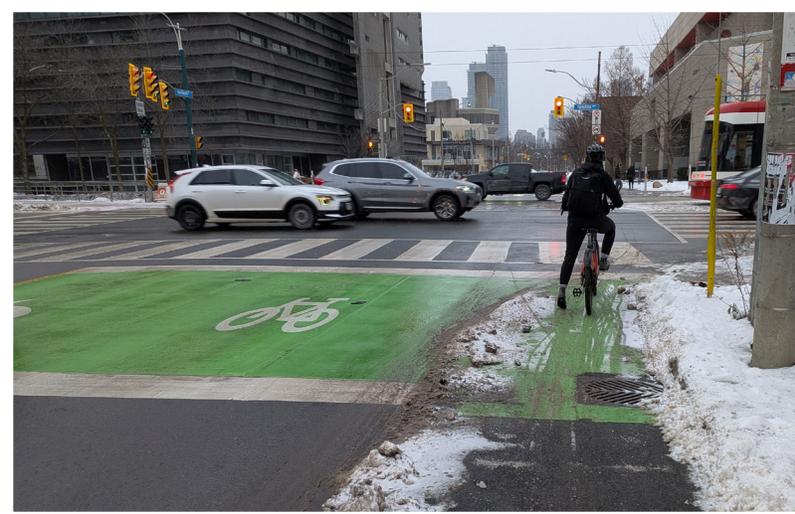
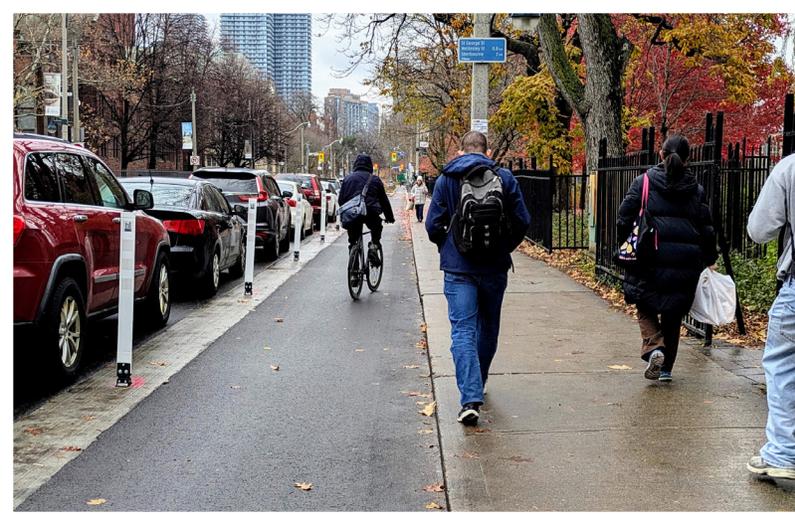




Artwork by multiple artists listed on Page 2



2025 TORONTO CYCLING YEAR IN REVIEW

TRANSPORTATION SERVICES

The Cycling Year in Review report provides an overview of the cycling achievements and milestones reached in 2025, including new and upgraded bikeways, data collection and campaigns.

Since its initial release in 2022, the year-end report has evolved to include statistics about the City's cycling budget, Bike Share Toronto achievements, and highlights of major projects completed within the past year.

To access previous versions of the Cycling Year in Review, please visit toronto.ca/cyclingdata.

TABLE OF CONTENTS

MAJOR CYCLING ACHIEVEMENTS IN 2025	3
NEW BIKEWAY INSTALLATIONS IN 2022-2025	4
2025 BIKEWAY INSTALLATIONS AND UPGRADES BY DISTRICT	4
CYCLING NETWORK BUDGET - PROGRESS (2019-2025) AND APPROVED (2026)	4
BICYCLE PARKING	5
BIKE SHARE TORONTO	5
VISION ZERO ROAD SAFETY PLAN	6
CYCLING SERIOUS INJURIES OR FATALITIES 2016-2025	6
RULES FOR RIDEABLES CAMPAIGN	6
WINTER CYCLING IN TORONTO	7
TABLE OF NEW AND UPGRADED PROJECTS IN 2025	8
2025 CYCLING DATASETS	9

Cover photo, top right artist credits

Underpass mural artists: Curtia Wright, Alexander Bacon, Leone McComas, Keitha Keeshig-Tobias, Drew Rickard, Daniel Hyde, Ren Lonechild, and Que Rock

Barrier artists (background): Timmi Fuk, ToeFish, and Brian Addison Bennett

Barrier artists (foreground): Talie Shalmon and Keimara

MAJOR CYCLING ACHIEVEMENTS IN 2025

Toronto is one of the top 100 bicycle-friendly cities in the world and the seventh most bicycle-friendly city in North America!

