

Seat Planning and Assignment with Social Distancing

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Introduction

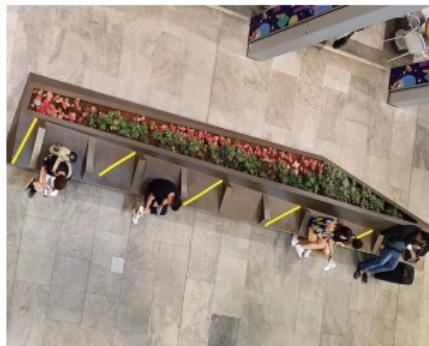
Social Distancing under Pandemic

■ Social distancing measures



Social Distancing under Pandemic

- Social distancing in seating areas



Seat Planning And Seat Assignment

There is a requirement for the maximum number of people in one group.
People in one group should sit together.

Seat planning:



Fixed seat planning



Flexible seat planning

Seat assignment:



Situations

- Seat Planning
 - Deterministic demand: make the seat planning with the known specific demand for each group.
 - Stochastic demand: make the seat planning with the known demand distribution before the realization of demand.
- Seat assignment with dynamic demand
 1. Assign seats to each group under fixed seat planning.
 2. Assign seats to each group under flexible seat planning.
 - 2.1: Assign seats to each group after its realization.
 - 2.2: Accept or reject each group after its realization, but assign them later.

Literature Review

Seat Planning with Social Distancing

- Allocation of seats on airplanes (Ghorbani et.al 2020), classroom layout planning (Bortolete et al. 2022), seat planning in long-distancing trains (Haque & Hamid 2022).
 - Social distancing can be enforced in different groups (Moore et al. 2021).
 - Seat planning for known groups in amphitheaters (Haque & Hamid 2022), airplanes (Salari et al. 2022), theater (Blom et al. 2022).

Dynamic Seat Assignment

- Related to multiple knapsack problem (Pisinger et al. 1999) and dynamic knapsack problem (Kleywegt et al. 1998).
- Dynamic seat assignment on airplane (Hamdouch et al. 2011), train (Berge et al. 1993).
- Assign-to-seat: dynamic capacity control for selling high-speed train tickets (Zhu et al. 2023).

Seat Planning with Social Distancing

- Group type $\mathcal{M} = \{1, \dots, M\}$.
- Row $\mathcal{N} = \{1, \dots, N\}$.
- The social distancing: δ seat(s).
- $n_i = i + \delta$: the size of group type i for each $i \in \mathcal{M}$.
- The number of seats in row j : $L_j^0, j \in \mathcal{N}$.
- $L_j = L_j^0 + \delta$: the length of row j for each $j \in \mathcal{N}$.



Figure: Problem Conversion with One Seat as Social Distancing

Pattern

- Pattern: $\mathbf{h} = (h_1, \dots, h_M)$, the seat planning for one row, where h_i denotes the number of group type i .
 - The number of people accommodated: $|\mathbf{h}| = \sum_{i=1}^M i h_i$.



$$L = 11, \delta = 1, M = 4, n_1 = 2, n_2 = 3, n_3 = 4, n_4 = 5.$$
$$\mathbf{h} = (2, 1, 1, 0), |\mathbf{h}| = 7.$$

Largest and Full Patterns

Suppose the length of the row is L .

- \mathbf{h} is a feasible pattern if $\sum_{i=1}^M n_i h_i \leq L$.
 - \mathbf{h} is a largest pattern if $|\mathbf{h}| \geq |\mathbf{h}'|$ for any feasible \mathbf{h}' .
- $$|\mathbf{h}| = qM + \max\{r - \delta, 0\},$$
- where $q = \lfloor L/n_M \rfloor$, $r \equiv L \bmod n_M$.
- \mathbf{h} is a full pattern if $\sum_{i=1}^M n_i h_i = L$.

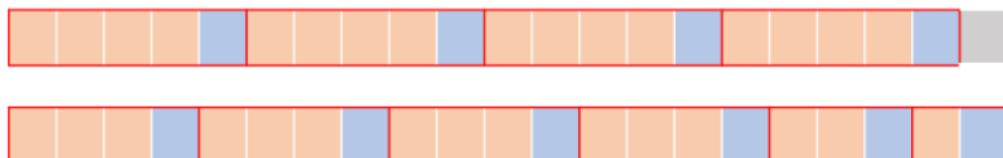
Example:

$$\delta = 1, M = 4, L = 21.$$

Largest patterns: $(0, 0, 0, 4), (0, 0, 4, 1), (0, 2, 0, 3)$.

