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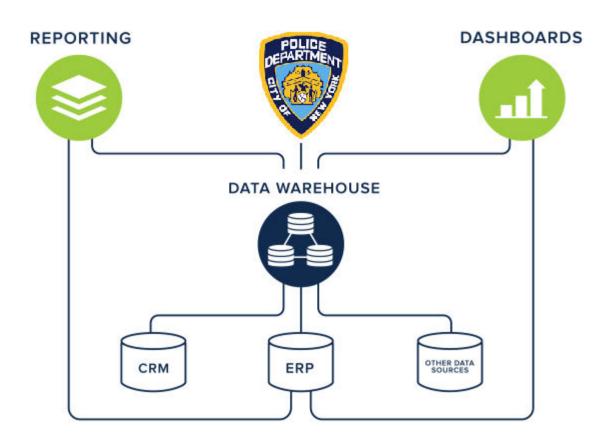
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**CIS 4400 DMWA** 

Group 01

## **NYC Vehicle Collisions Data Warehouse**



### **Introduction**

Our project is in direct cooperation with the NYPD to provide a BI Application for analysis on traffic accidents in NYC. Our enterprise business process revolves around helping the NYC government analyze vehicle collision data in conjunction with weather data from 2013 - 2015 to find potential solutions to reduce traffic accidents. Our core business function is to incorporate the data on NYC vehicle collisions with weather and temperature data to create a data warehouse for analytical purposes.

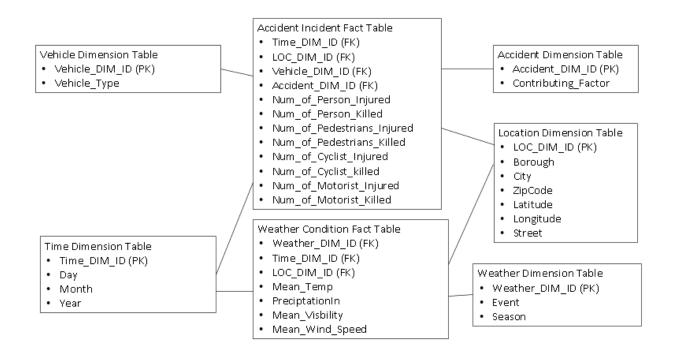
We are using two different data sources: NYPD Motor Vehicle Collisions Data and NYC weather data. The NYPD Motor Vehicle Collisions Data is available online on the NYC open data website and the NYC weather data is available to download from github. The links are provided below. The collisions data provides sufficient information on all police recorded accidents during the two years such as vehicle type and contribution factor. The weather data lists the weather and temperature for each day during the two years for the entire city. We cleaned the datasets to remove any blank cells to avoid bad data and then created a separate ID field for the ETL step. We also fixed up errors such as <br/>br> tags inappropriately located in some cells.

#### Data Sources:

https://data.cityofnewyork.us/Public-Safety/NYPD-Motor-Vehicle-Collisions/h9gi-nx95

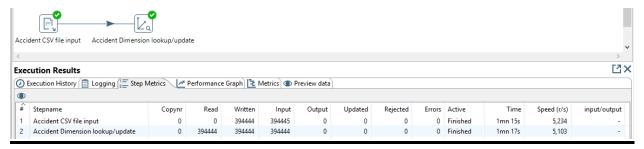
https://github.com/zonination/weather-us/blob/master/nyc.csv

## **Dimensional Model Diagram**

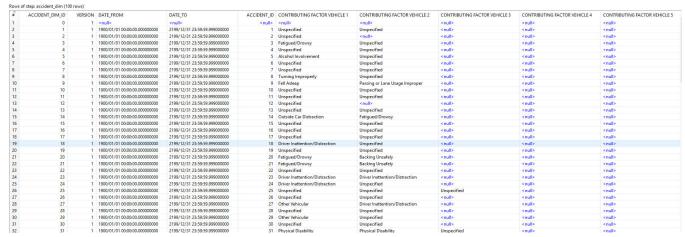


## **ETL Processes**

### **Accident Dimension**

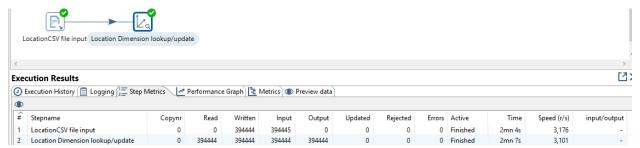


Caption: This is the accident dimension table transformation.

