

Bike Crash Analyses

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1 Background and Motivation

Assuming I work for the state of North Carolina as a data scientist, I’m working on a project that will investigate bicycle safety in the state of North Carolina in a effort to understand what factors to consider in decreasing the number serious bicycle injuries as caused by bicycle-vehicle collisions.

In this report, I will be exploring machine learning models with the caret package in R and attempt to find the best model or ensemble model that can predict a bike injury being “serious” vs. “non-serious”. The resulting model will be used to find the road, bicyclist, and driver features that most affect the seriousness of an injury.

2 Analytical Dataset

2.1 Data Description

The large number of variables (61) with multiple levels for some categorical variables.

Table 1: Dataset Feature Discription

var_n	Variable	Data Type
1	X	numeric
2	Y	numeric
3	AmbulanceR	character
4	BikeAge	character
5	BikeAgeGrp	character
6	BikeAlcDrg	character
7	BikeAlcFlg	character
8	BikeDir	character
9	BikeInjury	character

var_n	Variable	Data Type
10	BikePos	character
11	BikeRace	character
12	BikeSex	character
13	City	character
14	County	character
15	CrashAlcoh	character
16	CrashDay	character
17	CrashGrp	character
18	CrashHour	numeric
19	CrashID	numeric
20	CrashLoc	character
21	CrashMonth	character
22	CrashSevr	character
23	CrashType	character
24	CrashYear	numeric
25	Developmen	character
26	DrvrAge	character
27	DrvrAgeGrp	character
28	DrvrAlcDrg	character
29	DrvrAlcFlg	character
30	DrvrInjury	character
31	DrvrRace	character
32	DrvrSex	character
33	DrvrVehTyp	character
34	HitRun	character
35	Latitude	numeric
36	LightCond	character
37	Locality	character
38	Longitude	numeric
39	NumBicsAin	character
40	NumBicsBin	character
41	NumBicsCin	character
42	NumBicsKil	character
43	NumBicsNoi	character
44	NumBicsTot	character
45	NumBicsUin	character
46	NumLanes	character
47	NumUnits	numeric
48	RdCharacte	character
49	RdClass	character
50	RdConditio	character
51	RdConfig	character
52	RdDefects	character
53	RdFeature	character
54	RdSurface	character
55	Region	character
56	RuralUrban	character
57	SpeedLimit	character
58	TraffCntrl	character
59	Weather	character
60	Workzone	character
61	OBJECTID	numeric

The bike crashes dataset is sourced from the Department of Transportation in the state North Carolina from the years April 2007 - September 2019 (North Carolina Bicycle and Pedestrian Crash Data Tool (pedbikeinfo.org)). Raw data consists of 62 columns which are a mixture of numerical and character data types. The crash severity variable, CrashSevr, will be used as a response variable in a binary classification model, “Serious” vs. “Non-serious”. Currently the variable is categorical with multiple levels of severity:

Table 2: Raw bike injury class values

BikeInjury	n	pct
A: Suspected Serious Injury	637	5.23
B: Suspected Minor Injury	5021	41.25
C: Possible Injury	4685	38.49
K: Killed	269	2.21
O: No Injury	1187	9.75
Unknown Injury	374	3.07

However, since we are only interested in reducing severe injuries, the 5 categories above will be re-binned into ‘Serious’ and ‘Non-Serious’ injuries as follows:

- serious injury = {suspected serious injury OR killed}
- non-serious injury = {no injury OR possible injury OR suspected minor injury}

and assigned to a new variable BikeInjurySerious which will be our response variable in our models. Below is a summary of the prevalence of serious injuries to bicyclists. As it can be seen the classes are unbalanced with only 7.44% of the observations resulting in serious injuries to the bicyclist. This unbalance will be talked about in more detail in the performance metrics section below.

Table 3: Prevalence of Serious Bike Accidents

BikeInjurySerious	n	pct
No	11267	92.56
Yes	906	7.44

3 Performance Metrics

Due to the imbalance of the target classes, 7.44% are serious injuries and 92.56% non-serious, the performance metric accuracy will not be useful in selecting the best model. ROC area under the curve (AUC) is a more useful metric as it attempts to balance the true positive rate (sensitivity) and the false positive rate by optimizing the area under the curve created by graphing false positive rate vs. true positive rate.

After training the models on training data, optimum probability cut-off values will be explored using model predictions. The best probability cut-off will be determined based on the assumption that the cost of a false negative, predict non-serious injury when in-fact was a serious injury, is higher than a false positive, predict serious injury when in-fact was non-serious injury. The high cost for a false negative is higher because lives could potentially be lost or a life-changing injury, while the false positive only results in potentially spending more money on road safety for bicyclists which pays off in the long run anyways. Therefore, probability cut-offs will be chosen to optimize sensitivity (true positive rate) along with accuracy, with specificity (false negative rate) being the last priority. With this in mind, let’s assume that we want to have as close to 75% for sensitivity. Specificity can be relaxed as low as 50%. The models that don’t meet these criteria will not be included in an ensemble model.

4 Data Prep and Cleaning

data cleaning is done in this section using tidyverse methods.

4.1 Data Issues

There are many issues with the data set not being tidy and clean. Some variables will need to be converted to a numerical datatype for the machine learning models to work properly. Categorical character columns will need to be converted to factors. Dummy variables will be created for every column that is not numerical. This will likely increase the number of features in the dataset to the scale of hundreds of features. Feature reduction will be carried out to reduce memory usage and computation time of fitting models. Feature reduction will be carried out by removing features that have little to no variability and will thus not contribute much information to the models being used. Additionally, features that have high correlation with other features will be removed to improve model performance.

Some observations in the dataset that are missing data and these values have been imputed manually. For numerical missing data such as age missing values were imputed based on medians of age groups if age group variable is available, otherwise age was imputed using the median age of the full dataset based on the variable in question. For categorical variables, after being converted to dummy variables (i.e. 0 or 1 in value), missing values were imputed with a 0 to help in achieving a complete dataset as possible.

4.2 Unnecessary variables

The following variables are obviously copies of other variables.

- X and Y are longitude and latitude which are already present in the data
- OBJECTID and OBJECTID_1 seem like a row number id which is not a very useful feature. Also these are duplicated columns.

Deaths and bicyclist killed discrepancy

Table 4: Death count discrepancy of dataset

total_deaths	total_bike_killed	total_drvr_killed	total_bike_drvr_killed
278	269	2	271

278 total deaths, 7 deaths that aren't clear since there is no indication if bicyclist or driver was killed. 271 deaths that were biking or driving, mostly bicyclist (269) deaths. There are only 2 driver deaths in the whole dataset.

These are the 7 deaths that can't be explained by bicyclist(s) and driver(s). There seems to be a third party involved that is not listed in records, i.e. other pedestrian or other cyclist that didn't cause the crash but was affected by the crash.

Since we are most concerned with serious bicycle injuries, these records will be leaved as is since no serious injury to the bicyclist was recorded. However, it the CrashSevr and DrvrInjury variables will be removed since we already have BikeInjury variable.

Duplicates

Note duplicate crash report for CrashID == 1041566349; note that only CrashLoc and CrashType are different. Based on the first record, the driver is taking a right turn, but listed as non-intersection; in second record, CrashType is "motorist overtaking - Other/Unknown" and Crash Location is listed as intersection.

Therefore, the CrashLoc was likely an intersection where a motorist overtook a bicyclist. This crash record will need to be fixed to reflect this and remove duplication.

Table 5: Duplicate Record CrashID

CrashID
104156349

```
## Rows: 2
## Columns: 56
## $ AmbulanceR <chr> "No", "No"
## $ BikeAge <chr> "14", "14"
## $ BikeAgeGrp <chr> "Nov-15", "Nov-15"
## $ BikeAlcDrg <chr> "No", "No"
## $ BikeAlcFlg <chr> "No", "No"
## $ BikeDir <chr> "With Traffic", "With Traffic"
## $ BikeInjury <chr> "B: Suspected Minor Injury", "B: Suspected Minor Injury"
## $ BikePos <chr> "Travel Lane", "Travel Lane"
## $ BikeRace <chr> "Other", "Other"
## $ BikeSex <chr> "Male", "Male"
## $ City <chr> "Gastonia", "Gastonia"
## $ County <chr> "Gaston", "Gaston"
## $ CrashAlcoh <chr> "No", "No"
## $ CrashDay <chr> "Wednesday", "Wednesday"
## $ CrashGrp <chr> "Motorist Right Turn / Merge", "Motorist Overtaking Bicycli~
## $ CrashHour <dbl> 17, 17
## $ CrashID <dbl> 104156349, 104156349
## $ CrashLoc <chr> "Non-Intersection", "Intersection-Related"
## $ CrashMonth <chr> "August", "August"
## $ CrashType <chr> "Motorist Right Turn - Same Direction", "Motorist Overtakin~
## $ CrashYear <dbl> 2014, 2014
## $ Developmen <chr> "Residential", "Residential"
## $ DrvrAge <chr> "999", "999"
## $ DrvrAgeGrp <chr> "Unknown", "Unknown"
## $ DrvrAlcDrg <chr> "Missing", "Missing"
## $ DrvrAlcFlg <chr> "Missing", "Missing"
## $ DrvrRace <chr> "Unknown/Missing", "Unknown/Missing"
## $ DrvrSex <chr> "Unknown", "Unknown"
## $ DrvrVehTyp <chr> "Unknown", "Unknown"
## $ HitRun <chr> "Yes", "Yes"
## $ Latitude <dbl> 35.27395, 35.27395
## $ LightCond <chr> "Daylight", "Daylight"
## $ Locality <chr> "Urban (>70% Developed)", "Urban (>70% Developed)"
## $ Longitude <dbl> -81.20297, -81.20297
## $ NumBicsAin <chr> "0", "0"
## $ NumBicsBin <chr> "1", "1"
## $ NumBicsCin <chr> "0", "0"
## $ NumBicsKil <chr> "0", "0"
## $ NumBicsNoi <chr> "0", "0"
## $ NumBicsTot <chr> "1", "1"
## $ NumBicsUin <chr> "0", "0"
## $ NumLanes <chr> "2 lanes", "2 lanes"
## $ NumUnits <dbl> 2, 2
```

```
## $ RdCharacte <chr> "Straight - Grade", "Straight - Grade"
## $ RdClass <chr> "Local Street", "Local Street"
## $ RdConditio <chr> "Dry", "Dry"
## $ RdConfig <chr> "Two-Way, Not Divided", "Two-Way, Not Divided"
## $ RdDefects <chr> "None", "None"
## $ RdFeature <chr> "Missing", "Missing"
## $ RdSurface <chr> "Smooth Asphalt", "Smooth Asphalt"
## $ Region <chr> "Piedmont", "Piedmont"
## $ RuralUrban <chr> "Urban", "Urban"
## $ SpeedLimit <chr> "30 - 35 MPH", "30 - 35 MPH"
## $ TraffCntrl <chr> "No Control Present", "No Control Present"
## $ Weather <chr> "Clear", "Clear"
## $ Workzone <chr> "No", "No"
```

4.3 General data preparation

Some observations in the dataset that are missing data and these values have been imputed manually. For numerical missing data such as age missing values were imputed based on medians of age groups if age group variable is available, otherwise age was imputed using the median age of the full dataset based on the variable in question. For categorical variables, after being converted to dummy variables (i.e. 0 or 1 in value), missing values were imputed with a 0 to help in achieving a complete dataset as possible.

4.4 Missing data

The amount of data missing throughout the dataset are noticeable and should imputed if possible. NumBics columns have the most missing data with 54.9% missing. It's unlikely that NumBics will be able to be imputed since majority values are missing.

Table 6: Variables with missing values

Variable	% missing
BikeAge	0.7
BikeAgeGrp	0.4
BikeAlcDrg	27.5
BikeAlcFlg	4.1
BikeDir	3.7
BikePos	4.9
BikeRace	0.6
BikeSex	0.2
CrashGrp	0.8
CrashLoc	0.1
CrashType	0.8
DrvrAge	15.3
DrvrAgeGrp	13.7
DrvrAlcDrg	35.2
DrvrAlcFlg	14.4
DrvrRace	13.9
DrvrSex	13.6
LightCond	0.1
NumBicsAin	54.9
NumBicsBin	54.9
NumBicsCin	54.9

Variable	% missing
NumBicsKil	54.9
NumBicsNoi	54.9
NumBicsTot	54.9
NumBicsUin	54.9
NumLanes	5.8
RdCharacte	0.2
RdClass	0.7
RdConditio	0.3
RdConfig	1.2
RdDefects	0.4
RdFeature	4.4
RdSurface	0.5
SpeedLimit	4.7
TraffCntrl	1.2

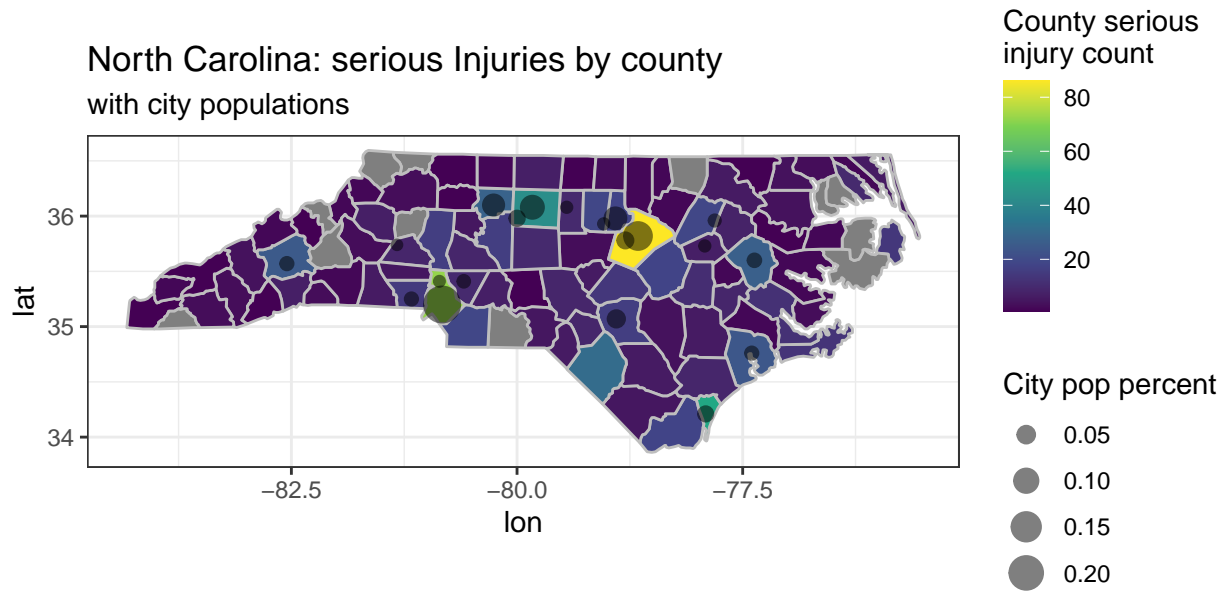
4.5 Imputations

Missing age data is imputed based on median age of available age groups. If no age groups is available, The median age of the full dataset is used. If an NA was encountered on a binary (Yes/No) variable then “No” was assumed in order to make as many observations complete as possible to ensure complete cases.

5 Exploratory Data Analysis

5.1 Response Variable: Serious Bike Injury

Let’s take a look at a geographical map of the serious crashes in the data set. The geographical data is sourced from R’s maps package. As it can be seen from the map below, a majority of the crashes seem to be occurring in counties where large cities are located.



The table below confirms that around 50% of the bike accidents with serious injury occur in urban areas (>70% developed), followed by 32.5% of serious injuries being in rural areas (<30% developed). There does not seem to be a linear relationship between development-level and severity of injuries. Instead, we see more serious injuries in highly developed areas and more rural areas and not as much in between.

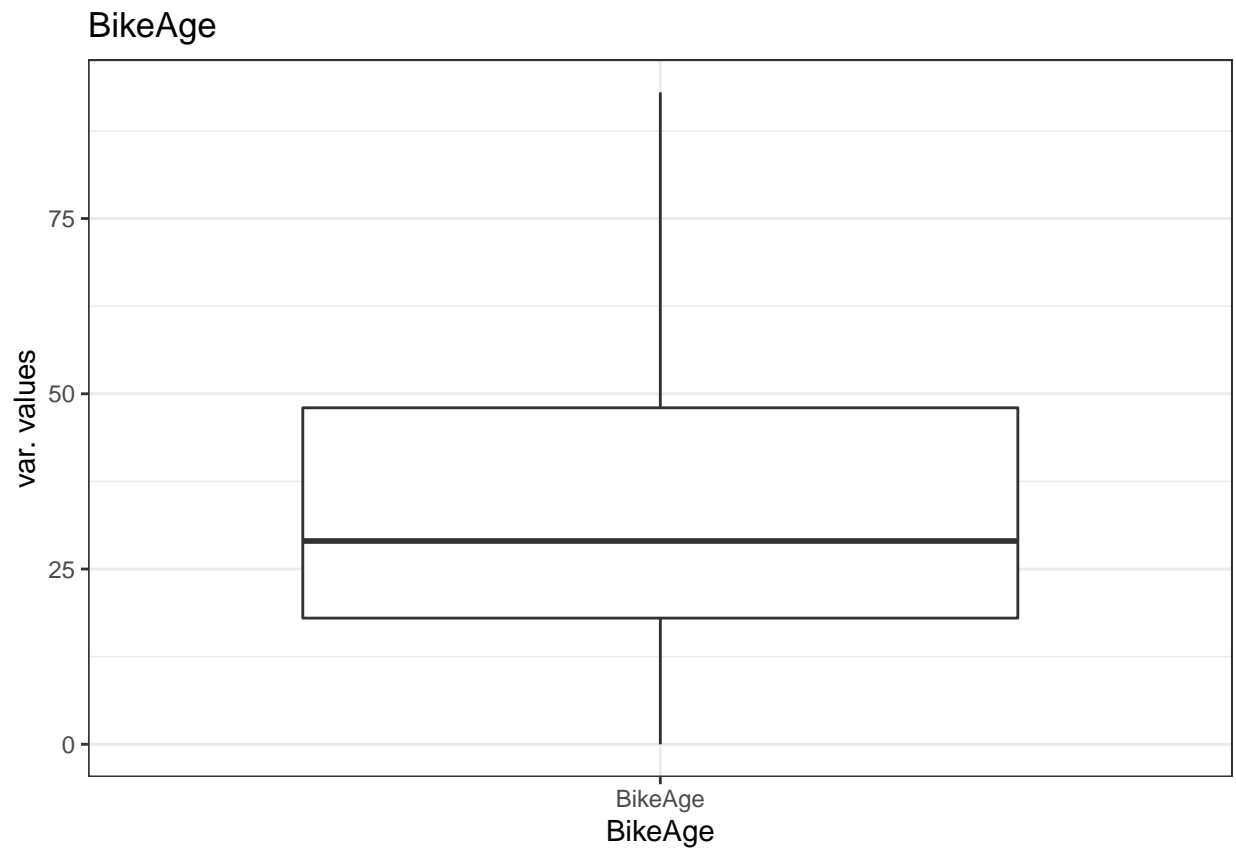
Table 7: Bike injury by locality

Locality	BikeInjurySerious	n	pct
Mixed (30% To 70% Developed)	No	1484	12.58
Mixed (30% To 70% Developed)	Yes	169	1.43
Rural (<30% Developed)	No	1432	12.14
Rural (<30% Developed)	Yes	294	2.49
Urban (>70% Developed)	No	7976	67.60
Urban (>70% Developed)	Yes	443	3.75

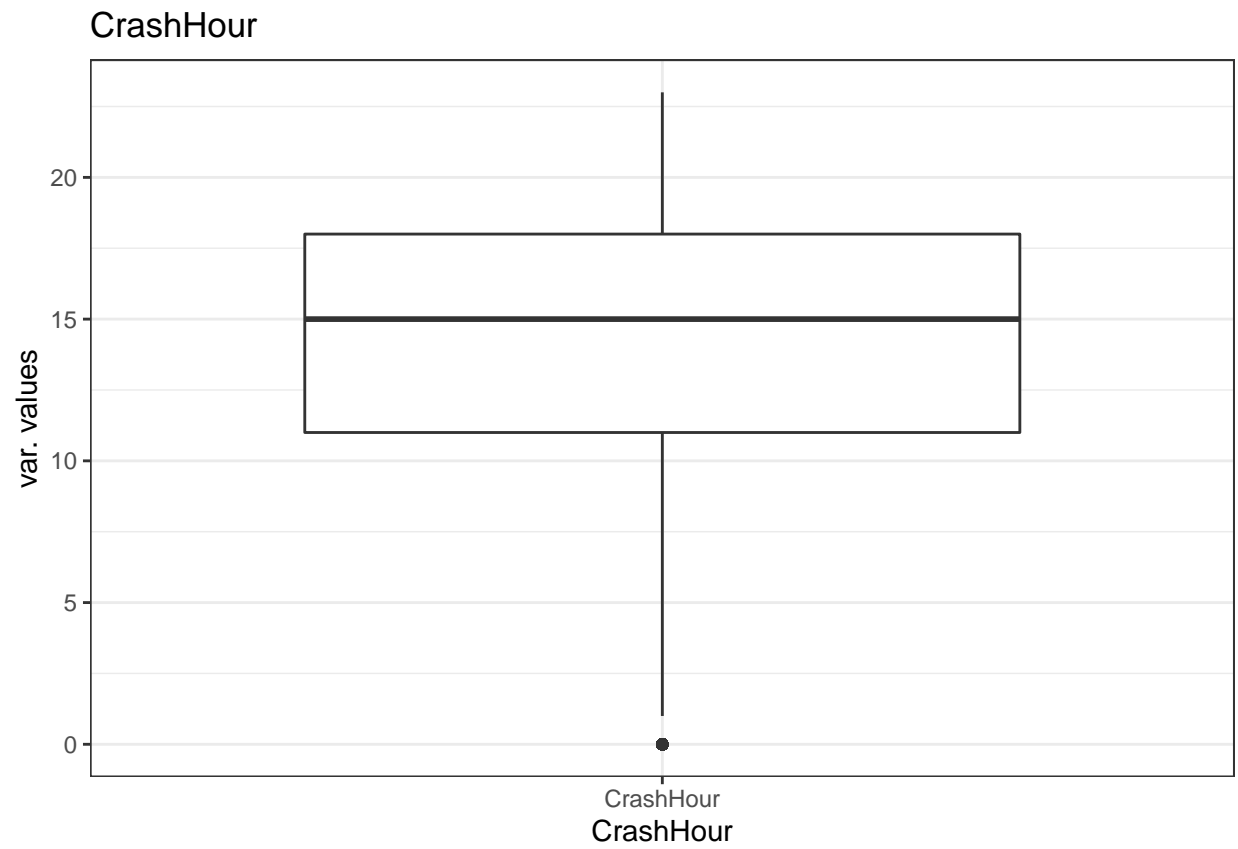
5.2 Explore numerical variables

NumUnits has very little variability and will likely be removed due to near-zero variance.