The City of Toronto has debuted at #55 on the list of the 100 top bicycle-friendly cities in the world, according to the Copenhagenize Index.

The 2025 Copenhagenize Index evaluates cities across three core pillars:

- Safe and Connected cycling infrastructure, including bicycle parking areas and traffic calming measures.
- Usage and Reach, including bike modal share, modal share growth, women's share of bicycle trips, bike share systems, and cargo bikes.
- Policy and Support, including political commitment, advocacy and urban planning. This recognition reflects both political leadership and people whose cycling behaviour and advocacy shape our streets.

A complete list of cities is available in the [Copenhagenize report](#).



Nearly 200 new Bike Share Stations added and a 13% increase in riders from 2024

180 new stations were added to the Bike Share Toronto network, which is the largest single year expansion in system history. 7.8 million rides were recorded in 2025, which is a 13% increase from rides recorded in 2024. Bike Share was also officially located in all 25 wards throughout Toronto, which completed goals of the [Four-Year Growth Plan \(2022-2025\)](#).

Bike Share Toronto also launched the “Islands Pilot” on Toronto Islands at four locations for seasonal service. Despite only running from May 16 to October 15, 2025, the Centre Island Ferry Dock was the most popular station in 2025, with a total of 116,000 trips starting and ending at this location.

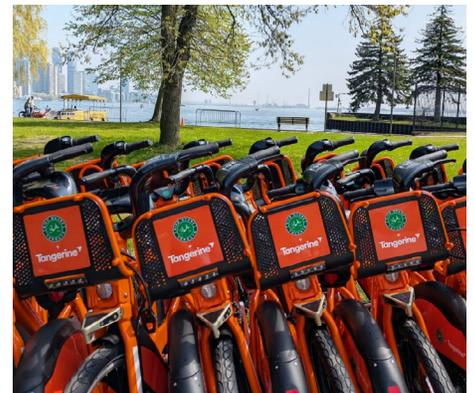


Photo credit: Bike Share Toronto

Major upgrades completed on Harbord Street-Hoskin Avenue

In 2025, the cycle tracks on Harbord Street and Hoskin Avenue were upgraded in coordination with state-of-good-repair work and road resurfacing. Pre-cast concrete curbs were replaced with permanent poured concrete curbs to provide optimal separation between people cycling and motorists. Additional improvements included raised bike/bus platforms at TTC bus stops, curb radii reductions throughout the project area, green infrastructure and plantings, and the installation of bicycle signals and turn boxes at Ossington Avenue and St. George Street. More details are available at toronto.ca/harbordhoskin.



City Council approves 33 kilometres of new bikeways in Toronto

In 2025, Toronto City Council approved 33 kilometres of bikeway projects for installation, which included:

- Complete Streets projects on [Bathurst Street](#) and [Ellesmere Road](#).
- [A Safer Kingston Road](#), which includes cycle tracks and road safety upgrades.
- Cycling connections projects on [Trethewey Drive](#) and [Martin Grove Road](#).
- Bikeway and road safety projects on suburban arterials, including [Kipling Avenue](#), [Keele Street](#) and [Weston Road](#).



