

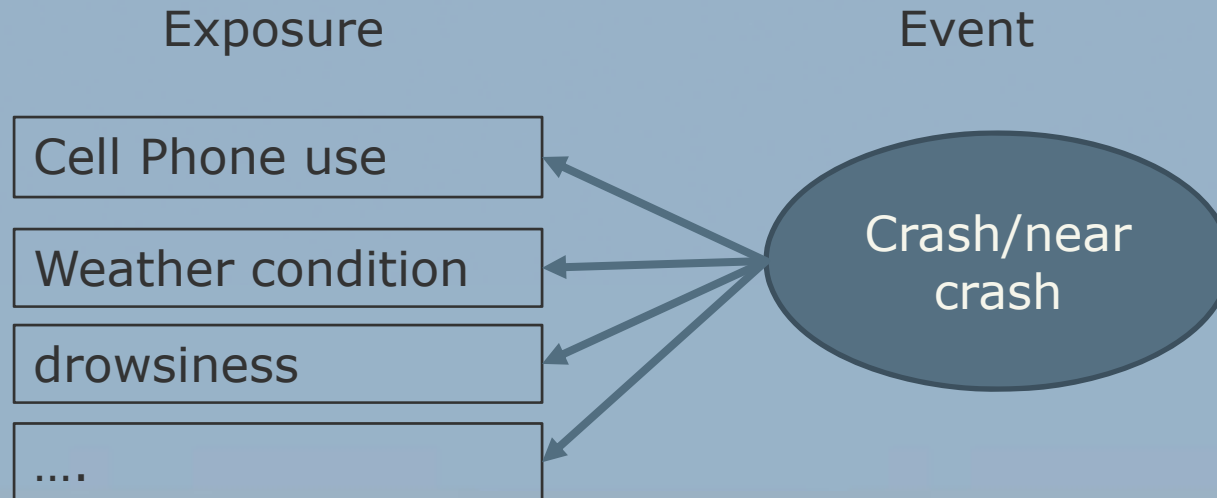
# Cohort and Case-control Approaches

Feng Guo Ph.D.  
Department of Statistics  
VTTI, CASR  
Virginia Tech

First Human Factors Symposium: Naturalistic  
Driving Methods & Analyses  
August 26<sup>th</sup> 2008



# Framework



Hypothetical examples:

## Example 1

In a naturalistic study, it is found that in 95 out of 100 crashes observed, the driver was listening to music. Can we conclude that listening to music contributes to crashes?

# Evaluating risk factors

## Example 2

If it is found in 10 crashes, the driver fallen in sleep for more than 6 seconds. Can we conclude that drowsiness/fatigue contributes to crashes?

Have to compare with “Normal” (Baseline) conditions!

- 95% of the times people are listening to music when driving : listening to music is unlikely a risky behavior.
- Essentially nobody sleep when driving: Sleeping during driving is dangerous.

# How to get exposure information on normal and event situations?: study design

- Cohort
  - Case-control
  - Case-cohort
  - Case-crossover
- **Major issue: how to reduce bias.**
  - **Analysis/modeling is directly related to study design!**

