The Copenhagenize Index 2025 - EIT Urban Mobility Edition

The Global Ranking of Bicycle-Friendly Cities

COPENHAGENIZE INDEX · 2025

REPORT

eit Urban Mobility

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COPENHAGENIZE

Copenhagenize is an industry-leading company and an international reference for all subjects relating to bicycle mobility, working for cities and regions to provide a wide-range of professional support. We use the bicycle as a powerful tool for reshaping spaces and transforming communities, actively fighting contemporary challenges.

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Co-funded by the European Union

For all inquiries: index@copenhagenize.eu

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Preface

EIT Urban Mobility is proud to support the 2025 edition of the Copenhagenize Index, globally-recognised as the industry's most comprehensive benchmark of bicycle-friendly cities. The fruitful collaboration between Copenhagenize and EIT Urban Mobility reflects our shared ambition to make active mobility a cornerstone of sustainable urban life.

Data and benchmarking are powerful tools for shaping better cities. By translating complex realities into comparable insights, the Copenhagenize Index empowers decision-makers to evaluate progress, learn from peers and advance the transition toward cleaner, safer and more inclusive mobility systems.

Beyond serving as a global ranking, this edition positions the Index as a learning instrument, offering public authorities and urban mobility professionals the knowledge, tools and strategies to improve cycling policies and infrastructure. Through a data-driven approach, it connects real-world best practices with hands-on training – helping cities assess their readiness, identify improvement areas and align with international standards.

This 2025 edition introduces an updated city selection methodology to ensure fairness, balance and global representation. By combining quantitative data with qualitative insights, it highlights not only where cycling thrives, but also how cities can turn ambition into tangible results.

Supporting initiatives like this is part of EIT Urban Mobility's broader mission to connect stakeholders, foster innovation, close knowledge gaps, and scale transformative solutions that improve people's everyday lives. Ultimately, our ambitions go beyond data – to build cities that enhance quality of life, contribute to climate resilience and make cycling not just a mode of transport – but a symbol of better urban living.

Marc Rozendal
CEO
EIT Urban Mobility

Introduction

The Copenhagenize Index - EIT Urban Mobility Edition is back — brimming with fresh data and stories from around the cycling world.

Six years after our last edition ranking bicycle-friendly cities, and following a pandemic that reshaped our daily habits — including the way we move around — new questions have arisen: which global cities are truly investing in transforming their streets for cyclists? And which ones have fallen behind?

The answers are revealed in the 2025 edition of the Copenhagenize Index. Out of 150 pre-selected cities, 100 cities from 44 countries were evaluated, making this ranking a one-of-a-kind global benchmark, featuring urban centers from every continent.

The 2025 Copenhagenize Index points to global maturity in cycling policy. Cycling is no longer treated as a niche mobility issue but as a cross-cutting lever for climate action, public health, and overall quality of life. Across continents, we see a shift from pilot projects toward more structured, long-term programs, embedded in broader resilience and sustainable mobility plans.

Yet, the gap between ambition and implementation remains wide, with funding stability, political continuity, and technical capacity emerging as key differentiators between the top and mid-ranking cities.

“The Copenhagenize Index 2025 – EIT Urban Mobility Edition shows that cycling policy has reached a new level of global maturity. Around the world, cycling is now understood not as a marginal transport choice, but as a strategic tool for climate action, public health, and improving quality of life.”

Clotilde Imbert,
CEO at Copenhagenize

Global insights on the top 100 ranking

This international ranking brings together cities from every continent, representing diverse urban forms, climates, and economies. Climate alone does not determine whether a city can become bicycle-friendly or not. From the heat and humidity of Singapore and Dubai to the cold, snowy winters of Helsinki, Québec City and Minneapolis, all have rightfully earned their place in the ranking. These cities show that cycling can thrive anywhere, and that the bicycle has become a powerful tool in tackling climate change.

Beyond climate or topography, the strongest predictor of cycling success is continued investment supported by effective, interdepartmental governance. Cities that treat cycling as a system – integrating infrastructure, communication and monitoring – consistently achieve higher and more stable results.

While historical cycling cities have invested for decades, many of today's top-ranked cities achieved their position by making a decisive policy shift: moving from modest initiatives to making cycling a central pillar of urban development. By embracing the full benefits of cycling, these cities are transforming both mobility and urban livability, adapting infrastructure to meet real user needs, and enabling people of all ages and backgrounds to cycle daily.

European cities dominate the ranking for several reasons, including a strong political commitment — often driven and supported by local citizens — to invest in the ecological transition. But progress is not uniform. Some cities once celebrated as cycling pioneers, particularly in Europe and the Americas, have slowed their investments or scaled back ambitions, and therefore no longer rank among the leaders.

Similarly, in parts of the Global South, streets once full of cyclists are seeing more motorized traffic as economic development progresses. Everyday cycling is caught in a paradox: rising incomes and motorization reduce bicycle use just as governments begin to invest in infrastructure. This underlines the importance of positioning cycling not as a mode of necessity, but as a desirable, efficient and modern transport choice. These shifts highlight the ongoing need for robust data collection and stronger capacity building among local authorities, to reverse declines and support cycling growth.

Global insights on the top 30 ranking

Crossing into the top 30 reflects more than infrastructure quantity; it signals a strong alignment between policy vision, design quality, and everyday use. These cities have normalized cycling as a practical, year-round mode of transport, and not just a mobility alternative, but a social norm.

- The top performers: Utrecht, Copenhagen and Amsterdam remain at the top, now joined by Ghent.
- Major cities on the rise: Paris and Helsinki have dramatically accelerated their efforts and are approaching the doorstep of the world's top performers. They must now demonstrate their ability to remain bicycle-friendly over time.
- Close behind: Antwerp, Münster, Bordeaux, The Hague, Strasbourg, and Montréal are closing the gap thanks to steady investments in all key aspects of bicycle policy.
- Back on top: Nantes has returned to the ranking after its absence from the last edition.
- Newcomers to watch: Québec City, Lyon, Bern, Graz, Bologna, Stockholm, Vitoria-Gasteiz, and Wrocław enter the Index for the first time, signaling strong momentum towards cycling transformation.

What sets the top 30 apart

Most high-ranking cities share one common strength: a clear advance in their design standards, from wider cycle tracks and effective separation from motorized traffic, to the transformation of urban corridors into full bicycle streets where rider volumes justify it. Such infrastructure directly boosts the number of people choosing to cycle. These examples show that streets do not have to prioritize cars — when designed for everyone, the benefits extend across the entire city.

However, there is still room for improvement. Intersections often remain the weakest links, and certain infrastructure types, such as bidirectional cycle tracks, are sometimes applied in contexts where they may not be the most effective.

The leading cities also converge in their strong development of intermodality, linking bicycles and public transportation. This includes safe bicycle parking, bike-share systems, and the integration of shared mobility with public transportation access cards.

Institutionally, these cities stand out for their capacity to transform political determination into delivery. Dedicated cycling units, stable funding mechanisms and robust monitoring systems have enabled them to move from plans to measurable results. They demonstrate a culture of evaluation and iteration, continuously refining designs based on user feedback and data rather than on fixed masterplans.

Ultimately, the 2025 edition of the Copenhagenize Index is more than a ranking. It is a snapshot of how cities are redefining mobility and reclaiming public space. It shows that investing in cycling is not just about transportation, but about shaping healthier, more resilient, and more equitable cities.

Enjoy reading!

The Copenhagenize Team

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What is the Copenhagenize Index?

Started in 2011, the Copenhagenize Index is an evidence-based benchmark tracking to what extent the world's cities have progressed in making cycling safe, convenient, and mainstream. Its purpose is threefold: to recognize leadership, support learning, and provide a transparent framework for planners, advocates, and decision-makers so they might gauge their own progress. The index will help cities diagnose their strengths and weaknesses, set priorities, and learn from the proven practices undertaken by peers to bring forward swift policy improvements.

The 2025 edition marks a significant evolution in the Index's methodology. Building on more than a decade of comparative research, this edition has introduced a revamped, data-driven framework that balances quantitative measurements with qualitative indicators. Consequently, this approach ensures that assessments are tantamount across regions and grounded in assessable evidence, while at the same time capture the human, cultural, and political dimensions of cycling. As a result, the Copenhagenize Index now serves not only as a global ranking but also as a usable standardized database for cities, advocates and researchers worldwide.

The Copenhagenize Index is not a public policy evaluation tool in the traditional sense as it does not endeavor to audit or validate city strategies or mark off items on policy checklists. Instead, it assesses the cyclability of the city itself: to what extent a person can move around easily, safely, and confidently by bicycle. In analyzing factors beyond the existence of a formal bicycle plan, the Copenhagenize Index seeks to seize the real-world conditions that are currently shaping the cyclist's experience. Ultimately, it positions the user at the heart of the assessment. It rewards all local actors involved in making the city bikeable for all.

Dublin, Javaholics © Dublin City Council

Why the Index?

The Copenhagenize Index exists because cycling is more than a means of transportation; it is a lens through which we can grasp how cities work. Evaluating cycling performance ultimately will reveal how cities manage space, prioritize people, and balance mobility with livability. By looking at cycling, the Copenhagenize Index captures a microcosm of urban planning in full action: cities that enable safe and effortless travel by bicycle are usually those that function better for everyone, regardless of how they choose to move about.

Cycling represents one aspect of mobility, mobility reflects the broader system of urban planning, and urban planning determines much of the quality of life in the city. In this sense, the Copenhagenize Index does not turn a blind eye on the larger picture but connects the dots between how the streets are designed, how the policies are implemented, and how the people experience their urban environment every day. Behind every data point lies but a simple question: is this a city where people can circulate freely, healthily, and joyfully?

In order to delve into these interconnections, the 2025 Copenhagenize Index has applied a structured framework of 13 indicators covering infrastructure, usage, governance and perception, and strives to transpose the complex realities of urban cycling into measurable, comparable data.

Manchester © Harry Gray

METHODOLOGY

How we measure what makes a city truly cyclable.

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How is the Index produced?

Framework

The 2025 edition of the Copenhagenize Index has been designed not only to rank cities but also to help them understand the dynamics behind their score, resulting from the interaction of three complementary pillars which together reflect the full ecosystem of cycling. The Index framework was built on a robust, evidence-based methodology organized around 13 indicators grouped into three analytical pillars that bring together the multiple dimensions of a cycling city:

- **Safe & Connected Infrastructure**: Bicycle infrastructures, Bicycle parking areas, Traffic calming, Safety.
- **Usage & Reach**: Bicycle modal share, Modal share growth, Women's share of bicycle trips, Bike share systems, Cargo bikes.
- **Policy & Support**: Political commitment, Advocacy, the Image of the Bicycle, Urban Planning.

From a public policy perspective, these three pillars correspond to the core components in a successful cycling plan and how they interact together to form a coherent system:

- Infrastructure represents the **inputs**: his is concrete investment and physical conditions that have been transforming political will into visible changes on the streets. High scores here reflect tangible investment and progress in creating a safe, continuous, and well-designed infrastructure.
- Usage reveals the **outputs**: the behavioral changes and social impact resulting from the aforementioned investments, and clearly reflecting in who cycles, with what frequency, and in what circumstances. A strong score here indicates that cycling is now mainstream, and has become a trusted means of daily urban mobility by important segments of the population.
- Policy & Support functions as an **enabler**: it provides the financial, institutional, and cultural foundations that will sustain long-term progress. This includes budgets, coherent planning frameworks, strong advocacy ecosystems, and a positive societal narrative built around cycling. High performance in this pillar demonstrates political will, continuous investment, and an ecosystem policy that is capable of spearheading long-term change.

Understanding the interactions between these pillars offers a keen insight into each city's planned course of action. Together, these pillars create a systems-based reading of cycling policy, recognizing that successful cities can balance physical delivery, behavioral outcomes, and institutional capacity. The Index thus moves beyond a simple ranking to become a diagnostic tool, helping cities identify which levers drive success and which require reinforcement to accelerate their cycling transition.

	Pillar	Focus	Indicators	Purpose
Inputs	Safe & Connected Infrastructure	Tangible delivery of cycling conditions and network design	• Bicycle infrastructures • Bicycle parking areas • Traffic calming • Safety	Measures what cities build – the physical investments and design standards that enable safe, continuous cycling.
Outputs	Usage & Reach	Real-world outcomes of cycling policy and infrastructure provision	• Bicycle modal share • Modal share growth • Women's share of bicycle trips • Bike share systems • Cargo bikes	Measures what people do – how much, how often and by who cycling is practiced in daily life.
Enablers	Policy & Support	Institutional, political, and cultural conditions that sustain progress	• Political commitment • Advocacy • Image of the Bicycle • Urban Planning	Measures what makes progress possible – governance, funding, planning and public perception that drive long-term change.

City selection

The 2025 Index ranks 100 cities which have been carefully selected in a transparent, multi-step process. The selection started off with a list of all urban areas of more than 250,000 inhabitants, while also including capital cities with smaller populations when their cycling modal share had become significant. A series of filters was then applied, as follows:

- **Cycling Focus**: The highest bicycle modal-share cities in each country (up to five per country).
- **Momentum**: Preference is given to cities that have been increasing their modal share since 2019.
- **Data Integrity**: Cities are excluded when essential data is missing.
- **Global Balance**: The final list is adjusted to ensure representation from every world region.

While the Index ranks administrative cities, we recognize that bicycles do not know boundaries. Many cities function within larger metropolitan areas or agglomerations where patterns of daily mobility, funding for infrastructure, and responsible governance are shared by different communities. These regional dynamics are considered when interpreting results; for instance, urban areas where housing concerns or jurisdictional fragmentation has led metropolitan authorities to extend cycling networks beyond their city limits. Therefore, the Index focuses at the city level for comparability, yet acknowledges the regional context that has shaped each city's unique cycling system.

Data collection & verification

Each city received a detailed questionnaire requesting quantitative data, policy documents, and evidence of recent action. Submitted information was cross-checked to make sure all reported data was publicly available or verifiable by official sources, open data platforms, or press releases.

In parallel, the Copenhagenize team conducted extensive in-house research to evaluate the qualitative dimensions of cycling: user experience, public perception, advocacy activity, and the visibility of cycling in local media and public discourse. This approach has guaranteed that even if cities did not return the questionnaire, their assessment could be fully completed in-house through publicly available data, field knowledge, and verified third-party sources.

Scoring & normalization

All collected data has been compiled into a comprehensive data matrix. For each indicator, raw values have been converted into a 0–100 standardized score:

- Quantitative indicators are min-max normalized: the best observed value scores 100, the worst scores 0, with all others falling proportionally in between these values.
- Qualitative indicators use predefined point bands which have also been mapped in the 0–100 range.

A city's composite score is a simple average of its 13 indicator scores, giving equal weight to each dimension. Composite scores are then sorted from highest to lowest so as to form the final ranking. The result is a balanced, methodologically transparent index highlighting both the established leaders and the fast-rising contenders, providing every city with a clear, practical roadmap for upgrading their performance.

Comparing & learning

Since all indicators are scaled from 0 to 100, results are comparable across regions and city sizes, but interpretation must account for context: climate, density, governance, and institutional maturity. The Index does not suggest a single ideal model; it surfaces patterns of success that others can adapt to their own context.

The most meaningful comparisons arise among cities facing similar challenges: whether compact versus dispersed urban forms, established versus emerging cycling cultures, or temperate versus extreme climatic conditions.

Beyond the ranking

Ultimately, the Copenhagenize Index is not an endpoint but a support for decision and a diagnostic learning tool. It enables cities to see cycling through a systems lens: linking physical design, policy commitment, and user experience. By treating budget and governance as enabling forces, infrastructure as the foundation, and usage as the outcome, the Index draws attention to the full feedback loop of a cycling city.

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3 pillars, 13 indicators

Safe & Connected Infrastructure Pillar

1. Bicycle Infrastructure

Definition: The bicycle infrastructure indicator measures the total length of the physically protected cycling spaces, including fully separated cycling tracks as well as buffered or curb-protected on-street lanes (one-way or two-way), as a share of the city's network of roadways within its administrative boundaries. A high value indicates that the cycling infrastructure covers a substantial portion of the street network, providing a continuous, low-stress space for everyday bicycle traveling and forming the strongest foundation for increasing cycling levels.

Unit: km of protected bicycle infrastructure per 100 km of roadway networks.

2. Bicycle Parking

Definition: The bicycle parking indicator measures the total number of public street racks and enclosed bicycle-parking hubs located inside the administrative city boundaries, expressed per 1,000 residents. More secure parking spaces per resident will reduce the risk for theft and make it practical for everyone to cycle to work, school, stores, or transit throughout the city without worrying about where to leave their bike.

Unit: Bicycle parking spaces per 1,000 residents.

3. Traffic Calming

Definition: The traffic calming indicator measures the share of a city's street network where the indicated speed limit is 30 km/h or lower (including 30 and 20 km/h zones and designated bicycle streets), expressed as a percentage of the total roadway length inside the administrative city boundaries. A high percentage will indicate a safer, more comfortable street environment for people walking and cycling.

Unit: % of roadway length.

4. Safety

Definition: The safety indicator tracks the annual cyclist fatality rates, expressed as the number of people on bicycles killed in road traffic per 100,000 residents. A lower rate means cycling is safer on a per-resident basis.

Unit: Cyclist fatalities per 100,000 residents.

3 pillars, 13 indicators

Usage and Reach Pillar

5. Bicycle Modal Share

Definition: The bicycle modal share indicator measures the percentage of all daily trips (motorized and non-motorized) that are made by bicycles inside the administrative city boundaries. This metric captures the real footprint of cycling in the entire mobility mix.

Unit: % of all daily trips made by bicycles.

6. Modal Share Growth

Definition: The five-year modal share growth indicator measures how much a city's bicycle share of all daily trips rose (or fell) between 2019 and 2024. By anchoring the baseline in the last pre-COVID year, we see which cities were able to transform the pandemic debate about livability, 15-minute neighborhoods, and pop-up lanes into lasting, measurable gains for cycling.

Unit: Percentage-point change between bicycle modal share in 2024 and 2019.

7. Women's Share of Bicycle Trips

Definition: This indicator measures how much a city's bicycle share of all daily trips rose (or fell) between 2019 and 2024. By anchoring the baseline in the last pre-COVID year, we see which cities were able to transform the pandemic debate about livability, 15-minute neighborhoods, and pop-up lanes into lasting, measurable gains for cycling.

Unit: % of bicycle trips made by women.

8. Bike Share System

Definition: The bike share indicator evaluates whether a city is operating a comprehensive, year-round bicycle-sharing ecosystem (dock or dockless). We look at how dense the fleet is, how intensely it is used, and whether it connects seamlessly with public transportation:

- Coverage Density Unit: bikes per 1,000 residents.
- Usage Rate Unit: trips per bicycle per day.
- Integration of Public Transportation: checks whether the bike-share app or smart card is fully interoperable with the city's public transportation ticketing, making the bike-share part of a wider mobility ecosystem.

9. Cargo Bikes

Definition: The cargo bike indicator rewards cities where cargo bikes—both formal and informal—have become a part of everyday life for families and last-mile logistics. A cargo bike is any pedal or e-cycle with a built-in load capacity (box, long-tail, front-loader, trailer, trike). Regular bicycles with a delivery backpack are excluded from this.

- Household Purchase Subsidy: checks whether the city offers any rebates or grants for residents buying a cargo bike for everyday travel.
- Logistics/Business Subsidy or Dedicated Support: checks whether the city offers grants, tax breaks, or business-support programs for firms adopting cargo bikes.
- Cargo Bike Commercial or Informal Adoption: checks whether national/international parcel firms, local businesses, supermarkets, municipal services, or a widespread DIY culture operate cargo bike fleets on city streets.
- Supportive Infrastructure/Standards: checks whether the city has adopted specific measures for cargo bikes such as curb-level loading bays, parking norms that specify extra-wide racks or marked bays, and designated guidelines for cycle streets that are wide enough for cargo bikes.

