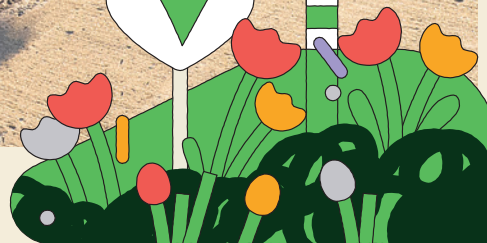
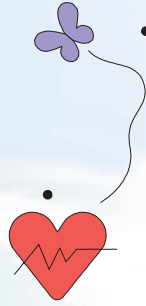




Observatoire  
du vélo

PRESENTS

# Cycling in Québec in 2025



A project by

Vélo Québec



## A word from the Québec government

Recent years have only confirmed just how important a role bicycles play in our society. Whether it's as an efficient mode of transport, an accessible leisure activity for all, a stimulating sport or even just a simple way to add some exercise to our everyday lives, bicycles meet a wide range of needs, while also contributing to overall population health. Cycling encourages active transportation, reduces traffic congestion, improves air quality, and supports a healthier lifestyle overall.

Our government takes concrete actions to ensure cycling is safe and accessible, including investing in safe and well-connected bike paths, promoting more active transportation methods, and encouraging Quebecers of all ages to engage in physical activity. This government also reinforces the importance of bicycles in the planning and design of our cities and towns, in the prevention of chronic illness, and in the vitality of our communities.

In this 2025 overview, Quebecers are clearly on the move, with bicycles only gaining in popularity and meeting more needs. The data presented in this report will inspire reflection and concrete actions in coming years, all with the goal of supporting sustainable mobility, improving safety for cyclists, and encouraging all Quebecers to adopt an active lifestyle. The benefits of regular exercise, as we know, are many, both on our physical and mental health.

Wishing you the best as you get on your bicycle for another trip, to challenge yourself or simply to enjoy the road. May your journeys be pleasant, safe, and inspiring in every season!

Enjoy the read!

### **ISABELLE CHAREST**

Minister Responsible for Sports,  
Recreation and the Outdoors  
Minister Responsible for the  
Estrie Region

### **SONIA BÉLANGER**

Minister of Health and  
Social Services

### **JONATAN JULIEN**

Minister of Transport and  
Sustainable Mobility



### A word from our President and CEO

For the past thirty years, Vélo Québec has been documenting, measuring, and analyzing the role of cycling in our society. Every five years, we publish the *Cycling in Québec* report to provide a comprehensive overview of cycling practices, infrastructure and impacts, and consequently, identify clear trends that will help us make more informed decisions about our shared future.

In a context where concerns about mobility, public safety and economic impacts are more pressing than ever, the data presented here is truly critical. These findings will help guide public policy, support the implementation of key frameworks and enable public debate that's based on facts, rather than perceptions.

They reveal the extent of cycling, the diversity of cyclists, and the tangible benefits for the community—including economic, environmental, or social. This data plays a fundamental role in debunking the myths that persist around cycling. Year after year, the data demonstrate that cycling is far from marginal: bicycles are present in the majority of households and used by a large portion of the population, placing this tool at the heart of today's and tomorrow's solutions.

The power of this data, research and analysis also depends on ensuring its continuity. Since 1995, this rigorous tracking has allowed us to recognize the progress being made, as well as identify ongoing challenges and better understand the changes already taking place. This unique perspective is one of our greatest assets.

This report is the result of extraordinary commitment. I wish to thank the great efforts of our whole Vélo Québec team, and in particular that of Clémentine Hauret, who is responsible for scientific research and analysis, and for structuring the report. Our partners also play an essential role, as their support is what makes our initiatives to raise awareness and mobilize support possible.

Let's continue to work together and keep bicycles at the heart of life in Québec.

#### **JEAN-FRANÇOIS RHEAULT**

President and CEO, Vélo Québec



Launched in 2024, the *Observatoire du vélo* is a website that compiles a variety of data and insights on biking practices, as well as on the benefits of cycling for both the individual and society. Organized around 4 themes—overview of biking practices, health, environment and economy, this data is reliable, accessible to all and adapted to reflect realities in Québec, Canada and North America.

The *Observatoire* is dynamic and progressive, constantly evolving to integrate new scientific research and studies. The data from the 2025 *Cycling in Québec* report will be added to the *Observatoire*, ensuring that these findings, and all the in-depth analyses and studies that result from them, remain relevant over time.

View the *Observatoire* online at [observatoire.velo.qc.ca](https://observatoire.velo.qc.ca).



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# Who cycles in Québec

Bicycles can be used by anyone,  
regardless of age, gender  
or background.

Rue Wigwâs, Gatineau (Lévy L. Marquès)

# Quebecers' relationship to bicycles

In Québec, millions of people ride bicycles every year, for a wide variety of reasons, frequencies and purposes.

## Strength in numbers

Cyclists make up a majority of the population. In 2025, **4.54 million Quebecers rode bikes**, including **1.13 million children (79%)** and **3.41 million adults (52%)**.

## A broad spectrum of users

The **reported use of bicycles varies greatly** among Quebecers: some ride all year long, others only during the summer, and others are considering taking it up again. In total, **71% of the adult population cycles or would like to start** riding a bicycle again. There is great untapped potential among non-cyclists: 13% would start riding again if road safety conditions were improved, and 6% would if they learned how to ride a bike. All in all, only 10% of the population is completely uninterested in riding a bicycle.

## Summer cycling remains stable

**Between May and September**, 6 cyclists out of 10, or **2.74 million Quebecers**, adults and children alike, ride a bike **every week**. Each week, those people ride an average of **3.3 hours (or 43km) for adults** and **3.9 hours for children**. Interestingly, these numbers have remained stable for as long as Vélo Québec has tracked them.

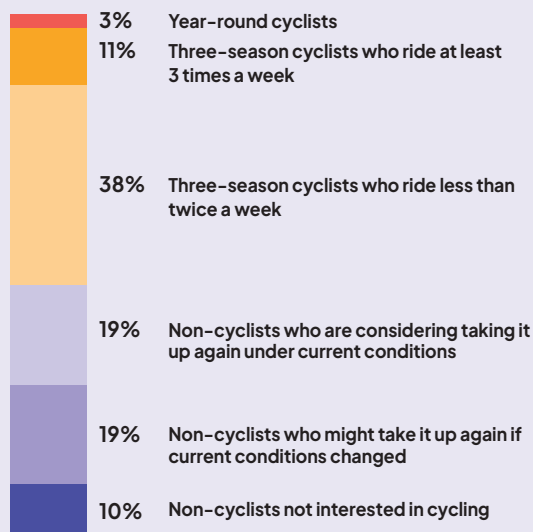
## One tool among many in their mobility toolkit

Cyclists are not a distinct group within Québec society; the bicycle is just **one choice of many in their mobility toolkit**. Of those who rode bicycles in 2025, **93% have a driver's licence**, **87% own a car** and **68% use that car more often than their bicycle**.

## Trends in the number of cyclists (in millions)



## Classification of Quebecers based on their relationship to cycling



## An activity that is still not gender balanced

As is the case in many other countries around the world, cycling in Québec has not yet achieved gender parity between men and women. There are several reasons for this, including safety and mobility concerns, but it is also, most notably, due to gender stereotypes.

### A gap that's growing

In 2025, **42% of women had cycled** at least once that year, as compared to **63% of men**. That is, for every 100 cyclists, there are 59 men and 41 women. Unfortunately, **this gap has somewhat widened** since 2015, as cycling is on the rise among men and on the slight decline among women.

### Why is there gender disparity here?

If there are more men than women cycling in Québec, the reason goes far beyond individual interest. More specifically, **mobility constraints and social norms** continue to make the activity more accessible to some groups than to others.

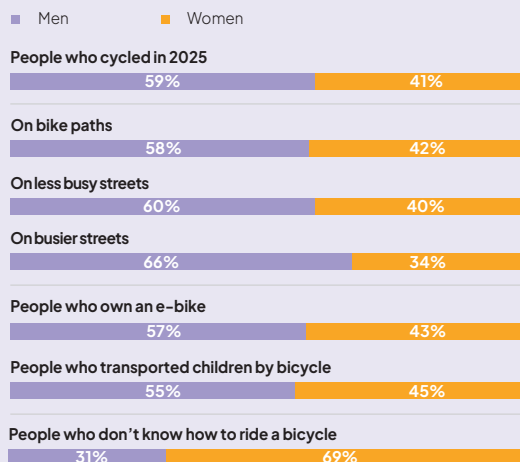
**Road safety conditions**, for example, have a decisive impact. The lack of safe infrastructure is a major drawback for women, as indicated by **27% of women who do not ride bicycles** (compared to 14% of men). As a result, on routes or roads with heavy car traffic, women only represent 34% of cyclists, whereas they represent 42% of cyclists on bike paths.

Additionally, **mobility is limited by domestic and familial obligations**—which are most often assumed by women—making their journeys more complex and limiting how often they can use a bicycle. That said, the rise of solutions to help transport children are chipping away at this barrier: in 2025, **45% of those who used a bicycle to transport children were women**.

