



Bloomberg Initiative for Cycling Infrastructure

Frequently Asked Questions about BICI

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FAQs

Frequently Asked Questions about the Bloomberg Initiative for Cycling Infrastructure (BICI)

Introduction

We want to help your city submit a strong application to the Bloomberg Initiative for Cycling Infrastructure (BICI). Below are answers to some of the most frequently asked questions about the initiative and the application process.

We will also be hosting informational webinars on Monday, June 29, 2026, and Tuesday, June 30, 2026, to answer questions and share guidance on how to apply. Details will be shared on our website and through our networks. Recordings of the webinars will be made available afterward.

Have a question that isn't answered here? Contact the BICI team at bici@gdci.global. We are happy to help!

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Our Answers

ABOUT THE BLOOMBERG INITIATIVE FOR CYCLING INFRASTRUCTURE (BICI)

1. What is BICI?

The Bloomberg Initiative for Cycling Infrastructure (BICI) is a competitive grant program that accelerates the delivery of ambitious projects for safe and comfortable cycling infrastructure in cities around the world. Cities can submit applications for this opportunity from June 3rd, 2026, through September 14th, 2026.

Bloomberg Philanthropies and the Global Designing Cities Initiative (GDICI) first launched BICI in 2022. The first round selected 10 cities and delivered over 200 miles of safe, accessible cycling facilities while preventing an estimated 8,000 crashes and related injuries.

At its core, BICI is about making cities safer for everyone, so that more people of all ages, abilities, and backgrounds can cycle as part of their everyday lives. The program prioritizes projects that meaningfully improve road safety, particularly for vulnerable road users, while creating broader benefits for the whole city. BICI also celebrates cities that are willing to challenge the status quo, rethinking how streets are designed, how communities are engaged, and how city departments collaborate to plan and deliver safer, more comfortable cycling infrastructure.

This is the second round of BICI. Cities can submit applications from June 3rd to September 14th, 2026.

2. How does BICI support cities?

BICI is first and foremost a technical assistance and capacity-building program. The heart of the program is the expertise, tools, and support that help city teams design and deliver world-class cycling infrastructure. Cities that get the most out of BICI are those that come eager to learn, open to new approaches, and ready to challenge how cycling infrastructure has been planned and delivered in their context.

The program is divided into two phases:

- **Phase 1. BICI Academy (4 months, up to 25 cities):** An intensive program of technical training, peer learning, and hands-on support that guides cities from their project idea to a more refined, actionable proposal ready for Phase 2.
- **Phase 2. Technical Assistance and Grant Funding (36 months, 10 cities):** Dedicated technical assistance through every project stage of design, community engagement, implementation, evaluation, and documentation, plus \$400,000 USD in grant funding to support project delivery.

For a full description of the program and what cities can expect at each phase, please refer to the Program Overview.

3. Is my city a good fit for BICI?

Priority will be given to applications from cities that want to:

- **Develop a strong vision for cycling:** Demonstrate a clear vision and strong political dedication to improving and expanding safer and more comfortable cycling infrastructure in partnership with their communities and the Initiative (BICI).
- **Expand their cycle networks:** Create safe, comfortable, and connected networks that allow people of all ages, abilities, and backgrounds to cycle.
- **Reimagine their street space:** Dramatically reimagine infrastructure to reclaim and repurpose existing street space dedicated to private vehicles, enhancing existing facilities or creating new ones that put cyclists first and improve safety for all.
- **Introduce innovative practices:** Promote a shift in practice that could include new designs, materials, community engagement practices, and/or implementation methods to make cycling networks safer, easier to build, and invite more and new people to ride.
- **Act as lighthouse cities:** Show what's possible by bringing world-class cycling infrastructure to regions that currently lack it.

Importance will be given to the applicant's team: The most successful proposals will feature interdisciplinary city teams that are open and eager to learn and improve their current approaches. If your city is ready to make bold changes to its streets and is committed to working in partnership with your communities, GDCI, and the global cohort of BICI cities, we'd love to hear from you!

4. What is the program timeline and duration?

Application period

- Applications open: June 3rd, 2026 (World Bicycle Day)
- Applications close: September 14th, 2026

Phase 1. BICI Academy (4 months)

- 25 finalists announced: Q1 2027
- Academy begins: Q1 2027
- Academy ends: Q2 2027

Phase 2. Technical Assistance and Grant Funding (36 months)

- 10 winning cities announced: Q3 2027
- Phase 2 begins: Q3 2027
- Program concludes: Q4 2030

5. Will there be future rounds of BICI?

This is the second round of the Bloomberg Initiative for Cycling Infrastructure, and we hope to continue with additional rounds. However, if you feel like your city is a potential strong fit for this opportunity, we'd encourage you to apply today!