3 pillars, 13 indicators

The Policy and Support Pillar

10. Political Commitment

Definition: The political commitment indicator measures how much money the city government sets aside for investment in cycling for every resident each year, averaged over the most recent five-year period. A high figure signals a stronger and more sustained political commitment to make cycling safer and easier.

Unit: € / capita / year, based on the sum of the cycling budget over the last 5 fiscal years.

11. Advocacy

Definition: The advocacy indicator gauges the strength and civic influence of local cycling advocacy groups by checking whether an active, city-wide NGO both engages with the public and has a seat at the policy table. Strong advocacy helps keep cycling on the political agenda and translates community needs into concrete action.

- Active Organization: checks whether at least one city-wide cycling NGO or federation exists and publishes regular updates (on websites, newsletters, social media).
- Public Mobilization: checks whether the NGO has run at least 2 rides, campaigns, or events within the last 12 months.
- Policy Involvement: checks whether the NGO sits on an official committee or has contributed to cycling policy within the last 24 months.

12. Image of the Bicycle

Definition: The image of the bicycle indicator checks whether the bicycle is recognized and promoted as a normal everyday means of transport for people of all ages and social groups. A city scores higher when local media speak positively about the utility of cycling, when it has created a clear public brand for its backbone cycling network, and when it has endorsed school-based learn-to-ride programs.

- Media Tone: analyzes cycling-related headlines published in each of the city's three largest online news outlets over the past 24 months. Each headline is classified as positive, neutral, or negative.
- Bicycle Brand/Network Identity: checks whether the city has developed and publicly uses a distinct visual identity (logo, color scheme, signage) for its main cycle network or city-wide cycling promotion.
- School Cycling Education: checks whether the city is participating in, or has adopted, an official national or regional learn-to-ride program providing on-bike training for children in schools.

13. Urban Planning

Definition: The urban planning indicator assesses the institutional capacity and planning quality that has sustained the city's cycling policy over time. It evaluates whether the city has the essential strategic and technical instruments in place to plan, design, deliver, and monitor protected cycling infrastructures in a consistent and measurable way.

- Unit: km of protected cycling infrastructure built within the last three calendar years per 100 km of roadway networks.
- Cycling Plan/Strategy: verifies that a dedicated cycling plan, active mobility plan, or mobility plan with a full cycling chapter has been published or updated within the past 5 years.
- Dedicated Cycling Unit: checks whether the municipal organization chart includes a staffed office or team whose primary mandate is cycling infrastructures and policy.
- Technical Design Guidebook: looks for a city-issued cycling/street designed guide that is rooted in best practices, specifying layouts, dimensions, and treatments for protected lanes, intersections, parking areas, etc., and used to approve projects.
- Monitoring and Reporting: checks whether the city is publishing at least annual or bi-annual reports, progress reports, or open datasets that track cycling infrastructure, counts, or KPIs.

GLOBAL INSIGHTS

How 100 cities are shaping the future of everyday cycling.

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Regional ranking

Across the 100 cities assessed, clear regional patterns emerge, shaped by differences in governance, investment priorities, urban form, and cultural attitude toward cycling. These factors create distinct trajectories, with some regions accelerating rapidly while others face deeper structural constraints. The regional ranking outlines these dynamics and highlights the global patterns shaping cycling development today.

		Overall Score	Safe & Connected Infrastructure Pillar Score	Usage & Reach Pillar Score	Policy & Support Pillar Score
1	**Montréal (15)**	**58.3**	49.2	60.1	70.5
2	**Québec (29)**	**51.1**	45.1	43.2	68.1
3	**Vancouver (30)**	**50.3**	33.4	52.5	68.7
4	**Portland (35)**	**49.1**	50.7	37.0	70.0
5	**Minneapolis (44)**	**45.2**	50.8	31.3	59.3

1	**Niteroi (43)**	**45.3**	44.9	38.8	62.7
2	**Bogota (51)**	**42.7**	35.7	34.8	65.6
3	**Fortaleza (69)**	**35.5**	30.5	34.2	52.1
4	**Guadalajara (73)**	**34.9**	30.6	26.6	54.3
5	**Buenos Aires (75)**	**32.9**	36.4	29.1	37.5

NORTH AMERICA

Two opposite dynamics characterize North American cities. On one hand, Canadian cities are experiencing a positive and sustained momentum, driven by major investments in cycling infrastructure, most notably through the expansion of their express bicycle network and similar citywide networks. These efforts have resulted in solid usage levels despite harsh winter conditions, reflecting a growing cultural shift toward everyday cycling. On the other hand, many U.S. cities have seen their pre-COVID cycling gains erode, with modal shares declining as remote work policies reduced commuting and as politics shift curtailing investments, particularly in infrastructure. Nevertheless, a vibrant network of community-based organizations and local advocates continues to sustain a pro-cycling culture in many American cities, preventing a full reversal of progress.

LATIN AMERICA

Cycling policy in Latin American cities is becoming increasingly institutionalized, marking a shift from isolated projects to structured strategies integrated within broader urban and climate agendas. This progress is especially meaningful in a region where urban populations continue to grow rapidly and where the private car still enjoys strong social prestige. Cities that are more compact and easier to manage often perform better, as decisions can be implemented faster and have a higher potential for visible, short-term impact. In contrast, larger urban areas face greater challenges linked to the immensity of their territory and road networks. The outlook remains positive, but the momentum must be sustained: for cities that have implemented their first-generation cycling policies, the next step is to keep pushing forward to transform ambition into lasting action that makes cycling a practical and inclusive choice for everyday mobility.

Regional ranking

		Overall Score	Safe & Connected Infrastructure Pillar Score	Usage & Reach Pillar Score	Policy & Support Pillar Score
1	Utrecht (01)	71.1	67.1	64.4	79.2
2	Copenhagen (02)	70.8	73.8	65.2	76.6
3	Ghent (03)	67.6	59.2	66.1	83.1
4	Amsterdam (04)	66.6	68.7	66.5	62.4
5	Paris (05)	65.0	70.8	73.1	56.4

1	Quelimane (83)	27.4	2.0	29.1	52.6
2	Kisumu (94)	19.2	4.0	26.0	30.0
3	Addis Ababa (98)	15.5	8.1	12.1	35.0
4	Nairobi (99)	14.2	4.0	12.7	30.2
5	Ouagadougou (100)	11.9	3.7	7.2	27.5

1	Christchurch (38)	48.0	37.9	39.7	76.5
2	Taipei (39)	47.4	47.0	49.7	45.8
3	Wellington (47)	44.2	39.7	31.8	74.3
4	Fukuoka (48)	43.3	24.9	48.2	56.9
5	Seoul (58)	40.6	45.8	33.1	41.0

EUROPE

European cities remain the most well-rounded when it comes to bicycle policy. Their extensive, safe, and connected cycling networks translate directly into high levels of use. This is complemented by top-quality services such as secure parking and well-managed bike-share systems that are increasingly integrated with public transport, particularly train networks, allowing seamless intermodal journeys. These cities also benefit from their medieval heritage, with compact urban forms and dense, permeable street grids that naturally encourage short-distance trips by bicycle or on foot. Finally, what truly distinguishes European cities is their emphasis on evidence-based policymaking: systematic data collection and continuous policy updates driven by user feedback loops ensure that progress is both measurable and adaptive.

AFRICA

Across African cities, policy and institutional support scores tend to outperform infrastructure and usage indicators, a typical pattern for regions in the early stages of bicycle policy development. In many cases, cycling remains a pragmatic and affordable mode of transport, meaning usage often precedes infrastructure. The key challenges lie in building safe, continuous networks and securing stable financing for implementation. Safety remains a major concern, as existing cycling facilities –when they exist– are frequently shared with motorized two-wheelers. Yet, this early stage also presents a unique opportunity: African cities can embed strong data-collection frameworks and engineering standards from the outset, ensuring that their emerging cycling policies evolve on solid foundations.

ASIA & OCEANIA

A vast region marked by diverse contexts and approaches to bicycle urbanism. In Oceania, New Zealand cities emerge as top performers, thanks to a comprehensive cycling policy framework. However, recent political shifts and tighter budgets have introduced uncertainty in infrastructure investment, raising concerns about long-term momentum. In Asia, Japanese cities display a mature, deeply ingrained cycling culture, with steady and relatively high modal shares sustained over decades. Policies emphasize safety, public health, and support for an aging population, recognizing cycling as an everyday utility mode. Unlike Europe, Japan's infrastructure model favors shared pedestrian-cycling paths and on-carriageway lanes, a distinctive yet functional system adapted to local urban density and behavior.

Copenhagenize Index 2025
EIT Urban Mobility Edition

The Global Ranking of Bicycle-Friendly Cities

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2 Copenhagen
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24 Ljubljana
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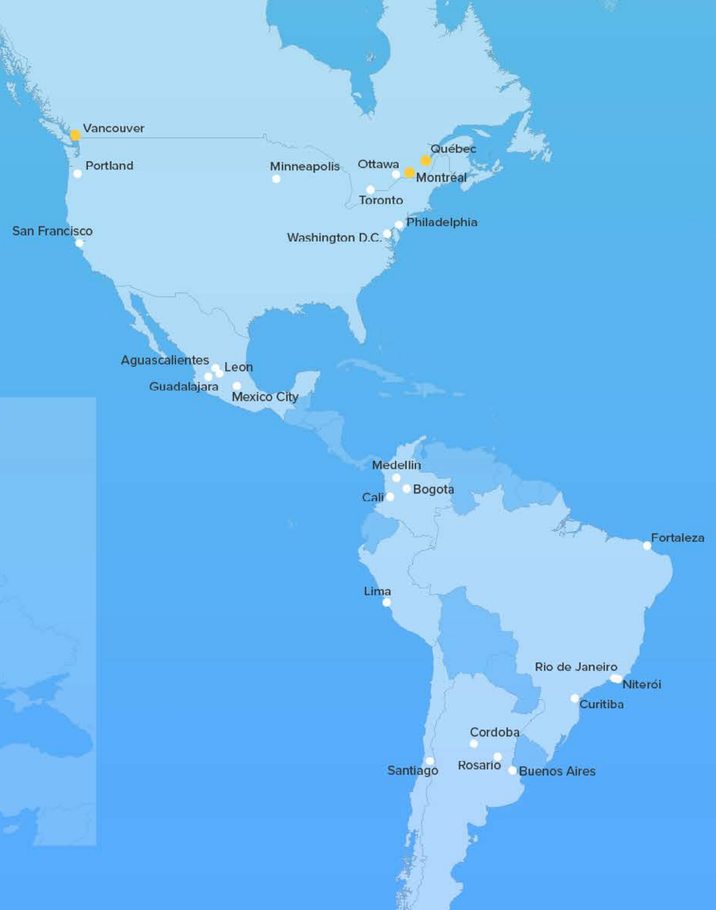
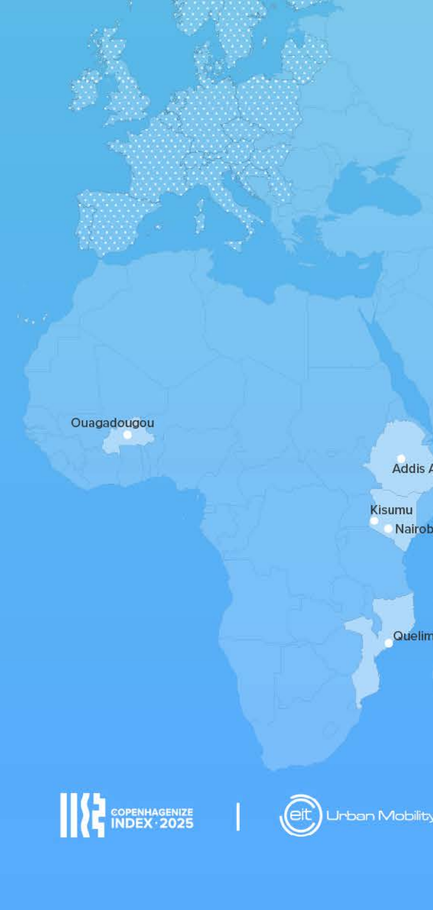
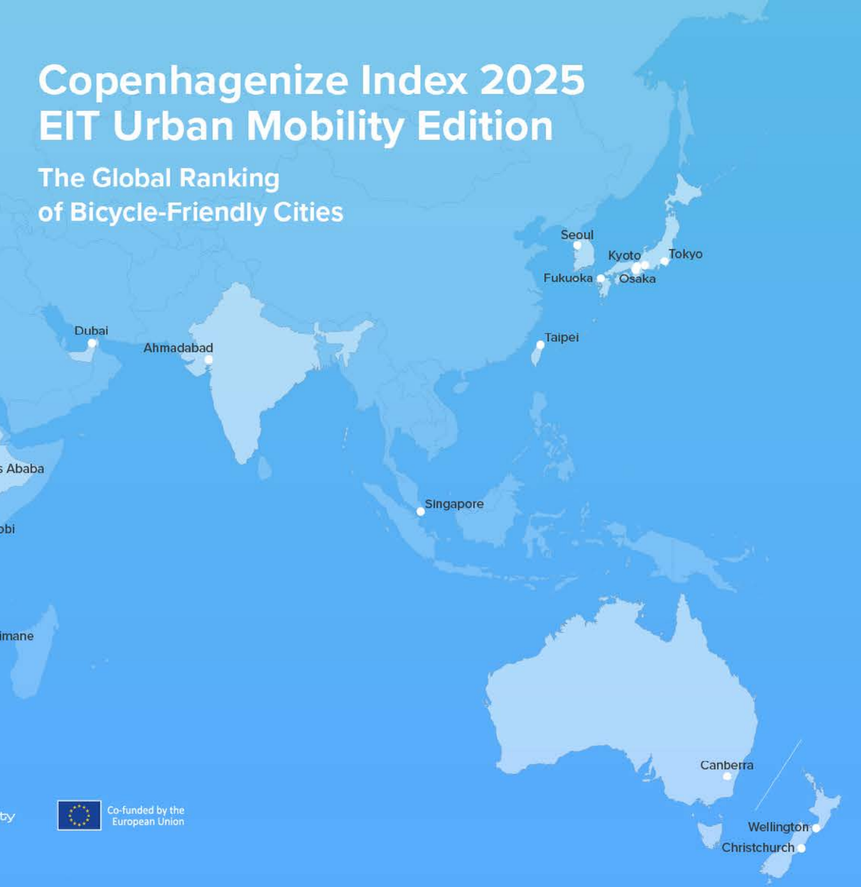
26 Stockholm
27 Vitoria-Gasteiz
28 Wroclaw
29 Québec
30 Vancouver

Zoom on Europe:







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Ranking 2025

			Overall Rank	Overall Score	Safe & Connected Infrastructure Pillar Score	Usage & Reach Pillar Score	Policy & Support Pillar Score
EU	Netherlands	**Utrecht**	**1**	71,1	67,1	64,4	79,2
EU	Denmark	**Copenhagen**	**2**	70,8	73,8	65,2	76,6
EU	Belgium	**Ghent**	**3**	67,6	59,2	66,1	83,1
EU	Netherlands	**Amsterdam**	**4**	66,6	68,7	66,5	62,4
EU	France	**Paris**	**5**	65,0	70,8	73,1	56,4
EU	Finland	**Helsinki**	**6**	64,9	60,2	58,3	80,3
EU	Germany	**Münster**	**7**	64,7	56,2	61,8	80,3
EU	Belgium	**Antwerp**	**8**	64,4	51,2	75,4	63,9
EU	France	**Bordeaux**	**9**	62,9	53,7	69,7	65,1
EU	France	**Nantes**	**10**	62,8	55,3	65,2	68,4
EU	Germany	**Bonn**	**11**	61,4	50,1	69,9	64,6
EU	Netherlands	**The Hague**	**12**	61,0	55,8	62,3	65,6
EU	France	**Strasbourg**	**13**	60,3	54,2	56,3	73,0
EU	France	**Lyon**	**14**	58,9	53,4	52,2	77,0
NA	Canada	**Montréal**	**15**	58,3	49,2	60,1	70,5
EU	Sweden	**Malmö**	**16**	57,7	50,9	63,5	59,5
EU	Germany	**Munich**	**17**	57,6	54,1	57,5	57,8
EU	Norway	**Oslo**	**18**	57,2	45,2	50,6	76,3
EU	Austria	**Vienna**	**19**	56,7	55,1	55,0	66,7
EU	Switzerland	**Bern**	**20**	56,4	43,2	64,4	61,2
EU	Austria	**Graz**	**21**	55,8	49,1	52,7	71,6
EU	Switzerland	**Zurich**	**22**	55,7	45,3	48,0	74,2
EU	Netherlands	**Rotterdam**	**23**	55,1	50,6	56,8	54,8
EU	Slovenia	**Ljubljana**	**24**	54,6	51,8	55,9	65,3
EU	Italy	**Bologna**	**25**	54,4	49,1	56,9	66,7
EU	Sweden	**Stockholm**	**26**	53,4	61,2	45,8	59,8
EU	Spain	**Vitoria-Gasteiz**	**27**	52,2	54,0	39,4	75,4
EU	Poland	**Wroclaw**	**28**	51,3	67,8	37,4	60,3
NA	Canada	**Québec**	**29**	51,1	45,1	43,2	68,1
NA	Canada	**Vancouver**	**30**	50,3	33,4	52,5	68,7
EU	Spain	**Valencia**	**31**	50,2	55,6	41,1	57,3
EU	Belgium	**Brussels**	**32**	50,0	42,6	54,2	44,2
EU	UK	**London**	**33**	49,7	49,6	46,3	51,7
EU	UK	**Manchester**	**34**	49,2	45,2	42,9	65,0
NA	United States	**Portland**	**35**	49,1	50,7	37,0	70,0
EU	Norway	**Bergen**	**36**	48,5	48,1	40,5	64,5
EU	Germany	**Cologne**	**37**	48,3	28,5	61,2	54,8
OC	New Zealand	**Christchurch**	**38**	48,0	37,9	39,7	76,5
AS	Taiwan	**Taipei**	**39**	47,4	47,0	49,7	45,8
EU	Denmark	**Aarhus**	**40**	47,1	44,2	41,2	58,9
EU	Germany	**Bremen**	**41**	46,2	31,8	48,2	57,5
EU	Spain	**Barcelona**	**42**	46,0	54,4	37,9	51,7
SA	Brazil	**Niterói**	**43**	45,3	44,9	38,8	62,7
NA	United States	**Minneapolis**	**44**	45,2	50,8	31,3	59,3
EU	Finland	**Tampere**	**45**	45,0	51,7	43,3	39,9
EU	UK	**Glasgow**	**46**	44,3	46,2	42,2	55,8
OC	New Zealand	**Wellington**	**47**	44,2	39,7	31,8	74,3
AS	Japan	**Fukuoka**	**48**	43,3	24,9	48,2	56,9
EU	Ireland	**Dublin**	**49**	43,1	35,3	50,1	55,8
EU	Lithuania	**Vilnius**	**50**	42,9	38,5	39,1	62,4