In 2024, **45% of cyclists using the Réseau Express Vélo** on Saint-Denis in Montréal were women. Thanks to its safe bike lanes, which are directly connected to other protected infrastructure, and because it provides access to numerous services, **this system appears to be better suited to women's mobility needs**.

Finally, **persistent stereotypes about cycling** as an activity that is physically demanding and requires endurance, contributes to the fact that women only represent **33% of road cyclists** and **26% of mountain bikers**. However, the increasing popularity of pedal-assist e-bikes is making cycling more inclusive—**43% of e-bike owners** are women.

### Breakdown of cyclists by gender



## Adolescence, a critical turning point

Up until 13 years of age, there is parity, as bicycles are used by 50% girls and 50% boys. The disparity seen in adulthood starts to appear during adolescence: among cyclists between the ages of 14–17, **56% are boys** and **44% are girls**. During this critical growth period, the popularity of this activity decreases for both genders, but more so for girls, since this is when gender norms and stereotypes begin to exert greater influence.

## Those who never learned to ride a bike

Women represent more than two-thirds (69%) of people who don't know how to ride a bicycle. However, women are not the only ones over-represented in the 6% of all adults who never learned how to ride a bicycle: **11% of those are born outside Canada** (as opposed to 5% born in Canada) and **9% of people come from minoritized groups** (as opposed to 5% of white people). Like women, these other groups are less likely to engage in this activity, because they live in neighbourhoods with infrastructure that is less safe for cyclists. Cultural norms may also be impacting these numbers.

## Encourage women to bike more

**Toutes à vélo**, an initiative created by Vélo Québec in 2021, aims to make cycling more accessible to women who never learned how to ride a bicycle or who don't feel confident enough to ride in the streets. In 2025, **763 women** received training in **6 Québec regions**, or 6.5 times the number who participated in the program launch five years previous. That's a total of more than 2,200 participants since the program started.



## Children and their bicycles

Bicycling is popular with youth, but frequency of use has been progressively dropping over the last few decades.

### Still plenty of young fans

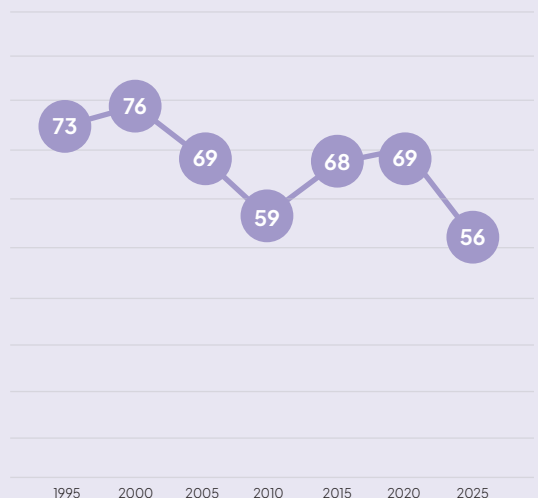
Young people use their bicycles for pleasure and for getting around. Among 6–17-year-olds, more than **8 out of 10 (82%)** went biking in 2025; a statistic that has remained stable for the last 15 years. With younger children (3–5 years old), **nearly 3 in 4 have been on a bike.**

Young cyclists, however, bike less often. **In 2025, 56% of children** rode their bikes at least once a week, but that number was closer to **69% in 2020 and in 2015.** Daily use of bicycles has also significantly dropped since 2000; in that year, **25% of children biked every day as compared to only 6% today.** This trend is consistent with the alarming decline in physical activity already observed for many decades now, among young Quebecers and youth around the world.

### Percentage of young people who rode a bicycle in 2025



### Trending percentages of 6–17-year-olds who ride a bike at least once a week in summer



Avenue De Chateaubriand, Montréal (Catrine Daoust)

## Safer infrastructure to boost use

The **lack of road safety** is the third biggest obstacle to children riding their bicycles more often, but it's also one of the most actionable levers for change; 19% of parents with children who cycle mentioned this risk, only topped by **distances are too long** for a child to travel (41%) and **children are too young** (20%). As previously mentioned for other more at-risk users (i.e. women, older folks and people with reduced mobility), it is therefore important to develop safe cycling infrastructure that is **separated from car traffic** and that **provides continuous access** to places where children go (schools, parks, recreational areas).

## Learning how to ride a bicycle early is key

In Québec, 94% of adults, or approximately **6.14 million people know how to ride a bicycle**. Of this number, 92% learned how to ride before the age of 13. Childhood is a **critical period** for introducing the bicycle into a child's life. Starting early helps to develop autonomy and confidence, to better understand the significant benefits for physical and mental health, and of course, to nurture healthier and more sustainable habits for transportation and travel.

### Teaching them how to ride a bike in school

Launched in 2015, Vélo Québec's **Cycliste averti** initiative teaches 5th and 6th graders how to ride a bike safely and independently, through a combined theoretical and practical training program delivered in schools. In 2025, **8,015 students** from 401 classrooms across **14 Québec regions** received this training. That amounts to more than 38,000 students since the beginning of the program.



Rue des Jésuites, Saguenay (Samuel Snow)

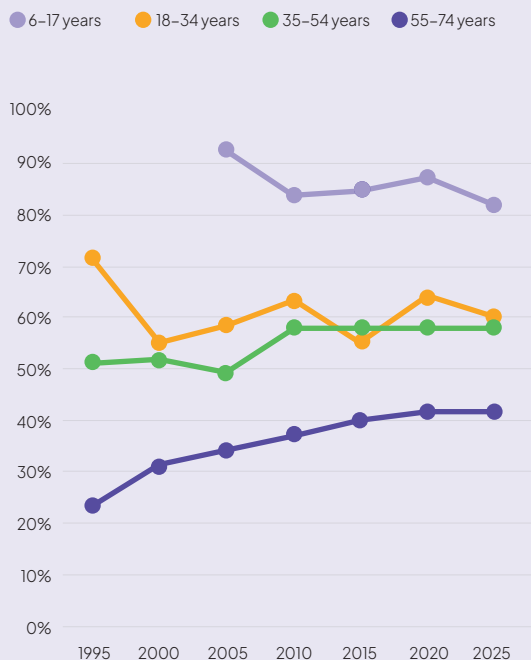
## Cycling as an expression of autonomy

For older people and those with mobility issues, cycling can be a practical way of maintaining independence in their daily life.

### More and more seniors are cycling

The popularity of cycling varies widely according to age. Older people are less likely than youth to ride a bike: **42% of people 55–74** have cycled in 2025, as opposed to **59% of 18–54-year-olds**. However, seniors are also the age group that has shown the most growth over the last 30 years! Between 1995 and 2025, **among 55–74-year-olds**, the number of cyclists **rose 1.7 times faster** than the older adult population itself.

### Trends in cycling rates by age



### A much-loved activity

People aged **55–74 cycle for pleasure** and do so very regularly. Among those who rode a bike in 2025, all seniors took their bike out for leisure, while 41% used their bicycle for practical purposes (as compared to 67% of 18–54-year-olds). Furthermore, **48% of cyclists 55–74 years of age rode their bicycles 1 to 4 times a week**, while only 39% of younger users could say the same.

### Pedal-assist e-bikes supporting the trend

Just like 18–34-year-olds, **cyclists 55–74 are the biggest enthusiasts of pedal-assist e-bikes**; 31% of this group rode an e-bike in 2025, as opposed to 26% of the general cyclist population. Also, **nearly 1 out of 2 e-bike owners (47%)** belong to this age group. Their reasons are similar to those provided by young people: 1 out of 3 seniors say they use an e-bike because it enables them to **travel longer distances** and **makes hills easier to climb**. Furthermore, 1 out of 5 prefer e-bikes to standard bicycles for **health concerns** (a reason that seniors cite 3 times more often than younger users).

**24%**  
cyclists aged  
55 to 74 ride  
only e-bikes

**10%**  
cyclists aged  
18 to 54 ride  
only e-bikes

## Supporting mobility at any age

For a significant number of people living with mobility issues, a bicycle is a practical tool for **getting regular physical activity, maintaining independence and supporting freedom of movement.**

Approximately 14% of Quebecers, or 937,000 people, report having (or having had in 2025) physical or cognitive difficulties that limit their mobility. Among this group, **nearly 1 out of 3 consider the bicycle a mobility solution**, alongside walking, while 16% indicate that it's easier for them to bike than it is to walk.

In 2025, **nearly 4 out of 10 people with mobility issues reported riding a bike**, without necessarily having to use an adapted bicycle or e-bike. Furthermore, **only 5.7% of this group owns an adapted bicycle** and they do not have a higher incidence of owning an e-bike, as compared to the general population (14%).

## Cycling infrastructure does not hinder mobility

The presence of bicycle-friendly infrastructure does not interfere with trips taken by those with mobility issues: **85% do not think that infrastructure makes their journeys more difficult.** Even those with mobility issues who don't ride bicycles report feeling the benefits. That is, this **type of infrastructure contributes to making streets calmer and safer** for all users, not just cyclists. In fact, **82% claim that their mobility is not hindered** and 14% even claim that this infrastructure makes getting around easier.

