

# *STORIES FROM 1001 PATHS*

*(OVER DYBBØLSBRO)*



Michael Szell, ITU, 2023-09-20









2022. СРН.



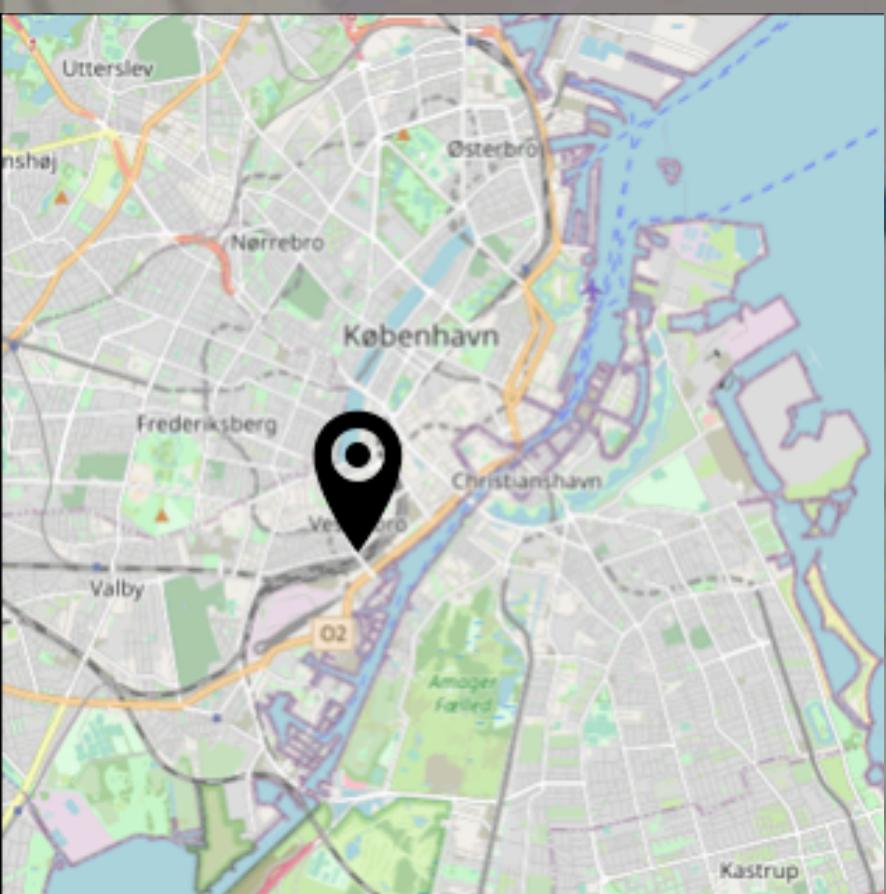


2022. СРН. ВІКЕ.



