

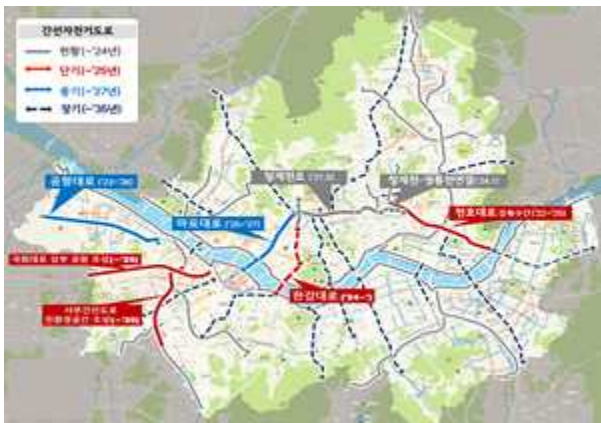
Improving Public Bicycle Operations and Bicycle Usage Environment

Direction

- Expanding bicycle lanes by 194.42 km to enable one-hour cycling commutes across Seoul
- Enhancing maintenance of safety facilities and amenities to improve bicycle mobility
- Creating a public bicycle-friendly environment for convenient cycling access anytime, anywhere
- Promoting the recycling of abandoned bicycles to increase income for low-income groups and reduce carbon emissions
- Providing bicycle safety education to approximately 800,000 Seoul citizens since 2018

□ Establishment of Bicycle Lane Network

- Plans to expand the bicycle lane network by 194.42 km by 2026
 - Efforts are underway to establish a dense network of bicycle lanes seamlessly connecting downtown to all parts of Seoul, aimed at enhancing accessibility, mobility, and safety for cyclists. Following the establishment of a comprehensive plan for promoting bicycle usage in 2022, the city aims to construct a total of 1,483.32 km of bicycle lanes by expanding the network by 194.42 km by 2026.



< Yearly Main Road Construction Plan >



< Planned Areas for Secondary Main Road Construction >

○ Best Practice ①: Construction of Main Bicycle Road along Cheonggyecheon-ro

- The Cheonggyecheon-ro Bicycle Lane is a circular downtown bicycle lane spanning a total length of 11.88 kilometers, running in both directions with the Cheonggyecheon stream in between. Officially opened in May 2021, this project focused on constructing an independent bicycle lane completely separated from the existing roadway without reducing its size, considering the diverse mix of traffic, tourists, and operational spaces

along the Cheonggyecheon area.



< Before Construction of Cheonggyecheon
Bicycle Lane >



< After Construction of Cheonggyecheon
Bicycle Lane >

○ **Best Practice ②: Construction of a Bridge Connecting Cheonggyecheon and Jeongneungcheon Bicycle Lanes**

- Previously, there was no bicycle lane connecting Cheonggyecheon and Jeongneungcheon, so cyclists had to either carry their bikes across footbridges or take inconvenient detours on regular roads away from the streams. To address this issue, a dedicated pedestrian and bicycle bridge was constructed in February 2024. This development significantly reduces the distance cyclists need to travel from 200 meters when bypassing regular roads outside the stream area to just 30 meters.



< Before Bridge Construction >



< After Bridge Construction >

□ **Improving Bicycle Usage Environment for Enhanced Mobility**

○ **Maintenance of bicycle road safety facilities**

- Infrastructure maintenance, including the renovation of aging bicycle lanes and improvements in visibility, is underway based on demand surveys conducted by a bicycle road maintenance agency. In 2024, Seoul City allocated a budget of KRW 3.4 billion for this purpose. Besides infrastructure upkeep, Seoul is also working to create user-friendly bicycle lanes by improving facilities in areas with high rates of bicycle

accidents and conducting comprehensive surveys of disconnected sections of bicycle roads.

