



Montreal ranks second among the world's best cycling cities, according to new survey

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Montreal ranks second among the world’s best cycling cities, according to new survey

Montreal has been named the second-best city in the world for cycling, according to a new survey by Time Out, putting the Canadian city ahead of some of the world’s most celebrated cycling destinations, including Copenhagen, Stockholm and Amsterdam. This ranking is different. Instead of any objective measure, it is based on responses from more [...]



Written by: **Ron Johnson**

Montreal has been named the second-best city in the world for cycling, according to a new survey by Time Out, putting the Canadian city ahead of some of the world’s most celebrated cycling destinations, including Copenhagen, Stockholm and Amsterdam.

This ranking is different. Instead of any objective measure, it is based on responses from more than 24,000 residents around the world. The respondents were asked how easy it was to get around by bicycle in their communities. Montreal received an impressive 82.5 per cent approval rating, narrowly trailing Cambridge, England, which topped the list at 83.2 per cent.

The result also makes Montreal the highest-ranked cycling city in North America.

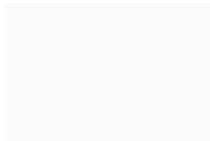
The survey points to Montreal’s extensive cycling infrastructure, particularly its expanding network of protected bike lanes, as a major reason for its strong showing. The city’s Express Bike Network (EBN), known locally as the Réseau express vélo (REV), is a major investment in making cycling a practical transportation option. Once completed, the network is expected to extend 171 kilometres, adding to an already extensive system of approximately 1,083 kilometres of cycling routes.

Montreal has also made significant investments in winter cycling, with protected routes cleared of snow during the colder months. That commitment is helping establish cycling as a year-round



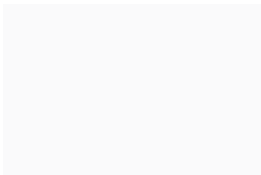
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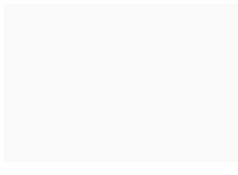
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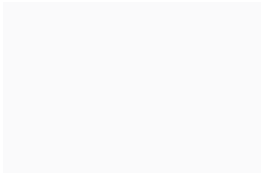
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transportation option rather than simply a seasonal recreational activity.



Cycling Montreal's Plateau neighborhood

The city's BIXI bike-share program is another important part of the picture. According to the survey's accompanying report, 25 per cent of Montreal residents used the system in 2023, demonstrating how shared bicycles have become integrated into everyday urban transportation.

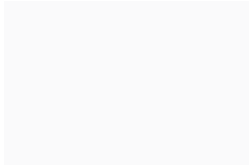
How the other cities ranked

Cambridge (pictured top, photo: Greater Cambridge Partnership) took first place with an 83.2 per cent approval rating, benefiting from its compact geography, relatively flat terrain and extensive cycling infrastructure. The city has also invested in dedicated cycle streets and substantial bicycle parking facilities.

Montreal was followed by Copenhagen in third place (79.2 per cent), Shanghai in fourth (78 per cent) and Vienna in fifth (77.7 per cent).

Other cities in the top 10 included Warsaw, Marrakech, Taipei, Stockholm and Seville. The remainder of the top 20 featured Seoul, Medellin, Rotterdam, Helsinki, Abu Dhabi, Orlando, Frankfurt, Luxembourg, Ljubljana and Brasilia.

Interestingly, Copenhagen, often regarded as the global benchmark for bicycle-friendly urban planning, finished three positions behind Montreal. The Danish capital received a 79.2 per cent approval rating, with its extensive dedicated cycling lanes, off-street paths and traffic-calming measures contributing to its reputation.



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The ranking is based on residents' perceptions rather than a technical assessment of cycling infrastructure, commuting rates or road safety. Time Out also included only the highest-scoring city from each country to provide a broader international comparison.

Nevertheless, Montreal's result is encouraging for Canadian cycling advocates. It demonstrates what sustained investment in protected cycling routes, accessible bike-share programs and year-round infrastructure can accomplish.

For a city that experiences long, snowy winters, Montreal's position near the top of the global ranking is particularly noteworthy. It also offers a compelling example for other North American cities looking to make cycling a more accessible and practical part of everyday urban life.