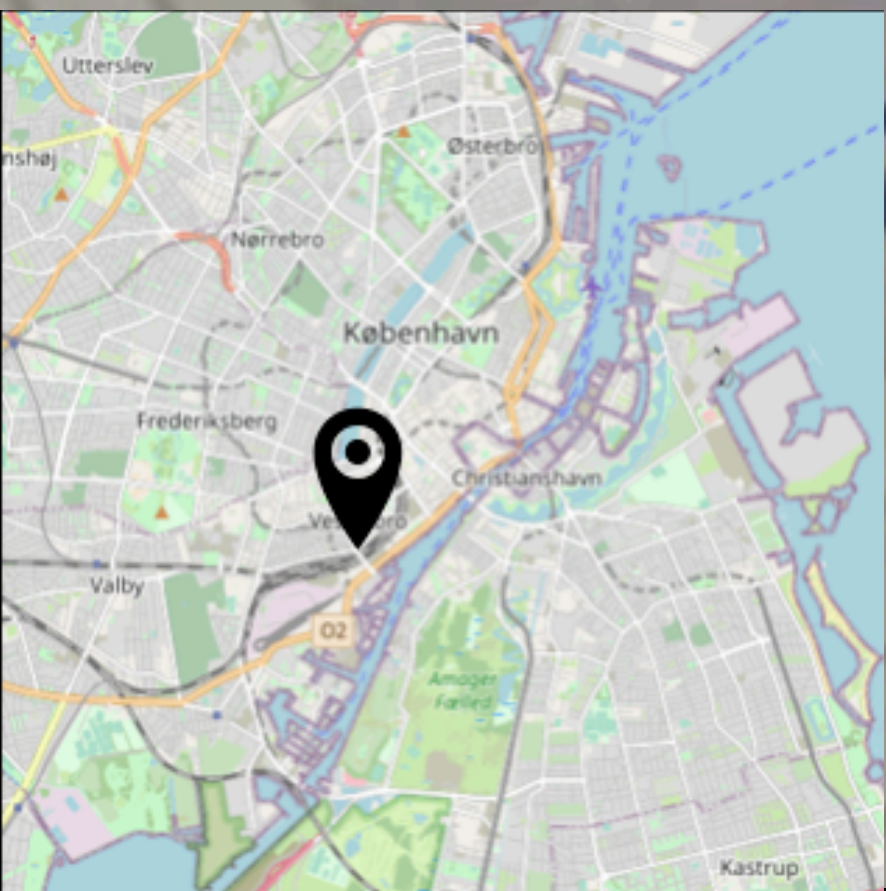


# 2022. CPH. BIKE. DYBBØLSBRO.





2022. CPH. BIKE. DYBBØLSBRO. GREAT!





# The Dybbølsbro intersection is infamous



**Local Round-Up: City planners