ELIGIBILITY

6. What cities are eligible for the Initiative?

Any city or local government authority with a population of **100,000 or more is eligible to apply**. This includes independent cities and municipalities, cities within metropolitan areas, boroughs or districts with jurisdiction over local streets, and provinces or regions with city-level authority over urban streets. There is no maximum population limit.

Multiple cities or local authorities within the same metropolitan area are also welcome to apply together, though one authority must take the lead on the application.

Different administrative authorities within the same metropolitan area or city may each submit their own application, provided they have distinct jurisdiction over their proposed project area (e.g., two municipalities within the same metropolitan area).

If you are unsure, please contact us at bici@gdci.global.

7. Are there any requirements for the applying team?

Strong teams will demonstrate political support for cycling and road safety, and a committed, cross-departmental team with relevant experience in areas such as street design, urban planning, mobility, or community engagement. We also encourage teams that reflect gender balance and diverse seniority levels.

Particular experience with cycling infrastructure is welcome but not required. The BICI Academy is designed to support cities at different stages of their cycling journey. What matters most is that the team has the right foundation to learn, grow, and the capacity to deliver cycling infrastructure or street transformation projects.

8. Can NGOs, universities, or community organizations apply?

Only government entities may apply. NGOs, private sector consultants, community groups, universities, and individuals are not eligible to submit applications.

Partnerships with these types of organizations are welcome and valued, particularly to support with community engagement, data collection, design, or implementation efforts. However, the core team is expected to be primarily composed of city staff, as the program is designed to build capacity within cities and local authorities.

If your organization is officially designated as a representative of a local government authority, contact bici@gdci.global to discuss eligibility.

APPLICATION

9. How do I apply?

Applications must be submitted through BICI's online portal, available at <https://biciapplicationsphase2.evalato.com/>. The application combines data entry, written responses, and a signed letter of support from your City Leader. No application fee is required.

The portal will remain open until September 14th, 2026, at 11:59 pm Eastern Time (New York, UTC-5). Applications submitted after this deadline will not be accepted.

Please note: applications may only be submitted through the online portal.
Emailed applications will not be accepted.

10. How long does the application take to complete?

The application takes approximately 5 hours to complete. We recommend reading through all sections before you begin, as some will require input from colleagues or documents prepared in advance. You do not need to complete the application in one sitting.

Sections that require advanced preparation include:

- Mobility and road safety data (*Section A*)
- Maps, photos, or diagrams of your project idea (*Section B*)
- Cycling funding figures from the last three years (*Section C*)
- A signed letter of support from your City Leader (*Section D*)

More information about the questions can be found in the program overview <https://biciapplicationsphase2.evalato.com/>

11. Can I save my application and return to it later?

Yes, you can save your progress and return to the application at any time before the deadline. We recommend starting early and not leaving it to the last minute, as some sections require coordination with colleagues and preparation of supporting documents.

12. Can more than one person work on the application?

Yes. We encourage teams to work on the application together. The application covers a wide range of topics, from cycling vision and project ideas to funding data and stakeholder mapping, and different team members may be best placed to answer different sections. However, the lead applicant should take responsibility for reviewing and submitting the final application.

13. Who should be listed as the lead applicant?

The lead applicant should be the city, town, metropolitan authority, or other local government authority with jurisdiction over the proposed project area. The primary contact should be the team member who will lead the project and serve as the main point of contact with GDCI throughout the BICI Academy and beyond.

14. What language requirements are necessary to participate?

Applications must be submitted in English. We expect primary contacts to have sufficient English fluency to coordinate with the GDCI team and communicate with other program participants.

Word limits in the application are maximums, not requirements. Please write as much or as little as you need to answer each question clearly. If selected, the program will aim to provide translation and interpretation services to help make technical guidance, training, and program content accessible to your local team in their own language, where possible.

15. Can we apply with an existing project, or does it need to be a new proposal?

Both existing and new **project ideas** are welcome. What matters is how open your team is to collaboration, learning, and refinement in partnership with GDCI.

BICI is a development program, not a delivery grant. Cities should come with a **project idea**, a vision, a challenge they want to solve, and a sense of where and how they might intervene, rather than a fully designed project ready for construction. Working together to refine that idea into an ambitious yet deliverable project is exactly what the program is designed to do.

The BICI Academy is specifically designed to help cities develop their project ideas into concrete proposals that are realistic yet ambitious, and deliverable given local budgets, political context, and capacity.

16. What happens if I don't have data available for some questions?

Missing data will not automatically disqualify your application. We understand that not all cities will have every data point readily available. Where data is not available, please indicate so using the options provided in the form.

