Day-of-the-week variations and temporal instability of injury severity in pedestrian-vehicle crashes: A random heterogeneity in means and variances

Citation Report

#	ARTICLE	IF	CITATIONS
1	Mixed logit models for examining pedestrian injury severities at intersection and non-intersection locations. Journal of Transportation Safety and Security, 2022, 14, 1333-1357.	1.6	9
2	Mixed logit approach to analyzing pedestrian injury severity in pedestrian-vehicle crashes in North Carolina: Considering time-of-day and day-of-week. Traffic Injury Prevention, 2021, 22, 524-529.	1.4	13
3	Weekly variations and temporal instability of determinants influencing alcohol-impaired driving crashes: A random thresholds random parameters hierarchical ordered probit model. Analytic Methods in Accident Research, 2021, 32, 100189.	8.2	12
4	Injury severity analysis of motorcycle crashes: A comparison of latent class clustering and latent segmentation based models with unobserved heterogeneity. Analytic Methods in Accident Research, 2021, 32, 100188.	8.2	25
5	Time-of-day variations and the temporal instability of multi-vehicle crash injury severities under the influence of alcohol or drugs after the Great Recession. Analytic Methods in Accident Research, 2021, 32, 100183.	8.2	17
6	Spatiotemporal instability analysis considering unobserved heterogeneity of crash-injury severities in adverse weather. Analytic Methods in Accident Research, 2021, 32, 100182.	8.2	25
7	Temporal stability of factors influencing driver-injury severities in single-vehicle crashes: A correlated random parameters with heterogeneity in means and variances approach. Analytic Methods in Accident Research, 2021, 32, 100179.	8.2	35
8	Temporal stability of pedestrian injury severity in pedestrian-vehicle crashes: New insights from random parameter logit model with heterogeneity in means and variances. Analytic Methods in Accident Research, 2021, 32, 100184.	8.2	34
9	A note on out-of-sample prediction, marginal effects computations, and temporal testing with random parameters crash-injury severity models. Analytic Methods in Accident Research, 2022, 33, 100191.	8.2	49
10	Differences between day and night pedestrian-injury severities: Accounting for temporal and unobserved effects in prediction. Analytic Methods in Accident Research, 2022, 33, 100201.	8.2	30
11	Investigating injury severity of pedestrian–vehicle crashes by integrating latent class cluster analysis and unbalanced panel mixed ordered probit model. Journal of Transportation Safety and Security, 0, , 1-20.	1.6	4
12	From the past to the future: Modeling the temporal instability of safety performance functions. Accident Analysis and Prevention, 2022, 167, 106592.	5.7	7
13	Temporal stability of associations between crash characteristics: A multiple correspondence analysis. Accident Analysis and Prevention, 2022, 168, 106590.	5.7	9
14	Differences of overturned and hit-fixed-object crashes on rural roads accompanied by speeding driving: Accommodating potential temporal shifts. Analytic Methods in Accident Research, 2022, 35, 100220.	8.2	16
15	Determinants of purchase likelihood for partially and fully automated vehicles: Insights from mixed logit model with heterogeneity in means and variances. Transportation Research, Part A: Policy and Practice, 2022, 159, 119-139.	4.2	9
16	Spatiotemporal instability analysis of injury severities in truck-involved and non-truck-involved crashes. Analytic Methods in Accident Research, 2022, 34, 100214.	8.2	21
17	A temporal assessment of distracted driving injury severities using alternate unobserved-heterogeneity modeling approaches. Analytic Methods in Accident Research, 2022, 34, 100216.	8.2	19
18	Using traffic flow characteristics to predict real-time conflict risk: A novel method for trajectory data analysis. Analytic Methods in Accident Research, 2022, 35, 100217.	8.2	23

