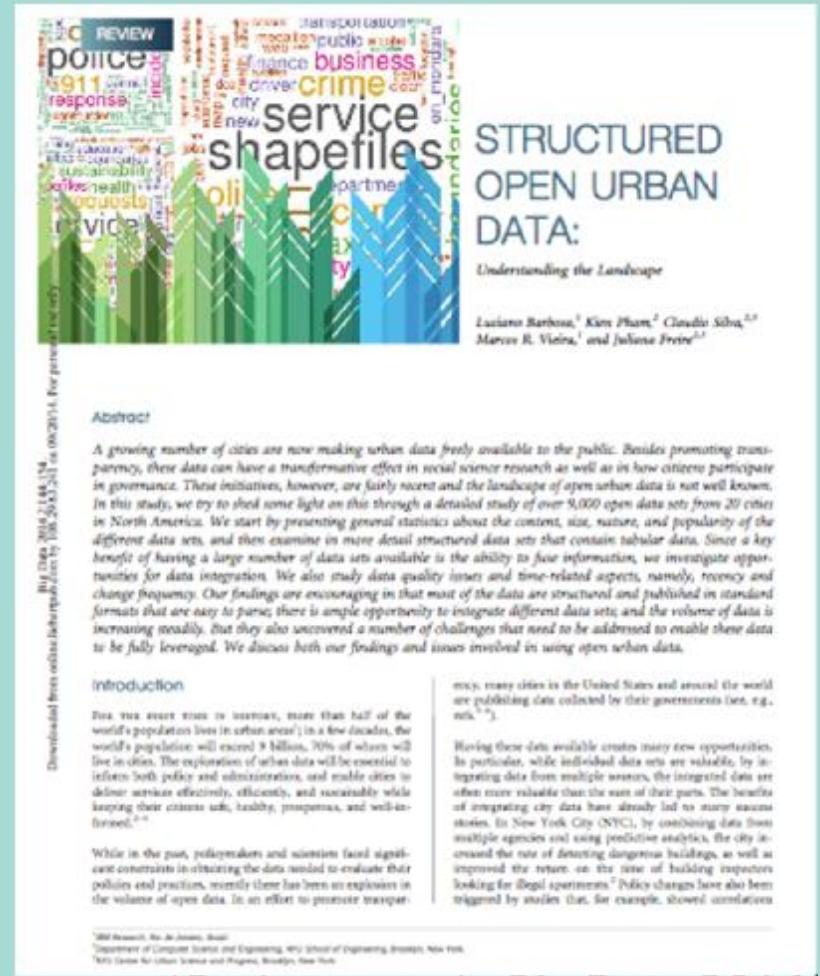
## Sports Data Analytics



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

# 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



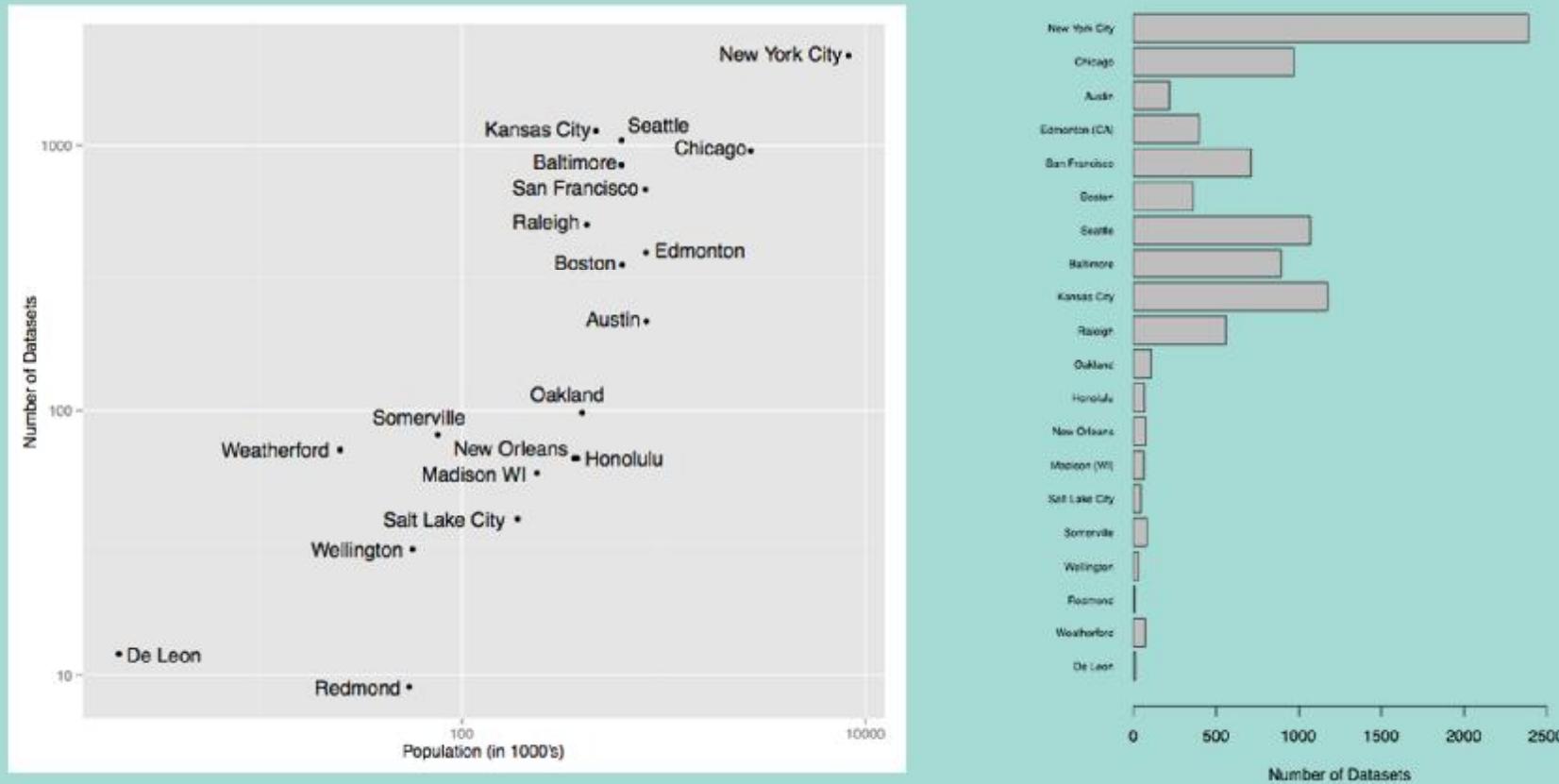
[Barbosa et al., Big Data 2014]