That said, we strongly encourage cities to share any data they have, even if incomplete. Data helps us understand your city's context and tailor our support if you are selected. If you have data at a different geographic level

(e.g., country-level rather than city-level), or from a few years ago, please share it and indicate the source and year.

While data helps us better understand your city, your application will be evaluated on a range of criteria beyond data availability.

17. What file formats are accepted for uploads?

Please submit all documents, plans, and images as PDF files. Where possible, please merge related documents into a single PDF per upload (e.g., combine all project reference images into one file). This makes it easier for our team to review your application. For maps, we accept PDF or KML files.

SELECTION

18. How will cities be selected?

Each application will undergo a rigorous review by the BICI team and an international panel of experts. Cities will be evaluated on the strength and ambition of their cycling vision, the quality and feasibility of their project idea, their commitment to improving road safety, the capacity and commitment of their team, and the political support behind their application.

Priority will be given to cities that demonstrate a genuine commitment to transformative change, including a willingness to reclaim street space from private vehicles, engage communities meaningfully, and challenge how cycling infrastructure has been planned and delivered in their context.

19. What type of cycling infrastructure is the program supporting?

BICI supports cycling infrastructure that is safe, comfortable, and connected for people of all ages, abilities, and backgrounds to cycle. The baseline expectation is infrastructure that provides protection and low levels of stress for cyclists, supports safer speeds, and improves safety for all road users, particularly pedestrians and other vulnerable users. This is what we call all-ages-and-abilities cycling.

This could include cycle tracks, cycle streets, area-wide interventions, intersection improvements, school- or other-street programs, or other spatial approaches on urban streets. We welcome project ideas that have the potential to set better standards for streets and cities in the region and beyond.

For design guidance and inspiration, please refer to GDCI's publications, including the [Global Street Design Guide](#), [Designing for Safe Speeds](#), and [How to Implement Cycling Infrastructure](#).

20. What type of activities will not be supported by the program?

Although there will be an opportunity to refine your project during the BICI Academy, it is worth keeping in mind as you prepare your application, that the program is not intended to support:

- Cycle share systems or the purchase of bicycles for individuals or businesses
- Cycling amenities unrelated to infrastructure delivery
- Political or lobbying activities
- Conferences, site visits, or study tours
- Cycling training classes or other educational programs
- Apps, websites, or other digital tools not directly related to project implementation

While we recognize that improving cycling requires many different types of investment and support, BICI is specifically focused on the direct implementation of new and improved cycle infrastructure in the urban street network. Commuter trails, off-road paths, and recreational cycling routes are outside the program's scope.

21. When will selected cities be announced?

The 25 Phase 1 city finalists will be announced in January 2027. The 10 Phase 2 winning cities will be announced in June 2027, following the completion of the BICI Academy.

22. Will unsuccessful applicants receive feedback?

Due to the volume of applications expected, we are not able to provide individual feedback to applicants. However, we hope you will stay connected for access to future opportunities for technical assistance and funding. In the meantime, you can access a variety of resources to transform streets in your city on our website, including our [resources](#), [publications](#), and [webinar series](#).

EXPECTATIONS FOR SELECTED CITIES

23. What is expected during Phase 1 (BICI Academy)?

During the four-month BICI Academy, selected cities are expected to:

- Designate a core team of 3 people, including a designated City Champion, mobility or transportation staff, and planning or implementation team members. The team should reflect cross-departmental representation, diverse seniority levels, and gender balance.
- Dedicate approximately 2 hours per week to training sessions, peer networking, and project development activities.

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- Develop and refine their project ideas into concrete proposals for Phase 2 submission.
 - Engage openly with feedback and be willing to adapt their project ideas throughout the process.
 - Actively participate in cohort discussions and peer exchanges.

The Academy is designed to be intensive but manageable alongside regular city responsibilities. The more cities invest in the Academy, the stronger their Phase 2 proposals will be.

Beyond the core team, other city staff members may be invited to participate in specific sessions depending on the topic, such as community engagement, communications, project evaluation, and documentation.

Leadership is expected to back the team's participation in terms of time and resources.

Please note: As a global program, some sessions may occasionally take place outside of regular office hours. The BICI team will do its best to accommodate different time zones and minimize any inconvenience.

24. What is expected during Phase 2?

During the 36-month Phase 2, the 10 winning cities are expected to:

- Have a dedicated team with a primary and backup point of contact for program activities
- Dedicate approximately 1 hour per week to training sessions, peer networking, and project implementation activities, in addition to time spent developing the project itself.
- Maintain regular communication with the GDCI team, including progress updates.
- Ensure at least one meeting per year between GDCI and the mayor or equivalent to discuss project progress
- Participate in occasional in-person and virtual gatherings with the global BICI cohort

Detailed requirements around reporting, documentation, and funding will be shared with selected cities.

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