

Uncertainty intervals

SIADS 542: Presenting uncertainty – Week 2, Lecture 2

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Today

We've seen how to formally describe
continuous uncertainty encodings

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continuous uncertainty encodings

Let's look at uncertainty intervals

Let's return to the bus tracking scenario

ERE?

ing to this bus stop.
ing number of buses serving this stop in
et, to provide more room for pedestrians

portation/transit.htm



e and Bell Street shows a recently expanded
t you will find here next year.



SONY

28

BROADVIEW
FREMONT
11:09 - on time

5

[Viriyincy, <https://flic.kr/p/arBfvb>]

16

NORTHGATE
WALLINGFORD
11:10 - on time

6

358E

AURORA VILLAGE
VIA AURORA AVE N
11:12 - on time

8

120

DOWNTOWN
SEATTLE WHITE
CENTER
11:15 - 6 min delay

11

5

NORTHGATE
GREENWOOD
11:17 - 3 min delay

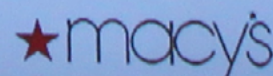
13

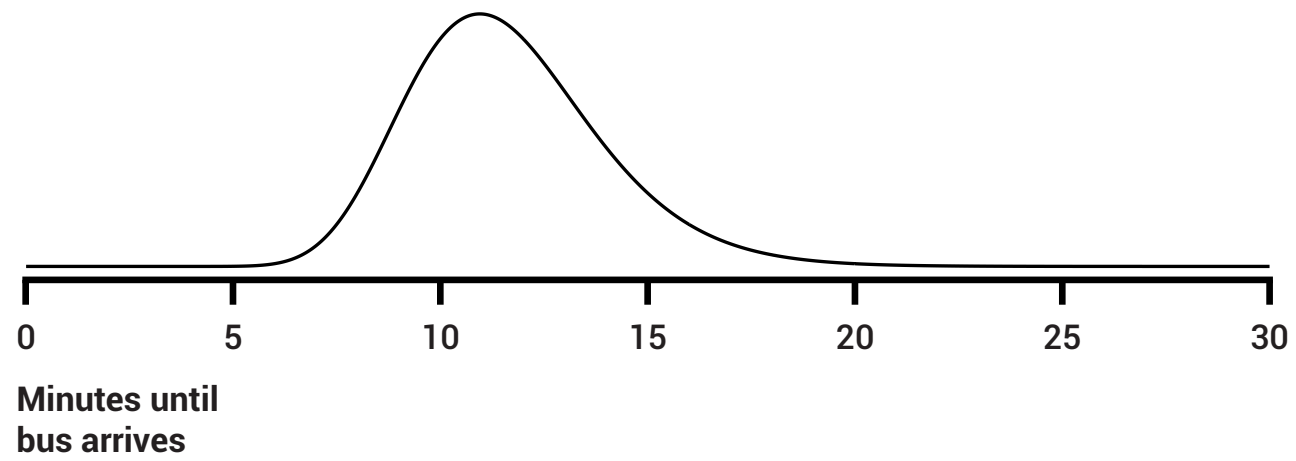
Be advised:

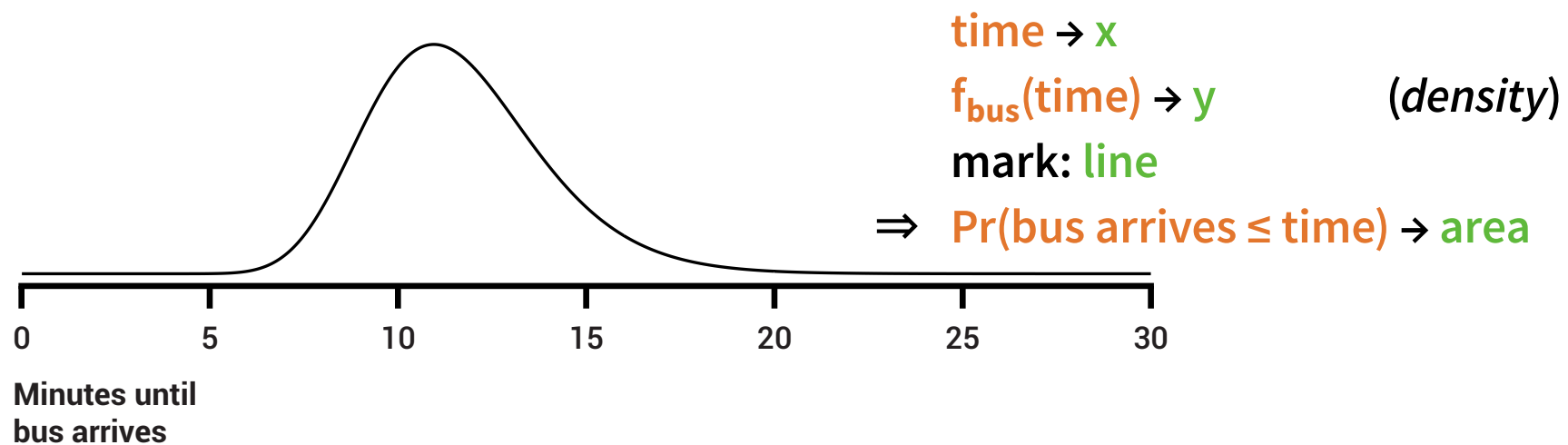
Bus arrival estimates are based on the best available information but actual times will vary.
Traffic and other conditions can affect the accuracy of this information.

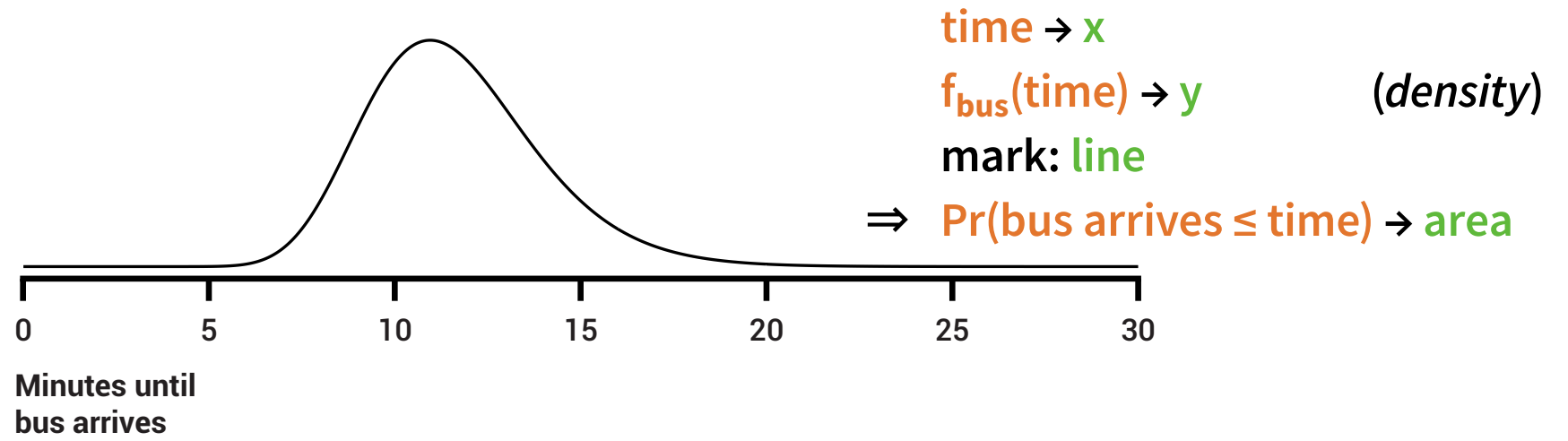
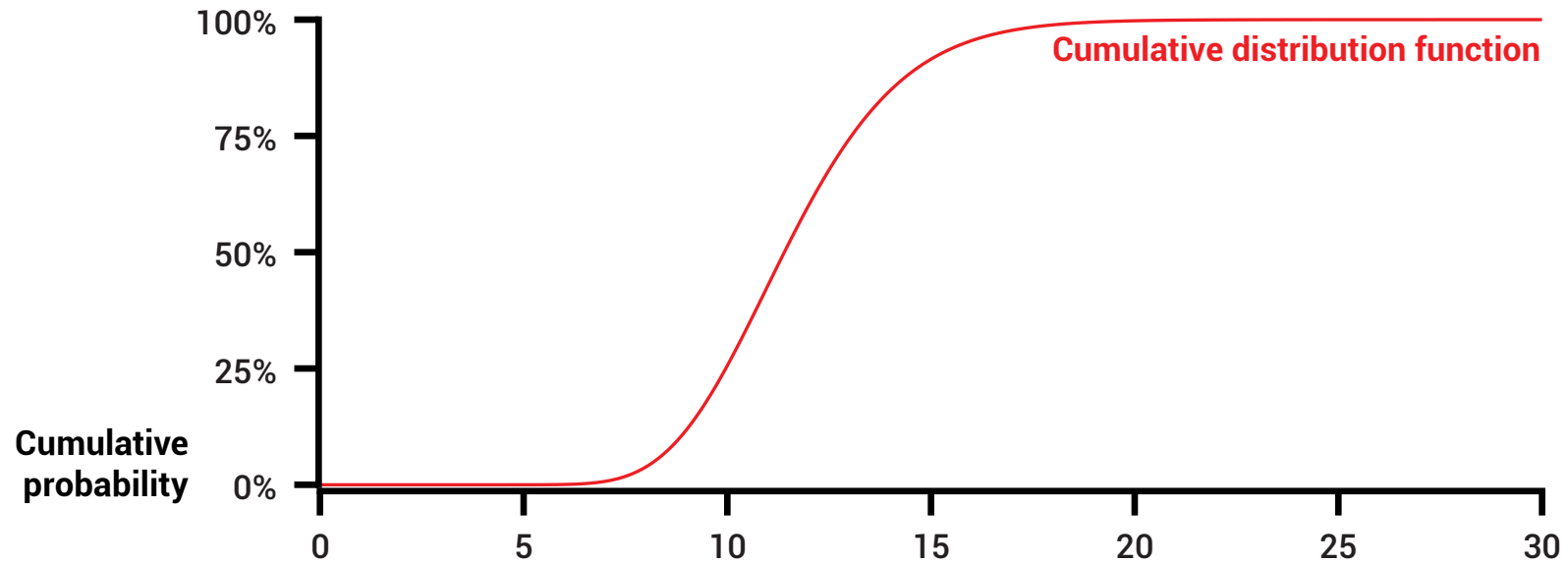