<https://github.com/ViDA-NYU/urban-data-study>

# Structured Open Urban Data: Understanding the Landscape

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Marcos R. Vieira<sup>1</sup> Juliana Freire<sup>2</sup>

<sup>1</sup>IBM Research – Brazil <sup>2</sup>New York University



<https://github.com/ViDA-NYU/urban-data-study>

# An Urban Data Profiler

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## ABSTRACT

Large volumes of urban data are being made available through a variety of open portals. Besides promoting transparency, these data can bring benefits to government, science, citizens and industry. 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. However, the great number and variety of datasets creates a new challenge: how to find relevant datasets. While existing portals provide search interfaces, these are often limited to keyword searches over the limited metadata associated each dataset, for example, attribute names and textual description. In this paper, we present a new tool, UrbanProfiler, that automatically extracts detailed information from datasets. This information includes attribute types, value distributions, and geographical information, which can be used to support complex search queries as well as visualizations that help users explore and obtain insight into the contents of a data collection. Besides describing the tool and its implementation, we present case studies that illustrate how the tool was used to explore a large open urban data repository.

## Categories and Subject Descriptors

H.2 [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 loci of resource consumption, of economic activity, and of innovation; they are the cause of our looming sustainability problems but also where these 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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ACM 978-1-4503-2473-0/12/05.  
<http://doi.org/10.1145/2749088.2742135>



## NYPD Motor Vehicle Collisions

Details of Motor Vehicle Collisions in New York City provided by the Police Department (NYPD)

Metadata	29 Columns	Charts	Map	Related Datasets
Name		Provided Type	Type	Most Detected Type
BOROUGH	text	Geo	Geo-BOROUGH	Geo
CONTRIBUTING FACTOR VEHICLE 1	text	Textual	Textual	91.5%
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

<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

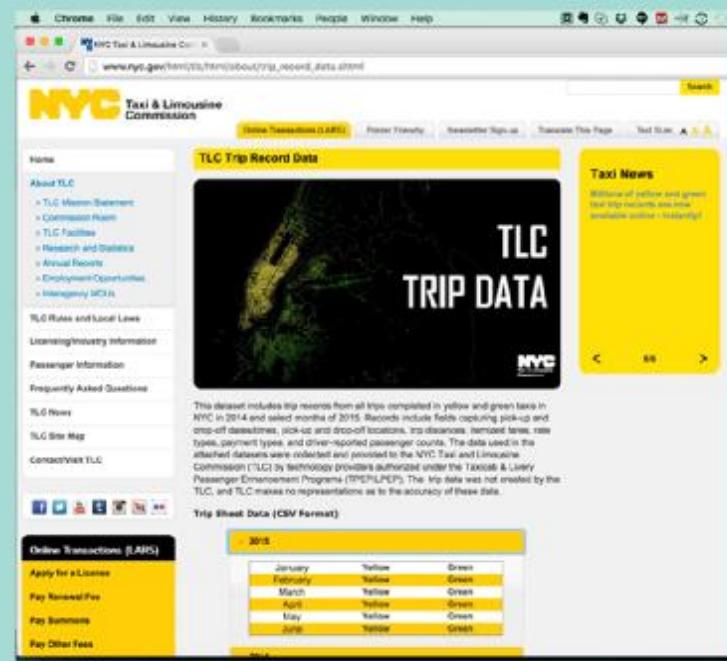
UPDATED: WEDNESDAY, APRIL 27, 2011, 5:00 PM



