

| Sensitivity v | s. Specifi | city | |
|--|-----------------------------------|----------------------------|----------------------|
| | | | |
| • <u>Sensitivity</u> is a measure of t known examples that are corre • <u>Sensitivity= TP/(TP+FN</u>) | he fraction ectly classif D | of gold sta ied/identif | indard ied. |
| •Specificity is a measure of t | he fraction | of negativ | e |
| examples that are correctly cla | ssified: | U | |
| • Specificity = TN/(TN+I | FP) | H _o : no eff | ects (μ=0) |
| • $TP = True Positives$ | | True I | Reality |
| •FN = False Negatives | | H_o true | H _o false |
| •TN = True Negatives | Can't reject | TN | FN |
| \bullet FP = False Positives | Reject H _o | FP | TP |
| EOR 6520 All' Iva Dinav | ide ? | | |













| 1-dim classify <i>n</i> -inc | ension dividua | al tab Is in J | les – J-cat | egor | ies | | |
|---|-------------------|-------------------|------------------|---------------------|--------------------|-----------------|-------------------|
| Qualitative (factors), class variabl define class/group membership (marital-status, blood-type, etc.) | es 🗾 | Fr Sum | equenc marize | y table: discret | s can b e/quali | e use tative | ed to e var's. |
| **** (| | | Ņ | | R | | |
| tegory | Cat. 1 | Cat. 2 | e 200 | n Cat. j | | × (| Cat. J |
| Probability | p_1 | p_2 . | | p_i | | • | p_I |
| Observed count | o_1 | $\bar{O_2}$. | • • | O_{i} | • • | • | $\tilde{O_J}$ |
| Expected count | E_1 | E_2 . | • • | E_{j} | • • | • | E_J |
| | | | $E_j =$ | n p _j | | | |







| Goo | dness-of-Fit: An Example |
|--|---|
| | |
| <u>Problem</u>: In a st 13.5% of U.S. h owning 1 vehicle or more vehicles households in a 0.05 level of sig vehicle-ownersh of the nation as | udy of vehicle ownership, it has been found that buseholds do not own a vehicle, with 33.7% e, 33.5% owning 2 vehicles, and 19.3% owning 3 i. The data for a random sample of 100 resort community are summarized below. At the nificance, can we reject the possibility that the ip distribution in this community differs from that a whole? |
| # Vehicles Owned | <u># Households</u> |
| 0 | 20 |
| 1 | 35 |
| 2 | 23 |
| 3 or more | 22 |

| | | Good | lness- | of-Fit: An Example |
|----|--------------------------|---------------------|----------------------|--|
| # | Vehicles | <u> </u> | E, | $[O_{ij} - E_{ij}]^2 / E_{ij}$ |
| | 0 | 20 | 13.5 | 3.1296 |
| | 1 | 35 | 33.7 | 0.0501 |
| | 2 | 23 | 33.5 | 3.2910 |
| | 3+22 | 19.3 | | 0.3777 |
| | | | | Sum = 6.8484 |
| I. | $H_0: p_0 = 0$ | $0.135, p_1$ | = 0.33 | 7, $p_2 = 0.335$, $p_{3+} = 0.193$ |
| | Vehicle-c is in the n | wnershi ation as | p distrib a whole | bution in this community is the same as it |
| | H.• At les | ast one o | f the pr | oportions does not equal the stated value |

H₁: At least one of the proportions does not equal the stated value Vehicle-ownership distribution in this community is <u>not</u> the same as it is in the nation as a whole.















| Chi-Squ | are Tes | sts of Inde | pendence | |
|--|--------------------------|--------------------------|----------------------------|----------|
| • First, arrange | the dat | a in a tabl | e. | |
| , j | ar and | Motor | Road & | |
| <u>Di</u> Totals | <u>river (1)</u> | <u>Trend (2)</u> | <u>Track (3)</u> | |
| Import (Imp) | 54 | 25 | 32 | 111 |
| Domestic (Dom) | <u>19</u> | <u>22</u> | <u>23</u> | 64 |
| Totals | 73 | 47 | 55 | 175 |
| Second, comp contributions | pute the to χ^2 for | e expected or each of | values and the six cell | l ls. |
| • Then to the h | ypothes | sis test | | |

| | C | ar and | Motor | Road & |
|-----------------------|----------|---------------------------|------------------|------------------|
| | <u>D</u> | river <u>(1)</u> | <u>Trend (2)</u> | <u>Track (3)</u> |
| Import (Imp): | 0 - | 54 | 25 | 32 |
| | Е- | 46.3029 | 29.8114 | 34.8857 |
| χ^2 contribution | on - | 1.2795 | 0.7765 | 0.2387 |
| Domestic (Dom) : | 0 - | 19 | 22 | 23 |
| | Е- | 26.6971 | 17.1886 | 20.1143 |
| χ^2 contribution | on - | 2.2192 | 1.3468 | 0.4140 |
| | | Σ χ ² c | ontributions | s = 6.2747 |