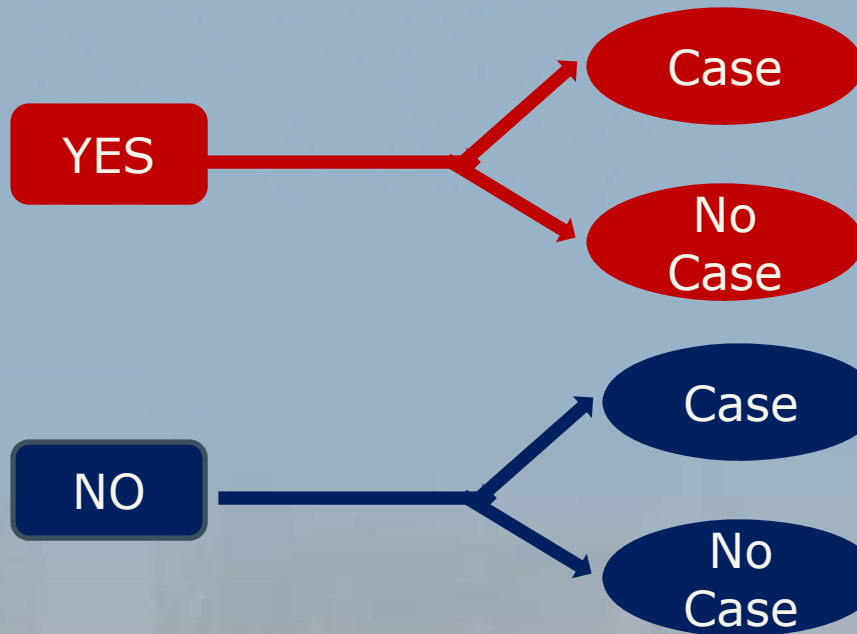
*Driving Transportation with Technology*

# Cohort Study

Perspective:  
Study begins

**Exposure**

**Outcome**



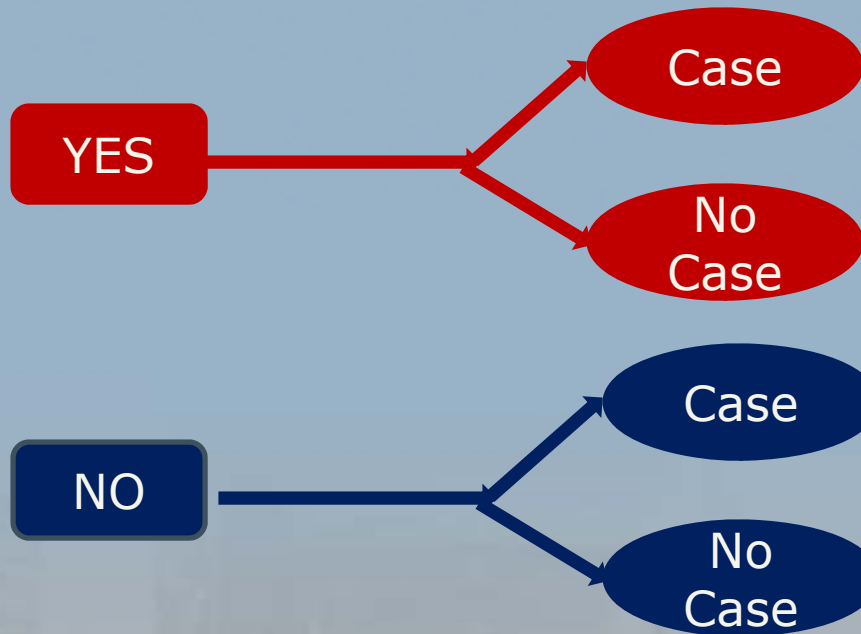
Forward direction: from exposure to case

# Cohort Study

Exposure

Outcome

Retrospective:  
Study begins



Forward direction: from exposure to case

*Driving Transportation with Technology*

# Cohort Study

## Pros:

- Least prone to bias
  - Relative to other observational study designs
- Can address several diseases in same study
- Retrospective can be relatively low cost and quick
  - Frequently used in occupational studies