Largest may not be full: $(0, 0, 0, 4)$. $\sum_{i=1}^M n_i h_i \neq L$

Full may not be largest: $(1, 1, 4, 0)$. $15 < 16$



Seat Planning with Deterministic Demand

Deterministic Formulation

Seat planning problem with given demand d :

$$\begin{aligned}
 \max \quad & \sum_{i=1}^M \sum_{j=1}^N (n_i - \delta) x_{ij} \\
 \text{s.t.} \quad & \sum_{j=1}^N x_{ij} \leq d_i, \quad i \in \mathcal{M}, \\
 & \sum_{i=1}^M n_i x_{ij} \leq L_j, \quad j \in \mathcal{N}, \\
 & x_{ij} \in \mathbb{Z}_+, \quad i \in \mathcal{M}, j \in \mathcal{N}.
 \end{aligned} \tag{1}$$

Objective: maximize the number of people accommodated.

x_{ij} : the number of group type i in row j .

Property

In the LP relaxation of problem (1), there is a threshold $\tilde{i} \in \mathcal{M}$ such that the optimal solutions satisfy the following conditions:

- For $i = 1, \dots, \tilde{i} - 1$ and for all j , $x_{ij}^* = 0$.
- For $i = \tilde{i} + 1, \dots, M$, $\sum_j x_{ij}^* = d_i$.
- For $i = \tilde{i}$, $\sum_j x_{ij}^* = \frac{L - \sum_{i=v+1}^M d_i n_i}{n_v}$

When $\tilde{i} = 0$, the seat planning obtained from problem (1) does not utilize all seats.

We aim to generate a seat planning utilizing all seats while ensuring that the demand requirements are met.

Generate the Full or Largest Pattern

Specifically, we can convert a given specific pattern into a largest or full pattern while ensuring that the original group type requirements are met. Our objective is to generate the pattern with maximal people.

Mathematically, for any pattern $\mathbf{h} = (h_1, \dots, h_M)$, we seek to find a pattern $\mathbf{h}' = (h'_1, \dots, h'_M)$ that satisfies the following programming.

$$\begin{aligned} \max \quad & |\mathbf{h}'| \\ \text{s.t.} \quad & h'_M \geq h_M \\ & h'_{M-1} + h'_M \geq h_{M-1} + h_M \\ & \dots \\ & h'_1 + \dots + h'_M \geq h_1 + \dots + h_M. \end{aligned}$$

Constraints: a smaller group can take the larger seats.

Algorithm to Generate the Full or Largest Pattern

For each row j , let $\beta_j = L_j - \sum_i n_i x_{ij}$. We aim to allocate the remaining unoccupied seats (β_j) in row j to maximize the number of people while satisfying the original group type requirements.

Allocation scheme of β_j :

Let $k = \min\{i | h_i > 0\}$ for a pattern \mathbf{h} .

- If $k \neq M$, $h_k \leftarrow h_k - 1$, $h_{\min\{(k+\beta_j), M\}} \leftarrow h_{\min\{(k+\beta_j), M\}} + 1$,
 $\beta_j \leftarrow \beta_j - \max\{1, M - k\}$. Continue this procedure until all groups are largest or $\beta_j = 0$.
- If $k = M$ and $\beta_j > 0$, continue the following procedure until $\beta_j < n_1$.
 - When $\beta \geq n_M$, $q \leftarrow \lfloor \frac{\beta}{n_M} \rfloor$, $\beta_j \leftarrow \beta_j - qn_M$, $h_M \leftarrow h_M + q$.
 - When $n_1 \leq \beta_j < n_M$, $h_{\beta_j - n_1 + 1} \leftarrow h_{\beta_j - n_1 + 1} + 1$, $\beta_j \leftarrow 0$.

Seat Planning with Stochastic Demand

Method Flow

We aim to obtain a seat planning with known demand scenarios before the demand realization.

- Build the formulation of scenario-based stochastic programming(SSP).
 - Consider the nested relation: a smaller group can take the larger seats.
- Reformulate SSP to the benders master problem(BMP) and subproblem.
- The optimal solution can be obtained by solving BMP iteratively.