Rendering of changes on Kingston Road

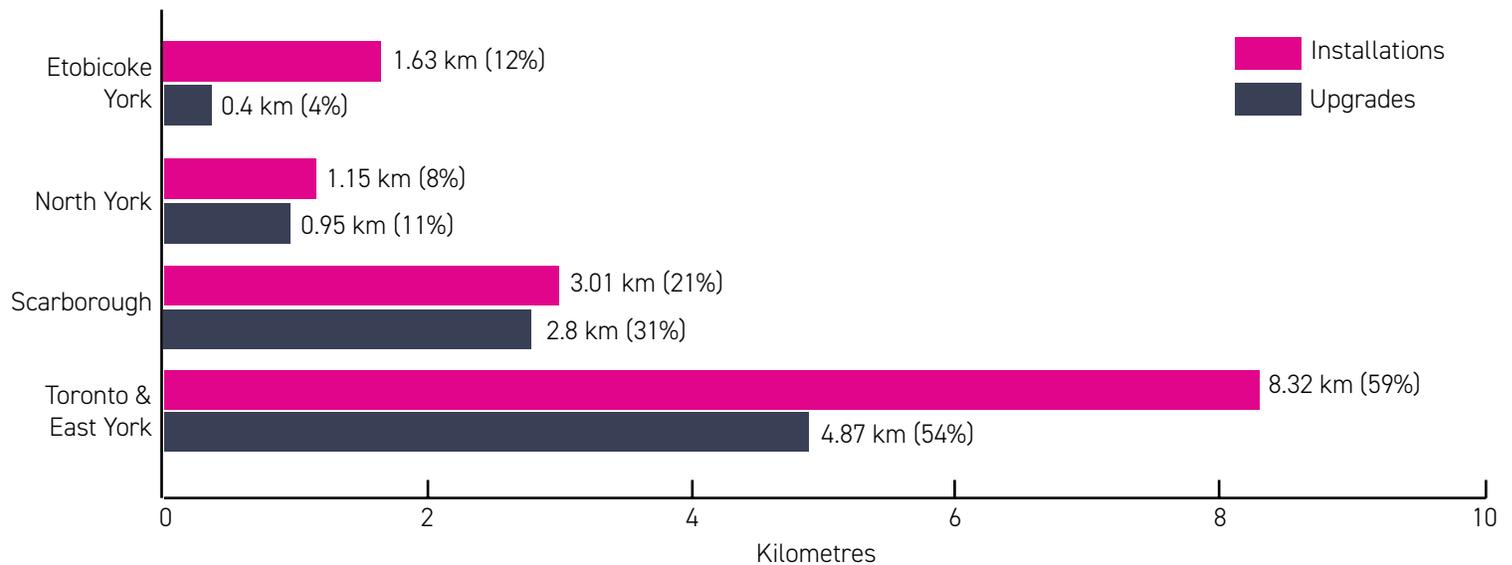
NEW BIKEWAY INSTALLATIONS IN KM 2022-2025*

14.11 kilometres of bikeways were installed in 2025. A majority of these installations were protected cycle tracks or multi-use trails.

Bikeway Type	2022	2023	2024	2025	Network Total
Multi-use Trails	2.0	4.2	4.0	2.5	399.3
Cycle Tracks (includes bi-directional tracks)	3.9	7.3	11.0	5.8	110.1
Bicycle Lanes (includes buffered and contra-flow)	5.4	5.6	4.1	3.6	143.8
Shared Lane Markings	6.5	2.5	7.6	2.2	92.1
TOTAL	17.8	19.6	26.7	14.1	745.3

*Along with the 14 km of bikeways delivered, 9.02 kilometres of bikeways were upgraded in 2025. There were also an additional 16 km of bikeway installations under construction or in progress as of December 2025. All kilometres are reported in centreline, which measures the length of the road / trail segment.

2025 BIKEWAY INSTALLATIONS AND UPGRADES BY DISTRICT

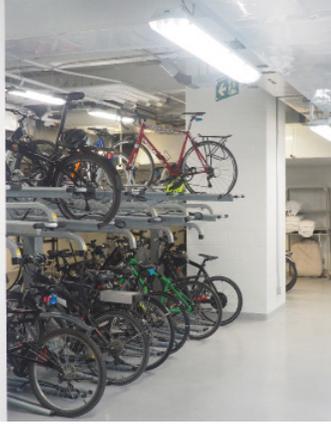


CYCLING NETWORK BUDGET - PROGRESS (2019-2025) AND APPROVED (2026)

\$ (in millions)	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Actual	2024 Actual	2025 Actual	2019-2025	2026 Approved
Bikeway implementation (i.e., multi-use trails, cycle tracks, bicycle lanes, shared lane markings)	14.4	24.6	18.9	21	33.4	45.2	35	192.5	35

BICYCLE PARKING

The City of Toronto offers both long-term (bicycle stations and bicycle lockers) and short-term (bicycle corrals, multi-bicycle racks, and bicycle locking rings) options. Learn more about [bicycle parking](#) fees, locations and how to request a bicycle locking ring.



