June 2025

Scaling the Global Cycling Movement

Cycling Cities

ITDP

Source: Fortaleza City Hall


Cycling
Cities


40
years
ITDP
Institute for Transportation
& Development Policy

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Kohima, India

Lima, Peru

Los Angeles, United States

Mérida, Mexico

Mexico City, Mexico

Monterrey, Mexico

New Town Kolkata, India

New York City, United States

Niteroi, Brazil

Pimpri Chinchwad, India

Rajkot, India

Recife, Brazil

Rio de Janeiro, Brazil

Rionegro, Colombia

San Pedro Garza García, Mexico

Santiago, Chile

Surat, India

Wollongong, Australia

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BYCS

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NUMO

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TUMI

Trufi Association

Union Cycliste Internationale (UCI)

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UN-Habitat

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Alianca Bike

Ameciclo

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Egre Menged

Europe

Decisio

European Cyclist Federation (ECF)

Dutch Cycling Embassy

Indonesia

Greenpeace Indonesia

Jakarta Transportation Council (DTKJ)

Kota Kita

Subcyclist

Transport for Jakarta (FDTJ)

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Latin America

Maya Airways

PlaMobi

Philippines

AltMobility PH

United States

BikeLA

California Bicycle Coalition

People for Bikes

Streets are for Everyone (SAFE)

Streets for All

Transportation Alternatives

A Call to Action from ITDP's CEO

The past four years have been a remarkable ride for the Cycling Cities campaign. We extend our sincere gratitude to all the cities, partners, and pledge signers who committed to joining us in this inaugural effort from ITDP. Clearly, demand is there—especially for cities in the Global South—to prioritize urban cycling.

Cycling Cities emerged as people took to their bikes in massive numbers in response to the COVID-19 pandemic. We were inspired by this groundswell of momentum—which has lasted now five years on. The campaign's 34 lighthouse cities from all around the world have shown that through collaboration, ambition, and momentum, transformation of our streets is possible. No city should feel alone or start from scratch to embrace the power and potential of cycling—the knowledge and best practices already exist.

It has become clear since Cycling Cities' launch at COP26 that developing affordable, accessible, and intuitive connections between walking, cycling, and public transport systems is crucial to a future of prosperous, sustainable cities. Enabling more people to cycle safely and comfortably in cities is a very practical, cost-effective way to improve public health, enhance air quality, and increase access to opportunities for all.

The breadth of research, peer-to-peer learning, capacity-building activities, and relationships we have built throughout this campaign is a testament to the power of active mobility to unite people, practitioners, and policymakers. Even as we wind down Cycling Cities as a campaign, this work will continue to have an impact, and there is much more to be done. We already see these opportunities arising, such as using the electrification of two-wheelers to encourage a shift to lower-speed e-bikes and ensuring that climate financing and growing private sector interest in transport effectively scales the cleanest, most efficient modes.

Let this be a call to continued action to all governments, development banks, and philanthropy and civil society organizations to continue elevating comprehensive cycling policies in their agendas, and to make even stronger commitments to invest in and implement safe cycling infrastructure.

Thank you for joining us for the ride!
Sincerely,

Heather Thompson

CEO, ITDP

Table of Contents

The Cycling Cities Network

▼ Country	▼ Cohort cities	▼ Pledge cities
Argentina	Buenos Aires	La Plata, Mendoza
Australia	Wollongong	NSW
Bahrain		Amwaj Islands
Belize		San Pedro
Brazil	Rio de Janeiro, Recife, Fortaleza, Niteroi	Arapongas, Bauru, Cambé, Campina Grande, Jundiaí, Piracicaba, Salvador, Santa Maria, Vitória
Canada		Guelph
Chile	Santiago	
Colombia	Bogotá, Rionegro	
Cuba		Havana
Ecuador	Cuenca	Tena
Egypt	Cairo	
Ethiopia	Addis Ababa	Harar
Gibraltar		Gibraltar
Honduras		Tegucigalpa
Hungary		Budapest
India	New Town Kolkata, Pimpri Chinchwad, Kohima, Bengaluru, Rajkot, Chandigarh, Surat	Agartala, Delhi, Guwahati, Tambaram
Indonesia	Jakarta	Bndung, Mataram, Semarang, Surabaya, Surakarta
Iran		Tehran
Kenya	Kisumu	
Malaysia		Kuala Lumpur, Melaka
Mexico	Mexico City, Guadalajara, Zapopan, San Pedro Garza García, Mérida, Monterrey	Irapuato, Mazatlán, Saltillo, Querétaro, Torreón
Mongolia		Ulaanbaatar
Pakistan		Peshawar
Paraguay		Asunción
Peru	Lima	
Rwanda	Kigali	
South Africa		Cape Town
Turkey	Instanbul	Izmir
Uganda	Kampala	
United Kingdom	Glasgow	Oxford
United States	Los Angeles, New York City	Alburquerque, Athens, Carmel, Gainesville, Glen Cove, Providence, Santa Rosa, Waterbury

Origin Story: Cycling Cities Starts Pedaling

Source: João Pedro Boechat

Why Cycling Cities?

The COVID-19 pandemic forced cities around the world to acknowledge and approach urban mobility challenges in new ways. Many cities that had been previously focused narrowly on commuters started to rethink how and why people move the way they do. With fewer people traveling during peak commuting hours and priority downtown destinations seeing less demand, many cities went back to the drawing board to provide more affordable, accessible, and socially just transportation options to get people where they needed to go.

In this context, cycling emerged as a key solution. Almost overnight, we saw temporary cycle lanes, whole streets closed to cars, and pop-up bicycle parking areas where they hadn't been before. These interventions—which previously took months or even years to deliver—were available and quickly taken up by travelers eager to avoid closed-in spaces or to enjoy the fresh air outside their homes.