## Cons:

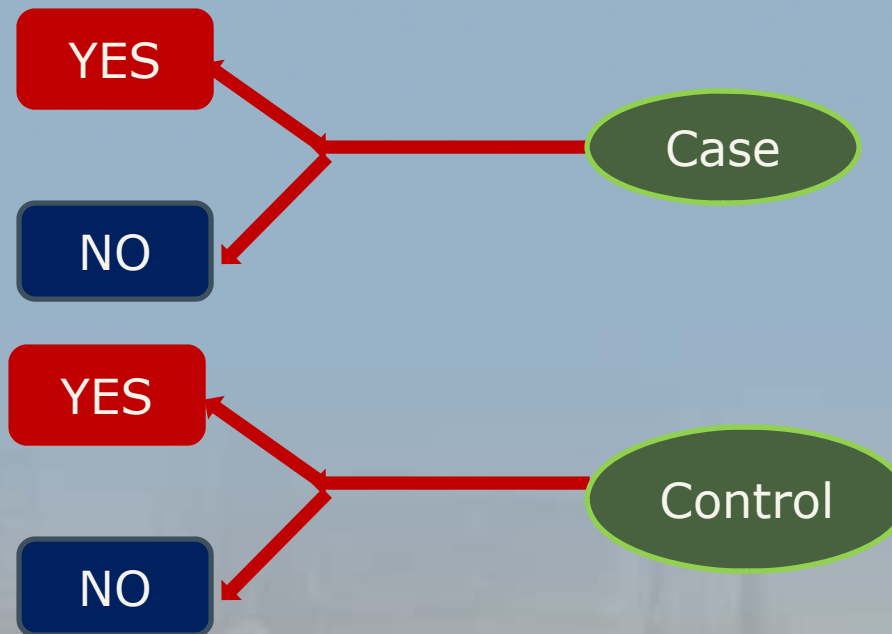
- Loss to follow-up is potential source of bias
- Prospective cohort study
  - Quite costly and time consuming
  - May not find enough cases if disease is rare

# Case-control Study

Exposure

Outcome

Study begins



Backward direction: from outcome to exposure  
Backward timing: study begins after outcome



# Case-Control Study

## Pros:

- Less expensive and time-consuming
- Optimal for rare diseases
  - Subjects selected based on disease status
- Allows several exposures to be evaluated
  - Multiple etiologic factors for a single disease

# Case-Control Study

## Cons:

- More susceptible to selection bias (than cohort studies)
  - Presence or absence of exposure may influence selection of disease and non-disease groups
- More susceptible to information bias
  - Observer bias
  - Recall bias
- Does not allow direct estimation of risk
  - Not possible to calculate rate of development of disease given exposure status
- Does not allow several diseases to be evaluated
- Generally not feasible for rare exposures

*Driving Transportation with Technology*

# Hybrid Design

- Mixture of cohort, case-control, crossover, and cross-sectional design
- Case-cohort
- Case-crossover

# Case-Cohort Study

Study begins

Exposure

Outcome

YES

Case

NO

YES

Control

NO

Backward direction: from outcome to exposure  
Forward timing: study begins BEFORE outcome

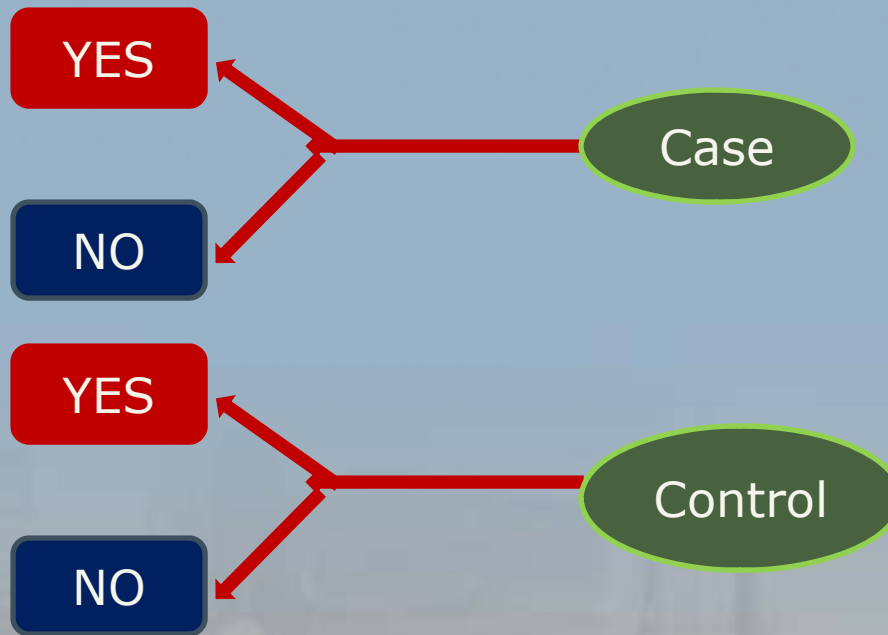
*Driving Transportation with Technology*