Ranking 2025

			Overall Rank	Overall Score	Safe & Connected Infrastructure Pillar Score	Usage & Reach Pillar Score	Policy & Support Pillar Score
SA	Colombia	**Bogotá**	**51**	42,7	35,7	34,8	65,6
EU	Spain	**Seville**	**52**	42,4	42,7	39,5	40,0
EU	Poland	**Poznań**	**53**	42,1	47,7	26,2	62,1
NA	United States	**San Francisco**	**54**	41,9	37,9	34,8	62,6
NA	Canada	**Toronto**	**55**	41,6	34,5	45,9	49,9
EU	Spain	**Zaragoza**	**56**	41,5	47,0	26,2	55,8
EU	Hungary	**Budapest**	**57**	41,2	38,1	34,9	52,4
AS	South Korea	**Seoul**	**58**	40,6	45,8	33,1	41,0
AS	Japan	**Kyoto**	**59**	40,4	29,9	41,2	54,7
AS	Singapore	**Singapore**	**60**	40,1	45,1	22,3	68,5
EU	UK	**Bristol**	**61**	39,5	42,4	20,3	60,0
EU	Poland	**Warsaw**	**62**	39,4	53,3	28,2	46,1
EU	Poland	**Gdansk**	**63**	38,9	53,8	33,0	35,4
NA	United States	**Washington D.C.**	**64**	38,8	33,1	32,9	61,1
EU	Czechia	**Brno**	**65**	38,7	37,5	35,2	47,2
EU	Portugal	**Lisbon**	**66**	37,0	34,8	32,3	51,5
NA	Canada	**Ottawa**	**67**	36,0	30,5	33,8	49,0
EU	Poland	**Lodz**	**68**	35,7	55,5	9,9	54,2
SA	Brazil	**Fortaleza**	**69**	35,5	30,5	34,2	52,1
NA	United States	**Philadelphia**	**70**	35,4	27,7	31,0	56,7
AS	Japan	**Nagoya**	**71**	35,2	24,4	40,3	41,0
AS	Japan	**Tokyo**	**72**	35,0	26,1	38,2	40,8
SA	Mexico	**Guadalajara**	**73**	34,9	30,6	26,6	54,3
AS	Japan	**Osaka**	**74**	34,8	31,7	44,6	27,7
SA	Argentina	**Buenos Aires**	**75**	32,9	36,4	29,1	37,5

			Overall Rank	Overall Score	Safe & Connected Infrastructure Pillar Score	Usage & Reach Pillar Score	Policy & Support Pillar Score
SA	Chile	**Santiago**	**76**	31,7	28,0	34,3	32,5
EU	Luxembourg	**Luxembourg City**	**77**	31,6	46,7	15,6	42,5
EU	Sweden	**Gothenburg**	**78**	30,1	25,9	45,0	16,6
EU	Italy	**Milan**	**79**	29,5	35,2	20,9	40,7
OC	Australia	**Canberra**	**80**	28,3	27,9	17,8	47,5
SA	Mexico	**Mexico City**	**81**	28,1	31,1	35,1	23,4
SA	Colombia	**Medellín**	**82**	28,0	29,4	23,1	35,3
AF	Mozambique	**Quelimane**	**83**	27,4	2,0	29,1	52,6
EU	Serbia	**Novi Sad**	**84**	27,1	4,2	38,2	40,1
AS	UAE	**Dubai**	**85**	25,8	33,3	25,7	22,7
SA	Peru	**Lima**	**86**	25,5	28,1	11,6	43,4
AS	India	**Ahmedabad**	**87**	23,4	28,1	12,7	35,0
SA	Argentina	**Rosario**	**88**	23,1	21,5	18,7	27,5
SA	Colombia	**Cali**	**89**	23,0	21,6	11,7	45,8
EU	Croatia	**Zagreb**	**90**	21,8	27,6	2,2	43,7
SA	Mexico	**Leon**	**91**	21,6	22,5	20,2	21,9
SA	Brazil	**Curitiba**	**92**	20,2	23,7	8,6	37,6
SA	Brazil	**Rio de Janeiro**	**93**	19,7	4,7	19,8	38,3
AF	Kenya	**Kisumu**	**94**	19,2	4,0	26,0	30,0
SA	Argentina	**Córdoba**	**95**	18,4	20,9	20,3	10,8
SA	Mexico	**Aguascalientes**	**96**	17,3	17,3	0,8	33,6
EU	Latvia	**Riga**	**97**	16,4	6,1	21,4	26,4
AF	Ethiopia	**Addis Ababa**	**98**	15,5	8,1	12,1	35,0
AF	Kenya	**Nairobi**	**99**	14,2	4,0	12,7	30,2
AF	Burkina Faso	**Ouagadougou**	**100**	11,9	3,7	7,2	27,5

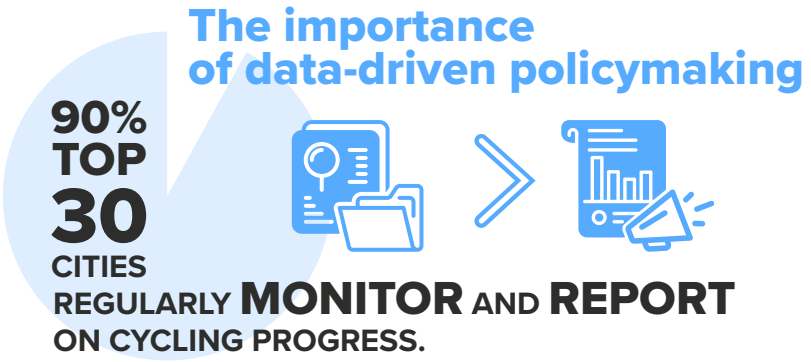
Building policy on evidence: turning ambition into measurable progress

The 2025 Copenhagenize Index demonstrates that cities leading the global cycling transition share one defining trait: they have made data collection and evaluation a permanent part of policymaking. Progress no longer depends on intuition or individual champions; it depends on a city's capacity to transform observation into knowledge and knowledge into action, closing the feedback loop between planning, delivery, and everyday use.

Over time, cycling policy has evolved through successive phases of maturity. Early approaches focused on visible projects and political signaling: from building lanes, to holding campaigns and raising awareness. The next phase emphasized coherence: connecting networks, improving safety, and integrating cycling within mobility plans. Today, the most advanced cities are entering a new stage where data drive iteration. They use real-time monitoring, user feedback, and performance metrics to recalibrate infrastructure, adjust priorities, and redesign streets around people rather than vehicles.

This marks a shift from cycling policy as a sequence of projects to cycling policy as a system of learning. Cities that embed evaluation into their governance structures can track progress, justify investment, and maintain public trust. By contrast, cities that do not institutionalize evaluation remain driven by perception rather than evidence, leaving them vulnerable to stagnation when political priorities change.

Ultimately, the Index itself stands as an empirical proof of the value of evidence-based governance. By combining quantitative data with qualitative insight, it shows that cycling success depends not only on what cities build, but on how they learn from what they build. Data are the foundation of this transformation, the infrastructure that makes all other possible.



Copenhagen has the world's highest **density of cycling infrastructure** with **52 km of protected bicycle lanes** for every 100 km of roadway.

Among the **100 assessed** cities, **only 5** reported **0 cyclist fatalities.** 2020 > 2024

Top 3 cities for **secure bicycle parking**

Utrecht	Osaka	Ghent
89	78	68

spaces per 1,000 inhabitants

Safe and Connected Infrastructure Pillar

Thanks to their generalized **30** urban speed limits, **French cities** provide some of the calmest and most comfortable **street environments** for walking and cycling.

Bordeaux	Nantes	Paris
89%	88%	87%

of total street networks

Over just **3 years**, **Singapore** expanded its network by an impressive **230 km** of protected bicycle infrastructure, reflecting its **strong commitment** to active mobility.

2022 2024

Paris shows the **strongest growth** in cycling

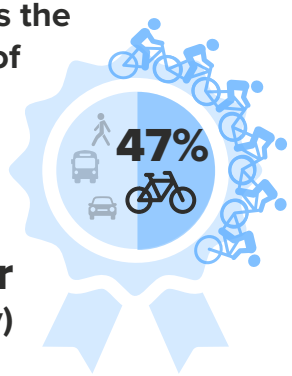
marking one of the most significant post-COVID rises globally.

1/2 cities operating bike-share systems offers **integration with public transport,**

allowing users to
- link transport cards,
- unify fares,
- access multimodal bundles through a single platform.

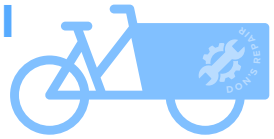
Who leads the world of **cycling modal share** ?

Münster (Germany)

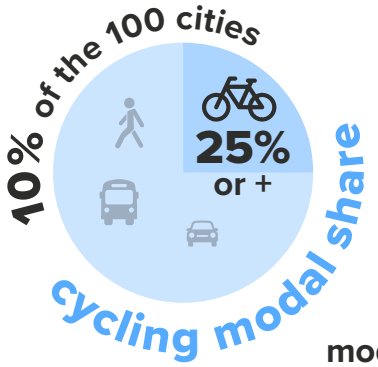


Usage and Reach Pillar

While **90 cities** show clear **commercial** adoption of **cargo bikes**,

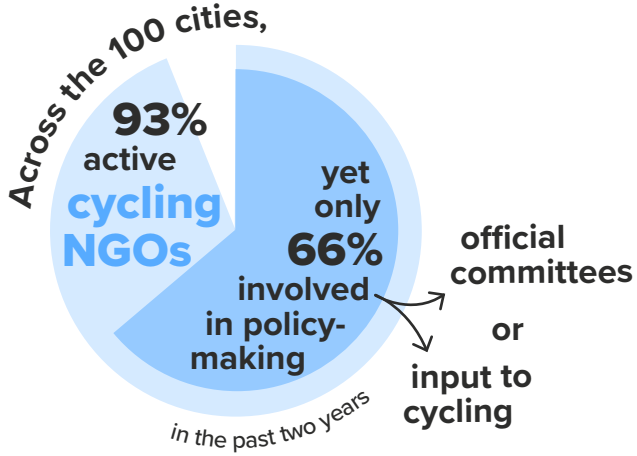


only 39% provide dedicated **financial or policy support**, encouraging cargo bike adoption.



all European, confirming cycling as a **mainstream** mode of transport.

2/3 TOP 30 CITIES report a **female cycling share** of **45%** or higher, reflecting perceived safety in everyday cycling.



Higher **per-capita spending**

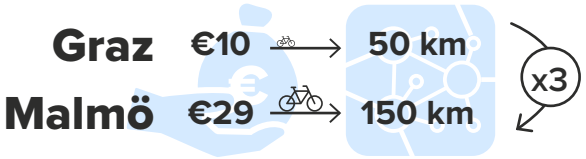
better overall performance

2025 Ranking

2	1	3
Copenhagen	Utrecht	Ghent
38 € per capita	64 € per capita	33 € per capita

Policy and Support Pillar

Cities that **invest** more per capita tend to deliver **more extensive cycling networks**



While **91** cities have an adopted cycling master **plan** or SUMP,

only 72 have issued **design guidebooks** aligned with best practices.

Top 30 cities' main secret ?

Cycling master **plan** or Sustainable Urban Mobility Plan

&

Dedicated **team** working on cycling policy

Cities evaluated but not included in the final Copenhagenize Index

Cities evaluated but not included in the final selection,

as five other cities in their country showed higher cycling modal share.

EU	Germany	Berlin
EU	Germany	Dresden
EU	Germany	Frankfurt am Main
EU	Germany	Hamburg
EU	Germany	Leipzig
EU	Poland	Krakow

We sincerely thank all these cities that shared valuable data on their cycling policies. Their commitment to advancing everyday cycling is clear, and bicycle use in these cities is already remarkably strong. We encourage them to continue their work and dedication to creating safer, more sustainable, and more enjoyable environments for people who cycle.

Cities pre-selected, evaluated but not retained,

due to low cycling modal share or insufficient data availability.

EU	Albania	Tirana
EU	Greece	Athens
EU	Greece	Thessaloniki
EU	Italy	Torino
EU	Lithuania	Kaunas
EU	Spain	Murcia
EU	United Kingdom	Liverpool
NA	Canada	Winnipeg
NA	United States	New York
NA	United States	Boston
NA	United States	Pittsburgh
SA	Costa Rica	San José
SA	Ecuador	Quito
SA	Uruguay	Montevideo
AS	Bangladesh	Dhaka
AS	China	Beijing
AS	China	Guangzhou
AS	China	Hangzhou
AS	China	Shanghai
AS	India	Delhi
AS	India	Lucknow
AS	India	Mumbai

AS	India	Pimpri-Chinchwad
AS	Myanmar	Yangon
AS	Turkey	Eskisehir
AS	United Arab Emirates	Abu Dhabi
AS	Vietnam	Ho Chi Minh
AF	Morocco	Agadir
AF	Morocco	Marrakech
AF	South Africa	Cape Town
AF	South Africa	Durban
AF	South Africa	Johannesburg
AF	Tanzania	Dar es Salaam
AF	Tanzania	Morogoro
AF	Tanzania	Mwanza
AF	Tunisia	Sfax
AF	Rwanda	Kigali
AF	Uganda	Kampala
OC	Australia	Adelaide
OC	Australia	Gold Coast
OC	Australia	Melbourne
OC	Australia	Newcastle
OC	Australia	Sydney
OC	New Zealand	Auckland

TOP 30 CITIES

The cities setting the global standard for bicycle urbanism.

COPENHAGENIZE INDEX · 2025

eit Urban Mobility

Co-funded by the European Union

Utrecht claims the top spot in this year's Copenhagenize Index and stands at the heart of Dutch cycling excellence, as a compact, human-size city which has proven that a huge impact can be traced to smart urban strategies. With nearly one-third of all trips made by bicycle, Utrecht demonstrates what can happen when cycling is fully integrated into urban planning: a city built on flow, precision, and purpose with cycling at its core.

Overall Score

71.1

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
67.1	**64.4**	**79.2**

The Key Lessons

Utrecht's success combines a connected cycling network, safe and calm streets, and a growing number of bicycle-priority corridors that together have produced one of the most complete urban cycling systems in the Netherlands. With an annual cycling budget of 63€ per person, the city's investments go far beyond tracks and bicycle streets, integrating cycling into urban development and planning. More than 100,000 combined on-street racks and guarded spaces ensure parking matches demand, from neighborhoods to the Utrecht Central Station, home to the world's largest indoor bicycle parking garage. Utrecht's infrastructure and parking forms a complete, cohesive, and comfortable ecosystem, where the bicycle has become the default mode of transportation in everyday life. What sets Utrecht apart is that it has understood something paramount long before most others, that the goal is no longer to make space for cycling, but to construct the city around cycling. It has moved beyond infrastructure delivery to reimagining how the city can function: redefining circulation, reclaiming space, and turning the bicycle into the organizing principle of urban life.

The Mobiliteitsplan 2040 continues to embed cycling into every planning decision so that this dynamic mid-sized city will maintain its livability as it continues growing. Recent projects highlight Utrecht's philosophy of reclaiming streets from cars, by reducing or eliminating them entirely, and creating even more space for bicycles and people. The city is now hardly pondering on the decision of where to put more cycle tracks, but rather if the street needs cars at all. Nachtegaalstraat was transformed into a cycling street, reducing car lanes and adding trees, furniture, and wider sidewalks for the 15,000 cyclists passing through daily. Amsterdamsestraatweg took away parking spots for cars to make room for wider cycle tracks, lower speeds, and speed bumps. The Westelijke Stadsboulevard transformed a four-lane artery into a green boulevard with safer crossings and lower speed limits for automobiles.

If Utrecht tops this year's ranking, it's also because it has gone beyond infrastructure and parking. Through the Fietsdeals program, residents with low income can buy refurbished bikes for only €30, a price that even includes one year of free repairs. A few thousand bicycles have already been distributed through this program. Meanwhile, Utrecht's Cargobike Festival and partnerships with operators like Cargoroo and OV-fiets promote cycling as a mainstream mobility option, both for individuals and businesses alike. Advocacy groups like Fietsersbond Utrecht and the Bicycle Mayor keep civic dialogue alive, making sure cyclists have a voice in every decision.

The Way Forward

This advanced cycling city continues to lead by example, currently developing a fully car-free district that will house 12,000 people. Utrecht can further strengthen its global role as a cycling powerhouse by sharing studies on the business benefits and positive externalities of cycling mobility as a framework through which the entire city can evolve. By sharing its knowledge so other cities can learn from its experience, Utrecht will multiply the impact of its success far beyond its city limits - this is what we expect from the world capital of cycling.

Utrecht - a self-actualized cycling city, offering lessons that resonate around the world.

Long regarded as the benchmark of cycling cities, Copenhagen has led the global movement for decades, shaping how the world thinks about bicycle infrastructure. Its extensive network, consistent investment, and deeply rooted cycling usage have made it a global reference point. As new questions emerge about how already mature cycling cities continue improving, Copenhagen is preparing to respond. The city's largest-ever cycling budget, approved for 2026, signals renewed ambition of a new wave of innovation, hinting that the best may be yet to come.

Overall Score

70.8

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
73.8	**65.2**	**76.6**

The Key Lessons

Copenhagen has long defined the global standards for cycling infrastructure and design, maintaining the highest infrastructure density in the world with 52 kilometers of protected bicycle tracks for every 100 km of roadway. This network supports an impressive 29% modal share of all trips by bicycle and continues to evolve to address new challenges. In recent years, Copenhagen has expanded its playbook of solutions by finally introducing bicycle streets in dense corridors such as Nyhavn, Rantzausgade, and Nordre Frihavnsgade, where cyclists eventually lead the flow. The Dybbølsbro area illustrates this evolution, with Copenhagen accommodating high cycling volumes on tracks up to 9 meters wide, while in other parts of the city, street profiles have been reimagined to incorporate green infrastructure for rainwater management.

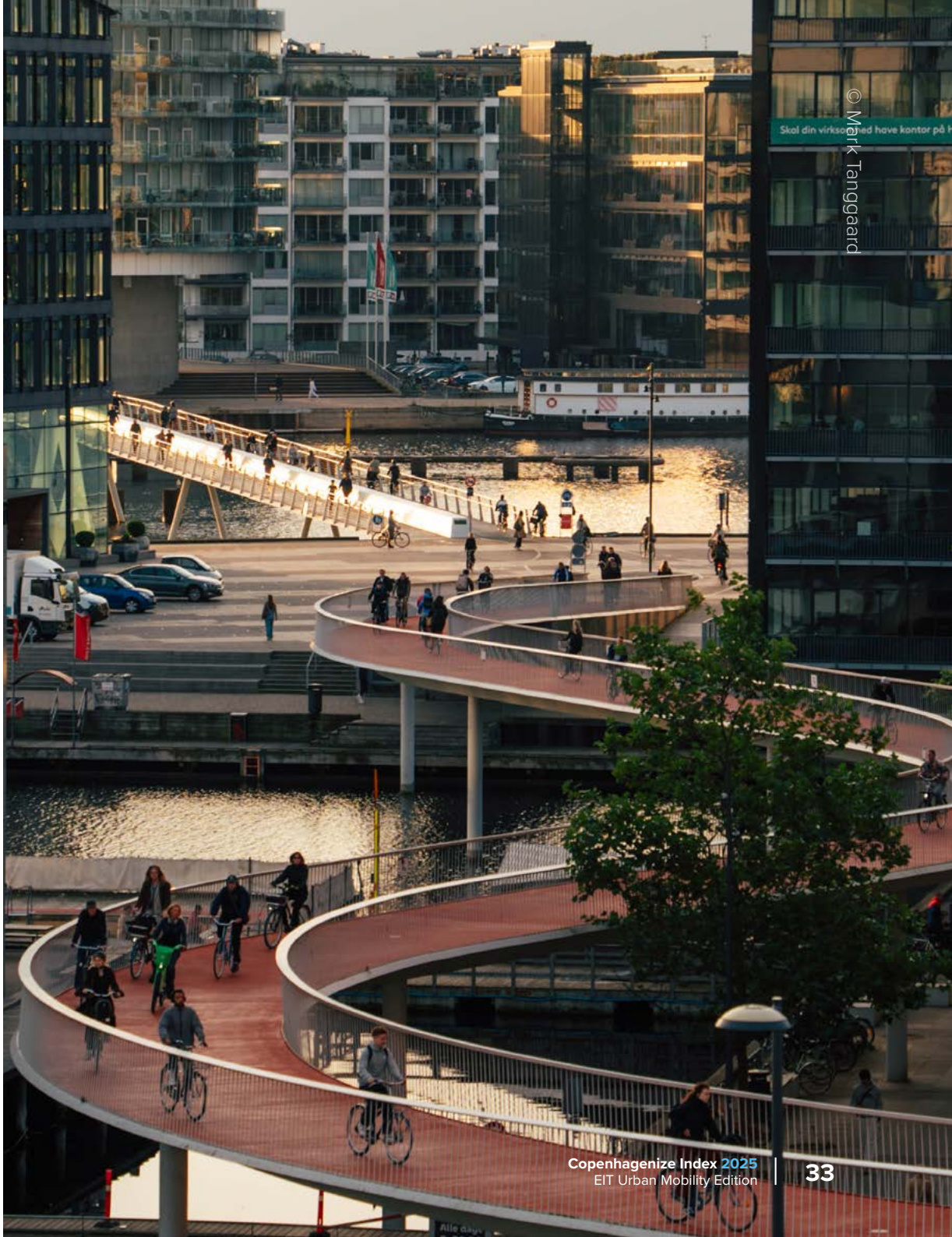
Yet the next chapter for Copenhagen lies not in the quantity, but in rebalancing the city for all forms of life. As car numbers rise, the challenge is to strengthen traffic calming, expand 30 km/h speed limit zones, and create car-free areas around schools, while simultaneously expanding green-wave corridors and climate resilient street redesign. These measures will sustain Copenhagen's renowned livability and bolster environmental leadership. Over the past five years, the city has invested nearly €38 per inhabitant annually in cycling, a level of consistency that makes evident Copenhagen's long-term commitment to everyday cycling.