Installations by Transportation Services in 2025	
Bicycle Corrals	4
Multi-bicycle Racks	60
Bicycle Locking Rings	500

Overall Total Bike Parking Managed by Transportation Services in 2025	
Bicycle Corrals	47
Bicycle Locking Rings	18,559
Multi-bicycle Racks	381
Bicycle Lockers	21
Bicycle Stations	4

BIKE SHARE TORONTO 2025 UPDATES AND ACHIEVEMENTS

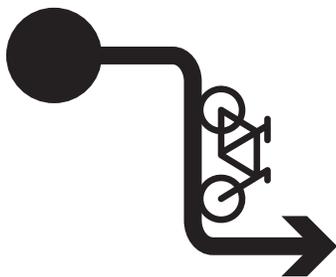


	2020	2021	2022	2023	2024	2025	System Total
Bike Share Stations Installed	140	13	38	131	82	180	1,018
Total Number of Bikes in System	6,815	6,815**	7,140	8,970	9,350	10,161	10,161 (includes 2,000 e-bikes)
Yearly Memberships Purchased	18,855	25,118	31,838	35,555	40,460	44,000	247,668 since 2015
Number of Rides (year-to-date in millions)	2.9	3.4	4.5	5.7	6.9	7.8	36.3 million since 2011

Bike Share Toronto is operated by the Toronto Parking Authority. Tangerine Bank is the Exclusive Presenting Partner of the Bike Share Toronto program.

**There was no increase between 2020 and 2021, as 2020 marked the last year of the previous four-year expansion.

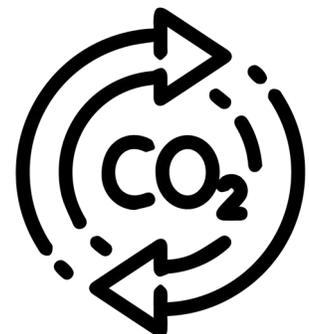
BIKE SHARE TORONTO 2025 HIGHLIGHTS



27.3 million kilometres travelled



1.5 million e-bike rides (a 40% increase from 2024)



4,110 tonnes of CO₂ emissions saved

VISION ZERO ROAD SAFETY PLAN

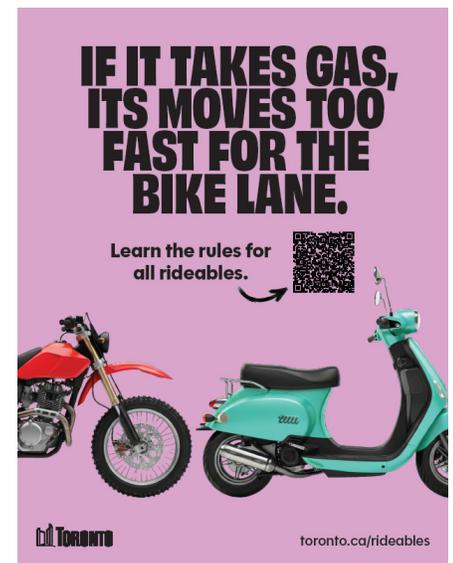
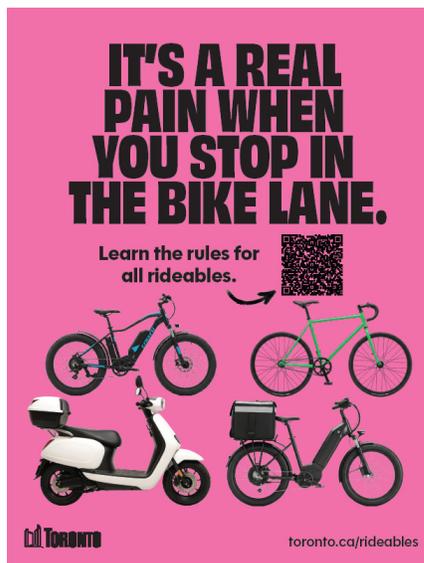
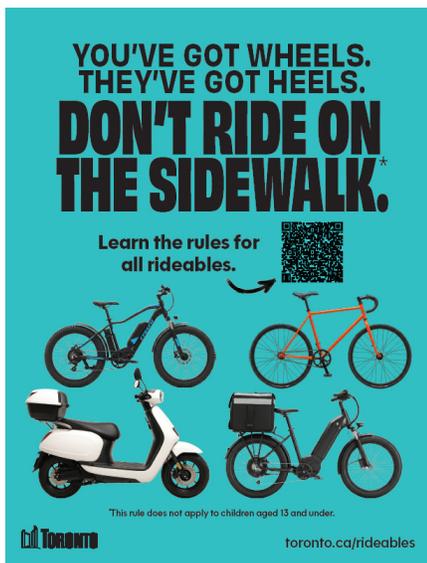
Toronto's Vision Zero Road Safety Plan is a comprehensive action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. The City is committed to Vision Zero and supports its fundamental message: Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero. Learn more by visiting toronto.ca/visionzero.