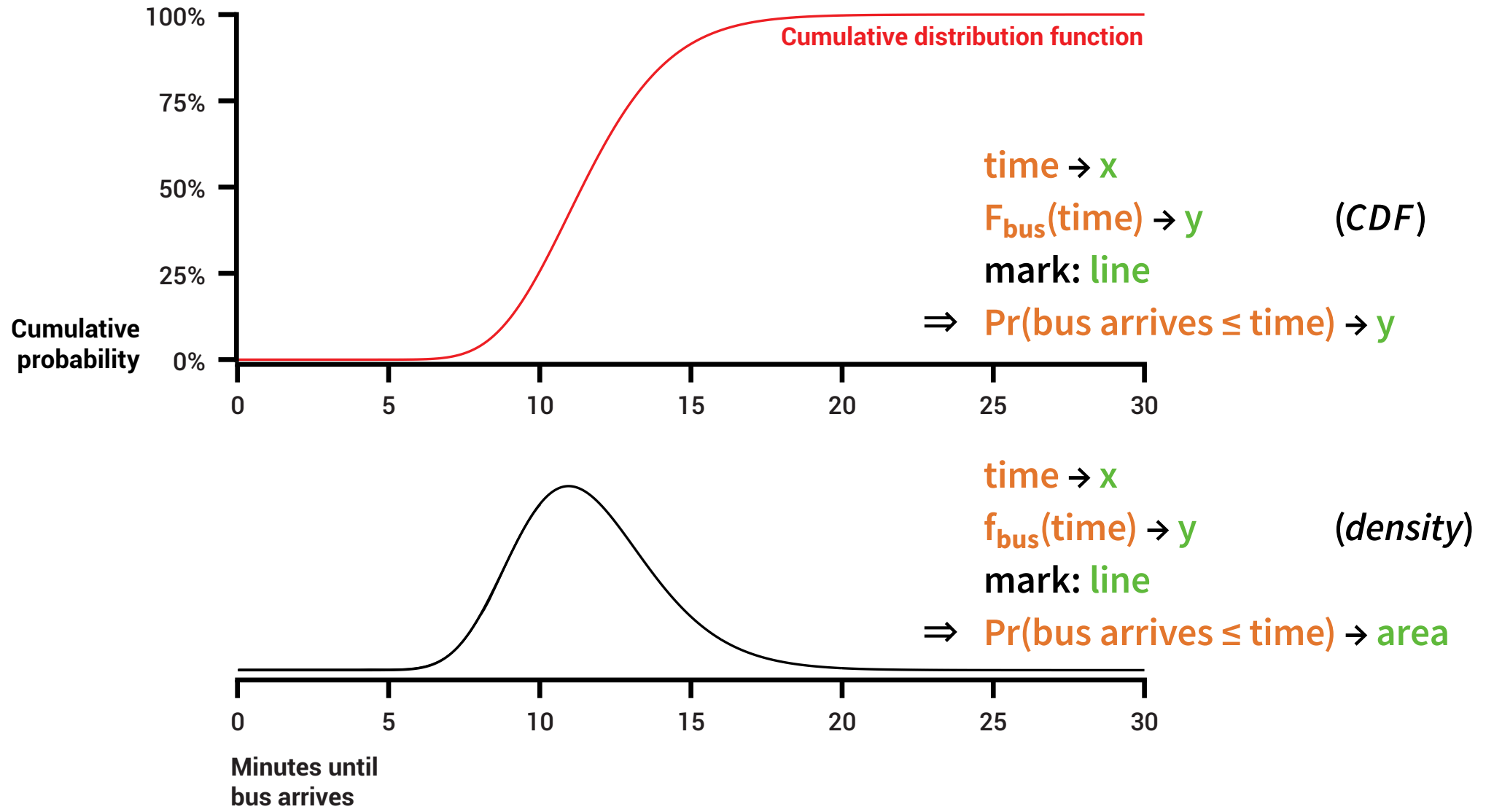
OneBusAway

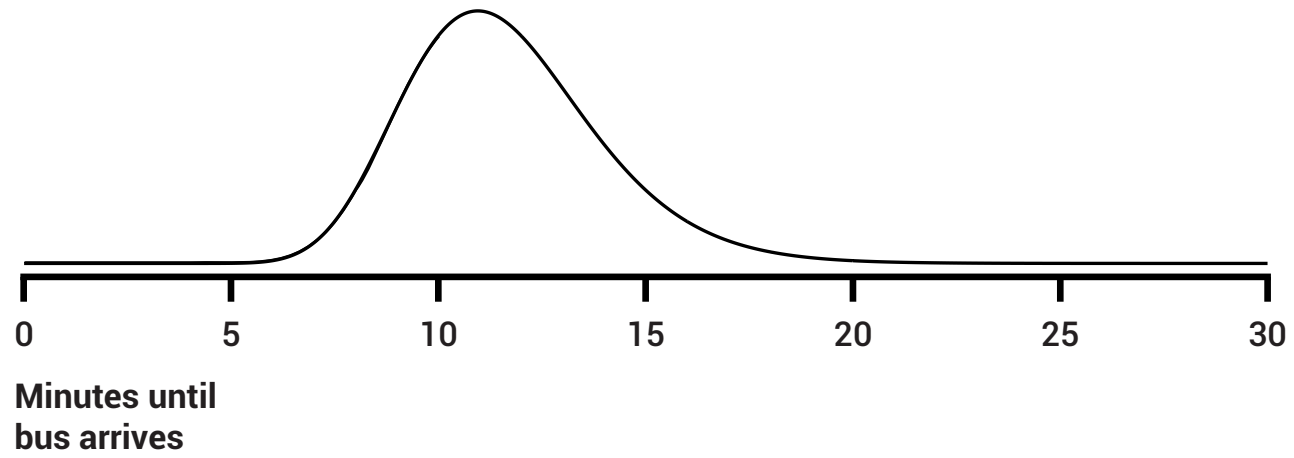
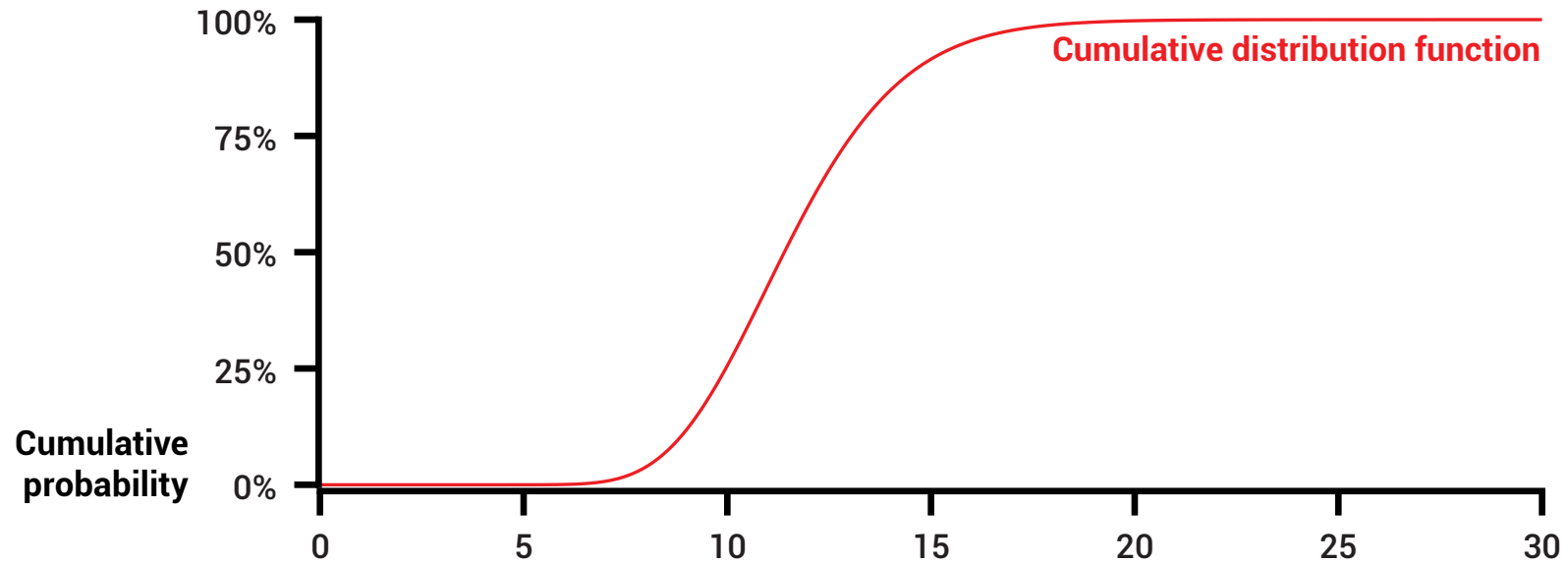