What is continuing to distinguish Copenhagen is not only the scale of everything it has already built, but its habit of continuously refining, updating, and improving its streets in response to real world challenges. The city remains one of the most influential references in globalized bicycle urbanism, a place where principles of design together with a culture of planning haveshaped cycling policy far beyond Denmark's borders.

The Way Forward

The recently voted cycling budget paired with an ambitious program for the upcoming years mark an important step for Copenhagen, even when the real test will be what the city can ultimately deliver. The projects announced for implementation, from new cycling connections to safer school streets, address precisely the areas where Copenhagen must continue evolving. If effectively carried out, these improvements will strengthen the city's weakest links and reinforce the qualities that have long made it the global reference. This is why Copenhagen remains the city to watch: it stands out at a pivotal moment where a committed resolve and firmness of purpose may well define the next chapter of cycling leadership.

What distinguishes Copenhagen today is its ability to keep improving a model the world already looks to.



Ghent stands not only as Belgium's most bicycle-friendly city in the 2025 Copenhagenize Index, but as an inspiration for cities worldwide. By firm leadership, the city has used a bold circulation plan to turn otherwise car-oriented streets into calm, livable urban spaces that make cycling safe and intuitive for adults and children alike.

Overall Score

67.6

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
59.2	**66.1**	**83.1**

The Key Lessons

Ghent's cycling story didn't start yesterday. Since 1992, its bicycle strategy evolved around four solid pillars: functional infrastructure, parking, awareness, and dedicated governance. The plan identified key corridors across the city, replacing oversized roads with human-size routes and creating bridges and underpasses to keep users safe. The city has also been at the forefront of national innovation, creating the country's first bicycle street in 2011. Add to that a plan that is boosting bicycle parking and a steady investment in education and promotion, and Ghent's streets are a reflection of thirty years of consistent, purpose-driven planning.

With this circulation plan, Ghent didn't set out to ban cars. Instead, it set out to shift the paradigm by prioritizing active mobility and public transportation. Motorized traffic through town was systematically rerouted to the ring road and the parking shifted underground, freeing up valuable space for people. The reclaimed streets blossomed into public squares, bicycle streets, and calm areas. The results were seen immediately: a vibrant city center, and a modal share of 34% for cycling, up from 22% a decade ago. In this transformation, Ghent proved that when space is given back to people, they fill it up with life.

Today, Ghent's bicycle network is made up of a vast network of calmed neighborhoods, nearly 20 kilometers of bicycle streets and over 300 kilometers of strategically-placed protected lanes, all seemingly connected to the regional cycle highways. But we aren't just talking about infrastructure here—we are talking about a statement about the quality of life, declaring that bicycles belong to the heart of urban life. The combination of smart planning and civic courage has made Ghent not just bicycle-friendly, but also profoundly people-friendly.

The Way Forward

Ghent continues to push out boundaries both in cycling and in the activation of street life. The city is testing a micro-design approach to prevent cyclists from falling by filling tram tracks with rubber and exploring regulations that would ban cars from overtaking bikes in downtown streets. Yet, as local politics change, one question looms large: will Ghent keep leading with courage and inspiring other cities? If it does, its streets will keep telling the story that planning for people and bicycles means designing better cities.

The turning point in Ghent came with the new circulation plan in 2017, a masterwork in human-centered urban planning.

© City of Ghent

Amsterdam continues to be a global cycling benchmark, the very definition of what a bicycle-friendly city needs to be. Its super-mature system is fine-tuned for daily use to the extent that cycling has become the default, not the alternative. With 37% of all trips done by bicycle, how can a city like Amsterdam push for cycling perfection? This can be accomplished by a continued investment in safer, calmer streets, but also by coping with newer challenges concerning e-bikes, bicycle congestion, and tourist behavior.

Overall Score

66.6

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
68.7	**66.5**	**62.4**

The Key Lessons

Amsterdam's network now includes nearly 560 km of protected cycle tracks within its city limits, one of the densest and most continuous in the world. Following the 2023 city-wide 30 km/h speed limit rollout, 82% of streets now circulate at calmer speeds, and have redefined the city's street hierarchy around safety and comfort. In 2024 the city doubled its cycling budget from the previous year, confirming a strong political will to enhance quality, maintenance, and coherence. These numbers demonstrate that Amsterdam has gone past the stage of building and expanding the cycling network, and is now moving to refine the user experience.

In a city known for its many canals and small charming streets, land is scarce and water abounds. Finding enough space to keep up with bicycle parking demands is not obvious, but Amsterdam has continued innovating and using the water to its advantage. In 2023 the city opened a spectacular underwater bicycle parking garage at the Central Station, adding 11,000 new spaces underneath the canal. This was a global first and proved once again that Amsterdam is a leader in cycling innovation. This brings the total secured bicycle-parking to an impressive 42,000 available spaces. Amsterdam is also reclaiming space from cars, transforming the historic canal belt into a continuous fietsstraat (bicycle street) as part of the Binnering project.

Since 2021, the school streets program has closed off roads to motorized traffic during the pick-up and drop-off hours, encouraging the children and parents to walk and cycle to school. With 15 streets already active and 10+ added annually, the city is nurturing safer, more child-friendly neighborhoods today and for generations to come. Amsterdam even created a meaningful solution for abandoned bicycles. The Fietsdepot (bicycle depot) offers them a second life. Repaired by a social organization at the depot, the bicycles are then donated to low-income residents, refugees, and people in asylum centers. This is evidence that Amsterdam's cycling policy has extended beyond mobility to social inclusion.

The Way Forward

Amsterdam's present task is no longer cycling growth, but taming it. The city is finding solutions to speed differences brought about by the rise of the use of e-bikes, managing high numbers of tourists on bicycles, and ensuring courtesy on shared routes. Future success will depend on managing the coexistence between different users to keep cycling safe, smooth, and enjoyable for all.

A mature cycling city, now refining the art of bicycle urbanism to benefit all users.

The City of Lights has become the City of Bikes! Rising to 5th place, Paris has seen cycling surge to historic levels in record time with the modal share rising from 5% to 11% in five years. Backed by a strong political will and a growing network of bicycle infrastructure, Paris has made cycling a defining pillar in its unprecedented urban transformation. It has demonstrated that despite centuries of cultural and architectural heritage, a redistribution of public space can quickly occur while preserving the city's historic charm.

Overall Score

65.0

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
70.8	**73.1**	**56.4**

The Key Lessons

When Paris decides to do something, it does so at awe-inspiring levels. Famous boulevards like Rue de Rivoli or the Quais de Seine are now car-free, and public squares like Place de la Bastille and Place de Catalogne are being revamped for people and nature. The current transformation of the city includes an entirely new approach to public space with people, active mobility, and environmental resilience at its root. The city's cycling budget and the already-extensive cycling networking continue to grow with new protected bicycle tracks being added regularly. Street-level amenities have followed suit: there are more than 122,000 public bicycle-parking spaces, including adapted spaces for cargo bikes, and guarded spaces at transit stations and other secure areas. A change of this magnitude is only possible by deliberately reclaiming space from cars. School streets are becoming the norm, speed limits have been reduced to 30 km/h on 85% of roadways, car parking and lanes have been removed to make way for more pedestrianization, wider sidewalks, bicycle infrastructure and urban greenery.

A variety of bicycle users is now visible everywhere, from families using cargo bikes to couriers and commuters. The city subsidizes household and business cargo bike purchases, with businesses having taken advantage of this support to buy 1500 cargo bikes since 2018. Shared mobility has reinforced the shift to cycling: Vélib', the city's shared bikes system, and other private dockless services together offer over 45,000 bikes, which generated 56 million trips in 2024, a European benchmark. Paris' spectacular transformation goes beyond mobility, it's been about creating a more climate prepared and livable city. These recent changes have improved quality of life for all of its residents, who now benefit from reduced air and sound pollution, calmer and safer streets, and more welcoming public spaces.

The Way Forward

In order to sustain momentum and institutionalize cycling mobility into the city's long-term policy, Paris should focus on maintenance, comfort, and safety: widening key corridors, improving intersection safety to accommodate the increasing number of cyclists, and expanding secure parking within private buildings. The city must also address the rising tensions on the streets among users. Actually, the lesson to learn is that equal investments in communication and awareness must follow the vast investment made in infrastructure; guiding the public through a needed change in behavior is the key. Continued investment beyond 2026 and a seamless integration with regional routes that connect the surrounding suburbs will be vital to cement Paris's leadership as a truly 100% cyclable capital.

In Paris, cycling is no longer an alternative - it's becoming the new normal.

Once again among the world's top 10 bicycle-friendly cities, Helsinki continues to evolve with purpose, prioritizing safety and social responsibility as leverage to develop cycling and carry out its urban transformation. Cycling is increasingly becoming a natural part of life for more and more residents, reflecting the city's steady progression towards making active mobility an inclusive and dependable choice for everyone.

Overall Score

64.9

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
60.2	**58.3**	**80.3**

The Key Lessons

In recent years, Helsinki has made steady progress in shaping a cycling network that reflects both ambition and attention to detail. The expansion of its flagship project, the Baana network, has accelerated with emblematic sections such as Pohjoisbaana, and the new Merihaansilta and Hakaniemi bridges, key links that are transforming the cycling experience across the city and its metropolitan area. Importantly, the city's commitment to long-term investment is now bearing its fruit. In 2020, Helsinki reached its target of €20 million in annual funding for cycling infrastructure for the first time, a symbolic milestone that underscored a clear political and financial commitment to active mobility.

New design standards, inspired by international best practices, are raising the bar for cycling infrastructure. Wider, mainly unidirectional bicycle paths, redesigned curbs, and distinctive colored markings at major intersections are now defining the next generation of Helsinki's bicycle routes. The city is also expanding winter maintenance efforts, extending the cleared network from 105 to 150 km in 2025. This work is possible by a cooperation with HEPO, a local cycling NGO whose volunteers help fine-tune maintenance practices through on-the-ground work and feedback.

Safety remains a cornerstone of Helsinki's approach. In order to address the number of cyclists involved in road accidents, key measures such as traffic calming, intersection redesign, and strengthened awareness campaigns have been implemented to pave the way toward safer streets for all users. Beyond infrastructure, the city continues investing in services and convenience: new parking facilities such as the Kaisantunneli Bicycle Garage at the Central Station offer nearly 900 spaces, whereas 34,000 spaces are now available at Pasila railway station. This emphasis on providing accessible and efficient parking options clearly showcases Helsinki's effort to anchor cycling firmly into its daily mobility patterns.

The Way Forward

With sustained investment and a growing focus on quality and continuity, Helsinki could reach its goal of a 20% cycling modal share by 2030. The challenge now lies in perfecting the details: boldly enhancing winter accessibility, expanding high-quality access-controlled parking, and addressing lingering safety and security concerns. If the city maintains its current rhythm, Helsinki's quiet determination could soon redefine what it means to be a year-round cycling capital.

Helsinki remains a top cycling city due to a persistent and pragmatic approach that has combined steady commitment, design quality, and a community-driven winter cycling spirit.

© Oskari Kaupinmäki

Hailed as the national "capital of bicycles", Münster ranks as Germany's foremost bicycle-friendly city. Although infrastructure still needs some upgrades to catch up with the top performers, the city's compact urban layout, its large student population and significant financial investments have contributed to half of the city residents choosing the bicycle as their primary mode of transportation.

Overall Score

64.7

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
56.2	**61.8**	**80.3**

The Key Lessons

Two thirds of Münster's streets enforce 30 km/h speed limits and roughly 40% have protected cycle tracks. Additionally, investment in cycling infrastructure and facilities is robust and consistent: for the past five years, the city has spent an annual €33 per resident. During post-pandemic years, the city made improvements on existing infrastructure and developed new cycle tracks, most notably the scenic 20km "Kanalpromenade", whilst maintaining existing bicycle corridors such as the iconic tree-lined "Promenade". Like many German cities, Münster has started coating their bicycle streets, "Fahrradstraßen", with red paint and traffic-calming signage, indicating that these zones prioritize cyclists as the designated occupants. Though high by global standards, the quality of existing infrastructure remains relatively inconsistent for a city with such exceptional cycling usage. Despite its connected bicycle network, Münster has not yet matched the infrastructural upgrades seen in larger metropolitan areas, and comfort and safety are compromised in places where protection and width are inconsistent. Bicycle tracks remain relatively narrow and often not separated from pedestrians.

What's most notable about Münster is its solid cycling usage. With an impressive, steadily growing modal share – 43.5% in 2019 to 47% in 2022 – it's no surprise Münsterländers were Germany's "least stressed" and most satisfied cyclists in ADFC's 2024 Bicycle Climate Survey. A large part of this success is embedded in the city's structure: a young university population and a compact urban layout keep everyday trips rather short. In order to bolster pride, the city tracks and publishes their progress: six permanent counters feed public billboards so that residents can follow ridership and climate trends.

The Way Forward

To build and maintain Munster's impressive bicycle ridership, the city should aim to match usage with infrastructure: widen narrow links, and clearly separate cyclists and pedestrians in busy areas. With a growing nation-wide trend to re-position the car at the center of mobility, it is more imperative than ever to support Munster's cyclists with safe and reliable infrastructure.

In Münster, cycling is stress-free and part of everyday life.

© Patrick Schulte, City of Münster

Once again ranked as one of the world's top 10 bicycle-friendly cities, Antwerp shows how a thriving port and a cycling city can coexist. Belgium's largest municipality is consistently working to create a metropolitan-scale cycling system where commerce, daily life, and the bicycle can move in harmony.

Overall Score

64.4

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
51.2	**75.4**	**63.9**

The Key Lessons

Antwerp's policy and ambition is anchored in consistency and scale. With nearly 600 km of protected bicycle infrastructure and 22 km of bicycle streets, the city has built an extensive network that keeps on expanding. The city is implementing the "100 missing links" program, which is closing gaps by major investments in underpasses and bridges, and ensuring that routes are continuous, direct, and safe throughout the metropolitan area. Likewise, the city has continued to cement its bicycle policy by expanding 30 km/h zones to over 70% of its streets. This comprehensive approach, which is reclaiming residential streets for th people, is making cycling a safe and natural choice for everyday trips, and, most importantly, further improves the quality of life for all its residents.

The city's innovation also lies in how it has managed to reconceive the constructed space. Antwerp has implemented an innovative land-use strategy in order to provide solutions in a dense and historical urban framework where many homes lack bicycle storage. A dedicated team has been tasked with finding and converting underused premises into secure, practical, and subscription-based bicycle parking facilities. With more than 60 neighborhood parking sites and over 1,600 spaces already available, Antwerp has set a precedent in adaptive reuse for mobility, offering a transferable model for other cities facing similar challenges.

The strength of Antwerp's cycling policies also lies in its inclusivity. Ranging from children to seniors, and men to women (who make up 55% of bicycle trips for daily commutes), a remarkably diverse population pedals through its streets. This everyday diversity reinforces the bicycle as an accessible and valid mode of transportation which has become a defining part of urban life.

The Way Forward

Antwerp's next challenge is to keep its momentum while navigating through the complexity of its challenges. Continued coordination between the city, province, and region will be the key to maintaining progress without compromising its environmental and urban quality objectives. In order to become a permanent part of the leading group, Antwerp will undoubtedly need to balance its pragmatic stance toward car restrictions with firm actions to prioritize people and bicycles in street design.

By turning underused spaces into cycling assets, Antwerp proves that even in a bustling port city, creativity and coordination are elements worth leveraging to get more people onto bicycles.

© Copenhagenize

Bordeaux's cycling policy has been working across the board for calmer streets, steady network upgrades, and better parking and logistics. While recent years saw fewer major flagship projects, the coordinated, efficient approach is continuing to shape daily habits. Today, around 19% of workers commute by bicycle, evidence that consistent delivery is changing how the city is moving.

Overall Score

62.9

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
53.7	69.7	65.1

The Key Lessons

Bordeaux has doubled down on traffic calming to promote a modal shift – nearly 90% of its streets are now limited to 30 km/h or less – ensuring that cyclists feel safer even in areas where full separation is sparse. While only a modest number of fully protected kilometres were added in recent years, ridership has grown on the back of a circulation plan that reallocates space and priority to bicycles. A showcase is the Quai des Queyries, where a former car service lane has been turned into a continuous cycle track framed and protected by greenery. The running development of the "Réseau Vélo Express" (ReVE) continues to close gaps in the cycling network, particularly along both banks of the Garonne River. The greatest achievement, the Simone Veil Bridge and its bidirectional cycle tracks, serves as an emblematic piece of its infrastructure. At a key point in the city, it is a milestone in the forthcoming completion of Bordeaux's extensive bikeway in conjunction with its urban boulevards.

Beyond its network, Bordeaux is carefully crafting a complete cycling ecosystem. As safe and secure parking demands increase, "Bicycletteries" have been allocated to residents on the ground floor of buildings in the historic city-center. Four "Metstations" aim to reinvent the experience of bike parking with identity-rich facilities for cyclists. Bordeaux also fosters cargo bike uptake and urban cycle logistics. From waste and compost collection to artisan services and parcel delivery, cargo bikes have proved to be well suited to the compact, calmed street grid. Micro-logistics hubs and river-based freight pilots, with bicycles as the last-mile backbone, demonstrate a pragmatic, forward-looking approach that can tie everyday cycling to sustainable city operations.

The Way Forward

Bordeaux is still overly dependent on infrastructure types that are less favorable to cycling such as painted lanes and bus lanes open to bicycles on key parts of its network; the next step is to improve the quality of its facilities. The long-awaited redevelopment of the city's boulevards provides the ideal opportunity to embed protected infrastructure, reallocate space to pedestrians and cyclists while developing a green corridor, and delivering a consistent standard that makes the whole network feel safer, coherent, and truly accessible.

Quietly but consistently, Bordeaux keeps momentum with a holistic strategy that is delivering a complete, efficient cycling system.

© Ldgfr Photos

Nantes is now a top-10 bicycle-friendly city, proving that determination can rewrite a city's cycling story. After a period of stagnation, the city shifted gears—working to build a high-quality infrastructure and turn steady investment into real, visible changes that can make cycling a safe and efficient mode of transportation.

Overall Score

62.8

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
55.3	65.2	68.4

The Key Lessons

Nantes is demonstrating that building a cycling city is about ambition, consistency, and courage. After a period of well-intentioned but fragmented initiatives, the city chose to accelerate its transformation by developing the Grandes Voies Vélo, a bicycle infrastructure network designed to make daily bicycle trips safe and comfortable for everyone. Reinforced by a strong, etched identity that plays a crucial role in wayfinding, these corridors have been built to a high standard. This approach states a clear philosophy: cyclists deserve a quality infrastructure that values them. The city's streetscape is rapidly evolving, creating neighborhood and suburban connections that feel efficient and safe for bicycle users.

Street by street, Nantes has also been redefining its relationship with cars. By limiting nearly 90% of its roads to 30 km/h or less, the city is making cycling more inviting for current and potential users across the city. Car-free zones, shared streets, and low-traffic neighborhoods are reshaping local life, turning once car-dominated corridors into spaces scaled for humans. Using incremental steps to guide changes in mobility patterns demonstrates an approach that is both pragmatic and upbeat.