While much of this temporary infrastructure emerged in high-income cities with strong cycling cultures in Europe and North America, cities in low- and middle-income countries were also transforming their streets to support cycling. Mexico City set up a temporary cycle lane along Avenida de los Insurgentes, Bogotá added 80 km of temporary lanes to its already quickly expanding network of permanent lanes, and Addis Ababa and Kampala held car-free days that opened the streets to cyclists and pedestrians.

Amid the devastation wrought by the pandemic were small glimmers of hope. Vehicle use was down, and people wanted to spend time outside, enjoying public spaces and the opportunity to walk and cycle safely. And cities responded by providing those spaces as a much-needed solution. As the world recovered from the pandemic, we wanted to ensure this rethinking of our cities and streets to prioritize people was not lost—that we did not simply return to the way things were. This was the motivation for launching Cycling Cities, a global campaign to help cycling become a permanent, reliable, healthy, and safe transportation option in cities.

Since 2019, the number of bike lanes in Zapopan, Mexico, has increased sixfold. Source: Chris K.

Timeline

June 2021
Cycling Cities soft=launches with a 15-city cohort, including ITDP core cities Mexico City, Rio de Janeiro, and Jakarta.

November 2021
Official Cycling Cities launch at COP26 in Glasgow, an initial cohort city, calling for 25 million more people living near safe cycle lanes. The campaign launched with a 28-city cohort, surpassing the 25-city goal.

Cycling Cities conducted outreach to ministries in support of partner the European Cyclist Federation's (ECF) open letter calling for cycling to be part of the COP26 agenda as a decarbonization solution. Support from more than 350 organizations led to the inclusion of cycling and walking in a COP Declaration to accelerate the transition to zero-emission mobility.

November-December 2021
Cohort cities participated in a three-part workshop series to build knowledge around cycling infrastructure design, policies and long-term planning, and awareness-building campaigns.

June 2022
Cycling Cities partners met in person to network and share opportunities for collaboration at the annual VeloCity conference in Ljubljana, Slovenia.

August–October 2022
Cohort cities led workshop sessions anchored by best practice projects in areas such as inclusive cycling, bikeshare, and implementing Sustainable Urban Mobility Plans as part of a Conversation Series.

November 2022
Brazilian cohort cities Rio de Janeiro, Recife, and Niteroi met for a study tour in fellow cohort city Fortaleza to learn from the city's success implementing protected cycle lanes and multiple bikeshare systems.

April 2023
With the addition of Indian cities Surat and Chandigarh—following their ambitious work as part of the national India Cycles4Change Challenge—the Cycling Cities cohort surpassed 30 cities.

June 2023
The Cycling Cities Pledge received its 500th signature, demonstrating sustained momentum two years into the campaign.

August 2023
Cycling Cities launched the free, self-paced Mastering the Cycling City online course, which brings together ITDP and partner resources on cycle lane design, policy development, campaigns, and funding.

October 2023
New York City joined the cohort, bringing the total to 34 cities.

June 2024
Cycling Cities celebrated World Bicycle Day alongside the World Bank, advocating for increasing investment in cycling as a transport, climate, and access solution for cities around the world.

June 2025
The Cycling Cities campaign officially came to a close with a final webinar highlighting global lessons learned and key actions to help cities, civil society, and financial partners to scale cycling.

Vision, Goals, and Impacts

In Lima, protected cycle lanes provide critical safe spaces on the street for people on bicycles. Source: Municipality of Lima

Vision, Goals, and Impacts

When we launched Cycling Cities, we set the following vision for the campaign:

In the next decade, cycling becomes mainstream in cities around the world and is an essential part of streets, making cities healthier, more resilient, and more inclusive.

This vision guided our activities and priorities, and it helped to define what success would look like. To "mainstream" cycling, the campaign focused on improving the quality and connectivity of cycling infrastructure as a means of:

- Shifting trips away from private vehicles;
- Building local capacity to implement infrastructure and other cycle-supportive projects; and
- Providing knowledge and guidance in key areas of interest to cohort cities.

Cycling Cities by the Numbers

34 cohort cities

actively involved in knowledge sharing, capacity building, and solutions development to raise their ambition and scale cycling

53 pledge cities across 5 continents

committed to the Cycling Cities vision for more people living near safe cycle lanes

Open streets events like Los Angeles' CicLAvia help encourage cycling for more everyday trips. Source: CicLAvia via Flickr

Cycling Cities has shown that there is strong support for and uptake of cycling around the world.

Cities from Latin America to East Africa to Southeast Asia built cycle lanes, launched bikeshare systems, and took other measures to make streets safer for people on bicycles. This inspired many people to take up cycling—many for the first time. The Cycling Cities cohort alone:

- Built **917** km of protected cycle lanes
- Built **2,000** km of cycle lanes (protected and unprotected)
- Held **3,886** car-free or open streets events
- Organized **1,076** cycle trainings or learn-to-ride classes

In Istanbul, a bike festival for children helps to introduce cycling to young people. Source: Istanbul Metropolitan Municipality Transportation Department

These impressive transformations led to:

1.46 billion kilometers
traveled by bicycle on new protected cycle lanes in cohort cities

877 million fewer vehicle kilometers
traveled as a result of new protected cycle lanes in cohort cities

4.6 million more people near safe cycle lanes

Which, through 2050, will result in:

3,000,000 tons of CO2 emissions avoided

While this progress has been remarkable, there is still more to be done—and the work will not stop with the close of Cycling Cities. We set an ambitious goal of having 25 million more people near safe cycle lanes by 2030, and we still believe that we, as a network, can achieve this. At the start of this campaign, cohort cities committed to investing in cycle lanes that provide safe, convenient access to cycling. Many have made significant improvements to their People Near Protected Bikelanes (PNB) programs, a measure of how much of the population can reasonably access (and thus use) cycle lanes. Cities that saw the largest increases in PNB over the course of the campaign were: Bogotá (14%), Mérida (13%), Guadalajara (11%), Santiago (10%), Buenos Aires (9%), Mexico City (8%), and Addis Ababa (8%). These cities have several things in common that supported this progress: a clear cycle lane or active mobility plan, strong institutional capacity and technical support, and funding to implement priority projects.

