ActiveAl



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Toronto on the Move



Toronto's bike-share system sees pandemic boost

Toronto is significantly expanding its bike-sharing network

OLIVER MOORE > URBAN AFFAIRS REPORTER



UBLISH

How Toronto's Bike Share ridership kicked into high gear during COVID-19

Bike Share is poised to expand to all corners of the city and add discounted passes for low-income residents.

Bikeshare Dilemma

O R O N TO

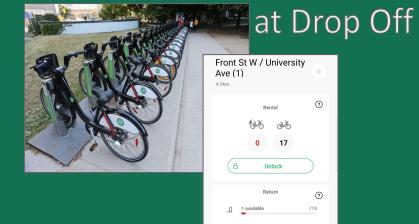
Matching demand with supply at each of the Toronto's 625 stations 24/7

Empty Bike Stations





Full Bike Stations



ActiveAl team wants to advise the City on which stations to classify as high demand (i.e., Dispatch) stations and high supply (i.e., Receiving) stations based on time of year, time of week, time of day, and more.

Data Pull and Feature Engineering



Data Sources

- Bike Share Toronto Ridership
- Bike Share Toronto
- Weather Data
- Google Maps API

Data Cleaning + Transformation

- Drop trips less than120 seconds
- Bin time into 6 four-hour category

Feature Engineering

- Holidays, Weekend, Lockdown
- One Hot Encoded
- Calculated distance to nearest transit station

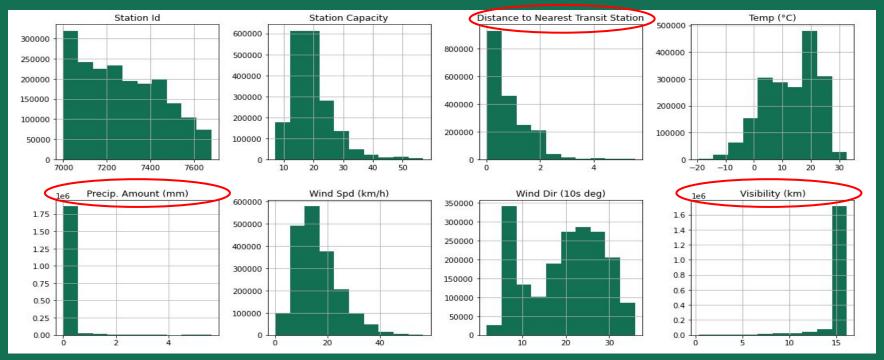
6.6M rows × 24 columns → 1.9M rows × 78 columns

Time Span: January 2020 to March 2022

Exploratory Data Analysis (EDA)

W S H A W W

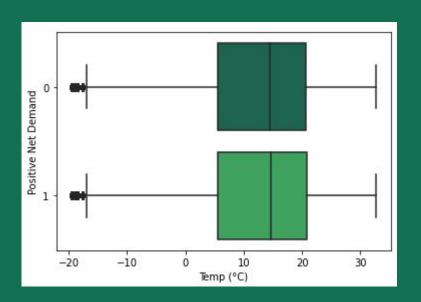
Correlation between aggregated station activity (pick up or drop off) and visibility, precipitation, distance from nearest transit station.

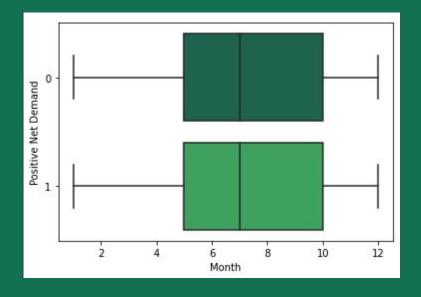


Weather and Time of Year Trends



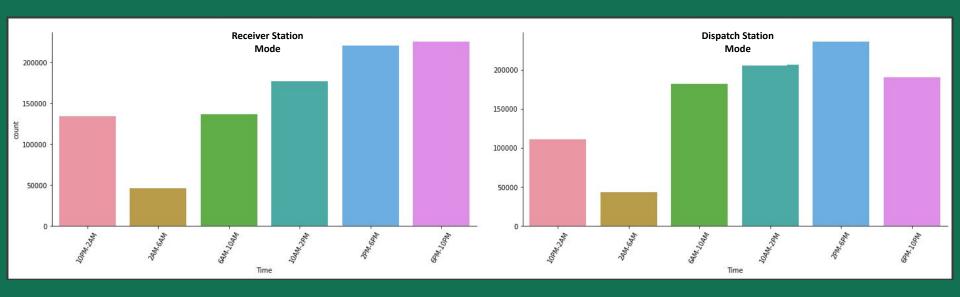
Warmer equals more riders, colder equals less





Dispatch vs Receiver Mode Stations

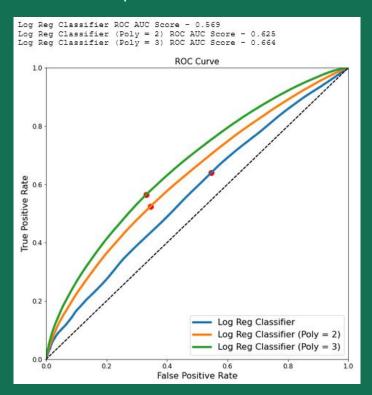


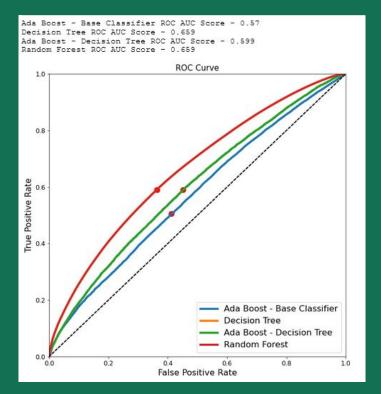


Modeling & Hyperparameter Tuning

W O H O H

Models attempted





Best Model