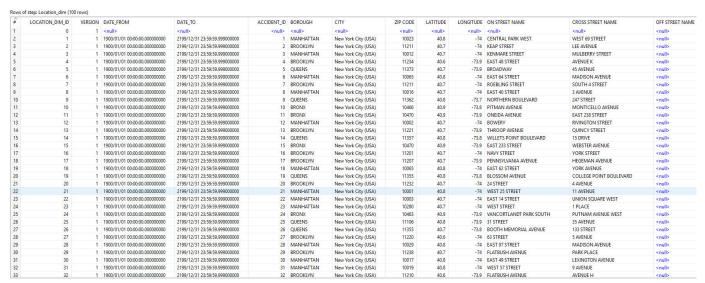


Caption: This is the accident dimension table preview.

#### **Location Dimension**

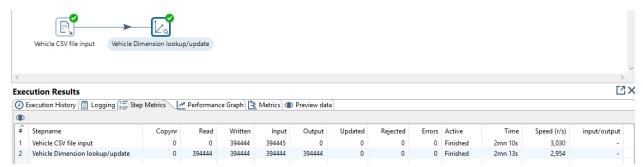


Caption: This is the location dimension table transformation



Caption: This is the location dimension table preview

#### **Vehicle Dimension**

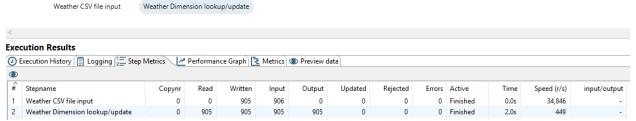


Caption: This is the vehicle dimension table transformation

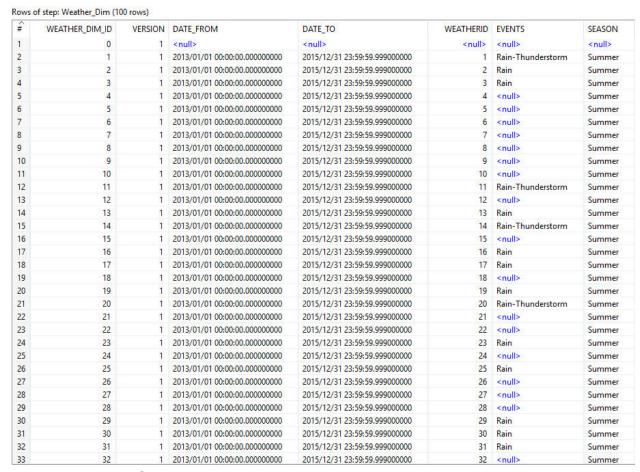


Caption: This is the vehicle dimension table preview

#### **Weather Dimension**

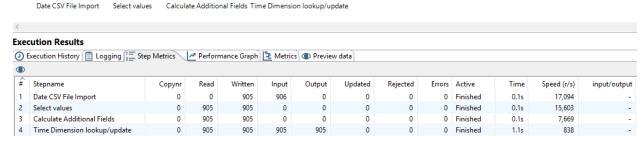


Caption: This is the weather dimension table transformation



Caption: This is the weather dimension table preview

#### **Time Dimension**

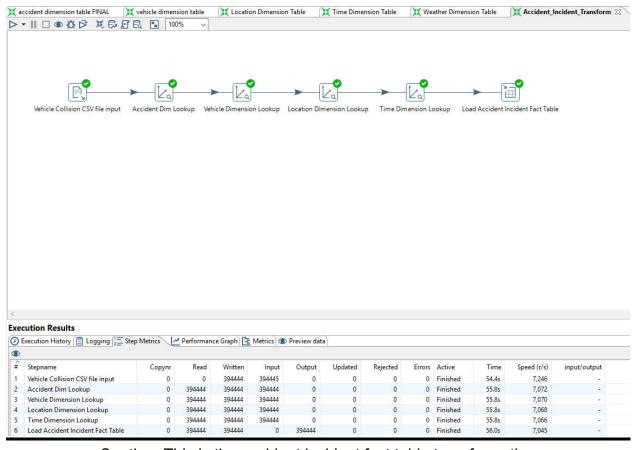


Caption: This is the time dimension table transformation

#	TIME_DIM_ID	VERSION	DATE_FROM	DATE_TO	DATE	DAY_OF_YEAR	MONTH	YEAR	MONTH_NAME	DAY_OF_WEEK_NAME
1	0	1	<null></null>	<null></null>	<null></null>	<null></null>	<null></null>	<null></null>	<null></null>	<null></null>
	1	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/10 00:00:00.0000000000	191.0	7.0	2013.0	July	Wednesday
	2	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/11 00:00:00.0000000000	192.0	7.0	2013.0	July	Thursday
	3	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/12 00:00:00.0000000000	193.0	7.0	2013.0	July	Friday
	4	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/13 00:00:00.0000000000	194.0	7.0	2013.0	July	Saturday
	5	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/14 00:00:00.0000000000	195.0	7.0	2013.0	July	Sunday
	6	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/15 00:00:00.0000000000	196.0	7.0	2013.0	July	Monday
	7	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/16 00:00:00.0000000000	197.0	7.0	2013.0	July	Tuesday
	8	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/17 00:00:00.0000000000	198.0	7.0	2013.0	July	Wednesday
0	9	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/18 00:00:00.0000000000	199.0	7.0	2013.0	July	Thursday
1	10	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/19 00:00:00.0000000000	200.0	7.0	2013.0	July	Friday
2	11	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/20 00:00:00.0000000000	201.0	7.0	2013.0	July	Saturday
3	12	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/21 00:00:00.0000000000	202.0	7.0	2013.0	July	Sunday