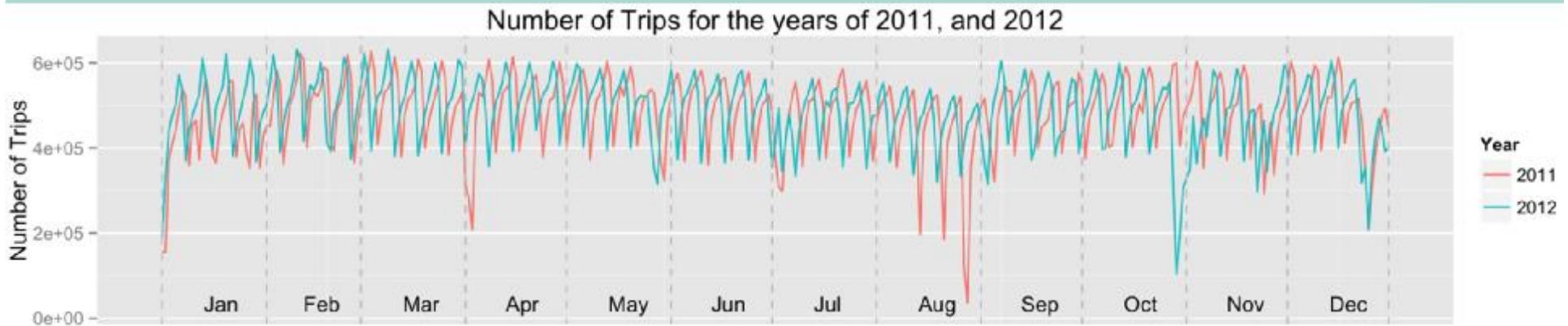
[nypost.com/2011/04/27/taxi-drivers-petition-nyc-for-fare-hike-over-soaring-gas-prices/](http://nypost.com/2011/04/27/taxi-drivers-petition-nyc-for-fare-hike-over-soaring-gas-prices/)