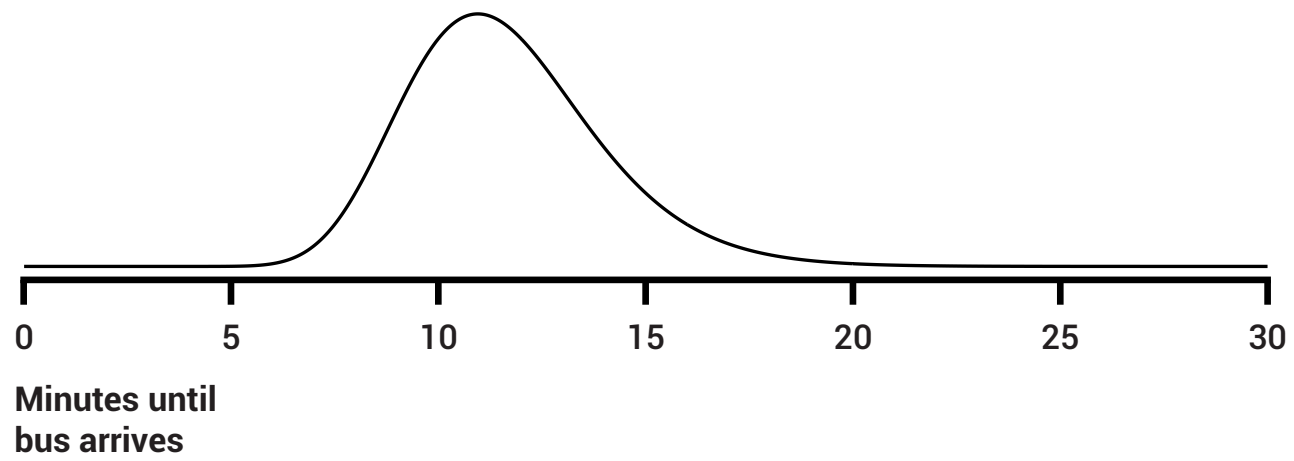
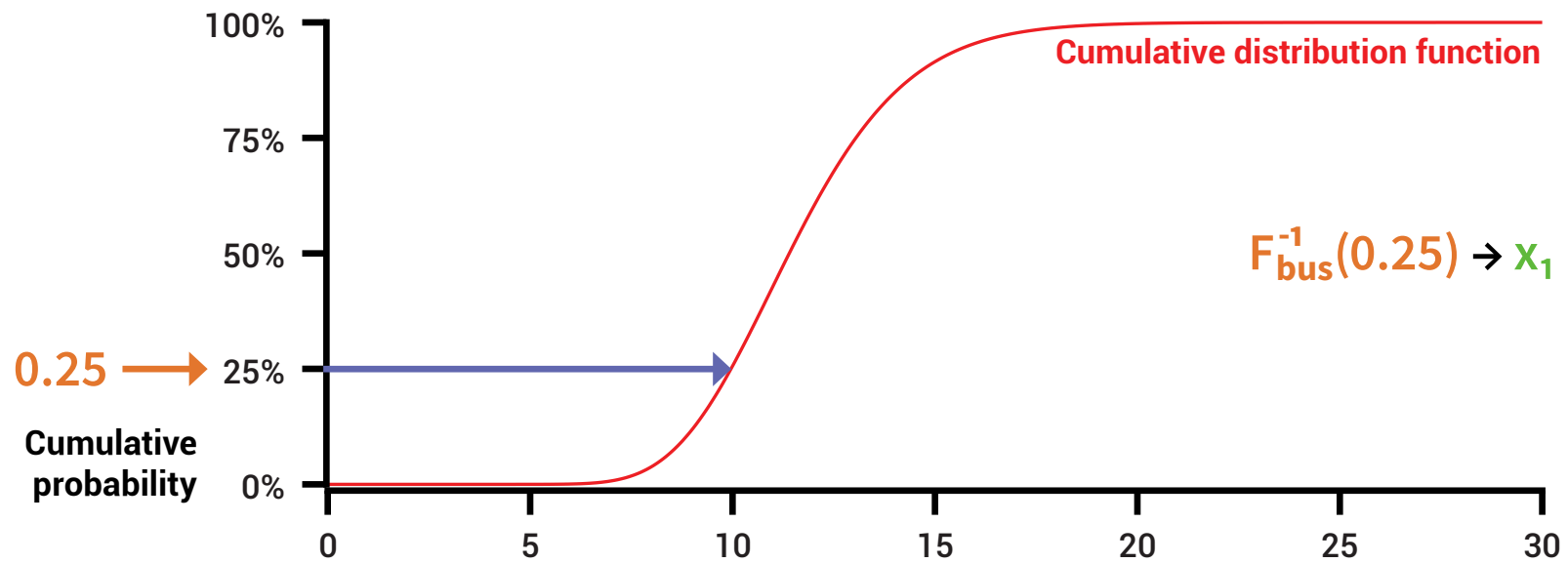