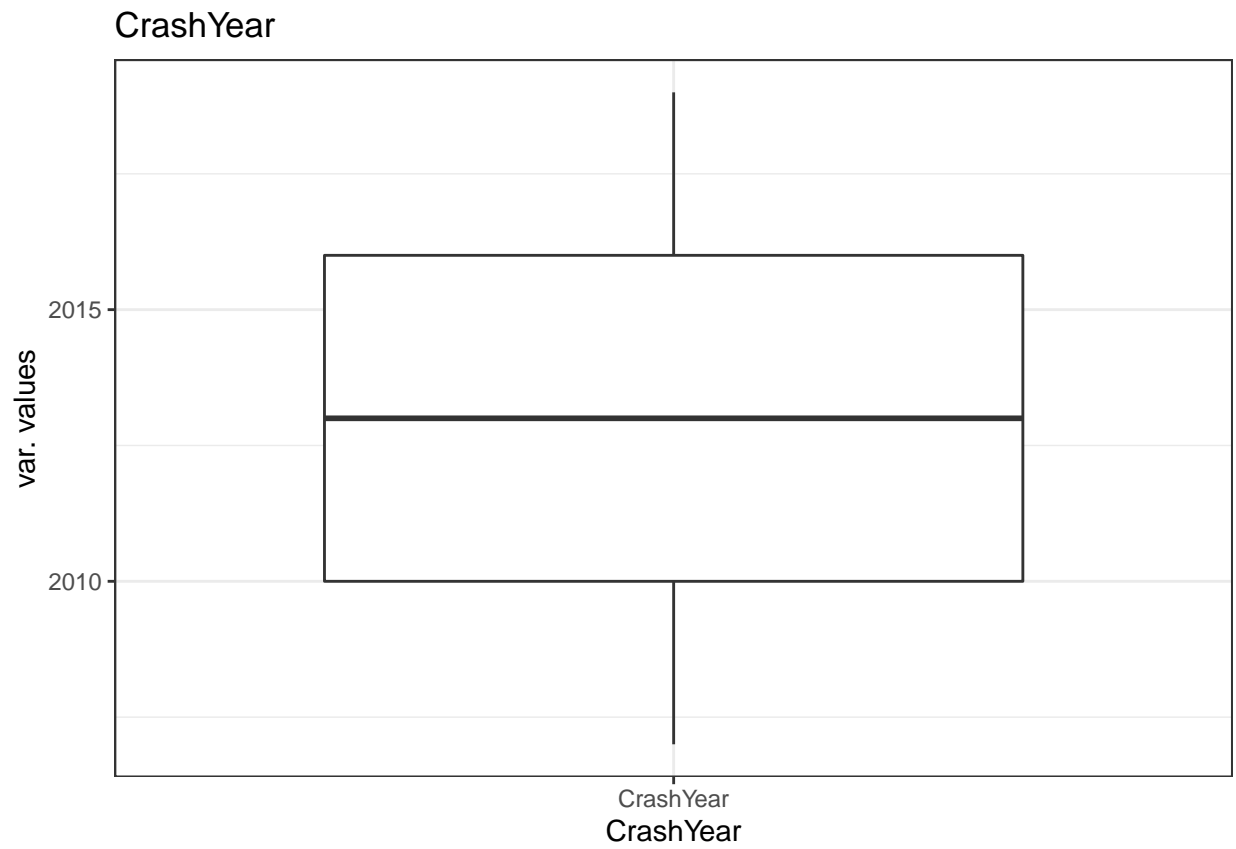
```
## $BikeAge
```



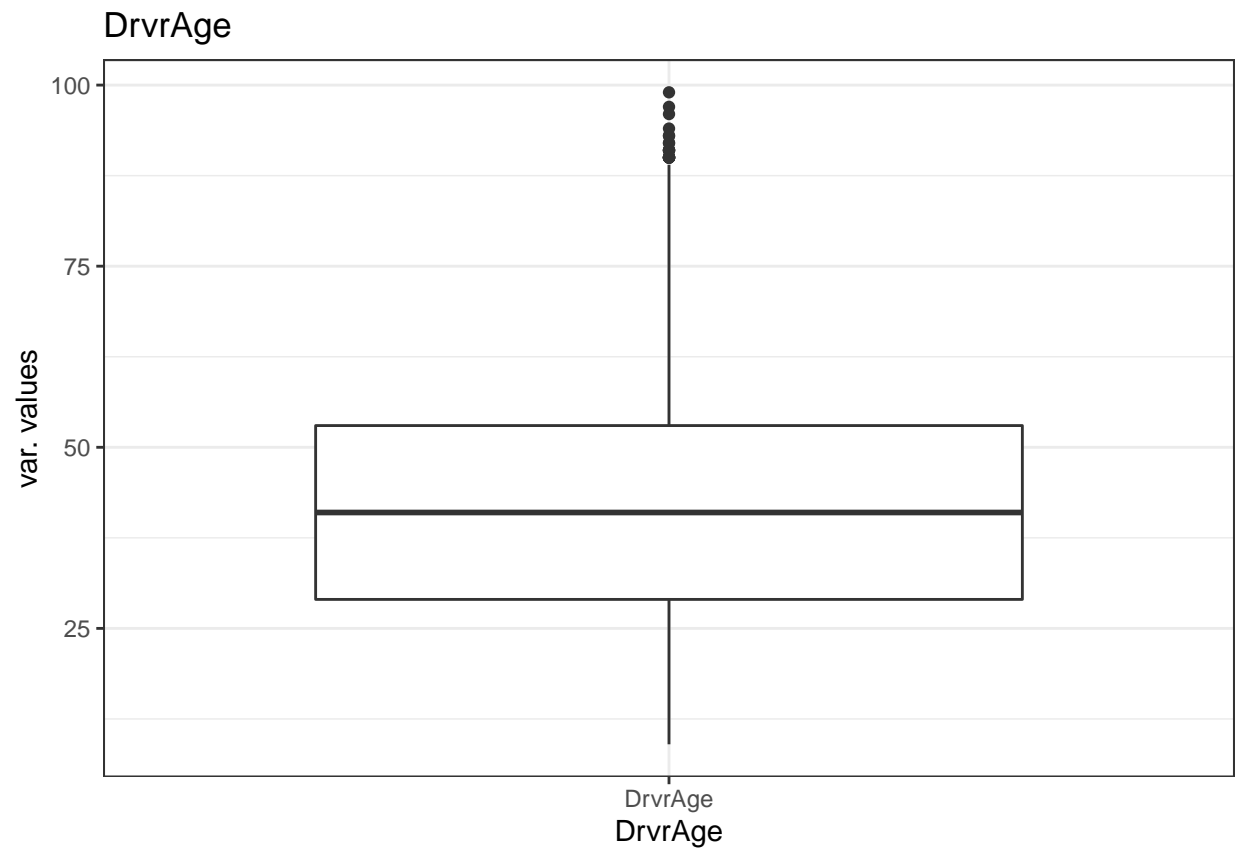
\$CrashHour



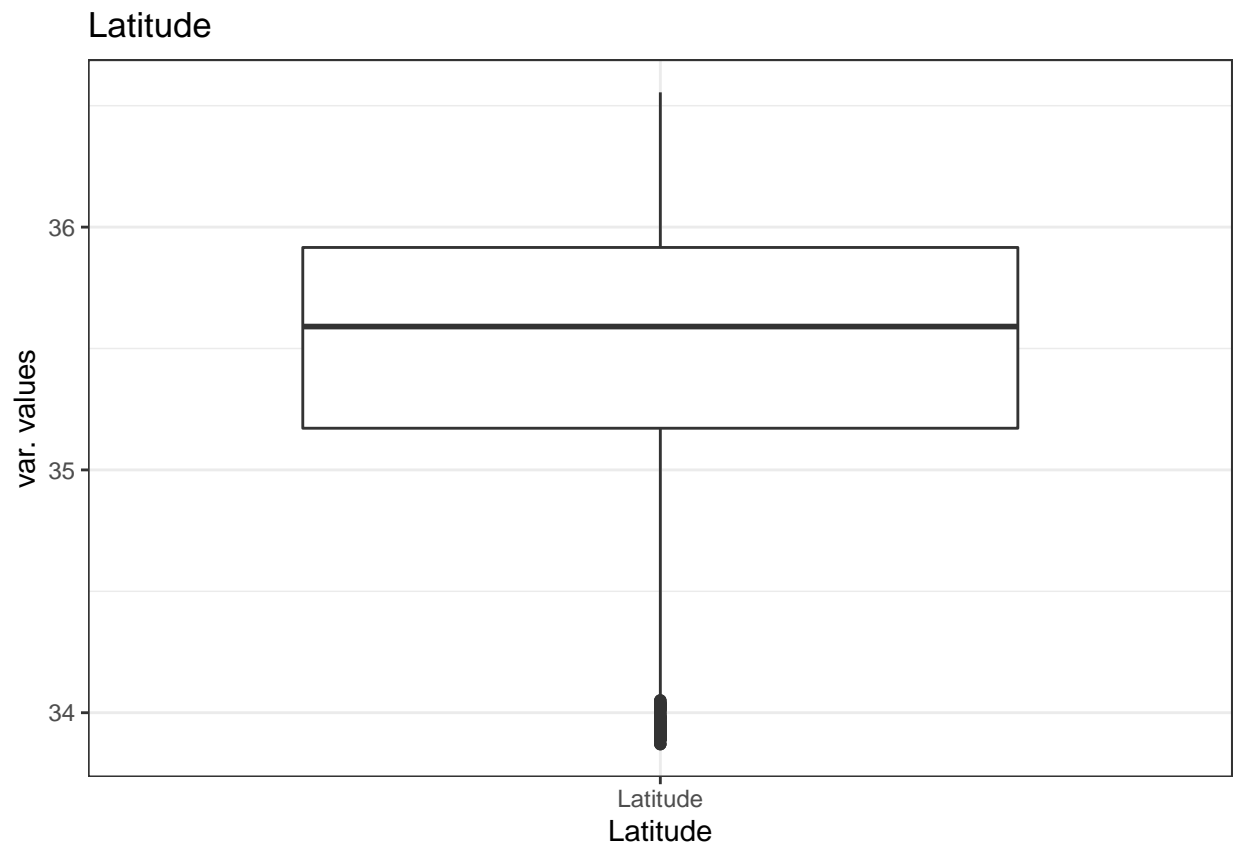
```
##  
## $CrashYear
```



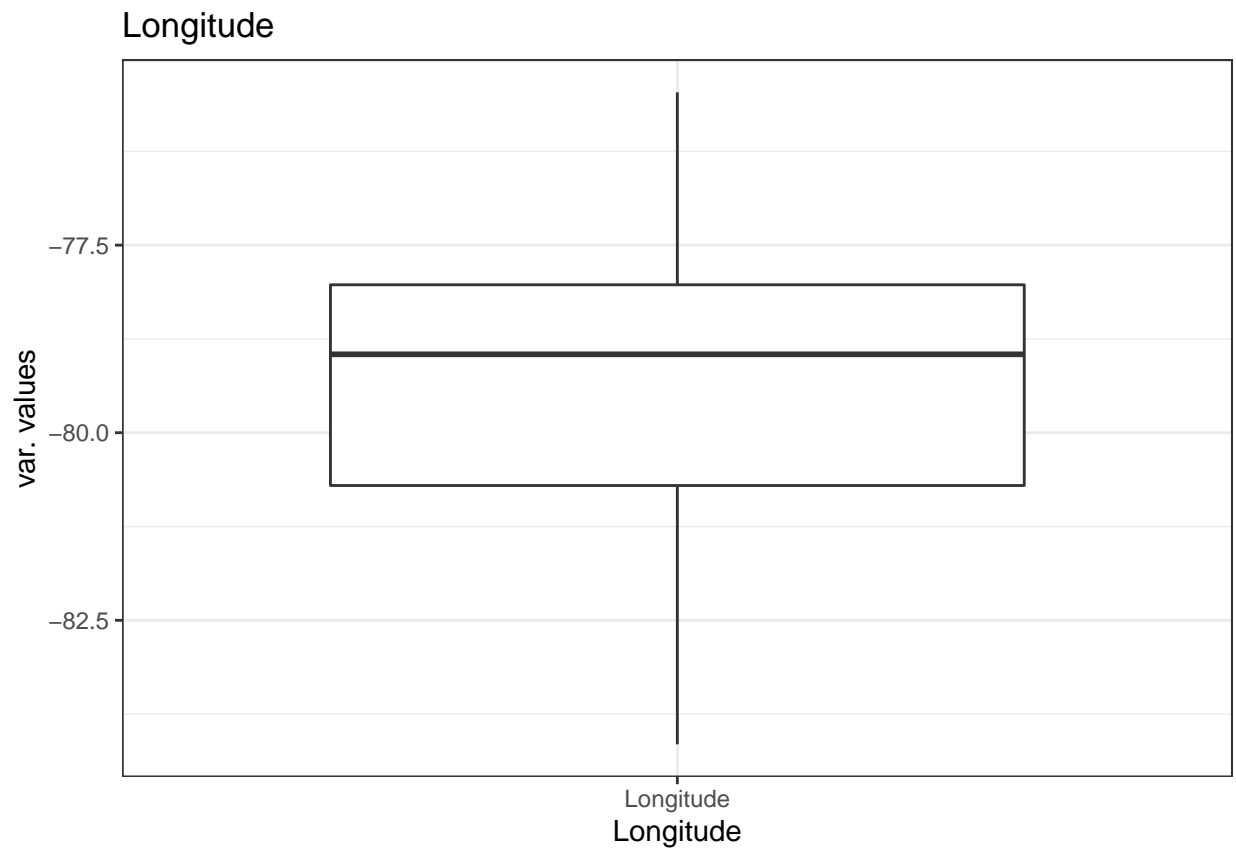
```
##  
## $DrvrAge
```



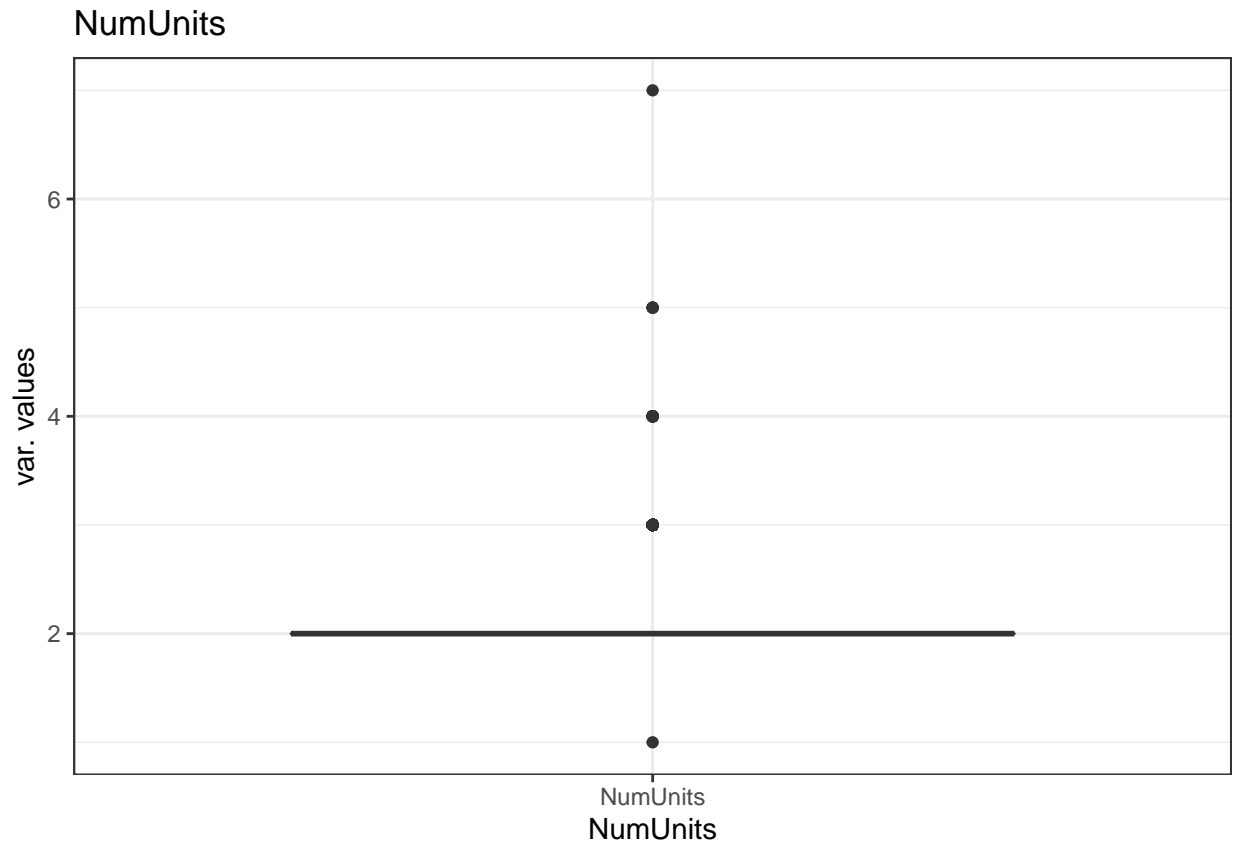
```
##  
## $Latitude
```



```
##  
## $Longitude
```



```
##  
## $NumUnits
```



5.3 Explore categorical variables

Bar plots and top-20 summaries have been produced below for all categorical features that will be attempted to be included in the modeling process.

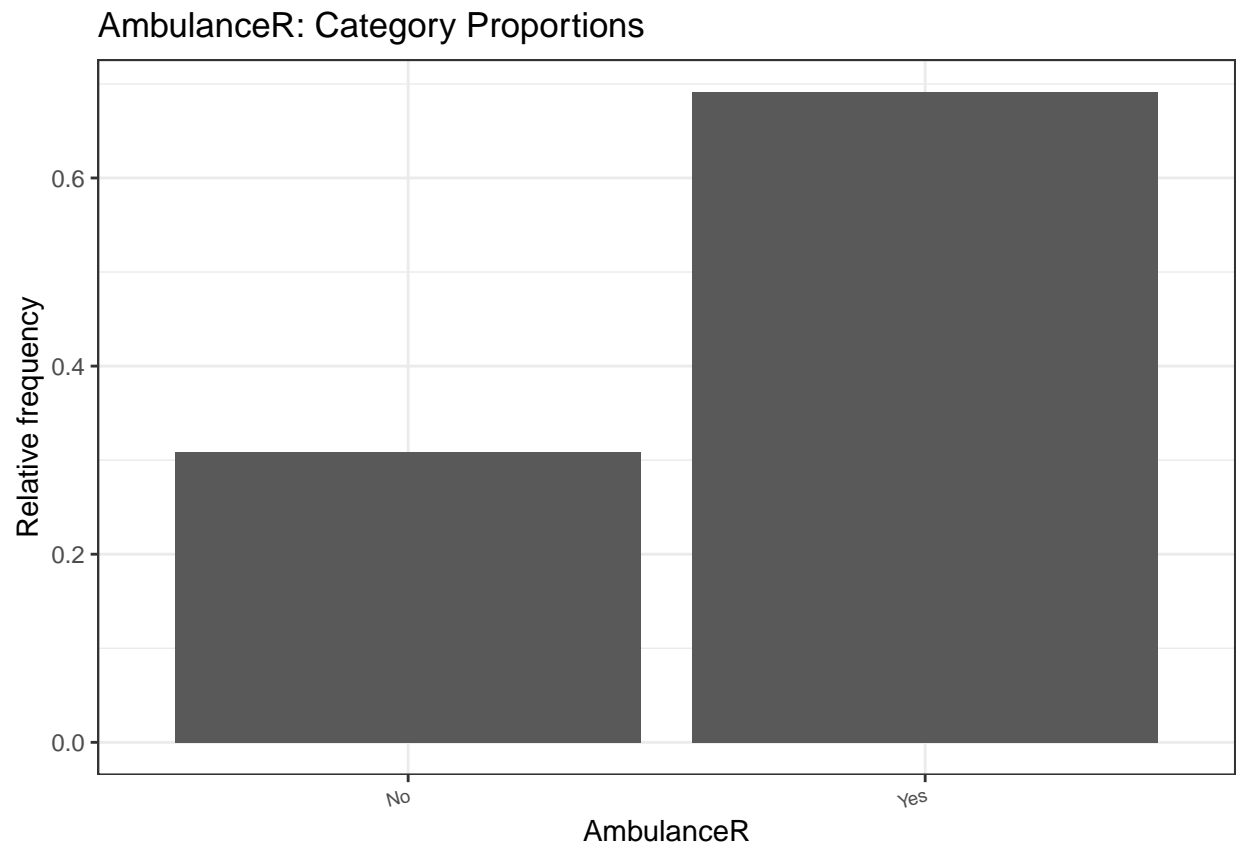
A number of categorical features have unbalanced levels. Once factors are converted to dummy variables, near-zero variance feature will be removed, thus helping by removing factors/levels that don't provide enough variability to inform the model. A percent unique values cutoff of 5% will be used to determine which feature levels are removed.

Notice that some features have too many levels to be viewed in a bar graph.

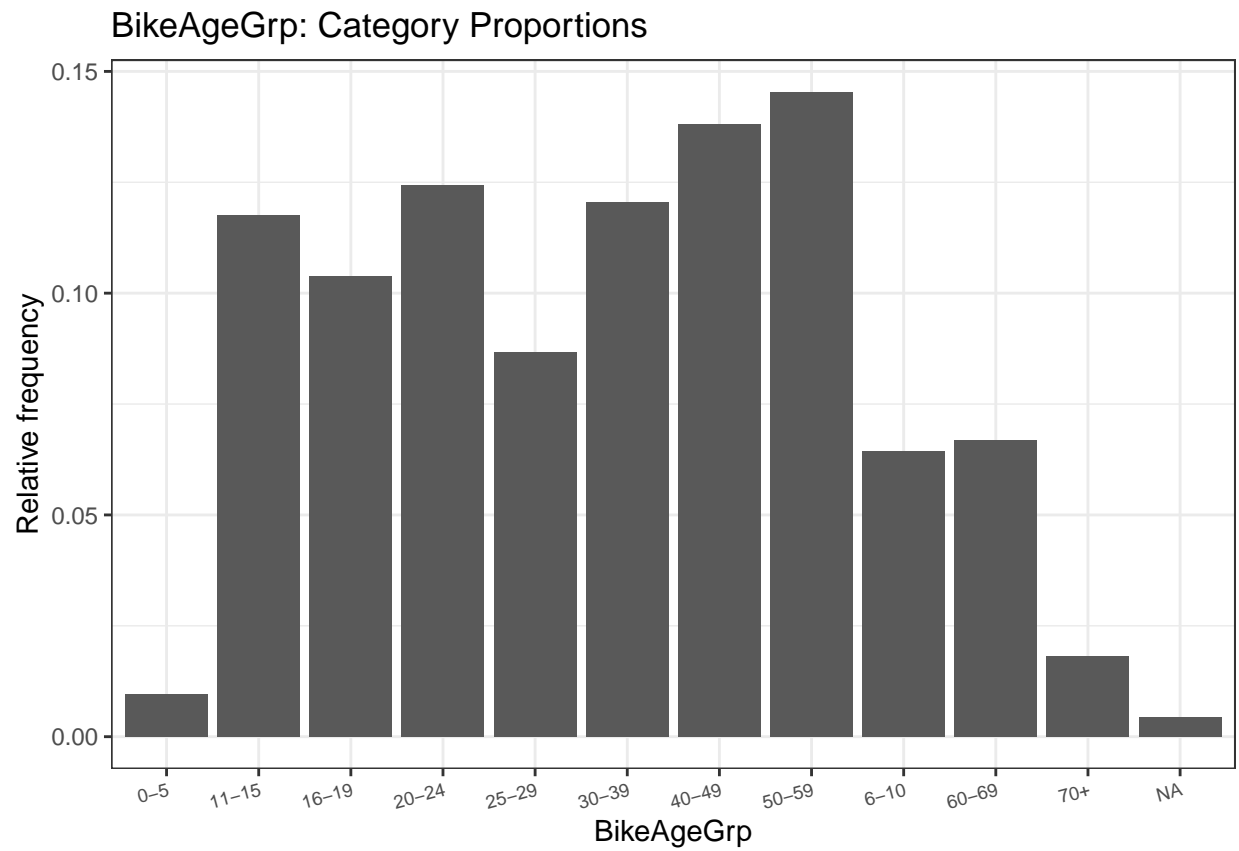
Therefore, those features' levels are displayed in a table of the top 20 levels by feature.

The following features CrashID, BikeInjuryCat will not be summarized as these features will not be used in the modeling process. All features of the form "NumBics"X will not be since these features are missing more than 50% of values.

