Corrigendum

Corrigendum to “Least Expected Time Paths in Stochastic Schedule-Based Transit Networks”

Dang Khoa Vo, Tran Vu Pham, Nguyen Huynh Tuong, and Van Hoai Tran

Faculty of Computer Science & Engineering, Ho Chi Minh City University of Technology, VNU-HCM, 268 Ly Thuong Kiet Street, Ho Chi Minh City 740500, Vietnam

Correspondence should be addressed to Nguyen Huynh Tuong; htnguyen@hcmut.edu.vn

Received 2 April 2018; Accepted 5 April 2018; Published 30 April 2018

Copyright © 2018 Dang Khoa Vo et al. This is an open access article distributed under the Creative Commons Attribution License, which permits unrestricted use, distribution, and reproduction in any medium, provided the original work is properly cited.

The article titled “Least Expected Time Paths in Stochastic Schedule-Based Transit Networks” [1] reports similar methods and algorithms to those in an earlier article by Miller-Hooks and Mahmassani [2] which was not cited. The article by Vo et al. deals with stochastic scenario-based arrival times of transit vehicles while Miller-Hooks and Mahmassani’s article focuses on stochastic road networks where link travel times are not correlated. Thus, the dominance condition used in Vo et al.’s algorithm is based on scenarios in which the departure time is fixed and given. In contrast, the dominance condition used in Miller-Hooks and Mahmassani’s algorithm is with respect to all departure times.

References