1	13	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/22 00:00:00.0000000000	203.0	7.0	2013.0	July	Monday
5	14	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/23 00:00:00.0000000000	204.0	7.0	2013.0	July	Tuesday
5	15	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/24 00:00:00.0000000000	205.0	7.0	2013.0	July	Wednesday
7	16	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/25 00:00:00.0000000000	206.0	7.0	2013.0	July	Thursday
3	17	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/26 00:00:00.0000000000	207.0	7.0	2013.0	July	Friday
9	18	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/27 00:00:00.0000000000	208.0	7.0	2013.0	July	Saturday
)	19	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/28 00:00:00.0000000000	209.0	7.0	2013.0	July	Sunday
1	20	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/29 00:00:00.0000000000	210.0	7.0	2013.0	July	Monday
2	21	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/30 00:00:00.0000000000	211.0	7.0	2013.0	July	Tuesday
3	22	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/07/31 00:00:00.0000000000	212.0	7.0	2013.0	July	Wednesday
4	23	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/01 00:00:00.0000000000	213.0	8.0	2013.0	August	Thursday
5	24	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/02 00:00:00.0000000000	214.0	8.0	2013.0	August	Friday
5	25	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/03 00:00:00.0000000000	215.0	8.0	2013.0	August	Saturday
	26	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/04 00:00:00.0000000000	216.0	8.0	2013.0	August	Sunday
	27	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/05 00:00:00.0000000000	217.0	8.0	2013.0	August	Monday
	28	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/06 00:00:00.0000000000	218.0	8.0	2013.0	August	Tuesday
)	29	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/07 00:00:00.0000000000	219.0	8.0	2013.0	August	Wednesday
	30	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/08 00:00:00.0000000000	220.0	8.0	2013.0	August	Thursday
2	31	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/09 00:00:00.0000000000	221.0	8.0	2013.0	August	Friday
3	32	1	1900/01/01 00:00:00.0000000000	2199/12/31 23:59:59.999000000	2013/08/10 00:00:00.0000000000	222,0	8.0	2013.0	August	Saturday