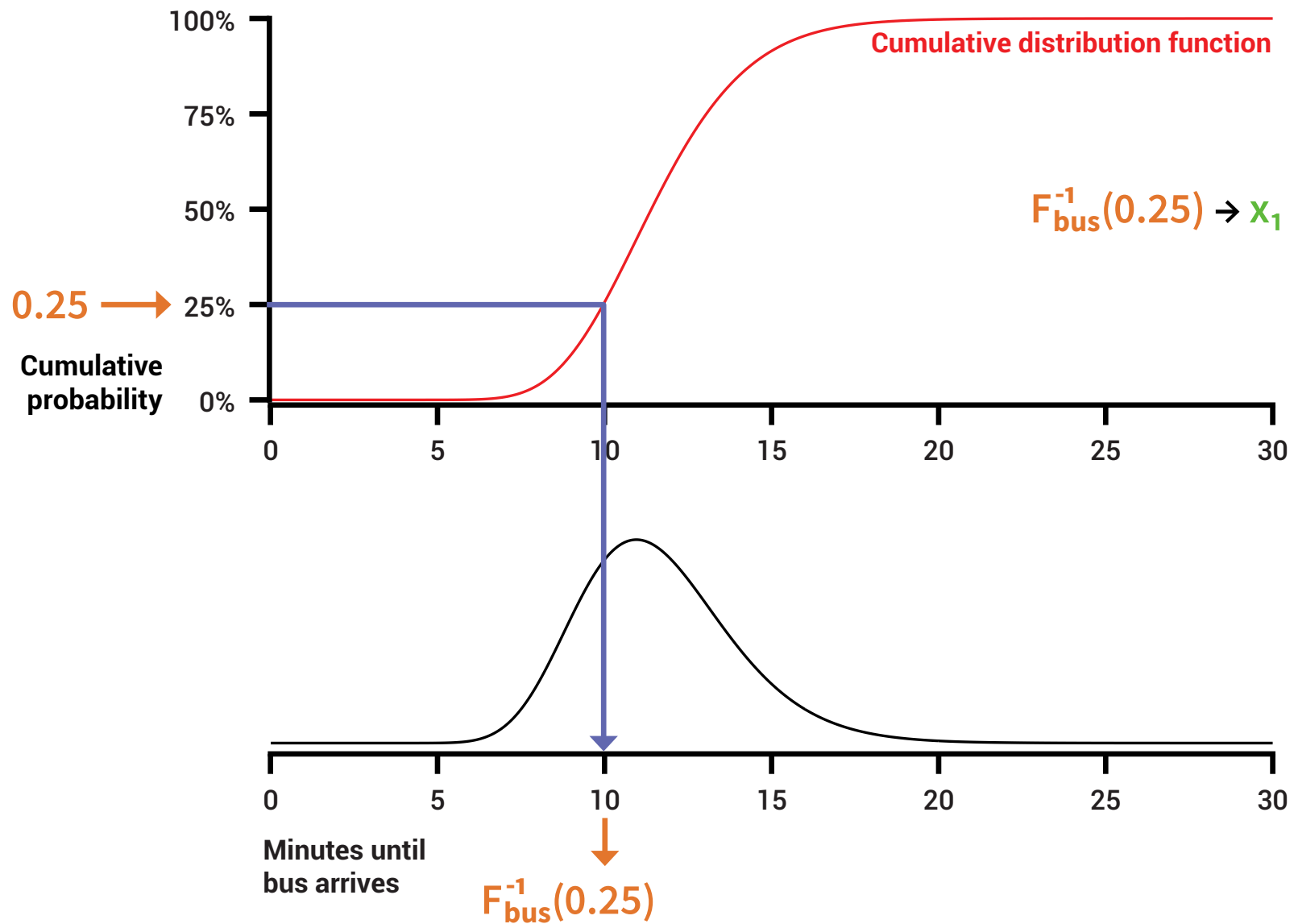


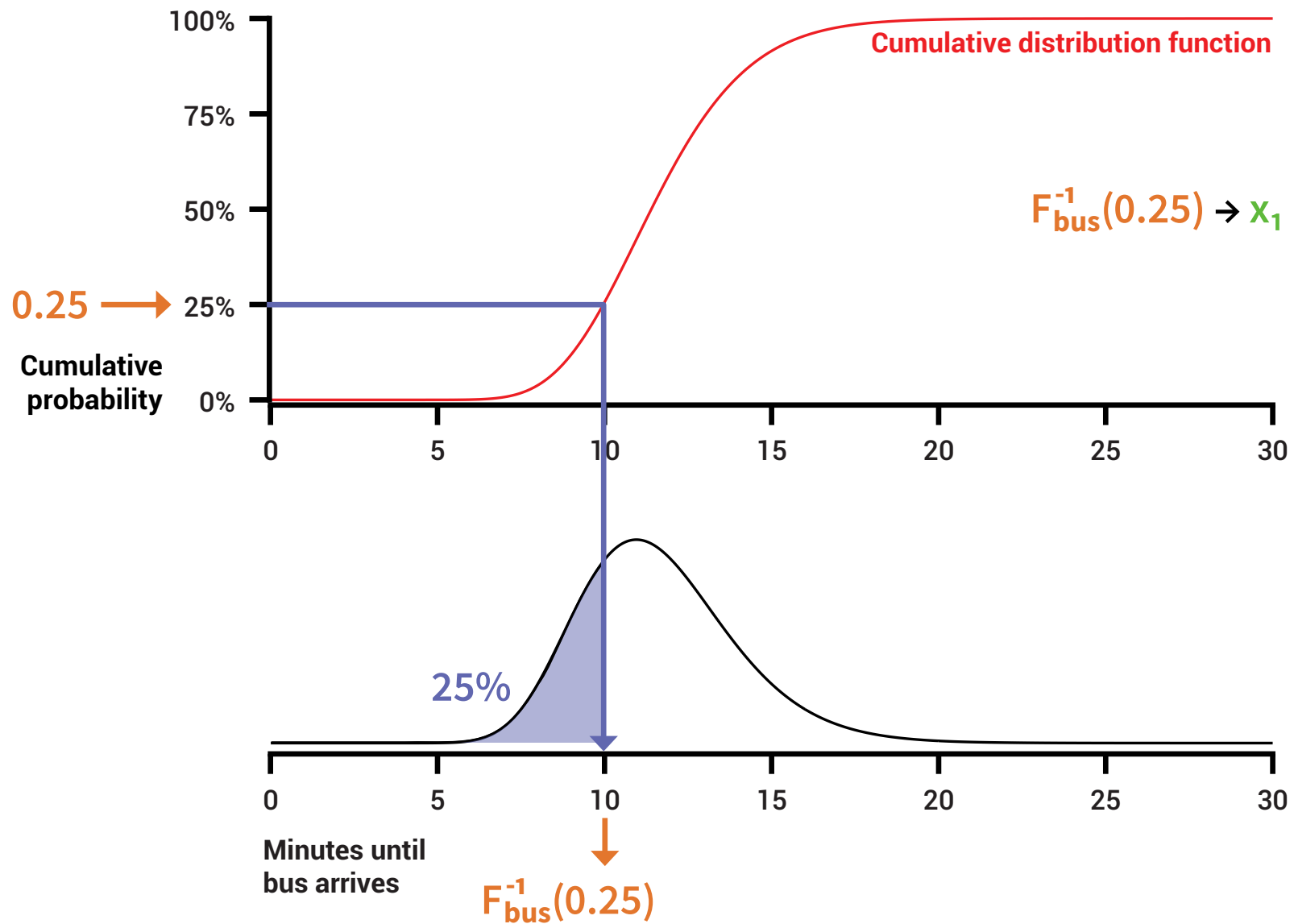


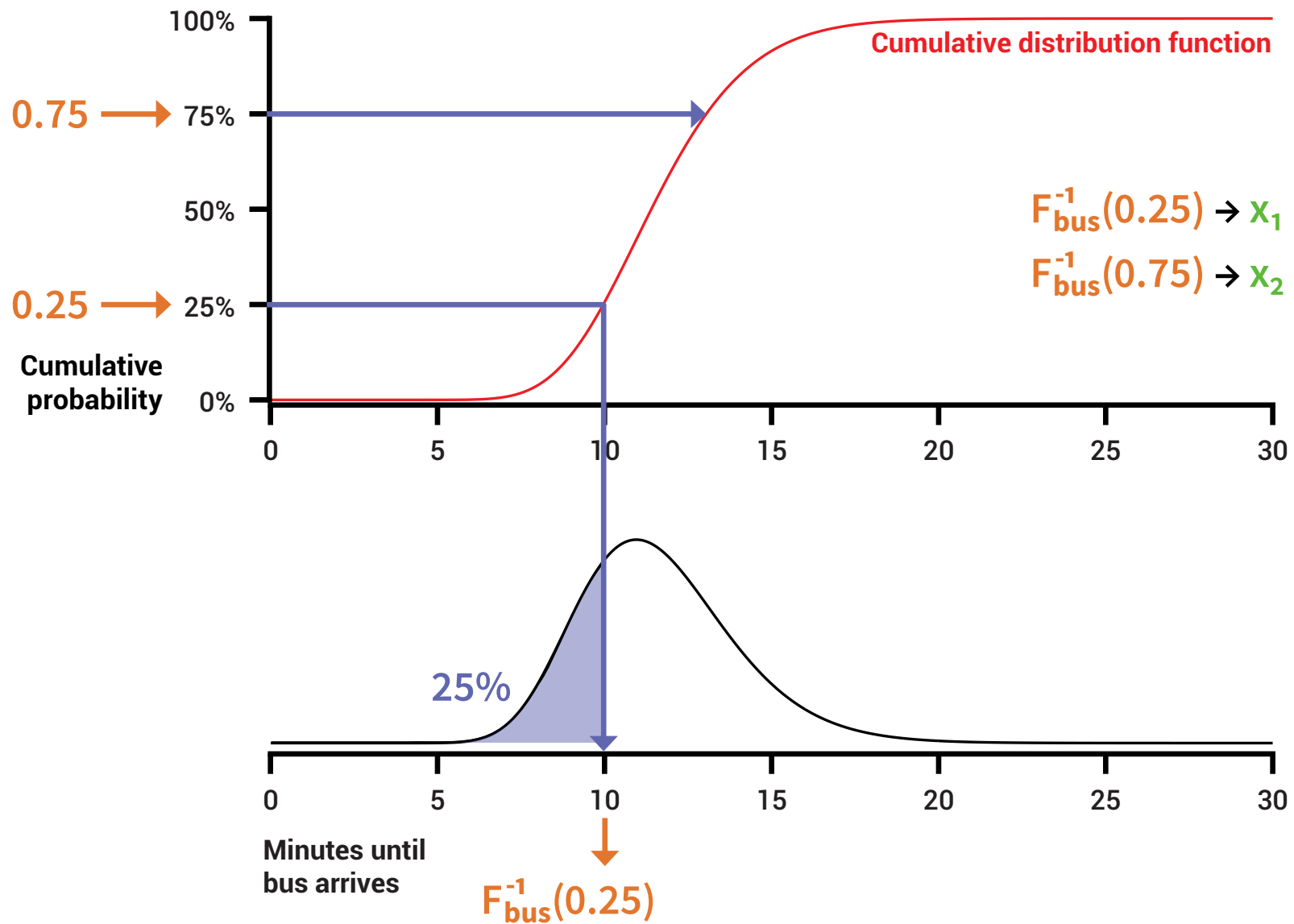


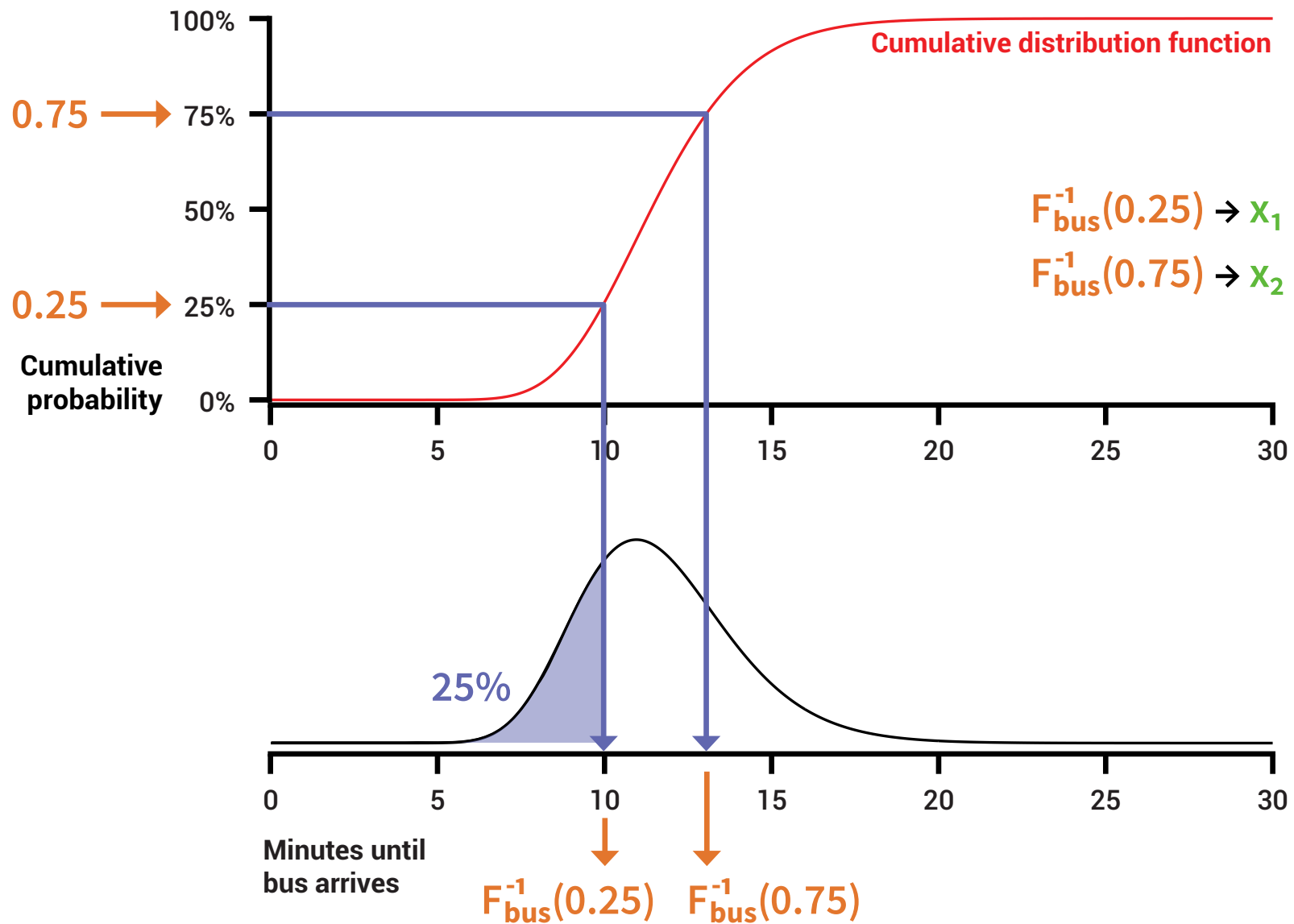


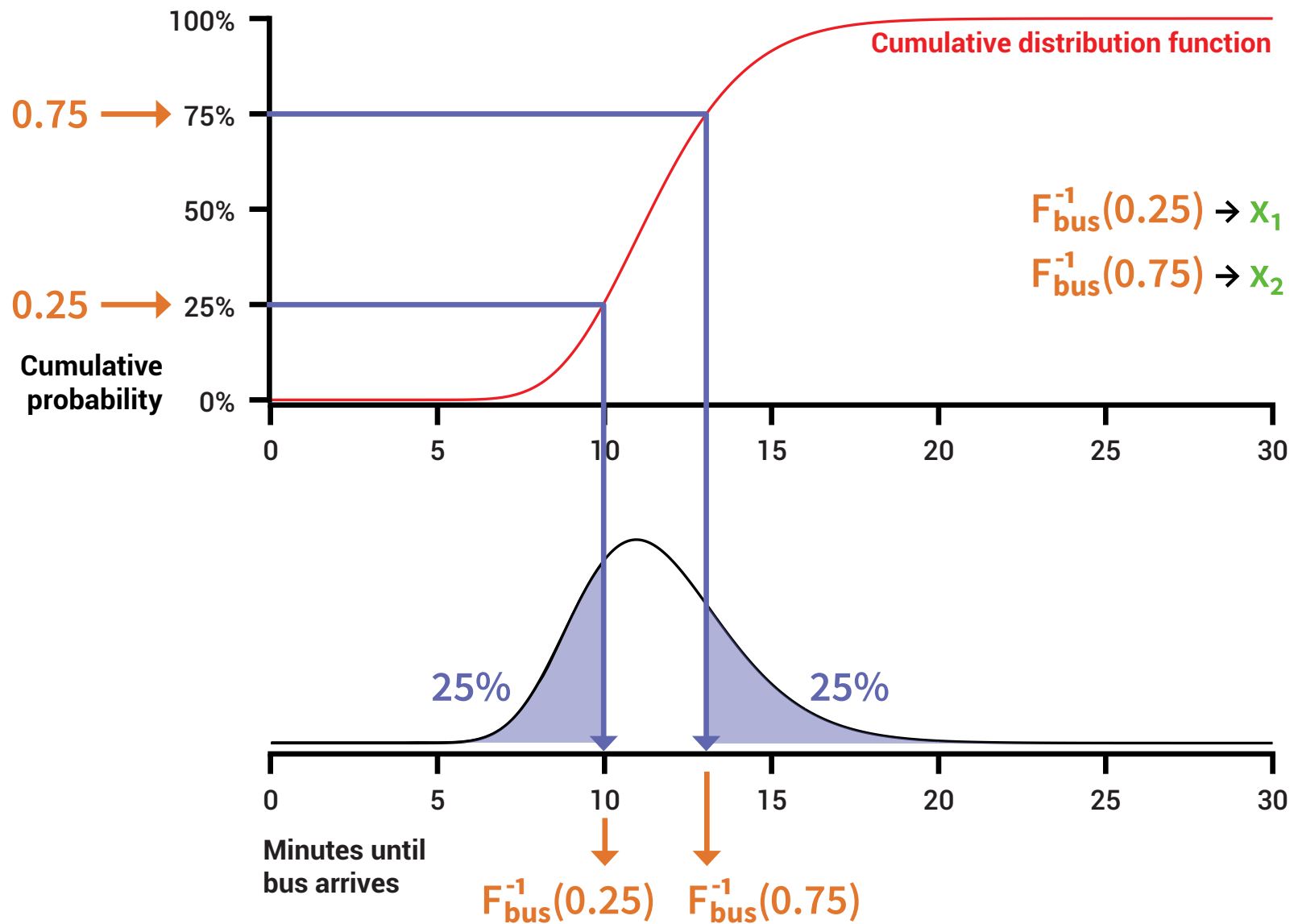


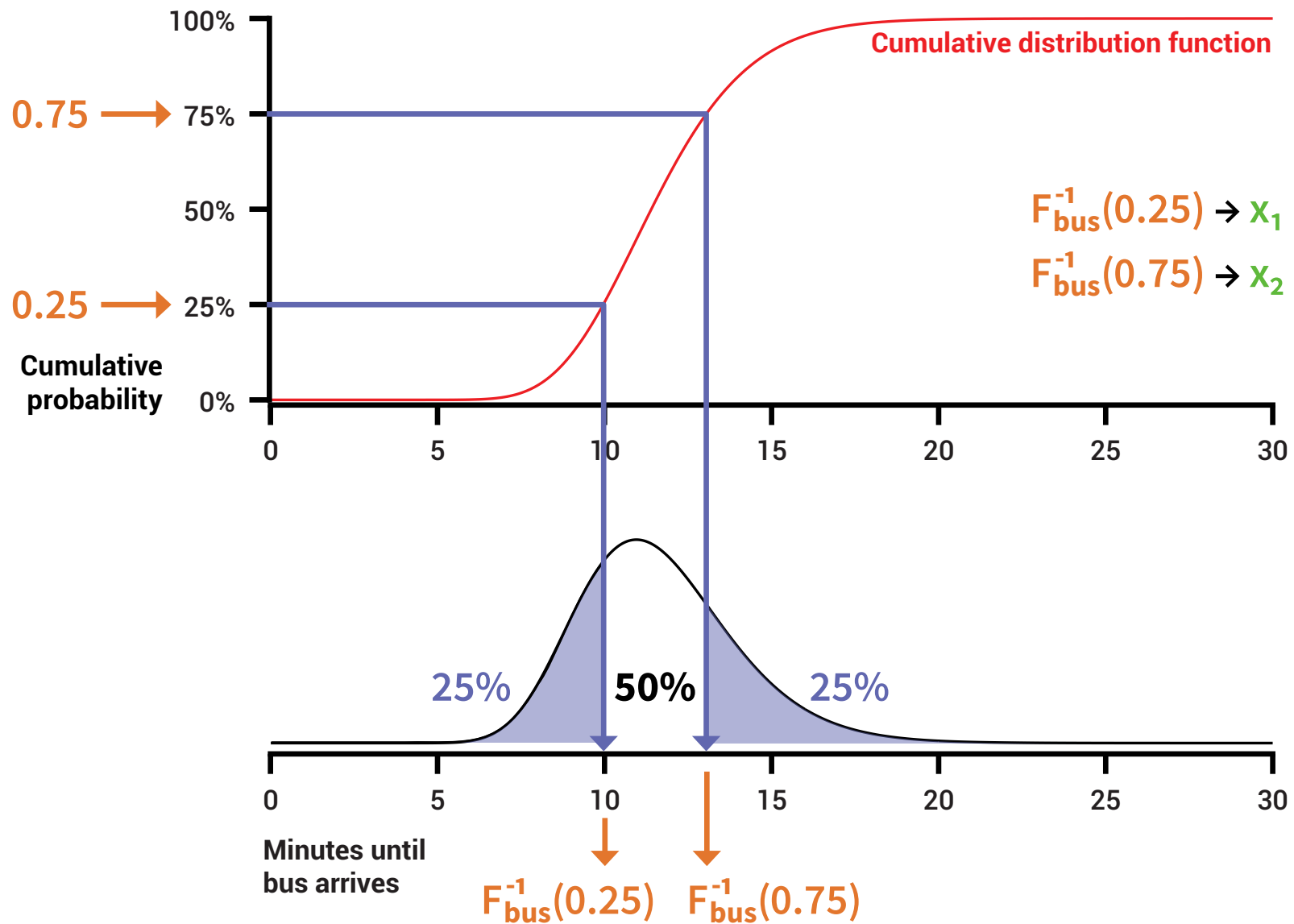


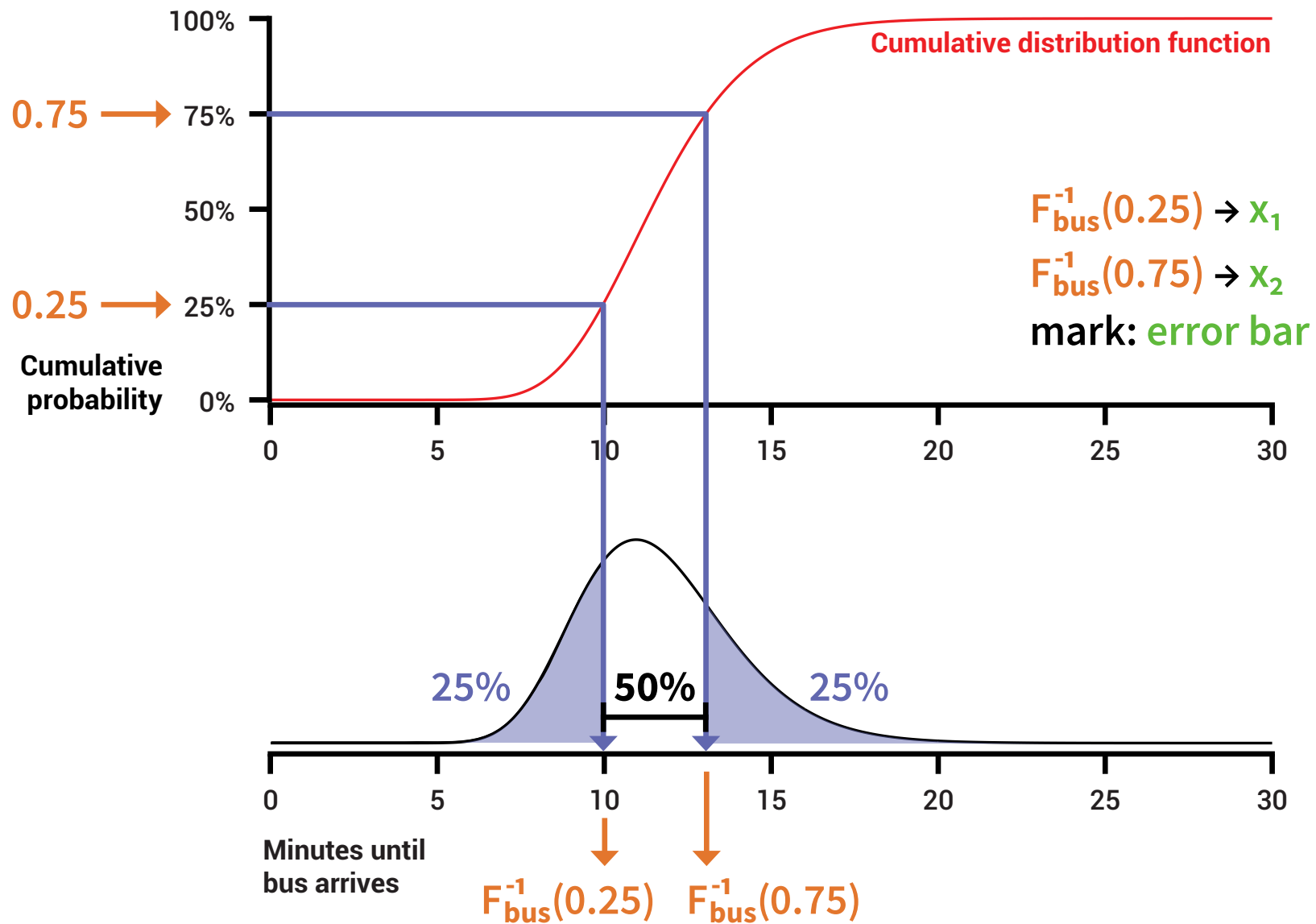








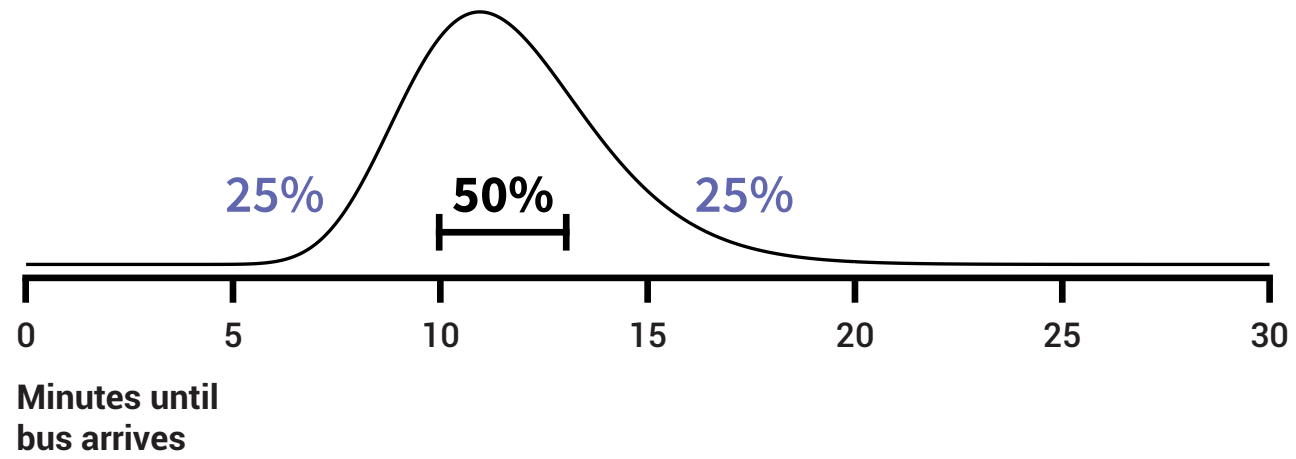