**85%**

of people with mobility issues say that biking infrastructure does not hinder their ability to get around



Parc linéaire des Atikamekw, Trois-Rivières (Judicaël Aspirot)

**16%**

of people with mobility issues say it's easier to cycle than to walk

# Why Quebecers use bicycles

Whether it's commuting to work, picking up the kids, going out for groceries, getting some exercise or travelling to explore Québec, people use their bicycles in all kinds of ways to suit their needs and lifestyle.

## For getting around

Utility cycling is part of daily life in Québec. It is a truly practical means of transport, relied upon every day by adults and children alike.

### To various destinations

Although going to **work or to school** is the main reason why Quebecers use bicycles, it isn't the only one. Utility cyclists currently use their bicycles for a wide variety of reasons, including going to **visit family or friends**, travelling to a **recreational activity** or **doing groceries**. These trips, which sometimes require carrying a heavy load or transporting more than one person at a time, were less common in the past.

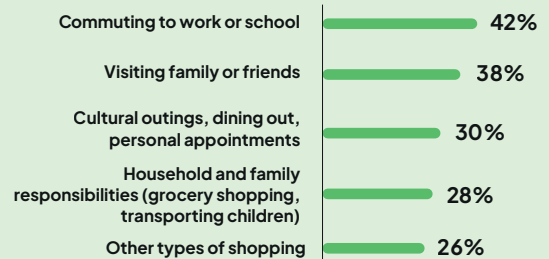
### A practice that's growing rapidly across all age groups

In 2025, more than **2 million people used their bicycles** for transportation purposes—that's more than half of all adult users (59%)—a first since Vélo Québec began tracking this statistic. The trend is similar with those 3–17 years old: approximately **654,000 young cyclists chose a bicycle** for transport in 2025 (58%). In total, between 2020 and 2025, there was a 28% increase in the number of adults and a 24% increase in the number of youths using a bicycle to get around.

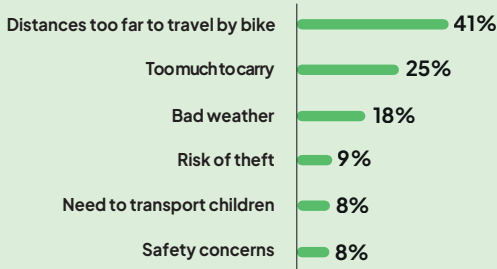
### A firmly established habit

Nearly **half of adults in Québec** (42%) who use bicycles for transportation do so **several times a week during summer**. Among **children ages 6–17**, this percentage rises to **54%** and peaks at **71% for children 10–13 years old**. For some of these youths, their bicycle is their main means of transportation during the summer months. In five years, the **proportion of young cyclists who use their bicycles for getting around has doubled**, growing from 6% to 13%.

### Reasons for utility cycling



## Main barriers to everyday cycling



## Removing barriers

**Pedal-assist e-bikes and cargo bikes**, precisely because they are designed to remove some of the main obstacles to more utility biking, **are spreading in use across Québec**, further enabling more people to add bicycles to their transportation options.

Although **safety** is a sensitive issue for **8% of adult cyclists**, it is even more so for **parents; 19% of which mention safety risks or traffic** as obstacles to letting their children use bikes more often. This disparity serves as a reminder that **improving safety infrastructure** is essential to encouraging young children to be more autonomous, as they are among the most vulnerable on the road.



Université Laval - Pavillon Jeanne-Lapointe, Québec City (Francis Vachon)

## Communities committing to bicycles

In addition to developing increasingly safer bike paths, **more communities are implementing other concrete actions** (i.e. installing showers and lockers, adding secure parking for bikes, offering financial incentives for bicycle use, etc.) to facilitate the integration of this practice into everyday life.

In 2025, **16 collectives** (representing nearly 3 million residents), as well as **19 campuses** and **39 organizations** (comprising more than 250,000 employees and students) had obtained the Vélosympathique certification offered by Vélo Québec.

## For transporting goods and people

Cargo bikes are specifically designed for transporting goods and people, so there are many opportunities here. For families and professionals alike, a bicycle is more than a means of transport, it's also a handy logistical tool.

### What is a cargo bike?

A cargo bike is a **utility bicycle with two or three wheels**, typically used to transport heavy or bulky loads. It differs from a standard bicycle in that it has a **longer frame**, or is equipped with **platforms, crates** or **baskets** that enable transportation of children, baggage or goods.

### Increasingly more common on Québec roads

Already very common in Europe, cargo bikes are starting to become more popular in North America. In 2025, **3% of households in Québec owning a bicycle also owned at least one cargo bike**.

And this phenomenon is **not limited to Montréal**. Other cities, such as Gatineau, Trois-Rivières and Laval have ownership rates comparable to those observed in Montréal.

### Greatly appreciated by families

In cycling households with children, **ownership of cargo bikes rises to 7%**, as they are well suited to transporting one or more children. That said, only 1 person out of 5 having transported a child on a bike in 2025 used a cargo bike to do so. The other most common solutions were **child bike seats and bike trailers** (used by nearly 1 in 2 people) and the **tow bar** (used by 1 in 5 people).

The **200,000 users** who transport their children by bike do so frequently. In summer, **one-third of them use bike transport for their children two days a week**. For these families, the bicycle plays a precious role in their daily routine.

At least  
**50,000**  
cargo bikes  
in Québec

**6%**  
of cyclists have  
transported their  
child by bike



### An alternative to driving

In Québec, an average of **39% of the population lives less than 5 kilometres away from their workplace**. In nearly 1 out of 6 municipalities, that percentage rises to above 40%. In such a context, using a standard bike is already an easy alternative to taking the car. If we add the greater access to pedal-assist e-bikes and cargo bikes, there are far more trips that can be made by bike rather than by car: namely, longer journeys, with transportation of goods or people also added. Thus, in Québec's major cities, between **13% and 33% of motorized trips could be replaced by a standard bicycle**, and this percentage could rise to between **32% and 55% if an electric cargo bike is used**. However, this potential can only become a reality if businesses and other destinations are accessible by bicycle and if secure parking spaces for cargo bikes are made available to bikers.

### Bikes helping people to work

Although there have always been bike couriers delivering packages or messages, the introduction of the **cargo bike has expanded professional uses** for gardening, moving, bicycle repair services and more. **Cyclelogistics**, in particular, has felt this effect, as evidenced by the Colibri Project, which was launched by Coop Carbone and the City of Montréal in 2019. This initiative, which structures a network of urban logistics spaces to facilitate delivery by bike, was recently expanded to Québec City. Using a cargo bike instead of a truck for deliveries in central neighbourhoods **improves air quality, eases traffic, reduces the risk of incidents with vulnerable road users, and is at least 15% more efficient**.

**39%**

of the Québec population lives less than 5 kilometres away from their workplace



Up to one in three motorized trips could be replaced by a regular bicycle



Up to one in two motorized trips could be replaced by an electric cargo bike



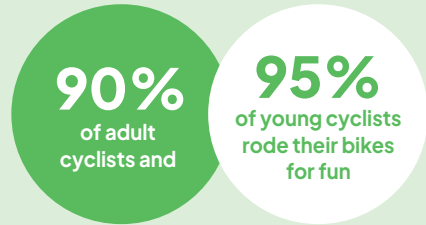
Parc Jarry, Montréal (Catherine Daoust)

## For leisure and the simple joy of riding

Bicycles do more than get us from point A to B—they are also central to fun and recreation in Québec. Nearly half the population goes bike riding for leisure and this trend shows no sign of slowing down.

### A deeply rooted passion

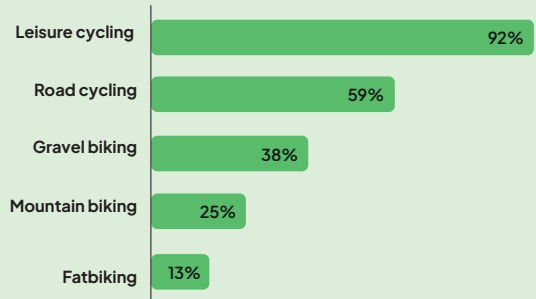
In 2025, in Québec, **9 adult bikers out of 10** went riding for the sheer pleasure of it; that's just slightly more than 3 million people. Among 3–17 year-olds, the numbers are identical, with **95% of children riding bikes recreationally**—more than one million children. These statistics have remained the same for as long as Vélo Québec has been compiling them.



### The most popular leisure activities

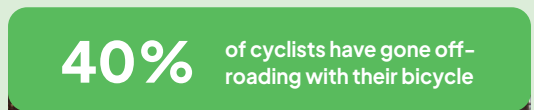
**Leisure cycling and road cycling** are the most popular kinds of activities enjoyed by Quebecers. They are practiced by all age segments above 18 years of age, and uniformly so. Although it is far from being gender-balanced, **leisure cycling (40% of women and 60% men)** is the activity that women are most attracted to. Other activities (i.e. road cycling, gravel biking, mountain biking and fatbiking) have the **most pronounced gender disparity** among their fans.