Scenario-based Stochastic Programming(SSP)

Objective: maximize the expected number of people

$y_{i\omega}^+$: excess supply for i, ω . $y_{i\omega}^-$: shortage of supply for i, ω .

$d_{i\omega}$: demand of group type i for scenario ω

$$\begin{aligned}
 \max \quad & E_\omega \left[\sum_{i=1}^{M-1} (n_i - \delta) \left(\sum_{j=1}^N x_{ij} + y_{i+1,\omega}^+ - y_{i\omega}^+ \right) + (n_M - \delta) \left(\sum_{j=1}^N x_{Mj} - y_{M\omega}^+ \right) \right] \\
 \text{s.t.} \quad & \sum_{j=1}^N x_{ij} - y_{i\omega}^+ + y_{i+1,\omega}^+ + y_{i\omega}^- = d_{i\omega}, \quad i = 1, \dots, M-1, \omega \in \Omega \\
 & \sum_{j=1}^N x_{ij} - y_{i\omega}^+ + y_{i\omega}^- = d_{i\omega}, \quad i = M, \omega \in \Omega \\
 & \sum_{i=1}^M n_i x_{ij} \leq L_j, j \in \mathcal{N} \\
 & y_{i\omega}^+, y_{i\omega}^- \in \mathbb{Z}_+, \quad i \in \mathcal{M}, \omega \in \Omega \\
 & x_{ij} \in \mathbb{Z}_+, \quad i \in \mathcal{M}, j \in \mathcal{N}.
 \end{aligned} \tag{2}$$

Reformulation

Problem (2) is equivalent to the following master problem

$$\begin{aligned} \max \quad & \mathbf{c}^T \mathbf{x} + z(\mathbf{x}) \\ \text{s.t.} \quad & \mathbf{n} \mathbf{x} \leq \mathbf{L} \\ & \mathbf{x} \in \mathbb{Z}_+^{M \times N}, \end{aligned} \tag{3}$$

where $z(\mathbf{x})$ is defined as

$$z(\mathbf{x}) := E(z_\omega(\mathbf{x})) = \sum_{\omega \in \Omega} p_\omega z_\omega(\mathbf{x}),$$

and for each scenario $\omega \in \Omega$, we have the subproblem

$$\begin{aligned} z_\omega(\mathbf{x}) := \max \quad & \mathbf{f}^T \mathbf{y} \\ \text{s.t.} \quad & \mathbf{x} \mathbf{1} + \mathbf{V} \mathbf{y} = \mathbf{d}_\omega \\ & \mathbf{y} \geq 0. \end{aligned} \tag{4}$$

$$\mathbf{c}^T \mathbf{x} = \sum_{j=1}^N \sum_{i=1}^M i x_{ij}, \quad \mathbf{f}^T \mathbf{y} = - \sum_{i=1}^M y_{i\omega}^+, \quad \mathbf{V} \text{ is the system matrix for } \mathbf{y}.$$

Solution to Subproblem

Problem (4) is easy to solve with a given \mathbf{x} from the perspective of the dual problem:

$$\begin{aligned} \min \quad & \alpha_{\omega}^T (\mathbf{d}_{\omega} - \mathbf{x}\mathbf{1}) \\ \text{s.t.} \quad & \alpha_{\omega}^T \mathbf{V} \geq \mathbf{f}^T \end{aligned} \tag{5}$$

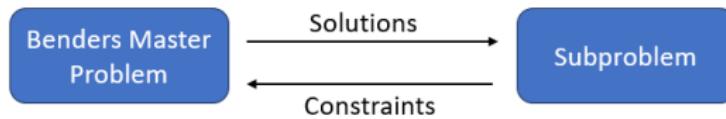
- The feasible region of problem (5), $P = \{\alpha | \alpha^T \mathbf{V} \geq \mathbf{f}^T\}$, is bounded.
In addition, all the extreme points of P are integral.
- The optimal solution to this problem can be obtained directly according to the complementary slackness property.

Benders Decomposition Procedure

Let z_ω be the lower bound of problem (5), SSP can be obtained by solving following benders master problem:

$$\begin{aligned}
 \max \quad & \mathbf{c}^\top \mathbf{x} + \sum_{\omega \in \Omega} p_\omega z_\omega \\
 \text{s.t.} \quad & \mathbf{n} \mathbf{x} \leq \mathbf{L} \\
 & (\alpha^k)^\top (\mathbf{d}_\omega - \mathbf{x} \mathbf{1}) \geq z_\omega, \alpha^k \in \mathcal{O}, \forall \omega \\
 & \mathbf{x} \in \mathbb{Z}_+
 \end{aligned} \tag{6}$$

Constraints will be generated from problem (5) until an optimal solution is found.