The city's intermodality strategy adds another key layer to this transformation. The main train station is now home to one of France's most attractive bicycle parking facilities, with 1,200 secure spaces and a range of services for commuters. It complements a growing offer of on-street parking and other intermodality services making cycling a seamless part of daily travel. Meanwhile, focused awareness campaigns and community events are highlighting all the benefits a bicycle has to offer. The city is nurturing a collective state of mind to celebrate cycling as both a mode of transport and a lifestyle.

The Way Forward

Nantes' next challenge is cultural as much as physical. Achieving a high-quality connected network will be as important as continuing to build trust to ensure that the growing enthusiasm for cycling turns into a long-lasting, collective habit—one that keeps the city moving toward its vision of creating an urban landscape designed for people.

Nantes is proving a cycling city doesn't hinge on one great idea; it is the result of a multifaceted approach combining infrastructure, innovation, and positive communication.

© Loïc Gatteau, Nantes Métropole

The city of Bonn is testing a mix of new infrastructure along the North–South and East–West corridors: though separation from motorists is still needed, wider lanes and bicycle streets are effectively knitting the bicycle network all together. The result of the investments are tangible, with a modal share climbing from 15% in 2017 to 21% today.

Overall Score

61.4

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
50.1	**69.9**	**64.6**

The Key Lessons

Bonn's cycling network is transitioning from fragmented, paint-only lanes to a more coherent, protected network. Currently, 20% of Bonn's streets are equipped with protected bicycle tracks, and more than half of streets run at 30 km/h. Until recently, bicyclists relied on unprotected, painted lanes, and tracks often with little separation from pedestrians; mergers onto sidewalks and into general traffic left gaps in comfort and safety. Today, the city is adopting new standards beginning with the North-South and East-West axes, using a mix of solutions - some better than others: wider painted bicycle lanes, some protected cycle tracks, 'environmental lanes' reserved for buses and bikes, and designated "Fahrradstraße". Although these new 'environmental lanes' and "Fahrradstraße" are bicycle-first streets supported by clear signage, motorists nevertheless drive alongside unprotected cyclists. In a city still relatively car-dependent, this can compromise cyclist safety.

Progress is also visible beyond infrastructure. Plans, maps, and project timelines are easy to follow on the city's website, signalling transparency and engaging civil society. Bicycle counters make trends in usage tangible, and the cycling budget has risen sharply in the last five years. The payoff has been measurable: cycling's modal share has risen from about 15% in 2017 to 21% in 2024, indicating that sustained investment and network development, in addition to clearer design, are all transforming the political will in Bonn into more daily bicycle rides.

The Way Forward

Bonn should take full advantage of the current momentum to commit to prioritizing protected, continuous bicycle tracks over unsafe, painted compromises and unprotected shared lanes. In order for the city to make bicycling more accessible to businesses, families and logistics companies, cargo bikes should be prioritized and encouraged by means of household subsidies and regular trial opportunities. The city's clear political will and rising modal share paves the path for Bonn to rise as a prominent bicycle city.

Bonn's growing bicyclist population is inspiring new street design.

© Christina Welt, City of Bonn

In a country full of cycling city stars, The Hague is making its quiet and steady rise to the top ranking 12th overall and 3rd in the Netherlands. With nearly a quarter of all trips made by bike and a dense network of separated infrastructure, it pairs steady investment with programs for all age groups. The city is quietly mastering the art of everyday cycling with deliberate, data-led, inclusive policies from schoolyards to seafronts.

Overall Score

61.0

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
55.8	**62.3**	**65.6**

The Key Lessons

The Hague, the country's administrative center and its seat of government, boasts a comprehensive network of protected cycling routes supported by a road network where around 60% of streets have speed limits at or under 30 km/h. An impressive investment of €65 million since 2020, the Ruim baan voor de fiets ("Make way for bikes") program, has driven systematic upgrades across the city, integrating cycling into every layer of mobility planning. Parking is anchored by the monumental 8500-space KJ-stalling at the Central Station and nearly 47,000 street racks. This means the cycling infrastructure is functional, abundant, and architectural. The steady expansion of cycling is reflected in a pragmatic approach: improving existing streets, linking suburbs by projects like the Starroute network, and integrating cycling in all urban transformation projects. The Jan Linzel viaduct, a 335-metre cycling bridge spanning the A4 motorway, and the Stationsbuurt/Schildersbuurt traffic-calming plan demonstrate how cycling projects now double as urban design initiatives.

The Hague's cycling identity, Den Haag Fietst!, is a unifying brand that brings cycling to every age group and neighborhood. The Children's Bicycle Plan provides 1,500 bikes yearly to kids who otherwise would not be able afford one, while programs like Veilig leren fietsen ("Learn to ride safely") bring together cycling lessons from age two to seventeen. Festive events such as the Fietslichtjesparade bike ride make visibility fun, while shared and cargo-bike subsidies encourage both family and business mobility shifts. Together, these actions shape a city where cycling is not an ideology, but a normalized and celebrated part of daily life.

The Way Forward

To achieve its 2040 city vision of a bicycle dominated city, The Hague needs smarter space management that will continue reducing the prominence of motorized vehicles, clearer access to the city center, and a safer balance in speed between cyclists and e-bikes. The next frontier lies in continuing to improve connectivity and comfort, ensuring that every neighborhood can cycle with equal ease.

Cycling here is not a subculture, it has been mainstreamed into the city's everyday life.

© Valerie Kuyers

Long before bicycle mobility became a trend, Strasbourg had already made it part of its urban DNA. Once known as France's cycling capital, the key challenge lies in getting back to its innovative nature and implementing impactful measures to get to the top level. Nonetheless, the city remains a mature, deeply rooted and bicycle-friendly city, where students, families, and professionals alike move efficiently through streets that have long embraced two wheels.

Overall Score

60.3

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
54.2	**56.3**	**73.0**

The Key Lessons

Strasbourg's cycling policy is one of legacy and being at the vanguard of innovation. As one of France's earliest laboratories for active mobility, the city has built a comprehensive cycling highway network, the Vélostras. This network not only connects the city to the rest of its metropolitan area, but it is indeed a symbol of the city's ambition. By creating an improved and better-connected bicycle infrastructure, supported by recognizable wayfinding and a strong visual identity, the city is consistently working to enable its residents to get on bicycles for their daily travels. Nonetheless, while the Vélostras is the backbone of network development, it is paramount for the city to expand its 30 km/h speed limit zones and redesign streets to create a better safety and comfort balance. Actually, this is clearly non-negotiable if Strasbourg aims for a place among Europe's top cycling cities.

Throughout the years, Strasbourg has managed to create a bicycle ecosystem that solidly relies on active organizations and institutions to keep momentum going forward. Local NGOs have played a vital role, operating learn-to-ride programs for people in different age groups, running awareness campaigns, and organizing the well-known and highly-effective Au boulot à vélo challenge, which started in 2009. Each year, thousands discover and rediscover cycling as a mode of transportation through this bike to work challenge. In 2024 alone, slightly more than 60% of first-time participants reported permanently taking on cycling for daily trips after participating in the challenge.

The city also stands out for an abundance of bicycle parking, both on-street and in access-controlled facilities near transportation hubs. Today, Strasbourg boasts more than 400 spaces per 1,000 inhabitants, one of the highest ratios in the world. Cargo bikes have also found their place into Strasbourg's daily rhythm, supported by logistics programs that reduce motorized traffic in the city core and also contribute to creating more sustainable practices. Together, these elements have formed a cycling ecosystem that is blending infrastructure, education, and community action.

The Way Forward

To regain its leading position, Strasbourg must turn experience into renewed ambition by further investing in transforming its urban landscape. The key objective of unlocking new growth in bicycle mobility will be met by expanding calmed zones, developing proven concepts such as school streets, and striving for the highest quality in all its endeavors. The foundations put in place by a long history of cycling policies are solid. So now is the time to build on them with the same conviction that made Strasbourg a pioneer in urban mobility.

With decades of cycling policy that has led to a thriving local ecosystem, Strasbourg has continued to offer a safe and enjoyable experience for cyclists, making it a living example of how consistency can sustain a city's mobility vision.

© Copenhagenize

Making its debut in the Copenhagenize Index near the top of the ranking, Lyon is setting a clear example of how translating ambition into tangible actions can have significant impacts. By careful planning, bold investment, and a recent rollout of bicycle infrastructure, the city is proving that an integrated and comprehensive approach can deliver quality urban spaces.

Overall Score

58.9

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
53.4	**52.2**	**77.0**

The Key Lessons

Lyon's cycling transformation has been over a decade in the making. After adopting its first strategic plan in 2009, and then updating it in 2016, the more-recent 2024-2030 bicycle plan marks a clear acceleration in efforts to achieve its goals. Backed by greater resources, higher-quality bicycle infrastructure design standards, and the adoption of a "Vision Zero" policy, the city's objectives are steadily getting closer to becoming reality. Nearly three-quarters of its streets now have speed limits of 30 km/h or less, and new infrastructure has the potential to set a new national standard by putting safety, comfort, and inclusivity first.

At the heart of this progress is the current development of the Voies Lyonnaises, a branded central network embodying connectivity and quality, with an effective wayfinding system helping users to navigate around town with ease. Recent milestones have included, for instance, redesigning Boulevard Vivier-Merle, now boasting a protected bicycle infrastructure throughout a tunnel, as well as a new route along the Saône river, and upgraded bicycle paths on Pont Lafayette. These projects exemplify how the city is turning technical excellence into tangible improvements enhancing the network and making cycling more appealing to all potential bicycle users.

Equally ambitious is the city's investment in bicycle parking spaces and services. In 2025, the city inaugurated a new flagship project: France's largest access-controlled parking garage, which, offering 1,500 spaces at Lyon Part-Dieu train station, underscores Lyon's commitment to seamless intermodality. Alongside, the Vélo'v bike-sharing system, launched twenty years ago, remains a core support element for bicycle mobility. The service has continued to evolve with new e-bikes and long-term rental options catering to different types of users. More importantly, it now provides financially accessible membership plans to confirm the service remains within everyone's reach. The aim is to create accessibility and socially inclusive alternatives to private cars, reaffirming its conviction that cycling can be a true mobility option for all.

The Way Forward

As Lyon's bicycle network keeps expanding at a steady pace, often through the default use of bidirectional bicycle tracks, the number of cyclists is currently growing rapidly. In order to sustain its momentum and safety goals, the city must evolve from a flow-based mindset into a truly spatial one, embracing the full transformative power of the bicycle as a tool to reimagine its public space.

With sections of its network now carrying over 10,000 trips daily, Lyon is already showing that its bold vision to triple cycling in seven years is well underway.

Photo: Metropolis of Lyon

Montréal has a long history of supporting cycling and continues to rise as a leading North American city. Its impressive and coherent network has made cycling a mainstream mode of transit. With strong political leadership, a long-term vision, and consistent investment, the city has proven that a harsh winter climate is no obstacle to high cycling levels.

Overall Score

58.3

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
49.2	60.1	70.5

The Key Lessons

In recent years Montréal has accelerated its efforts to become a truly bicycle-friendly city, significantly expanding and improving its networks with a focus on safety, comfort, and connectivity. Its flagship project, the Réseau Express Vélo (REV), is now one of the most ambitious cycling initiatives in North America. More than just infrastructure, the REV has introduced a cohesive design identity with clear signage, generous widths, and consistent protection making it instantly recognizable and easy to navigate through.

The Saint-Denis corridor, a centerpiece for this transformation, has become a symbol of the shift in Montréal, with 1,3 million trips between January and September 2025. Record ridership levels and a thriving local retail district along the corridor have dispelled earlier fears that cycling infrastructure would bring harm to business. Actually, the street has seen its vacancy rate drop from 24% in 2020 down to approximately 16% in 2024, which demonstrates that a well-designed bicycle network can support both mobility and economic vitality. Beyond flagship routes, Montréal's approach extends to the finer details in street design. The city has invested in intersection safety, applying best practices in visibility and turning protection. It has also pioneered "bicycle streets" (vélorues), the first of a kind in North America, while carrying on with the task of calming traffic on those famous residential streets that are so pleasant to ride on.

The success of BIXI, Montréal's iconic bike-share system, showcased its maturity by reaching an impressive new record of 13 million logged trips in 2024. Having introduced bike trailers in 2025 (a world first) and now operating year-round after a successful winter pilot in 2023–2024, BIXI has seen record ridership and international recognition, and has even earned a place in TIME Magazine's 25 Best Inventions Hall of Fame. Together, these milestones point to a city that has normalized cycling into everyday life.

The Way Forward

Montréal is at a crossroads, and it is crucial to understand that this is not the time to slow down its pace. Building on a strong foundation, the city must keep on expanding its bicycle network with the same ambition and design quality that has brought it so far. Expanding secure, high-quality parking, especially for family and logistics cargo bikes, will be the key to making cycling a seamless choice for a wide range of daily trips. By embedding these facilities in housing developments, commercial districts, and transit hubs, and by cementing the place of the bicycle in the public realm, Montréal can turn everyday cycling into a defining feature of a city life catering to everyone.

The expansion of high-quality cycling infrastructure beyond central boroughs has paid off: cycling mode share has doubled in just five years.

© City of Montréal

Sweden's third-largest city rides like the best. Malmö has spent the past 25 years building a coherent, dense bicycle network that makes everyday trips feel simple, safe, and fast. Cycling is now central to daily life and still growing, with modal share reaching 27% in 2024.

Overall Score

57.7

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
50.9	**63.5**	**59.5**

The Key Lessons

Malmö's cycling network is coherent and dense, offering a high share of fully separated tracks and an estimated 49 km of protected bicycle infrastructure per 100 km of roadway. Inspired by neighboring Copenhagen, attention is paid to micro-design, rendering the network legible and accessible. Steady public investment has delivered underpasses and bridges that stitch together the formerly industrial landscape, while commitment to the "Bicycle Plan" continues closing gaps and upgrading existing connections. In partnership with the region, Malmö is building a cycle-highway that ties outer districts to the city-centre and connects to surrounding cities to support daily commuting. The current efforts to complete missing links, improve existing ones, and develop new long-distance routes will undoubtedly grow usage in the years ahead.

Looking beyond infrastructure, Malmö excels at the details that make biking effortless, providing cyclists with abundant parking areas (about 66 spaces per 1,000 residents), public air pumps, legible signage, and footrests at signals. Bike-to-rail trips are facilitated by the standout parking facilities at train stations: safe, and convenient for commuters, these offer roughly 5,000 spaces across the three stations. The city is reclaiming car space for playgrounds and school streets, increasing the city's accessibility across all ages and abilities. Finally, a notable indicator of Malmö's bicycle friendliness is the widespread use of cargo bikes by families and businesses; new developers are encouraged to include bike pools with cargo options, and cargo-bike logistics is embedded in delivery systems.

The Way Forward

In order to build on their strong foundations, Malmö must now close up the remaining gaps, with special attention given to the city's outskirts. This will ensure that every neighborhood can enjoy the same protected infrastructures. Pairing the strong network with a city-wide learn-to-ride program in schools will create a new generation of confident and safe cyclists, all while ensuring every family will see cycling as an easy, everyday option.

Malmö remains a city where it's pleasant and convenient to ride a bicycle.

Munich has gone through an impressive infrastructure transformation. In a city famed for cars, Munich stands out as the largest and most populous German city in the top 30. Since the pandemic, significant investments have brought security to cyclists with new wide, grade-separated, and green bicycle tracks in the dense city center.

Overall Score

57.6

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
54.1	**57.5**	**57.8**

The Key Lessons

Like many German cities, bicyclists of Munich have long relied on erratic, unprotected facilities: narrow, painted lanes, often shared or unprotected from pedestrians, providing limited safety to all road users. Since the pandemic, the Bavarian capital has committed €25 million per year to a new standard: 3 meter-wide, newly-paved, protected bicycle tracks. Today, the "Inner-City Ring" is equipped with corridors that are grade-separated from both pedestrians and motorists and often buffered with trees and greenery. Crucially, gained space comes from car lanes and parking rather than footways, improving comfort for people walking as well as riding. Beyond the city-center, a bicycle highway network (Radschnell-verbindungen) is underway. Over a third of the streets now have protected cycle tracks, and a large majority limit speeds to 30 km/h for motorists, and have transformed downtown Munich into a calm streetscape. As safety improves for cyclists and pedestrians, continuity is crucial beyond the inner-ring and at complex intersections to guarantee city-wide safety and bikeability.

Munich is pairing infrastructure with visibility. Dedicated bicycle signals now guide riders through street crossings, the intersections are highlighted in red paint, and the new re-developed cycle tracks have adopted a unique distinctive green asphalt—an in-pavement treatment rather than slippery, short-lived paint. With this, bicycle usage has been edging upward: cycling's modal share grew from about 18% in 2019 to 21% in 2023. In parallel, the city faces a significant service shortfall: the decade-old bikeshare provider, "MVG Rad" ended its contract and service halted in September 2025. In a heavily tourist city, a reliable, integrated bikeshare is more than a convenience, and a successful new launch is vital for the imminent modal shift towards bicycles.

The Way Forward

Munich has achieved a commendable feat. Now, the city must ensure that its network development and new bicycle infrastructure will expand out of the inner city circle ring to form a truly holistic bicycle network. If Munich can combine this with a robust new bike share system, and maintain high investment, Munich will undoubtedly experience a significant rise in bicycle ridership.

Munich positions cycling as a mainstream transport mode and embeds it in its long-term urban-mobility strategy.

© Dobner Angermann, Mobility Department

Ranked among Europe's most forward thinking capitals, Oslo breaks into the top 20 of bicycle-friendly cities once again by reimagining what a low-speed, car-light city can look like. Through bold measures to reduce car dominance and by providing key incentives, the city has proven that even in Nordic winters, cycling can be planned out to be a reliable mobility option for many of its inhabitants.

Overall Score

57.2

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
45.2	50.6	76.3

The Key Lessons

Oslo's cycling journey is deeply tied to its Vision Zero policy, which emphasizes a commitment to eliminate road deaths by redesigning streets for safety, not speed. The city is drastically reducing the physical and cultural space that has traditionally been allocated to cars, often providing only what's absolutely necessary and applying traffic calming measures such as speed bumps and tightened intersection corners. Two-thirds of the streets have a current speed limit of 30 km/h, with plans to extend that standard all across the city. Furthermore, police crash data is being used to analyze high-risk sites and develop targeted safety interventions, particularly at intersections where visibility and predictability matter the most.

Many crossings are being redesigned with a pragmatic approach to make everyday riding smoother and safer. On the other hand, contra-flow cycling has also become the norm on all one-way streets, a simple but powerful detail that makes cycling more efficient. The impact is tangible: Oslo currently has a 7% bicycle modal share, and gender parity in bicycle mobility is steadily becoming a reality. Yet, the city still faces challenges: the bicycle network is still fragmented and users often have to share valuable space with streetcars. These are growing pains in a city that is working to define its cycling identity.

Oslo's innovation also extends to other realms of bicycle mobility. The city's public bicycle parking design guidelines have set clear standards for size, location, and inclusion, and take into account cargo bike specific needs. The guidelines also require new buildings to integrate secure parking, embedding bicycle mobility into the fabric of urban development. Perhaps most remarkably, Oslo is embracing the challenges of its Nordic climate. To tackle seasonal variation in cycling, the city has put forward a strategic winter maintenance program, ensuring that snow removal on bicycle infrastructure matches the standards of the main roads. A pilot subsidy for purchasing studded winter tires is also being tested by the city to encourage residents to cycle all year round, promoting the bicycle as a reliable, all-season mode of transportation rather than just a fair-weather accessory.

The Way Forward

Oslo's next step is straight-forward: match its policy ambition to curb car traffic with a strategic development in its bicycle network. The key lies in continuing to build a robust network of continuous and protected bicycle infrastructure for users of all ages and abilities. That being said, Oslo is already clearly setting the stage by showing the world that slowing (cars) down is sometimes the fastest way to move forward.