### Percentage of cyclists by type of recreational activity



### Off-roading is gaining ground

Quebecers love pedaling in nature, as demonstrated by the popularity of **mountain biking**, as well as the recent spike in **gravel biking** and **fatbiking**. In total, **1.36 million people** have gone off-roading with a bicycle in 2025, which represents a **24% rise in the number of devotees** since 2020.



Bromont (Nicolas Bourdeau)



## Main motivations for going mountain biking



Spending time in nature



Physical exertion



Doing it at any time (no membership needed)



Spending time with loved ones

## The gravel bike boom

Much of the rising popularity of off-road cycling can be explained by Québec's love affair with gravel bikes. Between 2020 and 2025, **243,000 new people (that's a 24% boost)** discovered a passion for this activity that consists of cycling along secondary routes covered in gravel or crushed stone, or routes that are entirely unpaved. This activity is most popular with **men 35-54 years old (70%)**. Gravel biking is a hybrid between mountain biking and road cycling, and it generally attracts people who also engage in those two other activities (77% in road cycling and 51% in mountain biking).

## Mountain biking is constantly expanding

Our love of mountain biking shows no signs of slowing down. This activity is particularly popular with **men (74%)**, who are relatively young (**38% are 18-34 years old**) and who are in mid-life (**46% are 35-54 years old**). They have three big motivators: spending **time in nature, exerting themselves physically**, and being able to do it **whenever they want**, without a membership or subscription. They tend to do this activity solo or with friends (43% of all such cyclists), but 1 in 4 engage in this activity with children. Therefore, a love for mountain biking is being passed down from one generation to the next.

## Leisure biking, even in winter

Thanks to the fatbike, Quebecers can continue to bike along their favourite routes even in the coldest season. The hype is real: **43% of fatbike riders went on more than five outings** during the winter. This activity is especially popular with those **under 34 years of age**, who comprise **nearly half of all fatbike users**.

## For discovering Québec

Bicycling is also a unique way to explore the province. Each year, hundreds of thousands of people pedal across the many routes and bike paths that span the Québec regions, stopping too at the growing number of bike-friendly facilities that are popping up everywhere. And the Québec economy is feeling the benefits!

### A day trip

**One third of Quebecers** who biked in 2024 took at least **one day-long excursion** without spending the night away from home. This is a 10% increase over 2015. These **839,000 people** repeated the experience 13.7 times during the year, generating an **average annual spending of \$430 per person**.

### Leaving for a few days

Of the Quebecers who biked in 2024, **7.3% went cycling as part of a tourist trip**, spending at least one night away from home. To these **182,000 locals**, we can add more than **320,000 visitors from outside Québec**, who went cycling in Québec during their vacation—and for nearly half that number, cycling was the primary goal of their trip. On average, cycling tourists make **2 trips of 4.3 nights per year**, and spend **\$132 per day, per person** on food and accommodations, as well as on other recreational and cultural activities not related to cycling.

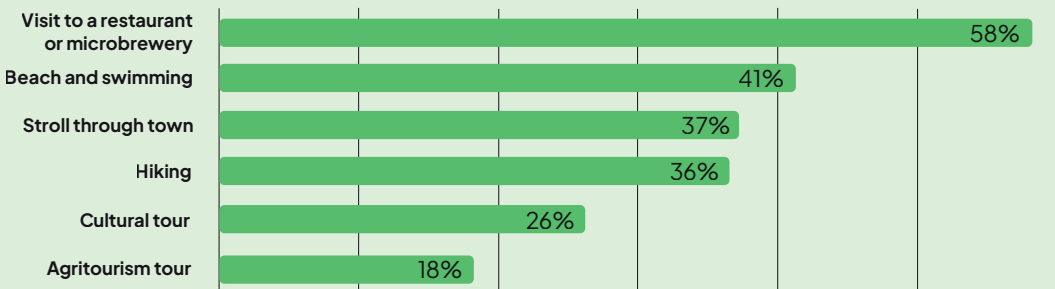
**34%** of cyclists took a one-day bike excursion



Waterville (Nicolas Bourdeau)

**7.3%** of cyclists went biking during their tourist trips

### Other activities cycling tourists took part in



## More bike-friendly environments

The number of services for cycling tourists is growing—naturally, this attracts even more of them and consequently, helps contribute to the growth of this activity. In 2025, more than **400 camping grounds, hotels and guest houses** had obtained Vélo Québec's **Bienvenue cyclistes! attestation**. This attestation, indicating the presence of services tailored to cyclists, was expanded in 2026 to include new establishments, such as restaurants, cafés, microbreweries, tourist attractions, rental services and bike repair shops. New bicycle paths were also added across the province, offering rest stops for cyclists, luggage transfer services and even shuttles for cyclists and their bicycles.

## Significant economic benefits

**Day-trippers and cycling tourists** from Québec and abroad spent a total of **\$803 million in 2024**. Of this total, **\$467 million directly contributed to Québec's gross domestic product**, representing a 35% increase since 2015. This influx also directly supported nearly **6,500 jobs** that cannot be outsourced, and that are scattered across the entire province, most notably in regions far away from traditional tourist routes. The economic benefits generated by day-trippers and cycling tourists are very local: the money was mostly spent in small shops and businesses located along the cycling route.

**\$803 million**

was spent by day-trippers and cycling tourists in 2024



Magog (Nicolas Bourdeau)

Travellers are increasingly more interested in activities that are physically active, sustainable and close to nature, so the bicycle is a strategic asset for Québec tourism.



# What Quebecers ride

Whether owned or shared, standard or electric, bicycles now come in so many forms and can be found in most households.

Rue Saint-Denis, Montréal (Catrine Daoust)

## Commonly found in many homes

There is a bicycle under almost every roof in Québec. No wonder, then, that it's such an important economic driver.

### Strength in numbers

In Québec, **7 out of 10 households** possess at least one bicycle, either for a child or for an adult. This means that Quebecers own some **6.48 million bicycles**. That's more than the approximately 5 million personal automobiles that circulate in the province.

### Still going strong

The momentum observed during the pandemic is re-emerging. In 2025, **910,000 bicycles were purchased in Québec**—a volume comparable to what we saw in 2020. Before the pandemic, Quebecers purchased approximately 600,000 bicycles per year. The sale of adult bicycles saw a record high in 2025 with over 510,000 units sold, but children's bicycles also had healthy numbers in 2025, with nearly 1 in 3 families purchasing one.

### Significant spending

Quebecers spend a significant amount of money on bicycles: on average, they budget **\$177 per year**. This includes maintenance, repairs, and the purchase of bicycles and various accessories, as well as the use of bike-sharing services—all of which represents an **estimated market worth \$586 million** for 2025.

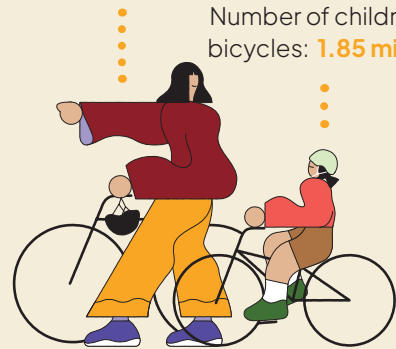
### Bicycle theft: uncommon but costly

Every year between 2020 and 2025, just over **2% of bicycle owners** reported having their bicycle stolen. All in all, the total value of stolen bicycles is estimated to be \$80 million per year. Nevertheless, fear of theft is **not a major obstacle** to biking: only 4% of non-cyclists in the province identify it as a reason for not biking. The development of secure bicycle parking facilities and initiatives such as the Garage 529 registration platform are further helping to reduce its impact.

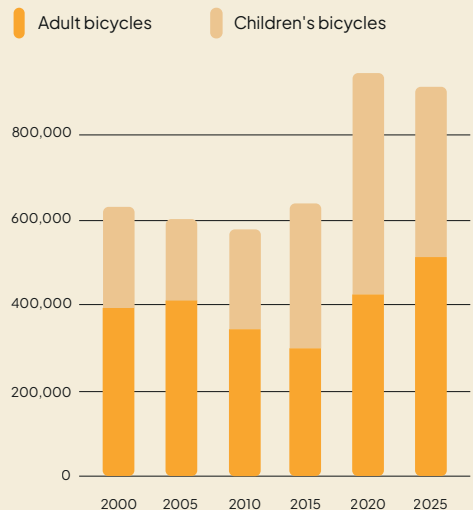
Total number of bicycles:  
**6.48 million**

Number of adult bicycles: **4.63 million**

Number of children's bicycles: **1.85 million**



### Bicycle buying trends



# The bicycle, a shared mode of transport

The popularity of self-service or bike-sharing systems in Québec demonstrates a real demand for this type of mobility.