Running Time of Benders Decomposition and IP

Parameters:

(150, 350): the demand of each group type is randomly sampled from (150, 350).

(21, 50): the number of seats of each row is randomly sampled from (21, 50).

# of scenarios	Demands	# of rows	# of groups	# of seats	Running time of IP(s)	Benders (s)
1000	(150, 350)	30	8	(21, 50)	4.12 28.73 66.81 925.17	0.13 0.29 0.54 2.46
5000						
10000						
50000						
1000	(1000, 2000)	200	8	(21, 50)	5.88 30.0 64.41 365.57	0.18 0.42 0.62 2.51
5000						
10000						
50000						
1000	(150, 250)	30	16	(41, 60)	17.15 105.2 260.88 3873.16	0.18 0.37 0.65 2.95
5000						
10000						
50000						

Obtain Seat Planning Composed of Full or Largest Patterns

In most cases, it is time-consuming to obtain the optimal solution to SSP.

Meanwhile, there exists an optimal solution to SSP such that the patterns associated with this optimal solution are composed of the full or largest patterns under any given scenarios.

We aim to obtain a seat planning composed of full or largest patterns by the optimal solution to the LP relaxation of SSP.

- Obtain the solution to the relaxed SSP, \mathbf{x}^* , by benders decomposition. Aggregate \mathbf{x}^* to the number of each group type, $s_i = \sum_j x_{ij}^*, i \in \mathbf{M}$.
- Obtain the optimal solution, \mathbf{x}^1 , by solving problem (1) with $d_i = s_i$.
- Construct the full or largest patterns with \mathbf{x}^1 .

Seat Assignment with Dynamic Demand

Dynamic Demand

- There is at most one group arrival at each period, $t = 1, \dots, T + 1$.
- The probability of an arrival of group type i : p_i .

1. Assign the seats under the fixed seat planning

The seats, which were arranged for social distancing purposes, need to be dismantled before people arrive to prevent them from occupying those seats. When each group arrives, we make decisions regarding whether to accept or reject them based on the predetermined seat planning.

2. Assign the seats under the flexible seat planning

Scenario 1: the seller need to assign seats each time a group arrives.

Scenario 2: the seller only needs to accept or reject the group's request and then assign the seats after the selling period.

Seat Assignment under Fixed Seat Planning

■ Group-type Control

- Obtain the seat planning from stochastic programming. Suppose the corresponding supply is $[X_1, \dots, X_M]$.

For the arrival of group type i ,

- if $X_i > 0$, accept it directly;
- if $X_i = 0$, determine which group type to accept it.

$$d^t(i, j) = \underbrace{i + (j - i - \delta)P(D_{j-i-\delta} \geq x_{j-i-\delta} + 1; T-t)}_{\text{acceptance}} - \underbrace{jP(D_j \geq x_j; T-t)}_{\text{rejection}}.$$

For all $j > i$, find the maximum value denoted as $d^t(i, j^*)$.

If $d^t(i, j^*) > 0$, we place the group of i in $(j^* + \delta)$ -size seats. Otherwise, reject the group.

Performance

The assignment is based on the fixed seat planning and we use the group-type to make the decision.

$$M = 4, \delta = 1, L_j = 21, j \in \mathcal{N}, p_0 = 0, |\Omega| = 1000.$$

T	Probabilities	# of rows	SSP (%)	Expected demand (%)
70	[0.25, 0.25, 0.25, 0.25]	10	94.97	94.71
80			96.48	96.16
90			97.94	97.36
100			98.91	96.27
70	[0.25, 0.35, 0.05, 0.35]	10	95.90	95.60
80			97.06	96.69
90			98.58	98.58
100			99.47	95.97
70	[0.15, 0.25, 0.55, 0.05]	10	97.41	96.70
80			98.85	96.06
90			98.73	97.63
100			98.46	98.19
140	[0.25, 0.25, 0.25, 0.25]	20	95.83	95.78
160			97.46	96.89
180			99.05	96.42
200			99.74	97.57