rethink problematic Fisketorvet junction – again!**



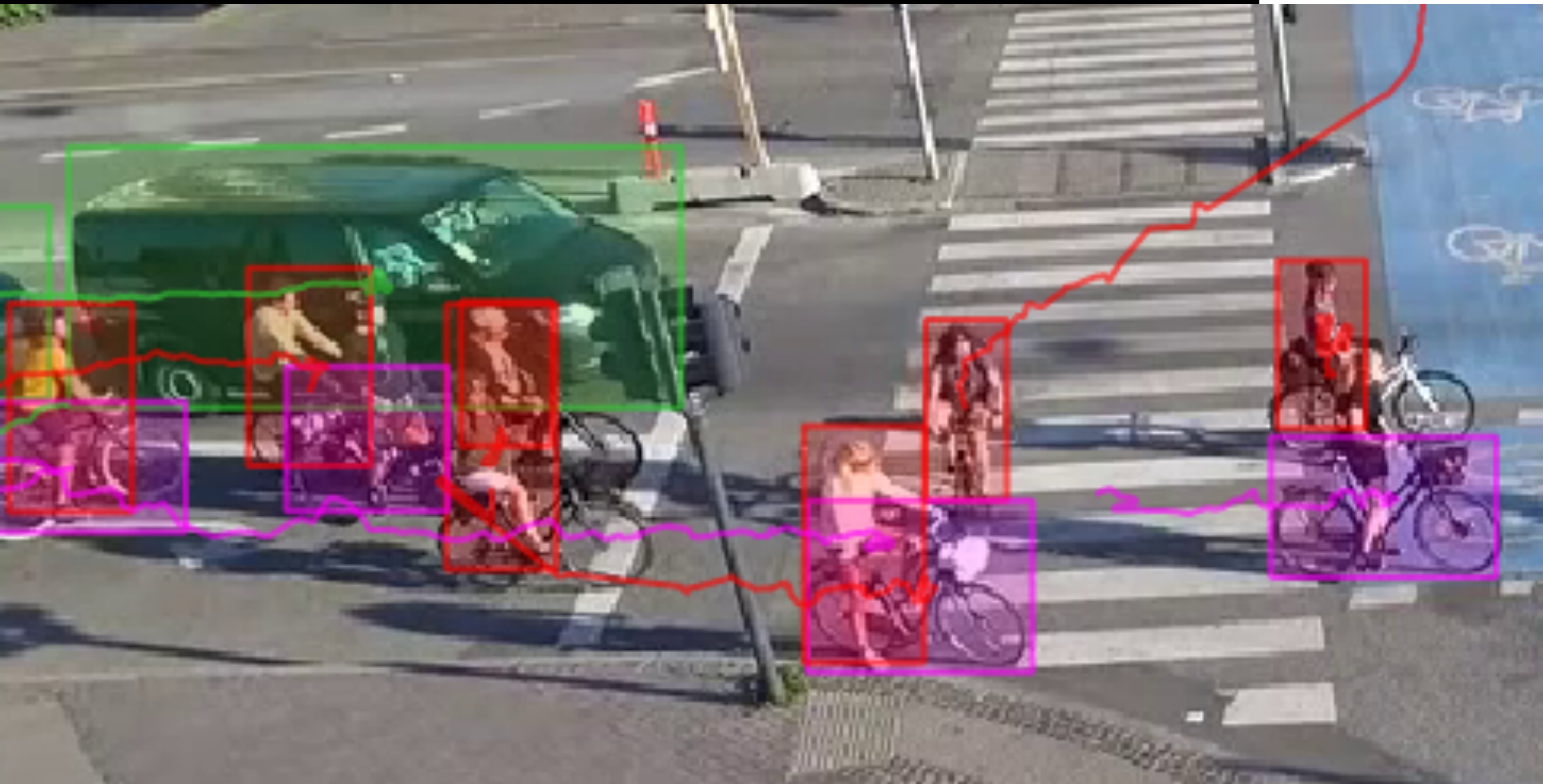


N

S

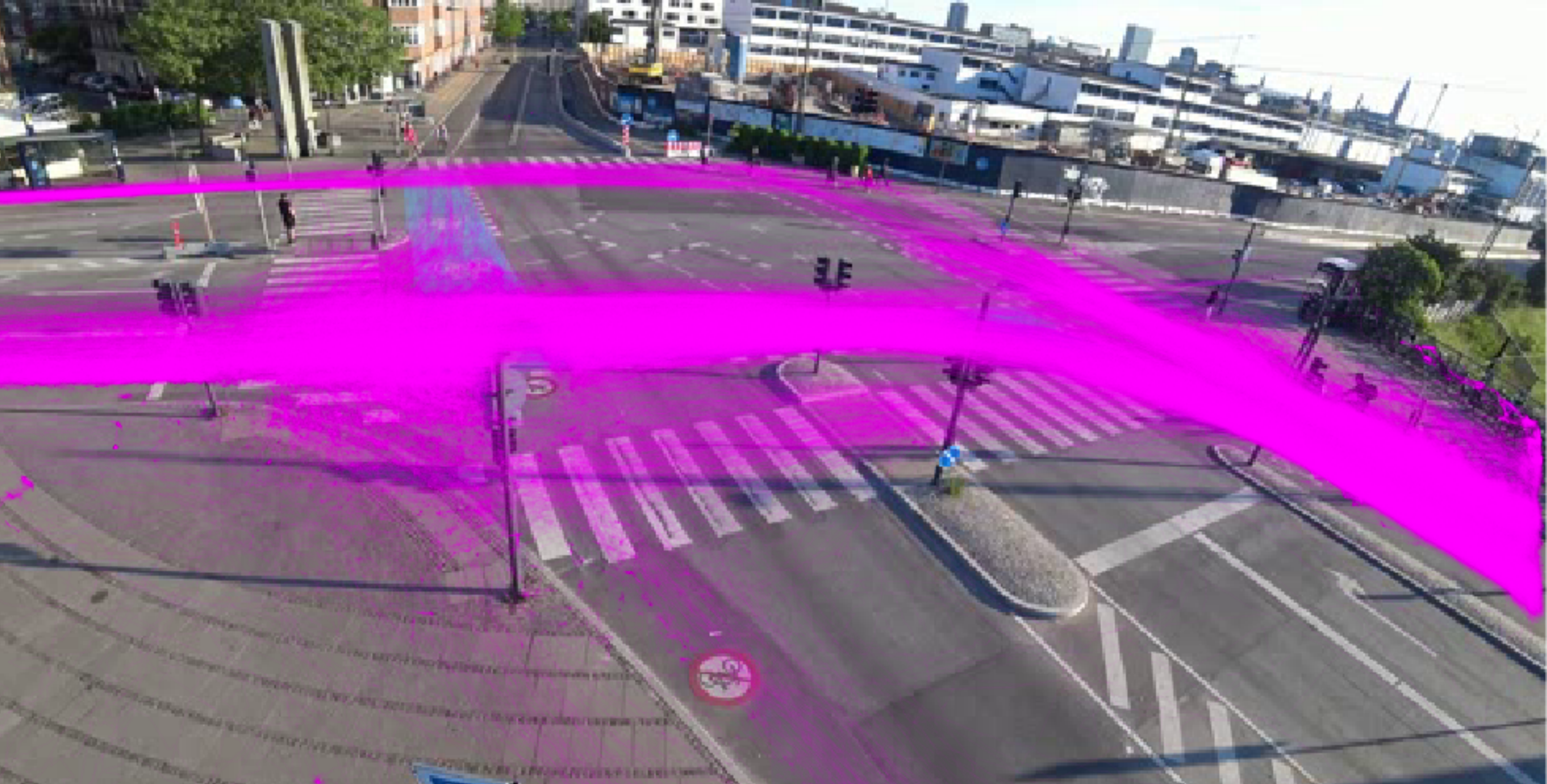


We trained a detection algorithm for cyclists (YOLO)