Oslo is steadily shifting away from car dependency, showing that cities in colder climates can firmly craft strategic policies and deliver human-centered streets to promote bicycle mobility.

© City of Oslo, Agency for Urban Environment

Vienna has been confirming its status among Europe's cycling leaders. Since 2019, the city has invested in a safer, more efficient cycling network, and the results are clear: bicycle modal share has climbed from 7% in 2019, to 11% today. Wider tracks and bicycle streets are turning everyday trips into effortless rides.

Overall Score

56.7

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
55.1	**55.0**	**66.7**

The Key Lessons

Through the Radoffensive launched in 2020, Vienna has moved from incremental tweaks to large-scale development, excelling both in infrastructure quality and quantity: 44 km of new or in-progress bicycle paths in the past five years, combining wider, higher-standard cycle paths, bicycle streets, and generous greening and streetscape design upgrades. Safety is tangibly improving, reflected in a declining cyclist fatality rate, and the city plans to continue this progress by banning e-mopeds from bicycle paths and pedestrian areas in 2026. Argentinierstraße captures this shift in infrastructure. As home to one of Vienna's first bicycle lanes, it was rebuilt in 2024 as the city's first Dutch-inspired bicycle street linking the center to the central train station. With 6,000 daily riders, the old 2 meter bidirectional track had become uncomfortable and unsafe. After contemplating a wider bidirectional track versus a bicycle-street, residents – involved in the project's process from the very beginning – backed the "greening, cooling, less asphalt" bicycle street with 85.5% support, bringing calmer traffic, wider sidewalks, trees, and benches.

Vienna's policies are deliberately family-centered. The city supports everyday cycling with cargo-bike purchase subsidies, try-before-you-buy options, free cargo-bike rentals (Grätzlrad), bicycle training and mobility education in schools, school streets and bicycle parks. A "Traveling with children in Vienna" brochure is even included in the diaper bag for expectant parents. Positive communication is a pillar: a dedicated website offers practical guidance and inspiration; the ARGUS Bicycle Festival (the 2025 edition drawing around 100,000 visitors) broadens the reach to all types of cycling; and the "Damit sich's leichter Radelt" campaign keeps residents informed as Vienna keeps on building roughly 20 km of bicycle lanes each year. Together, these user-focused programs have turned infrastructure into a habit, making cycling an easy and visible part of daily life, while residents are kept informed and involved.

The Way Forward

Continue prioritizing attractive infrastructure: generous widths will encourage an uptake in cycling for kids, families, and cargo bikes; street calming and qualitative design for public spaces; as well as safer intersections with clear priority and shorter crossings. Building on the family-friendly programs, the city can support its seniors with tailored help through confidence-building courses, and clear, dedicated communication to ensure cycling feels accessible to people of all ages and abilities.

Vienna's steady push for wider tracks, bicycle streets, and family-centered programs have kept daily cycling on the rise for all users.

©Kathrin Figerl

Bern makes its entry into the Copenhagenize Index for the first time. Over the past decade, the Swiss capital's Velo-Offensive plan has given cycling strong momentum by pushing higher-quality infrastructure and testing pilot projects, and even challenging national regulations that limit progress.

Overall Score

56.4

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
43.2	**64.4**	**61.2**

The Key Lessons

With a 19% cycling modal share and a quarter of residents commuting to work by bicycle, cycling is central to Bern's daily mobility. The network offers a mix of painted lanes, bicycle streets, and protected cycling tracks spanning 18 kilometers, though the latter remain all too rare. A decade ago, the city set a Swiss benchmark by installing a 2.5-metre, curb-separated cycling track on a major boulevard, a best-practice design that effectively responded to user needs. Since then, however, new fully protected segments have not been a priority. Recent investment has instead pivoted toward long "Velostrassen" (bicycle streets) that provide cyclists with a direct route between districts. These corridors are easily recognisable thanks to clear signage, but they generally come without substantial street redesign or space reallocation and remain spaces adapted to cars, not people.

Bern is also making strides in bike-train intermodality. The main station offers around 2,660 secure parking spaces across high-quality "Velo-Station" facilities, and the "SwissPass" allows train passengers to rent a public bicycle for first-and-last-mile trips. Citywide, on-street bicycle parking is extensive but feels ever more limited as cycling is continuing to grow. Cargo bikes are part of everyday life for families and logistics alike; "Carvelo", a cargo bike rental service, makes high-capacity bicycles easily available for interested families. Together, these services make cycling practical and reliable at homes, at stations, and for moving goods.

The Way Forward

In a climate where the bicycle is still not fully accepted by residents, it is vital for the City and NGOs to add to the momentum started a decade ago. A stronger investment plan can turn skeptics into cyclists and fast-track the transformation of calmer public spaces and peaceful, bicycle friendly streets.

Powered by “Velo-Offensive”, Bern sets its sights back on the bicycle, creating calmer streets and upping facilities. However, more protection is still needed for the cyclists in the capital city.

© Marco Zanoni

Graz, Austria's second most populous city, enters the 2025 ranking with remarkable results. As the city has developed, cycling has become a vital quality-of-life tool and a core pillar of its Sustainable Mobility Strategy. The result: everyday riding now is roughly 19% of the modal share, and the city hopes to hit 30% within 5 years.

Overall Score

55.8

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
49.1	**52.7**	**71.6**

The Key Lessons

Through the Masterplan Radoffensive 2030 launched in 2019, Graz and the wider region adopted high-quality, best-practice standards intended for all cyclists, including vulnerable users and cargo bike riders. In order to increase cycling safety and efficiency, the city has rolled out a 30 km/h urban speed limit for two thirds of the city streets, delivered 130 km of cycle paths, and added 26,000 bicycle parking spaces. In parallel, the city has matched improvements in conditions for cyclists with comfort for pedestrians and developed quality public areas along the way. Next on the agenda is creating a major pedestrian and bicycle bridge linking the south-west and south-east neighborhoods, This will enable direct access to an important employment district and turn commutes into simple, direct bicycle rides.

Graz has combined infrastructure with support, education initiatives, subsidies and clear communication. Two decades of education and support have emphasized these aspects. The city established balance-bike training in kindergartens, a school mobility management program, bicycle playgrounds, and grants helping pupils purchase bicycles. They likewise implemented senior-focused cycling courses as they strived for cycling education to become clearly engrained as an important pillar across each generation. Clear, ongoing communication has kept residents involved via a dedicated city run website and newsletter which tracks projects, upcoming events and cycling updates. Recognizing that cycling is also about joy and placemaking, Graz created warm seasonal monthly group rides known as CityRadeln for 16 years starting in 2009 and drawing 39,000 participants. This year, the city official discontinued the event, announcing that its large scale had outgrown safe management, but noting it had met its goal to normalize everyday bicycle use in the city.

The Way Forward

To reach its bicycle modal share goal of 30% by 2030, Graz will need to pay special attention to the quality of new and existing cycling infrastructure as the volume of cyclists grows: wider tracks (accounting for cargo bike comfort), clearer intersections, and consistent protection. The objective is a network that feels uniformly comfortable at rush hour and on quiet neighborhood streets alike. With cycling already at 19%, the next gains will come from making cycling feel easy and safe all year round: reliable winter maintenance, good lighting and wayfinding, and more covered, secure parking. These improvements can surely turn occasional riders and even motorists into multi-season cyclists.

In Graz, all citizens are prepared for cycling as the city works to hit their 30% bicycle modal share target by 2030.

© Wolfgang F...

Zurich is currently developing its cycling strategy beyond lanes: a bicycle tunnel, velostation, and an expanded bikeshare scheme demonstrates clear political will, yet quality protection and comfort are still lagging behind in key areas of the network. With a modal share up from 8% in 2019 to 11% today, a focused delivery of quality infrastructure will ensure the city can reach its goal to double modal share in the coming years.

Overall Score

55.7

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
45.3	**48.0**	**74.2**

The Key Lessons

Zurich is channeling efforts and investment into major, connective projects: a former automobile tunnel underneath the Hauptbahnhof, the main train station, has been turned into the bicycle-exclusive Stadttunnel. The tunnel provides a direct and protected corridor for cyclists in a vital transit zone. It has been equipped with tactically placed bicycle stations at the entrance and exit. End-of-trip facilities have also increased; there is now an 800-space bicycle parking facility at the Stadelhofen station and 240 self-service bike stations distributed across town. Throughout the cycling network, a ground color-coded system is helping users instantly identify the type of route they are cycling on. This has made Zurich's bicycle paths and tracks more legible and predictable for all.

Cycling policy is hands-on and can take a long time to put into place. The 2012 Masterplan Velo under Stadtverkehr 2025 has set lofty goals to double cycling's modal share, improve safety, and make riding accessible for all ages. The ambitious Cycling Strategy 2030, named "Velostandards Stadt Zurich", builds on the foundational plan with clear, contemporary standards. A dedicated city team delivers tactical cycling measurements, setting ambitious timelines for test pilots and improvements to the existing cycling network, while consistently sharing progress with residents on the city website. Finally, citywide education anchors bicycle efforts in Zurich: all public-school children take the police run Veloprüfung (cycling exam), instilling cycling skills and confidence in them from a very young age.

The Way Forward

In order to continue building on its strong strategy, Zurich must further strengthen its infrastructure by bringing protection, coherence and continuity to the entire network, with special attention paid to the main corridors and intersections. Additionally, the city must support everyday use with the right facilities in the right places: increase secure parking facilities to ensure comfort in areas with a high potential for intermodality, and establish long-term storage in space-constrained housing. Finally, promote the uptake of cargo bikes through incentives geared to families and businesses, generous infrastructure and adapted facilities so that cycling in Zurich can be adapted to all.

With the backbone of an ambitious cycling strategy, a dedicated team, and the momentum of successful flagship projects, Zurich must now commit to quality infrastructure throughout its network.

© City of Zurich, Eduard Meltzer

Rotterdam, the Netherlands' second largest city and Europe's busiest port, has firmly stepped up its cycling policy ambitions. Its 23% post-Covid bicycle modal share has been reinforced by an extensive network of wide separated cycle tracks, a new city-wide program rolling out lower speed limits, and downtown street transformation projects.

Overall Score

55.1

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
50.6	**56.8**	**54.8**

The Key Lessons

Rotterdam's transformation begins at its core. The overhauling of Coolsingel, once a car-dominated boulevard, has turned the city's main artery into a people first axis, a model for Dutch street renewal. The new layout includes a generous 4.5-metre-wide, a two-way cycle track, a 30 km/h speed limit, and a new streetcar line. Since completion, car traffic has dropped by roughly 10,000 vehicles per day. This project is now serving as a model for the adjoining corridors and central squares.

Across the city, Rotterdam is implementing 30 km/h as the new norm, extending this speed limit to 115 streets. This is part of its effort to promote safe speeds for everyday cycling and walking. Quality standards have been codified in the Handboek de Rotterdamse Stijl, ensuring coherence in materials, layouts, and legibility. The city's bike-parking design rules also reflect forward thinking: at least 40% of spaces must accommodate oversized bikes, with 10% for cargo and long tail models, addressing the diversity of modern cycling needs.

Rotterdam's parking strategy extends beyond on-street racks. At Rotterdam Central Station, a vast underground bike garage with over 5,000 spaces - nearly a third of which are surveilled - meets up directly with train, subway, and streetcar lines, making rail-bike commuting smooth and secure. Throughout the city, new development consistently combines street upgrades with abundant end-of-trip facilities, reflecting a city where infrastructure and usability have grown hand in hand.

The Way Forward

Safe, high quality planning is Rotterdam's strength: a design standard has been set by flagship corridors like Coolsingel, low speed limits have been implemented, a public-realm design handbook has supported and increased everyday use of the network and its services. The next challenge involves decreasing the share of automobile trips in the downtown area, the autoluw (low-car use). Rotterdam's latest traffic circulation plan suggests shifting through-traffic to its main ring road to free up space for walking and cycling. The debate centers on how to balance business access, parking, deliveries and loading, as the pace of implementation of the new vision advances. The distance and speed at which Rotterdam moves toward a low-car future will define the next leap in comfort, continuity, and confidence for everyday cycling.

With 23% bicycle modal share, Rotterdam is among Europe's strongest cycling cities.

Ljubljana, Slovenia's capital and largest city, is reshaping itself around its people, not cars, with a city center made exclusive to pedestrians and cyclists. Political will has been translated into change: new cycling corridors, calmer streets, and practical services from bikeshare to secure parking. Even though protected infrastructure and a connected network are still lacking, the current progress reflects a comprehensive, well-communicated cycling policy that is transforming cycling into everyday transportation.

Overall Score

54.6

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
51.8	**55.9**	**65.3**

The Key Lessons

Ljubljana sets itself apart from other cities with a 20-hectare car-free city center, where pedestrians and cyclists are truly the priority. Where 30 km/h or less speed limits are enforced, contraflow lanes for cyclists are in place. Notably, there is significant potential to create more livable streets in residential districts, as only 35% of the city's streets enforce such traffic calming for motorists. The cycling network is continuous and comparatively strong, with roughly 22 km of separated tracks per 100 km of roadway, yet many segments still follow older design standards that could cap future growth and stifle the growing cyclist population. Nonetheless, recent upgrades point to a shift in design standards: renovations on Tržaška and Dunajska Roads in 2021 introduced higher standards of bicycle infrastructure, greenery, and public-transport improvements, creating more connected, pleasant, and safer corridors for cyclists and pedestrians.

With a 14% modal share in 2024, cycling is clearly growing and a majority of cyclists are women, a clear indicator that Ljubljana is perceived as safe and comfortable to ride in. The city backs their modal shift and infrastructural improvement with traffic education and age-specific campaigns, including dedicated programs in kindergartens, and an NGO-run "Safe Mobility Park" where children practice cycling and road safety within a safe environment. The Ljubljana Cyclist Network (LKM) provides active cycling advocacy, shapes policy through municipal public debates and is participating in the think tanks that developed the 2025–2032 Sustainable Urban Mobility Plan. Adding to the bicycle ecosystem, the public bikeshare scheme is linked to the city's "multipurpose card", and cyclists are given security with the abundant bicycle racks available on the streets, and although a free – albeit limited – secure parking facility.

The Way Forward

Ljubljana's approach to cycling is undoubtedly effective - now, it's time to scale up. The city must continue extending the network with continuous, protected corridors, and upgrade older segments to modern widths and separation so as to ensure safe cycling beyond the car-free inner city.

Ljubljana has laid solid foundations for cycling — now it's time to take its infrastructure up to the next level to make daily cycling the obvious choice.

© Miran Kambic

Bologna is making its first appearance in the Copenhagenize Index with a strong statement. It ranks among the top 30 and is setting the stage for other Italian cities to follow suit. Through its growing network of protected infrastructure and calmer streets, the city is offering residents the chance to take part in a collective ambition: building a sustainable city scaled to human size.

Overall Score

54.4

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
49.1	56.9	66.7

The Key Lessons

A series of political decisions, at all scales, have put the Bologna's cycling evolution is based on two solid pillars: traffic calming and network expansion. Over 50% of the city has been revisited with 30 km/h speed limited zones which have made cycling safer and more intuitive. At the same time, the Bicipolitana, its flagship network project, has quickly taken shape as the cycling backbone of the metropolitan area. The network now extends over 100 kilometers, with 26 more added since 2022, marking a turning point in how the city circulates. Beyond the actual infrastructure, the Bicipolitana is also a clearly branded, widely promoted mobility system that is redefining cycling not as a niche practice, but as an everyday mobility option for many residents.

A strong political commitment has been a driving force behind this progress. Since the formal adoption of Bologna's cycling strategy in 2019, the city has implemented concrete measures that are yielding visible results: ridership across the city has been steadily increasing. Furthermore, with 52% of bicycle trips being made by women, Bologna is sending a clear signal that when streets are designed with inclusion and comfort in mind, cycling becomes a true mobility option for everyone concerned. The city's governance approach is equally noteworthy: the Consulta della bicicletta systematically involves NGOs and stakeholder groups in the decision-making process, while ongoing monitoring and reporting ensures accountability and continued improvement.

The infrastructure has also been supported by targeted city regulations. Urban planning requirements now mandate sufficient, secure bicycle parking facilities in new constructions and renovation projects, thus reinforcing the bicycle as a legitimate mode of transport within new structures built throughout the city. Together, these measures have been turning Bologna into a living laboratory for how Italian cities can transition toward cleaner, calmer, and more people-centered streets.

The Way Forward

As Bologna focuses its efforts in expanding its public transportation infrastructure, maintaining strong investment in cycling will be crucial in ensuring that the two modes continue growing hand in hand. Embedding bicycle logistics into city planning and operations will further strengthen its foundation. If Bologna keeps moving with the same conviction, it won't just be following Europe's cycling leaders — it will be joining their ranks.

From its shaded porticoes to its heritage-rich streets, Bologna is weaving a new urban fabric for everyone, where calmed streets and the Bicipolitana network complement each other to create a city that is moving towards a sustainable future.

Stockholm has broken into the top 30 for the first time. Historically lagging behind its Nordic peers, the Swedish capital is now racing to catch up, finding alternatives to automobile use with higher-quality bicycle infrastructure and a favorable political tailwind. Congestion is squeezing the city; it is now time to use this momentum to make significant headway and build a truly integrated cycling ecosystem.

Overall Score

53.4

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
61.2	**45.8**	**59.8**

The Key Lessons

Backed by a substantial dedicated budget, Stockholm is rolling out a new generation of bicycle tracks that are physically separated from car traffic. Crucially, these upgrades are not confined to the historic city center: new protected corridors are being extended into the outer districts to create a complete, organized network. A notable development is the pedestrian and cycle bridge at Slussen, which provides commuters with a much-needed shortcut and will alleviate this congested urban area, connecting to the central station, the center of town, and Södermalm. In a country committed to “Vision Zero”, fatal bicycle crashes remain very low; the shift to protected infrastructure standards aims to keep safety paramount while making cycling more intuitive and accessible to a wider range of riders.

In order to turn infrastructure into daily use, the city must advocate policies prioritizing bike-share schemes over scooters, and expand bicycle parking lots. Today, bicyclists have at their disposal only 46 parking spaces per 1,000 residents, an average ratio that limits convenience and safety. By expanding such bicycle facilities to accompany an already strong public transportation system, last-mile bicycle trips will be bolstered and reducing car trips will be clearly seen as the city’s priority. A user-centered approach with careful attention given to micro-design will help close Stockholm’s quality gap, attract new riders, and strengthen Stockholm’s already-growing cycling use.

The Way Forward

Stockholm's cycling curve is rising, but barriers are still holding it back from becoming an exemplary cycling city. Signage at intersections needs to be laid out more clearly. Road users need to feel safer. Stronger public awareness of new traffic-priority rules should ensure behavior matches new design. At stations, more dedicated, secure parking will help increase last mile bicycle trips, connect with the city's various modes and expand the network's reach. In the case of residents and businesses, guidance, cargo-bike subsidies and trial programs can turn curiosity into everyday cycling.

Stockholm still has some years of investment ahead to enable its cycling network to grow, enhance services for cyclists, and accompany its population in a greater use of the bicycle.

Across the Iberian Peninsula, few cities have consistently done as much to champion non-motorized mobility as Vitoria-Gasteiz has. With a vast network of protected bicycle infrastructure and a bold, long-term vision rooted in sustainable planning, the city is firmly setting the example on how to become a bicycle-friendly city.

Overall Score

52.2

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
54.0	**39.4**	**75.4**

The Key Lessons

Vitoria-Gasteiz's bicycle mobility achievements began with planned discipline and courage. Guided by its Sustainable Urban Mobility Plan (SUMP), the city has spent years transforming policy into impactful action, creating an environment that has favored people over motorized vehicles. Its superblock model, which has been progressively implemented during the last few years, has transformed entire neighborhoods by limiting through-traffic for automobiles and reclaiming public space for its residents, cyclists, and children. Within these car-light spaces, cycling has steadily become not just possible, but efficient and natural for a growing number of people.

