

# Predicting the Impact of Disruptions to Urban Rail Transit Systems

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# Metro disruption



The causes of disruption vary, from train fault, power failure, to extreme weather, etc.



# Metro disruption



- affected 413,000 commuters on 7 Jul, 2015
- affected 123,000 commuters on 14 Oct, 2020

How many stranded commuters can  
be absorbed by nearby buses?



**The resilience of the public  
transit system**

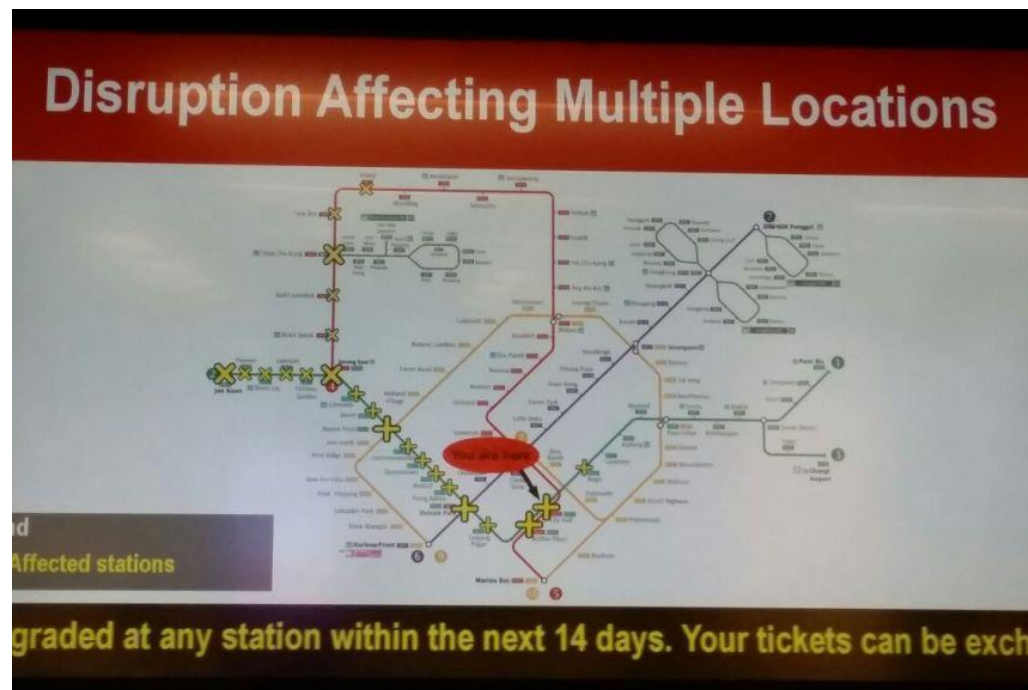


**The impact of disruption  
on commuters**



# Predict impact

Given a disrupted metro network,



and a pair of affected Origin-Dest (OD) metro stations

# Predict impact

We are to predict:

- What percentage of commuters will stay in the public transit system rather than leave for private transit?
  - — the *stay ratio* metric
- How long is the average travel delay for commuters staying in the public transit system?
  - — the *travel delay* metric

# Data

- Disruption time & locations: **official tweets**
- Commuters' trajectories in public transit system: **transit card records**