11,553 cyclist trajectories, Wednesday 7:00-8:00





N→S

N

*DESIGN*

S





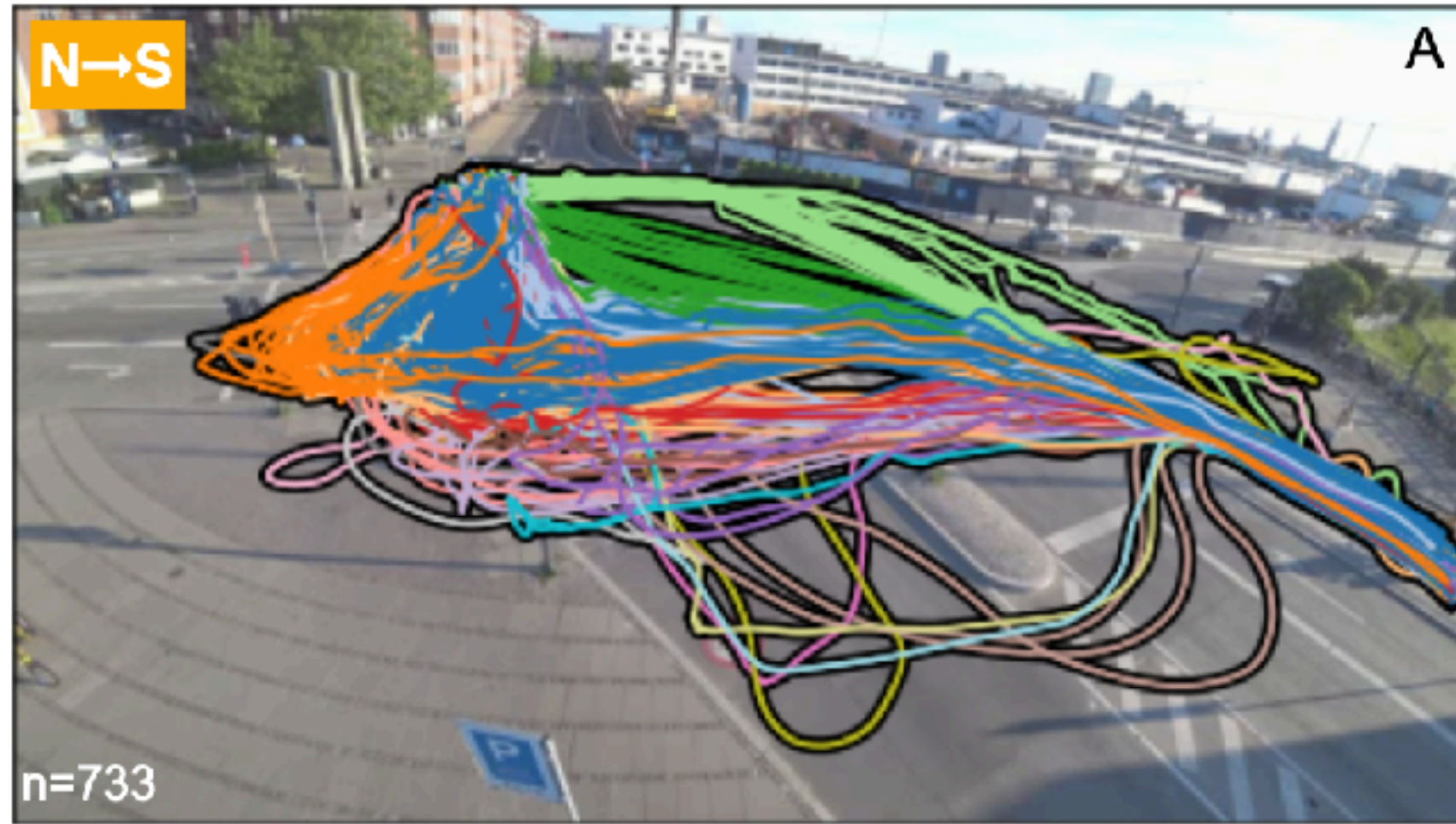
# REALITY



n=733