Real-time Seat Assignment

Dynamic Seat Assignment Problem

- There is one and only one group arrival at each period, $t = 1, \dots, T + 1$.
- The probability of an arrival of group type i : p_i .
- $\mathbf{L} = (l_1, l_2, \dots, l_N)$, where $l_j = 0, \dots, L_j, j \in \mathcal{N}$: Remaining capacity.
- $u_{i,j}^t$: Decision. Assign group type i to row j at period t , $u_{i,j}^t = 1$.
- $U^t(\mathbf{L}) = \{u_{i,j}^t \in \{0, 1\}, \forall i, j | \sum_{j=1}^N u_{i,j}^t \leq 1, \forall i, n_i u_{i,j}^t \mathbf{e}_j \leq \mathbf{L}, \forall i, j\}$.
- \mathbf{e}_j : Unit column vector with j -th element being 1.
- $V^t(\mathbf{L})$: Value function at period t , given remaining capacity, \mathbf{L} .

$$V^t(\mathbf{L}) = \max_{u_{i,j}^t \in U^t(\mathbf{L})} \left\{ \sum_{i=1}^M p_i \left(\sum_{j=1}^N i u_{i,j}^t + V^{t+1}(\mathbf{L} - \sum_{j=1}^N n_i u_{i,j}^t \mathbf{e}_j) \right) + p_0 V^{t+1}(\mathbf{L}) \right\}$$

Proposed Methods

We make the decision under the flexible seat planning.

- Suppose the supply associated with the seat planning is $[X_1, \dots, X_M]$.

For the arriving group type i ,

- if $X_i > 0$, accept the group;
- if $X_i = 0$, different methods:
 1. Based on the seat planning from adjusted SSP.
 2. Based on the seat planning from the relaxation of SSP.

Method 1

To determine the appropriate row assignment for the current group type k , we introduce the decision variables $a_j, j \in \mathcal{N}$ indicating whether we accept it in row j .

$$\begin{aligned}
 \max \quad & \sum_j k a_j + E_\omega \left[\sum_{i=1}^{M-1} (n_i - \delta) \left(\sum_{j=1}^N x_{ij} + y_{i+1,\omega}^+ - y_{i\omega}^+ \right) + (n_M - \delta) \left(\sum_{j=1}^N x_{Mj} - y_{M\omega}^+ \right) \right] \\
 \text{s.t.} \quad & \sum_{j=1}^N x_{ij} - y_{i\omega}^+ + y_{i+1,\omega}^+ + y_{i\omega}^- = d_{i\omega}, \quad i = 1, \dots, M-1, \omega \in \Omega \\
 & \sum_{j=1}^N x_{ij} - y_{i\omega}^+ + y_{i\omega}^- = d_{i\omega}, \quad i = M, \omega \in \Omega \\
 & \sum_{i=1}^M n_i x_{ij} \leq L_j - n_k a_j, j \in \mathcal{N} \\
 & \sum_j a_j \leq 1 \\
 & x_{ij} \in \mathbb{Z}_+, \quad i \in \mathcal{M}, j \in \mathcal{N}, y_{i\omega}^+, y_{i\omega}^- \in \mathbb{Z}_+, \quad i \in \mathcal{M}, \omega \in \Omega, a_j \in \{0, 1\}, j \in \mathcal{N}.
 \end{aligned} \tag{7}$$

- If $X_i = 0$, solve problem (7), make the decision and update the seat planning.

Method 2: Dynamic Seat Assignment (DSA)

If $X_i = 0$,

1. Determine the group type by the group-type control.
2. Make the decision on assigning the group to a specific row.

- Break tie for determining a specific row
- Decision on assigning the group
 - Value of Acceptance (VoA): approximation of $V_t(\mathbf{L} - n_i \mathbf{e}_{j^*}) + i$.
(Find a pattern containing group type j^*)
 - Value of Rejection (VoR): approximation of $V_t(\mathbf{L})$.
 - If VoA is no less than VoR, accept group type i , otherwise, reject it.

Regenerate the seat planning

- When $X_M = 0$
- When comparing VoA and VoR

Compared with Other Policies

We have the following policies compared with DSA when we make the instant allocation.