CYCLING SERIOUS INJURIES OR FATALITIES 2016-2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Number of fatalities	1	4	4	1	4	1	2	1	6	2
Number of serious injuries	37	48	39	36	29	20	34	44	36	32
Rate of cycling fatalities per 100,000 resident population	0.04	0.15	0.15	0.04	0.15	0.04	0.07	0.04	0.21	0.07
Rate of people seriously injured while cycling per 100,000 resident population	1.35	1.76	1.43	1.32	1.06	0.72	1.22	1.57	1.29	1.15

Fatality and seriously injured rates between 2016 and 2020 are based on Toronto's 2016 population of 2,731,571, while the rates between 2021 and 2025 are based on Toronto's 2021 population of 2,794,356 (Source: Statistics Canada). 2025 data represents provisional data as of February 19, 2026. There is up to a one year delay for data on serious injuries from date of occurrence to being officially verified and reported.

RULES FOR RIDEABLES SAFETY CAMPAIGN



In summer 2025, the City of Toronto launched the Rules for Rideables public education campaign, which encouraged riders of micromobility vehicles (e.g., bicycles, mopeds, e-bikes, etc.) to understand and follow rules of the road, and show mutual respect for fellow riders. This was a targeted outreach to micromobility riders including delivery workers, commuters and recreational riders. Multi-channel placements included:

- Sidewalk decals on 32 corners in Toronto areas with a high-volume of cycling and pedestrian infrastructure, as identified through Vision Zero data
- 200 transit shelter ads
- Out of home placements including GO transit and TTC vehicles
- Social media and multilingual online ads translated into Tamil, Simplified Chinese, Punjabi and Hindi

The creative delivered a message that resonated with audiences, resulting in above-average click-through rates for the associated webpage where users could review the rules. The campaign earned more than 41 million impressions through a mix of outdoor and digital advertisements, drove 33,000+ unique website visits, and contributed to a meaningful conversation about the state of cycling and rideables in Toronto. Learn more at toronto.ca/rideables.

WINTER CYCLING IN TORONTO

The City of Toronto clears snow and ice from all on-street bikeways and major trails across the city each winter. On-street bicycle lanes are cleared based on the level of service for the road classification. They are salted at the same time as the adjacent road, when snow begins to accumulate. Winter maintenance of cycle tracks and multi-use paths are activated when 2 cm of snow accumulates.

Visit the City of Toronto's [Winter Cycling](#) page to learn tips and techniques for cycling safely in winter conditions.



Bike Share Toronto continues to be a popular choice among winter cyclists

Bike Share Toronto operates 365 days a year. Since 2022, which marked the beginning of a new system-wide expansion, ridership increased by 137% from January to March between 2022 and 2025.