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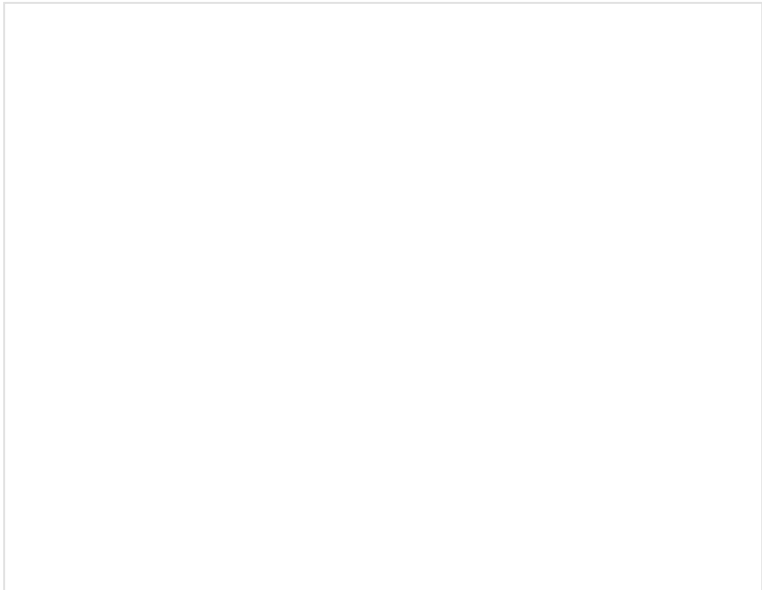
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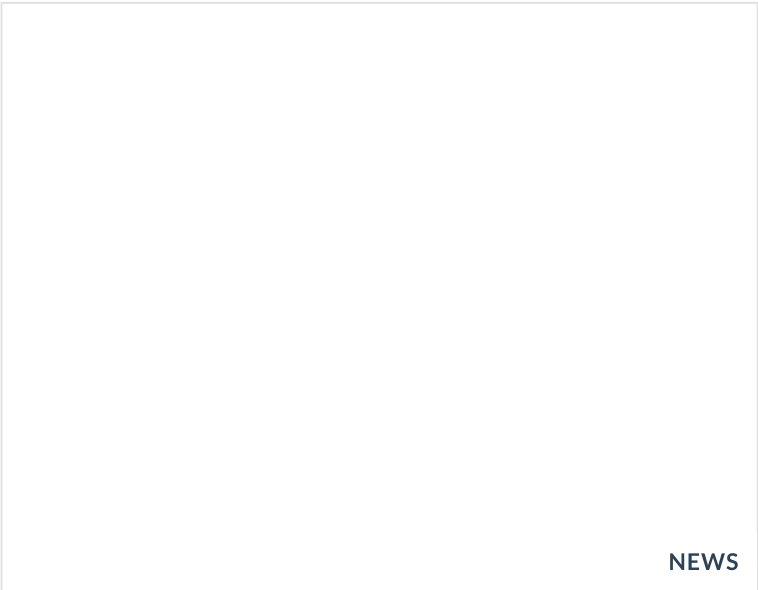


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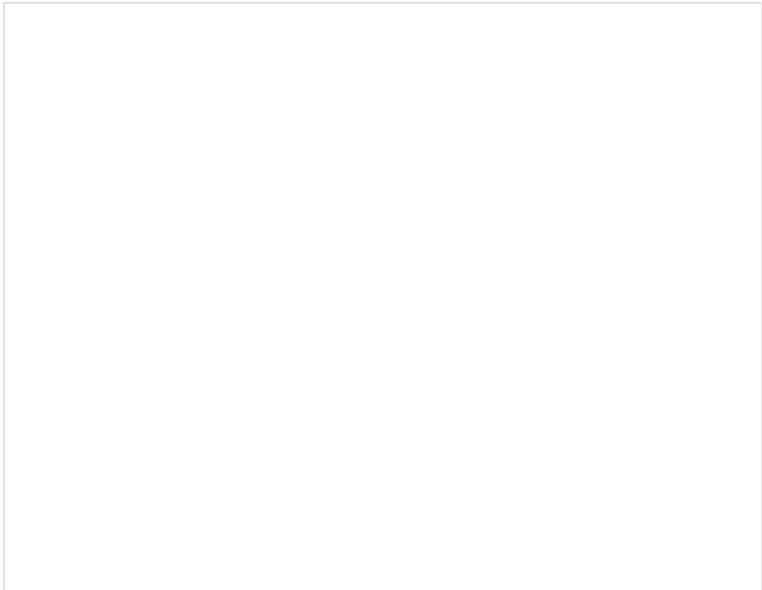
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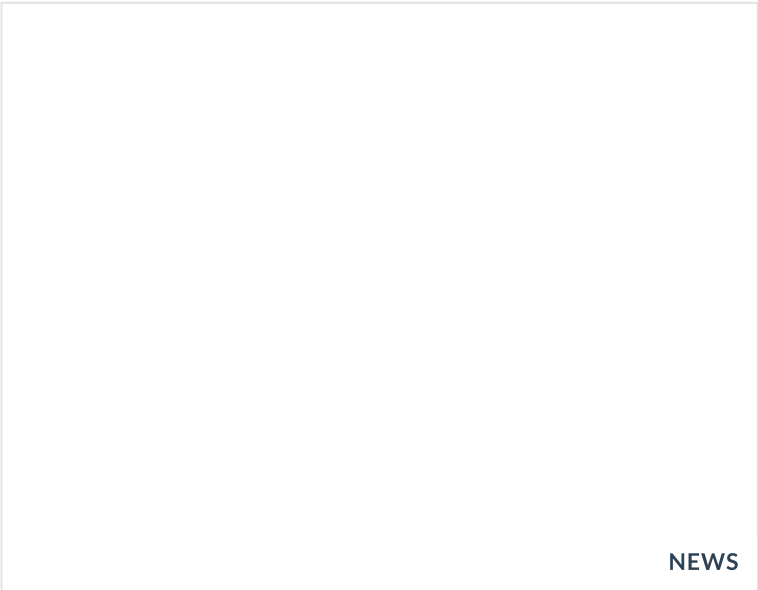
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