

Corrigendum to my paper

“HOUSEHOLD/ZONAL SOCIOECONOMIC CHARACTERISTICS AND TOUR MAKING: CASE OF RICHMOND/TRI-CITIES MODEL REGION IN VIRGINIA”

published in vol. VI, 1, 2014, p. 53-70

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In the originally published paper, I stated, on page 55, that “Sometimes called stop-making behavior, trip-chaining behavior in activity-based modeling describes the importance of multi-purpose trip-making rather than single trip-making. Numerous studies have examined trip-chaining or stop-making models using the frequency of stops on the way home and/or on the way to work as dependent variables (Bhat 1999, Bhat and Singh 2000, Chu 2003, Shiftan 1998, Wallace et al. 2000). In these studies, the stop-making behavior is derived from the activity-based concept and it is used to describe stopping behavior made by a traveler, in particular a commuter, on the way to home or work. With the assumption that a commuter has a regularly followed route, stopping at a location away from home or work during commuting in order to participate in an activity is treated as a deviation from the commute trip. Therefore, in prior research, stop-making models were usually applied with respect to linking non-work activities with work activities, including the morning commute, midday trips, evening commute, and trips before or after the commute (Bhat 1999, Bhat and Singh 2000, Wallace et al. 2000). In addition to work trips, non-workers’ trip-chaining as a series of out-of-home activity episodes (or stops) of different types interspersed with periods of in-home stays have also been investigated (Bhat and Misra 2001, Misra et al. 2003)”.

Due to errors caused by my inadvertent negligence in citations, the above statement will be replaced by the following paragraph:

“Trip-chaining behavior in activity-based modeling illustrates the importance of multi-purpose trip-making. Transportation modelers typically use frequency of stops on the way home and/or on the way to work as dependent variables in their trip-chaining or stop-making models. The term “stop-making behavior” is derived from the activity-based concept and is used to describe stopping behavior made by a traveler. A commuter typically follows the same route, making stops at a location away from home or work during commuting process. Therefore, stop-making models were usually applied to link non-work activities with work activities (Bhat 1999, Bhat and Singh 2000, Chu 2003, Concas and DeSalvo 2008, Concas 2010, Shiftan 1998, Wallace et al. 2000). Besides work trips, transportation modelers have also examined non-workers’ trip-chaining as a series of out-of-home activity stops (Bhat and Misra 2001, Misra et al. 2003)”.

At the same time, two new references, which were carelessly omitted, will be added:

CONCAS S., DESALVO J. S. (2008), *Integrating Transit and Urban Form*, Final Report No. BD 549 WO 37, National Center for Transit Research for Florida Department of Transportation, Tampa.

CONCAS S. (2010), *The Interaction between Urban Form and Transit Travel*, Ph.D Dissertation, University of South Florida, Tampa.