- Bid-price control
- Dynamic programming based heuristic
- Booking limit control
- First come first served
- Optimal: full knowledge of demands

Bid-price Control

The dual problem of LP relaxation of problem (1) is:

$$\begin{aligned}
 \min \quad & \sum_{i=1}^M d_i z_i + \sum_{j=1}^N L_j \beta_j \\
 \text{s.t.} \quad & z_i + \beta_j n_i \geq (n_i - \delta), \quad i \in \mathcal{M}, j \in \mathcal{N} \\
 & z_i \geq 0, i \in \mathcal{M}, \beta_j \geq 0, j \in \mathcal{N}.
 \end{aligned} \tag{8}$$

The optimal solution to problem (8) is given by $z_1, \dots, z_v = 0$, $z_i = \frac{\delta(n_i - n_v)}{n_v}$, for $i = v + 1, \dots, M$, $\beta_j = \frac{n_v - \delta}{n_v}$ for all j .

For the group type i , if $i - \beta_j n_i \geq 0$, accept it.

Dynamic Programming Based Heuristic

- Relax all rows to one row with the same capacity by $L = \sum_{j=1}^N L_j$.
 - Deterministic problem:
 $\{\max \sum_{i=1}^M (n_i - \delta)x_i : x_i \leq d_i, i \in \mathcal{M}, \sum_{i=1}^M n_i x_i \leq L, x_i \in \mathbb{Z}_+\}$.
- Decision: u^t . If we accept a request in period t , $u^t = 1$; otherwise, $u^t = 0$.
 - DP with one row can be expressed as:

$$V^t(l) = \max_{u^t \in \{0,1\}} \left\{ \sum_i p_i [V^{t+1}(l - n_i u^t) + i u^t] + p_0 V^{t+1}(l) \right\}, l \geq 0$$

$$V^{T+1}(l) = 0, \forall l.$$

- After accepting one group, assign it in some row arbitrarily when the capacity of the row allows.

Booking limit Control

Basic idea: for every type of requests, we only allocate a fixed amount according to the static solution and reject all other exceeding requests.

- 1 Observe the arrival group type i .
- 2 Solve problem (1) using the expected demand.
- 3 Obtain the optimal solution, x_{ij}^* and the aggregate optimal solution, \mathbf{X} .
- 4 If $X_i > 0$, accept the arrival and assign the group to row k where $x_{ik} > 0$, update $\mathbf{L}^{t+1} = \mathbf{L}^t - n_i \mathbf{e}_k$; otherwise, reject it, let $\mathbf{L}^{t+1} = \mathbf{L}^t$.

Performances of Different Policies

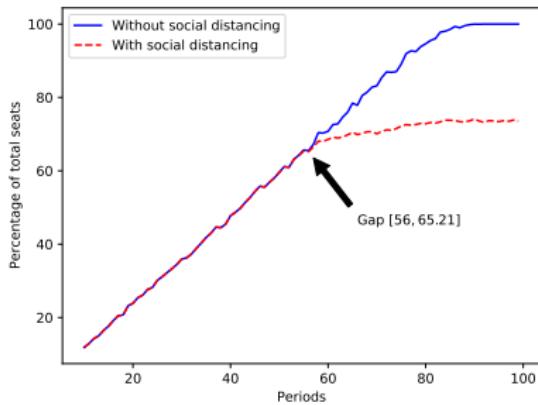
$M = 4, \delta = 1, N = 10, L_j = 21, j \in \mathcal{N}, p_0 = 0, |\Omega| = 1000.$

T	Probabilities	DSA (%)	DP1 (%)	Bid (%)	Booking (%)	FCFS (%)
60	[0.25, 0.25, 0.25, 0.25]	99.12	98.42	98.38	96.74	98.17
		98.34	96.87	96.24	97.18	94.75
		98.61	95.69	96.02	98.00	93.18
		99.10	96.05	96.41	98.31	92.48
		99.58	95.09	96.88	98.70	92.54
70	[0.25, 0.35, 0.05, 0.35]	98.94	98.26	98.25	96.74	98.62
		98.05	96.62	96.06	96.90	93.96
		98.37	96.01	95.89	97.75	92.88
		99.01	96.77	96.62	98.42	92.46
		99.23	97.04	97.14	98.67	92.00
80	[0.15, 0.25, 0.55, 0.05]	99.14	98.72	98.74	96.61	98.07
		99.30	96.38	96.90	97.88	96.25
		99.59	97.75	97.87	98.55	95.81
		99.53	98.45	98.69	98.81	95.50
		99.47	98.62	98.94	98.90	95.25