# 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

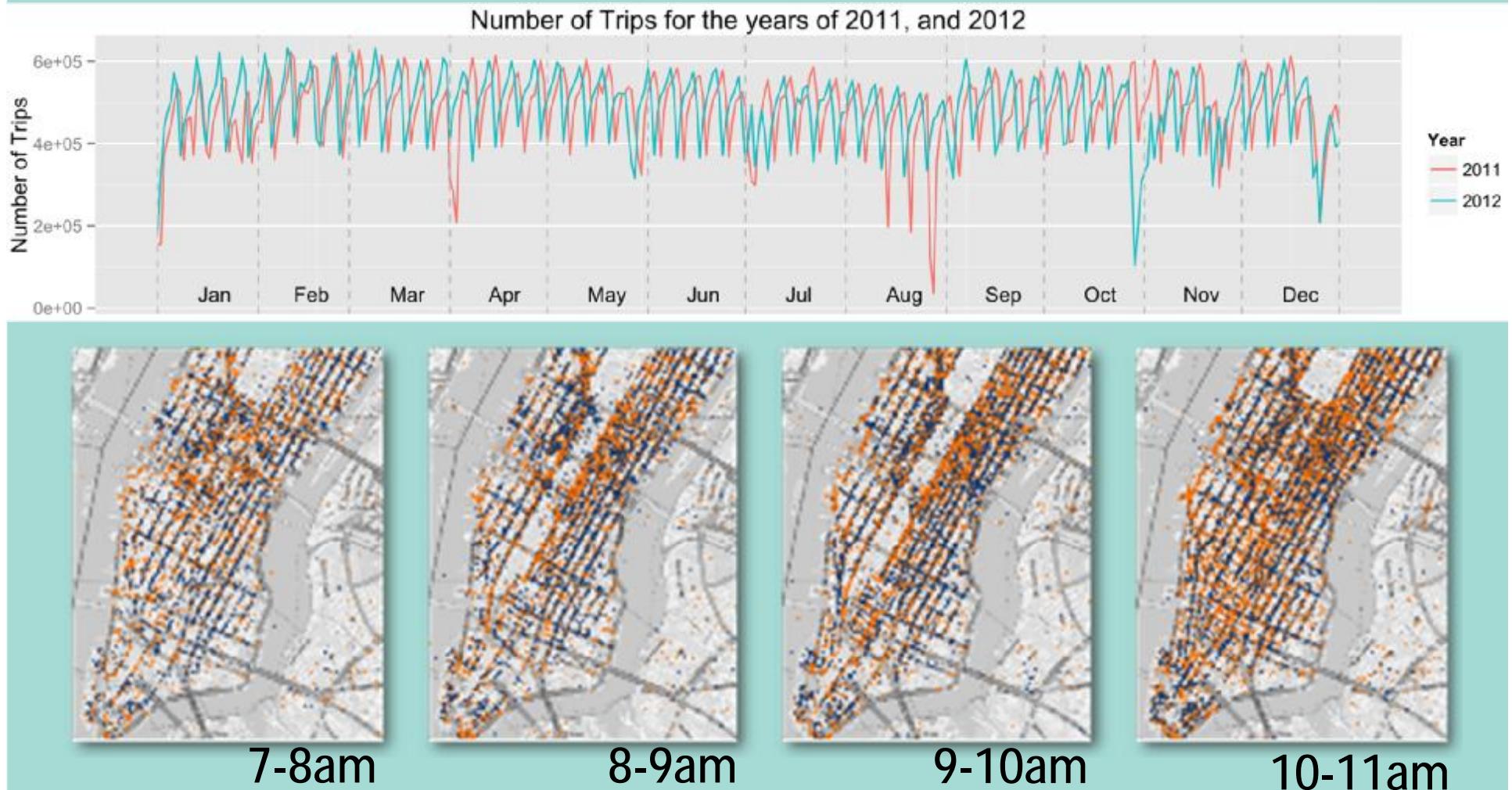


# NYC Taxis

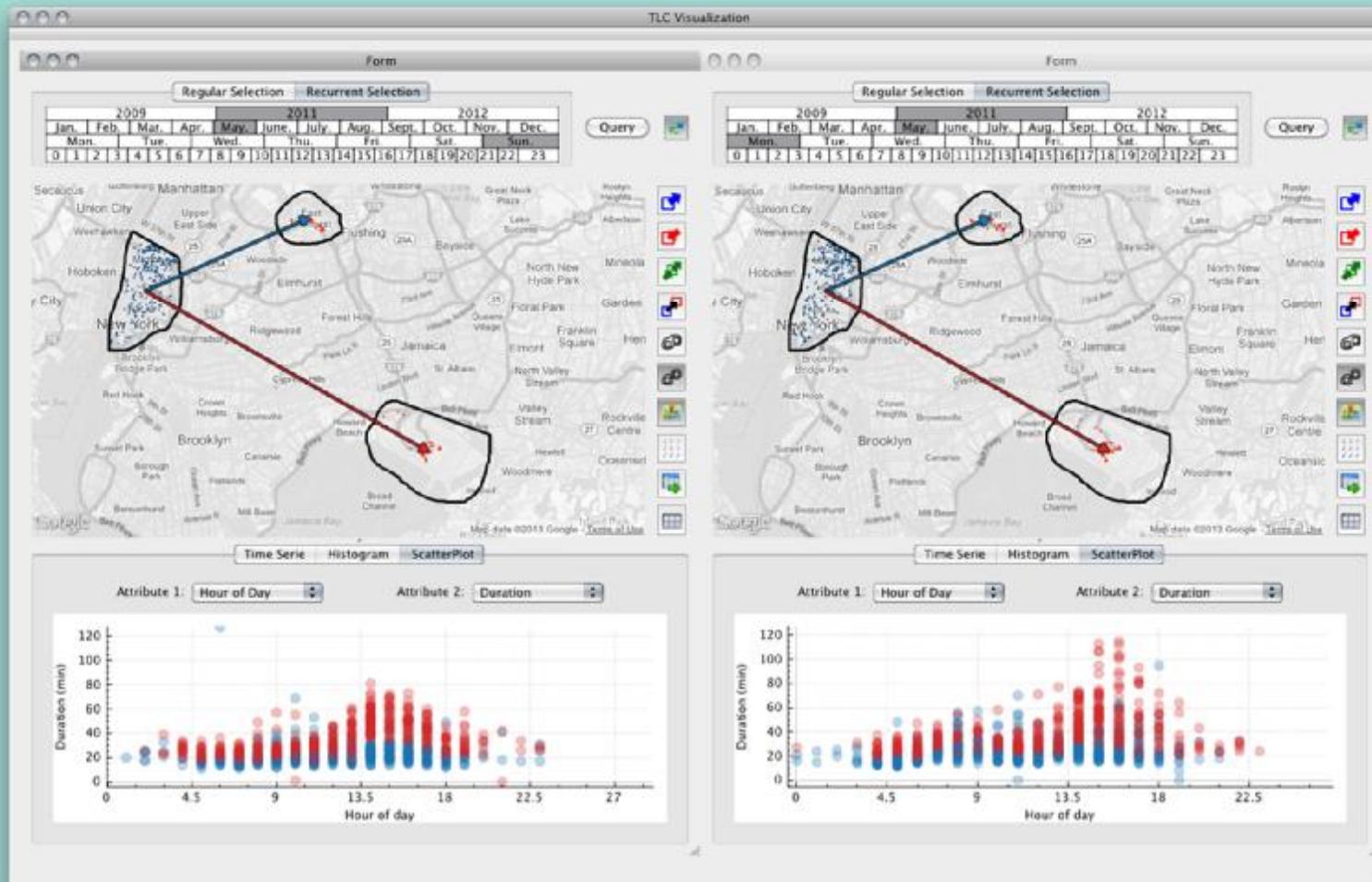


- Taxis are sensors that can provide unprecedented insight into city life: economic activity, human behavior, mobility patterns, ...
  - “How the taxi fleet activity varies during weekdays?”*
  - “What is the average trip time from Midtown to the airports during weekdays?”*
  - “How was activity in Midtown affected during a presidential visit?”*
  - “How did the movement patterns change during Sandy?”*
  - “Where are the popular night spots?”*