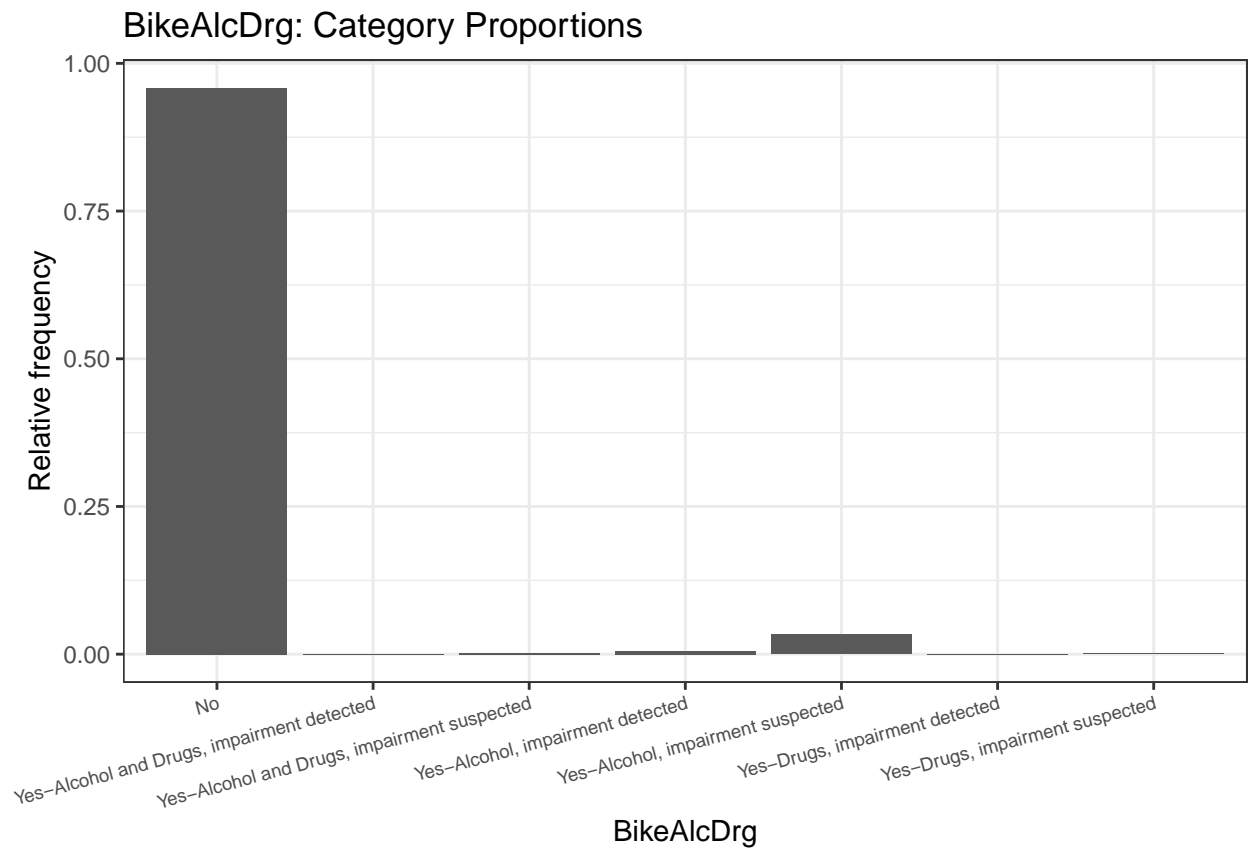
```
## $AmbulanceR
```

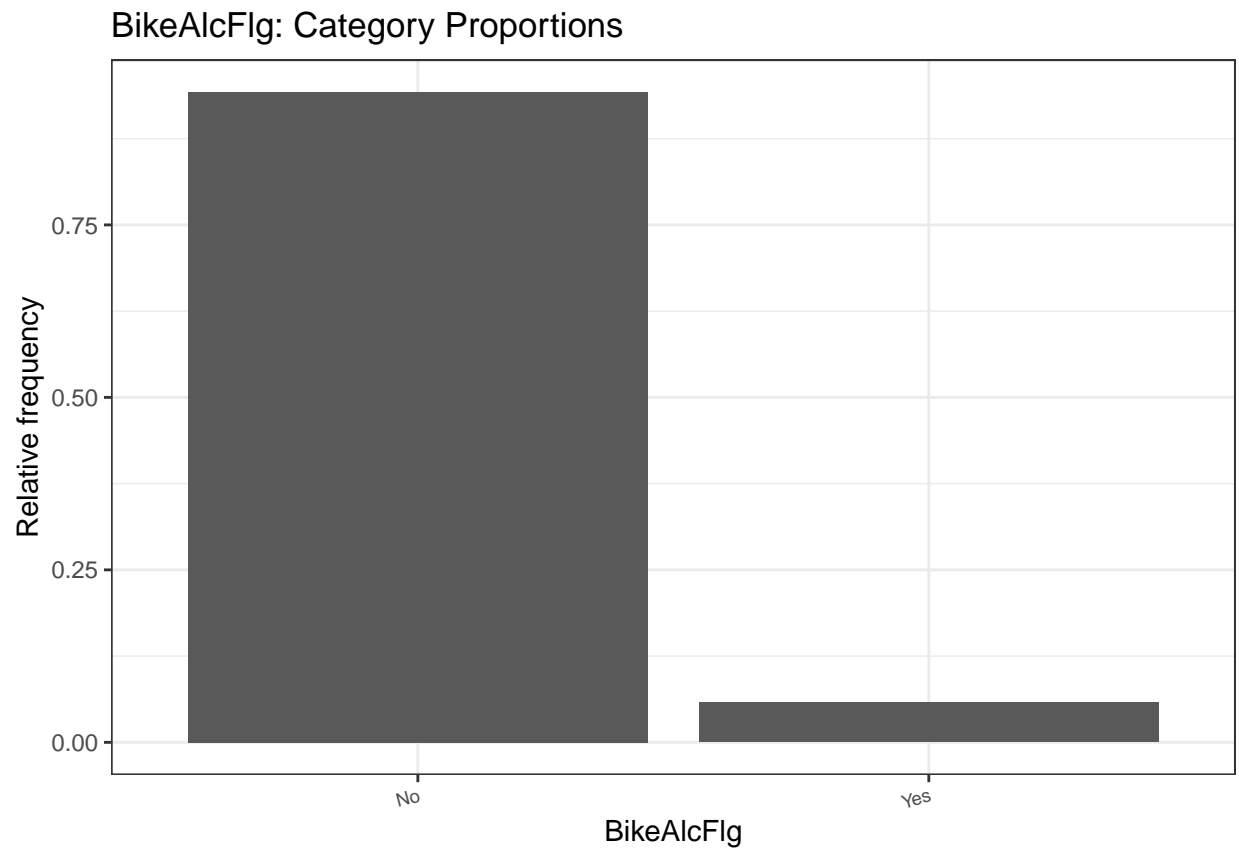
```
##  
## $BikeAgeGrp
```



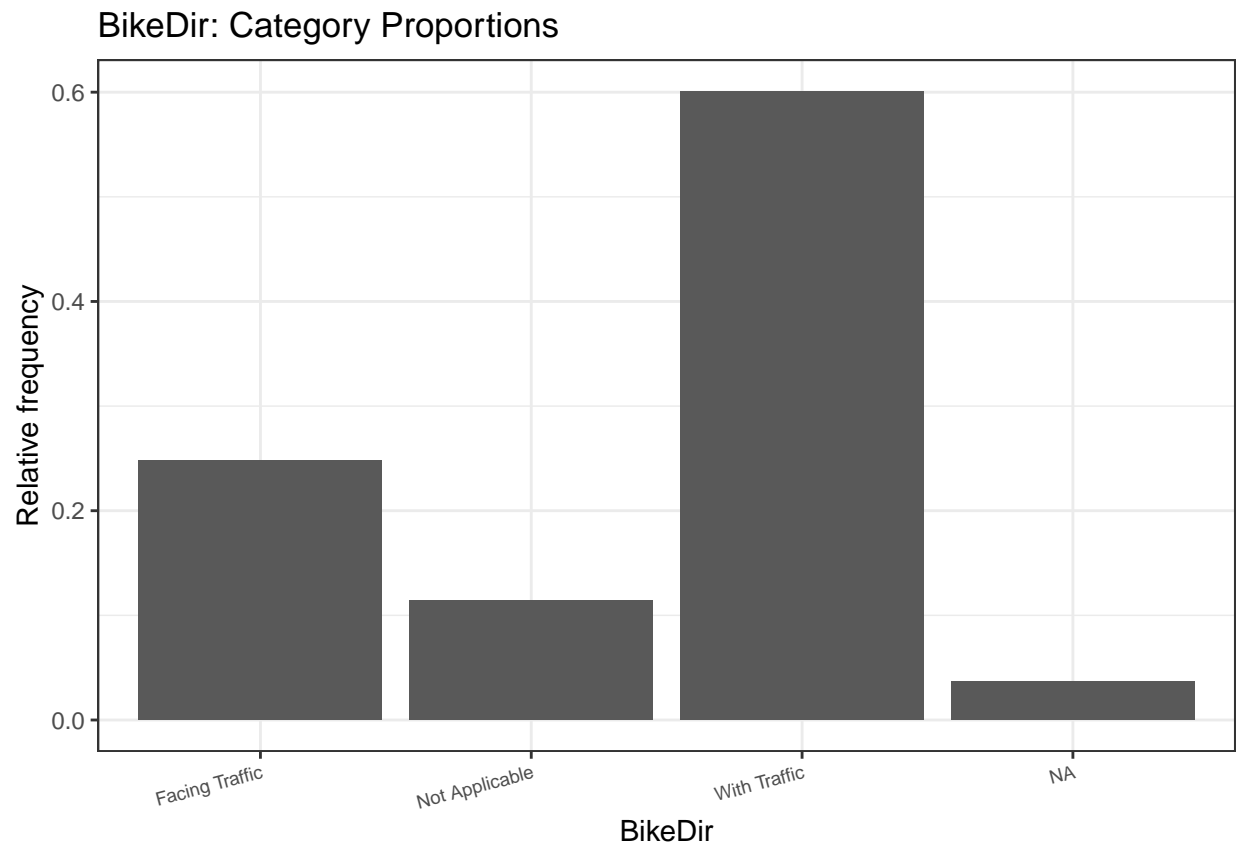
```
##  
## $BikeAlcDrg
```



```
##  
## $BikeAlcFlg
```

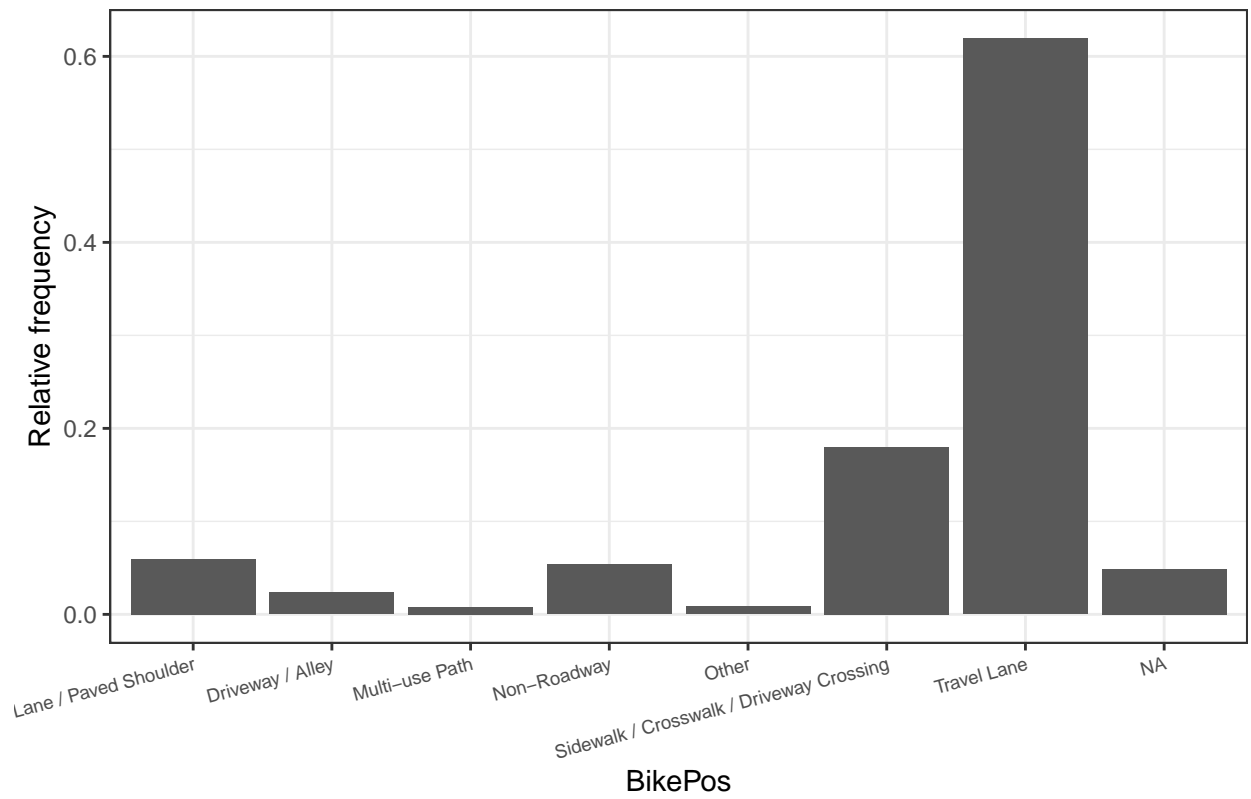


```
##  
## $BikeDir
```



```
##  
## $BikePos
```

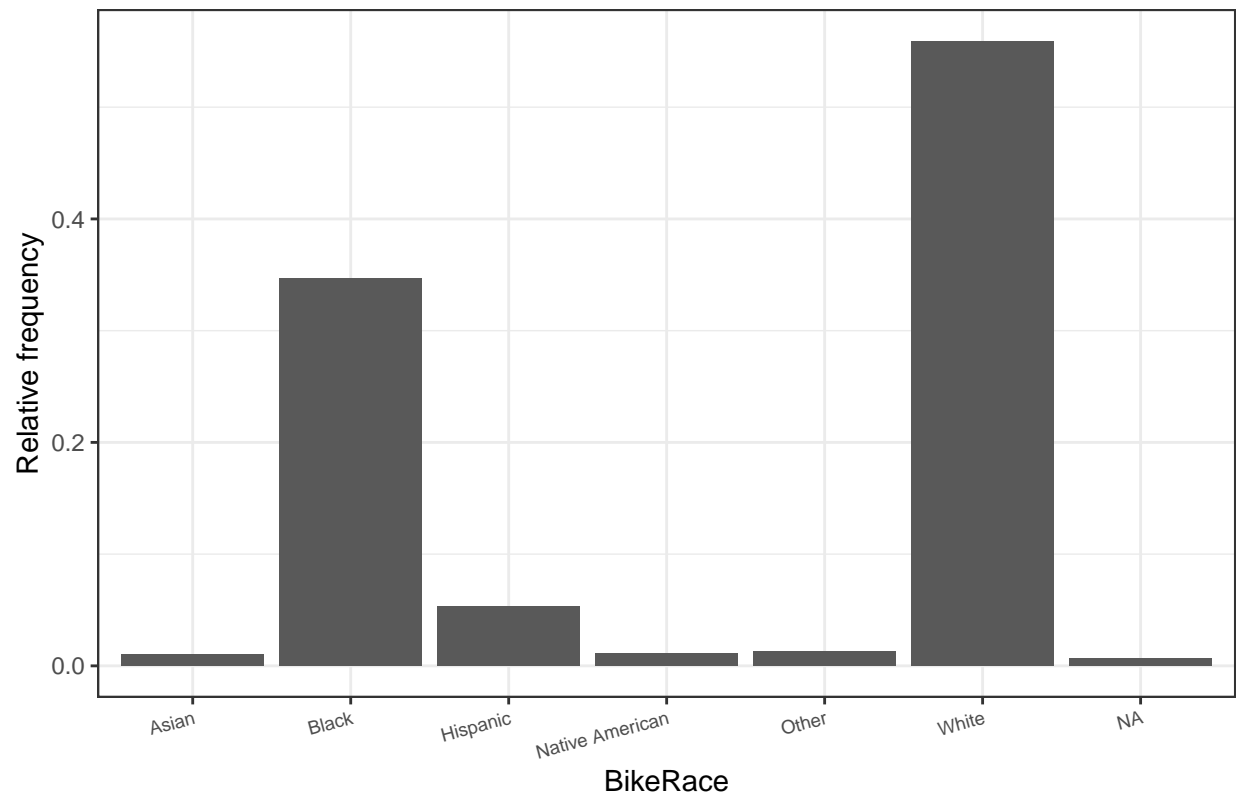
BikePos: Category Proportions



##

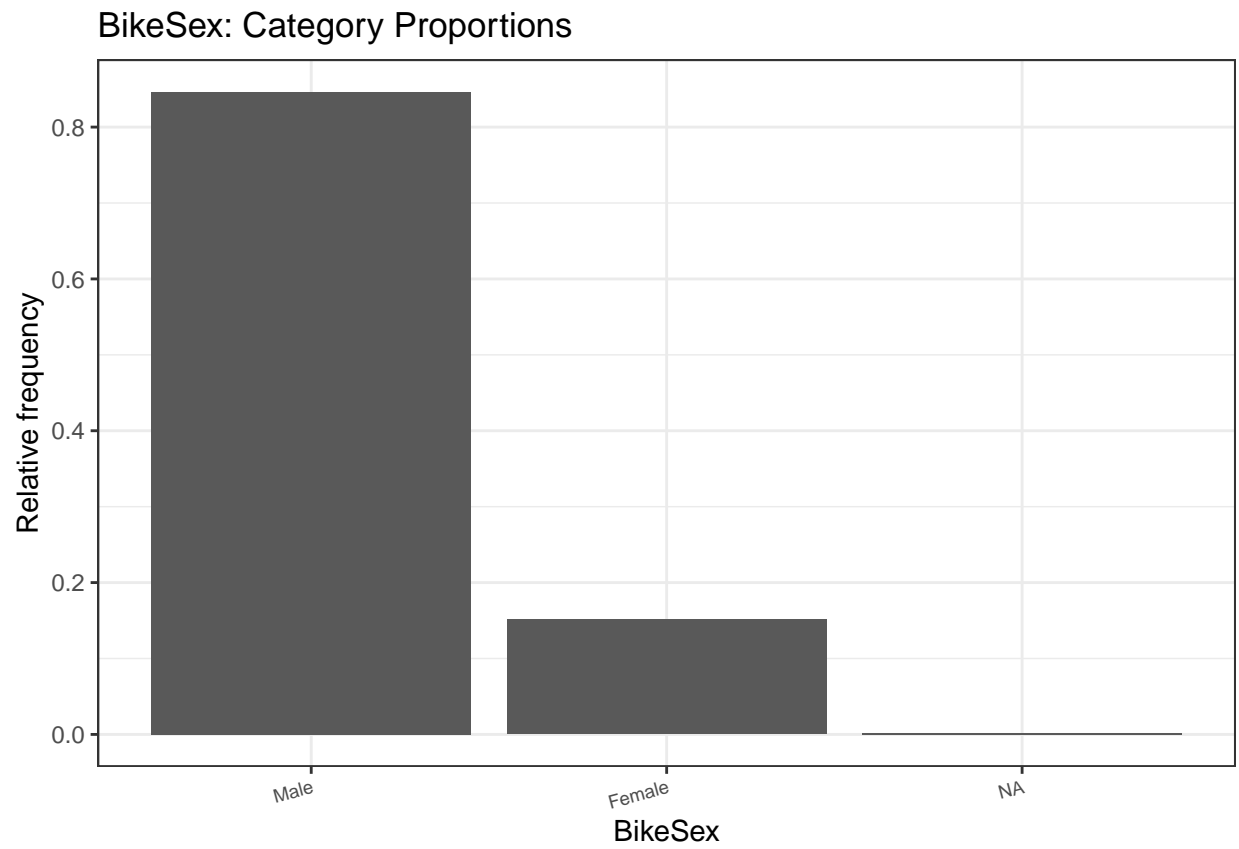
\$BikeRace

BikeRace: Category Proportions

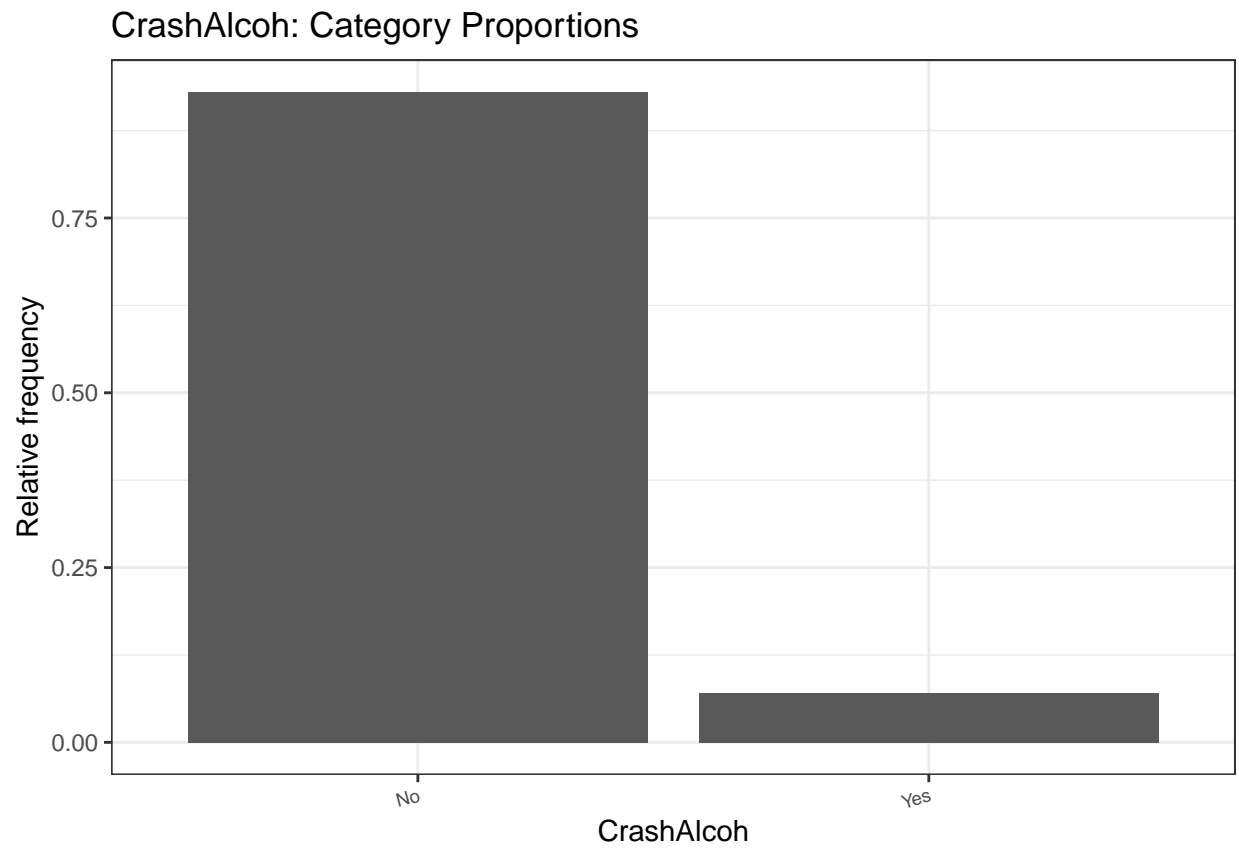


##

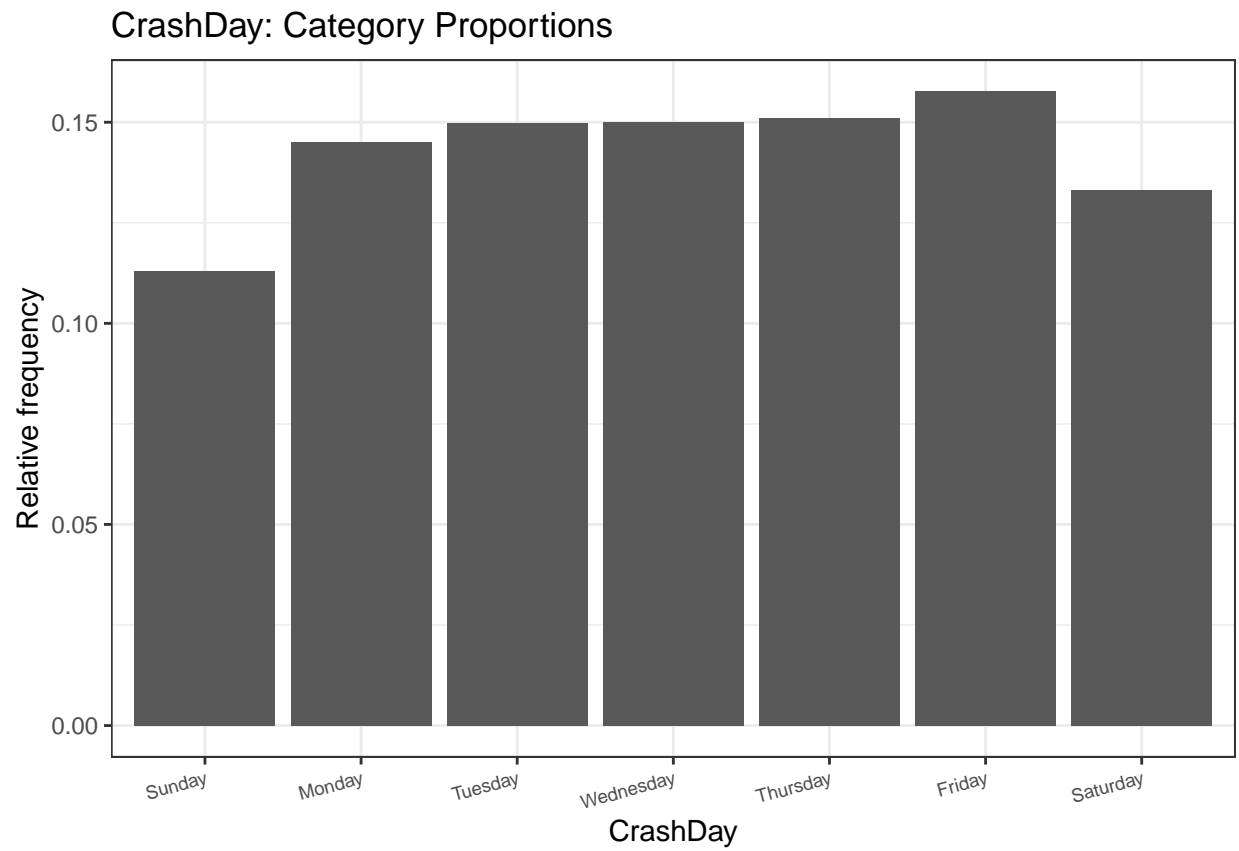
\$BikeSex



```
##  
## $CrashAlcoh
```