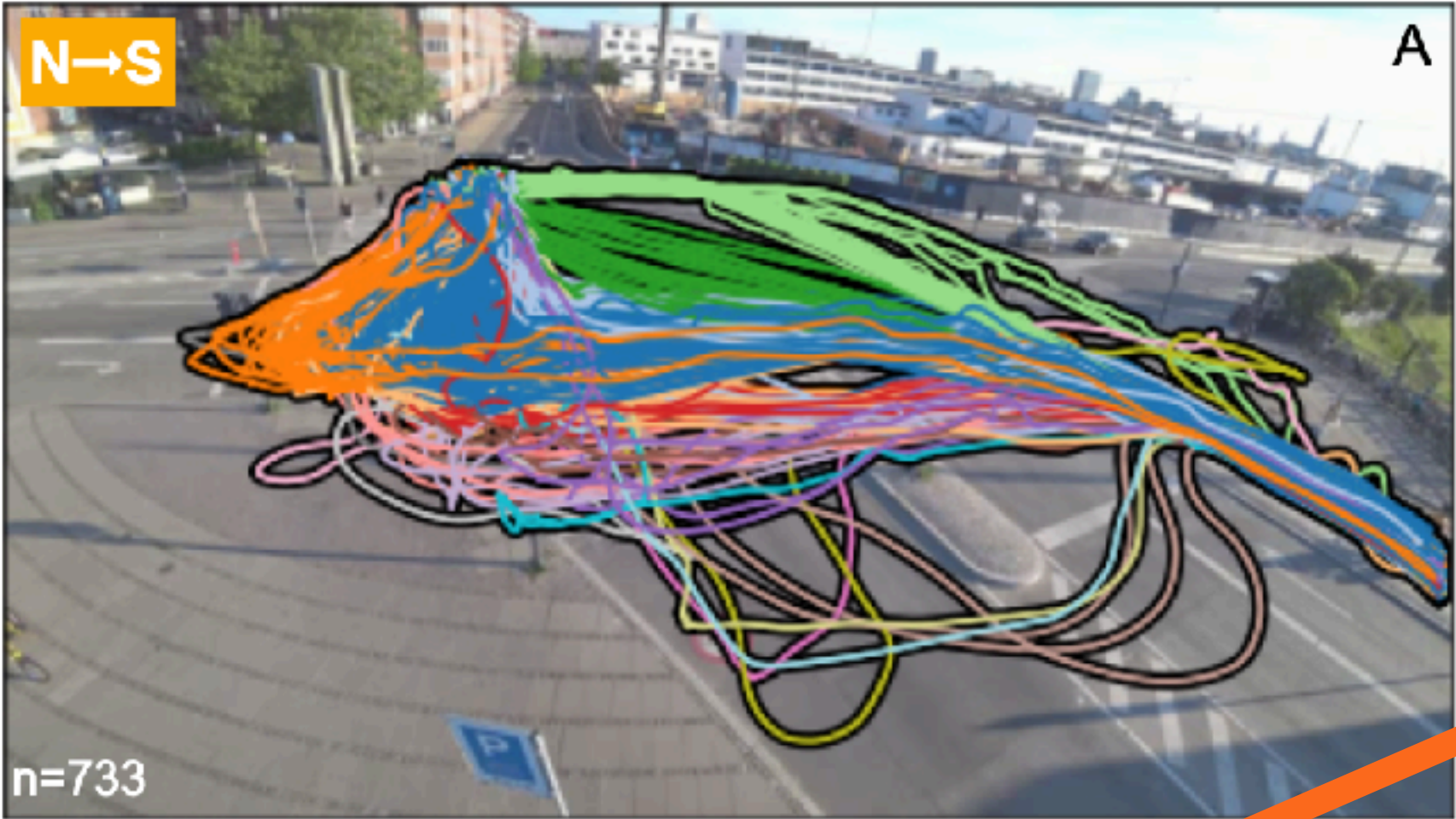


# We separated trajectories into path-clusters

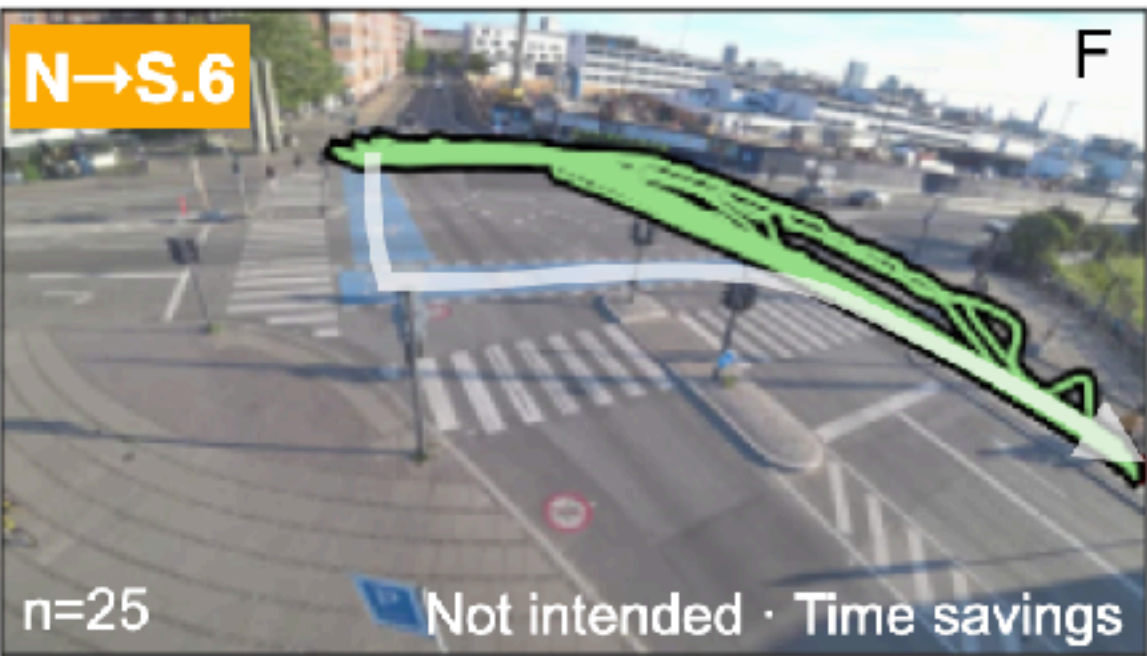
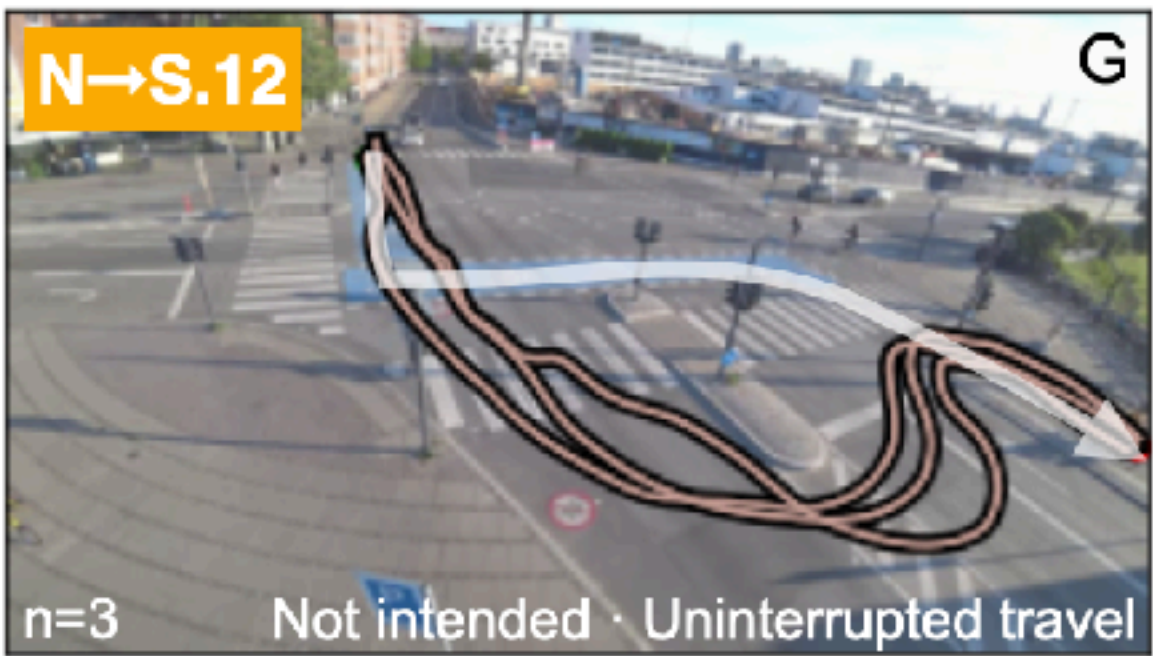