- The maintenance performance of bicycle roads over the past 5 years is as follows:

Year	Lowering of sidewalk curbs (locations)	Repavement of aged roads (m ²)	Dark red-colored pavement (m ²)	Raised pavement markers (m)	Maintenance of road markings (locations)	Installation of traffic safety signs (locations)
2018	28	198.2	468.2	9,162	371	288
2019	2	221.6	290.5	2,019	663	84
2020	10	296.4	385.1	2,316	1,389	357
2021	7	204.6	286.5	-	172	139
2022	2	218	188	2,125	1,068	89

Year	Installation/maintenance of crosswalks (locations)	Installation/maintenance of fences (m)	Maintenance/installation of boundary stones (m)	Bicycle racks (units)	Air pumps (units)	Connection of disconnected sections (m)
2018	22	2,519	-	1,303	22	1,901
2019	28	4,471	1,813	1,278	13	483
2020	63	1,416	5,121	1,180	47	1,315
2021	20	3,273	181	966	69	600
2022	22	1,050	1,586	785	66	570

○ **Expansion of bicycle road convenience facilities**

- Seoul City is investing in the installation of bicycle parking facilities. Budget support is provided to district maintenance agencies for installing general bicycle racks at subway stations, bus stops, and multi-use facilities (department stores, schools, hospitals). Furthermore, discussions are underway to mandate the provision of parking facilities in land development projects, such as residential complexes, in compliance with Article 7 of the Enforcement Decree of the Act on Encouragement of Bicycle Riding. This is to ensure inclusion in transportation impact assessments and approval of redevelopment project plans. Support for installation costs of convenience facilities such as air pumps is also provided upon district demand.
- As of December 2023, the status of bicycle parking facility installations in Seoul is as follows. This statistical data is based on installations by local governments and does not include individual installations by private entities.

Category	Total	Bicycle Racks	Bicycle Lockers	Bicycle Parking Lots
Number of Locations	4,619	4,582	7	30
Number of Racks	123,529	117,993	160	5,376

□ Seoul's Public Bicycle Operation

○ Completion of public bicycle infrastructure: 45,000 bicycles, 2,762 rental stations

- Since 2010, Seoul has been operating public bicycles as an eco-friendly means for short-distance transportation. The initiative began with a pilot operation deploying 440 bicycles in Yeouido and Sangam areas, expanding citywide in 2015. As of 2024, there are 45,000 bicycles in operation, with a cumulative usage of 180 million trips. Seoul's public bicycles are available for rent 24/7 from anywhere in the city, with 4 out of 10 Seoul citizens utilizing the service.

- Public Bicycle Operation Status

Bicycles	Rental Stations	Members	Cumulative Usage
45,000	2,762	4,238,000 people	183,672,000 trips

○ Operating public bicycles as an eco-friendly transportation option

- Seoul City strives to promote the use of zero-emission public bicycles as an alternative to private cars or traditional public transport. As part of this effort, Seoul operates the Public Transportation Transfer Mileage System, allowing commuters to accumulate mileage when transferring between buses, subways, and public bicycles. This mileage can be redeemed like cash when purchasing public bicycle usage passes. Additionally, starting in 2024, holders of the Climate Card, an unlimited public transportation pass, can also use Seoul's public bicycles.

- Seoul's public bicycles became the first public bicycle program in Korea to register within the greenhouse gas offset system, securing emission offset credits for reducing greenhouse gas emissions resulting from public bicycle operation.

- Seoul will continue to provide a convenient short-distance transportation option by establishing new rental stations at docks for connections with the River Bus service, slated for operation later.