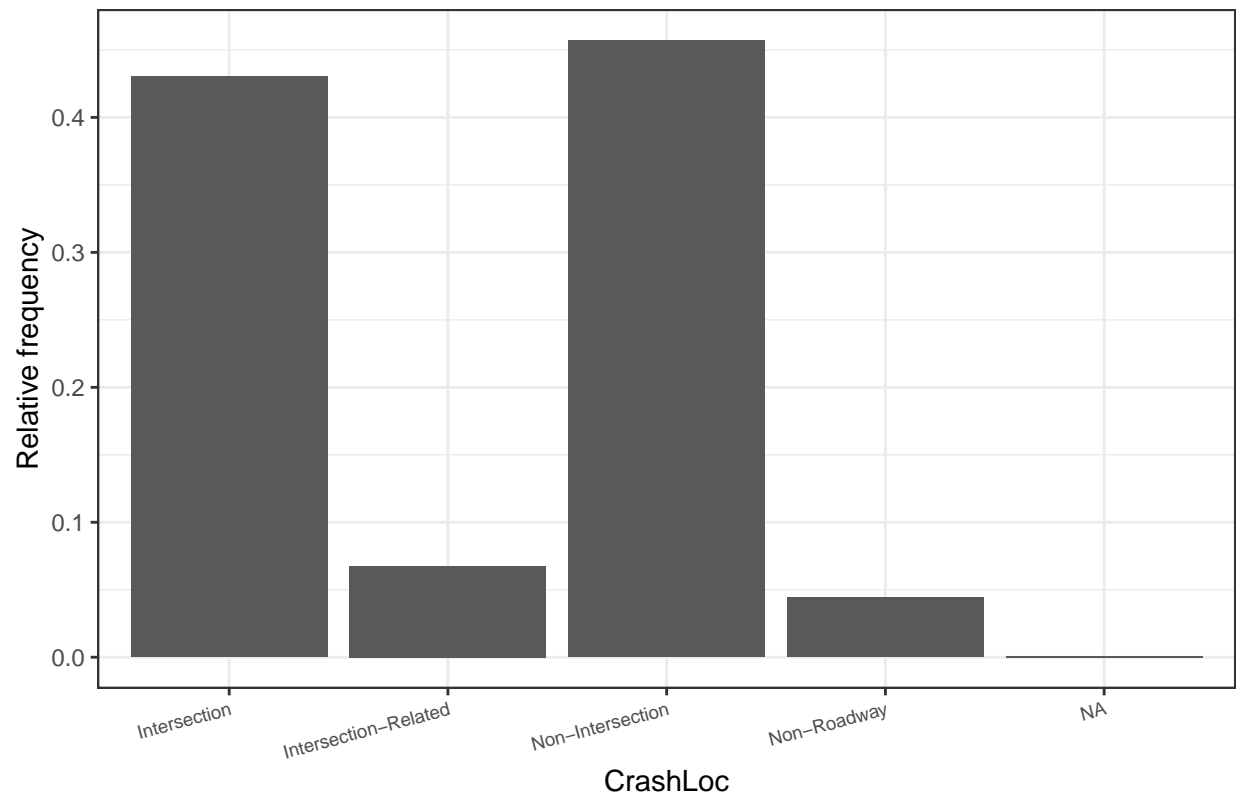



```
##  
## $CrashDay
```

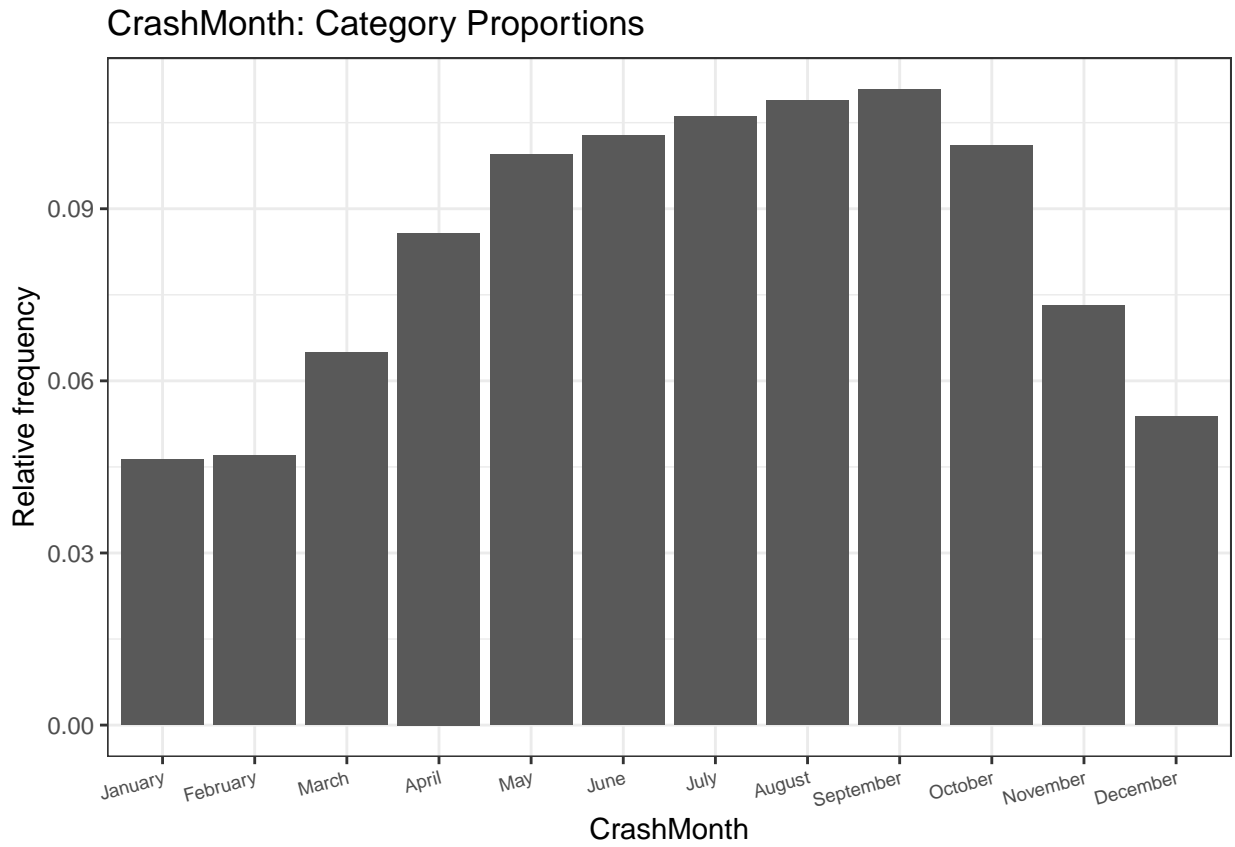


```
##  
## $CrashLoc
```

CrashLoc: Category Proportions

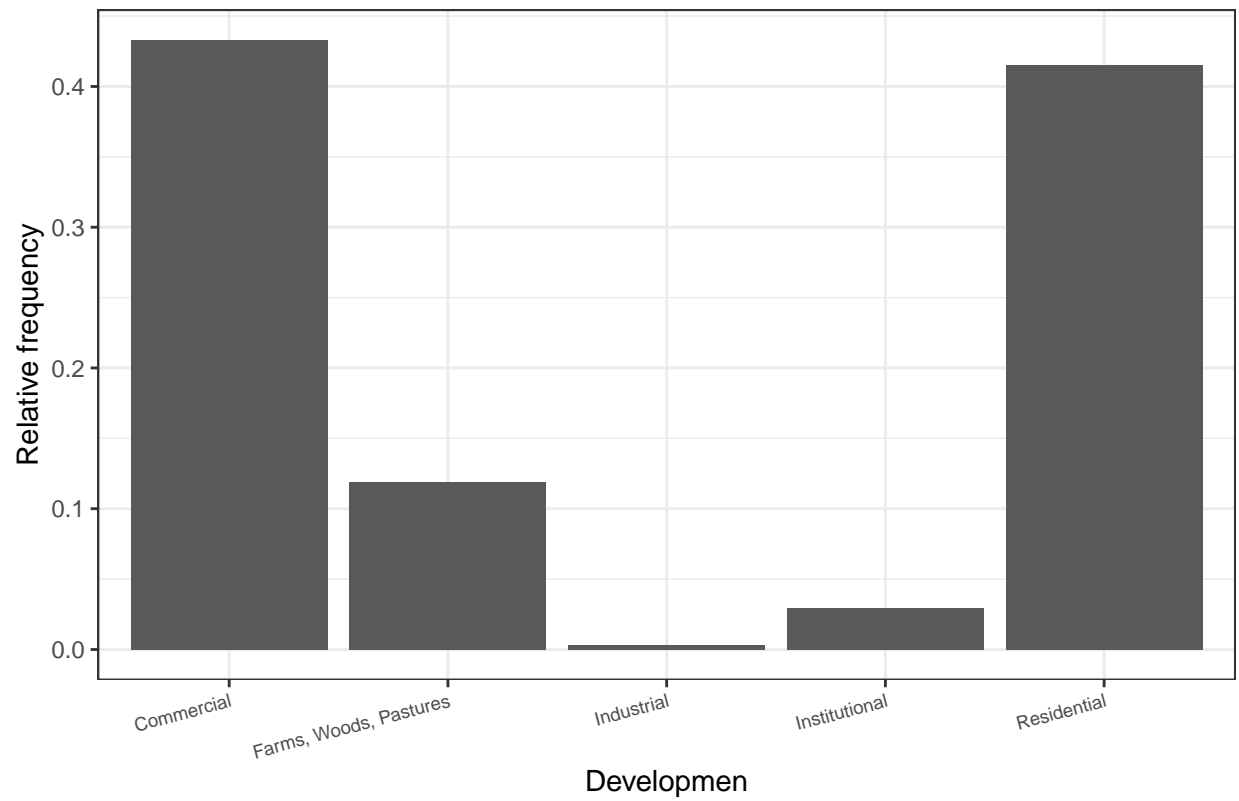


```
##  
## $CrashMonth
```



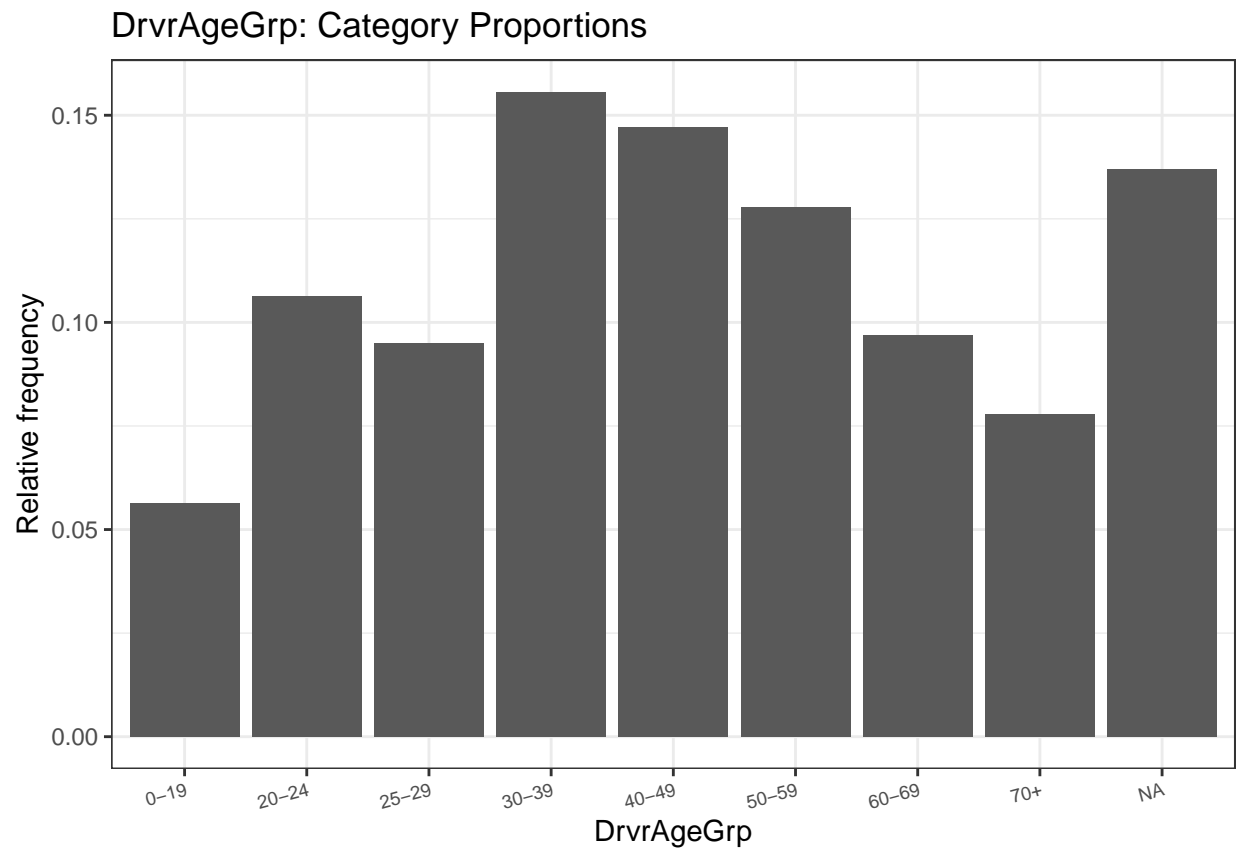
```
##  
## $Developmen
```

Developmen: Category Proportions

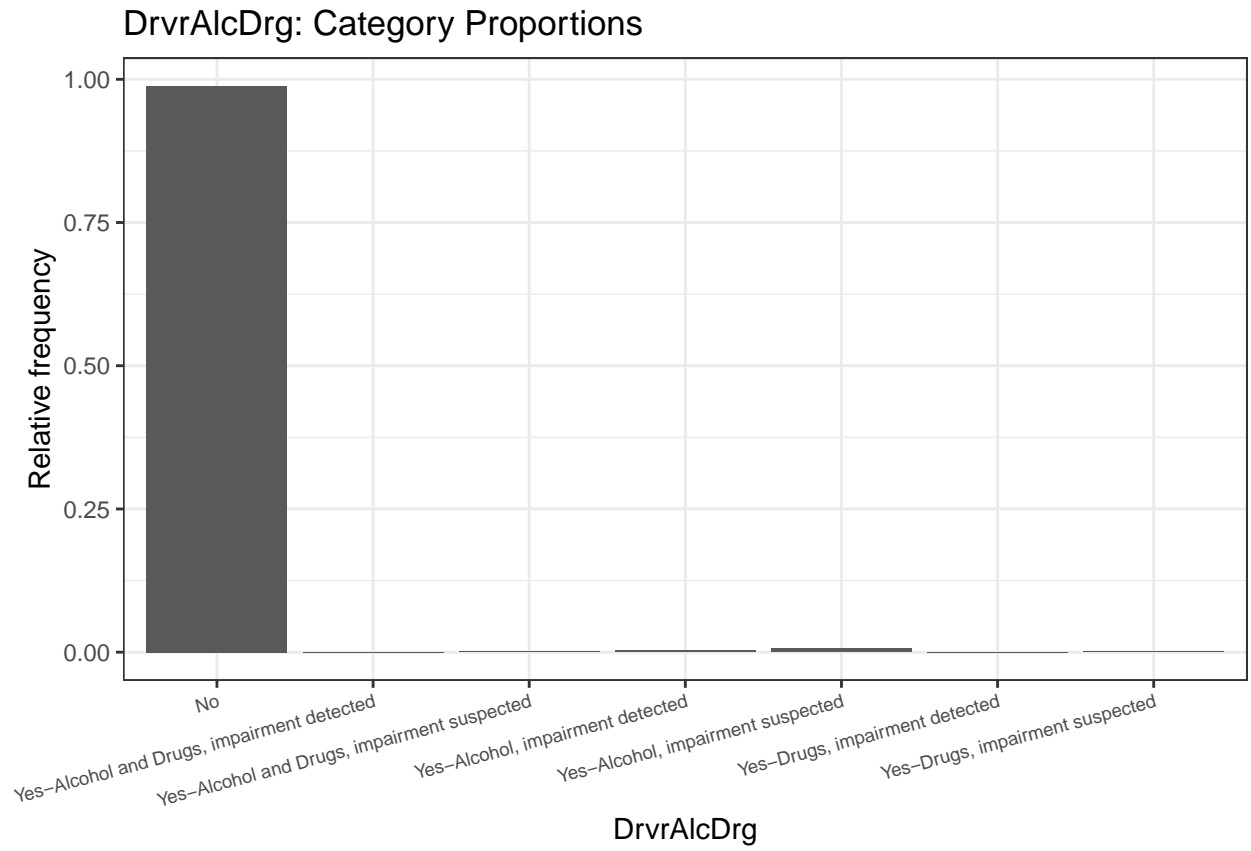


##

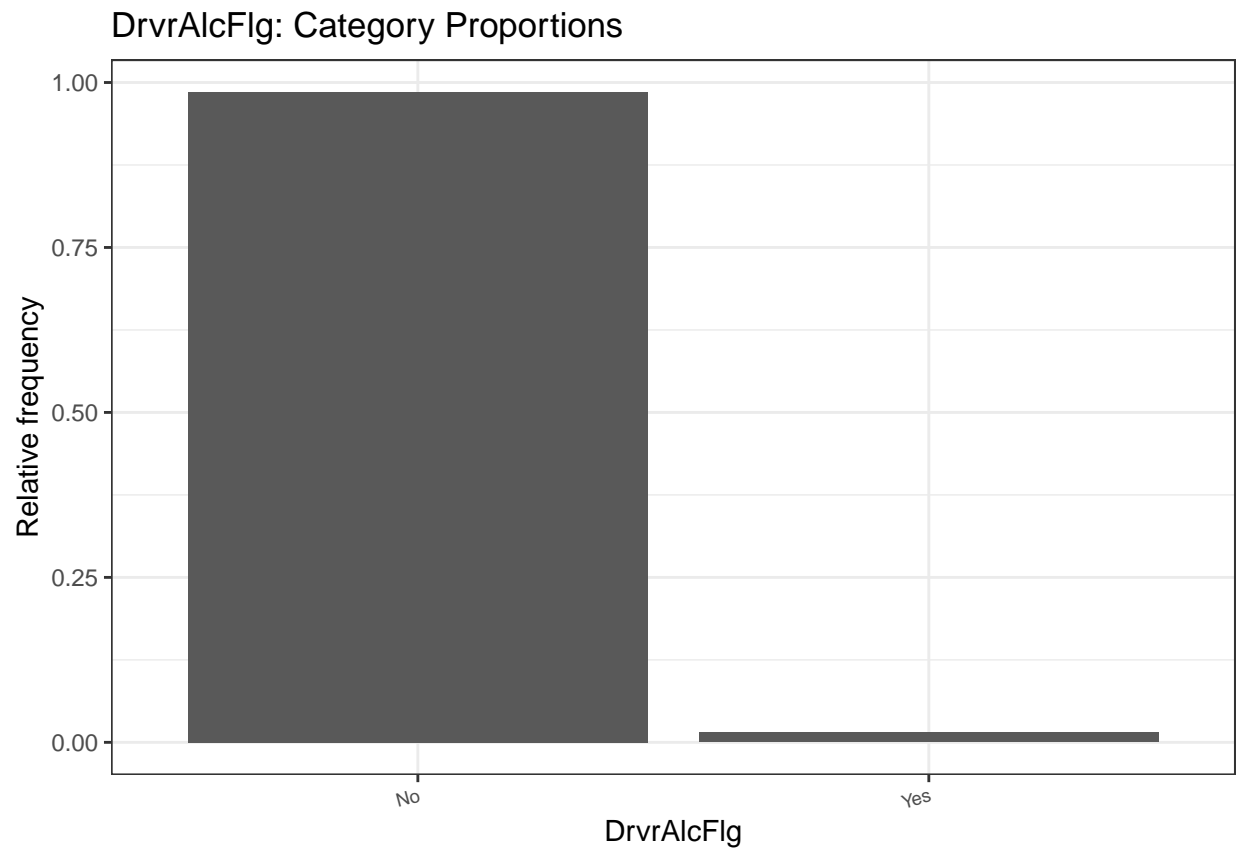
\$DrvrAgeGrp



```
##  
## $DrvrAlcDrg
```

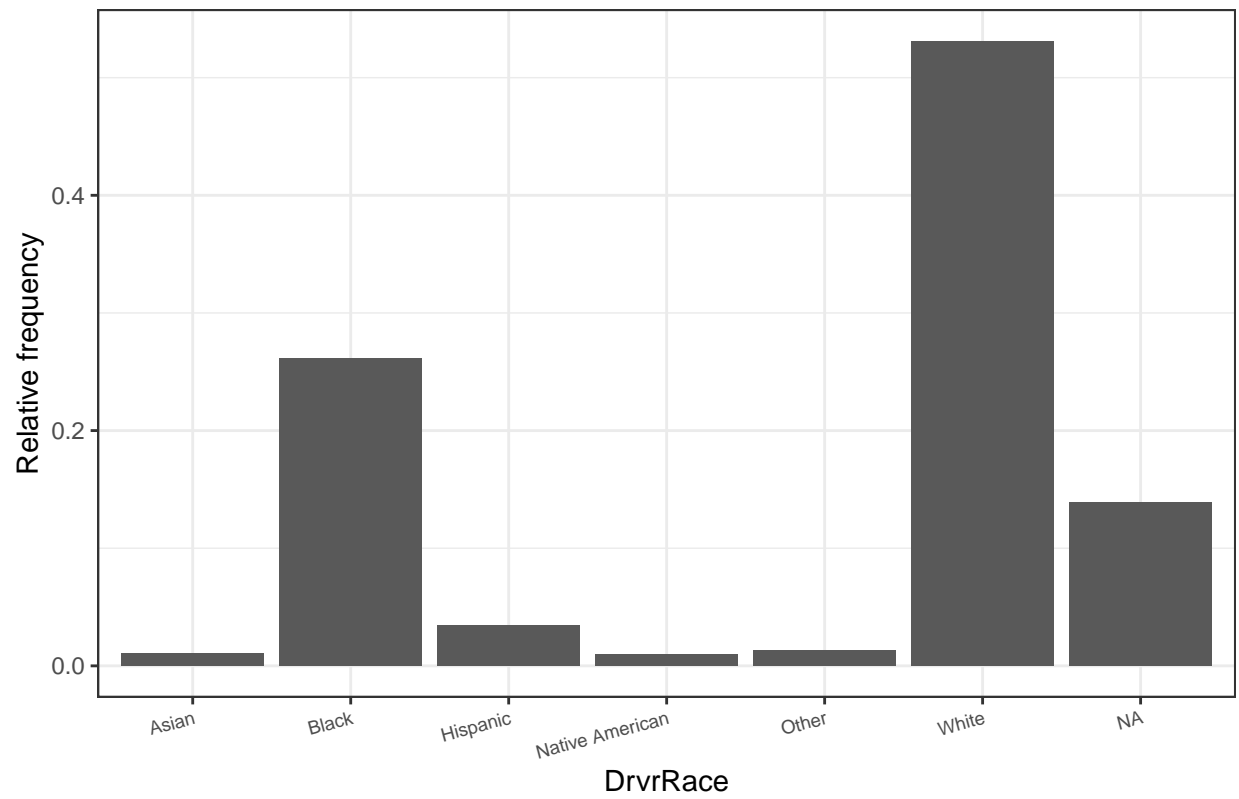


```
##  
## $DrvrAlcFlg
```

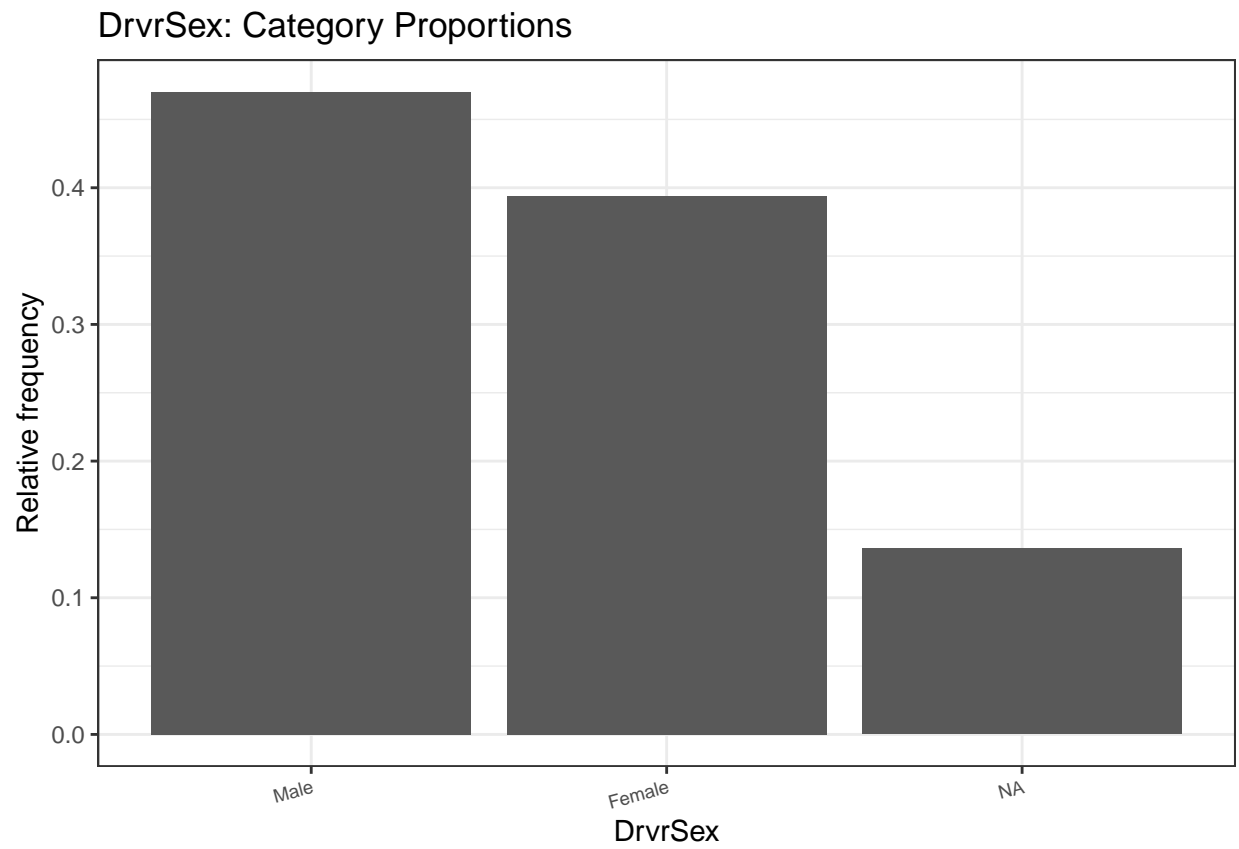


\$DrvrRace

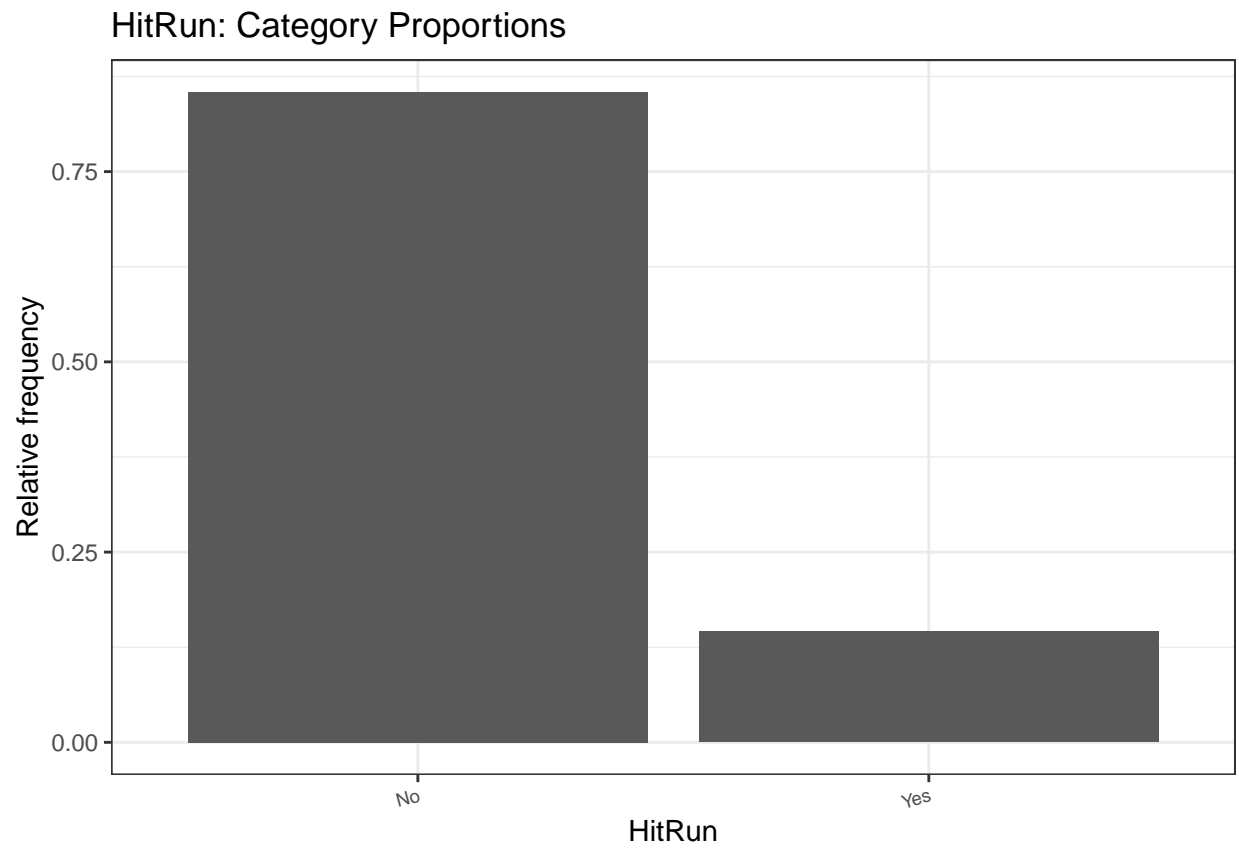
DrvrRace: Category Proportions



```
##  
## $DrvrSex
```