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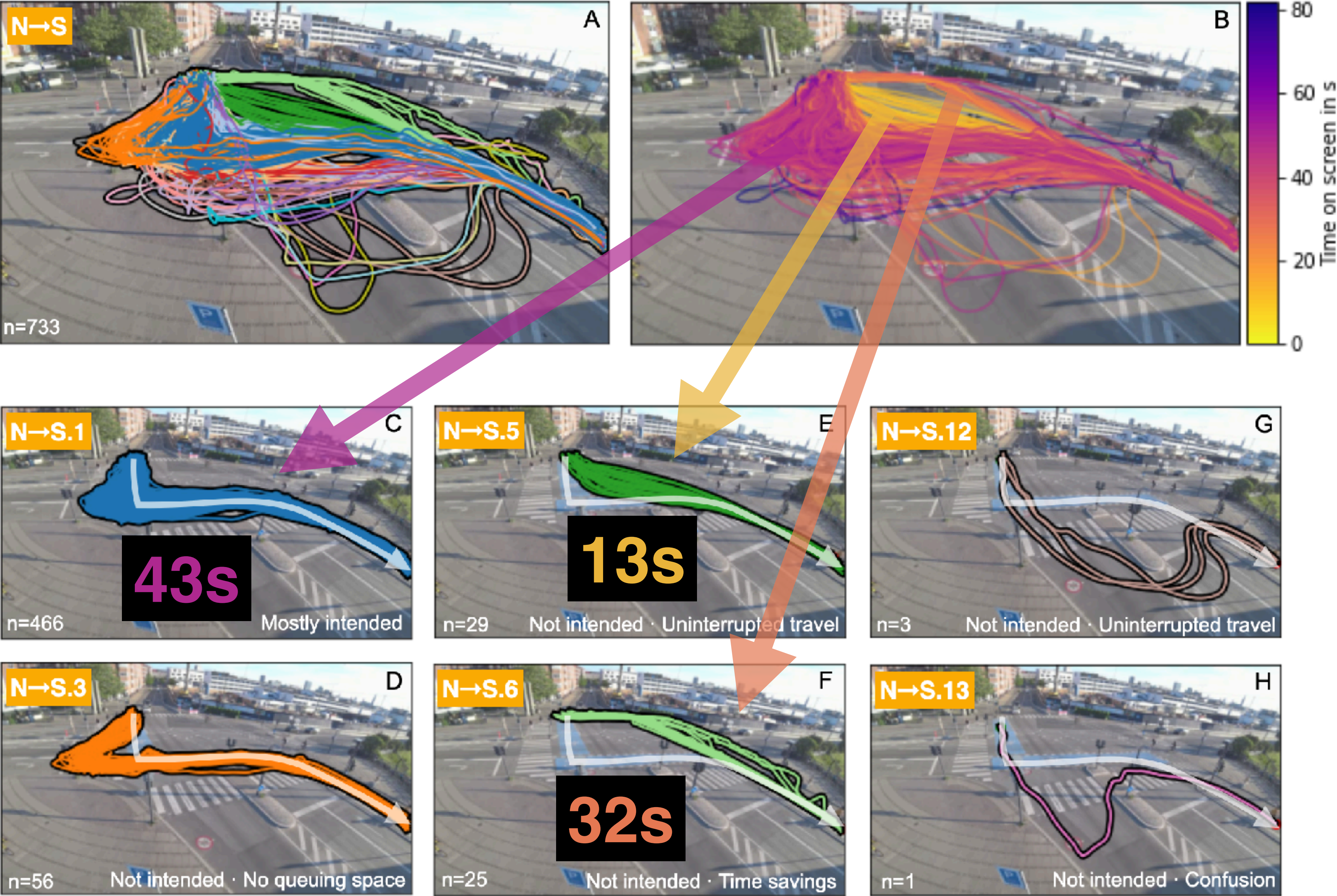


Only 64% are "mostly intended"





# Cyclists prefer uninterrupted travel, which the intersection fails to provide







Breum, Simon Martin, Bojan Kostic, and Michael Szell. 2022. "Computational Desire Line Analysis of Cyclists on the Dybbølsbro Intersection in Copenhagen." *Findings*, December.

## TRANSPORT FINDINGS

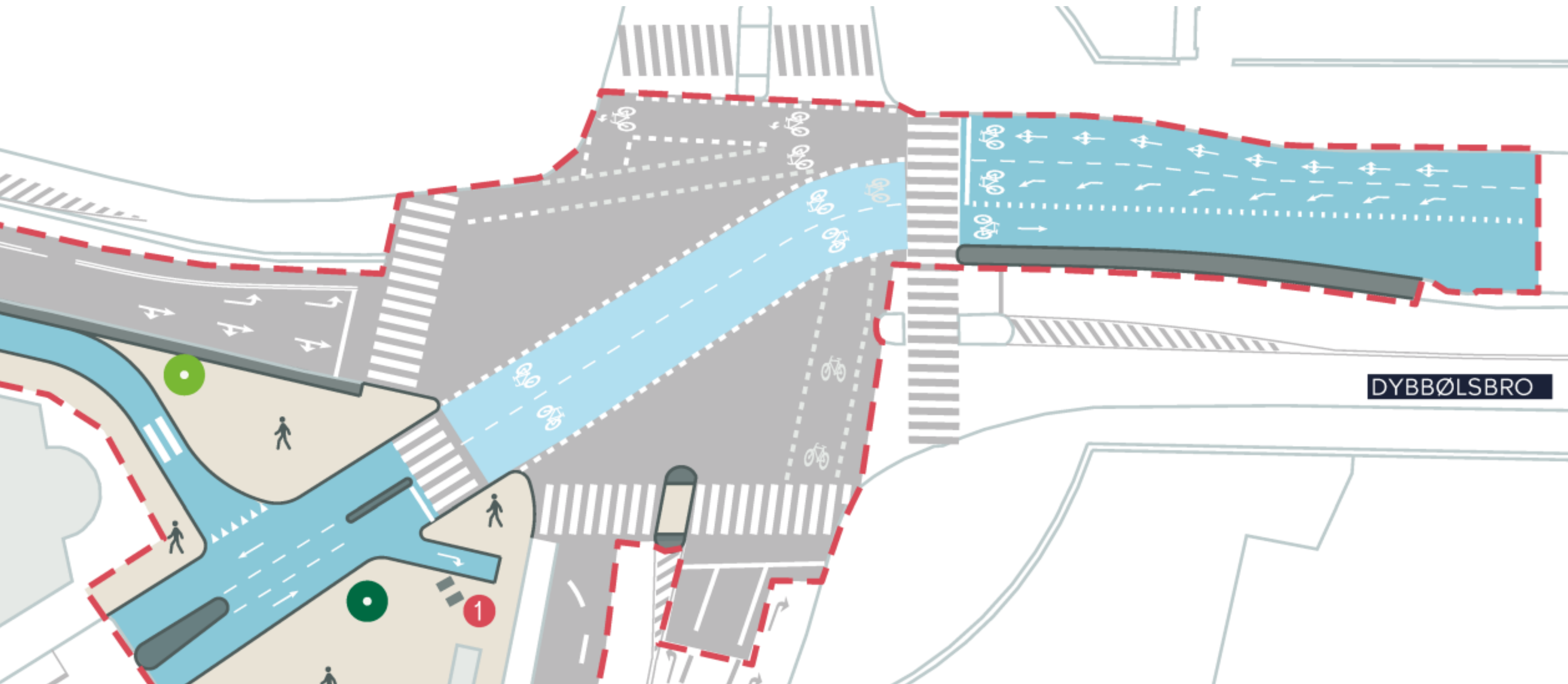
# Computational Desire Line Analysis of Cyclists on the Dybbølsbro Intersection in Copenhagen

