

Cycle Cities

Supporting cycling in Canadian cities

EXECUTIVE SUMMARY

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Photo: Roberta Franchuk, Pembina Institute



1 Introduction

Across Canada, cycling is growing in popularity as a daily commuting option. It offers a convenient and affordable solution to crowded transit and congested streets in urban areas, and is also growing in some suburbs. However, not all cities are investing in cycling infrastructure to the same degree, particularly when it comes to creating separated lanes and other measures that improve safety and attract new cyclists.


This study compares cycling in five of Canada's largest cities: Toronto, Montreal, Vancouver, Calgary and Ottawa. It analyzes how well cycling networks serve residents in each of these cities, and how effectively each city has responded to the growth in cycling and the demand for safer and more accessible infrastructure that takes cyclists where they want to go.

Key findings

- 1 Montrealers cycle the most with around 115,000 cycling trips made every day, followed by Torontonians with around 96,000 daily trips.
- 2 Calgary has 578 kilometres of multi-use trails, the most of the five cities studied.
- 3 Montreal has the most separated cycling lanes — 72 kilometres of separated cycling facilities across the island.
- 4 100% of Ottawa and Vancouver's rapid transit stations are within 400 metres of cycling paths.
- 5 Vancouver has the highest cycling mode share. Over 4% of all trips in the City of Vancouver are by bicycle.



Summary of analysis

	Toronto	Montreal	Vancouver	Calgary	Ottawa
Total bicycle infrastructure (on-street and off-street paths) (km)	640	648	289	1032	221
Bicycle infrastructure per 100,000 people (km)	24	35	48	94	66
On-street bicycle lanes* (painted or physically separated) (km)	128	234	62	43	54
Multi-use trails (km)	364	269	42	578	167
Percent of rapid transit stations within 400 m of bicycle path	76%	82%	100%	89%	100%
Crash rate per 100,000 cycling trips	5	2	2	4	3

*Includes separated bicycle lanes protected from traffic by bollards or medians and non-separated lanes demarcated by a painted line.

Table 1: Comparison of bicycle infrastructure and other metrics in major Canadian cities

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