Beyond the cohort, Cycling Cities generated impact on the global stage, pushing for cycling to be recognized and financed as a key part of sustainable transport, climate, and health agendas.

Financing

Cycling Cities partnered with the World Bank to document investments in cycle infrastructure, understand barriers to scaling financing for active mobility, and identify opportunities to build capacity and confidence to invest in active mobility. This work identified difficulties estimating returns on investment in cycle infrastructure as a barrier to making the case for financing. Follow-on work between ITDP and the World Bank led to the development of the CyclingMAX cost-benefit analysis tool which enables users to calculate costs and benefits of proposed cycle lane networks and provides key investment decision-making indicators like internal rate of return and net present value.

New protected cycle lanes in Addis Ababa built as part of phase one of the city's Cycle Network Plan. Source: ITDP Africa

Momentum-building

Cycling Cities developed strategic partnerships with emerging global cycling initiatives, including the Bloomberg Initiative for Cycling Infrastructure (BICI), the Partnership for Active Travel and Health (PATH), and the Netherlands Infrastructure Ministry's Alliance for Cycling and Walking Towards International Vitality and Empowerment (ACTIVE). Aligning with these initiatives enabled us to leverage momentum and better address knowledge gaps. It also provided opportunities to connect ambitious cities to funding opportunities, especially through BICI grants and the ACTIVE contribution to the World Bank's Global Facility to Decarbonize Transport earmarked for investment in cycling.

Capacity building

11 public webinars held

13 newsletters elevating progress across the network and disseminating success stories sent

15 skill-building or targeted workshops held

232 Mastering the Cycling City course certificates issued

Knowledge development

1 self-guided course, Mastering the Cycling City, launched to organize and streamline ITDP and partner resources on cycle infrastructure, policy, education, and funding

2 regional resources developed

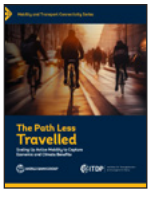
Cycling Cities for Los Angeles

Women on Wheels: A Study of Gender and Cycling in China

4 global research reports published to address key gaps:

Making the Economic Case for Cycling
Linking economics and cycling

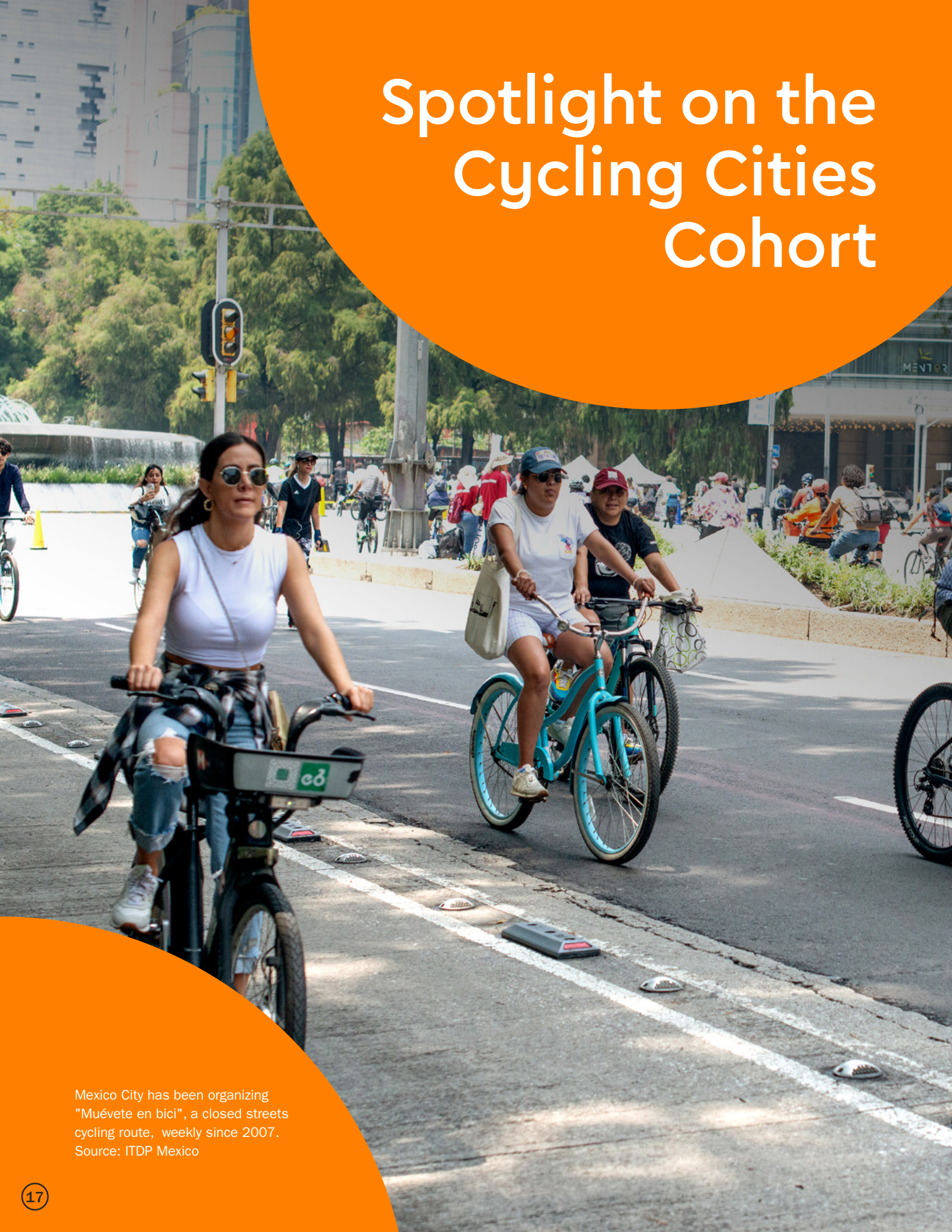
Protected Bicycle Lanes Protect the Climate
Quantifying greenhouse gas emissions savings from cycle networks