## One bicycle, many uses

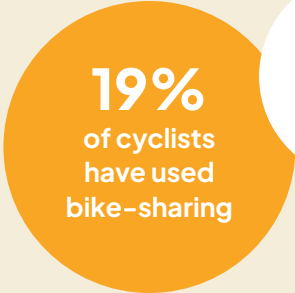
Bike-sharing is very popular: in 2025, **641,000 Quebecers** used a bike-sharing service to get around. This represents 19% of cyclists across the province. And fans of this service just can't get enough: among them, **47% use it several times a week** in summer.

Quebecers primarily use bike-sharing for more **practical purposes**. For example, **half of the members** of the BIXI bike-sharing service use it at least once a week to travel to work, to school or to a social outing.

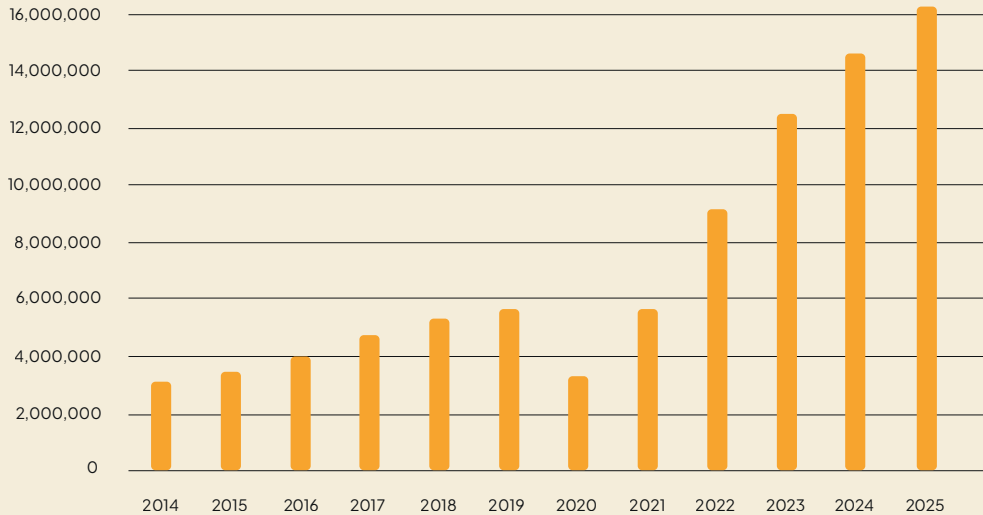
**Recreational activities** are not to be overlooked! In 2025, **a third of BIXI members** used the service for a leisurely bike ride at least once a week. Additionally, **international tourists** visiting Montréal account for more than **a quarter (26%) of BIXI's unique users**.

## More stations, more freedom

Bike-sharing has flourished all over the province of Québec. Today, there are nearly **1,300 stations** and **15,000 self-service bicycles** available in **22 cities**. This is a vast change from 2009, when Montréal was the only city to offer such a service. The number of rides has also followed a similar growth trend. In 2025, over **16 million trips** were completed using a bike-sharing service. The case of àVélo in Québec City is especially compelling: since it was launched in 2021, the number of trips made has increased by nearly 70-fold, and the number of users has increased more than eightfold.



## Trends in the number of trips made using bike-sharing services in Québec

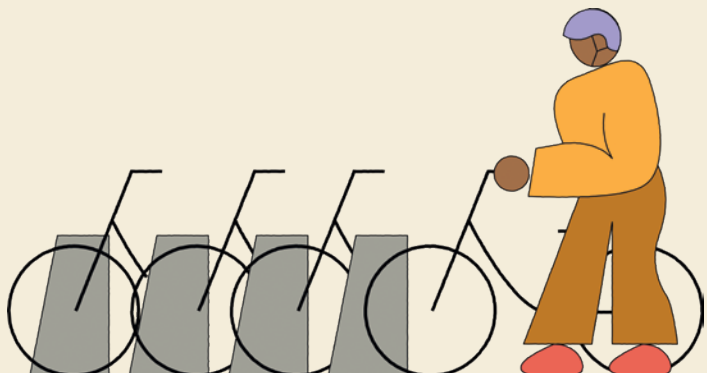


### Bike-sharing and hauling cargo

You can now **rent or borrow a trailer or cargo bike** in many Québec cities, thanks to initiatives such as Locomotion, Mulo and BIXI trailers. **This service has been developed** to enable anyone to transport goods or even other people over short distances. For example, this could be used for groceries or for transporting the whole family to the park for a picnic.

### Taking it one step further

Although rare in Québec, **medium- and long-term rental** services—which have proven successful elsewhere in the world—provide an additional way for everyone to enjoy the benefits of bike-sharing for practical purposes.



## The remarkable rise of electric bicycles

Pedal-assist e-bikes ease certain obstacles that block some Quebecers from getting on a bicycle and give them unprecedented freedom. Not surprising to see how popular they've become.

### Electric assist makes cycling more accessible

Among all Quebecers who rode a bicycle in 2025, more than a quarter tried an e-bike; that is, approximately **900,000 people**. Of those, more than half now exclusively ride pedal-assist e-bikes. For nearly a third of enthusiasts, e-bikes **remove barriers**, such as **distance and incline**, that previously prevented them from taking bicycle rides.

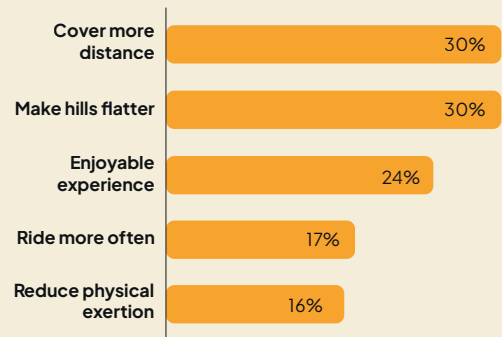
### As many profiles as there are uses

Among the different types of people who have adopted e-bikes, older users use them **for leisure** and say they are primarily seeking enjoyment and improved health (44% of users). Other, more middle-aged users, mostly in larger city centres, rely on their e-bikes to **get to work** (29%). More occasional users, who tend to be younger, see pedal-assist e-bikes as one among many options in their **transportation cocktail** (27%).

**31%**  
of bicycles  
sold were  
e-bikes



### Top 5 reasons for choosing an e-bike over a standard bicycle



**26%**  
cyclists rode  
e-bikes



### More common by the day

There are currently **629,000 e-bikes in the province**, accounting for 14% of Québec's adult bicycle fleet—a proportion that has **doubled since 2020**. About a **third (31%) of bicycles sold** in 2025 were pedal-assist e-bikes.



Sentier du Corridor Champlain, Gatineau (Lévy L. Marquis)

## Still costly, though

The **main barrier** to adopting an e-bike remains the relatively high **purchase price**. As a result, only **55% of users own their e-bikes**, and it is the wealthiest half of Québec households (with a household income of over \$80,000) that own two-thirds of all e-bikes.

## Access to e-bikes through sharing or loans

All bike-sharing services have a fleet of e-bikes. As a result, across the province, approximately **1 in 5 e-bike users** have access to this technology through **bike-sharing**. That's in addition to the **6% of enthusiasts** who were introduced to e-bikes thanks to the long-term **loan programs** offered by their employer or a specialised organisation, such as Vélovolt (Équiterre) or Pratico-Vélo (CRECQ).

## And good for your health too

Having the assistance of an e-bike may reduce how much energy users expend pedalling, but it also encourages them to ride more often and for longer distances—sometimes up to 50% farther per day. **So the health benefits even out!**

## Taking it one step further

To lower the barrier to purchasing an e-bike, several administrations around in the world offer **subsidy and purchase assistance programs**. These programs have, most notably, contributed to **reducing reliance on the automobile**, with some households even getting rid of their second car.



# Where and when Quebecers ride

Quebecers use bicycles all year round, fully taking advantage of a constantly evolving bike network.

Boulevard du Saguenay O, Saguenay (Samuel Snow)

## A bicycle network that shapes mobility patterns

The development of cycling infrastructure is slowly, but surely making bicycles a more accessible, safe and adapted solution for everyone.

### A safe, diversified network that is growing

The Québec cycling network continues its strong growth, **moving from 2,300km in 1995 to 11,550km in 2025**. This 5-fold growth of the network's coverage also comes with a significant improvement in safety. In 2025, **protected bike paths totaled more than 4,900km**—that's 3.5-fold growth since 1995. These networks are set **apart from car traffic** and offer a safe environment for all cyclists; consequently, playing a pivotal role in convincing more people to use bicycles for their mobility needs.

In addition, there are some **2,050km of bike lanes: infrastructure defined by painted lines** on streets with less traffic and lower speed limits. Although not adapted for all users, bike lanes do conveniently connect to other, better infrastructure.

To that, we can also add approximately **1,700km of shared lanes that are shared by cars and bicycles** and that require traffic-calming measures to make travel safer for everyone. Not to forget the nearly **2,900km of paved shoulders** on busier rural roads. Some new, recent developments, including **cycle streets (also called *vélorues*)** or **advisory bike lanes**, are helping to improve the Québec network as a whole.

