# Elevator Scheduling 

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## Why is elevator scheduling important?

- Used multiple times by millions of people every day
- Exist in every building
- Waiting for elevators can be frustrating and wasteful
- Average elevator rider takes 4 trips per day, 250 days per year.
- In New York City, office workers spent a cumulative amount of 16.6 years waiting for elevator and 5.9 years elevators in 2010.


## Basics about Elevators

- Non-homogeneous stochastic arrival of customers
- Two types of calls: internal and external
- Has a speed and direction at any point in time
- Doors open and close
- Stationary on a floor until doors close
- Customers can abandon call


## Points of Interest

- Expected wait time of users in the system
- Maximum wait time
- Expected number of people whose wait time is substantially greater than the expected wait time (Quality of Service)
- Expected length of queue
- Energy used (Cost)


## An NP Hard Problem

- Proved by Seckinger and Koehler for 1 elevator without capacity constraints
- Very large state space for solution
- Large number of constraints
- Reduces to a time dependent traveling salesman problem (TDTSP)


## Model Formulation

- Arrivals
- State and time-dependent arrival rates

Exogenous arrival rates on ground floor
Arrival rates on floors 2-8 are time dependent and floor occupancy dependent

- Elevator System

8 floors and 3 elevators
Doors remain open for 3 sec after last passenger enters
Elevators take 5 sec to traverse 1 floor


Elevator has a capacity of 8 passenger

## Model Assumptions

- Arrivals
- Passengers arrive according to non-homogeneous, time-varying Poisson process
Passengers are very patient and do not abandon.
In fact, when passengers are blocked, they simply push the button again after the elevator departs.
- Elevator System

Passenger requests to go up or down

- Western elevator system

Passenger assignments may not be changed
Destination floor distribution is time dependent
Beginning of day vs. lunch time \& end of day

## Simulation Results



## Simulation Results



Time (Seconds)

## Algorithms

- Sectors

Each elevator has its own sector, a subset of floors, and only services calls that originate from that sector

- Nearest Elevator

Each passenger is assigned the nearest elevator as determined by elevator position, direction of call, and elevator direction

- Nearest Elevator with Capacity Considerations
- Similar to Nearest Elevator, but also takes into account the load in each elevator



## Sectors

- Elevator 1: $\{1,2,3\}$
- Elevator 2: $\{1,4,5\}$
- Elevator 3: $\{1,6,7,8\}$
- Each elevator can service ground floor since the ground floor generally has the highest arrival

|  | Waiting <br> Time | Sojourn <br> Tlime |
| :--- | :--- | :--- |
| Mean | 53.08 <br> seconds | 95.92 <br> seconds |
| Median | 38.45 <br> seconds | 84.29 <br> seconds |
| Max | 334.39 <br> seconds | 464.82 <br> seconds |


| Metrics | Percentages |
| :--- | :---: |
| $\operatorname{Pr}($ Blocking $)$ | $7.30 \%$ |
| $\operatorname{Pr}($ Wait $=0)$ | $5.90 \%$ | rate

## Nearest Elevator

- Compute suitability score for each elevator when new passenger arrives
- (1) Towards a call, same direction

$$
F S=(N+2)-d
$$

- (2) Towards the call, opposite direction

$$
F S=(N+1)-d
$$

- (3) Away from call

$$
F S=1
$$

- $\mathrm{N}=$ \# Floors - 1;

| Metrics | Percentages |
| :--- | ---: |
| $\operatorname{Pr}($ Blocking $)$ | $11.74 \%$ |
| $\operatorname{Pr}($ Wait $=0)$ | $15.55 \%$ |


|  | Waiting <br> Time | Sojourn <br> Time |
| :--- | :--- | :--- |
| Mean | 24.76 <br> seconds | 68.21 <br> seconds |
| Median | 14.87 <br> seconds | 58.98 <br> seconds |
| Max | 219.54 <br> seconds | 316.54 <br> seconds |

- $\mathrm{d}=$ distance between elevator and call


## Nearest Elevator with Capacity

## Considerations

- Compute suitability score for each elevator when new passenger arrives
- (1) Towards a call, same direction

$$
F S=(N+2)-d+C
$$

- (2) Towards the call, opposite direction

$$
F S=(N+1)-d+C
$$

- (3) Away from call

$$
F S=1+C
$$

- $\mathrm{N}=$ \# Floors - 1 ;

| Metrics | Percentages |
| :--- | :---: |
| $\operatorname{Pr}($ Blocking $)$ | $3.48 \%$ |
| $\operatorname{Pr}($ Wait $=\mathbf{0})$ | $\mathbf{1 2 . 7 0} \%$ |

- $\mathrm{d}=$ distance between elevator and call
- $\mathrm{C}=$ excess capacity of elevator

|  | Waiting <br> Time | Sojourn <br> Tlime |
| :--- | :--- | :--- |
| Mean | 24.68 <br> seconds | 74.48 <br> seconds |
| Median | 14.40 <br> seconds | $65 \cdot 74$ <br> seconds |
| Max | 236.00 <br> seconds | 292.97 <br> seconds |

## Results

|  | Sector |  | Nearest Car |  | Nearest Car Capacity |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Waiting Time | Sojourn Time | Waiting Time | Sojourn Time | Waiting Time | Sojourn <br> Time |
| Mean | 53.08 <br> seconds | $\begin{aligned} & 95.92 \\ & \text { seconds } \end{aligned}$ | $24.76$ seconds | 68.21 <br> seconds | $24.68$ <br> seconds | $74.48$ <br> seconds |
| Median | $38.45$ <br> seconds | $84.29$ <br> seconds | $14.87$ <br> seconds | $\begin{aligned} & 58.98 \\ & \text { seconds } \end{aligned}$ | 14.40 seconds | $65.74$ <br> seconds |
| Max | 334.39 <br> seconds | $464.82$ <br> seconds | 219.54 <br> seconds | $316.54$ <br> seconds | $\begin{aligned} & 236.00 \\ & \text { seconds } \end{aligned}$ | $\begin{aligned} & 292.97 \\ & \text { seconds } \end{aligned}$ |
| Metrics | Percentages |  | Percentages |  | Percentages |  |
| $\operatorname{Pr}$ (Blocking) | 7.30\% |  | 11.74\% |  | 3.48\% |  |
| $\operatorname{Pr}($ Wait $=0$ ) | 5.90\% |  | 15.55\% |  | 12.70\% |  |

## Conclusions + Remaining Questions

- There is no best algorithm!
- Designing effective algorithms is very difficult
- Can we do better?
- Context Scheduling
- Ant Colony Optimization
- Forecasting


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