The Path Less Travelled
Documenting models for financing cycle infrastructure

E-bikes: Charging Toward More Compact Cycling Cities
Global landscape and potential for e-bike uptake

Spotlight on the Cycling Cities Cohort



Mexico City has been organizing "Muévete en bici", a closed streets cycling route, weekly since 2007.
Source: ITDP Mexico

Spotlight on the Cycling Cities Cohort

The Cycling Cities cohort included 34 cities committed to advancing cycling by providing safe infrastructure, ensuring more equitable access to bicycles, and cultivating a more inclusive and diverse cycling culture. Some cities, such as Mexico City, New York City, and Glasgow, were far along in their cycling journey when they joined, with many kilometers of cycle lanes already on the ground. These cities acted as leaders and models for others in the cohort but also sought guidance in emerging areas such as safe routes to school or managing e-bikes. Other cities, such as Addis Ababa, Niteroi, and Pimpri-Chinchwad, joined Cycling Cities as they were launching more ambitious plans for cycling and have since made impressive progress. Every cohort city has a unique story to tell, and we aim to highlight them here.

Rionegro, Colombia

Leveraging a history of sport cycling into more everyday trips by bike

Region: Latin America
Population: 141,000
People Near Protected Bikeways (PNB) in 2025: 30%
Km of cycle lanes in 2025: 100 km

Source: City of Rionegro

Rionegro, Colombia, is transforming into a cycling-friendly city with strong support from its mayor, who is an avid cycling advocate. The city has a vision to become a bicycle-based "wellness city" that combines health and active transport, aiming to stave off rapidly growing car and motorcycle ownership rates seen elsewhere in Latin America. Instead, Rionegro sees bicycles as a core component of its urban transport system—an opportunity to provide connections and redundancy to the city's aging public transport system as it is being upgraded.

Cycling has been a part of Rionegro's culture for decades because of its location in the Andean mountains—it's an ideal training ground for sport cyclists. Home to several international sport cycling events, Rionegro continues to look for ways to leverage interest in bicycle racing to support more everyday cycling. Regular critical mass rides, an annual car-free day, and dedicated Sunday cycling zones aim to boost awareness of cycling in the city.

To improve safety and encourage more bicycle trips, Rionegro has been building out its cycle lane network since 2018. The city is now focusing on connecting existing lanes to create a network. The city has also been expanding its bikeshare system, Bicirio, which has been in place since 2016. It is fully funded by the local government and free to residents. Given the city's hilly terrain, Rionegro is looking to add e-bikes to the system, recognizing the success of e-bikeshare in Bogotá and Rio de Janeiro. The city is also working to improve youth access to bicycles with a program that provides high school students with free bicycles for traveling to and from school and bicycle training for young children.

Niterói, Brazil

Elevating participatory planning and community engagement to become a true Cycling City

Region: **Latin America**
Population: **516,000**
People Near Protected Bikeways (PNB) in 2025: **9%**
Km of cycle lanes in 2025: **63**

Niterói's efforts to promote cycling have transformed its urban mobility landscape, with growing public acceptance of the benefits of cycling. Strong support for cycling from the mayor since 2013 helped the city transform its streets by expanding its cycle lane network and launching a successful bikeshare system.

Niterói has been a leader in connecting with people who ride bicycles—even those who do not identify as "cyclists." The city is focused on understanding their needs and translating them into projects through participatory planning. This approach was used successfully to pass the city's 2014 bicycle network plan. Now, a decade later, the city is widening its cycling strategy beyond cycle lanes, exploring opportunities to attract bicycle production and manufacturers, push cycle tourism, and expand access to different types of bicycles—from sport to mountain to e-cargobikes.

Niterói's bikeshare program, launched in July 2024, has been a resounding success. Even with 50 stations and 600 bikes, demand has already outpaced supply, with an average of 7,000 trips per day and some bicycles seeing more than 20 trips per day. The system is fully funded by the city and remains free for users. Integration between cycling and public transport is a key focus. The existing bicycle parking next to the ferry station connecting Niterói to Rio de Janeiro was expanded to 850 spaces, a 90% increase, in 2025. The bicycle parking space is now a multiuse venue, with space for workshops and talks promoting cycling culture.

Source: Cesar Duarte

Glasgow, Scotland

Setting a clear vision for a cycle lane network for all

Region: Europe
Population: 1 million
People Near Protected Bikeways (PNB) in 2025: 32%
Km of cycle lanes in 2025: 168

Glasgow has been ambitiously advancing cycling through its Active Travel Strategy (ATS) since 2022. The strategy aims to create a functional citywide network of 270 km of cycle lanes, ensuring seamless connectivity between neighborhoods, services, and public spaces. At the core of the network are City Ways, continuous and segregated cycling (and pedestrian) corridors that extend out from the city center. The ATS also aligns with and aims to link together the city's Livable Neighborhoods Program, which goes beyond cycling to focus on placemaking and resilient community development. The network received funding from the national government.