Bicycle network  
**11,550km**

Bicycle paths: **4,900km**  
(+25% compared to 2020)

Bicycle lanes: **2,050km**  
(+29% compared to 2020)

Shared lanes: **1,700km**  
(-23% compared to 2020)

Paved shoulders: **2,900km**



## Infrastructure that’s changing the way we move

Cyclists prefer safety and comfort. In 2025, **55% of bike trips were on bike paths or bike lanes**, as compared to just 28% in 1995. This growth demonstrates that **infrastructure plays a pivotal role in adopting bicycles as a mode of transport**. By improving the quality and continuity of the network, these investments directly contribute to increasing the modal share of cycling, which is on the rise in many cities across Québec. For example, in five years, the share **increased by 56% in central areas on the island of Montréal** (reaching 7.8% in 2023) and by **50% in Québec City in six years** (2.4% in 2023). In **Gatineau**, that share grew by **92% over 11 years** (2.5% in 2022).

## Next-generation infrastructure is changing the game

Infrastructure providing a high level of service, such as the **Réseau Express Vélo (REV)** in Montréal or the **Corridors VivaCité (CVC)** in Québec City, is a cut above in terms of network development. Created for daily use, these routes are **safe, continuous, connected** to one another and to the rest of the network, and **maintained year-round**, which facilitates long-distance travel. This efficiency is reflected in usage statistics. In Montréal and in Québec City, counters placed on the REV and CVC register more people every year, with **increases hitting between 7% and 16% per year**. In fact, in 2025, counters on these two networks registered **a third more cyclists than on the busiest routes outside the REV and CVC**. By offering more reliable and efficient conditions, these infrastructures are helping to position bicycles as a strong mobility option.

### Increase in the modal share of cycling

**Montréal**  
+56% over 5 years

**Québec City**  
+50% over 6 years

**Gatineau**  
+92% over 11 years



REV Rue Saint-Denis, Montréal (Catrine Daoust)

## Top 3 counters with the most cyclists in 2025

### Montréal

REV Saint-Denis/Rachel **1,667,867**

REV Saint-Denis/  
des Carrières **1,618,733**

Berri/Ontario **1,201,901**

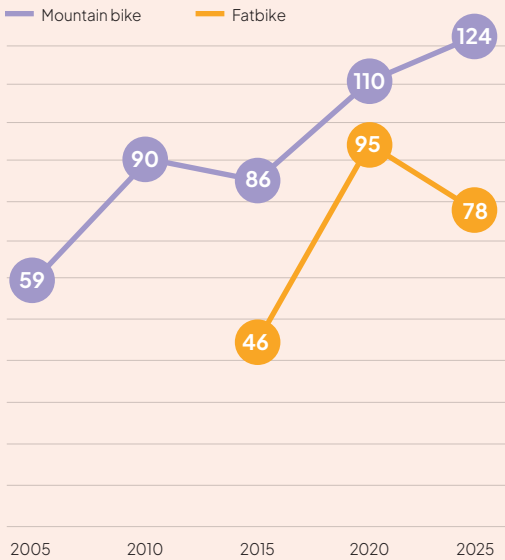
### Québec City

CVC Dalhousie/Barricade **453,556**

CVC Sainte-Foy/  
Marguerite-Bourgeoys **348,835**

Corridor du littoral  
(Maizeret sector) **342,786**

## Trends in the number of mountain bike and fatbike centres



## La Route verte in



## Off-roading is gaining ground across Québec

Québec offers a variety of destinations for off-road cycling activities, such as gravel biking, mountain biking and fatbiking. Every region is home to thousands of kilometres of unpaved road or forest trails that are suitable for this use. Since 2015, the province has added 800km of **mountain bike trails**. In 2025, there are nearly **3,000km**, spread over **124 centres**, mostly located in the National Capital region, the Laurentians, the Eastern Townships and in the Saguenay—Lac-Saint-Jean region. These regions, as well as the Lanaudière and the Gaspésie, are ideal for **fatbiking**, with **78 centres that are accessible in winter**. The variety of environments in Québec allows everyone to find an activity that suits their interests.

## La Route verte, the backbone of the Québec network

A cornerstone of Québec's cycling network, La Route verte celebrated its 30th anniversary in 2025. With nearly **5,400km and 700km of planned expansion**, it cuts across all regions (except Nord-du-Québec) and **connects 390 municipalities**—more than 1 in 3! As the largest continuous cycling network in North America, La Route verte also connects to Ontario, New Brunswick and the United States. Used for **recreation, tourism** and even **daily commuting**, this network is widely loved: **93% of cyclists who use it find the experience pleasant and safe**, and **90% prefer routes that include it**. Thanks to the road markers located throughout nearly the entire network, La Route verte is recognized by 61% of cyclists and 45% of non-cyclists in the province.

## Biking in every season

Even in colder climates, bicycles are increasingly used year-round thanks to adapted infrastructure.

### Riding all year round, the new reality

In Québec, bicycles are used all year long. Even if use during the winter and transitional seasons depends on the weather, **the continued presence of bicycles on Québec roads** demonstrates the versatility of this tool for a variety of needs, in any season.

### Safe infrastructure, cleared snow, making winter cycling possible

Winter cycling is on the rise across the province, with a **33% increase in the number of cyclists between 2019 and 2025**. This trend can be explained, most notably, by the **development of cycling infrastructure that is accessible year-round**. These routes are well maintained and cleared of snow, and as a result, the number of cycling days has increased significantly, both at the beginning and end of winter, and during the mild spells in between. **These efforts must be maintained in the long-term** so that Quebecers can truly embrace cycling as a reliable option in winter and even **reorganize their mobility choices**.

Furthermore, **the share of cyclists that continue to ride in winter** has been steadily growing across the province, at a rate of **11% every year**. This share of cyclists is calculated by the ratio between the number of cyclists between December and March, to the number between June and September. Making bike paths safer is having a clearly observable effect on bicycle use. In Montréal, **next-generation infrastructure**, such as the Réseau Express Vélo (REV), **displays a winter retention rate that is 27% higher than the average**. This confirms that having safe infrastructure enhances freedom of movement, even in more challenging conditions.

### Number of cyclists by season



April: **723,000**



May-September: **3,308,000**

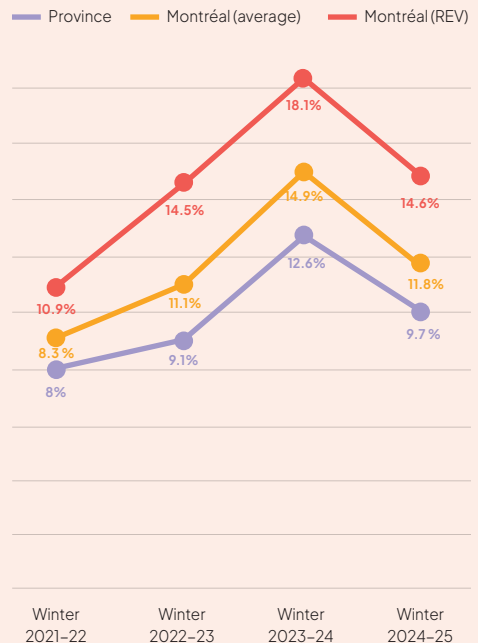


October-November: **1,487,000**



December-March: **249,000**  
(+33% compared to 2020)

### Trends in retention rates for cyclists in winter



## Utility cycling in winter

In winter, bicycles are most often used for transportation. Of those who cycle in the coldest season, **76% do so more than twice a week**, as compared to only 42% of summer cyclists who match that frequency. Once equipped, winter cyclists ride regularly, often for utility purposes, and maintain that habit into the summer season.

## Bike-sharing, a gateway to winter cycling

The development of bike-sharing services in winter, like what BIXI launched in Montréal during the winter of 2023–2024, continues to democratize its use. This availability **clears the obstacles mentioned** by 1 out of 3 cyclists about winter biking: **lack of a suitable bicycle or accessories**. Hence, during the 2024–2025 winter, **93,000 people** (or 13% of annual members) used the available 1,500 winter-ready bicycles (or 14% of the summer fleet), for more than **5,500 journeys every day**. Fun fact: 17% of winter users only ride BIXI bikes in winter! This group probably relies on their own bicycles in summer but prefers to avoid the hassle and investment required to equip their bikes for winter conditions.

## 5,500 daily trips

made via bike-sharing in the winter of 2024–2025 in Montréal



Avenue Christophe-Columb / Rue de Bellechasse, Montréal (Catherine Daoust)



# The impacts for Québec

Beyond personal advantages, cycling also generates concrete benefits for all society.

REV Rue Saint-Denis, Montréal (Catherine Daoust)

## Redesigning streets for everyone's good

Cycling infrastructure turns streets into spaces that are safer, more pleasant and more efficient for all users.