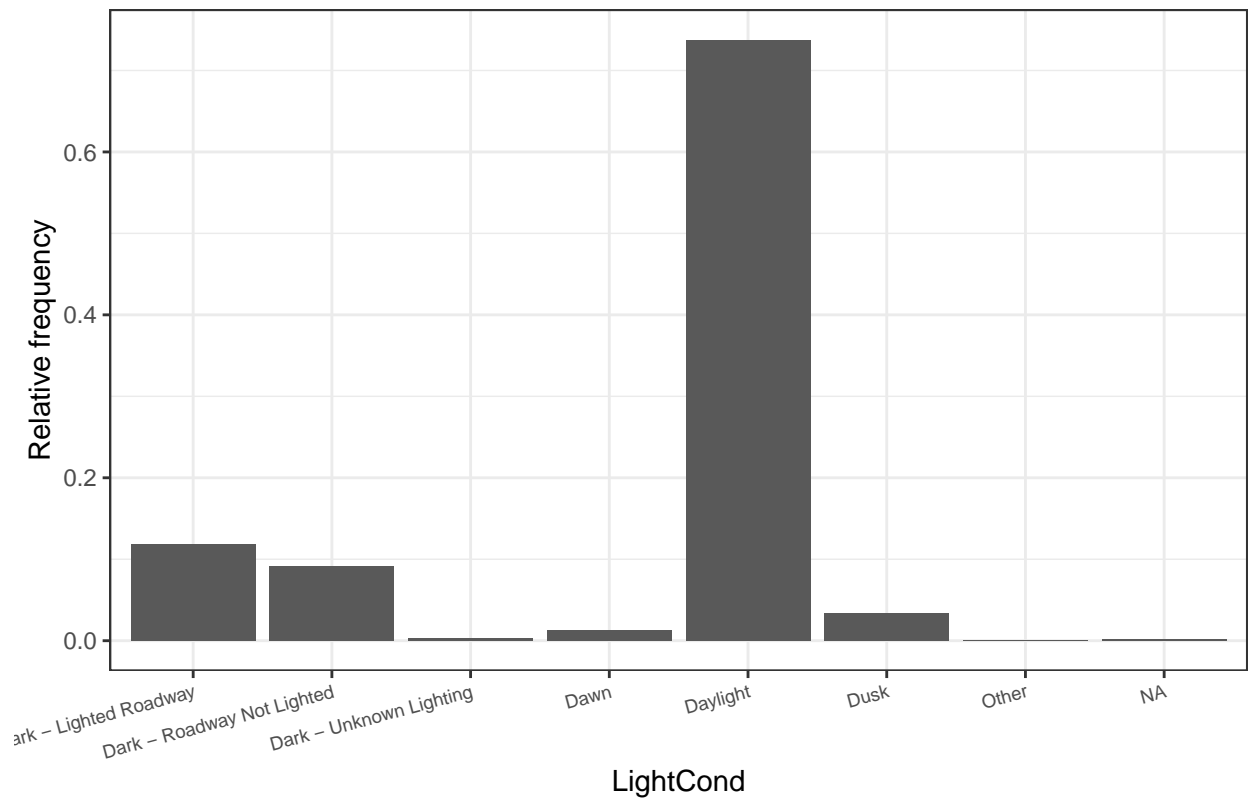


```
##  
## $HitRun
```



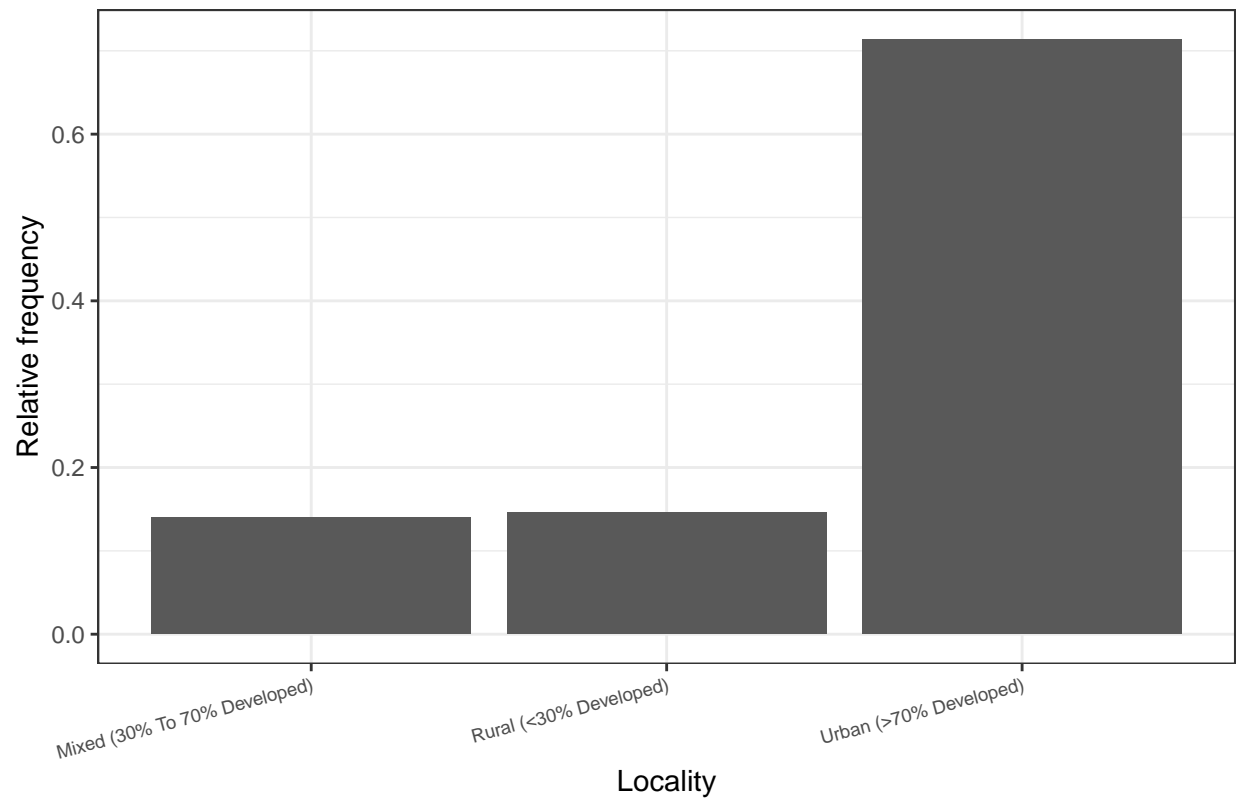
```
##  
## $LightCond
```

LightCond: Category Proportions



\$Locality

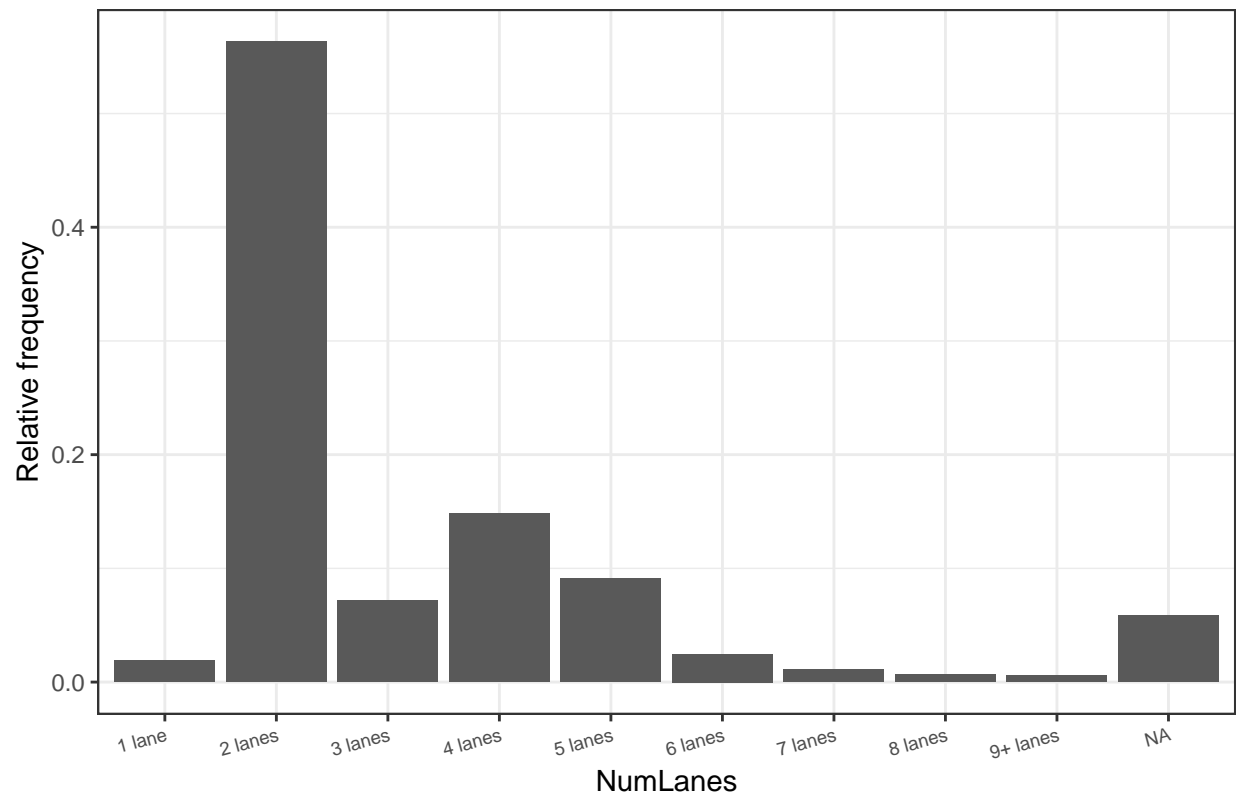
Locality: Category Proportions



##

\$NumLanes

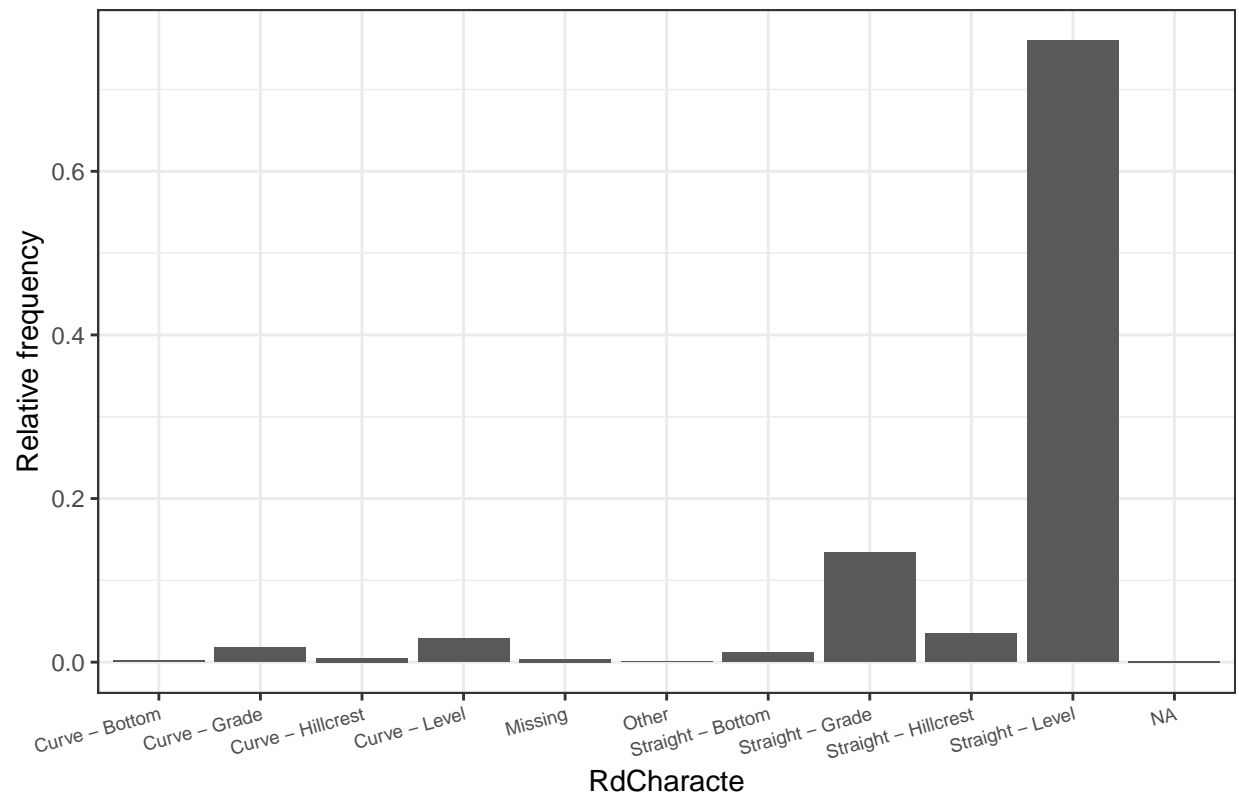
NumLanes: Category Proportions



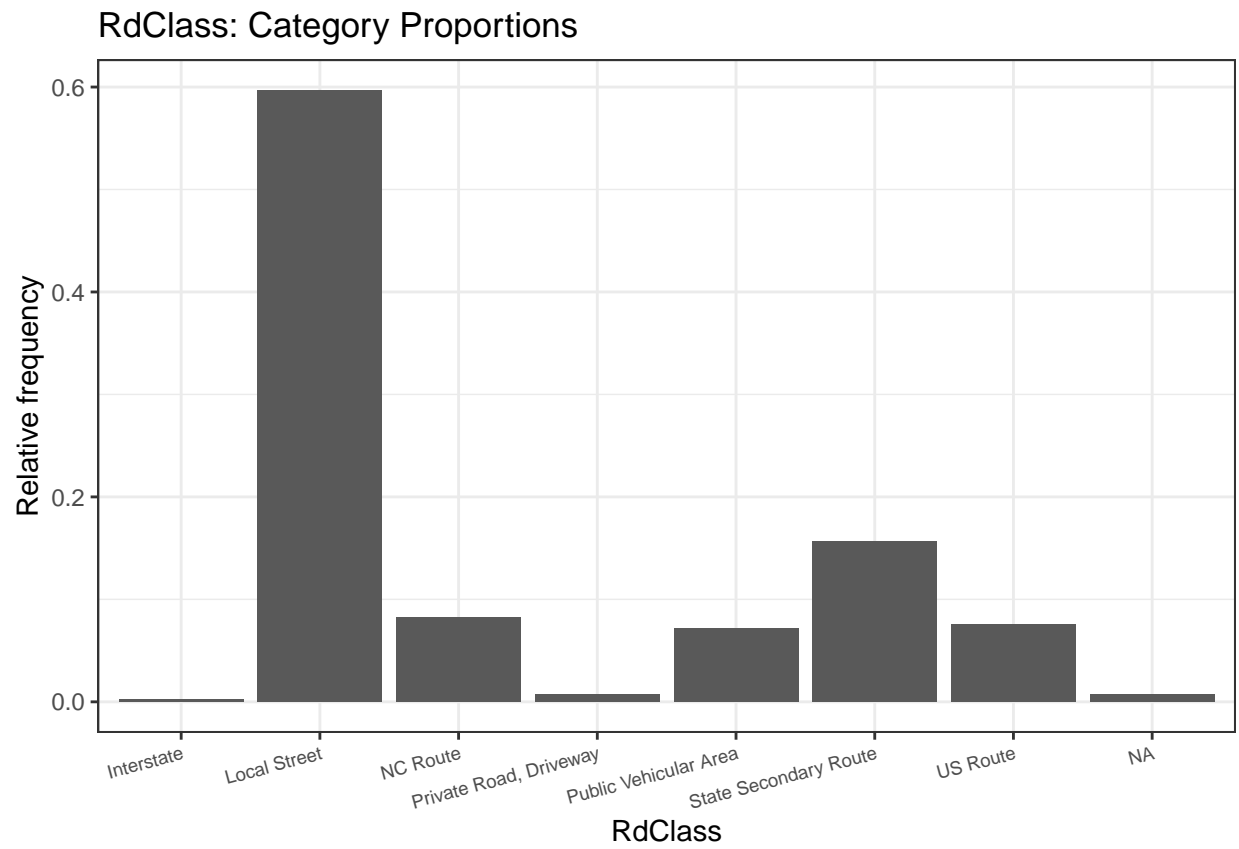
##

\$RdCharacte

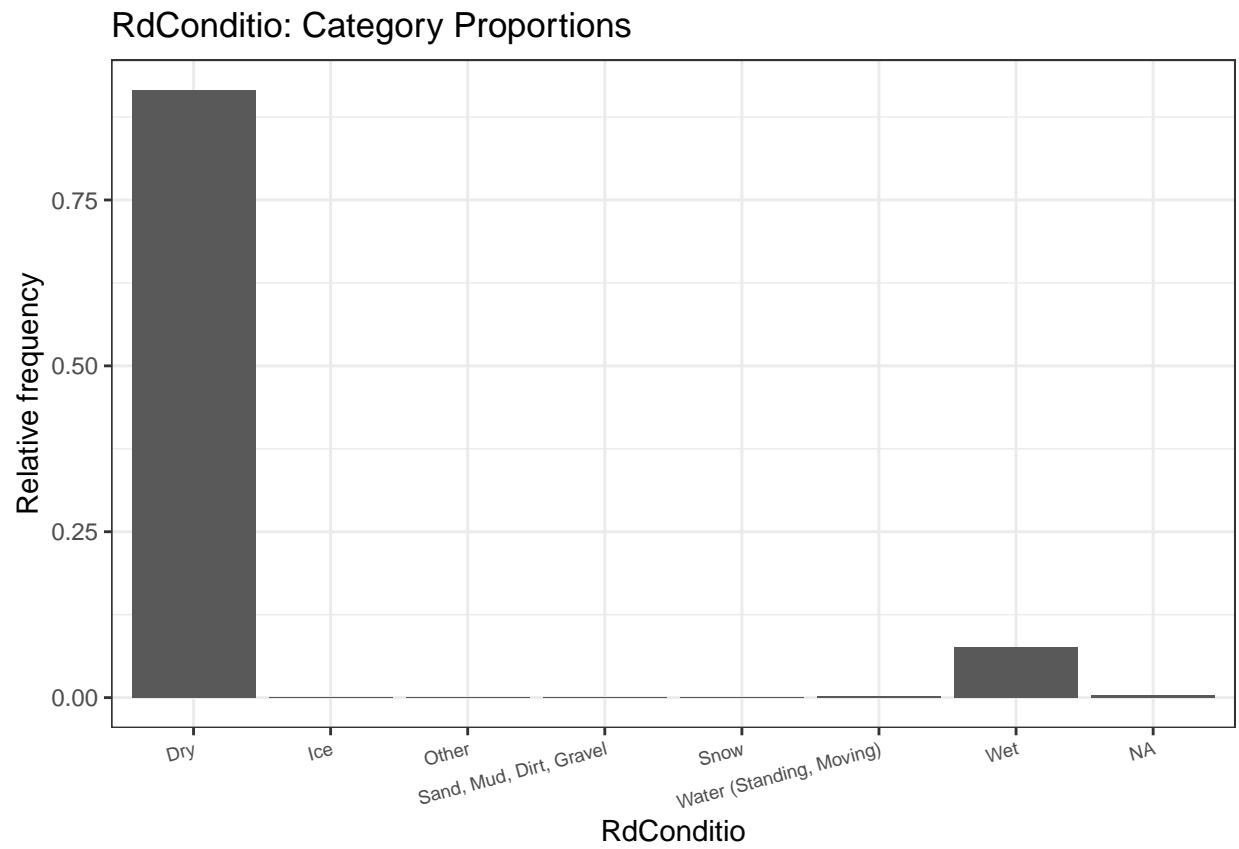
RdCharacte: Category Proportions



```
##
## $RdClass
```