As the ATS and other cycling programs have been implemented, Glasgow has seen political support for cycling grow, especially among the city council. The ATS has provided an important framework and vision for cycling that reaches beyond administration changes, ensuring long-term support and progress. The council has also supported cost-benefit analysis studies for the City Network to underscore the high returns on active travel investments and further make the case for continued implementation. Cycling is seen to deliver accessible, equitable transport, and the city has also emphasized links to—and sought funding to strengthen—public health and well-being.

Source: Glasgow City Council

New York City, United States

Catalyzing national funding and e-bikes to increase uptake of cycling

Region: **North America**
Population:**8.8 million**
People Near Protected Bikeways (PNB) in 2025: **24%**
Km of cycle lanes in 2025: **1,288**

New York City has seen an 8% growth in cycling trips annually in recent years. A top Cycling City in the United States, New York City continues to grow its protected cycle lane network, working to connect existing lanes and prioritize underserved areas based on injury and fatality data. The city has looked to integrate long-term capital projects, which are eligible for federal funding, with shorter-term project implementation to deliver a more complete cycle network. For example, a 17-mile expansion of the Greenways program launched in 2023 includes active transport, public space, and nature-based corridors that can link up with the existing cycle lane network. Meanwhile, within the department of transportation, the bicycle and bus planning teams have been coordinating closely to design boulevard-style streets that prioritize safety and convenience for cyclists and bus riders.

New York City has one of the most successful bikeshare programs in the world and has led the rise of e-bikeshare in previous years. Electric CitiBikes were introduced to the system in August 2019 and see higher ridership than pedal bikeshare bicycles despite costing more to ride. The city legalized e-bicycles with maximum speeds of 25 mph in 2020–2021, which had been (and still are) largely used by local food delivery workers. Since then, New York City has worked to ensure safety for other road users as well as to set standards for e-bike batteries and charging to prevent fires.

Source: New York City Department of Transportation

Buenos Aires, Argentina

Increasing bicycle mode share with a connected, protected cycle lane network

Region: **Latin America**
Population: **3.1 million**
People Near Protected Bikeways (PNB) in 2025: **59%**
Km of cycle lanes in 2025: **310**

Over the past 15 years, Buenos Aires has made significant strides in promoting cycling as a key transport mode, guided by the vision set forth in the city's Urban Environmental Plan and 2010 Sustainable Mobility Plan. This vision aimed to promote cycling as a public health intervention and make cycling more affordable and accessible for all. To that end, the government has offered interest-free and installment-based loans to enable more people to purchase bicycles. Cycling has become a viable alternative to public transport in the city, especially during fare hikes.

In recent years, the city has built out its cycle lane network, which reached 310 km in 2025. Protected cycle lanes on Cordoba and Corrientes avenues, which run east to west across the city, anchor the network. Bicycle usage surged by 184% between 2013 and 2019, with a further 20% increase in 2020 compared to 2019. The share of women cycling has grown to 30%, a 10-percentage point increase over the last decade. Still, the city aims to expand cycling uptake among women: One strategy is to integrate e-bikes into the city's bikeshare system, as data shows women prefer e-bikes to pedal bikes when given the choice.

Source: Ministerio de Espacio Público e Higiene Urbana de la Ciudad de Buenos Aires

Addis Ababa, Ethiopia

Building the first major cycle lane network in East Africa

Region: East Africa
Population: 3.8 million
People Near Protected Bikeways (PNB) in 2025: 8%
Km of cycle lanes in 2025: 52

Addis Ababa has seen rapid population and economic growth over the past decade, and with this growth has come a significant increase in private vehicle use. However, most residents still depend primarily on walking and public transport. Addis Ababa adopted its Non-Motorized Transport (NMT) Strategy in 2018, aiming to improve conditions for people walking and cycling to maintain (and grow) the non-motorized mode share.

In Addis Ababa, bicycle ownership is very low, with about 8% of residents reporting owning a bicycle. Approximately 50% of the population do not know how to cycle, and only about 3% of households use a bicycle for transport on a weekly basis. Supporting bicycle access and ownership and providing the right infrastructure is therefore necessary to cultivate a shift to cycling.

n line with the NMT Strategy, the city released its 10-year Cycle Network Plan in 2023, which lays out short-, medium-, and long-term corridor development totaling 677 km. In 2024, initiated by the Prime Minister's Office and as part of the corridor development plan and the implementation of the Addis Ababa NMT strategy, the first nearly 50 km of protected cycle lanes were built as part of phase one. This build-out targets cycle lanes in high-demand areas and connections to public transport. The Addis Ababa City Master Plan, which proposes 15 BRT corridors, also calls for the inclusion of cycle lanes on the major streets across the city.

Since the beginning of 2025, Addis Ababa, through the Addis Ababa City Transport Bureau, has been working to launch a bikeshare system to support broader access to bicycles and address other challenges, like the risk of theft and limited storage options. The system aims to launch with 500 bicycles across stations located in the city center, with longer-term expansions planned. The city is currently gathering proposals from interested local operators to select one to run the first phase of the bikeshare system.

Source: ITDP Africa

Pimpri-Chinchwad, India

Building on the momentum of India's recent "cycling revolution"

Region: South Asia
Population: 2.5 million

Pimpri-Chinchwad has been a leader in India's "cycling revolution" coming out of the COVID-19 pandemic. The city made ambitious commitments to improve non-motorized transport, including cycling, as part of its participation in the national India Cycles4Change and Streets for People challenges. These multiyear challenges have supported Pimpri-Chinchwad in envisioning a more livable city based on the 15-minute neighborhoods concept, anchored strongly in the ability to walk and cycle for more trips.

