



## Corrigendum to “Impact of new rapid transit on physical activity: A meta-analysis” Preventive Medicine Reports 10 (2018) 184–190

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The authors regret that there is an error in the way that the values for difference in minutes of total physical activity per week were reported (Hirsch et al., 2018).

The values in Table 1 for calculated mean difference in total physical activity (min/week) (SD) should read: 41.5 for Chang; -9.7 for Hong; and -77.7 for Huang. Also, corrected row in Table 1 appears below.

This error necessitates the corrections to the random effects model, producing a combined mean change of -37.2 min/week, 95% CI -91.2, 16.8. A corrected Fig. 1 appears below. Following this correction, changes should be reflected in the text:

Abstract

Among these five studies, after transit interventions, total physical activity decreased (combined mean - 37.2 min/week, 95% CI -91.2,

**Table 1**

Summary of characteristics of natural experiment studies examining physical activity after transit interventions (n = 5). Studies systematically reviewed (May–July 2017).

Author, Year	Chang, 2017	Hong, 2016	Huang, 2017	Miller, 2015	Panter, 2016
City, Country	Mexico City, MX	Los Angeles, US	Seattle, US	Salt Lake City, US	Cambridge, UK
Transit intervention <sup>a</sup>	BRT- new line, 18 new stations	LRT- 6 new stations	LRT- new line, 13 new stations	LRT- new line, 5 new stations	BRT- new network
Parallel intervention(s) <sup>b</sup>	—	Landscaping & bicycle/pedestrian infrastructure	—	Complete Street & trail	Shared-use path
Study design	Repeated Cross-sectional without control group	Longitudinal with control group	Longitudinal with control group determined retrospectively <sup>c</sup>	Longitudinal with control group determined retrospectively <sup>d</sup>	Longitudinal without control group
Scale	500 m	800 m	1.6 km	2 km	30 km <sup>e</sup>
Sampling	Household	Household	Household	Household	Workplace
Study initiation (first year)	2011	2011	2008	2012	2009
Study Duration (years)	3	1	2	1	3
N (time 1)	1067	143 <sup>f</sup>	276 <sup>f</sup>	939 <sup>f</sup>	1143
N (time 2)	1420	73	198	536	469
Percent female (at baseline)	51% for post-test; 50% for pre-test	79% for intervention; 70% for controls	63%	51%	66.5%
Population	Adults 18–59	Adults 16+	Adults 18+	Adults 18+	Adults 16+
Outcome measurement	Survey <sup>g</sup>	Accelerometry	Accelerometry	Accelerometry	Survey <sup>h</sup>
Calculated mean difference in transportation physical activity (min/week) (SD)	27.4 (126.9) <sup>i</sup>	—	4.9 (86.4) <sup>j</sup>	0.3 (37.5) <sup>j,k</sup>	-10.5 (230.1) <sup>k</sup>

(continued on next page)

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**Table 1** (continued)

Author, Year	Chang, 2017	Hong, 2016	Huang, 2017	Miller, 2015	Panter, 2016
Calculated mean difference in total physical activity (min/week) (SD)	-41.5 (247.4) <sup>i</sup>	-9.7 (397.3) <sup>k,l</sup>	-77.7 (632.3) <sup>j</sup>	5.1 (147.1) <sup>j,k</sup>	-166.0 (478.6) <sup>k</sup>

<sup>a</sup> Transit interventions were either Bus Rapid Transit (BRT) or Light Rail Transit (LRT). To be included they must be along fixed guideway (separated from road traffic).

<sup>b</sup> Parallel interventions are additional built environment changes that may influence physical activity, as mentioned in the study.

<sup>c</sup> During analysis this study created a “control” group retrospectively based on distance to transit.

<sup>d</sup> During analyses this study created a “control” group retrospectively based on transit use.

<sup>e</sup> Participants were selected based on workplace, but their residences had to be within 30 km of the city

<sup>f</sup> Unclear how many of initial participants had outcome data, often reported only sample size for complete data for both time points.