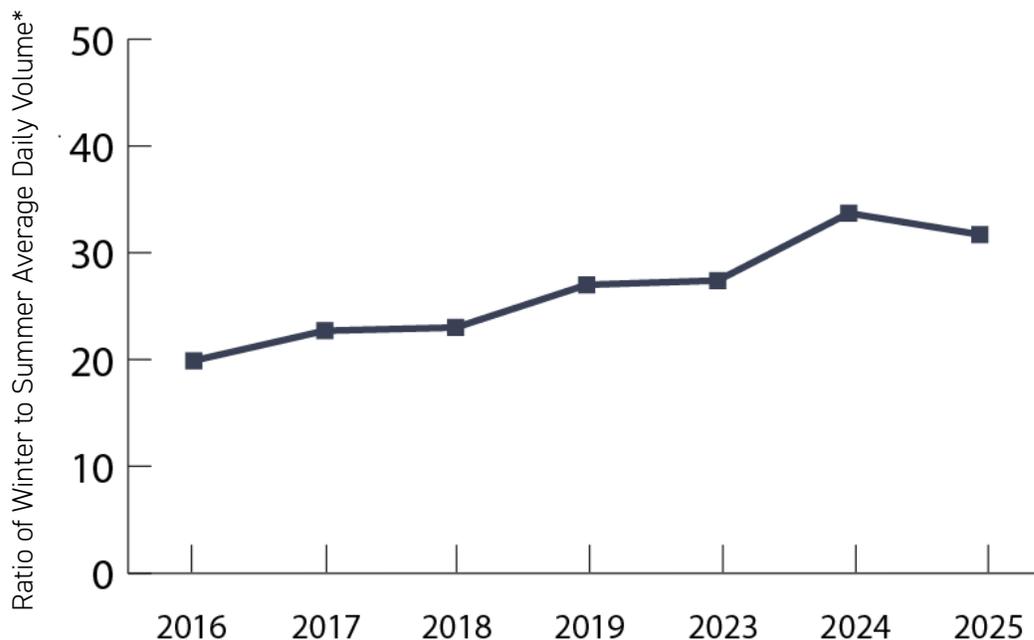
Learn more about accessing [Bike Share Toronto ridership data](#).



Winter cycling rates continue to increase at several bicycle counter locations

Winter cycling rates on average continue to be approximately 30% of summer cycling rates. The highest winter cycling volumes were recorded as 43% of summer cycling volumes on Yonge Street north of Bloor Street. The City continues to deploy bicycle counter locations throughout Toronto. As of December 31, 2025, there were 23 locations. Learn more about [permanent bicycle counters](#), and view bicycle counts at various locations throughout Toronto.

Relative Winter Cycling Rates



*Based on an average of data collected at permanent cycling count stations, where data are available. Winter average daily cycling volumes are an average of daily volumes in December, January and February. Summer average daily cycling volumes are an average of daily volumes in June, July and August.

TABLE OF NEW AND UPGRADED PROJECTS IN 2025

Project Name/Type	Street	From	To	Bikeway Type		Kms
Champagne-Alness Road Safety Improvements	Alness Street	Finch Avenue West	Finch Corridor Trail	Cycle Track	New	0.40
	Champagne Drive	Chesswood Drive	Finch Avenue West			0.75
Cycling Installations	Knox Avenue	Woodfield Road	Eastern Avenue	Cycle Track	New	0.22
	The Esplanade	Scott Street	Market Street			0.34
	Mill Road	Burnhamthorpe Road	Rathburn Road			0.87
	Port Union Road	Lawrence Avenue East	Island Road			1.89
	Steeles Avenue East	Brimley Road	McCowan Road			0.50
	York Gate Boulevard	Jane Street	Finch Corridor Trail			0.58
	Logan Avenue	Gowan Avenue	Cosburn Avenue	Contra-flow Bicycle Lane	0.11	
		Gowan Avenue	Danforth Avenue	Shared Lane Markings	1.00	
		Carlaw Avenue	Gowan Avenue		1.00	
		Gowan Avenue	Logan Avenue		Carlaw Avenue	0.17
Cycling Upgrades	Sentinel Road	Sheppard Avenue West	Lamberton Boulevard	Cycle Track	Upgrade	1.35
	Bloor Street East	Sherbourne Street	Parliament Street			0.45
	Harbord Street	Ossington Avenue	St. George Street			2.19
	Hoskin Avenue	St. George Street	Queens Park Crescent West			0.34
	Huntingwood Drive	Kennedy Road	Pharmacy Avenue			2.80
	Lansdowne Avenue	Dundas Street West	100 m s of Dundas Street West			0.10
	Davenport Road	Dupont Street	Bedford Road	0.27		
	Brunswick Avenue	Lowther Avenue	Bloor Street West	Contra-flow Bicycle Lane	0.24	
	Havelock Street	Bloor Street West	College Street		0.88	
	Jones Avenue	Dundas Street East	Queen Street East	Bicycle Lane	0.40	
Multi-use Trail Installations	Burnhamthorpe Road	Mississauga Border	Mill Road	Multi-use Trail	New	0.18
	The Meadoway	Midland Avenue	Marcos Boulevard			0.62
	Wellesley Park Trail	Wellesley Park	Amelia Street			0.10
	Biidaasige Park Trail	Lake Shore Boulevard East	Cherry Street			1.38
	Eastern Avenue	Lower River Street	Broadview Avenue			0.30
Wallace Emerson Neighbourhood Streets Plan	Hallam Street	Dufferin Street	Bartlett Avenue	Cycle Track	New	0.21
	Emerson Avenue	Bloor Street West	Dupont Street	Contra-flow Bicycle Lane		0.98
	Millicent Street	Emerson Avenue	Dufferin Street			0.44
	Wallace Avenue	Lansdowne Avenue	St. Clarens Avenue			0.07
Silverthorn Cycling Connections	Blackthorn Avenue	Rockwell Avenue	Rogers Road	Contra-flow Bicycle Lane	New	1.00
	Silverthorn Avenue	St. Clair Avenue West	Rogers Road			1.00
N.B. Finch Avenue West cycle tracks from Keele Street to Highway 27 will appear in the 2026 summary, along with several cycle track and multi-use trail projects that were also under construction in 2025 and are planned to be complete in 2026.				TOTAL NEW		14.11
				TOTAL UPGRADES		9.02