Notably, the city implemented the Linear Garden Street in 2022 as a model for what transformation could look like citywide. The redesign aimed to segregate vehicles from pedestrians and cyclists by streamlining vehicular traffic and providing dedicated space for people to walk and cycle. The project also integrates cycling with public transport, providing cycle lanes along the BRT corridor. This intervention—and similar pilots and pop-up lanes the city installed as part of the India Cycles4Change challenge—has supported Pimpri-Chinchwad's ambitious "Harit Setu" Master Plan, which seeks to improve connections and conditions for bicycle and pedestrian trips and to integrate natural elements into non-motorized transport infrastructure.

Source: ITDP India

Surabaya, Indonesia

Developing a “bicycle-friendly neighborhood” model to scale citywide

Region: Southeast Asia
Population: 3.1 million
People Near Protected Bikeways (PNB) in 2025: 41 km

Surabaya has established cycling as a key mode of daily transport, especially in the 128-hectare historic Old Town quarter, where 40 cyclists travel per hour during peak times. Approximately 60% of the Old Town is made up of mixed-use residential and commercial areas, so bicycles meet diverse needs for users, from elderly market visitors to schoolchildren and tourists using rickshaws. Despite limited infrastructure on smaller streets, this achievement underscores cycling’s role in sustainable mobility and advocating for safer, more inclusive infrastructure.

Through the Cycling Cities campaign, the Surabaya Bike-Friendly City Consortium (SubCyclist, Substitute Makerspace, FDTS/Transport for Surabaya, and Haloijo) has prioritized the Old Town, with its diversity of land use and connectivity, for a neighborhood-based cycle infrastructure plan. In Krembangan, an Old Town residential area with a population of about 21,000, focus group discussions have informed community-led, rapid, and cost-effective tactical urbanism projects. Aligned with regional development plans, these interventions are paving the way for permanent, government-supported cycling infrastructure to ensure lasting impact.

Surabaya has built 41 km of bicycle lanes of a planned 68 km corridor-based network, designed with the principle of complete streets and including bicycle parking and a rental system. The plan, which is set to expand to 108 km over five years, was refined through technical workshops and a city-scale roadmap document. Old Town’s emergence as a bike-friendly model propels Surabaya toward a sustainable, eco-friendly future, enhancing the well-being of its residents.

Source: ITDP Indonesia

More Transformations from the Cycling Cities Cohort

Latin America

- **Zapopan, Mexico's Bike Parking Everywhere** initiative expanded secure bicycle parking options.
- **Bogotá, Colombia,** launched o**ne of the largest and most inclusive bikeshare systems in Latin America** with 1,500 pedal bicycles, 1,500 electric bicycles, hand-cycles, cargobikes, and bicycles with child seats.
- **San Pedro Garza Garcia, Mexico,** introduced its Open Government Strategy on Active and Inclusive Metropolitan Mobility with the aim of developing new cycle lanes and refurbishing existing ones.
- **Recife, Brazil, redesigned Lindolfo Collor Avenue** by expanding cycle lanes and creating safer spaces where different transport modes mix. The redesign included protected parking for bicycles and piloted expanded crossings for pedestrians using tactical urbanism.
- During the COVID-19 pandemic, **Cuenca, Ecuador**, saw bicycle use skyrocket, causing the government to consider how to better provide safe spaces to cycle citywide. With financing from IADB, Cuenca began constructing 13.5 km of new cycle lanes along the Yanuncay River.
- **Mexico City, Mexico,** redesigned **Avenida de los Insurgentes,** the largest street in Mexico City, to improve safety and connectivity for cyclists along one of Latin America's busiest transit corridors.

Bogotá's bike share system includes cargo bicycles and handcycles. Source: Tembici

- **Rio de Janeiro, Brazil,** developed its Cycling Expansion Plan and constructed **24 km of protected cycle lanes** near 22 public transport hubs to improve connections between cycling and public transport.

- **Zapopan and Guadalajara, Mexico,** developed **Mapa Ciclista**, an open-access map of bicycle routes, infrastructure, and services.

- **Monterrey, Mexico,** completed a comprehensive update of its cycle lane map to incorporate bicycle wayfinding routes identified in the recent Regional Wayfinding Plan and any other bicycle facilities built since 2016.

- **Mérida, Mexico,** launched its Muévete por Mérida program focused on improving conditions for walking, cycling, and public bus use in the city center, including bicycle parking, bikeshare, and a 30km/h zone to reduce vehicle speeds.

- **Fortaleza, Brazil,** was selected to receive a $1 million grant from the Bloomberg Initiative for Cycling Infrastructure (BICI) to develop 180 km of new protected cycle lanes, improve connectivity of existing lanes, and implement safe intersections.

- In partnership with the World Bank, **Lima, Peru,** conducted a gender analysis to understand how the city's planned cycle lane network can best respond to the transportation needs of women.

- National-level funding was secured for the largest cycle lane in Chile, running along **Santiago, Chile's** main avenue known as La Alameda, connecting multiple neighborhoods, and linking 10 existing cycle lanes.

A safety officer waves forward commuters cycling on a new protected lane in Lima, Peru. Source: Municipality of Lima

East Africa and Middle East

- **Cairo, Egypt,** launched CairoBike, the city's first bikeshare system, **with 500 bicycles and 26 stations.**
- **Kisumu, Kenya,** piloted Car-Free Day events to rethink streets for cycling and reduce reliance on private vehicles.
- **Kampala, Uganda,** held a Car-Free Day to celebrate World Clean Air Day, opening up street space for people to cycle and walk without exposure to air pollution from vehicles.
- **Kigali, Rwanda,** continued its bimonthly car-free Sundays for the eighth year, encouraging cyclists and pedestrians to use city streets for health and recreation and shifting the mindset about how best to move around the city.