Caption: This is the time dimension table preview

### **Accident Incident Fact Table**



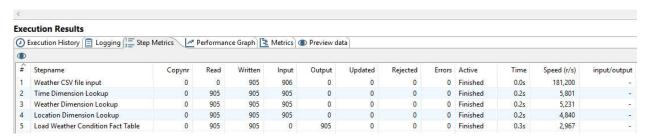
Caption: This is the accident incident fact table transformation



Caption: This is the accident incident fact table preview

### **Weather Condition Fact Table**



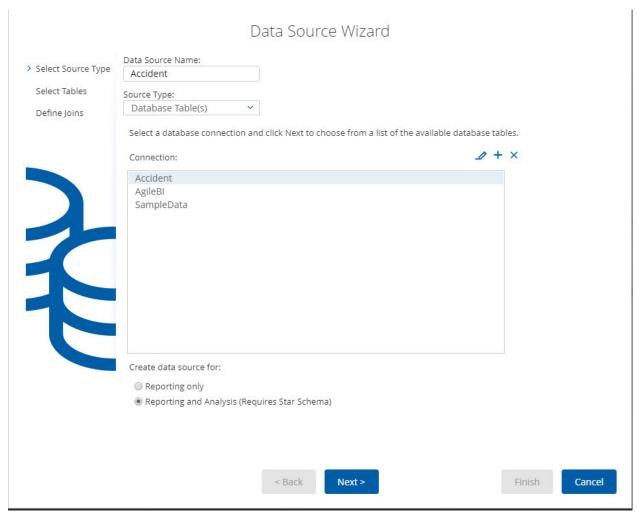


Caption: This is the weather condition fact table transformation

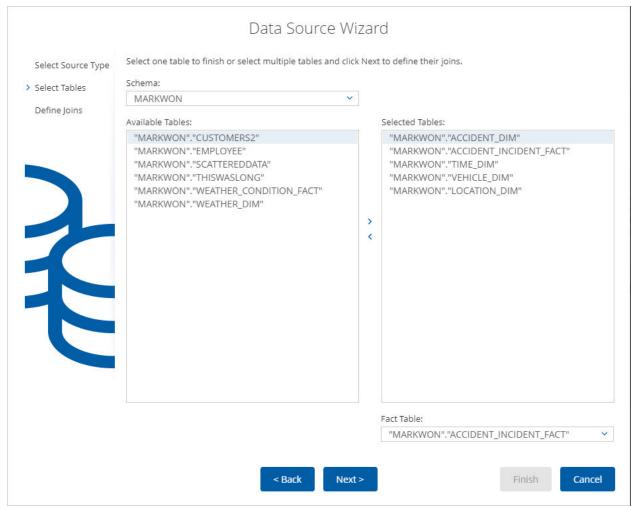
Mean.Wind.SpeedMPI	Mean.VisibilityMiles	PRECIPITATIONIN	Mean.TemperatureF	LOCATION_DIM_ID	TIME_DIM_ID	WEATHER_DIM_ID	WEATHERID	#
9	9	0.1	79	1	1	0	1	1
	10	0	81	1	2	0	2	2
12	8	0.3	75	1	3	0	3	3
8	8	0	78	1	4	0	4	4
11	9	0	81	1	5	0	5	5
	10	0	87	1	6	0	6	6
11	10	0	87	1	7	0	7	7
	10	0	87	1	8	0	8	8
9	10	0	89	1	9	0	9	9
12	8	0	88	1	10	0	10	10
14	9	0	87	1	11	0	11	11
8	10	0	82	1	12	0	12	12
	9	0.1	80	1	13	0	13	13
11	9	0.4	80	1	14	0	14	14
11	10	0	79	1	15	0	15	15
13	10	0	67	1	16	0	16	16
11	10	0	74	1	17	0	17	17
8	10	0	75	1	18	0	18	18
8	9	0.1	73	1	19	0	19	19
9	10	0	78	1.	20	0	20	20
9	10	0	76	1	21	0	21	21
8	10	0	75	1	22	0	22	22
10	9	0.7	73	1	23	0	23	23
10	10	0	77	1	24	0	24	24
1	10	0	74	1	25	0	25	25
- 11	10	0	75	1	26	0	26	26
11	10	0	72	1	27	0	27	27
9	10	0	72	1	28	0	28	28
1	10	0	75	1	29	0	29	29
14	9	0.7	76	1	30	0	30	30
13	7	0	78	1	31	0	31	31
10	10	0	78	1	32	0	32	32
8	10	0	74	1	33	0	33	33
	9	0.5	75	1	34	0	34	34
(	7	0.7	73	1	35	0	35	35
17	10	0	69	1	36	0	36	36
10	10	0	69	1	37	0	37	37
	10	0	71	1	38	0	38	38
	10	0	72	1	39	0	39	39
4	10	0	72	1	40	0	40	40
11	10	0	72	1	41	0	41	41