$$F_{\text{bus}}^{-1}(0.25) \rightarrow x_1$$

$$F_{\text{bus}}^{-1}(0.75) \rightarrow x_2$$

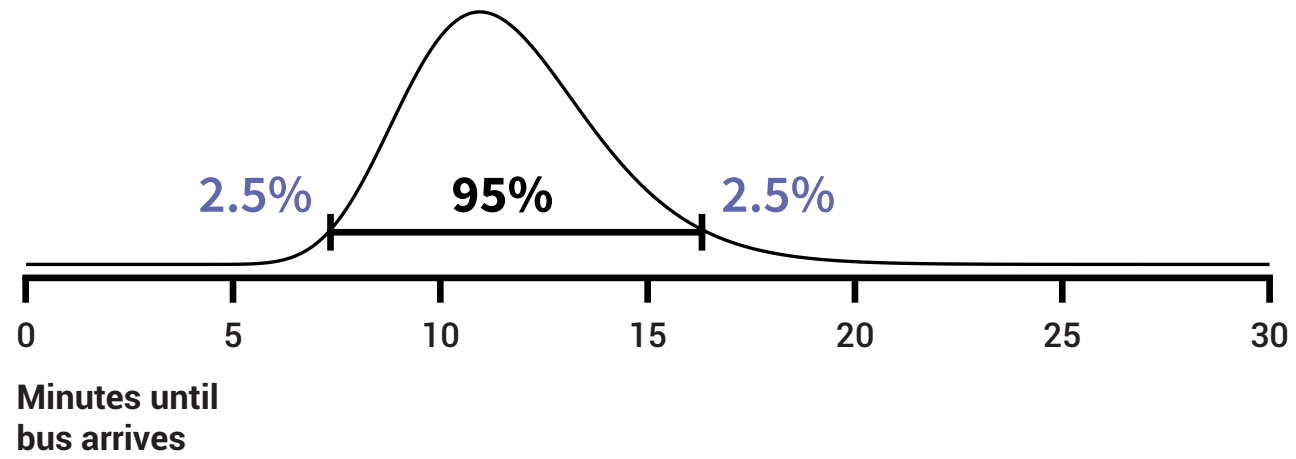
mark: error bar



$F_{\text{bus}}^{-1}(0.025) \rightarrow x_1$

$F_{\text{bus}}^{-1}(0.975) \rightarrow x_2$

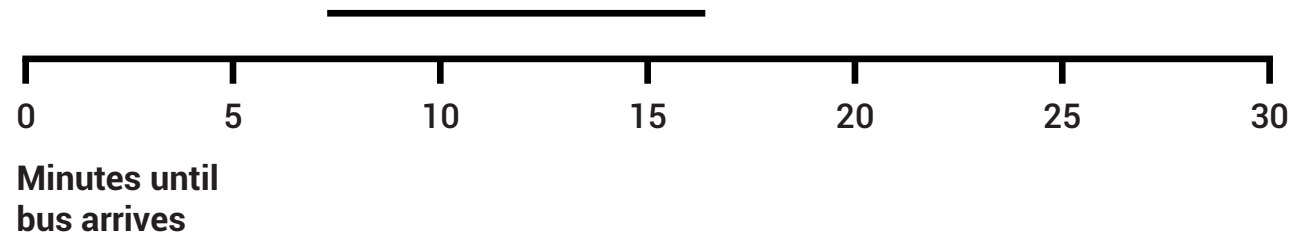
mark: error bar



$F_{\text{bus}}^{-1}(0.025) \rightarrow x_1$

$F_{\text{bus}}^{-1}(0.975) \rightarrow x_2$