Cairo Bike is used frequently by university students to travel within the city. Source: ITDP Africa

South and Southeast Asia

- **Jakarta, Indonesia,** installed **196.5 km of new cycle lanes** (42 km protected) and launched a regulation to allow for bikesharing.
- **New Town Kolkata, India, transformed Street 106**, as part of the Streets4People Challenge, to generate activity especially during evening hours. The street was completely revitalized, with a cycle track and multiple pedestrian and public space zones.
- **Bengaluru, India,** redesigned Planetarium Road, one of the busiest streets in the city, to prioritize pedestrians and cyclists, including adding a protected cycle lane.
- **Chandigarh, India,** added **20 km of dedicated, well-lit cycle lanes, including junction redesigns**, as an extension of the existing 200 km cycle network to increase bicycle use for daily trips.
- **Surat, India,** completed the "Canal Corridor," adding a dedicated cycle track and separate pedestrian walkway and managing illegal on-street parking to revitalize public space along the city's canal.
- **Rajkot, India,** joined the Fit India Sundays on Cycle program launched by the national government, promoting the health benefits of cycling through group rides.

Jakarta implemented temporary protected cycle lanes along main roads during the COVID-19 pandemic. Source: Jakarta Provincial Government

United States

- **Los Angeles** improved safety and comfort for cyclists on Central Avenue in the Watts neighborhood by adding parking-protected cycle lanes, pedestrian crossings, bus-boarding islands, and bicycle racks.

Australia

- **Wollongong** launched its City Centre Movement and Place Plan to improve access in the downtown core, including adding more cycle lanes and cycle-priority intersections.

Europe

- **Istanbul, Türkiye,** held its Bike to University event to encourage students to cycle to school while promoting broader transportation integration.

Bikelanes in Pimpri Chinchwad, India, have been improved as part of a wider Urban Streetscape Program. Source: Ministry of Housing and Urban Affairs

Lessons Learned

Source: Yos via Shutterstock

Lessons Learned

The Cycling Cities cohort and broader network demonstrate that cycling is being more seriously recognized as a transport mode and a key piece of a city's sustainable transport future. Knowledge sharing, conversations with thought leaders, and pilot projects on the ground over the course of the campaign helped to solidify the following lessons for becoming a Cycling City. It is important to acknowledge that these lessons are well known, and many resources exist to build capacity and access funding to pursue a successful path. Some of those resources are also included here.

Lesson 1

Have a plan and get started

In Rio de Janeiro, new cycle lanes are built in line with the city's 10-year Cycle Expansion Plan adopted in 2022. Source: Prefeitura da Cidade do Rio de Janeiro/CET-RIO

Though having a plan sounds obvious, many cities still do not have a non-motorized transport, cycle network, sustainable mobility, or similar plan. This type of plan is critical for providing a vision and framework that individual projects can slot into, as opposed to spending often-limited funds on one-off projects that do not connect to or build on each other. Similarly, a plan that includes projections for implementation costs and impacts allows local governments to more clearly allocate municipal funding. This also enables national ministers to seek financing from development banks or other investors, or to aggregate multiple cities' plans to create a larger financing package. A long-term plan also insulates cycle infrastructure development and supportive projects from changes in political priorities, especially resulting from administration changes.

Successful cycle infrastructure plans often include phases, breaking down the full citywide network into more manageable pieces. This can help to focus technical support and funding on getting the first phase implemented instead of waiting until resources are available to implement the entire network. Getting the first phase of cycle lanes on the ground can also help build a constituency of people riding bicycles who benefit from them and can help push decision-makers to continue funding and implementing later phases.

NMT Strategy Toolkit—ITDP Africa

Non-Motorized Transport Policy Guideline for Cities in Indonesia—ITDP Indonesia

Developing Sustainable Urban Mobility Plans—Mobilise Your City

Lesson 2

Cultivate champions in government

In Rionegro, a group ride that included the city's mayor boosts awareness of cycling as a transport mode. Source: City of Rionegro

Many of the Cycling Cities cohort cities benefited from a political champion—mayor, council member, etc.—who identified cycling as a key element of their transportation platform. However, when such champions are not the ones in decision-making positions, building support for cycling can be challenging. In these cases, it is important to identify what decision-makers care about (i.e., economic growth, public health, air quality) and how investing in cycling can contribute toward these goals. Practitioners and civil society might also challenge government officials and transport agency staff to cycle to work, participate in a high-level ride, or take part in a "handlebar assessment" to build their empathy and understanding for people who cycle regularly in unsafe conditions. Furthermore, as ambitious cycling agendas gain traction globally, seriously supporting cycling can elevate a city's attention and recognition internationally, which can be appealing to politicians.

The Journey of Freedom 2 Walk and Cycle Challenge—ITDP India

Handlebar Survey Guide—ITDP India

The Case for Cycling Infrastructure Investments—ITDP and the World Bank

Lesson 3

Integrate cycling into the sustainable transport ecosystem

In Merida, cycle racks on buses facilitate more seamless multimodal trips. Source: Agencia de Transporte de Yucatán (ATY)

Cycling is best suited for short trips but can facilitate longer trips (without relying on a private vehicle) when it is well-integrated with public transport. In other words, cycling should not be viewed as an end but as a means of providing more attractive options for trips of different lengths and types. Integrating cycling and public transport—whether that's ensuring cycle lanes act as "feeders" to key stations, siting bikeshare stations at metro and bus stops, or providing secure long-term bicycle parking at stations—yields network effects. Larger station catchment areas mean more people can reasonably access public transport, which can increase ridership and revenues. Integration can also provide redundancy for the public transport system whenever stations or lines are out of service.