# Exploring Urban Data: NYC Taxis

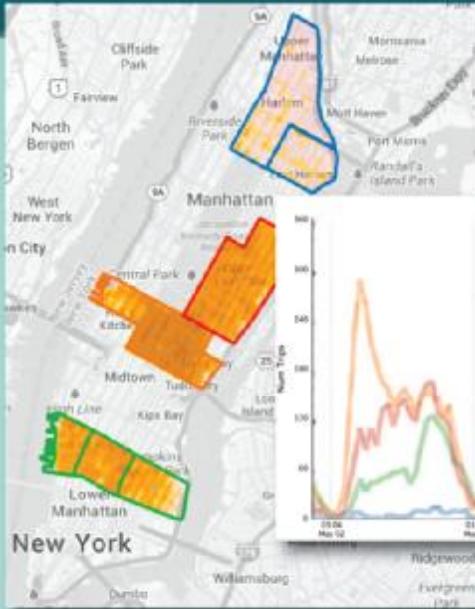


# Looking at NYC Taxi Records

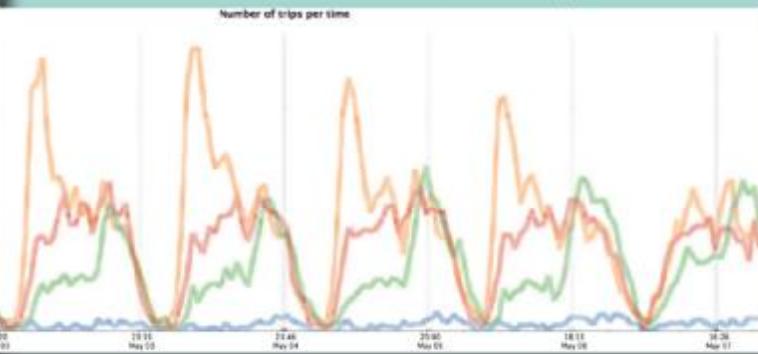


<https://github.com/ViDA-NYU/TaxiVis>

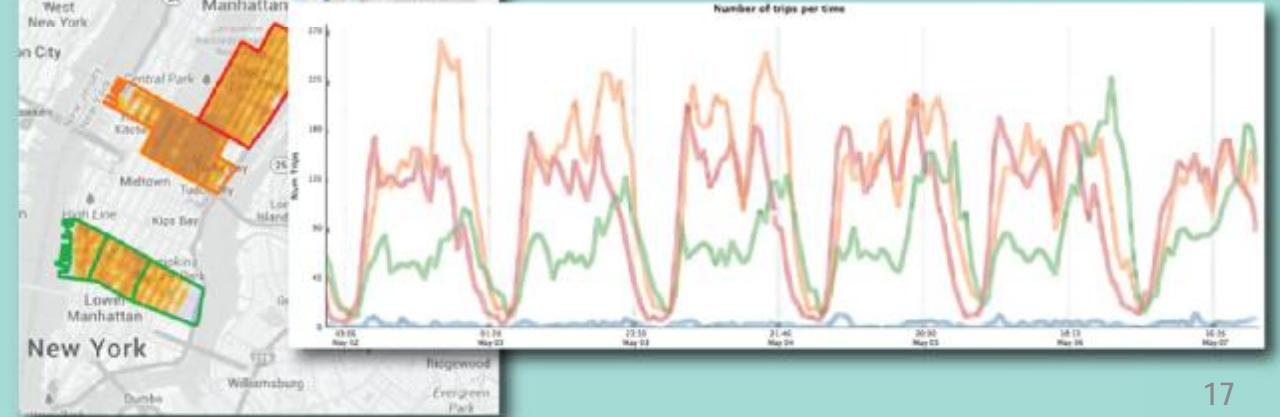
# TaxiVis: Comparing Neighborhoods



*dropoffs*



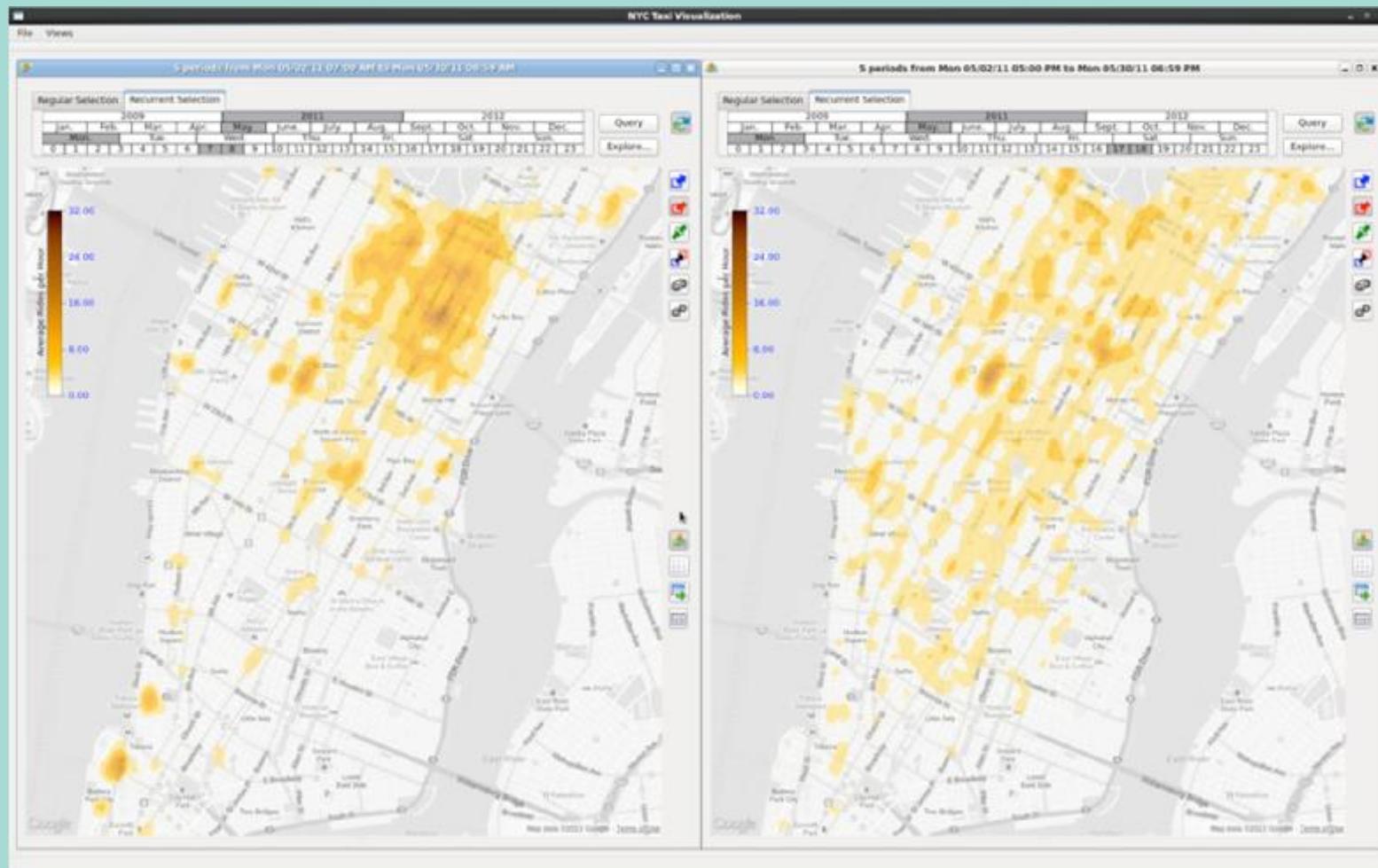
*pickups*



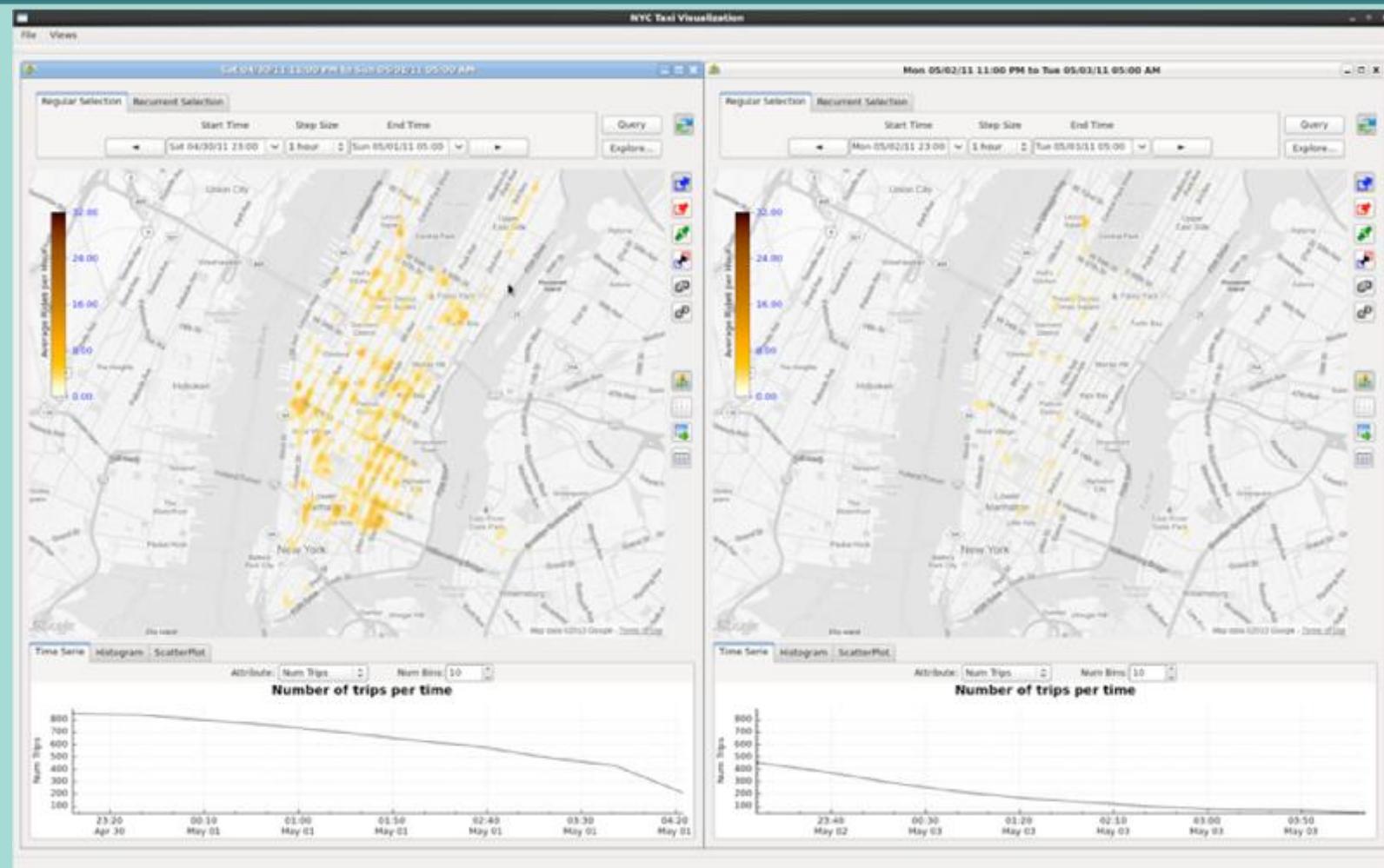
# Time Exploration



# Dropoffs Before vs. After Work



# Night Life Saturday vs. Monday



# A Taxi over 24 hours

DOI: 10.1111/j.14670744.2011.01849.x  
 Eurographics Conference on Visualization (EuroVis) 2011  
 B. Cen, K.-L. Ma, and G. Samaras  
 (Guest Editors)

Exploring Traffic Dynamics in Urban Environments Using Vector-Valued Functions

Jorge Peixoto<sup>1</sup>, Henrique Dantas Ferreira<sup>2</sup>, Hoy T. Vo<sup>3</sup>, John L. D. Coutinho<sup>3</sup>, Juliano Freitas<sup>3</sup>, and Cláudia T. Silveira<sup>3</sup>  
