# Queensland University of Technology Transport Data Analysis and Modeling Methodologies 

Lab Session \#12<br>(Random Parameters Count-Data Models)

You are given accident, evirnomental, traffic, and roadway geometric data from 275 segments of highway in Washington State. The data are from 1990. Your task is to estimate a count-data model for the total number of accidents on these segments. See Example 16.2 in the text.

The random parameter Poisson and negative binomial models are derived by making the estimable parameters,

$$
\beta_{n}=\beta+\omega_{n}
$$

where $\omega_{n}$ is a randomly distributed term (for example a normally distributed term with mean zero and variance $\sigma^{2}$ ). With this equation, the Poisson parameter becomes $\lambda_{n} \mid \boldsymbol{\omega}_{n}=\operatorname{EXP}\left(\boldsymbol{\beta}_{n} \mathbf{X}_{n}\right)$ in the Poisson model and $\lambda_{n} \mid \boldsymbol{\omega}_{n}=\operatorname{EXP}\left(\boldsymbol{\beta}_{n} \mathbf{X}_{n}+\varepsilon_{n}\right)$ in the negative binomial with the corresponding probabilities for Poisson or negative binomial now $P\left(y_{i} \mid \boldsymbol{\omega}_{i}\right)$. With this, the log-likelihood can be written as,

$$
L L=\sum_{\forall n} \ln \int_{\boldsymbol{\omega}_{n}} g\left(\boldsymbol{\omega}_{n}\right) P\left(y_{n} \mid \boldsymbol{\omega}_{n}\right) d \boldsymbol{\omega}_{n}
$$

where $g($.$) is the probability density function of the \boldsymbol{\omega}_{i}$. As was the case with the mixed logit model described previously, because probability estimations are computationally cumbersome, a simulationbased maximum likelihood method is again used (with Halton draws again being an efficient alternative to random draws).

In your specification, consider random variable possibilities including constant or fixed (C), normally distributed (N) and log-normally distributed (L).

1. The results of your best model specification.
2. A discussion of the logical process that led you to the selection of your final specification (the theory behind the inclusion of your selected variables). Include $t$-statistics and justify the signs of your variables.

Variables available for your specification are (in file Ex16-2.txt):

| Variable Number | Explanation |
| :---: | :---: |
| ID | Segment ID number |
| FREQ | Number of accidents |
| ROUTE | Route Number |
| LENGTH | Segment length in miles |
| INCLANES | Number of lanes in increasing milepost direction |
| DECLANES | Number of lanes in decreasing milepost direction |
| WIDTH | Total combined width of all lanes |
| MIMEDSH | Minimum median shoulder in feet |
| MXMEDSH | Maximum median shoulder in feet |
| SPEED | Speed limit (mi/h) |
| URB | Indicates urban area ( $1=$ yes, $0=$ no $)$ |
| FC | Functional class ( $1=$ local, $2=$ collector, $3=$ arterial, $4=$ principal arterial, 5=interstate) |
| AADT | Average Annual Daily Traffic |
| SINGLE | Daily percentage of single unit trucks |
| DOUBLE | Daily percentage of tractor and trailer trucks |
| TRAIN | Daily percentage of tractor and two-trailer trucks |
| PEAKHR | Percent of daily traffic in the peak hour |
| GRADEBR | Number of grade breaks in the segment |
| MIGRADE | Minimum grade in the segment |
| MXGRADE | Maximum grade in the segment |
| MXGRDIFF | Maximum grade difference in the segment |
| TANGENT | Tangent length in the segment |
| CURVES | Number of cureves in the segment |


| MINRAD | Minimum radius in feet |
| :---: | :--- |
| ACCESS | Segment access control ( $0=$ none, $1=$ partial, $3=$ full $)$ |
| MEDWIDTH | Median width ( $1=$ less than $30 \mathrm{ft} ; 2=30$ to $40 \mathrm{ft} ; 3=40$ to $50 \mathrm{ft} ; 4=50$ to 60 ft <br> to $5=$ high $)$ |
| FRICTION | Friction value ( 0 to 100 with 100 being high $)$ |
| ADTLANE | Average daily travel per lane |
| SLOPE | Segment slope ( $0=$ flat, $1=$ slight, $2=$ medium, $3=$ high $)$ |
| INTECHAG | Indicates number of interganges in the segment |
| AVEPRE | Average precipitation per month in inches |
| AVESNOW | Average snowfall per month in inches |

```
--> read;nvar=32;nobs=275;names=ID,FREQ,ROUTE,LENGTH,INCLANES,DECLANES,WIDTH,
    MIMEDSH, MXMEDSH, SPEED, URB, FC, AADT, SINGLE,DOUBLE,TRAIN, PEAKHR,GRADEBR,
    MIGRADE, MXGRADE , MXGRDIFF,TANGENT , CURVES, MINRAD, ACCESS , MEDWIDTH,
    FRICTION,ADTLANE,SLOPE,INTECHAG,AVEPRE,AVESNOW
    ;FILE=D:/old_drive_d/book/book2e-Data/Ex16-2.txt$
--> create; expose=aadt*length*365/100000000$
--> negbin;lhs=freq;rhs=one, expose
    ;rpm;pts=200;halton
    ;fcn=expose(n);marginal effects$
\begin{tabular}{|c|c|}
\hline \multicolumn{2}{|l|}{Poisson Regression Start Values for FREQ} \\
\hline \multicolumn{2}{|l|}{Maximum Likelihood Estim} \\
\hline Model estimated: Oct 23 & at 02:15:11PM. \\
\hline Dependent variable & FREQ \\
\hline Weighting variable & None \\
\hline Number of observations & 275 \\
\hline Iterations completed & 10 \\
\hline Log likelihood function & -13794.16 \\
\hline Number of parameters & 2 \\
\hline Info. Criterion: AIC = & 100.33573 \\
\hline Finite Sample: AIC = & 100.33589 \\
\hline Info. Criterion: BIC = & 100.36204 \\
\hline Info. Criterion:HQIC & 100.34629 \\
\hline
\end{tabular}
+--------+-------------+----------------+------------------------------------
|Variable| Coefficient | Standard Error |b/St.Er.|P[|Z|>z]| Mean of X|
```

Normal exit from iterations. Exit status=0.

| Random Coefficients NegBnReg Model |  |
| :---: | :---: |
| Maximum Likelihood Estimates |  |
| Model estimated: Oct 23, 2013 | at 02:15:19PM. |
| Dependent variable | FREQ |
| Weighting variable | None |
| Number of observations | 275 |
| Iterations completed | 12 |
| Log likelihood function | -986.9452 |
| Number of parameters | 4 |
| Info. Criterion: AIC = | 7.20687 |
| Finite Sample: AIC | 7.20741 |
| Info. Criterion: BIC | 7.25948 |
| Info. Criterion:HQIC = | 7.22799 |
| Restricted log likelihood | -13794.16 |
| McFadden Pseudo R-squared | . 9284520 |
| Chi squared | 25614.44 |
| Degrees of freedom | 1 |
| Prob[ChiSqd > value] = | . 0000000 |
| Sample is 1 pds and 275 | individuals. |
| Negative binomial regression | model |
| Simulation based on 200 Halton | n draws |