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STA 2024 Spotlight: Tianjin, China—ITDP
Maximizing Micromobility—ITDP

Lesson 4

Adopt standards for cycle infrastructure

National design standards for cycle infrastructure provide a blueprint for cities and can help ease decision-making around implementation. Source: ITDP China

Design standards for cycle infrastructure ensure that lanes are safe, connected, and comfortable for all potential users. Standards can help reduce controversy when making decisions about which types of streets should have cycle lanes, especially when standards are set at the state or national level. Design standards can also provide guidance for transitioning temporary or pilot infrastructure to permanent, helping to scale the network more efficiently and consistently by streamlining design and implementation.

Ciclociudades Manual IV: Infrastructure—ITDP Mexico
Streets for Walking and Cycling—ITDP Africa
Global Street Design Guide—Global Designing Cities Initiative
Recife Street Design Manual—Urban Transport Authority of Recife (CTTU)

Lesson 5

Address non-infrastructure barriers to cycling

Cairo Bike was launched in Cairo, Egypt to make cycling more accessible to residents, especially those who do not own a bicycle. Source: ITDP Africa

Though the broad barriers to cycling are well known, it is important to understand which barriers are actually impacting people's decision to cycle regularly. Of course, safe cycle lanes are critical to encouraging a large-scale uptake of cycling, but these will not be well-used if other barriers remain. In many cities, access to bicycles is very limited and there is not a robust used bicycle market. This means bicycles (as well as accessories like locks and spare parts) are expensive to purchase and become targets for theft. In other cases, large shares of the population do not know how to ride a bicycle or it is not culturally acceptable for certain groups to do so. Solutions to these barriers exist—bikeshare is a great option where bicycles are expensive to purchase, school-based learn-to-cycle classes can help get more people on bicycles at a young age, and more-secure parking options like attended garages can reduce the risk of theft.

Grow Cycling Toolkit—ITDP
Bikeshare Planning Guide—ITDP
Mini Bicicletar—City of Fortaleza

Roadmap for Future Action

Source: New Toiwn Kolkota Green Smart City Corporation Limited

Roadmap for Future Action

ITDP began as a cycling advocacy group more than 40 years ago, and we still see cycling as a critical piece of the urban sustainable transport ecosystem. Over the last few decades, the number of cities and countries who share this view has grown exponentially. While we used to have just a few cities to point to as global models and inspiration—Amsterdam, Copenhagen, and other European cities—we now have dozens of global leaders. Many of these leaders are Global South cities involved in the Cycling Cities campaign, including Bogotá, Mexico City, and Fortaleza.

Cycling is now part of global high-level conversations and strategic thinking related to climate change, public health, and economic prosperity. Advocacy from Cycling Cities partners including ECF, the Dutch Cycling Embassy, C40, FIA Foundation, UNEP, and UN-Habitat has led to this recognition. The forthcoming UN Decade of Action for Sustainable Transport (2026–2035)—meant to raise awareness of the role of transport in achieving the UN Sustainable Development Goals—will no doubt be an important venue for continuing to push for cycling.

The Cycling Cities campaign and the impacts and progress documented in this report show that momentum and ambition for cycling is still growing. So, how can we as a community continue to leverage this momentum?

Where do we go from here?

Travelers who ride bicycles to the station can take them onto the cable car in Mexico City. Source: Jeriel via Flickr

- ## 1. Build more high-quality cycle lane networks

  While many more cities have adopted cycle network plans and built new cycle lanes in recent years, few cities in the Global South have a complete, connected network of safe cycle infrastructure. There is still much to be done to ensure that cycle lanes are built in line with high-quality design standards and that this infrastructure is maintained over time.

  ITDP will continue to leverage best-practice cycle lane design and provide technical assistance to cities in our focus regions to plan, design, and construct safe cycle infrastructure.

- ## 2. Think strategically about station area design

  It is key for government officials and decision-makers to understand that cycling works best when integrated into the broader transport system, offering different options for multimodal passenger and freight trips. Rethinking areas around public transport stations and how cycle lanes, bikeshare, and bicycle parking can best link nearby residents to bus or metro lines can be a win-win for users (expanding access) and transport systems (expanding ridership and revenues).

  Station area design is a key focus of ITDP's work linking public transport and active mobility, and we will continue to ensure that station area design reflects the specific mobility needs of surrounding communities.

- ## 3. Encourage national government buy-in and funding

  Cycling is often viewed as a local issue, and thus one that should be managed and funded by cities. However, national government buy-in for cycling as a good investment can encourage scaling and action, especially beyond capital cities.

  Integrating cycling into nationally determined contributions (NDCs) to reduce emissions is one way to signal national-level support. In other cases, like Ethiopia, a national non-motorized transport strategy lays out a vision and pathway for infrastructure development, policy support, and funding. While it is uncommon for countries to seek development financing for stand-alone cycle infrastructure projects, integrating cycle lanes into BRT or metro projects is increasingly attractive to development banks and multilateral agencies.

  ITDP continues to work with partners like the World Bank, Asian Development Bank, and other financiers to identify a pipeline of transport projects that would benefit from integrated cycle infrastructure.

- ## 4. Adapt the narrative to all the benefits of cycling

  One of the great things about cycling is that it has many co-benefits—it is not just good for the environment, it also benefits public health, improves air quality, connects communities, and provides economic opportunities. As local, national, or international priorities shift, it is important to have evidence and case studies to show how cycling impacts these different focus areas and to tailor messaging to align with decision-makers' priorities.

  ITDP is working to bolster our ability to link cycle infrastructure investments to more diverse outcomes, identifying and collecting data on the impact of more cycling on air quality and access to opportunities.

Cycling Cities

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