<sup>1</sup> New York University, USA, <sup>2</sup> Instituto de Informática, UFRO, Brazil

**Abstract**  
 The traffic infrastructures greatly impact on the quality of life in urban environments. To optimize this infrastructures, engineers and decision makers need to explore traffic data. In doing so, they face two important challenges: the sparsity of speed sensors that cover 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 road network, they are sparse and do not provide speed information for all segments. We propose a novel approach to propose an efficient traffic model to derive speed and direction information from these data, and show that it provides 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.

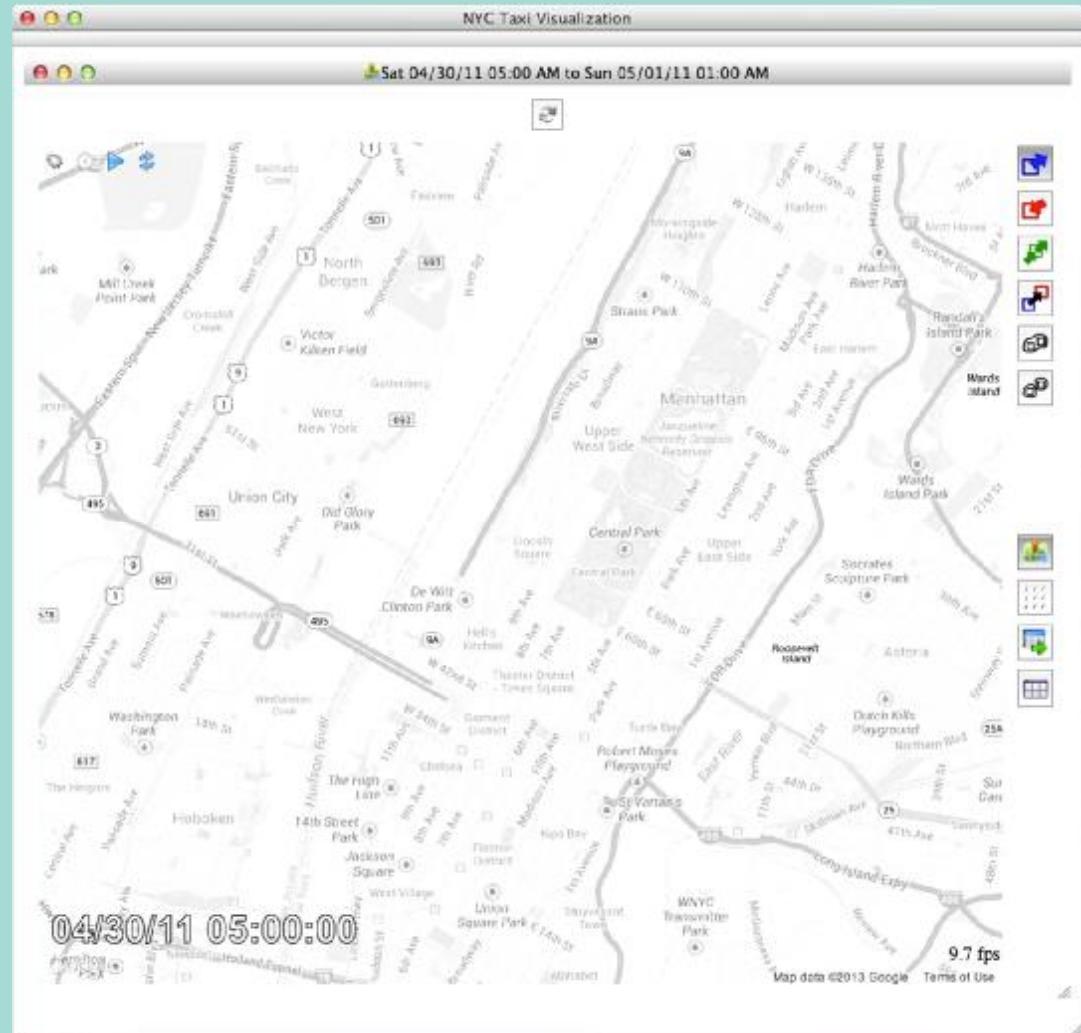
To understand and optimize the traffic infrastructures, urban planners need to capture and analyze traffic patterns. Some studies focus on different parts of the city in different parts of the city. Quantitative parameters to traffic patterns in a city can be broadly categorized as scalar-based and mobility-based tasks. Scalar based questions involve a fixed 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 the analysis of the trajectories of vehicles of the city. These include exploring the flow of vehicles moving traffic, free flowing traffic, and direction of traffic. Additionally, in order to ensure that a proposed change to this infrastructure does not have adverse effects, they should also be able to simulate traffic dynamics under various conditions. But doing so is challenging for many reasons, in particular, the sparsity of traffic data that need to be derived out.