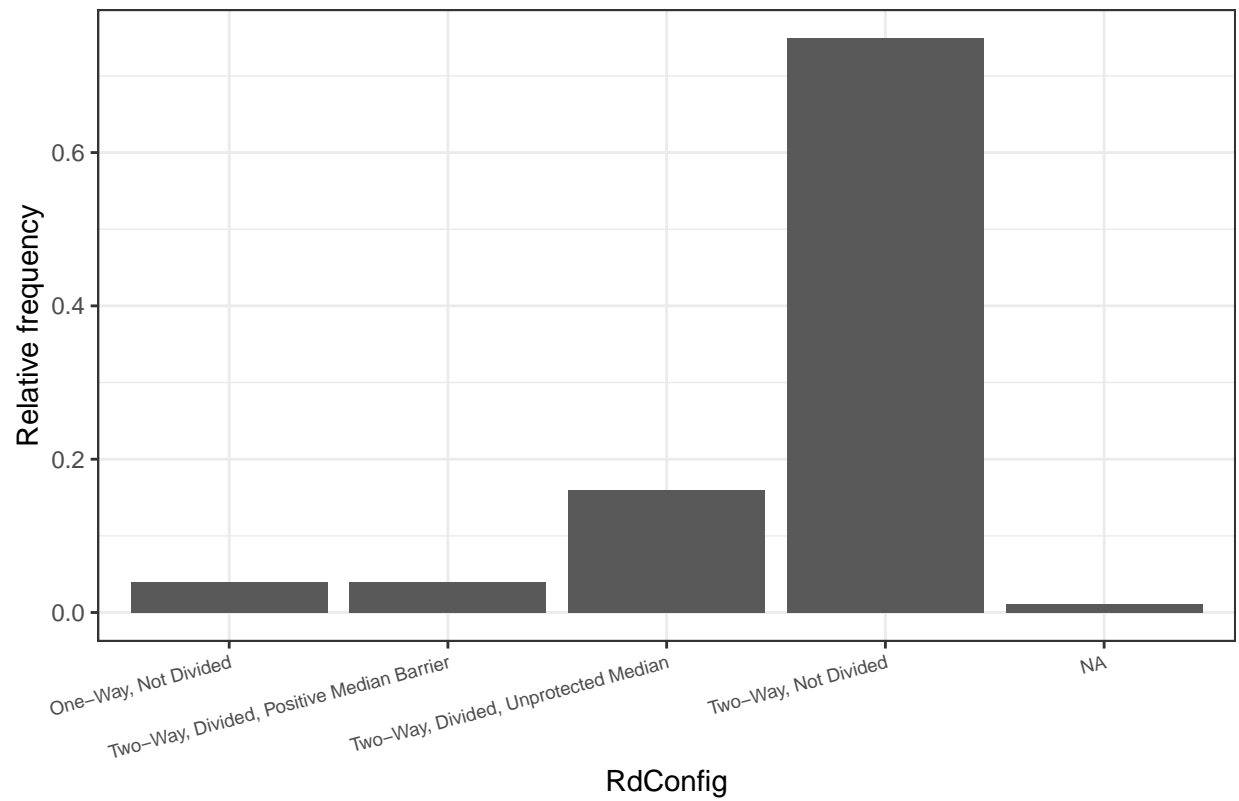


```
##  
## $RdConditio
```

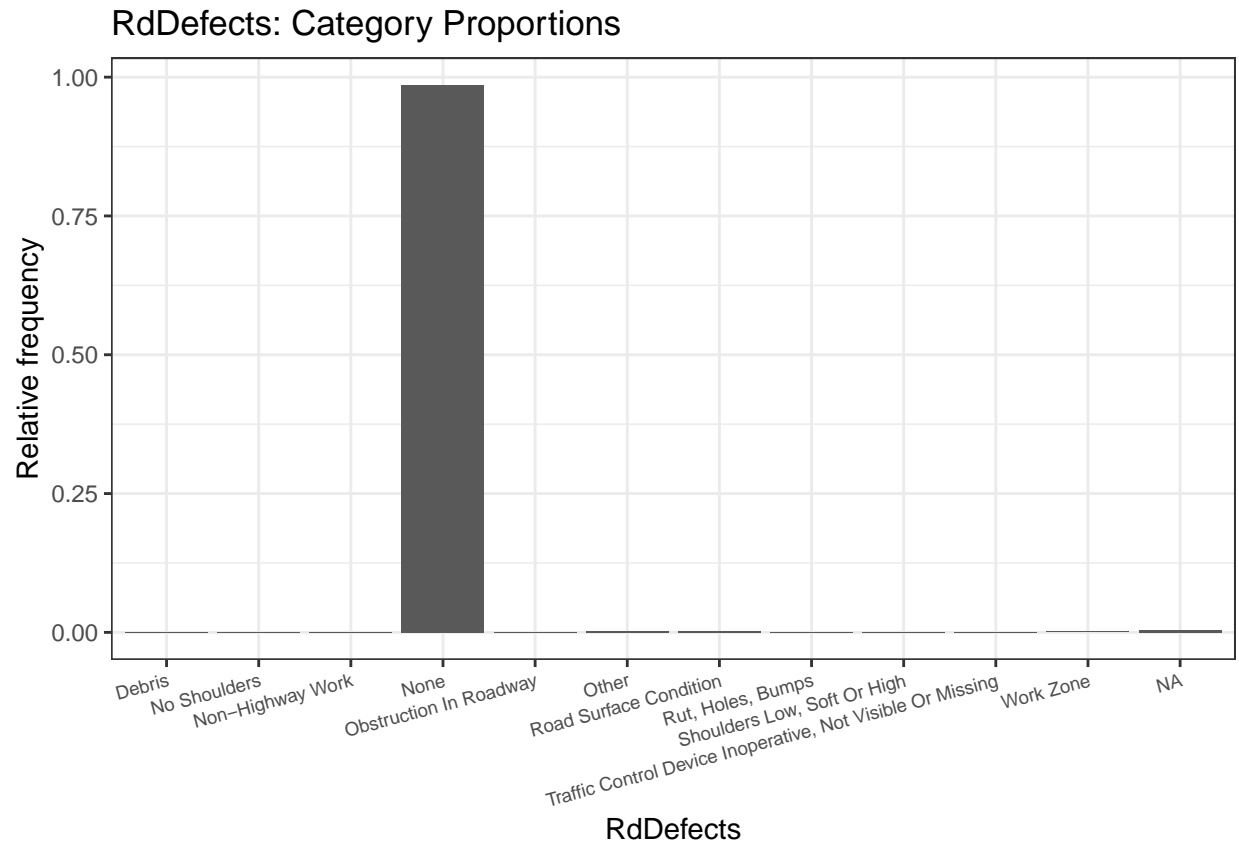



```
##  
## $RdConfig
```

RdConfig: Category Proportions

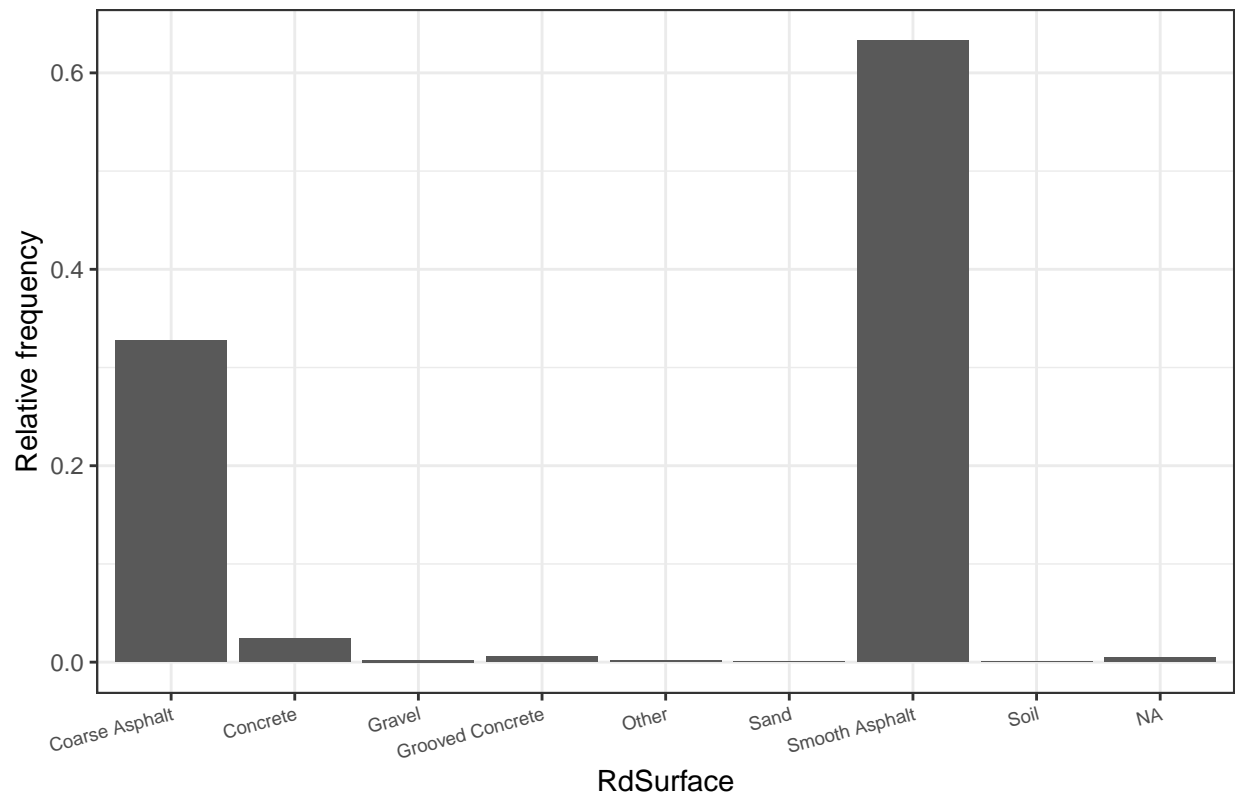


```
##  
## $RdDefects
```



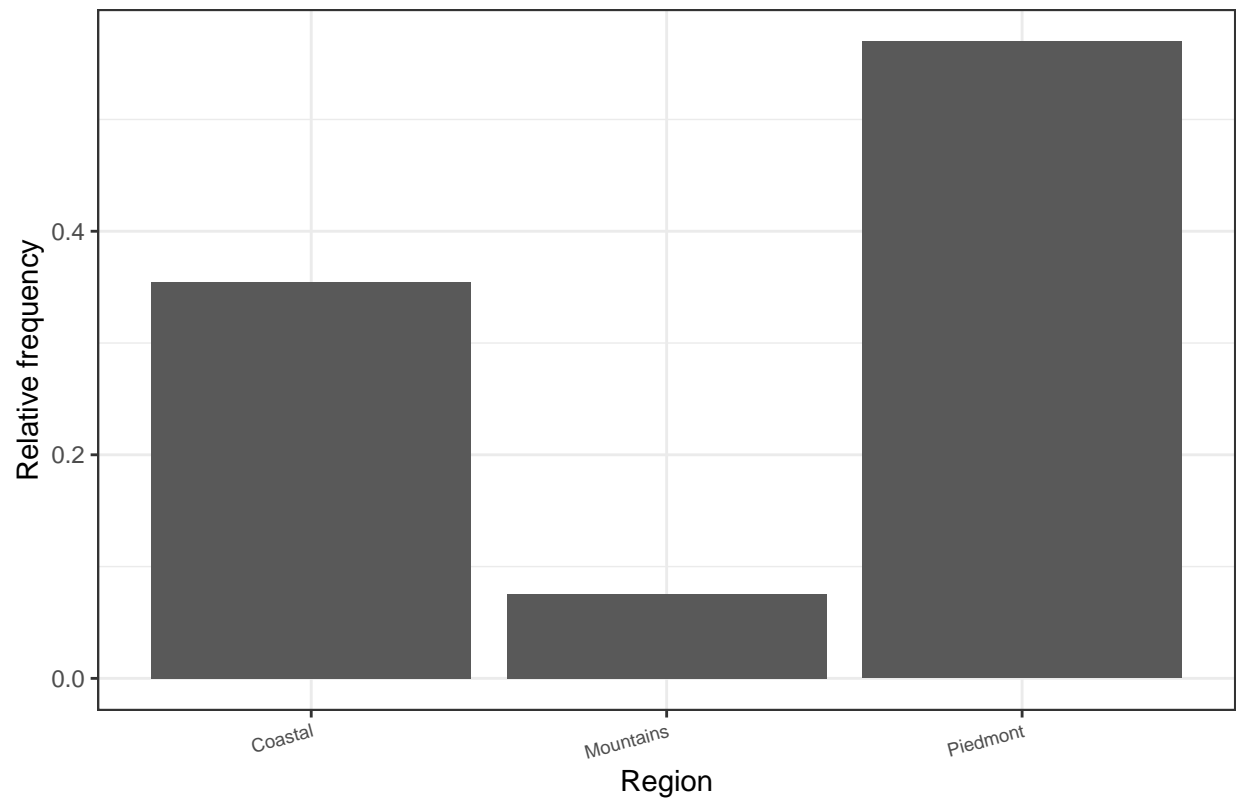
```
##
## $RdSurface
```

RdSurface: Category Proportions



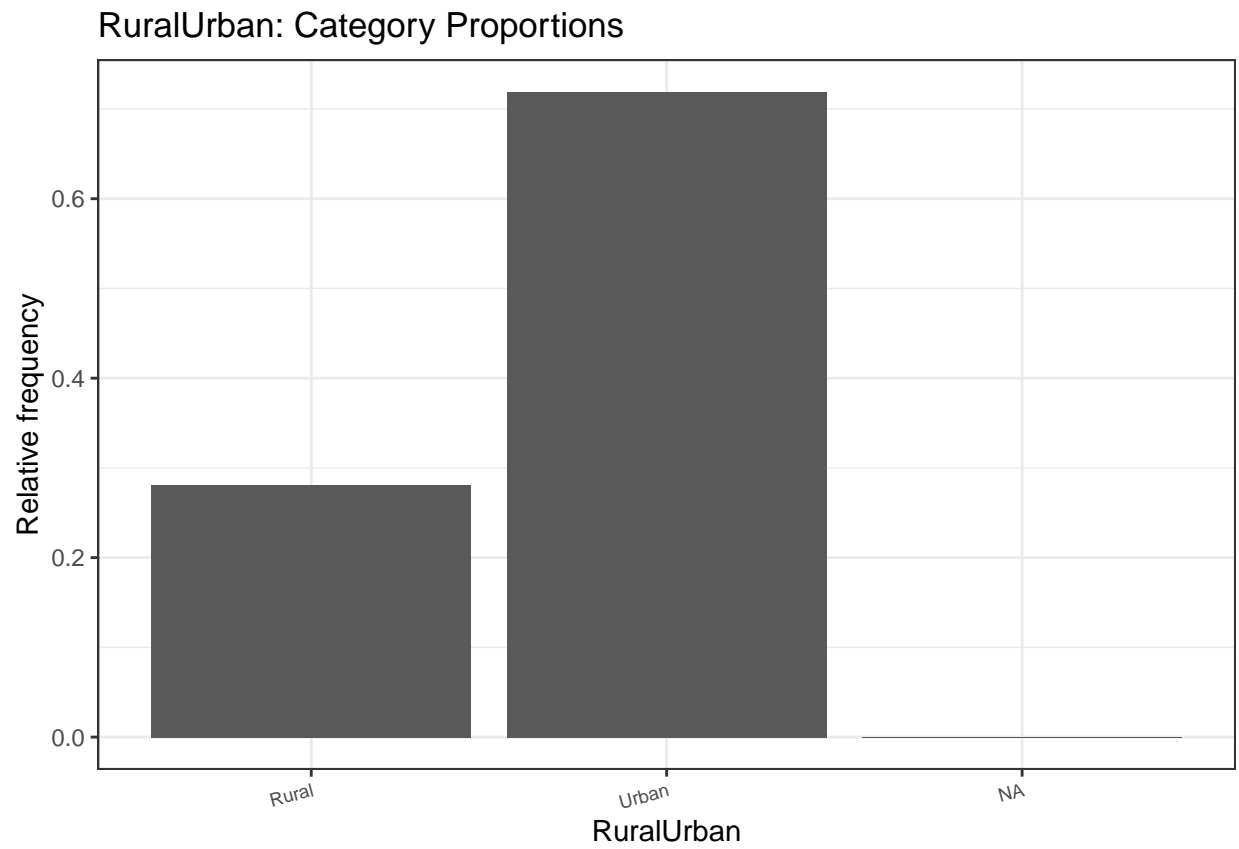
```
##  
## $Region
```

Region: Category Proportions

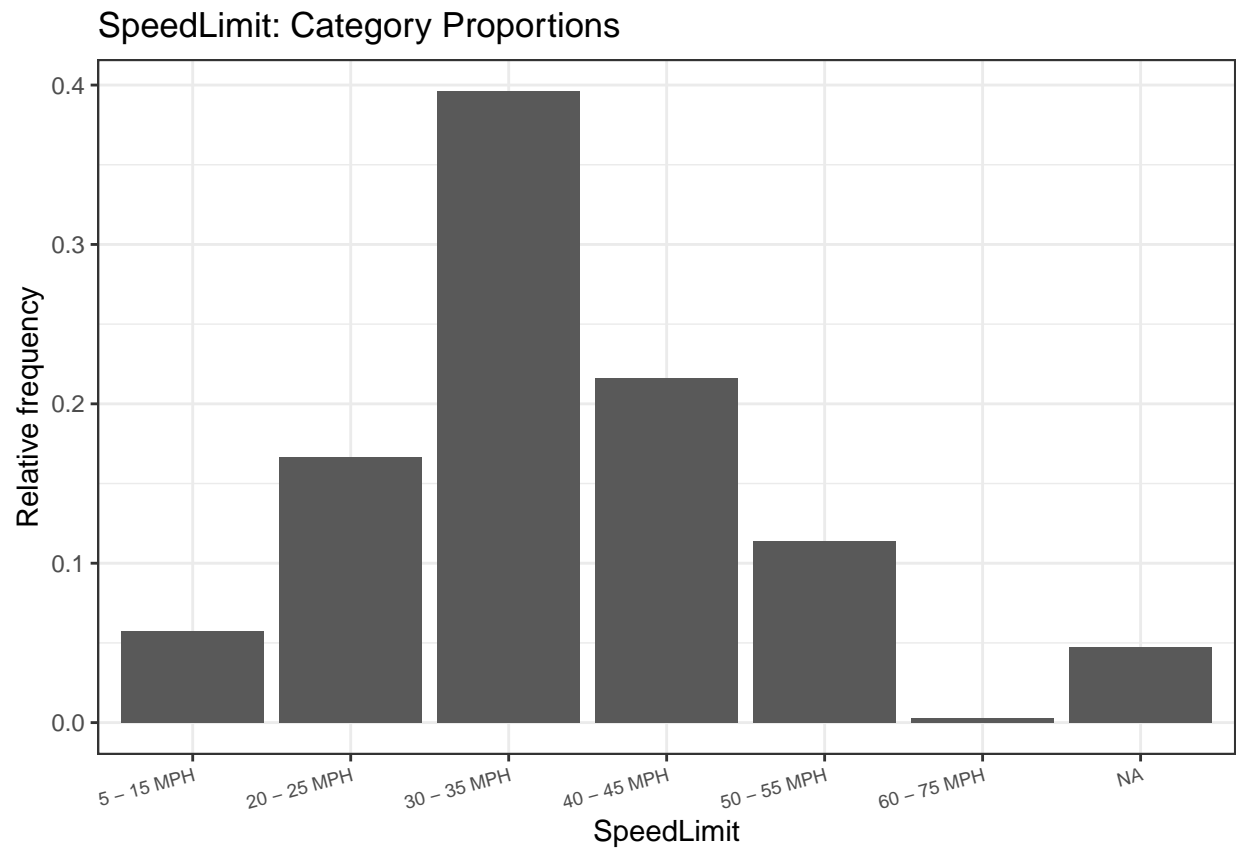


##

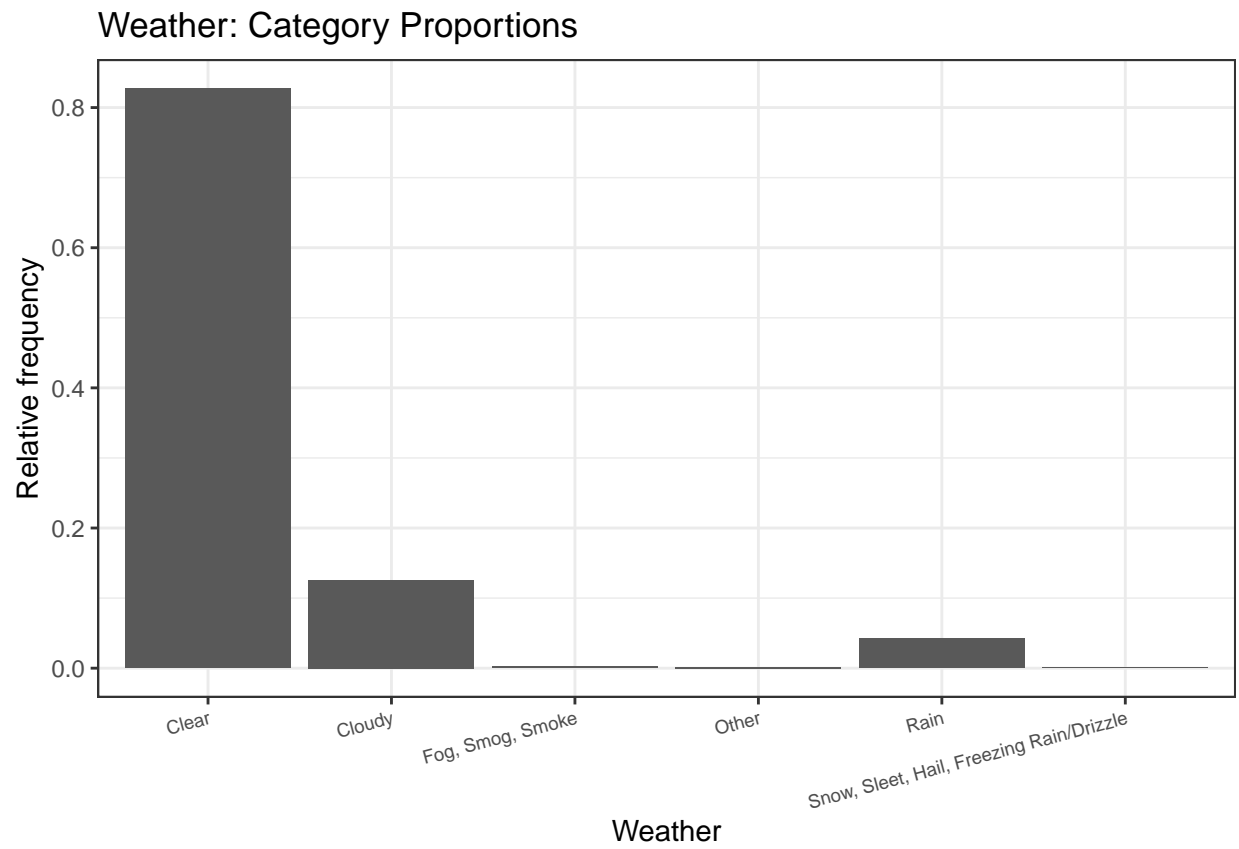
\$RuralUrban



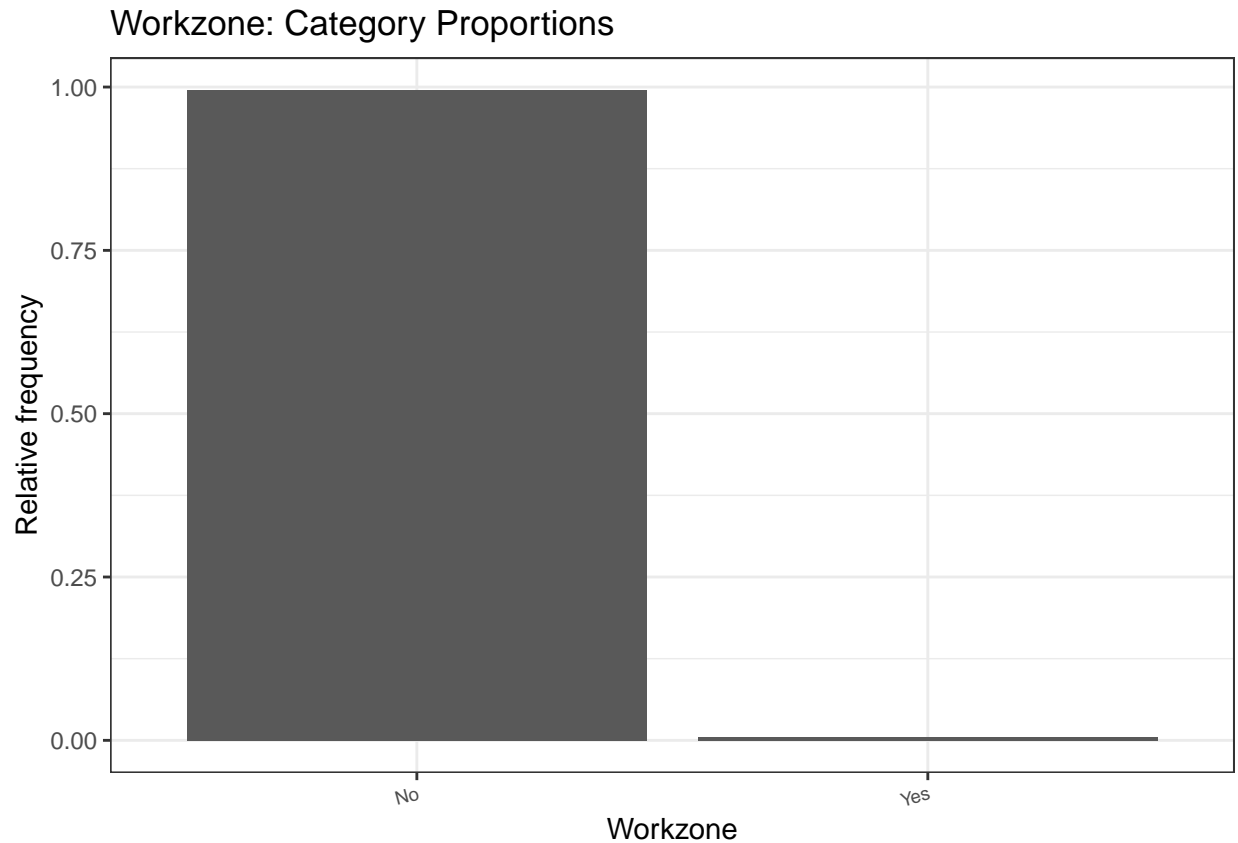
```
##  
## $SpeedLimit
```



```
##  
## $Weather
```



```
##  
## $Workzone
```

```
## [1] "\n"
## [1] "\n"
## [1] "\n"
## [1] "\n"
## [1] "\n"
## [1] "\n"
## [1] "\n"
```

```
## $City
##
##
## Table: Top 20 levels for City
##
## |City                |    n|   pct|
## |:-----:|:-----:|:-----:|
## |None - Rural Crash | 2545| 26.67|
## |Charlotte          | 1369| 14.35|
## |Raleigh            | 1070| 11.21|
## |(Other)            |  674|  7.06|
## |Wilmington         |  598|  6.27|
## |Durham              |  534|  5.60|
## |Greensboro         |  483|  5.06|
## |Fayetteville       |  328|  3.44|
## |Asheville          |  236|  2.47|
## |Winston-Salem      |  225|  2.36|
```

```
## |Greenville      | 206| 2.16|
## |Cary             | 200| 2.10|
## |Rocky Mount     | 196| 2.05|
## |High Point      | 179| 1.88|
## |Chapel Hill     | 151| 1.58|
## |Gastonia         | 135| 1.41|
## |Jacksonville    | 116| 1.22|
## |Wilson           | 115| 1.21|
## |Kinston          | 95 | 1.00|
## |Lumberton        | 88 | 0.92|
```

```
##
```

```
## $County
```

```
##
```

```
##
```

```
## Table: Top 20 levels for County
```

```
##
```

```
## |County      |    n|   pct|
## |:-----:|:---:|:---:|
## |Wake        | 1567| 18.08|
## |Mecklenburg | 1511| 17.44|
## |New Hanover | 795 | 9.17 |
## |Guilford    | 754 | 8.70 |
## |Durham      | 571 | 6.59 |
## |Cumberland  | 421 | 4.86 |
## |Buncombe    | 320 | 3.69 |
## |Pitt        | 302 | 3.48 |
## |Forsyth     | 300 | 3.46 |
## |Orange      | 274 | 3.16 |
## |Gaston      | 234 | 2.70 |
## |Dare        | 224 | 2.58 |
## |Robeson     | 219 | 2.53 |
## |Onslow      | 214 | 2.47 |
## |Iredell     | 180 | 2.08 |
## |Nash        | 165 | 1.90 |
## |Carteret    | 164 | 1.89 |
## |Craven      | 153 | 1.77 |
## |Rowan       | 150 | 1.73 |
## |Brunswick   | 148 | 1.71 |
```

```
##
```

```
## $CrashGrp
```

```
##
```

```
##
```

```
## Table: Top 20 levels for CrashGrp
```

```
##
```

```
## |CrashGrp                                     |    n|   pct|
## |:-----:|:---:|:---:|
## |Motorist Overtaking Bicyclist               | 2336| 19.82|
## |Motorist Failed to Yield - Sign-Controlled Intersection | 1137| 9.65|
## |Motorist Left Turn / Merge                   | 1018| 8.64|
## |Motorist Failed to Yield - Midblock          | 877 | 7.44|
## |Bicyclist Failed to Yield - Midblock         | 781 | 6.63|
## |Bicyclist Failed to Yield - Sign-Controlled Intersection | 707 | 6.00|
## |Crossing Paths - Other Circumstances        | 674 | 5.72|
## |Motorist Right Turn / Merge                  | 620 | 5.26|
```