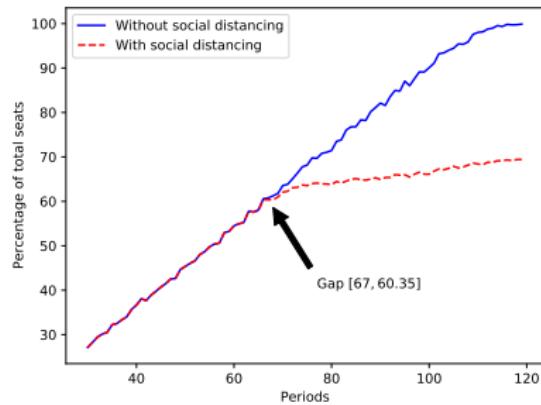
DSA has better performance than other policies under different demands.

Impact of Social Distancing as Demand Increases

$$\gamma = p_1 * 1 + p_2 * 2 + p_3 * 3 + p_4 * 4: \text{the expected number of people at each period.}$$



(a) When $\gamma = 2.5$



(b) When $\gamma = 1.9$

The gap point represents the first period where the number of people without social distancing is larger than that with social distancing and the gap percentage is the corresponding percentage of total seats.

Estimation of Gap Point

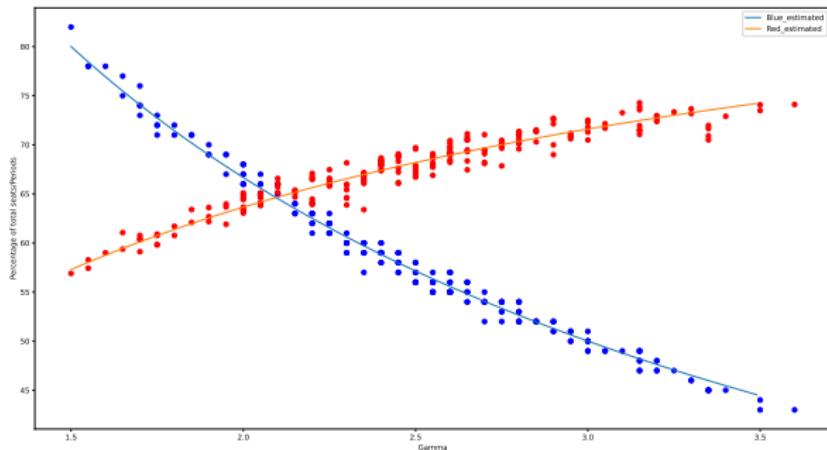


Figure: Gap points under 200 probabilities

Blue points: period of the gap point. **Red points:** occupancy rate of the gap point. Gap points can be estimated.

Make A Later Allocation

This setting is particularly applicable to larger venues, such as stadiums, where an immediate decision is made when a group arrives, but the actual allocation of seats for that group is deferred to a later time.

The critical part is to make the decision, thus, we choose the following policies associated with relaxation forms.

Policies:

- Dynamic programming based heuristic
- Bid-price control

Performances of Different Policies

T	Probabilities	DP1-L (%)	Bid-L (%)	DP1 (%)	Bid (%)
60	[0.25, 0.25, 0.25, 0.25]	99.52	99.44	98.42	98.38
70		99.32	98.97	96.87	96.24
80		99.34	99.30	95.69	96.02
90		99.55	99.49	96.05	96.41
100		99.78	99.66	95.09	96.88
60	[0.25, 0.35, 0.05, 0.35]	99.50	99.37	98.26	98.25
70		99.40	98.97	96.62	96.06
80		99.46	99.24	96.01	95.89
90		99.59	99.35	96.77	96.62
100		99.77	99.61	97.04	97.14
60	[0.15, 0.25, 0.55, 0.05]	99.57	99.54	98.72	98.74
70		99.46	99.39	96.38	96.90
80		99.50	99.30	97.75	97.87
90		99.34	99.44	98.45	98.69
100		99.34	99.55	98.62	98.94

Conclusion

Conclusion

- We address the problem of seat planning and assignment with social distancing.
- Our approach provides a comprehensive solution for optimizing seat assignments while ensuring the safety of customers under dynamic situation.
- We provide different methods in different scenarios and elaborate on the role of social distancing.

Thank You!