Traffic data is often obtained from traffic cameras or head readers (e.g., E2 pass). 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 sensors are already being used by popular map services such as Google maps and Apple maps to provide real time traffic information. However, these sensors are incomplete and limited to segments of major roads, and hinders the analysis as well as the accuracy of derived models.

While tracking all vehicles is not feasible, it is possible to track an important subset: taxis. Taxis found in many cities are equipped with GPS. Consider, for example, New York City (NYC): 13,000 taxi make, on average, 500,000 trips and carry over 1 million passengers every single day, totaling roughly 170 million trips per year. Given this high passenger rate of trips, large portions of traffic are possible to track and the data can be used to probe vehicles, and taxi movement and travel times are representative of the overall traffic and provides a broad coverage of the city in space and time [2003b,13]. 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](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

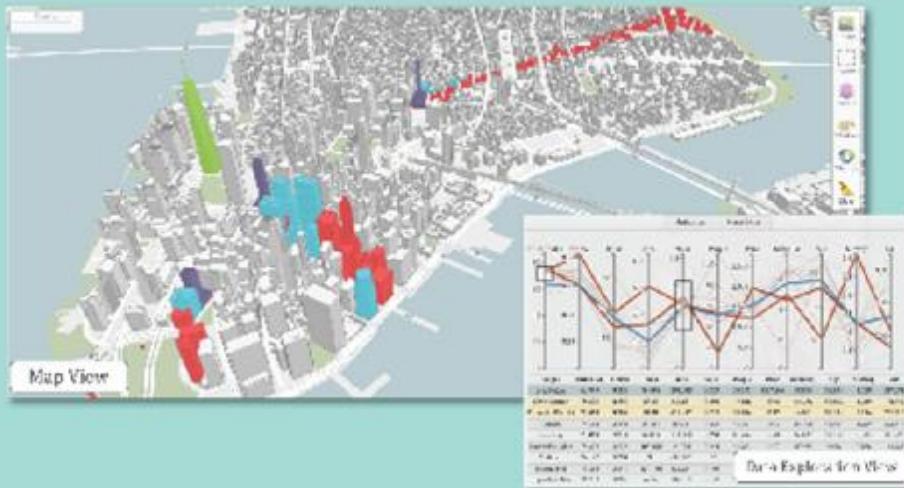
## Crime Analysis in New York City 2006-2015

# Detecting Gentrification with Taxi Patterns in NYC

## Optimizing Walking Paths Based on Interestingness



# Projects with 3D data



[Ferreira et al., IEEE VAST 2015]



23

<https://www.nytimes.com/interactive/2016/12/21/upshot/Mapping-the-Shadows-of-New-York-City.html?mcubz=0>

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



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

# Thank you!

[csilva@nyu.edu](mailto: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](http://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](http://www.nas.edu/EnvisioningDS)

# Building a talent pipeline

Development Program

- Support creation of undergraduate programs
- Blend academic rigor with industry application
- Integrate academic approach to development

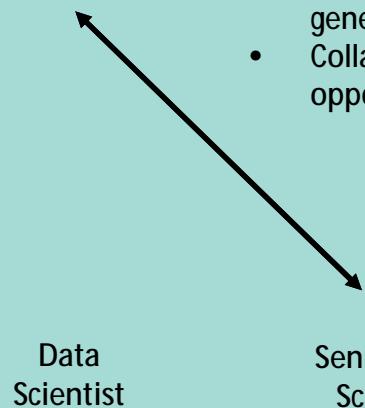
Junior Data Scientist

## Academic Partnerships



Research and Senior Talent

- Senior data science talent generation
- Collaborative research opportunities



Year 1: Portfolio Assembly

- Enroll in MS program
- Participate in 2 projects

Year 2: Communicating Results

- Participate in 2 projects
- Continue course work
- Defend results

Year 3: Leading a Project

- Complete coursework
- Identify problem in business
- Scope and assess value
- Executed with junior member
- Defend project

# Envisioning the **DATA SCIENCE DISCIPLINE**

## The Undergraduate Perspective Incorporating Real-World Applications – Q&A



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



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

# 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

Provide input and learn more  
about the study at  
[www.nas.edu/EnvisioningDS](http://www.nas.edu/EnvisioningDS)