

Travel Data Example

4/5/22

mode \sim hinc + psize

Baseline: $\gamma = \text{air}$

$x_1 = \text{household income } (\$/1000)$

$x_2 = \text{party size}$

Fitted model:

$$\log\left(\frac{\hat{\pi}_T}{\hat{\pi}_A}\right) = \left[1.550 - 0.0609 x_1 + 0.2907 x_2 \right]$$

$$\log\left(\frac{\hat{\pi}_B}{\hat{\pi}_A}\right) = 1.034 - 0.0339 x_1 - 0.3397 x_2$$

$$\log\left(\frac{\hat{\pi}_C}{\hat{\pi}_A}\right) = -0.944 - 0.00354 x_1 + 0.6006 x_2$$

What about estimated conditional odds of train travel vs. car travel?

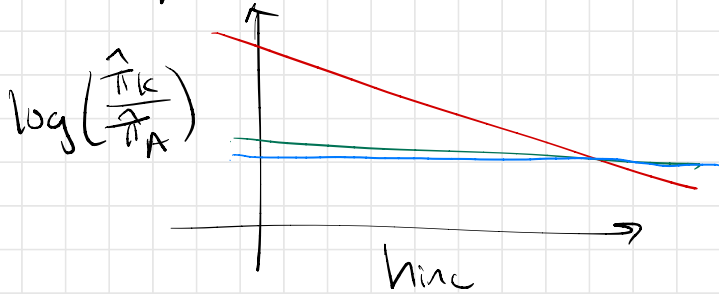
$$\begin{aligned} \log\left(\frac{\hat{\pi}_T / \hat{\pi}_A}{\hat{\pi}_C / \hat{\pi}_A}\right) &= \log\left(\frac{\hat{\pi}_T}{\hat{\pi}_A}\right) - \log\left(\frac{\hat{\pi}_C}{\hat{\pi}_A}\right) \\ &= (1.550 + 0.944) + (-0.0609 + 0.00354) x_1 \\ &\quad + (0.2907 - 0.6006) x_2 \\ &= 2.49 - 0.058 x_1 - 0.31 x_2 \end{aligned}$$

Visualizing - plot of probabilities



← different for each psize

Plot log cond. odds



psize = 2

— train/air
— bus/air
— car/air

Who interaction → intercepts change w/psize but not slopes

Linear combinations of coeffs.

95% CI for $\frac{\text{change in RRR}}{\text{increase in hinc}}$ of train to air for a \$1000 increase in hinc for parties of size 2

$$\frac{\pi_T}{\pi_A}$$

$X_1 = \text{household income (\$1000)}$

$X_2 = \text{party size}$

$$\log\left(\frac{\pi_T}{\pi_A}\right) = \beta_{01} + \beta_{11}X_1 + \beta_{21}X_2 + \beta_{31}X_1X_2$$

$$\begin{aligned} X_1 \uparrow 1 \\ X_2 = 2 \end{aligned} \quad \int \quad \begin{aligned} &\beta_{01} + \beta_{11}X_1 + \beta_{21}(2) + \beta_{31}X_1(2) \\ &= \beta_{01} + \beta_{21}(2) + \underbrace{(\beta_{11} + 2\beta_{31})}_{\text{change in RRR}} X_1 \end{aligned}$$

95% CI for $e^{\beta_{11} + 2\beta_{31}}$: (0.926, 0.973)
- 7.4% - 2.7%

Interpret:

We are 95% confident that the true change in relative risk ratio of travel by train to air for a \$1000 increase in household income is between a 2.7% to 7.4% decrease, among parties of size two.

$$\checkmark \frac{\pi_T}{\pi_A}$$

We are 95% confident that the relative risk ratio of travel by train to air / the conditional odds of travel by train compared to air decreases by between 2.7% to 7.4% for each \$1000 increase in household income when the party size is 2 individuals.

Section 6.2 — Cumulative Logit Models for ordinal response

$$Y = \begin{cases} 1 & \pi_1 \\ 2 & \pi_2 \\ 3 & \pi_3 \\ \vdots & \vdots \\ J & \pi_J \end{cases}$$

← labels reflect natural ordering

e.g. low, med, high
— Likert scale

$$\pi_k = P(Y = k)$$

A cumulative probability is the probability of falling at or below a particular category:

$$P(Y \leq k) = \pi_1 + \pi_2 + \dots + \pi_k$$

Notes: ① $P(Y \leq J) = 1$

← reflects ordering

② $P(Y \leq 1) \leq P(Y \leq 2) \leq \dots \leq P(Y \leq J)$

For $k = 1, 2, \dots, J-1$

$$\text{logit}(P(Y \leq k)) = \beta_{0k} + \beta_{1k}X_1 + \dots + \beta_{mk}X_m$$

“cumulative logit” — $\log\left(\frac{P(Y \leq k)}{1 - P(Y \leq k)}\right)$

$$= \log\left(\frac{P(Y \leq k)}{P(Y > k)}\right) = \log\left(\frac{\pi_1 + \pi_2 + \dots + \pi_k}{\pi_{k+1} + \dots + \pi_J}\right)$$