# Case-Cohort Study

Study begins

Exposure

Outcome



Backward direction: from outcome to exposure  
Forward timing: study begins BEFORE outcome

# Case-Cohort Study

- Several diseases can be studied
  - In contrast to case-control study
- Less costly and more efficient than cohort study
  - Smaller number of non-cases
- More prone to measurement error than cohort study
  - Exposure status determined after cases and control
  - Unless exposure status at initial cohort enrollment
- Can be more expensive and time-consuming than case-control study
  - Requires identifying original cohort

# Odds Ratio in Different Study Designs

- Case-control Studies: exposure odds ratio
- Cohort studies: risk odds ratio (ROR)

# Compare Cohort and Case-control study

**FIXED**

- Cohort Study

	<u>E+</u>	<u>E-</u>
D+	A	C
D-	<u>B</u>	<u>D</u>
total	<u>N+</u>	<u>N-</u>

- Case-Control Study

	<u>E+</u>	<u>E-</u>	total
Case	a	c	M1
Control	<u>b</u>	<u>d</u>	<u>M0</u>

$$P(D+|E+) = (A/N+)$$

$$P(D+|E-) = (C/N-)$$

$$\text{Risk Ratio (RR)} = \frac{P(D+|E+)}{P(D+|E-)}$$

$$P(E+ | \text{Case}) = a/M1$$

$$P(E+ | \text{Control}) = b/M0$$

$$\text{Odds}(E+ | \text{Case}) = \frac{P(E+ | \text{Case})}{1 - P(E+ | \text{Case})} = \frac{a/M1}{c/M1} = \frac{a}{c}$$

$$\text{OR} = (a/c) / (b/d) = (ad/bc)$$

Although conceptually very different, the formulas for Risk OR and Exposure OR are the same:  $AD/BC$



# Odd Ratio Approximation of Risk Ratio: Case-Control Studies

In case-control studies, the exposure odds ratio (EOR) approximates the risk ratio when the following 3 conditions are satisfied:

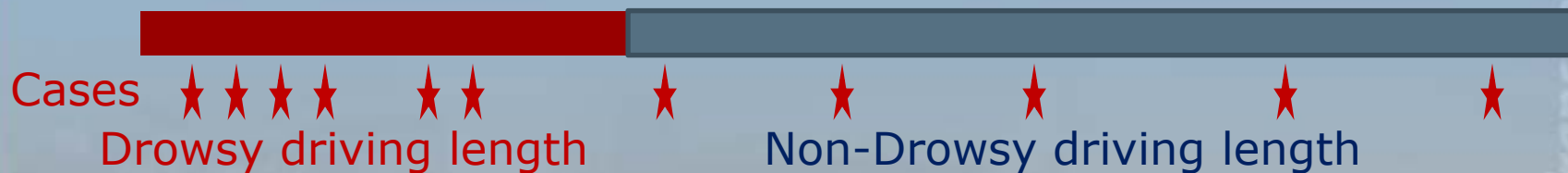
- 1. The rare disease assumption holds
- 2. The choice of controls in the case-control study must be representative of the source population from which the case developed.
- 3. The cases must be incident cases

*Driving Transportation with Technology*

# Risk Rate (time variant exposure)

$$\text{Rate1} : \frac{\# \text{ of Event under drowsiness}}{\text{Miles (time) traveled under drowsiness}}$$

$$\text{Rate2} : \frac{\# \text{ of Event under NO drowsiness}}{\text{Miles (time) traveled under NO drowsiness}}$$



If Rate1 is significantly greater than Rate2, we considered drowsiness is a risk factor for safety.