Caption: This is the weather condition fact table preview

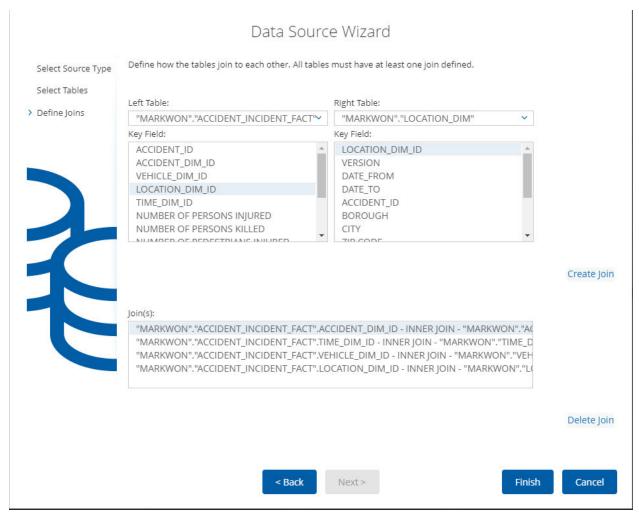
## **Final Schema**



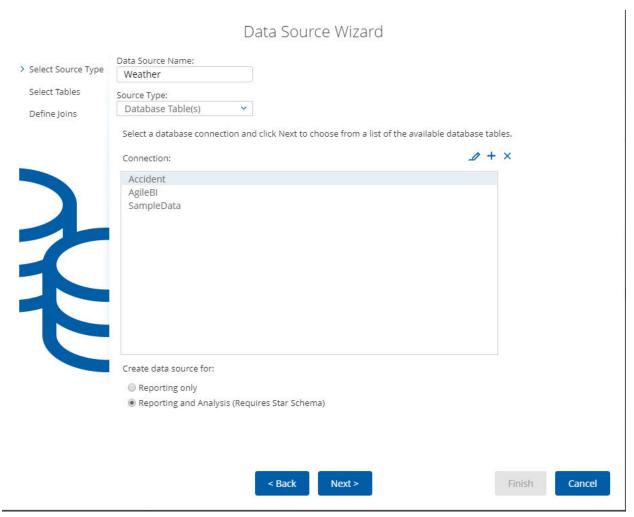
Caption: Starting the creation of the Accident Incident Fact Cube