## Bicyclist Failed to Yield - Signalized Intersection		569	4.83
## Non-Roadway		523	4.44
## Bicyclist Left Turn / Merge		515	4.37
## Loss of Control / Turning Error		493	4.18
## Motorist Failed to Yield - Signalized Intersection		391	3.32
## Head-On		320	2.72
## Bicyclist Overtaking Motorist		241	2.04
## Parallel Paths - Other Circumstances		202	1.71
## Bicyclist Right Turn / Merge		139	1.18
## Backing Vehicle		93	0.79
## NA's		89	0.76
## Other / Unusual Circumstances		61	0.52

##

\$CrashType

##

##

Table: Top 20 levels for CrashType

##

## CrashType		n	pct
## :-----		----	----
## Motorist.Overtaking.Other.Unknown		1266	14.03
## Motorist.Drive.Out.Sign.Controlled.Intersection		1046	11.60
## Motorist.Left.Turn.Opposite.Direction		883	9.79
## Motorist.Drive.Out.Commercial.Driveway.Alley		718	7.96
## Bicyclist.Ride.Through.Sign.Controlled.Intersection		561	6.22
## Non.Roadway		523	5.80
## Motorist.Right.Turn.Same.Direction		514	5.70
## Bicyclist.Left.Turn.Same.Direction		441	4.89
## Motorist.Overtaking.Undetected.Bicyclist		430	4.77
## Bicyclist.Ride.Through.Signalized.Intersection		390	4.32
## Motorist.Overtaking.Misjudged.Space		329	3.65
## Motorist.Overtaking.Bicyclist.Swerved		311	3.45
## Head.On.Bicyclist		258	2.86
## Bicyclist.Ride.Out.Other.Midblock		233	2.58
## Signalized.Intersection.Other.Unknown		233	2.58
## Motorist.Drive.Out.Right.Turn.on.Red		203	2.25
## Bicyclist.Ride.Out.Residential.Driveway		188	2.08
## Bicyclist.Ride.Out.Midblock.Unknown		169	1.87
## Sign.Controlled.Intersection.Other.Unknown		165	1.83
## Crossing.Paths.Intersection.Other.Unknown		160	1.77

##

\$DrvrVehTyp

##

##

Table: Top 20 levels for DrvrVehTyp

##

## DrvrVehTyp		n	pct
## :-----		----	----
## Passenger Car		6153	52.21
## Sport Utility		2026	17.19
## Pickup		1525	12.94
## Unknown		952	8.08
## Van		556	4.72
## Light Truck (Mini-Van, Panel)		166	1.41

## Single Unit Truck (2-Axle, 6-Tire)		81	0.69
## Motorcycle		60	0.51
## Police		59	0.50
## Commercial Bus		29	0.25
## Tractor/Semi-Trailer		28	0.24
## Truck/Trailer		25	0.21
## Pedalcycle		24	0.20
## Single Unit Truck (3 Or More Axles)		23	0.20
## School Bus		22	0.19
## Taxicab		18	0.15
## Other Bus		16	0.14
## Moped		9	0.08
## Unknown Heavy Truck		8	0.07
## Pedestrian		5	0.04

##

\$RdFeature

##

##

Table: Top 20 levels for RdFeature

##

## RdFeature		n	pct
## :-----		-----:	-----:
## No Special Feature		6307	53.48
## Four-Way Intersection		1863	15.80
## T-Intersection		1569	13.30
## Driveway, Public		706	5.99
## NA's		515	4.37
## Driveway, Private		295	2.50
## Related To Intersection		198	1.68
## On or Off Ramp		60	0.51
## Other		57	0.48
## Bridge		50	0.42
## Y-Intersection		47	0.40
## Traffic Circle/Roundabout		36	0.31
## Shared-Use Paths Or Trails		24	0.20
## Alley Intersection		21	0.18
## Bridge Approach		12	0.10
## Railroad Crossing		9	0.08
## Non-Intersection Median Crossing		8	0.07
## Underpass		7	0.06
## Five-Point, Or More		6	0.05
## End Or Beginning-Divided Highway		3	0.03

##

\$TraffCntrl

##

##

Table: Top 20 levels for TraffCntrl

##

## TraffCntrl		n	pct
## :-----		-----:	-----:
## No Control Present		5360	45.43
## Stop Sign		2462	20.87
## Stop And Go Signal		2158	18.29
## Double Yellow Line, No Passing Zone		1459	12.37

## NA's		146	1.24
## Yield Sign		67	0.57
## Other		54	0.46
## Flashing Stop And Go Signal		33	0.28
## Flashing Signal With Stop Sign		25	0.21
## Human Control		14	0.12
## Flashing Signal Without Stop Sign		8	0.07
## RR Gate And Flasher		4	0.03
## School Zone Signs		4	0.03
## Warning Sign		4	0.03

6 Pre-Processing and Model Setup

Some variables will need to be converted to a numerical datatype for the machine learning models to work properly. Categorical character columns will need to be converted to factors. Dummy variables will be created for every column that is not numerical. This will likely increase the number of features in the dataset to the scale of hundreds of features.

Feature reduction will be carried out to reduce memory usage and computation time of fitting models. Feature reduction will be carried out by removing features are highly correlated or that have little to no variability and will thus not contribute much information to the models being used.

6.1 Create Dummy Variables

convert categorical variables to dummy variables. Some name fixes will be required to make column names more consistent.If any binary features have NA's then replace with 0's to preserve largest complete dataset possible.

6.2 Correlated Variables

In this section, correlated features will be removed based on complete cases. Any variables with zero variance after filtering for complete cases will be removed because they won't offer any information to a model.

Table 8: Variables removed with high pairwise correlation (rho>0.75)

Correlated Vars	Correlated Vars contin.
BikeRace.White	RdConfig.Two.Way.Not.Divided
County.Beaufort	RuralUrban.Urban
County.Buncombe	BikeInjuryCat.O
County.Chowan	BikeInjuryCat.C
County.Cumberland	BikeInjuryCat.B
County.Forsyth	City.Durham
County.Gaston	City.Rocky.Mount
County.Guilford	City.Columbia
County.Lee	CrashGrp.Non.Roadway
County.Lenoir	CrashGrp.Bicyclist.Left.Turn.Merge
County.Mecklenburg	CrashGrp.Bicyclist.Failed.to.Yield.Sign.Controlled.Intersection
County.New.Hanover	CrashGrp.Bicyclist.Failed.to.Yield.Signalized.Intersection
County.Pasquotank	CrashGrp.Bicyclist.Right.Turn.Merge
County.Pitt	CrashGrp.Head.On

Correlated Vars	Correlated Vars contin.
County.Vance	CrashGrp.Parking.Bus.Related
County.Wake	CrashGrp.Motorist.Failed.to.Yield.Midblock
County.Watauga	CrashGrp.Motorist.Failed.to.Yield.Sign.Controlled.Intersection
County.Wayne	CrashGrp.Motorist.Left.Turn.Merge
County.Wilson	CrashGrp.Motorist.Right.Turn.Merge
CrashAlcoh.Yes	CrashLoc.Non.Roadway
Locality.Rural.LT30pct.Developed	CrashID

6.3 Variables that are directly related to response

The following variables are directly related to the response and if used in a model, the results would be overly optimistic.

- Ambulance - if ambulance used then it would already known to be serious.
- BikeInjuryDisc - directly related to response
- BikeInjuryCat - directly related to response
- NumBicsX - all variables are related to the BikeInjuryCat + 50% missing values

6.4 Save Datasets

At this point dataset have been cleaned as much as possible. Save datasets.

7 Model Development

7.1 Create train and test dataset partitions

The training dataset accounts for 80% of the full dataset, while testing dataset will account for 20%. All models will be fit using the training data, optimum probability cut-off values will be explored from the training set and applied to the predicted probabilities from the test dataset.

Table 9: Train data: response class summary

BikeInjurySerious	n	pct
0	8724	92.425045
1	715	7.574955

Table 10: Test data: response class summary

BikeInjurySerious	n	pct
0	2168	91.903349
1	191	8.096651

7.2 Remove near-zero variance features

Remove variables that have near-zero variance since they will likely not contribute much information to the classification models. Any variable that has less than 5% distinct values out of total number of samples will be removed.

8 Modeling

Multiple models will be evaluated for performance based on ROC metric and by computation time. The best models will be used in an ensemble model. Models will be chosen for the ensemble based on computation time, ROC, complimentary results, i.e., one model may have higher sensitivity while another may have higher specificity, and an ensemble could balance these models.

The model predictors are selected based on caret's underlying training methodology. All final model's hyper-parameters and predictors will be chosen based on the optimum area under the ROC (i.e. AUC). AUC is a performance metric that will balance sensitivity (true positive rate) and specificity (true negative rate). AUC values range from 0 to 1 and a value of 1 considered a perfect classification model. hyper-parameter grid search is set to default which chooses hyper-parameters randomly.

Repeated k-fold cross-validation will be carried out on all models below. In some cases, the computation method is quite complex and is very slow to compute (e.g. random forests). In these cases, repeated cross-validation will be reduced to non-repeated cross-validation and/or the k in k-fold will be reduced.

Since the prevalence of serious injury is so low (around 5%), up-sampling has been used to increase representation when k-fold cross validation occurs.

All models will be run on the training dataset.

8.1 Linear Classifiers

Linear classifier models parameterize the probability of a response, serious injury in our case, based on a linear combination data features. These models are nice since we can intuitively see the importance of each feature in the final model with respect to how they influence the probability of a serious injury. In this section, a general linear model w/ a binary link function (aka logistic classification model) will be used which takes numerical features as inputs and will be used to predict probability of having a serious injury. Principal components analysis (PCA) will be attempted to see if the feature space can be further reduced and model improved.

glmnet package is used for logistic regression with elastic-net penalty built-in. PCA is carried out on second logistic model to see if there is any improvement. Multiple hyper-parameters, alpha (mixing parameter: 0 = ridge, 1 = lasso) and lambda (penalty size), will be explored by caret.

8.1.1 Logistic (elastic-net) Model

```
## Time difference of 3.937962 mins
```

8.1.2 Logistic Model (elastic-net) with PCA

```
## Time difference of 3.461007 mins
```

8.2 Non-linear Classification Models

In some cases, linear classifiers do not perform well when the response classes (i.e. serious, non-serious) do not have a linear relationship with the features. Put another way, linear classifiers can not produce a straight line in the feature space that separates the response classes. Below, naive Bayes classifier, neural network and random forest models are used. It would not be a good use of space to go into details of each of these models. R has plenty of documentation on each model if one is curious.

8.2.1 Naive Bayes Model

```
## Time difference of 18.38239 secs
```

8.2.2 K-nearest Neighbors Model

```
## Time difference of 22.69564 mins
```

8.2.3 Random Forests Model

```
## Time difference of 5.570133 mins
```

9 Prediction Performance

In this section, each model will be evaluated on its' performance in accuracy, sensitivity and specificity based on the optimum probability cutoff used to classify each observation as a serious or non-serious injury. You will see plots below that show that a model with high accuracy is not necessarily the best at classifying observations. In fact, a model that predicts non-serious 100% of the time has a model accuracy of 95% since the prevalence of serious injury is 5% in the dataset.

All final predictions will be based on test dataset.

9.1 Linear Predictions

Both standard logistic model and PCA logistic model have similar outcomes. Logistic model without PCA was faster at achieving a similar result. Therefore PCA was not useful in this case and will not be used elsewhere.

9.1.1 Logistic (elastic net) Predictions

```
## Confusion Matrix and Statistics
##
##              Reference
## Prediction   Serious Non.Serious
##   Serious      496      2466
##   Non.Serious  219      6258
##
##              Accuracy : 0.7155
##              95% CI : (0.7063, 0.7246)
##   No Information Rate : 0.9243
##   P-Value [Acc > NIR] : 1
##
##              Kappa : 0.1683
##
##   McNemar's Test P-Value : <2e-16
##
##              Sensitivity : 0.69371
##              Specificity : 0.71733
##              Pos Pred Value : 0.16745
##              Neg Pred Value : 0.96619
```



```

##           Prevalence : 0.07575
##       Detection Rate : 0.05255
## Detection Prevalence : 0.31380
##       Balanced Accuracy : 0.70552
##
##       'Positive' Class : Serious
##

```

Table 11: Top 20 most import features

	Overall
SpeedLimit.50.55.MPH	100.0000
CrashType.Motorist.Drive.Out.Sign.Controlled.Intersection	93.8318
BikeAlcFlg.Yes	70.0472
CrashGrp.Bicyclist.Failed.to.Yield.Midblock	64.0854
RdClass.Public.Vehicular.Area	63.7787
LightCond.Daylight	58.5945
BikePos.Sidewalk.Crosswalk.Driveway.Crossing	53.3659
CrashType.Motorist.Drive.Out.Commercial.Driveway.Alley	46.7850
DrvrRace.Black	43.9852
TraffCntrl.Stop.And.Go.Signal	43.5383
RdClass.Local.Street	43.3392
SpeedLimit.40.45.MPH	41.3908
RdCharacte.Straight.Level	40.0770
CrashType.Motorist.Overtaking.Other.Unknown	39.5671
RdFeature.No.Special.Feature	32.5809
DrvrRace.White	29.6834
BikePos.Travel.Lane	28.6621
BikePos.Non.Roadway	28.1256
CrashMonth.April	23.7084
NumLanes.3.lanes	21.5164

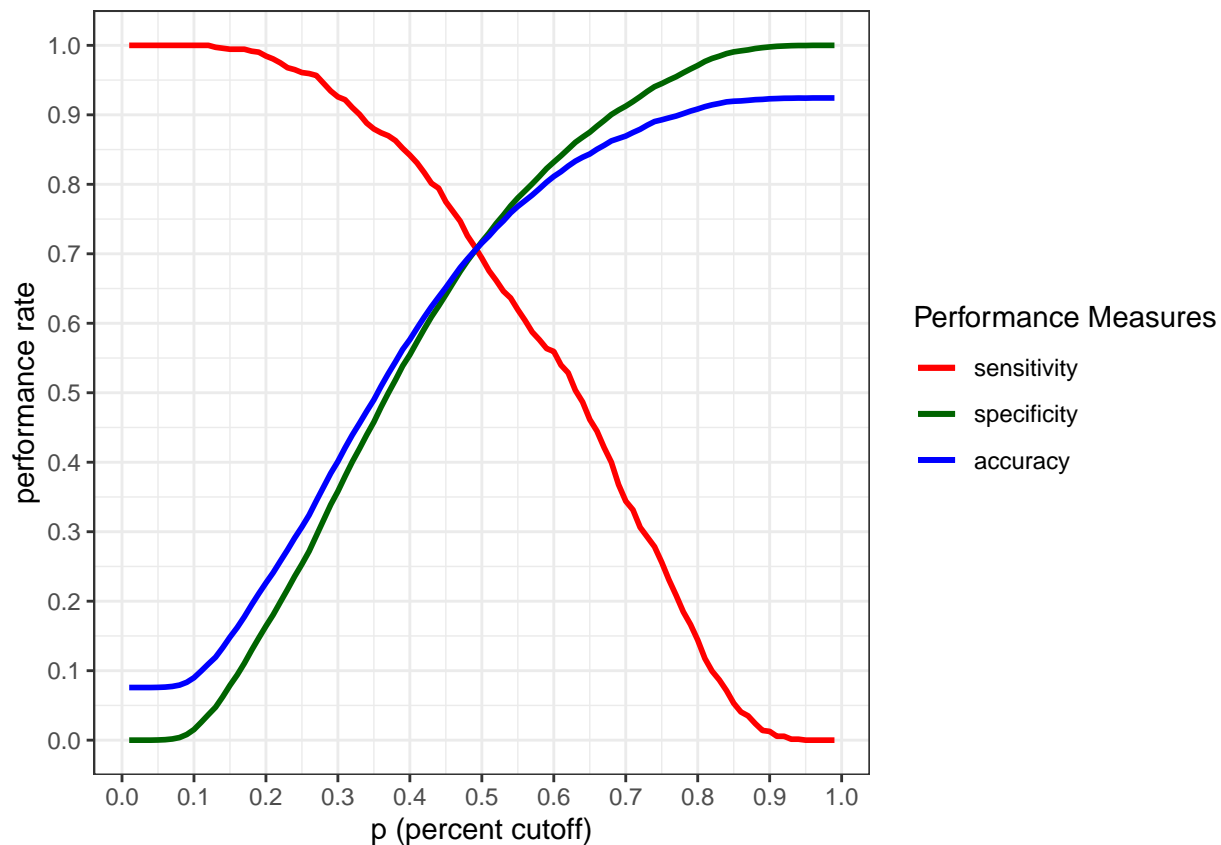


Table 12: Test Data Performance: GLM

n_TP	n_obs_P	n_TN	n_obs_N	accuracy	sensitivity	specificity	model
144	191	1355	2168	0.6354387	0.7539267	0.625	logistic

9.1.2 Logistic (elastic net) with PCA Predictions

PCA does not seem to improve the logistic model enough to be useful.

```
## Confusion Matrix and Statistics
##
##               Reference
## Prediction   Serious Non.Serious
## Serious      501      2558
## Non.Serious  214      6166
##
##               Accuracy : 0.7063
##               95% CI : (0.697, 0.7155)
##               No Information Rate : 0.9243
##               P-Value [Acc > NIR] : 1
##
##               Kappa : 0.1627
##
## Mcnemar's Test P-Value : <2e-16
```

```

##
##      Sensitivity : 0.70070
##      Specificity : 0.70679
##      Pos Pred Value : 0.16378
##      Neg Pred Value : 0.96646
##      Prevalence : 0.07575
##      Detection Rate : 0.05308
##      Detection Prevalence : 0.32408
##      Balanced Accuracy : 0.70374
##
##      'Positive' Class : Serious
##

```

Table 13: Top 20 most import features

	Overall
PC1	100.0000
PC74	78.4525
PC10	62.8136
PC57	60.9600
PC7	53.6930
PC6	39.5713
PC72	39.4217
PC64	38.9841
PC59	37.9597
PC70	32.9899
PC56	31.2110
PC38	30.1177
PC5	29.8255
PC66	29.7079
PC41	29.5371
PC48	27.5691
PC15	26.8022
PC8	26.4524
PC37	25.8592
PC36	24.6489

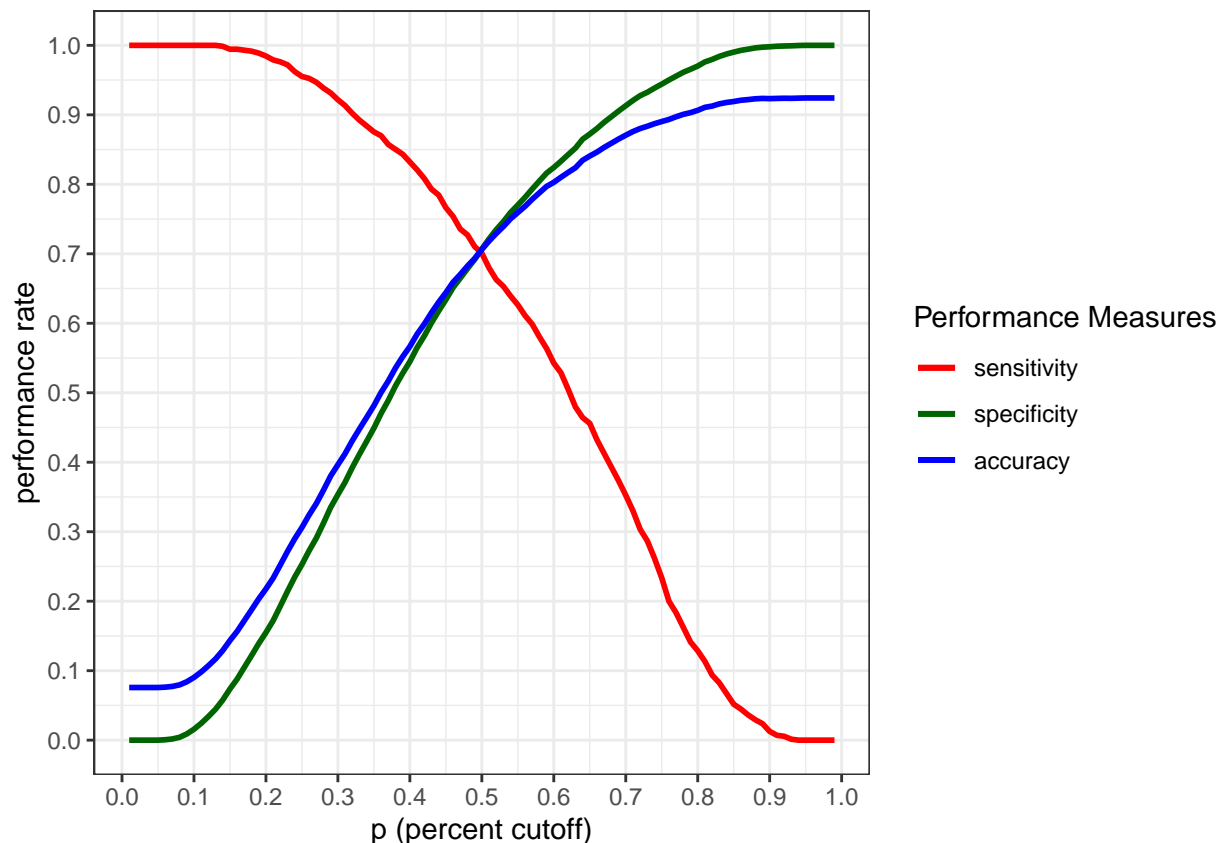


Table 14: Test Data Performance: GLM w/ PCA

n_TP	n_obs_P	n_TN	n_obs_N	accuracy	sensitivity	specificity	model
144	191	1367	2168	0.6405256	0.7539267	0.6305351	logistic w/ PCA

9.2 Non-linear Predictions Predictions

Naive bayes classifier is the fastest and has a very similar result the GLM models above. Both neural network and random forest take considerably longer to compute and don't perform much better than naive bayes. Therefore, only the naive bayes model made it into ensemble model.

Notice that for random forest model, since we dropped the repeated part of the cross-validation and dropped the k in k-fold to 5 from 10, the model is over-fitting a bit more than the other models. The high accuracy values in the random forest performance plot and the low accuracy with the test dataset confirm this. Since the random forest algorithm is slow compared to these other non-linear models it was not be used in ensemble model.