**Problem: How can we know miles/time traveled under drowsiness?**

# Odds Ratio Approximation to Rate Ratio

- Cohort Study

	<u>E+</u>	<u>E-</u>
<u>Dis+</u>	A	C
<u>total</u>	PT+	PT-

- $$\text{IDR} = (A/PT+) / (C/PT-)$$

$$= (A/C) / (PT+/PT-)$$

- Case-Control Study

	<u>E+</u>	<u>E-</u>	<u>total</u>
<u>Case</u>	a	c	M1
<u>Control</u>	b	d	M0

- $$\text{OR} = (a/c) / (b/d)$$

$$\approx (a/c) / (PT+ / PT-)$$

$$= \text{IDR}$$

## Assumptions:

- M0 subjects are randomly selected via source population
- Their exposure odds (b/d) similar to that in source population (PT+/PT-).
- Steady state

# Examples of VTTI research

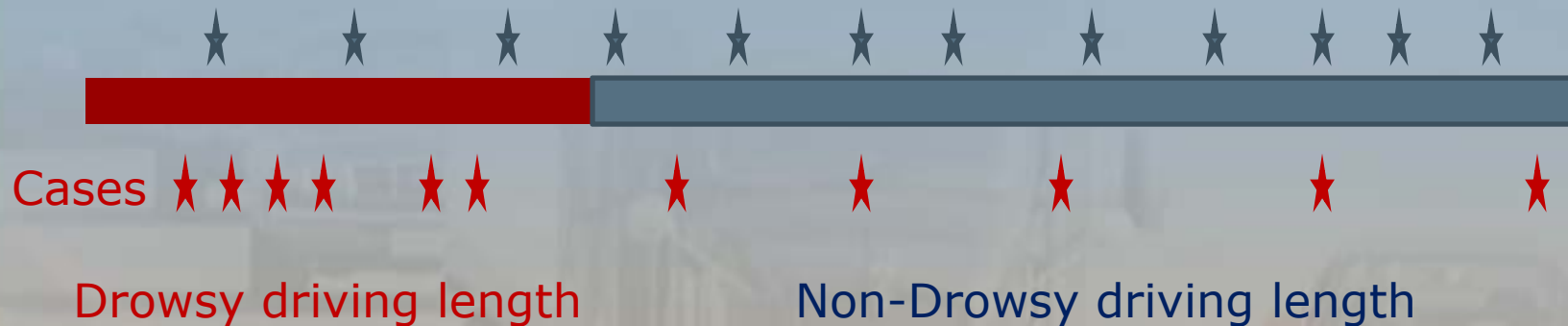
- Modeling 100 car (STSCE):
  - Random sampling case-cohort design: non-matched design
  - Confounding/interaction factors controlled through modeling
  - Incorporate driver specific correlation through models
- Case-crossover design (NHTSA)
  - Case-crossover sampling: matched design
  - Part of confounding/interaction factors controlled through baseline sampling

*Driving Transportation with Technology*

# Modeling 100 car: Baseline sampling

Principle: ideal control group is representative of the *source population* from which the cases are derived

1. Time variant exposures: risk rate
2. Sampling should reflect the odds ratio to risk rate principles
3. Random sampling stratified by vehicle was adopted



# Challenges in analyzing naturalistic study

- Control for confounding and interaction factors.
- Multiple events for same participant: driver specific correlations!

# Analysis Options

- Stratified analysis
  - Categorize control variables and form combinations of categories or strata
  - Drawback of running out of numbers when the number of strata is large
- Mathematical modeling
  - Use a mathematical expression for predicting the outcome from the exposure and the control variables
  - Considerations on choice of model and variables to include in initial and final model

# Basic Model Setup

- Generalized linear model (GLM) framework
- Baseline Multinomial model
  - Contrast crash, near-crash, and critical incident with base-line separately in a same model
  - The odds ratio is adjusted with respect to other variables in the model

$$y_i \sim \text{Multinomial}(1, \mathbf{p})$$

$y$  is a categorical variable corresponding to the events and baseline

$$\log\left(\frac{p_r}{p_0}\right) = \mathbf{X} \boldsymbol{\beta}_r$$

Where  $p_r$  is the probability of in  $r^{\text{th}}$  event

$p_0$  is the probability of baseline

$\mathbf{X}$  is the covariates matrix

$\boldsymbol{\beta}_r$  is the vector of parameters for  $r^{\text{th}}$  event,  
it has a direct relationship with odds ratio.