mark: error bar



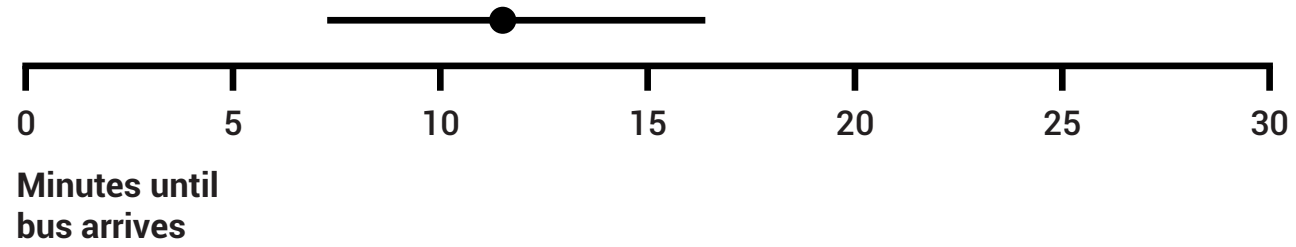
$F_{bus}^{-1}(0.025) \rightarrow x_1$

$F_{bus}^{-1}(0.975) \rightarrow x_2$

mark: error bar

$F_{bus}^{-1}(0.50) \rightarrow x$

mark: point



$F_{\text{bus}}^{-1}(0.025) \rightarrow x_1$

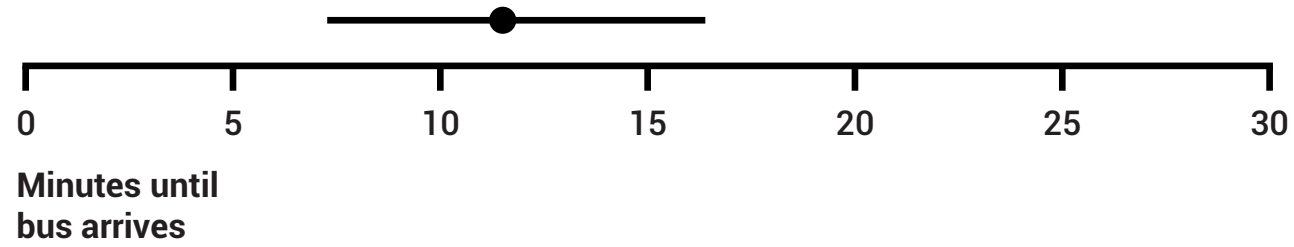
$F_{\text{bus}}^{-1}(0.975) \rightarrow x_2$