The results are tangible. Today, 8% of all trips across town are made by bicycle, an impressive figure for a city of its size in this part of Europe. Much of this success stems from a network of protected lanes stretching over 120 km across the urban area, linking neighborhoods, workplaces, and green areas. The recent launch of a public bicycle-sharing system has added yet another layer to the city's infrastructure. It clearly has the potential to democratize access to cycling as city residents are now discovering just how convenient, comfortable, and empowering everyday cycling can be for them. Nevertheless, the next challenge lies in refining the existing infrastructure. Victoria-Gasteiz needs to enhance intersection designs, minimize pedestrian-cyclist conflicts - enabled by sidewalk-level bicycle lanes, and reclaim street space from the areas motorized traffic still dominate in the city.

The city's leadership also extends to urban logistics and innovation. Recognizing that sustainability includes addressing how goods are transported, Vitoria-Gasteiz has promoted electric cargo bikes by means of subsidies, developing micro-distribution hubs, and reducing motorized traffic in its urban core. As a result, cargo bikes have become a familiar, almost emblematic presence on its streets.

The Way Forward

Vitoria-Gasteiz's next chapter will depend on its continued bold action, bolstering what is working and refining what isn't. Expanding well-designed 30 km/h zones and extending the bicycle network to industrial areas will be crucial for creating new bicycle users. In short, the city has built the backbone of a cycling city; now, it will come down to perfecting the details.

Vitoria-Gasteiz is firmly establishing itself as a bicycle-friendly city, not just as a city that talks about promoting non-motorized mobility, but also as one that actively plans it out and consistently builds it street by street.

Wroclaw has broken into the 2025 ranks due to years of network-building now paying off with safer, more accessible routes. The city is paying special attention to communication, education, and rider support, making use of these as key tools in order to reinvigorate a declining bicycle modal share. Investments have resulted in Wroclaw becoming one of Poland's most progressive cycling cities.

Overall Score

51.3

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
67.8	37.4	60.3

The Key Lessons

Wroclaw's extensive bicycle network – framed by the region's Dutch-inspired cycling design guidelines – has equipped residents with 428 km of cycling routes which have successfully linked parks, universities, and business centers. Although the network has certainly excelled in quantity, the quality of the cycling infrastructure still varies: for instance, many links consist of just painted lanes or narrow 2–2.5 m bidirectional strips close to motorized traffic, which explains the modest and slipping bike share. Today, cyclists make up 5% of daily traffic, a slight decrease from the 6.3% in 2019. Recent projects are raising the bar, notably the new bicycle tracks alongside streetcar corridors, which demonstrate improved width, placement, and separation as well as a hint at the city-wide adoption of more comfortable, coherent and safe standards.

Wroclaw couples infrastructure with pragmatic solutions and education. Opened in June 2025, Mikrohub Wroclaw is Poland's first cycling logistics hub, and it is centrally located in a re-purposed underground car parking garage. The logistics hub has enabled six operators to deliver goods across the city by cargo bike. This is a sustainable, healthy and financially viable system for a city that halts motorized deliveries after 10 AM. During the Covid pandemic, cyclists were re-admitted into the historic city center and helped to spur this change. A pedagogical "Slow Zone" was established. The successful trial, which turned permanent and remains to this day, is creatively signaled by pictograms of a cyclist carrying a snail shell to raise awareness and slow the speed of traffic. For children and families, the city launched "Młodzi – Aktywnie zMOBILizowaNi" ("Young People - Actively Mobilized") in 2021, a program that has provided school courses, teacher training, a Dutch-style student bicycle licence, and school street initiatives. In August 2025, Wroclaw successfully re-launched its bikeshare system, giving residents access to over 2,534 bicycles including e-bikes, cargo bikes, tandems, handbikes, and children's bicycles. In just six months, the city has logged 1 million rides, underscoring how strongly residents prefer traveling by bicycle.

The Way Forward

To turn around the trends and bolster bicycle uptake, Wroclaw must focus on everyday comfort: building infrastructure to the appropriate widths that fit families and cargo bikes, prioritizing separation to ensure cyclist safety, investing in traffic calming, and making intersections feel secure with clear priority for bicycles. Matching the network with strong end-of-trip facilities will further encourage a modal shift. Indeed, securing bicycle parking at the main stations and mobility hubs will boost both safety and convenience, and daily cycling can be encouraged by events and festivals, positive communication, and transparent updates on bicycle trends and progress.

Wroclaw is building the conditions for cycling success with a wide network and strong rider support – now, it must prioritize protected infrastructure to reverse its declining bicycle modal share.


© City of Wroclaw

Driven by strong political determination, the "Old Capital" has made a noteworthy entry into the Copenhagenize Index. With a steadily growing budget and a newly formed multidisciplinary cycling team, Québec City has gained a structure and momentum to set up quick transformative projects across its metropolitan area.

Overall Score

51.1

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
45.1	**43.2**	**68.1**

The Key Lessons

In 2023, the city announced it planned to create a 150 km network of safe, connected, and comfortable bicycle routes by 2024, a bold move in a city where every transportation project sparked bitter debate. Initially called Corridors Vélo cité, the infrastructure was renamed Corridors VivaCité (CVC) one year later to highlight its inclusiveness and broader social benefits which include public health and urban vitality. The impact was immediate: along the CVC Chemin Sainte-Foy, bicycle and pedestrian traffic rose by 6.9% and 94% respectively between 2023 and 2024, and retail sales climbed by nearly 10%.

In a city once known for having a rather mediocre quality cycling infrastructure, the CVC project has triggered a significant qualitative leap that has surpassed the "Corridors" themselves and includes transitional street design. By applying best practices and studying other cities' experience and expertise, Québec is moving fast - as evidenced by the 16 km of separated infrastructure delivered between 2022 and 2024.

Another remarkable success is the rollout of the à Vélo bike-sharing system, featuring a fully electric fleet adapted to the city's challenging topography. With affordable pricing and year-on-year growth, the service has quickly gained popularity, even creating peak hour bicycle traffic jams - despite a mandatory helmet rule. Since its pilot launch in 2021 with just 10 stations and 100 bikes, the system grew to 115 stations and 1300 bikes in 2024, with ridership soaring from 29,000 trips to nearly 1,3 million over the same period. With an additional 50 stations and 500 bikes, plus an extra 15 days of operation, 2025 is shaping up to be a big year for the service.

The Way Forward

As Québec awaits its first streetcar line, it is already making use of the bicycle as a tool to redefine streets. With over half its road network now limited to a speed limit of 30 km/h maximum, priorities have been clear: improving infrastructure quality, winter maintenance, and attracting more users, particularly women. Continuing to expand modal filters into residential districts and introducing bicycle streets in commercial areas could strengthen network continuity. Moreover, building better bicycle-parking facilities and cargo-bike support will enable the city to keep pace with rising demand.

Québec has demonstrated that a “pro-choice,” rather than “anti-car” approach, can unlock untapped potential by integrating cycling into a broader multimodal mobility vision.

Vancouver closes the top 30, having lost ground compared to previous editions. The city is equipped with strong foundations, yet slower follow-through has led to a recent dip in the bicycle modal share and a persisting gender gap. With a citywide push to extend cycling comfort to "All Ages & Abilities" beyond downtown, the bicycle curve can once again turn upward.

Overall Score

50.3

Pillar Score

Safe and Connected Infrastructure	Usage and Reach	Policy and Support
33.4	52.5	68.7

The Key Lessons

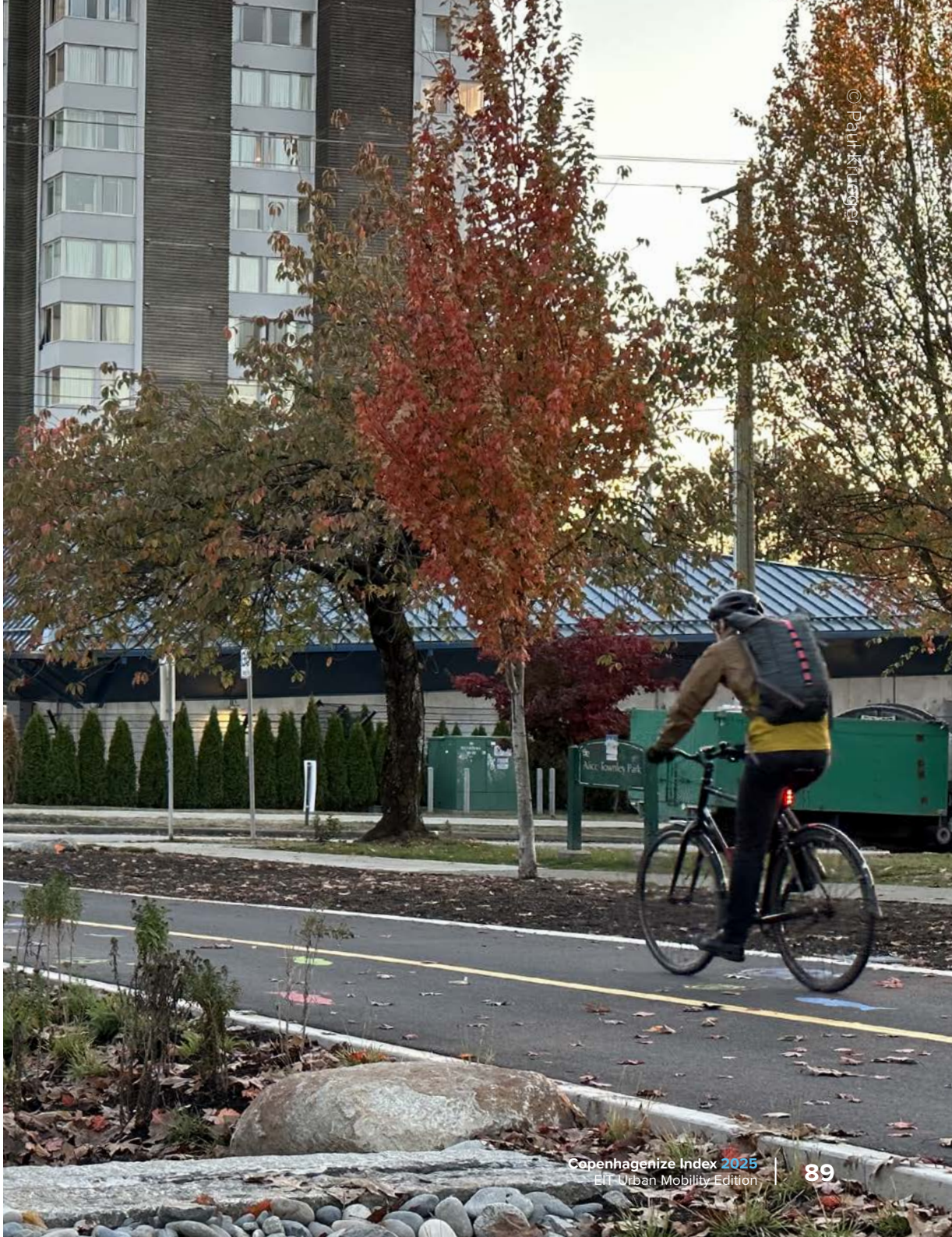
A series of political decisions, at all scales, have put the After cycling progress slowed during the pandemic years, Vancouver has resumed delivery with large infrastructure projects, while continuing to maintain an extensive 109 km network of protected lanes and off-street paths that meet the "All Ages & Abilities" (AAA) standards. The most recent flagship achievement is the $48M Granville Connector project, which introduced wide, fully separated walking and cycling paths, and removed two looping ramps, effectively unlocking city-owned land for future housing development. The emphasis on safety and comfort in the downtown area has led to the creation of bidirectional, protected tracks on Richards and Smithe Street, now extending along Drake Street as well. This is a monumental step for cyclist comfort in the city core, even though the emphasis and investment have remained concentrated in the downtown area. Consequently, outer neighborhoods and cross-city links have still been left waiting for their own AAA upgrades at scale.

Traffic-calming policies are aligning with network progress. Recently approved by the City Council, the 30km/h speed limit on residential streets, covering 25 neighborhoods, should further calm conditions for everyday cyclists and pedestrians, reinforcing Vancouver's reputation as one of North America's safest cycling environments. However, bicycle services and facilities lag behind the infrastructure, with bicycle parking and the bikeshare scheme still suffering from limited capacity - this leaves Vancouver with a significant margin for improvement when it comes to end-of-trip and intermodal comfort.

The Way Forward

Crucially, Vancouver has the tools and know-how to become a top cycling city; the next phase is deployment beyond the downtown core. Many eastern and southern corridors still feel too stressful for new or cautious riders; extending AAA designs into these areas, with reliable maintenance and snow clearing, will unlock everyday trips across more neighborhoods. Tying the network into Metro Vancouver would solidify the city's reputation as a North American mobility leader, while delivering practical and holistic wins: lower household transport costs in a high-cost city, better cross-neighborhood access to jobs and services, and measurable climate-equity gains. The momentum and standards are in hand; the next step will be deploying them consistently.

With its solid foundation and high design standards, Vancouver could play a pioneering role at the regional scale by implementing a cohesive and recognizable, city-wide spine network.



SUCCESS STORIES

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Brno takes free city-wide traffic education from the classroom onto traffic playgrounds and to real streets

Pillar: Policy and Support
Indicator: Image of the Bicycle

BRNO, Czech Republic

Since 2021, Brno's Department of Transport has made free and universal traffic education for local students, blending in-class lessons with hands-on training at municipal traffic playgrounds. Over 11,700 pupils have taken part since 2022.

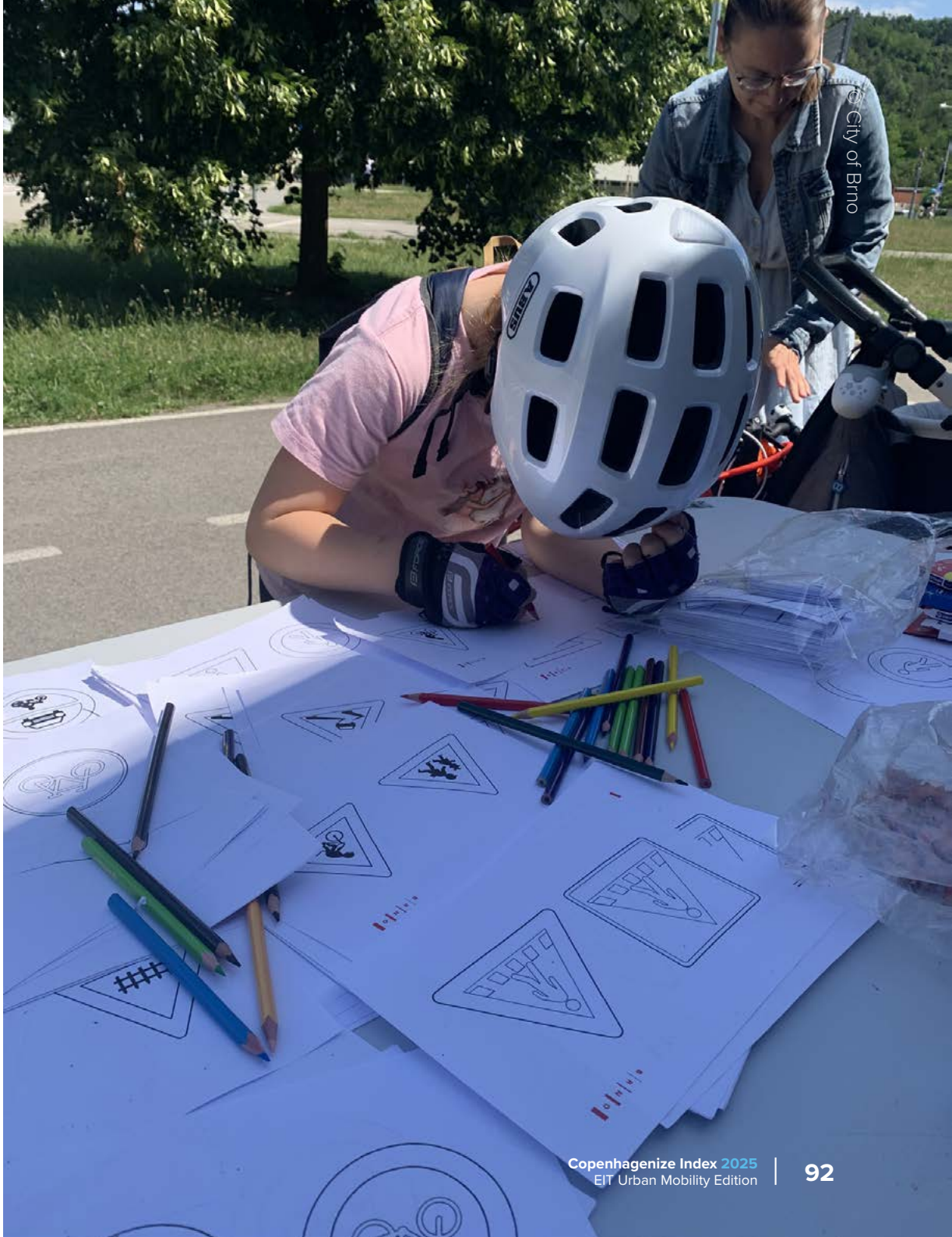
Brno is Czechia's second-largest city and capital of South Moravia, with over 400,000 residents. Since 2021, Brno has taken a systemic approach to growing everyday cycling and road safety: start early, make it accessible, and make it fun! The city's Department of Transport provides a city-funded traffic-education program to primary schools and lower-secondary classes, delivered by municipal instructors and aligned with the school calendar.

In order to increase the uptake of safe bicycling, Brno goes beyond classroom learning. In addition to theory classes that are brought into schools, real-life scenarios are created in traffic playgrounds enabling children to put into practice their knowledge. Training takes place at two playgrounds, Komín/Pastviny (Absolon) and Riviéra Traffic Playground (Pisárky), each equipped with 25 bicycles, 10 scooters, and helmets. Bringing learning one step further into the streets, Brno funds "guided walks," during which time children rehearse real crossings, implement their newly mastered rules of the road, and learn how to deal safely with traffic scenarios on their way to school. The result is a city-level program that treats safe walking, scooting, and bicycling as core skills for urban life rather than optional activities.

The flagship Riviéra Traffic Playground, opened in October 2015, offers an impressive 3,467 m^2 of training area and a 350 m bi-directional loop. It is one of the country's largest purpose-built education sites, with indoor and outdoor areas, changeable signage, and a controllable signal network that lets instructors simulate real traffic scenarios. The Komín playground operates under a municipal order that reserves weekday mornings for organized school training in the spring and fall terms.

“The kids loved it here and didn’t want to leave.”
Katka,
mother of three children and author of the blog Brněnská máma.

The impact of these centers is seen in the numbers. At the launch day in 2021, the program drew 58 classes, around 1,300 students, all in the first week. Since 2022, 11,774 pupils have benefited from the program, showcasing just how strong the demand is for bicycle and traffic safety. Today, Brno has successfully built a program that fosters confident young bicyclists and pedestrians, and strengthens in turn the city’s bicycle friendliness, safety results, and long-term urban resilience.



FORTALEZA

E-tricycles power inclusive recycling, cleaner streets and a sense of pride in Fortaleza

Pillar: Usage and Reach
Indicator: Cargo bikes

FORTALEZA, Brazil

Fortaleza's Re-Ciclo program equips waste collectors with electric tricycles, formal routes and EcoPoints. The program boosts recycling, creates income, and encourages respect while ensuring cleaner streets and shifting public perception city-wide.

Fortaleza is the state capital of Ceará, and is Brazil's fourth largest city with a population of over 2.5 million residents. Like many other Brazilian cities, Fortaleza has faced longstanding challenges in waste collection, and in 2023, only 6% of the city's recyclables reached processing facilities, leaving public spaces littered with trash. Today, Fortaleza's "catadores" - waste collectors - and electric tricycles are reframing recycling, transforming de-valued work into an issue of mobility, equity and public space. Through the city's Innovation Lab (LABIFOR), Re-Ciclo was co-designed with waste-picker associations to pivot away from handcarts and informal work systems. The new structure puts staff pride and wellbeing at the forefront: uniforms and PPE, pedal-assisted tricycles with GPS, and a booking system connecting the collectors to neighborhoods. Materials collected at the curb go to a network of EcoPoints for sorting and onward sale, turning scattered efforts into a service that residents can see, respect, and trust.