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19	Exploring injury severity of pedestrian-vehicle crashes at intersections: unbalanced panel mixed ordered probit model. European Transport Research Review, 2021, 13, .	4.8	4
20	An empirical analysis of how asleep/fatigued driving-injury severities have changed over time. Journal of Transportation Safety and Security, 2023, 15, 397-420.	1.6	11
21	Modelling animal-vehicle collision counts across large networks using a bayesian hierarchical model with time-varying parameters. Analytic Methods in Accident Research, 2022, , 100231.	8.2	0
22	Identifying Temporal Instability in Factors Causing Work Zone Crash Occurrences Using Fast Causal Inference. , 2022, , .		0
23	Analysis of driver-injury severity: a comparison between speeding and non-speeding driving crash accounting for temporal and unobserved effects. International Journal of Injury Control and Safety Promotion, 2022, 29, 475-488.	2.0	4
24	Assessment of Two-Vehicle and Multi-Vehicle Freeway Rear-End Crashes in China: Accommodating Spatiotemporal Shifts. International Journal of Environmental Research and Public Health, 2022, 19, 10282.	2.6	1
25	Addressing unobserved heterogeneity at road user level for the analysis of conflict risk at tunnel toll plaza: A correlated grouped random parameters logit approach with heterogeneity in means. Analytic Methods in Accident Research, 2022, 36, 100243.	8.2	4
26	The impact of weekday, weekend, and holiday crashes on motorcyclist injury severities: Accounting for temporal influence with unobserved effect and insights from out-of-sample prediction. Analytic Methods in Accident Research, 2022, 36, 100240.	8.2	10
27	Evaluating gender differences in injury severities of non-helmet wearing motorcyclists: Accommodating temporal shifts and unobserved heterogeneity. Analytic Methods in Accident Research, 2022, 36, 100249.	8.2	12
28	Exploring the temporal variability of the factors affecting driver injury severity by body region employing a hybrid econometric approach. Analytic Methods in Accident Research, 2023, 37, 100246.	8.2	2
29	Pedestrian-injury severity analysis in pedestrian-vehicle crashes with familiar and unfamiliar drivers. Transportmetrica A: Transport Science, 2024, 20, .	2.0	5
30	Unobserved heterogeneity in ramp crashes due to alignment, interchange geometry and truck volume: Insights from a random parameter model. Analytic Methods in Accident Research, 2023, 37, 100254.	8.2	4
31	Pedestrian safety at urban intersections: lighting conditions is the question. International Journal of Crashworthiness, 2023, 28, 750-759.	1.9	1
32	Evidence of sample selectivity in highway injury-severity models: The case of risky driving during COVID-19. Analytic Methods in Accident Research, 2023, 38, 100263.	8.2	13
33	Combining emerging hotspots analysis with XGBoost for modeling pedestrian injuries in pedestrian-vehicle crashes: a case study of North Carolina. Journal of Transportation Safety and Security, 2023, 15, 1203-1225.	1.6	3
34	Modeling pedestrian injury severity in pedestrian-vehicle crashes considering different land use patterns: Mixed logit approach. Traffic Injury Prevention, 2023, 24, 114-120.	1.4	1
35	A hybrid clustering and random forest model to analyse vulnerable road user to motor vehicle (VRU-MV) crashes. International Journal of Injury Control and Safety Promotion, 2023, 30, 338-351.	2.0	4
36	Temporal instability and age differences of determinants affecting injury severities in nighttime crashes. Analytic Methods in Accident Research, 2023, 38, 100268.	8.2	6

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37	A temporal analysis of crash injury severities in multivehicle crashes involving distracted and non-distracted driving on tollways. Accident Analysis and Prevention, 2023, 184, 107008.	5.7	9
38	Modeling injury severities of single and multi-vehicle freeway crashes considering spatiotemporal instability and unobserved heterogeneity. Transportation Letters, 2024, 16, 234-262.	3.1	2
39	Differences in single-vehicle motorcycle crashes caused by distraction and overspeed behaviors: considering temporal shifts and unobserved heterogeneity in prediction. International Journal of Injury Control and Safety Promotion, 2023, 30, 375-391.	2.0	1
40	Modeling the Motorcycle Crash Severity on Nonintersection Urban Roadways in the Australian State of Victoria Using a Random Parameters Logit Model. Journal of Advanced Transportation, 2023, 2023, 1-12.	1.7	4
41	Comparative analysis of pedestrian crash severity at United Kingdom rural road intersections and Non-Intersections using latent class clustering and ordered probit model. Accident Analysis and Prevention, 2023, 192, 107231.	5.7	2
42	Analyzing the time-varying patterns of contributing factors in work zone-related crashes. Journal of Transportation Safety and Security, 0, , 1-28.	1.6	0
43	Temporal assessment of injury severities of two typesÂof pedestrian-vehicle crashes using unobserved-heterogeneity models. Journal of Transportation Safety and Security, 0, , 1-50.	1.6	0
44	Exploring temporal instability effects on bicyclist injury severities determinants for intersection and non-intersection-related crashes. Accident Analysis and Prevention, 2024, 194, 107339.	5.7	2
45	Developing machine-learning-based models to diminish the severity of injuries sustained by pedestrians in road traffic incidents. Heliyon, 2023, 9, e21371.	3.2	1
46	Factors affecting pedestrian injury severity in pedestrian-vehicle crashes: Insights from a data mining and mixed logit model approach. Journal of Transportation Safety and Security, 0, , 1-24.	1.6	0
47	Do Expressway Interchanges Increase Crash Injury Severities? Insights Using Temporal Instability and Unobserved Heterogeneity. Journal of Advanced Transportation, 2023, 2023, 1-20.	1.7	0
48	What are public preferences for air quality improvement policies? Additional information from extended choice models. Journal of Computational Methods in Sciences and Engineering, 2023, 23, 2893-2914.	0.2	0
49	A multi-year statistical analysis of driver injury severities in single-vehicle freeway crashes with and without airbags deployed. Analytic Methods in Accident Research, 2024, 41, 100317.	8.2	2
50	Effects of speed difference on injury severity of freeway rear-end crashes: Insights from correlated joint random parameters bivariate probit models and temporal instability. Analytic Methods in Accident Research, 2024, 42, 100320.	8.2	0