9.2.1 Naive Bayes Predictions

```
## Confusion Matrix and Statistics
##
##           Reference
## Prediction  Serious Non.Serious
##   Serious      487      2836
```

```

## Non.Serious      228      5888
##
##              Accuracy : 0.6754
##              95% CI : (0.6658, 0.6848)
##      No Information Rate : 0.9243
##      P-Value [Acc > NIR] : 1
##
##              Kappa : 0.1331
##
## Mcnemar's Test P-Value : <2e-16
##
##      Sensitivity : 0.68112
##      Specificity : 0.67492
##      Pos Pred Value : 0.14655
##      Neg Pred Value : 0.96272
##      Prevalence : 0.07575
##      Detection Rate : 0.05159
##      Detection Prevalence : 0.35205
##      Balanced Accuracy : 0.67802
##
##      'Positive' Class : Serious
##

```

Table 15: Top 20 most import features

	Importance
City.None.Rural.Crash	100.0000
RdClass.Local.Street	94.0425
SpeedLimit.50.55.MPH	87.9994
Locality.Urban.GT70pct.Developed	87.8060
Developmen.Farms.Woods.Pastures	77.5317
BikePos.Travel.Lane	74.9192
CrashGrp.Motorist.Overtaking.Bicyclist	70.6176
CrashLoc.Non.Intersection	67.1797
LightCond.Daylight	64.4533
BikeDir.With.Traffic	62.2455
BikeAge	61.9244
BikePos.Sidewalk.Crosswalk.Driveway.Crossing	60.1323
RdClass.State.Secondary.Route	58.7295
SpeedLimit.30.35.MPH	58.5851
CrashType.Motorist.Overtaking.Other.Unknown	51.7090
LightCond.Dark.Roadway.Not.Lighted	47.8285
Region.Piedmont	40.8808
TraffCntrl.Stop.And.Go.Signal	36.7990
BikeAlcFlg.Yes	35.0899
RdCharacte.Straight.Level	33.0943

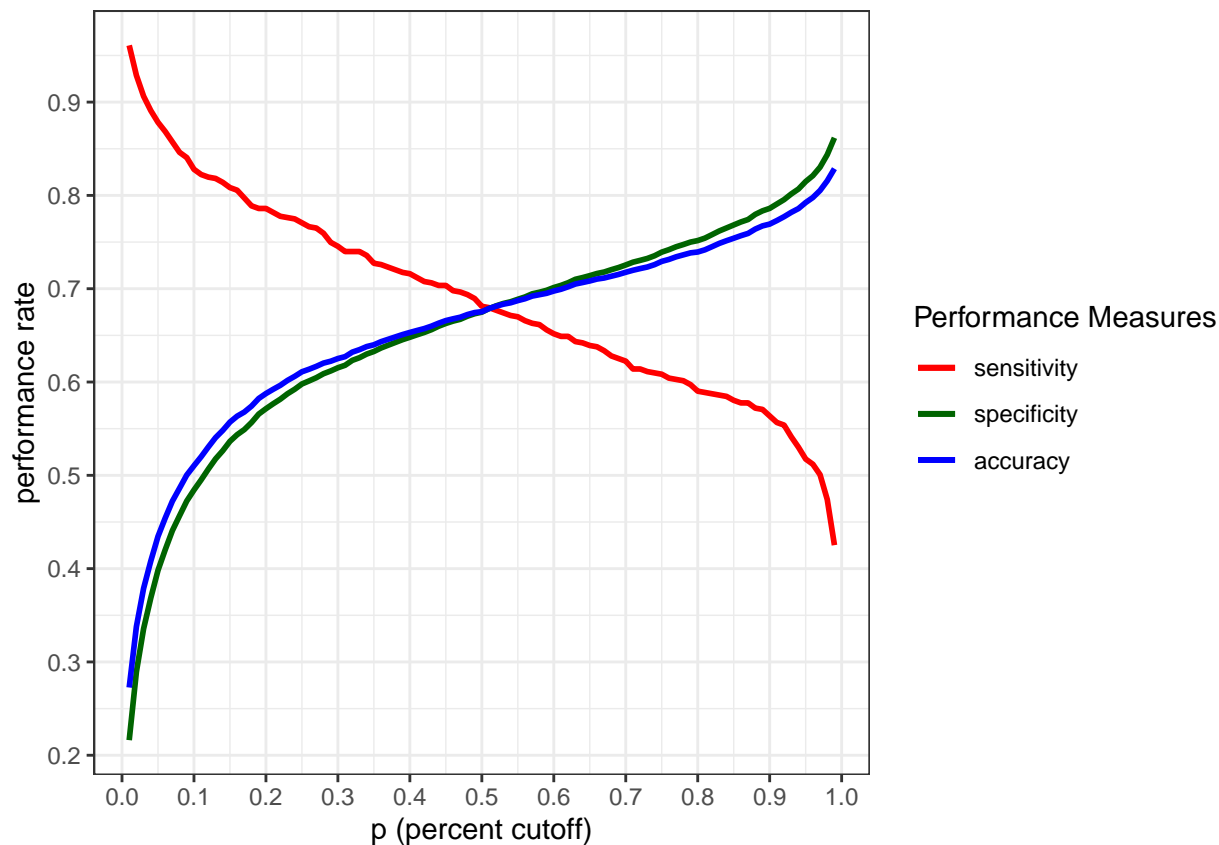


Table 16: Test Data Performance: Naive Bayes

n_TP	n_obs_P	n_TN	n_obs_N	accuracy	sensitivity	specificity	model
144	191	1269	2168	0.5989826	0.7539267	0.5853321	naive bayes

9.2.2 K-nearest Neighbors Predictions

Predictions for K-nearest neighbor take a lot longer to compute than other models.

```
## Confusion Matrix and Statistics
##
##           Reference
## Prediction   Serious Non.Serious
## Serious      652      4066
## Non.Serious   63      4658
##
##           Accuracy : 0.5626
##           95% CI : (0.5525, 0.5726)
## No Information Rate : 0.9243
## P-Value [Acc > NIR] : 1
##
##           Kappa : 0.1249
##
## Mcnemar's Test P-Value : <2e-16
```

```

##
##      Sensitivity : 0.91189
##      Specificity : 0.53393
##      Pos Pred Value : 0.13819
##      Neg Pred Value : 0.98666
##      Prevalence : 0.07575
##      Detection Rate : 0.06908
##      Detection Prevalence : 0.49984
##      Balanced Accuracy : 0.72291
##
##      'Positive' Class : Serious
##

```

Table 17: “Top 20 most import features”

	Importance
City.None.Rural.Crash	100.0000
RdClass.Local.Street	94.0425
SpeedLimit.50.55.MPH	87.9994
Locality.Urban.GT70pct.Developed	87.8060
Developmen.Farms.Woods.Pastures	77.5317
BikePos.Travel.Lane	74.9192
CrashGrp.Motorist.Overtaking.Bicyclist	70.6176
CrashLoc.Non.Intersection	67.1797
LightCond.Daylight	64.4533
BikeDir.With.Traffic	62.2455
BikeAge	61.9244
BikePos.Sidewalk.Crosswalk.Driveway.Crossing	60.1323
RdClass.State.Secondary.Route	58.7295
SpeedLimit.30.35.MPH	58.5851
CrashType.Motorist.Overtaking.Other.Unknown	51.7090
LightCond.Dark.Roadway.Not.Lighted	47.8285
Region.Piedmont	40.8808
TraffCntrl.Stop.And.Go.Signal	36.7990
BikeAlcFlg.Yes	35.0899
RdCharacte.Straight.Level	33.0943

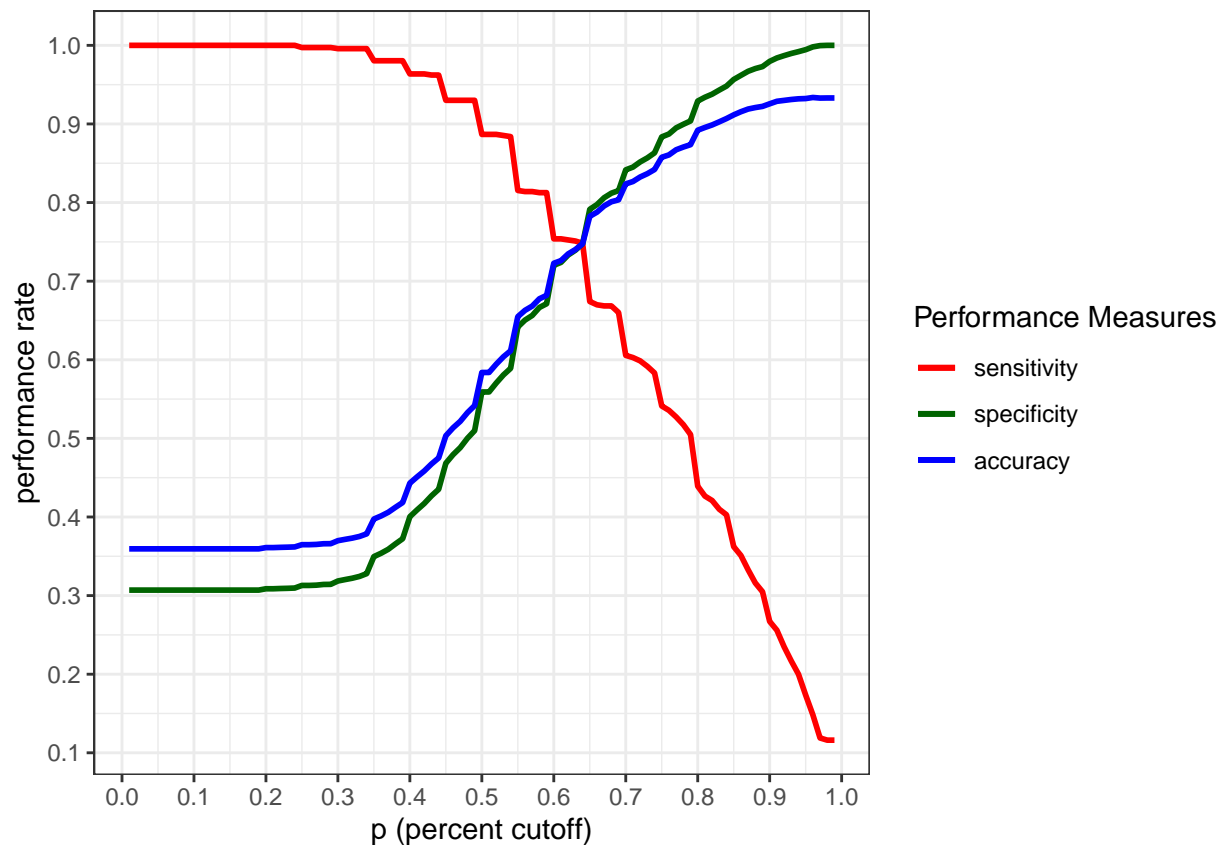


Table 18: Test Data Performance: K-nearest Neighbor

n_TP	n_obs_P	n_TN	n_obs_N	accuracy	sensitivity	specificity	model
137	191	810	2168	0.4014413	0.7172775	0.3736162	K-nearest neighbors

9.2.3 Random Forest Predictions

```
## Confusion Matrix and Statistics
##
##           Reference
## Prediction   Serious Non.Serious
## Serious      715         0
## Non.Serious   0        8724
##
##           Accuracy : 1
##           95% CI : (0.9996, 1)
##       No Information Rate : 0.9243
##       P-Value [Acc > NIR] : < 2.2e-16
##
##           Kappa : 1
##
## Mcnemar's Test P-Value : NA
##
##           Sensitivity : 1.00000
```



```

##          Specificity : 1.00000
##          Pos Pred Value : 1.00000
##          Neg Pred Value : 1.00000
##          Prevalence : 0.07575
##          Detection Rate : 0.07575
##          Detection Prevalence : 0.07575
##          Balanced Accuracy : 1.00000
##
##          'Positive' Class : Serious
##

```

Table 19: “Top 20 most import features”

	Overall
BikeAge	100.0000
SpeedLimit.50.55.MPH	85.5375
Longitude	81.4012
DrvrAge	78.2033
Latitude	77.0003
CrashYear	75.1454
CrashHour	72.1588
LightCond.Daylight	64.2939
RdClass.Local.Street	60.2723
BikePos.Travel.Lane	56.1102
City.None.Rural.Crash	56.0409
CrashGrp.Motorist.Overtaking.Bicyclist	54.1362
Developmen.Farms.Woods.Pastures	49.9353
Locality.Urban.GT70pct.Developed	45.6743
RdCharacte.Straight.Level	42.6546
SpeedLimit.30.35.MPH	36.4872
BikeDir.With.Traffic	36.2209
CrashType.Motorist.Overtaking.Other.Unknown	34.9676
SpeedLimit.40.45.MPH	34.1532
RdClass.State.Secondary.Route	31.6339

Table 20: Test Data Performance: Random Forest

n_TP	n_obs_P	n_TN	n_obs_N	accuracy	sensitivity	specificity	model
145	191	1172	2168	0.5582874	0.7591623	0.5405904	random forest

10 Model Performance on Test Data

The goal of this section to select the models that will go on to ensemble model.

Logistic model, naive Bayes and random forests all perform similarly. However, both logistic models, with/without PCA included in the analysis, perform better than the others as far as optimizing sensitivity while balancing accuracy and specificity. Of the two logistic models, the one that includes the PCA with the model performs slightly better. Since the time difference for each logistic model is comparable, the PCA logistic model would seem like the most useful model. However, PCA model results are difficult to understand because they are linear combinations of other features. Therefore, the non-PCA version of the

model will be used in the ensemble model since the performance isn't that different and is slightly faster. Also worth of note, if PCA is used in one model and not in others, the ensemble model is harder to interpret since it has mixed PCA features and raw feature names listed in `caret::varImp`.

The naive Bayes model computes the fastest with the lower accuracy due to having a low specificity. Considering how fast the computation is and not having a huge drop in accuracy, this is still a reasonable model. Naive Bayes will be included in the ensemble model since it could be picking up on different features than the linear or other nonlinear models.

K-nearest neighbors was the worst performer in accuracy due to the lowest specificity and therefore, will not move on to the ensemble model.

Random forest model did not perform as well as expected given how well it performed on the training data. This seems to indicate that the model is over fit which is the opposite of what we'd expect from an ensemble decision tree count of 100 and 10-fold cross validation. It's possible that the random forest model is picking up on something that the other models aren't and will be included in the final ensemble model.

Table 21: Model Performance Comparison with Test Data

model	n_TP	n_obs_Pn_TN	n_obs_N	accuracy	sensitivity	specificity	run_time
logistic	144	191	1355	2168	0.6354387	0.7539267	0.6250000 236.27775 secs
logistic w/ PCA	144	191	1367	2168	0.6405256	0.7539267	0.6305351 207.66041 secs
naive bayes	144	191	1269	2168	0.5989826	0.7539267	0.5853321 18.38239 secs
K-nearest neighbors	137	191	810	2168	0.4014413	0.7172775	0.3736162 1361.73822 secs
random forest	145	191	1172	2168	0.5582874	0.7591623	0.5405904 334.20799 secs

11 Ensemble Model

11.1 Ensemble Classifier

Logistic, naive Bayes random forests will be used in an ensemble learning model. Note that random forests took the longest to run before and is the bottleneck of the ensemble model. However, since we've already found the tuning of the models, grid search part of the fitting is not needed and will speed up the computation time.

```
## Time difference of 3.712313 mins

## A glm ensemble of 3 base models: log_mdl, nb_mdl, rf_mdl
##
## Ensemble results:
## Generalized Linear Model
##
## 47195 samples
##      3 predictor
##      2 classes: 'Serious', 'Non.Serious'
##
## No pre-processing
## Resampling: Bootstrapped (25 reps)
## Summary of sample sizes: 47195, 47195, 47195, 47195, 47195, 47195, ...
## Resampling results:
##
##      ROC      Sens      Spec
##      0.7558487 6.102567e-05 0.9999995
```

11.2 Ensemble Predictions

```
## Confusion Matrix and Statistics
##
##              Reference
## Prediction   Serious Non.Serious
##   Serious      295         0
##   Non.Serious  420       8724
##
##              Accuracy : 0.9555
##              95% CI : (0.9511, 0.9596)
##   No Information Rate : 0.9243
##   P-Value [Acc > NIR] : < 2.2e-16
##
##              Kappa : 0.5649
##
##   Mcnemar's Test P-Value : < 2.2e-16
##
##              Sensitivity : 0.41259
##              Specificity : 1.00000
##   Pos Pred Value : 1.00000
##   Neg Pred Value : 0.95407
##   Prevalence : 0.07575
##   Detection Rate : 0.03125
##   Detection Prevalence : 0.03125
##   Balanced Accuracy : 0.70629
##
##   'Positive' Class : Serious
##
```

Table 22: Top 20 most import features by each model and overall

	overall	log_mdl	nb_mdl	rf_mdl
SpeedLimit.50.55.MPH	6.8751	8.5284	4.4277	4.1796
LightCond.Daylight	4.7326	5.4613	3.2430	3.5558
BikeAlcFlg.Yes	4.2716	6.0837	1.7656	1.3123
CrashGrp.Bicyclist.Failed.to.Yield.Midblock	3.6794	5.7604	0.3885	0.2923
BikePos.Sidewalk.Crosswalk.Driveway.Crossing	3.6556	5.2039	3.0256	1.0858
RdClass.Local.Street	3.4971	3.6576	4.7318	3.1951
SpeedLimit.40.45.MPH	3.2802	4.1406	1.6586	1.8871
RdCharacte.Straight.Level	3.0316	3.5821	1.6651	2.1493
BikePos.Travel.Lane	2.9687	3.1098	3.7696	2.7110
RdClass.Public.Vehicular.Area	2.9011	4.5815	1.1511	0.1412
DrvrRace.Black	2.8405	3.8679	0.1035	1.1986
CrashType.Motorist.Overtaking.Other.Unknown	2.7372	3.4459	2.6017	1.5567
CrashType.Motorist.Drive.Out.Commercial.Driveway.Alley	2.4063	3.8514	0.8799	0.0335
DrvrRace.White	2.3824	2.8454	0.9909	1.6470
RdFeature.No.Special.Feature	2.3384	3.0096	0.5885	1.2647
BikeAge	2.2164	0.0958	3.1157	5.7352
TraffCntrl.Stop.And.Go.Signal	2.0016	2.8039	1.8515	0.6651
Developmen.Farms.Woods.Pastures	1.8233	1.5710	3.9010	2.1879
City.None.Rural.Crash	1.8164	0.7539	5.0315	3.5035

	overall	log_md1	nb_md1	rf_md1
Latitude	1.8122	0.6232	0.8070	3.8267

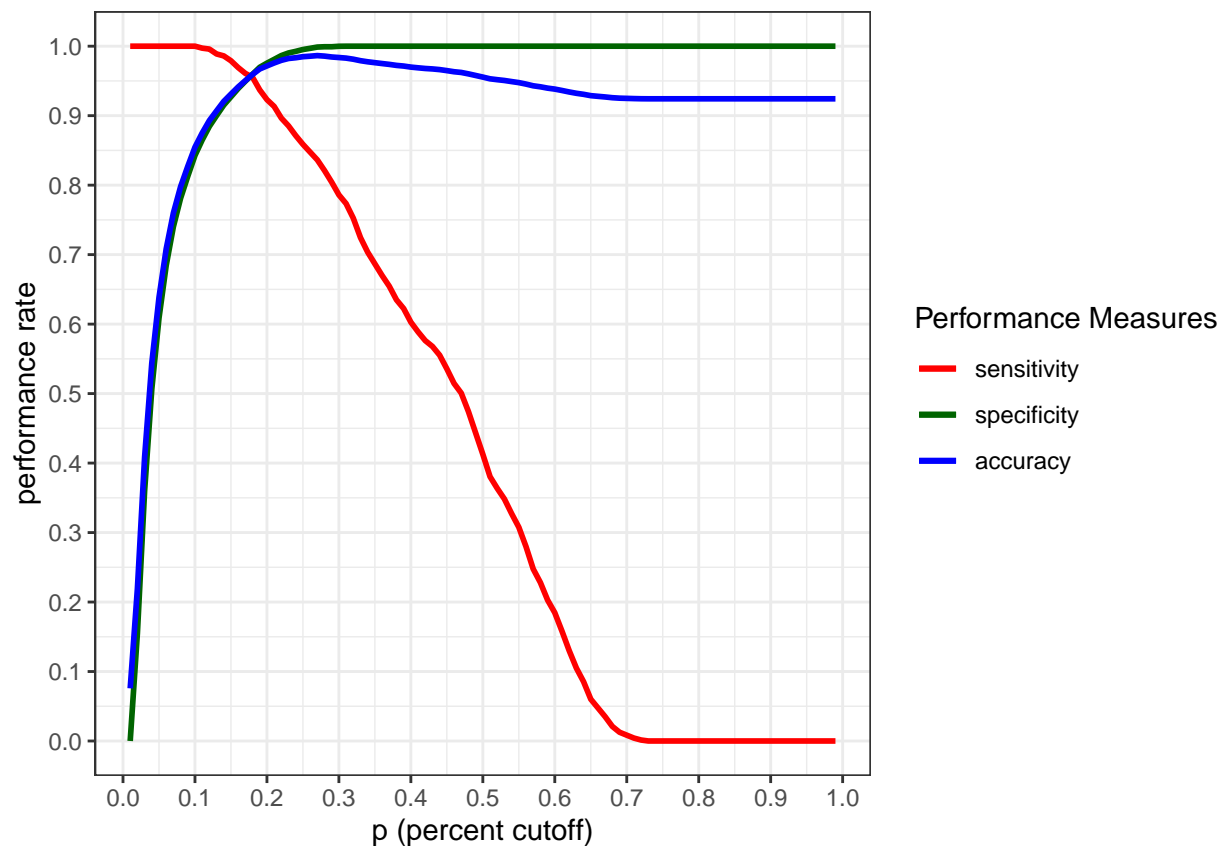


Table 23: Test Data Performance: Ensemble

n_TP	n_obs_P	n_TN	n_obs_N	accuracy	sensitivity	specificity	model
144	191	1431	2168	0.6676558	0.7539267	0.6600554	ensemble (Log & NB & RF)

12 Conclusions

All model performance metrics are listed below with the ensemble model having the best performance. The ensemble model includes an elasticnet logistic model, naive Bayes model and a random forests model. The variable importance for all models including the overall ensemble model importance weight per predictor is provided.

Table 24: Model Performances Comparison (w/ Ensemble)

model	n_TP	n_obs_P	n_TN	n_obs_N	accuracy	sensitivity	specificity	run_time
logistic	144	191	1355	2168	0.6354387	0.7539267	0.6250000	236.27775 secs
logistic w/ PCA	144	191	1367	2168	0.6405256	0.7539267	0.6305351	207.66041 secs

model	n_TP	n_obs_P	n_TN	n_obs_N	accuracy	sensitivity	specificity	run_time
naive bayes	144	191	1269	2168	0.5989826	0.7539267	0.5853321	18.38239 secs
K-nearest neighbors	137	191	810	2168	0.4014413	0.7172775	0.3736162	1361.73822 secs
random forest	145	191	1172	2168	0.5582874	0.7591623	0.5405904	334.20799 secs
ensemble (Log & NB & RF)	144	191	1431	2168	0.6676558	0.7539267	0.6600554	222.73880 secs

With the ensemble model being selected as the best model, the top 20 most important variables are as follows:

Table 25: Top 20 most import features by each model and overall

	overall	log_mdl	nb_mdl	rf_mdl
SpeedLimit.50.55.MPH	6.8751	8.5284	4.4277	4.1796
LightCond.Daylight	4.7326	5.4613	3.2430	3.5558
BikeAlcFlg.Yes	4.2716	6.0837	1.7656	1.3123
CrashGrp.Bicyclist.Failed.to.Yield.Midblock	3.6794	5.7604	0.3885	0.2923
BikePos.Sidewalk.Crosswalk.Driveway.Crossing	3.6556	5.2039	3.0256	1.0858
RdClass.Local.Street	3.4971	3.6576	4.7318	3.1951
SpeedLimit.40.45.MPH	3.2802	4.1406	1.6586	1.8871
RdCharacte.Straight.Level	3.0316	3.5821	1.6651	2.1493
BikePos.Travel.Lane	2.9687	3.1098	3.7696	2.7110
RdClass.Public.Vehicular.Area	2.9011	4.5815	1.1511	0.1412
DrvrRace.Black	2.8405	3.8679	0.1035	1.1986
CrashType.Motorist.Overtaking.Other.Unknown	2.7372	3.4459	2.6017	1.5567
CrashType.Motorist.Drive.Out.Commercial.Driveway.Alley	2.4063	3.8514	0.8799	0.0335
DrvrRace.White	2.3824	2.8454	0.9909	1.6470
RdFeature.No.Special.Feature	2.3384	3.0096	0.5885	1.2647
BikeAge	2.2164	0.0958	3.1157	5.7352
TraffCntrl.Stop.And.Go.Signal	2.0016	2.8039	1.8515	0.6651
Developmen.Farms.Woods.Pastures	1.8233	1.5710	3.9010	2.1879
City.None.Rural.Crash	1.8164	0.7539	5.0315	3.5035
Latitude	1.8122	0.6232	0.8070	3.8267

12.1 Possible Interpretations of Predictors and Suggestions

The first 5 predictors by overall importance make sense as far as being predictive of serious bike crashes in that high speed limits (50 - 55 mph), bicyclist under the influence of alcohol, bicyclist failing to yield mid-block and bike position crosswalk/crossing/driveway all point to the bicyclist not be a responsible commuter.

Notice, I did not mention daylight conditions being the second highest predictor of serious bike accidents. This is because it is not really clear why this is such a good predictor. It could be due to low visibility or warning of a bicyclist and their intentions. If a bicyclist is biking at night, they would most likely have bike lights on which helps drivers to see that an unprotected traveler is in the road and gives their direction since the bike light points forward and tail light points backwards. In addition, during the day, there is more traffic on the street and the sidewalk which could distract drivers.

It may seem surprising that straight roads is a good predictor serious bike crashes, but if you think about when you drive on a straight road for a while and you get into “the zone” where you don’t remember the

last 5-10 minutes of driving because you were on autopilot. This could be the case especially if the speeds are 40 - 55 mph where it would be very difficult to avoid an obstacle in the road.

I don't think we have enough data to explain why a driver's race is a predictor of seriousness of a bike-vehicle crash. We would need to know more about the state of North Carolina and how roads in predominantly black neighborhoods differ in bike friendliness and traffic from roads in predominantly white neighborhoods. We may find that there is an uneven distribution of bike friendly roads in either neighborhood which could affect a driver's experience how to share the road with a bicyclist. No conclusions can be made with the data we have here. These are just possible things we could look into with more socio-economic data.

Rural crashes are on the top 20 predictors list with development type: farms, woods, pastures; non-city rural. The main take away from these results is that bicyclists are not being protected on rural roads where touring bicyclists spend most of their time. A recommendation that I have is to cities that book-end the roads that are most heavily traveled by bicyclists, invest in extending the shoulder of these roads and to include bike signs. This could later be added to the bike crash data as "bicycle improved rural road" and the treatment could be tested against roads that were not treated (control).