> *"I feel like a warrior when I'm cycling - I'm very happy."*
> *Rafaela Aires,*
> *waste-collector at Re-Ciclo.*

How did mobility play a part in this change? Operationally, e-tricycles cover longer distances at higher average speeds than handcarts, with loads of up to 150 kg. Training, route optimization, and simple digital tools helped standardize quality and safety. The city included waste collectors as design partners from the start, iterating vehicles and routines to match real constraints: maneuverability, weight, turn radii, and much more.

The results are clear. Since 2022, the Re-Ciclo program has cleared 980 tons of waste, and alongside broader municipal measures, the initiative drove a 541% increase in recycling. Even more, Re-Ciclo has instated a new reality for waste collectors with steadier pay, some reporting a 5 times increase in earnings. Many employees – 85% of them women – say the uniforms and tricycles foster pride and increase recognition in the community. Now, Fortaleza's target is to achieve a 50% city-wide recycling rate within the next eight years by scaling up to 150 tricycles and expanding the network to every neighborhood, positioning Re-Ciclo as a national model for a circular economy with human dignity at its core.

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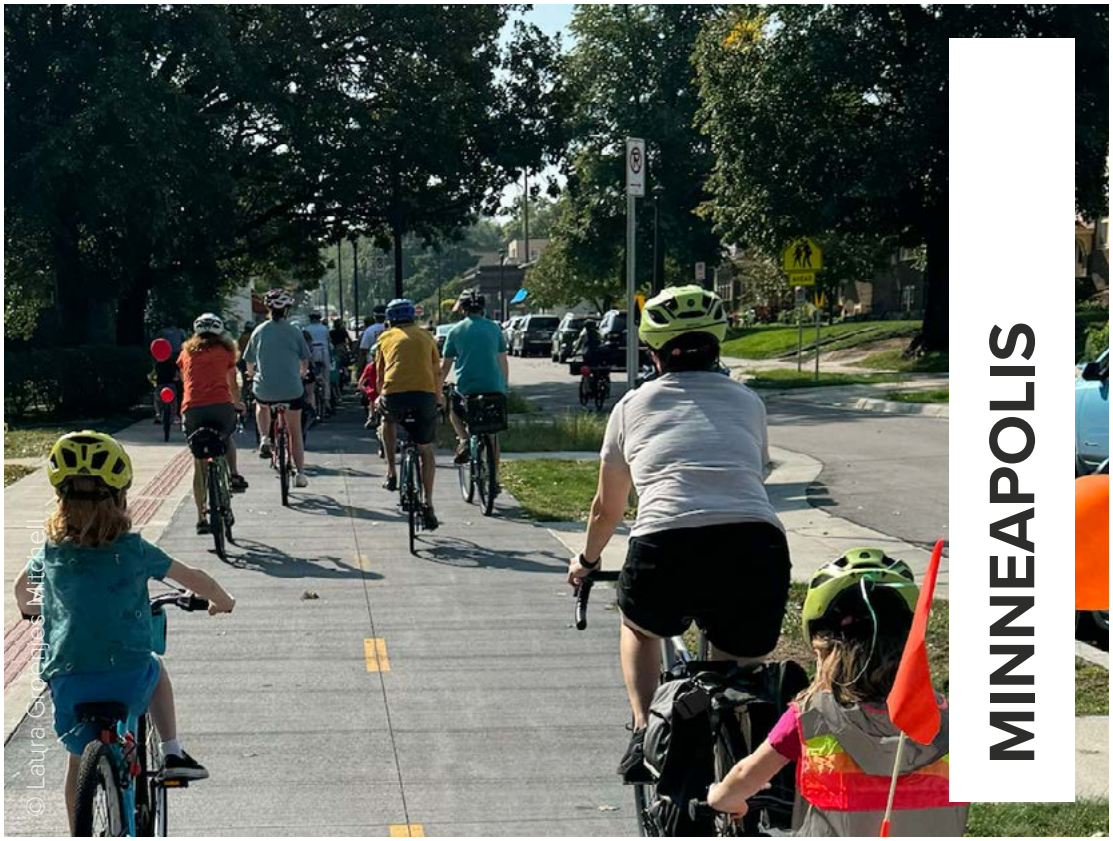


MINNEAPOLIS

Bryant Avenue has been transformed from a car-centric residential street to an attractive and safe bikeway.

Pillar: Safe & Connected Infrastructure
Indicator: Bicycle Infrastructure

MINNEAPOLIS, Wisconsin, USA

Once a car-dominated corridor, Minneapolis' Bryant Avenue South has been reborn as a model of safe, green, and inclusive street design. The two-mile reconstruction has prioritized walking, cycling, and stormwater sustainability while keeping neighborhood access intact.

Minneapolis is quickly becoming one of the United States leading cycling cities. Cycling has been mainstreamed into multiple departments in city hall and guided by the Go Minneapolis Transportation Action Plan and the "All Ages and Abilities" network approach. Over the past years, the city has been using major corridor reconstruction projects as opportunities to put in place safer, greener, and more equitable streets. An example of this shift is the 2022-2023 Bryant Avenue South Reconstruction Project. Between Lake Street and 50th Street W, the city has transformed a traditional two-way street into a calmer one-way corridor with a two-way protected bikeway, accessible sidewalks, and green stormwater infrastructure.

The design process engaged residents, businesses, and Metro Transit to align street function with local needs. Buses were rerouted to adjacent Lyndale Avenue, freeing space for the bikeway while maintaining transit access by a short contraflow bus lane. New curb extensions, raised crossings, and curb-level cycling tracks replaced curbside parking areas, while selective on-street parking remained near business centers. Green infrastructure now captures and treats stormwater runoff, diverting up to 30,000 gallons per storm and helping clean local creeks and lakes.

"It's more fun to bike as a family than be in the car! Drivers are slowing down. The street feels quiet, safe, and wonderful."
Resident feedback,
As You Go MPLS Bryant Avenue Celebration 2024.

The results speak for themselves. Average vehicle speeds dropped from 28 to 25 mph (45 to 40 kph), annual crashes fell by a third, and daily bike volumes nearly doubled from 361 to 710 cyclists, with a peak day exceeding 1300 bikes. Pedestrian counts have risen as well, reflecting a more comfortable, community-oriented street. Residents describe Bryant as “quiet and wonderful” and “safe for bikers, pedestrians, and everyone.” Families now ride together, children walk to school, and local shops benefit from calmer traffic and pleasant public spaces.

Critical Mass Nairobi: From Monthly Rides to Citywide Impact

Pillar: Policy and Support
Indicator: Cycling advocacy

NAIROBI, Kenya

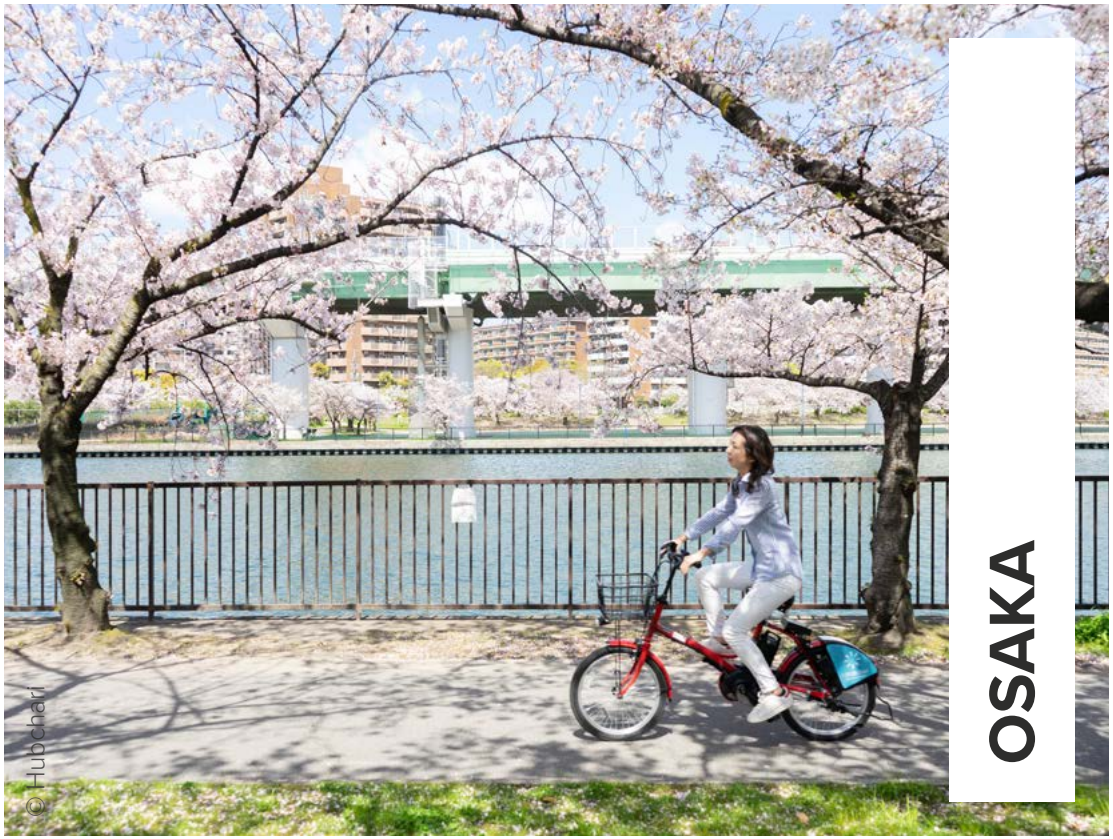
Nairobi's grassroots "Critical Mass" rides anchor a wide ecosystem of initiatives - Bike Trains, Kenya Cycling Women, and Toto Mass family rides - making everyday bicycling safer, more visible and more inclusive.

Nairobi, Kenya's capital, has become one of Africa's most promising cities for cycling. With 4.4 million residents and significant transportation challenges, one organization has become the city's foremost voice for bicycle advocacy. Founded in 2014, Critical Mass Nairobi (CMN) uses monthly community rides, a simple, repeatable means to install a cycling culture in Kenya's capital. Attendance averages between 300-500 riders, and in August 2024, more than 800 cyclists marked CMN's ten-year milestone—the largest non-competitive gathering of cyclists ever recorded in Kenya.

> *"We are not just addressing mobility, we are also building a community. Our mantra, 'Tujuane, Tujengane, Tuinuane,' translates to 'Let's get to know each other, let's build each other up, and let's uplift each other."*
> *CSM 2024 Report.*

Between rides, CMN has developed programs that keep people pedaling throughout the month. Nairobi Bike Trains organizes commuting along 10 corridors with 1,487 active members, led by trained captains who coordinate schedules and safety. Kenya Cycling Women has grown to 163 members, programming themed rides and leadership development initiatives tailored to women. Toto Mass, supported by an online community of more than 150 parents, organizes rides for families and children. Finally, the Kenya Cycling Soko digital marketplace, operating at its 1,025-member capacity, provides an honest and fair platform to spread affordable bicycles, parts, and services across the community.

The impact is visible throughout the city and in statistics. CMN's regular visibility, skills-building, and traffic awareness programs align with a 22% reduction in cyclist casualties between 2021 and 2022. Beyond safety, the movement has strengthened and empowered cyclists across ages and gender groups, created neighborhood networks, and spotlighted policy demands, from protected bicycle lanes and safer crossings to child-friendly streets. In a city with incredible potential for everyday cycling, CMN is a trailblazer and a fundamental benchmark for cycling ambitions in Nairobi. Looking ahead, Critical Mass Nairobi is setting out plans to expand programs, deepen partnerships, and keep inviting policymakers to ride along, and thus turning monthly rides into a lasting impact, safer infrastructure, and a healthier modal mix.



HUBchari: Osaka's bike share that turns everyday trips into social impact

Pillar: Usage and Reach
Indicator: Bike share

OSAKA, Japan

In Osaka, HUBchari pairs convenient, station-adjacent bike sharing with dignified jobs for people exiting homelessness, avoiding short car trips while at the same time creating measurable social benefits across the city.

Osaka is a cycling city where short urban trips define daily life. In this landscape, Homedoor, a local certified nonprofit organization dedicated to ending homelessness, saw a chance to link mobility with inclusion. Operating as a social enterprise service, Homedoor launched "HUBchari" in 2011, a bike-sharing initiative created to tackle two chronic challenges at once: congestion and homelessness. The program was designed after fieldwork showed that around 70% of Osaka's unhoused people already had strong bike-repair and maintenance skills. Today, HUBchari channels those skills into paid work, hiring and training people formerly homeless to run the system. They maintain the fleet, swap batteries, manage the stations, and provide support for customers.

> *"In Japan, it is difficult to help such people because they don't gather in specific areas, and many of them don't look homeless. Our next challenge is to create a system that helps people who are not so visibly in need of support"*
> *KAWAGUCHI Kana,*
> *founder.*

Every day, riders unlock bicycles via an app and return them to any one of 600+ stations across Osaka. HUBchari's ride revenue is then directly and entirely redistributed to workers' salaries and shelter operations. Bicycle ports are located beside train stations and key destinations so riders can easily grab an e-bike for the "first and last mile," switching over from short car or taxi rides to swift and affordable bicycle trips. Pricing remains affordable for residents and visitors, while the program's wages and wrap-around support are funded by the service itself.

This integrated model has turned everyday commutes into a self-sustaining engine of social impact. In February 2023, Homedoor reported assisting more than 4,300 people across its programs, and HUBchari accounted for around 40% of its revenue, providing evidence that urban mobility not only benefits sustainability, health, and accessibility but can also be an important vehicle for equity and opportunity.

SINGAPORE

How Singapore's Car-Lite Strategy Built a Safe, Islandwide Cycling Network

Pillar: Safe & Connected Infrastructure
Indicator: Bicycle Infrastructure

SINGAPORE, Singapore

Since 2014, Singapore has gone car-lite, reframing bicycling as everyday transport. Today, the island is equipped with 730 km of safe, segregated bicycle tracks, with the aim of reaching 1,300 km by 2030.

Since 2014, Singapore has pursued a deliberate "car-lite" pathway. On a dense, compact island, limiting private car use has been a decade-long goal, turning the focus on making walking and cycling truly viable through safe, reliable infrastructure. The Land Transport Authority (LTA) now holds a dedicated mandate for active mobility, with specialists continuously improving bicycle facilities. Beyond bicycle-sharing success, car-free days, and traffic calming policies, one major initiative has put Singapore on the world's cycling map: a connected, island-wide bicycle network safe for riders of all ages and abilities. Today, the LTA, working with NParks, the Urban Redevelopment Authority, and the Health Promotion Board, has built over 730 km of cycling paths and park connectors that cross Singapore's various neighborhoods, with a clear, funded goal of around 1,300 km by 2030. First/last-mile paths meet MRT stations and interchanges, and streets are now equipped with hundreds of thousands of bicycle parking spaces. This push is anchored in the Singapore Green Plan and the 2040 "Walk-Cycle-Ride" vision, reframing active and shared travel from being a sport to default transportation.

> *"There's much more coverage than a few years back, so now you can find cycling paths in many places, especially on bigger roads in the neighbourhoods."*
> *Vareck Ng,*
> *Singapore resident.*

Design choices make everyday trips realistic in this city's tropical, high-density landscape. New paths are predominantly off-road, two-way, and fully segregated, with red and skid-resistant surfacing for visibility, speed-

calming strips, and signage at conflict points. Notably, the reimagined North-South Corridor, originally planned as a “North-South Expressway” for motorists, was redesigned to prioritize bus lanes and bicycle tracks. In parallel, NParks’ Park Connector Network provides green spines that link parks, waterfronts, and neighborhoods into cyclable circuits.

The rapid expansion of Singapore’s cycling network—on track for the goal of 1,300 km by 2030—has put a majority of the city’s households within reach of safe and protected cycle routes. As the network grows, public agencies are reinforcing this shift with tens of thousands of bicycle parking spaces at hubs and stations. The result is a steadily growing public acceptance and modal shift, supporting the city’s objective of going “car-lite” so as to cut land-transport emissions. The culmination of these efforts has made cycling a visible, safe, and normal part of daily life in the dense urban landscape of Singapore.

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WHO WE ARE

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COPENHAGENIZE

Copenhagenize is an industry-leading company and an international reference in bicycle mobility, supporting cities and regions worldwide. Founded in 2009 in Copenhagen (DK) – well before cycling was recognized as a legitimate mode of transportation in most cities – the company has since grown into an interdisciplinary consulting firm headquartered in Paris (FR), with team members in Montréal (CA) and Copenhagen.

For more than fifteen years, the Copenhagenize team has helped put millions of citizens back on bicycles by working to make daily trips safer, more efficient and more comfortable. As pioneers in bicycle urbanism, the firm provides a comprehensive range of services, from strategy and policy development to infrastructure design, communications, research and education. Copenhagenize is also behind innovative tools such as the Desire Lines Analysis Tool and the Copenhagenize Index, the most widely recognized and comprehensive global ranking of bicycle-friendly cities.

Drawing inspiration from leading cycling cities and supported by a deep understanding of diverse cultural and environmental contexts, Copenhagenize provides tailored, ready-to-implement solutions for both major metropolitan areas and smaller communities. The company's expertise covers everyday cycling, tourism and sports. Driven by a strong commitment to improving cities and lives of the people who inhabit them, Copenhagenize works to make the world a little better, one street at a time.

eit Urban Mobility

Co-funded by the European Union

EIT Urban Mobility is an initiative of the European Institute of Innovation and Technology (EIT), a body of the European Union and Europe's largest network for transport innovation in cities. Our mission is to accelerate change towards a sustainable model of urban mobility and liveable urban spaces. We connect public and private actors and provide them with access to markets, talent, finance, and knowledge. Using cities as living labs, our industry, research and university partners will demonstrate how new technologies can work to solve real problems in real cities by transporting people, goods and waste in smarter ways.

Through participation in this study, EIT Urban Mobility advances its objective of providing high-quality learning opportunities for urban mobility professionals by translating the study's findings into a training programme that equips participants with practical strategies, case studies, and tools to design and implement effective cycling policies in their cities.

For more information visit
www.eiturbanmobility.eu

About the team

Our team members are passionate about what they do, constantly seeking impactful partnerships and opportunities to advance cycling culture around the globe. Bringing together urbanists, designers, strategists and researchers from different cultural and professional backgrounds, the team combines technical expertise with a deep understanding of how people move through cities. This diversity allows Copenhagenize to address complex mobility challenges with insight, creativity and a strong commitment to practical, people-centred solutions.

The team members listed below contributed directly to this project, each bringing essential expertise to the development of the Index:

Clotilde Imbert – Project Director, Head of Copenhagenize

Sami Ibrahim Ph.D. – Project Technical Lead, Head of Strategy

Arthur Duhamel – Head of Urban Design

Kassandra McCleery – Bicycle Mobility Analyst

Mauricio Suarez – Bicycle Mobility Analyst

Mathilde Chesneau – Bicycle Mobility Analyst

Laure Verdier – Bicycle Mobility Analyst

Marguerite Wang Hansen – Bicycle Mobility Analyst

Guillaume Verguin – Graphic Design & Visual Identity

Charles Goupille – Greencap Studio, Videomaker

Joachim Viktil – Marketing Expert

Aaron Taylor – Proofreader

Diabou Danso – Administrative Support

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Get Involved

If your city would like to be assessed, share new data, or be considered for inclusion in the next edition of the Copenhagenize Index, we encourage you to get in touch. We are always eager to learn from emerging initiatives, document success stories, and collaborate with cities striving to make cycling safer and more accessible. You can reach the team at index@copenhagenize.eu. Your experience can help share global knowledge and inspire others around the world.

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EIT Urban Mobility Edition

The Global Ranking
of Bicycle-Friendly Cities

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