mark: error bar

$F_{\text{bus}}^{-1}(0.50) \rightarrow x$

mark: point

$\Rightarrow \sim \text{SD}(\text{bus arrival time}) \rightarrow \text{length } |x_2 - x_1|$



$$F_{\text{bus}}^{-1}(0.025) \rightarrow x_1$$

$$F_{\text{bus}}^{-1}(0.975) \rightarrow x_2$$

mark: error bar

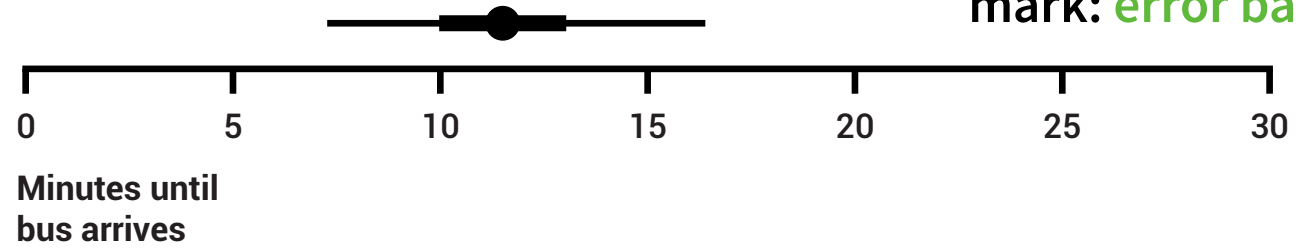
$$F_{\text{bus}}^{-1}(0.50) \rightarrow x$$