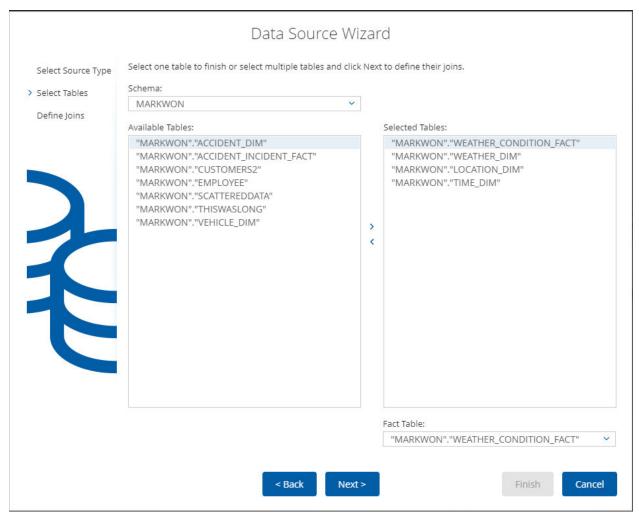
Caption: Selecting Tables Relating to the Accident Incident Fact Cube



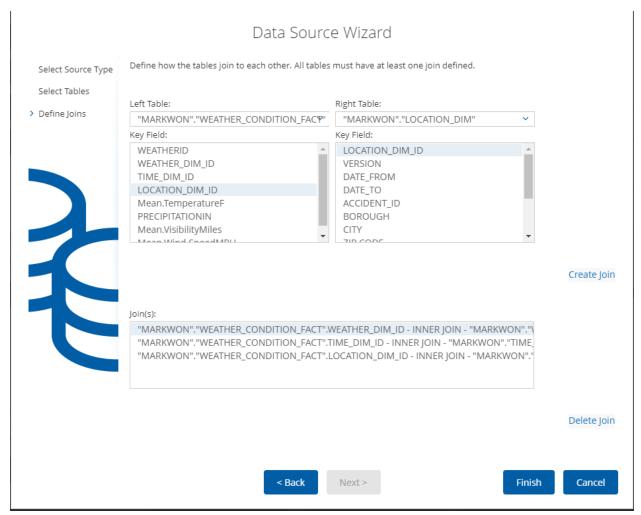
Caption: Creating the Join statements to complete the cube



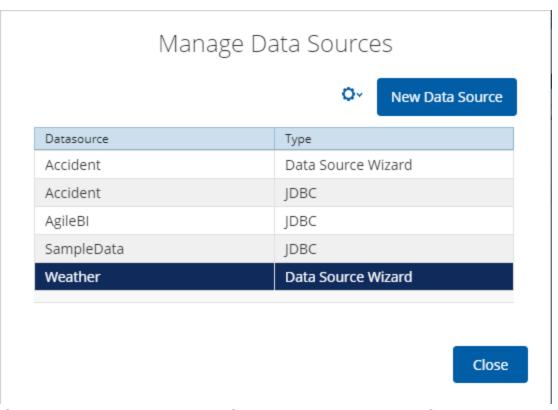
Caption: Starting the creation of the Weather Condition Fact Cube



Caption: Selecting Tables Relating to the Weather Condition Fact Cube



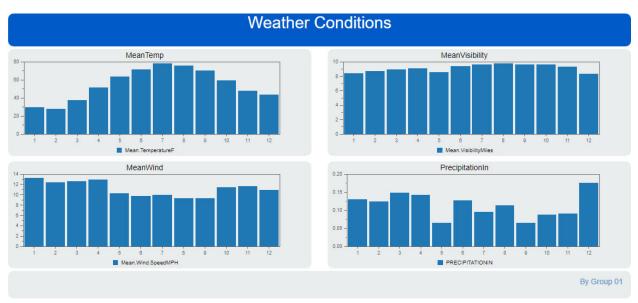
Caption: Creating the Join statements to complete the cube



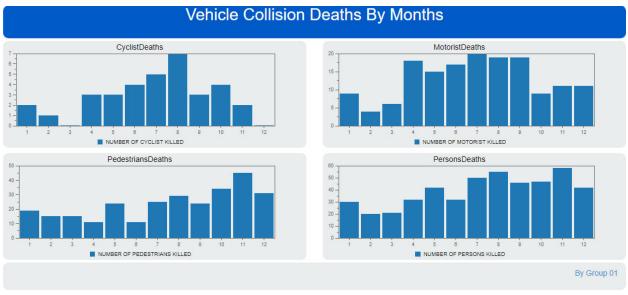
Caption: Weather and Accident Cube created and Accident Connection made

We used the Pentaho CDE to create our cubes and used the oracle connection to connect to the CDE.