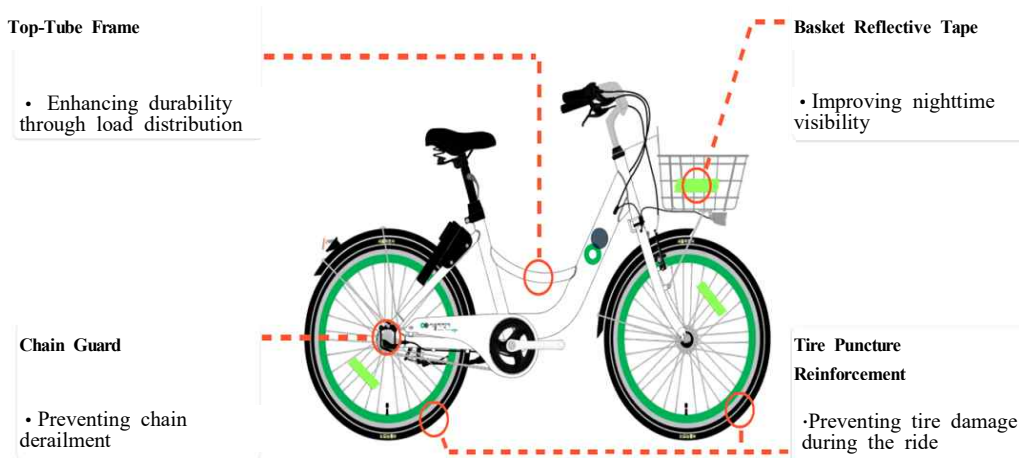
○ Expanding the user base and enhancing safety for citizen convenience

- Since 2020, Seoul has introduced Saessak Ttareungi, designed for citizens under 160cm tall, such as adolescents and women, and lowered the age eligibility from 15 to 13, making it accessible to more citizens.

- The LCD devices initially used for public bicycle service were replaced with QR-based devices, streamlining the rental process through code scanning for increased ease and convenience.

- Efforts to enhance bicycle safety include reinforcing the bicycle frame, improving visibility with reflective tape on baskets for increased nighttime visibility, installing chain guards to prevent chain disengagement, and using puncture-resistant materials to

prevent tire damage.



○ **Promoting shared growth with small businesses**

- Since 2019, Seoul has collaborated with local bicycle stores to operate "Ttareungi Shops" for Ttareungi bicycle maintenance, fostering symbiotic relationships with small bicycle businesses and the local bicycle ecosystem. As of 2024, there are 81 shops in operation.

□ **Transforming Abandoned Bicycles into Refurbished Bicycles**

○ **Establishing a refurbished bicycle sales system in collaboration with the private sector**

- In collaboration with community self-sufficiency centers and the secondhand bicycle trading platform, Wright Brothers, Seoul has established a system for selling bicycles refurbished by community workers through private sales channels. Pilot sales began in January 2022.
- Proceeds from the sales support the self-reliance of community workers. From January 2023 to December 2023, a total of 2,266 bicycles were sold, generating KRW 198 million in revenue. Currently, they are sold at 13 out of 30 local community centers in Seoul. Seoul aims to produce and sell refurbished bicycles at all local community centers.



< Online Marketplace for Refurbished Bicycle >



< High-end Brand Bicycles Sold at Affordable Rates >

□ Bicycle Safety Education

○ Tailored bicycle safety education for different target groups

- The Seoul Metropolitan Government and autonomous districts conduct tailored bicycle education for various demographics, including children, adolescents, adults, and seniors, with the aim of fostering a culture of safe bicycle usage.
- Citizen bicycle safety education covers topics such as bicycle structure, road traffic regulations, safety protocols, pre-ride checks, etiquette, and personal mobility devices (PMDs).
- School outreach programs target middle and high school students, providing education on bicycle basics, safety protocols for accident prevention, and etiquette for PMD usage.
- In addition, Seoul City collaborates with the Seoul Metropolitan Office of Education to conduct bicycle education for fourth graders in elementary schools.

○ Safety education provided for approximately 800,000 citizens since 2018

- Seoul's annual bicycle safety education performance is outlined in the table below.

Category		Total	2023	2022	2021	2020	2019	2018
Total		804,886	56,568	137,094	129,811	10,008	226,513	244,892
City	Bicycle Education	15,370	1,153	3,863	4,966	633	2,548	2,207
	Bicycle Certification	9,063	779	1,219	366	117	2,042	4,540
Autonomous Districts		314,095	38,204	23,572	10,500	7,205	101,995	132,619
Other Organizations (Hangang Project Headquarters, Seoul Traffic Training Institute, etc.)		466,358	16,432	108,440	113,979	2,053	119,928	105,526