### Adapting streets for more than bicycles

The **installation of safe cycling infrastructure**, such as the high-quality Réseau Express Vélo (REV) in Montréal and the Corridors VivaCité (CVC) in Québec City, **benefit all users**. Following these redesigns, the sharing of public spaces by active, public, and motorized modes of transport is more **equitable**. By reducing the number of car lanes, **car traffic has calmed**. Furthermore, intersections, which are higher-risk zones, have also become **safer** for all users.

### Livelier, more welcoming streets

These improvements reduce car traffic both on the redesigned thoroughways and on neighbouring streets. After the CVC was launched on Chemin Sainte-Foy in 2023, the **number of motorized vehicles decreased by 35%** and **by 6–34% on adjacent streets** (between 2016 and 2024). On Montréal's Rue Saint-Denis, the arrival of the REV in 2020 was followed by a **17% reduction in traffic** (between 2018 and 2021). Even if the number of traffic lanes was cut by half, the volume of motorized traffic did not drop by half—indicating that **traffic actually flowed more efficiently** after bike paths were added.

Since these improvements made the streets calmer and safer, there was also a **remarkable spike in pedestrian traffic: +11% increase on Rue Saint-Denis** (between 2019 and 2025) and a **+175% increase on Chemin Sainte-Foy** (between 2023 and 2024). A redesign can turn streets into **a true living space** for residents and visitors alike.

### Improvements that enhance road safety

The traffic calming measures implemented in these street redesigns lead to a reduction in the risk of collisions and the severity of injuries.

CVC Chemin  
Sainte-Foy

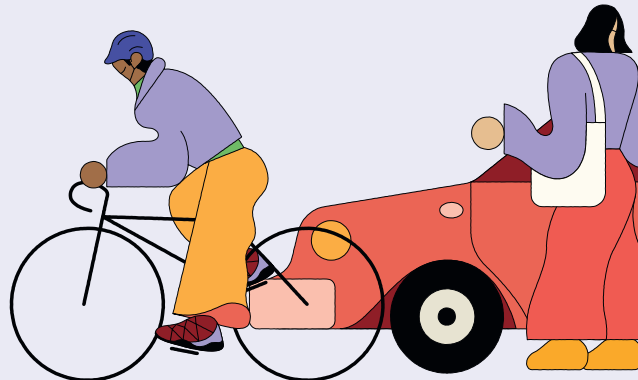
REV Rue  
Saint-Denis

**+175%**  
in pedestrian  
traffic

**+11%**  
in pedestrian  
traffic

**-35%**  
in motor  
vehicle traffic

**-17%**  
in motor  
vehicle traffic



## More bicycles means fewer cars

Cycling infrastructure facilitates moving a large number of people in a limited area. On Rue Saint-Denis, come summer, approximately **750 cyclists roll through every hour** during high-traffic periods, with peaks exceeding 1,000 bicycles. **If these cyclists had chosen a car instead**, this would represent some 490 additional cars on the road, or a **line nearly 3km long**. Cycling is a complementary mobility option that contributes to **cutting traffic** and improving travel, especially for those who cannot avoid motorized transport (i.e. certain persons with mobility issues, emergency services, delivery people).

## Commercial districts gaining in vitality

Redesigns are also **beneficial for businesses** located in the area; these arteries become more attractive to local customers, who can walk, bike or take public transit to get there. In fact, at present, **locals often represent the majority of customers** frequenting these commercial arteries, although **merchants still have the impression** that most of their business comes from car traffic. In Montréal, for example, **the number of customers arriving by car is thought by merchants to be 2–3 times higher than it actually is**.

Cyclists spend less per visit, but **visit stores more frequently** (14 times per month, as compared to 5 times for motorists on Rue Saint-Denis), resulting in comparable overall spending. Interestingly, since the implementation of the REV, **sales on Rue Saint-Denis have followed the Montréal-wide trend**, even showing stronger post-pandemic recovery. Furthermore, the retail occupancy rate increased by 9.4 percentage points between 2022 and 2025 (as compared to 0.9 points across the metropolitan area). In Québec City, the **redevelopment of Chemin Sainte-Foy led to a 9.93% increase in sales** between the first three quarters of 2023 and 2024.



Chemin Sainte-Foy, Québec City (Ville de Québec)

**9.4 percentage points increase** in the occupancy rate of retail spaces on the REV Rue Saint-Denis

**9.93% increase** in sales on the CVC Chemin Sainte-Foy

# Bicycles supporting health

Cycling supports public health in Québec and must be further encouraged with more efforts to increase safety.

## Being active every day has real impact

In 2025, adult Quebecers recorded **305 million hours of biking**. According to the World Health Organization’s online tool HEAT, cycling helps to **prevent 350 deaths per year** and **saves more than \$3.3 billion** – that’s nearly 5% of the Québec government’s healthcare spending for 2025–2026. There are also cost savings resulting from reducing chronic diseases that physical activities, such as cycling, can help prevent (i.e. high blood pressure, cardiovascular diseases and diabetes). While healthcare spending continues to rise by 6.8% annually, cycling appears to be a simple way to add more physical activity into daily life.

## Safety: Still a work in progress

After being on the decline for several decades, the **number of collisions involving cyclists** remained steady from 2020 on, but then **increased in 2024**. In that year alone, 13 cyclists lost their lives; with incidents occurring on roads where the speed limit is 90 km/h. **Serious and minor injuries also increased** by 24.6% and 16.7%, as compared to the average from 2019 to 2023. This data indicates that **additional efforts must be made to improve safety**, most notably, by redesigning high-risk routes.

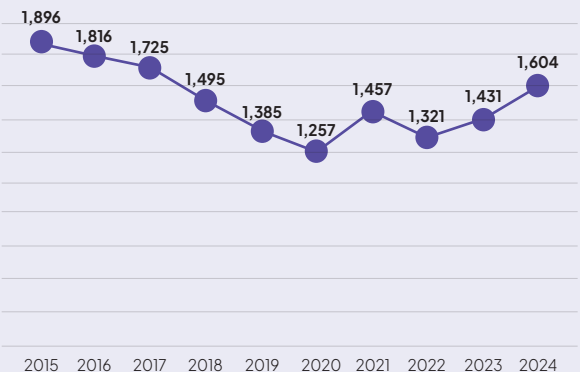
## Helmet use : A steady progression

More and more **cyclists are wearing a helmet** even without a legal obligation to do so. In 2025, **children wore helmets for 78% of their rides** and **adults for 72% of theirs**, a number that’s doubled in the last 30 years. Although it does not replace safer cycling infrastructure, wearing a helmet offers **additional protection** for individual cyclists.

### How can we go further?

The advantages of riding pedal-assist e-bikes are many. However, a **lack of regulation for this type of bicycle** prevents the collection of data that could clarify whether they pose safety concerns that differ from those of standard bicycles.

## Trends in the number of cyclists injured in collisions with a vehicle



## An industry that's rolling along

Bicycles are at the heart of a dynamic economic sector operating across the province of Québec.

### Bicycle manufacturing still very much alive

Having reached its peak in the 1990s and early 2000s, the **fabrication of bicycles and parts** is still going strong in Québec. In 2024, there were **50 manufacturers** in the sector, **providing** more than **420 jobs**. Although a third of these companies are located in the Greater Montréal region, there are also **big names operating in the regions**, most notably, in Saguenay–Lac–Saint-Jean, Chaudière–Appalaches and in the Eastern Townships. Despite international competition, this industry continues to **employ hundreds** and **contribute to the local economy**.

### Established network of retailers

Québec has an **impressive number of bicycle-related shops**. In 2023, 31.4% of bicycle shops (or **198 businesses**) in Canada were located in Québec; this included specialized shops as well as national chains. Québec is the province with the **largest number of shops** selling cycling equipment and gear. This is a testament to how important cycling is to Quebecers, both as a mode of transport and a leisure activity.

### Significant economic benefits

In 2023, **manufacturers of bicycles and accessories spent over \$110 million**. If retail stores are added to this data, there are over **2,400 direct and indirect jobs** being supported. The bicycle industry in Québec is, therefore, a significant economic sector, **directly linked to the use and growing popularity of bicycles**.



## A key component of the overall transportation system

By complementing other modes of transport, bicycles expand our options for getting around and help make other forms of transportation more flexible and resilient.

### The freedom to choose cycling

Cycling cannot replace other modes of transport. However, it is a useful addition to the transportation cocktail in Québec, enabling users to **choose the mode that's best suited to their needs**. This diversity increases **freedom of movement** and **reduces reliance** on a single mode of transport.

### Combine modes, expand your options

Having a well-developed public transit system, with bicycle parking and the option to bring bikes aboard, would also support more cycling. In Québec, there are **34 bus networks, 3 ferry and river shuttle services** and **4 train and metro systems** that let passengers travel with their bicycles. In 2025, more than 100,000 cyclists travelled on the Québec City–Lévis ferry with their bikes. Cyclists truly appreciate this transportation cocktail. Bike-sharing services reinforce this complementarity: the **busiest bike-sharing stations** are mostly located **near public transit hubs**.

Outside major centres, however, networks are less developed and connections are limited. For example, 91% of trips made to go cycling for recreational purposes are still being taken by car, as compared to 7% by public transit.