Simon Martin Breum<sup>1</sup> , Bojan Kostic<sup>1</sup> , Michael Szell<sup>1,2,3</sup>   <sup>a</sup>



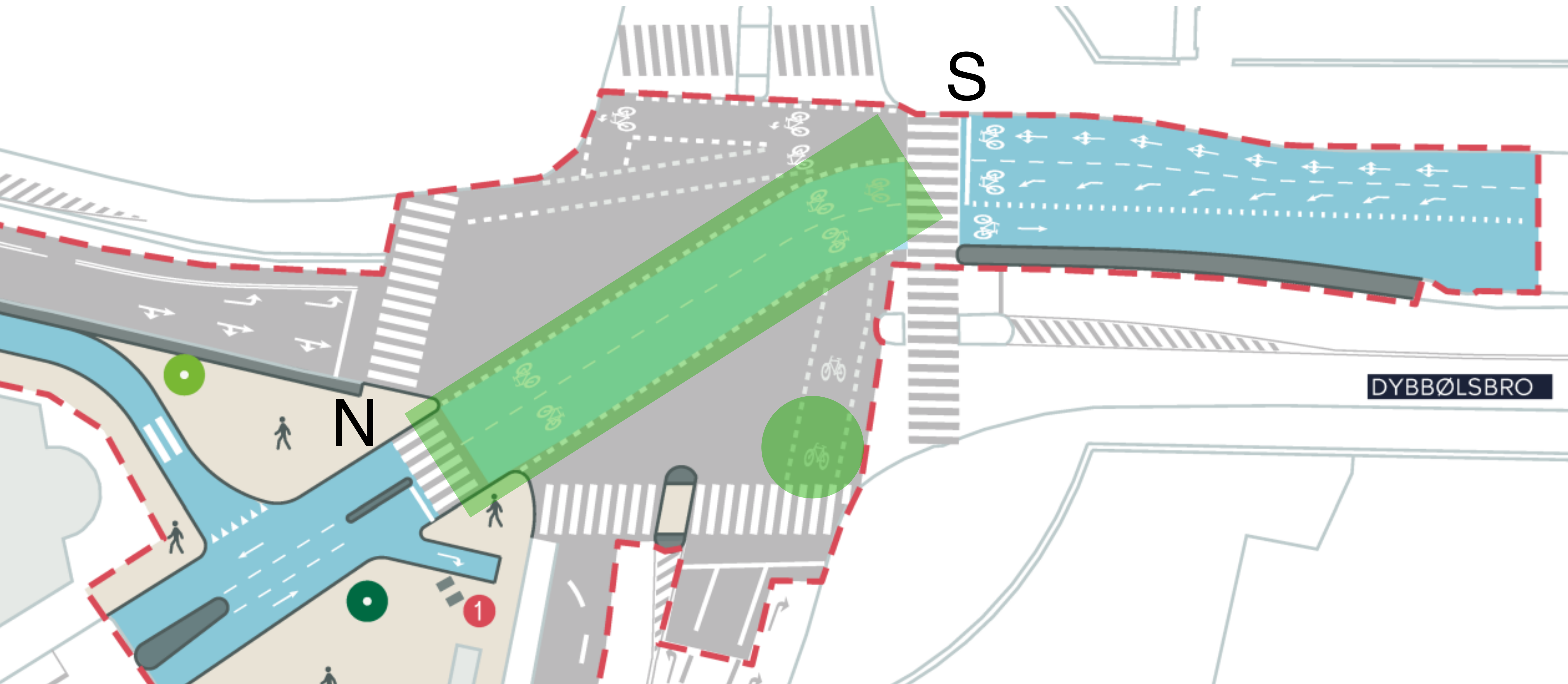


# The 2022 re-design



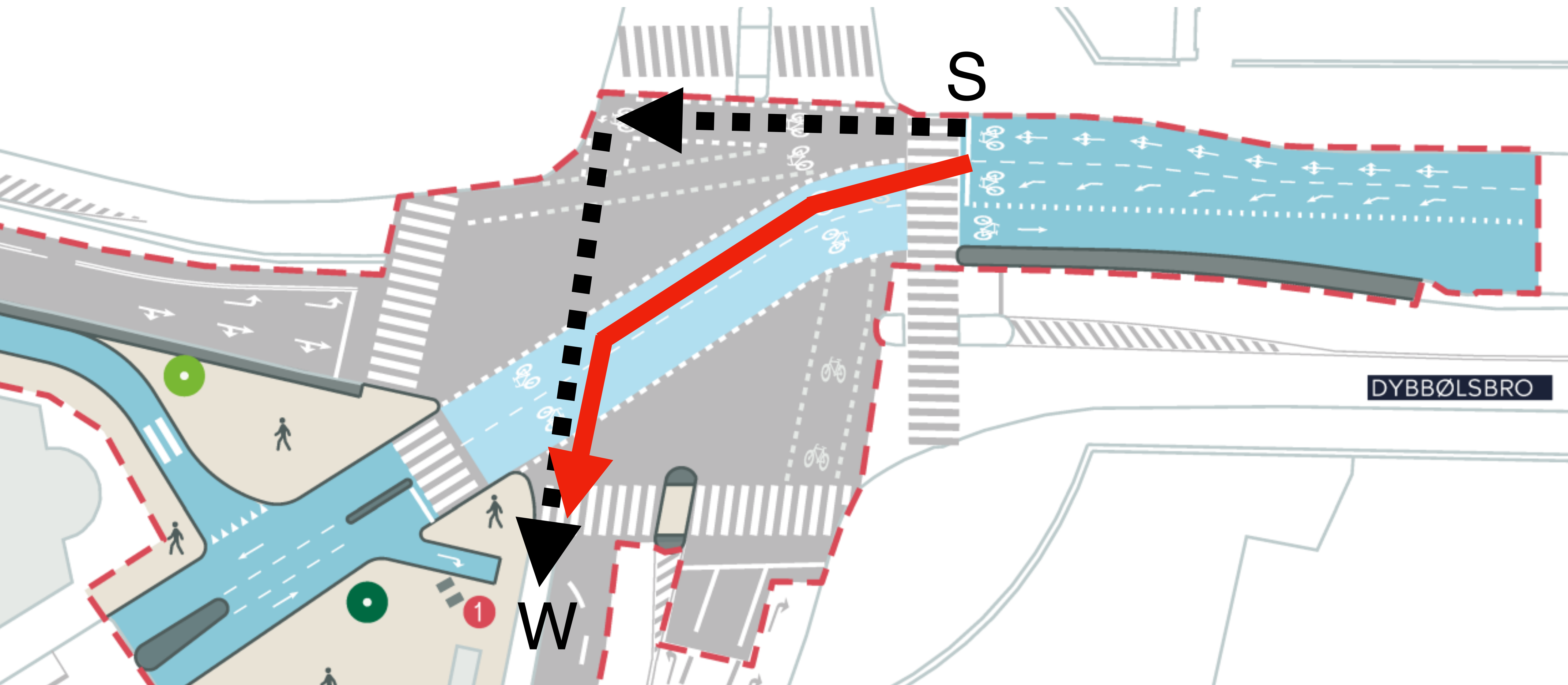


Fixed issue: Diagonal lane provides uninterrupted N→S travel





New issue: S→W travel over diagonal





For pre/post analysis, we should re-run our study now



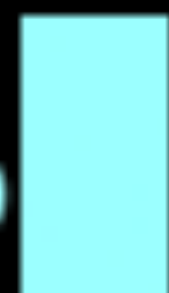
For pre/post analysis, we should re-run our study now





The bigger issue..





Cycling: 3bn DKK



New roads: 64bn DKK

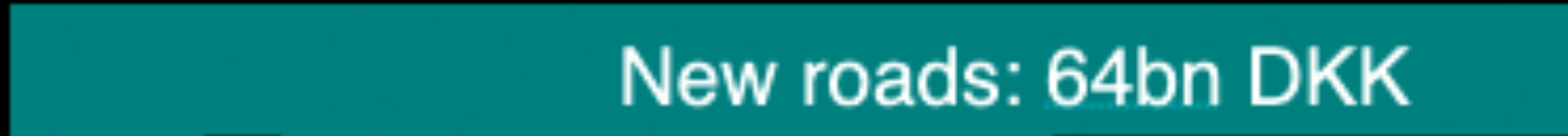




# *DENMARK IS A CYCLING NATION*



Cycling: 3bn DKK

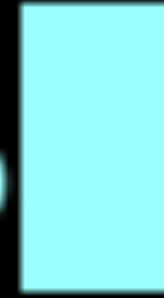


New roads: 64bn DKK





# *DENMARK IS A CYCLING NATION*



Cycling: 3bn DKK



New roads: 64bn DKK





# DENMARK IS A CYCLING NATION



Cycling: 3bn DKK



New roads: 64bn DKK





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# Our goal: Data-driven tools to help sustainable urban planning

ROYAL SOCIETY  
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Research

Cite this article: Natera Orozco LG, Battiston F, Gerardo Iñiguez<sup>1,2,3</sup> and Michael Szell<sup>4,5,6</sup>

## Data-driven strategies for optimal bicycle network growth

Luis Guillermo Natera Orozco<sup>1</sup>, Federico Battiston<sup>1</sup>, Gerardo Iñiguez<sup>1,2,3</sup> and Michael Szell<sup>4,5,6</sup>

