

**Erratum: “Performance of Multi-City Land Use Regression Models for Nitrogen Dioxide and Fine Particles”**

Wang et al. discovered an error in their article “Performance of Multi-City Land Use Regression Models for Nitrogen Dioxide and Fine Particles” [Environ Health Perspect 122:843–849 (2014); <http://dx.doi.org/10.1289/ehp.1307271>]. In Table 3, beta values for the NO<sub>2</sub> model were incorrect. The corrected table appears below.

**Table 3.** European models for NO<sub>2</sub>, PM<sub>2.5</sub>, and PM<sub>2.5</sub> absorbance.

| Predictors  | Partial $R^2$ | $\beta^a$ | Model <sub>intra</sub> <sup>b</sup><br>$R^2$ /IQR | LOAOCV<br>$R^2$ /RMSE                  |
|---|---------------|-----------|---|--|
| NO <sub>2</sub> ( $n^c = 960$ , final model $R^2 = 0.56$ )              |               |           |   |  |
| Regional background concentration                                       | 0.08          | 2.63E-01  | 0.59/0.19   | 0.50/8.49 ( $\mu\text{g}/\text{m}^3$ ) |
| Traffic load in 50 m  | 0.35          | 2.44E-06  |   |  |
| Road length in 1,000 m  | 0.50          | 2.74E-04  |   |  |
| Natural and green in 5,000 m  | 0.55          | -2.84E-07 |   |  |
| Traffic intensity on the nearest road                                   | 0.56          | 2.21E-04  |   |  |
| Intercept   |               | 1.38E+01  |   |  |
| PM <sub>2.5</sub> ( $n^c = 356$ , final model $R^2 = 0.86$ )            |               |           |   |  |
| Regional background concentration                                       | 0.71          | 9.73E-01  | 0.48/0.16   | 0.81/2.38 ( $\mu\text{g}/\text{m}^3$ ) |
| Traffic load between 50 m and 1,000 m                                   | 0.81          | 4.75E-09  |   |  |
| Traffic load in 50 m  | 0.84          | 5.28E-07  |   |  |
| Road length in 100 m  | 0.86          | 2.12E-03  |   |  |
| Intercept   |               | 3.06E-01  |   |  |
| PM <sub>2.5</sub> absorbance ( $n^c = 356$ , final model $R^2 = 0.70$ ) |               |           |   |  |
| Regional background concentration                                       | 0.28          | 9.06E-01  | 0.70/0.19   | 0.70/0.45 ( $10^{-5}/\text{m}$ )       |
| Traffic load in 50 m  | 0.58          | 2.07E-07  |   |  |
| Road length in 500 m  | 0.67          | 2.90E-05  |   |  |
| Natural and green in 5,000 m  | 0.69          | -9.63E-09 |   |  |
| Traffic load between 50 m and 1,000 m                                   | 0.70          | 4.20E-10  |   |  |
| Intercept   |               | 2.95E-01  |   |  |

<sup>a</sup>Coefficients of predictor variables in the models. <sup>b</sup>The Model<sub>intra</sub>  $R^2$ s show the median and interquartile range (IQR) of the within-area variability explained by the European model in individual areas. <sup>c</sup>Number of monitored sites available for model building.

The authors regret the error.