# Incorporate driver-specific correlation

Independent assumption for the basic model  
One driver have multiple event (baseline)  
They should be correlated: good driver, bad driver.

- Random effect model
  - Extension of the basic model

$$\log\left(\frac{p_{ijr}}{p_{ij0}}\right) = \mathbf{X}_{ij}\boldsymbol{\beta}_r + \mathbf{Z}_{ij}\boldsymbol{\alpha}_i$$

- $\boldsymbol{\alpha}_i$  is the driver specific random effect
- Generalized Estimation Equation (GEE) model
  - Commonly used in longitudinal data analysis
  - Quasi-likelihood based method

# Case-Crossover Design

:for short term exposure with transient effect

Exposure information collected



Sample exposure immediate before crashes

Sample exposure for time interval some period before crash

■ Control exposure ▲ Case Exposure \* Crash

# Case-Crossover compare to study 1

## Pros:

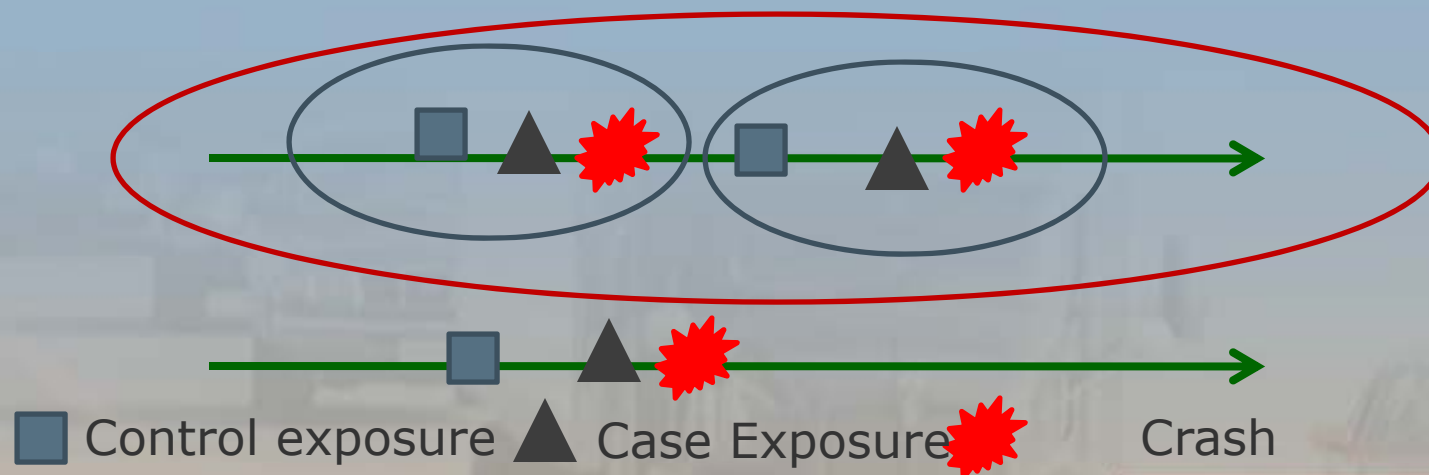
1. Less prone to biased
2. More efficient in evaluating the effects of transient exposure factors

## Cons:

1. Cannot be used to evaluate time-invariant effect such as age and gender.
2. Bring another level of correlation into the model