### Most popular BIXI stations

<b>Montréal</b>	Mont-Royal <b>Metro Station</b>
<b>Laval</b>	Montmorency <b>metro</b> and <b>bus terminal</b>
<b>Longueuil</b>	Place Charles–Le Moyne (near the <b>metro</b> and <b>bus terminal</b> )
<b>Ville Mont-Royal</b>	<b>REM</b> Canora

### A more resilient system, thanks to the bicycle

Diversifying modes of transportation makes the **whole system more resilient during unforeseen events** (i.e. bad weather, closures, etc.). For example, during the public transit strikes in 2025, **19% of the population of Greater Montréal and 16% of the population of the Québec City region** used bicycles to get around. This shift resulted in a **41% increase in bicycle trips in Montréal** and a **59% increase in Québec City**. By providing an alternative solution, cycling is a key tool for **supporting mobility** and **ensuring continuity** while travelling.

**+41%**

increase in passenger traffic in **Montréal** during the 2025 strikes

**+59%**

increase in passenger traffic in **Québec City** during the 2025 strike



Corridor Rapibus, Gatineau (Lévy L. Marquis)

# Key takeaways from Cycling in Québec in 2025

## Overview

Cycling is generally stable, although it is declining slightly among women and children and increasing among older adults.



**4.54**  
million  
cyclists

59%  
♂

41%  
♀

 **6.48** million bicycles  
in total

**1.13 million children**

**3.41 million adults**

 **2.74** million people

**GO CYCLING EVERY WEEK  
IN SUMMER**

## Quebecers' relationship to biking

More than half of the Québec population is already biking and there is great potential to attract new users.

**3%** bike all year long

**11%** are frequent cyclists through 3 seasons

**38%** are occasional cyclists through 3 seasons



Potential  
new cyclists

**38%**

do not ride bicycles,  
but would if the conditions  
were right



**In total, 52% of Quebecers  
ride bicycles**

## The rise of the pedal-assist e-bike

E-bikes are surging in popularity right now, precisely because they help clear so many obstacles to bicycle use.



**1 out of 3 bicycles sold**



**629,000**

number of e-bikes

**900,000**  
people have  
used an e-bike



## The cycling network

The network is expanding, becoming more secure, and increasingly serving a transportation purpose rather than just recreational use.



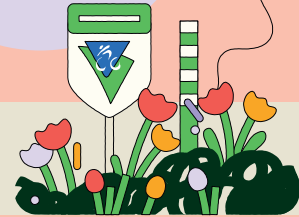
**4,900km**  
of infrastructures  
protected from road traffic

**X 3.5**  
since 1995



**11,550km**  
of bike paths

**X 5**  
since 1995



Since 2020, we have seen the emergence of high-quality cycling infrastructure designed for transportation (and not leisure): i.e. the Réseau Express Vélo (REV) in Montréal, launched in 2020, and the Corridors VivaCité (CVC) in Québec City, launched in 2023.

## Cycling as a mode of transport

Thanks to the development of infrastructure that is safe and adapted for transportation purposes, as well as the introduction of cargo bikes, people are increasingly choosing bicycles as a means of transport.

**2.7**  
million people  
used their bicycles  
to get around

**X 3**  
since 1995



**+50%**

in the modal share  
of cycling over a  
period of 5 years  
in Montréal and  
Québec City

**13-33%**



of trips currently undertaken with a motorized vehicle could be made with a standard bicycle

**32-55%**



of trips currently undertaken with a motorized vehicle could be made with an electric cargo bike

## Cycling for pleasure and touring the regions

Bicycles are also ideal for exploring Québec and its many regions.

**4.14**  
million people  
ride their bikes  
for recreation



**839,000**  
people take cycling day trips



**182,000**  
people take cycling vacation



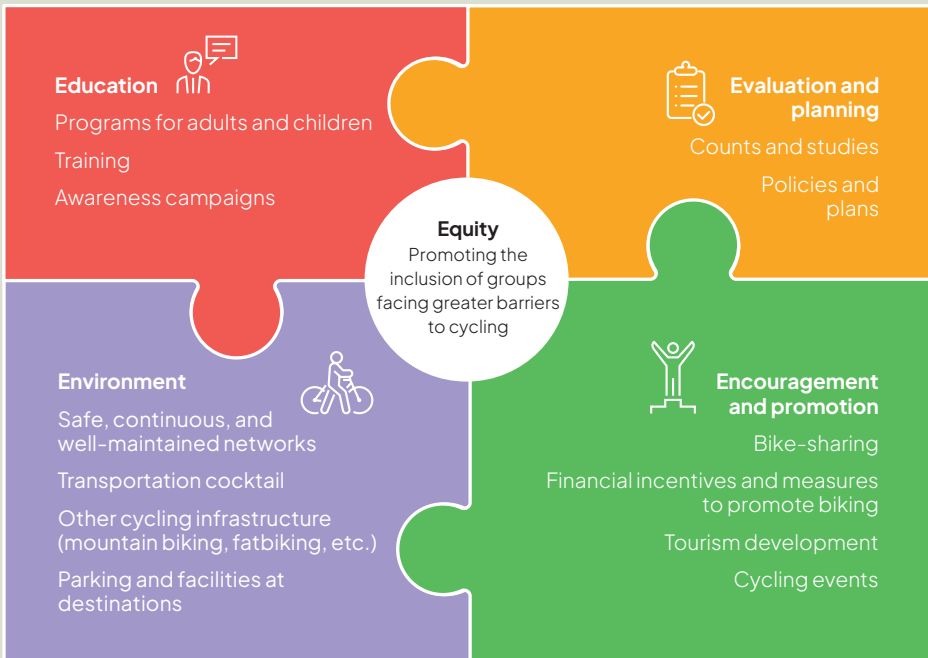
**320,000**  
tourists travelled to Québec  
for a cycling holiday



**\$803 million**  
Economic benefits of  
cycling tourism

## How to keep the momentum going

The data analysis presented in *Cycling in Québec in 2025* validates an underlying trend: **biking, particularly for transportation purposes and increasingly year-round, has been growing significantly for many decades**—confirming the **impact of investments** and other sustained efforts made to promote cycling across the province. These gains are not random, and they cannot be taken for granted: they are based on a **comprehensive and coherent approach** that must be actively supported.



### Levers that mutually reinforce the other

The **development of safer biking networks** that are continuous and well-maintained remains the **most transformative method** for clearing the main obstacles to more cycling (i.e. risk, whether real or perceived). The following would also be key:

- **Services and other measures that facilitate access** (financial incentives, bike-sharing, etc.)
- **Better integration** with other modes of transport
- More ambitious **public policy**
- Consistent efforts to increase **education and awareness**

Lastly, the effects generated by this global strategy must **continue to be regularly evaluated**—much like the reports *Cycling in Québec* have been doing for the last 30 years.

### Maintaining and amplifying the growth of biking

All of these measures must be **implemented simultaneously**, with particular attention paid to **including populations** that face the most barriers (notably, children, women, seniors and immigrants). This will enable everyone to fully enjoy the many benefits of this versatile mode of transportation that is the bicycle!

## Methodology

The data upon which the 2025 report is based comes from a variety of sources:

- A province-wide **survey about bicycle use in Québec** conducted by Léger in Fall 2025 (2,165 respondents, +/-2.1% margin of error for the total population and +/-3.1% for all cyclists). Data was analyzed by André Poirier, Professor in the département de techniques de recherche sociale at Cégep de Rosemont.
- Éco-Compteur's **analysis of automated counting data** that were so generously provided by some 50 municipalities and organizations that manage cycling networks.
- The **Origin-Destination surveys** conducted across Québec's largest city centres; analysis provided by the Chaire de recherche Mobilité de Polytechnique Montréal.
- **Data kindly provided by:** bike-sharing services (BIXI, àVélo and Accès Vélo); the Agence de mobilité durable de Montréal; the Division de l'Intelligence économique et de l'évaluation des programmes of the Service du développement économique de la Ville de Montréal; and, by the Société des traversiers du Québec.
- **Open data** collected by the Société de l'assurance automobile du Québec, as well as by a dozen or so Québec municipalities made available through the Données Québec portal and Statistics Canada.
- **Other studies conducted for or by Vélo Québec:** namely, Portrait des adeptes de vélo de montagne 2023, Retombées économiques du tourisme à vélo 2024, La Grande traversée, Étude sur les retombées économiques du marché du vélo au Québec 2025, and La pratique du vélo à assistance électrique au Québec (still in production).
- **Internal data collected and compiled by** the Vélo Québec team.

The participation of these partners is what makes the report *Cycling in Québec* a truly comprehensive portrait of cycling practices in the province. Thank you for enabling us to continue to produce and expand on this report, year after year. We would also like to thank Jérôme Laviolette, Ariane Bélanger-Gravel, and the Development and Performance Team at the Autorité régionale de transport métropolitain for their feedback and advice during the development of the survey questionnaire.

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For more information about the methodology used or to view more detailed results, visit the website.



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