<sup>g</sup> Measured using the International Physical Activity Questionnaire (IPAQ)

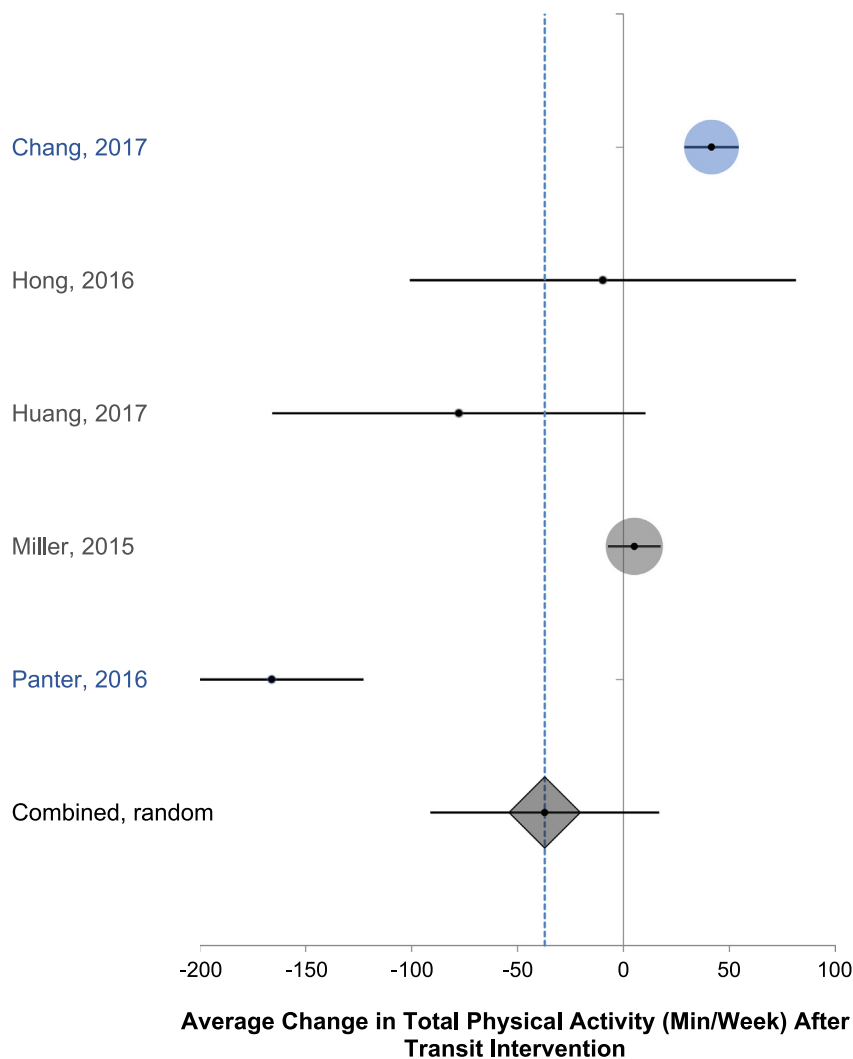
<sup>h</sup> Measure using the Recent Physical Activity Questionnaire (RPAQ)

<sup>i</sup> Walking and cycling added together

<sup>j</sup> Scaled from daily to weekly

<sup>k</sup> Summing groups

<sup>l</sup> Computed from MVPA minutes



Meta-analysis done using excel template by Neyeloff et al. 2012 (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3296675/>)

**Fig. 1.**

16.8), but transport-related physical activity increased (mean 6.7 min/week, 95% CI - 10.1, 23.5).

Section 3.3: Q and I<sup>2</sup> indicated high study heterogeneity (total physical activity Q = 90; I<sup>2</sup> = 96%). After transit interventions, total

physical activity decreased (combined mean change - 37.2 min per week, 95% CI -91.2, 16.8, Fig. 1), but transport-related physical activity increased (combined mean change 6.7 min/week 95% CI - 10.1, 23.5 transport-physical activity, Fig. 2)