mark: point

$$F_{\text{bus}}^{-1}(0.25) \rightarrow x_1$$

$$F_{\text{bus}}^{-1}(0.75) \rightarrow x_2$$

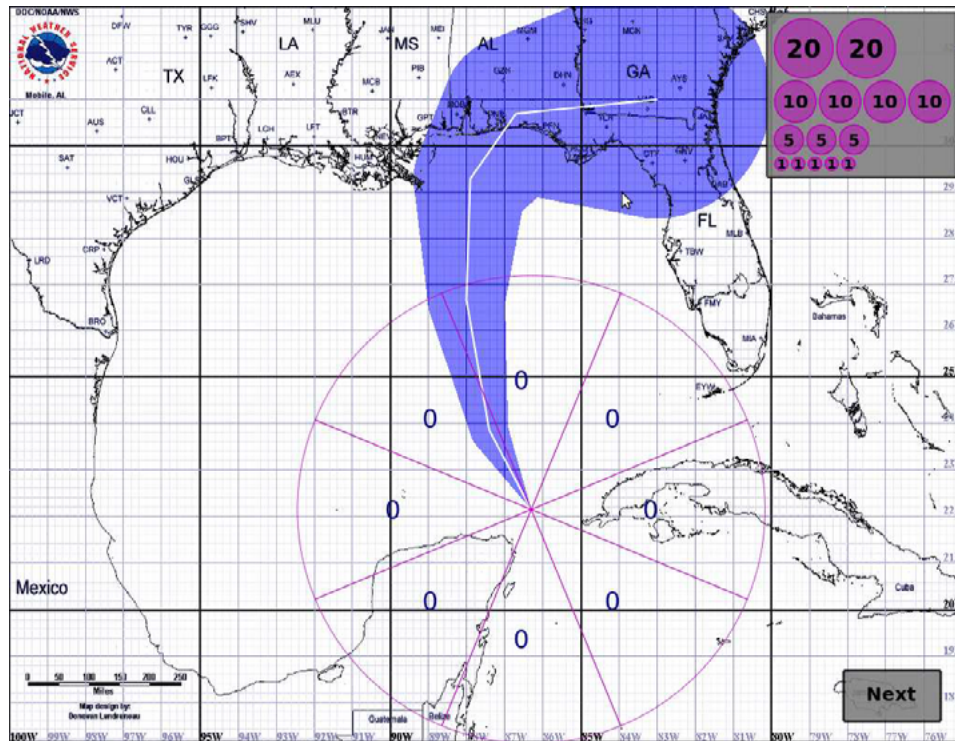
mark: error bar



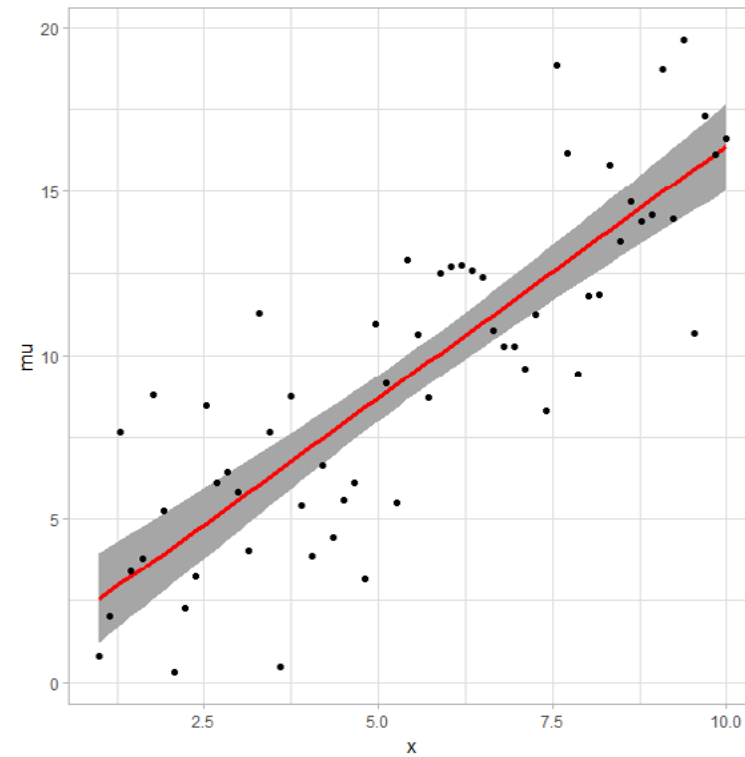
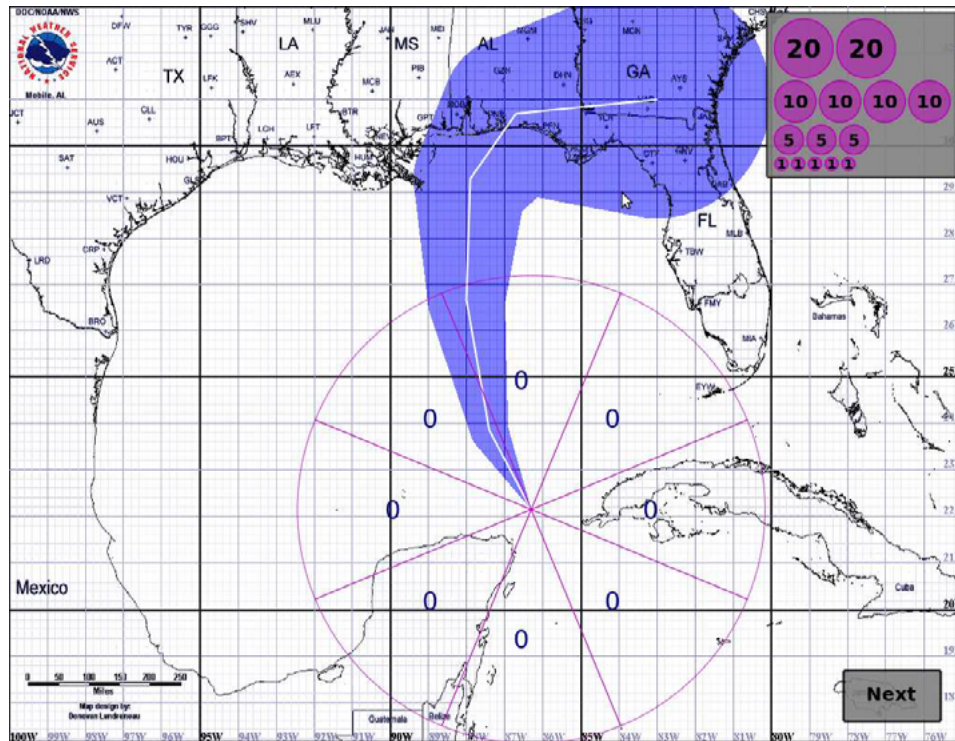
More examples...

Hurricane error cones

[Cox, House, Lindell. Visualizing Uncertainty in Predicted Hurricane Tracks. International Journal for Uncertainty Quantification, 3(2), 143–156, 2013]

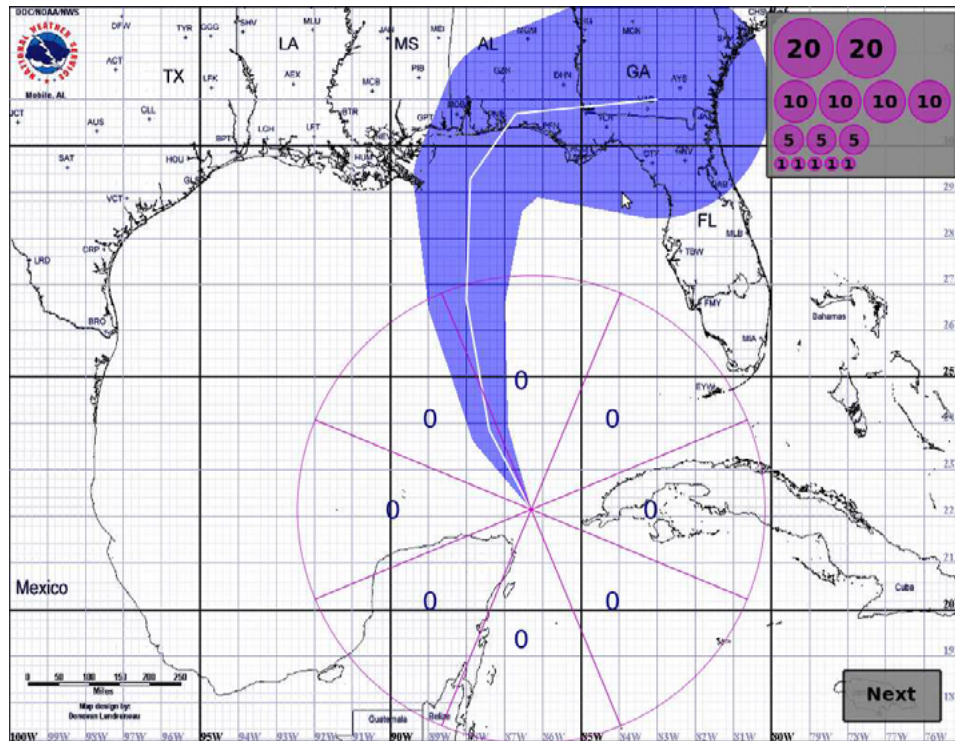


Fit line uncertainty band



Deterministic construal errors

[Joslyn & LeClerc. Decisions With Uncertainty: The Glass Half Full. Current Directions in Psych. Science, 22(4), 2013]



Summing up

Uncertainty intervals

Can be thought of as mapping **quantiles** of a distribution onto **bounds of an error bar or band**

Implied encoding roughly corresponds to **variance**

Beware **deterministic construal errors**

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