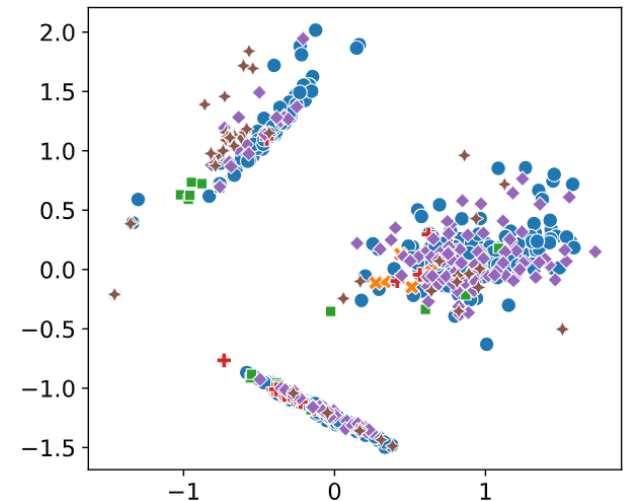
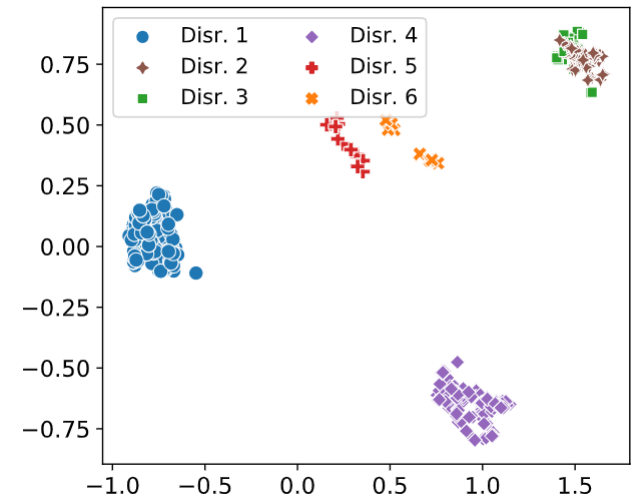
# Key challenges

- Sample sparsity for supervised learning
  - 6 disruptions, hundreds of OD pairs
- Commuters' travel behaviours are too unstable to infer their decisions during disruption



# Main ideas (1)

- Different disruptions hardly coincide in the domain of disruption and OD features.
- But they highly overlap in the domain of *interested alternative route* features.

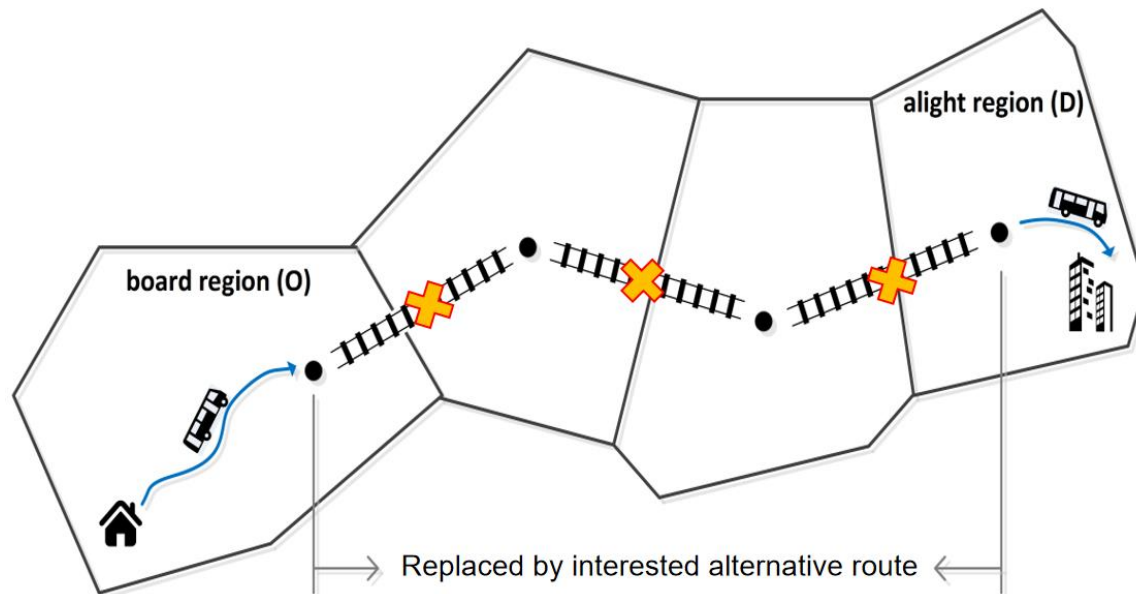


# Main ideas (2)

- Recognize *regular commuters*
  - stabler departure time and OD
- on behalf of all commuters about their choices during disruptions

# Main ideas (3)

- Generate interested alternative routes (IARs) based on the real choices of regular commuters
  - sample sparsity again about IARs for supervised learning
  - negative sampling
- Build predictors using IAR features for every impact metric



# Evaluation

- We adopt a *leave-one-out* scheme to evaluate the impact predictors.
- We evaluate prediction accuracy and model stability of the proposed method.

Q & A