2025
CYCLING
DATASETS

2025 CYCLING DATASETS

In January 2025, the City of Toronto published additional transportation datasets to the City's Open Data Portal, reinforcing its commitment to transparency, openness and data-driven transportation planning. The datasets include motor vehicle and bike lane counts.

The City uses this data, along with transportation studies, public consultations and other data points and insights to inform the planning and design of new and upgraded transportation infrastructure. Monitoring this data helps the City analyze the performance of its transportation initiatives and identify opportunities to enhance mobility, manage traffic congestion and improve safety for all road users.

Visit the City of Toronto's [Open Data Portal](#) to access these datasets.



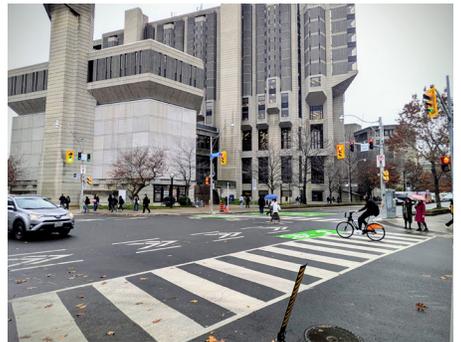
Permanent Bicycle Counts

- This dataset includes the number of people cycling that pass by one of the 15 permanent bicycle counters operating 24/7 in dedicated bikeways and multi-use trails. The dataset includes sites on Sherbourne Street, Bloor Street and Yonge Street, and multiple sites within the York University and Downsview neighbourhoods. This data allows the City to monitor trends in people choosing to cycle, including the seasonal use of bike lanes.
- In 2025, the counter on Bloor Street West, west of Huron Street recorded an average of 3,524 people cycling per day, with a peak count of 7,953 on September 16, 2025.
- On Thursday, June 12, 2025, there were 12,538 people cycling recorded on Bloor Street West, west of Oakmount Road.



Multi-modal Intersection Counts

- This release is a major update to an existing dataset which includes counts of motor vehicles, pedestrians and people cycling as they move through an intersection during an eight or 14-hour period. This dataset is updated regularly, and this most recent release reflects updated and improved summary data for all counts from 1984 to present. This includes more than 30,000 counts that observed nearly 500 million motor vehicles, 4.5 million bicycles and 56 million pedestrians.
- The City uses this data to design for safety improvements, as well as improve traffic flows through signal timing adjustments when designing for roadway improvements.



Micromobility Cordon Counts

- In Fall 2022, the City conducted one-day studies to count the number of people cycling as they entered and exited the downtown core to better understand the different purposes of their travel (e.g., commute, food delivery and exercise) and where they ride (e.g., bike lane, sidewalk and roadways).
- Key insights from the 2022 dataset were included in the [2023 Toronto Cycling Year in Review](#) report. One of the most impactful findings was that the illegal and unsafe use of sidewalks by people cycling was significantly lower on streets with bike lanes.
- Bicycle cordon counts from 2010, 2013 and 2014 were also released on OpenData.
- A new cordon count was conducted in September 2024 and will be released in 2026 after the data undergoes processing, data verification and analysis. The City plans to repeat the micromobility cordon count every two years, where possible, to monitor for trends.