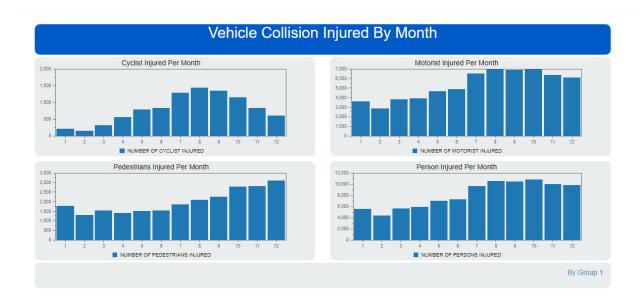
# **Dashboard Application**



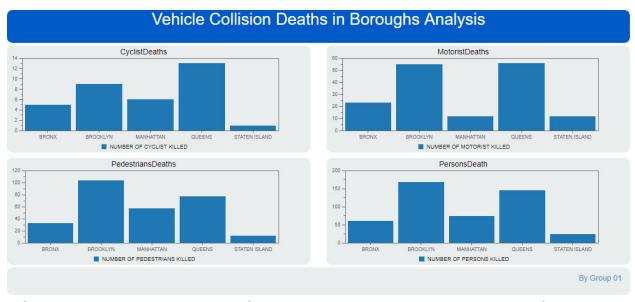
Caption: This shows the average temperature, visibility, wind speed, and precipitation per month from 2013-2015



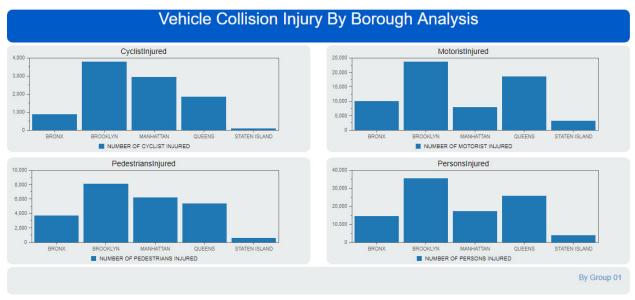
Caption: This shows the sums of the vehicle collisions that resulted in deaths for cyclists, motorists, and pedestrians per month from 2013-2015



Caption: This shows the sums of the vehicle collisions that resulted in injuries for cyclists, motorists, and pedestrians per month from 2013-2015



Caption: This shows the sums of vehicle collisions that resulted in deaths for cyclists, motorists, and pedestrians by boroughs from 2013-2015



Caption: This shows the sums of vehicle collisions that resulted in injuries for cyclists, motorists, and pedestrians by boroughs from 2013-2015

#### **Analysis**

By comparing the weather dashboard with the vehicle collision dashboards, we were able to find a specific correlation between the two datasets. For example there is a positive correlation between mean temperature and vehicle collisions that resulted in deaths for both cyclists and motorists (Higher mean temperature resulted in more frequent deaths). Another analysis shows that there is a negative correlation between mean wind speed and vehicle collision that resulted in deaths for motorists. This shows that on days with a high mean wind speed, motorists should ride with caution.

When analyzing the deaths in boroughs, we found that most vehicle collision deaths occured in Brooklyn and Queens while Staten Island had the lowest death occurrence. When picking a place to live in New York City, it may be a good idea for those with a high priority in vehicle safety to live in Staten Island to minimize your chance of death in vehicular accidents.

When analyzing the injuries by boroughs, we found that Brooklyn had the highest number of accidents and Staten Island had the least. As noted in the death analysis, Staten Island appears to be the safest borough in NYC and would require the least government attention while Brooklyn should have a heavier focus on traffic safety and control.