geographical analysis

Geographical Analysis (2022) 0, 1–29

## Automated Detection of Missing Links in Bicycle Networks

Anastassia Vybornova<sup>1</sup>, Tiago Cunha<sup>1</sup>, Astrid Gühnemann<sup>2</sup>, Michael Szell<sup>1,3,4</sup>

Urban Analytics and City Science

Special Issue: Advances in Spatial and Transport Network Analysis

## Data-driven micromobility network planning for demand and safety

Pietro Folco and Laetitia Gauvin  
ISI Foundation, Italy

Michele Tizzoni  
ISI Foundation, Italy  
University of Trento, Italy

Michael Szell  
IT University of Copenhagen, Denmark

scientific reports

OPEN Growing urban bicycle networks

Michael Szell<sup>1,2,3</sup>, Sayat Mimar<sup>4</sup>, Tyler Perlman<sup>5</sup>, Gourab Ghoshal<sup>6</sup> & Roberta Sinatra<sup>1,2,3,5</sup>

Manuscript

## BikeDNA: A tool for bicycle infrastructure data and network assessment

Ane Rahbek Viero, Anastassia Vybornova and Michael Szell  
IT University of Copenhagen, Copenhagen, Denmark

TRANSPORT FINDINGS

## Computational Desire Line Analysis of Cyclists on the Dybbølsbro Intersection in Copenhagen

Simon Martin Breum<sup>1</sup>, Bojan Kostic<sup>1</sup>, Michael Szell<sup>1,2,3</sup>



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