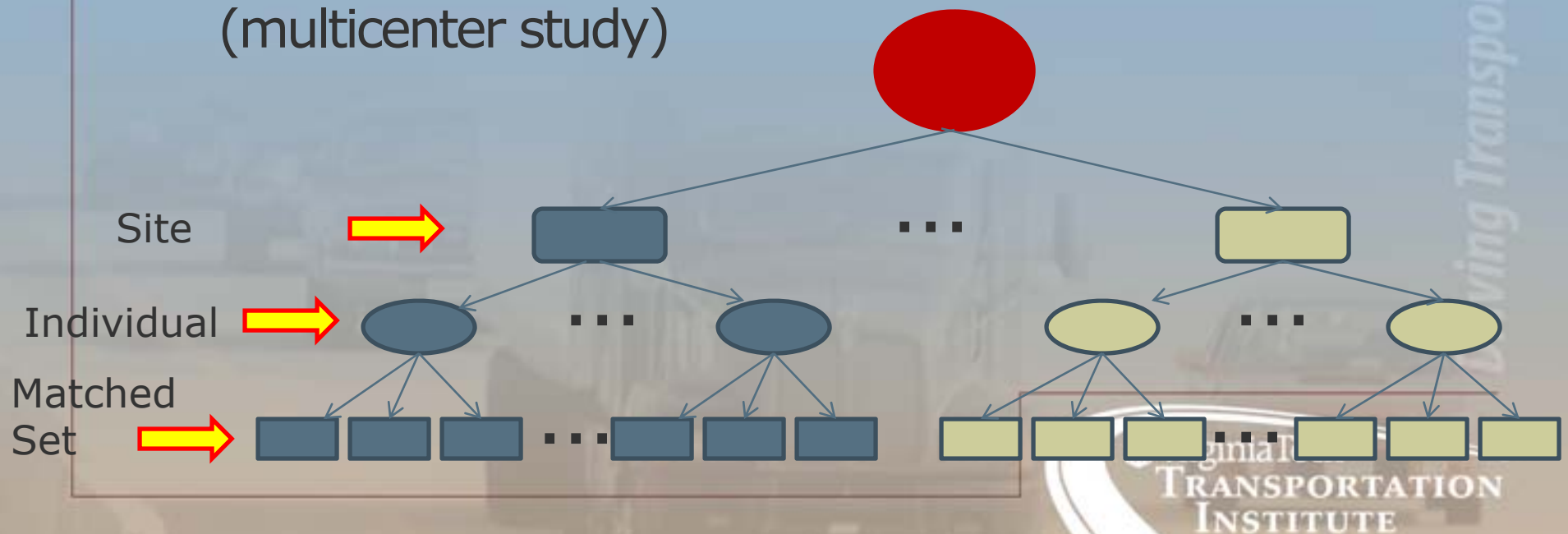
# Case-Crossover Analysis

- Matched set correlation
- Driver specific correlation



# Case-Crossover Analysis

- Nested random effects model
- Conditional logistic regression model
- Bayesian hierarchical model
  - Fit the context naturally
  - Easy to expand to accommodate more levels (multicenter study)



# Bayesian Model

Model setup

$$Y_{ijk} \sim \text{Bernoulli}(p_{ijk})$$

$$\text{logit}(p_{ijk}) = \mathbf{X}_{ijk} \boldsymbol{\beta} + \mathbf{Z}_{ijk} \boldsymbol{\alpha}$$

Site  $i$ ,  
individual  $j$ ,  
event  $k$

Prior:

$$\boldsymbol{\beta} \sim N(\boldsymbol{\mu}, \boldsymbol{\Sigma}_{\beta})$$

$$\boldsymbol{\alpha} \sim N(\mathbf{0}, \boldsymbol{\Sigma}_{\alpha})$$

Vague: fixed large variance

Informative: prior elicitation

- from previous study
- From expert opinion

# Summary

- Appropriate baseline sampling scheme is critical part of analyses.
- Analysis models should reflect the corresponding sampling scheme.
- Considering analysis at the beginning of the study!

- Questions?
- ...
- Thanks!

*Driving Transportation with Technology*

