



July 6, 2025

Dear Mayor and Councillors,

I am writing to you on behalf of Halifax Cycling Coalition regarding the staff report on Morris St. on Tuesday's agenda.

As you will know from the staff report, the plan for Morris St. was approved by Council in 2024. This was after many years of planning and public and stakeholder engagement which included consideration of many alternatives. We believe that that choice was the right one and **we urge you to support proceeding as planned.**

However, we recognize that we are facing considerable headwinds and an uphill climb to get the optimal cycling network as anticipated in the Integrated Mobility Plan. Given that, we have given careful consideration to the staff report in the short time available. **We urge you not to take precipitous action and pause or cancel this critical linchpin project, which may well have unintended consequences, such as creating a disconnect to other segments, like Rainnie-Brunswick and University-South.**

Further, more delays in completing a connected network would be irresponsible as the full value of the network will not be realized. A fully connected network will have many benefits **including reducing traffic congestion** – 60% of Haligonians who would like to cycle more if it was safe will increasingly leave their car behind.

There is one alternative option in the staff report that is dramatically better than the other alternatives. This is **"Two-Street Couplet Alternative A (Morris Street and Clyde-Sexton Campus-Bishop Street)"**. If selected, Morris St. must have a fully protected bike lane westbound (uphill). The eastbound (downhill) route must be implemented with a fully protected contraflow lane on Clyde St., and a protected lane on Bishop. All crossings of busy streets (Queen, Barrington, Hollis) must have half or full signals (crosswalks are not legal crossings for riders). Excellent signage must be both for wayfinding and to be very clear about the one way nature of the bike lanes.



**Preserving Morris St. for the uphill climb (westbound) is vital** as there is no other westbound street from the harbour upward south of Cogswell that has a reasonable grade for riders who are less than athletes.

**To avoid further delays in construction and to reduce costs, we support a piloted tactical implementation.**

I have provided below some factual context to emphasize the need to proceed to complete the network expeditiously. Hopefully these facts will counter some of the misinformation floating around.

Sincerely,

David Trueman, Co-Chair, Halifax Cycling Coalition

### **Facts about Cycling in Halifax**

- Lots of Haligonians cycle regularly (34%)<sup>1</sup> and Halifax is second among Canadian cities in the share (12%) of people who cycle and walk when they commute<sup>2</sup>
- It may seem like a lot of money but cycling infrastructure is less than 10% of annual roads budget<sup>3</sup>
- Halifax is lagging other Canadian cities; we're #70 in cycling infrastructure (#55 in 2024, so we're falling further behind as other cities exceed Halifax's rate of implementation)<sup>4</sup>
- 87% of Haligonians rank "providing safe, barrier-free transportation options" as important and 65% want to increase or maintain service levels for cycling; 34% would

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<sup>1</sup> [September 28, 2017 Transportation Standing Committee presentation by Meghan Winters](#), page 8

<sup>2</sup> [Statistics Canada](#)

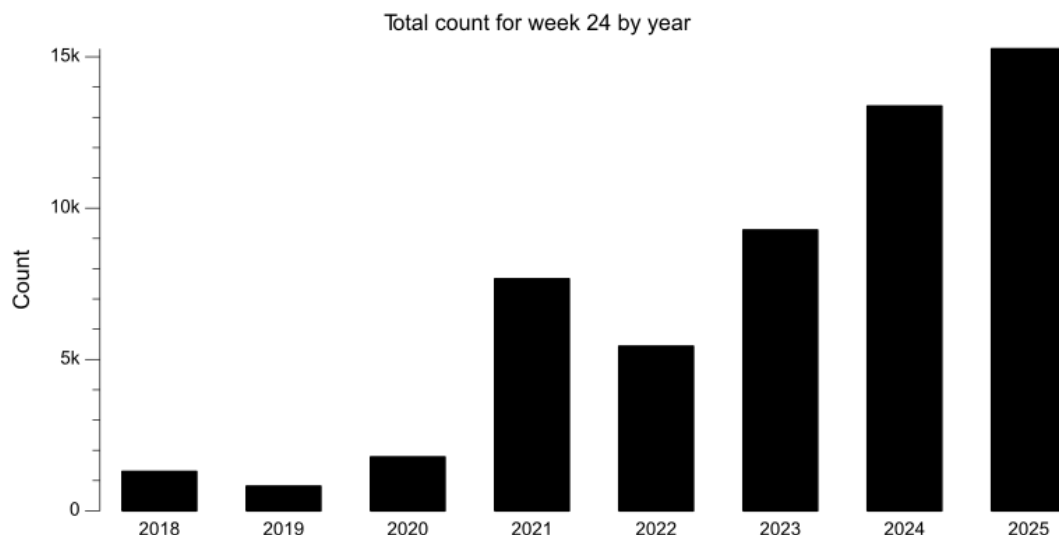
<sup>3</sup> [HRM 2025-2026 Capital Plan](#), page 156

<sup>4</sup> [People for Bikes 2025 City Ratings](#) (select Canada)



be willing to pay additional taxes for better cycling facilities, up from 22% in 2021 (the highest rate for paying additional taxes was 47% for climate action for which cycling is a major contributor)<sup>5</sup>

- We don't need a lot of people cycling to really help in reducing congestion; we just need to reduce the morning and afternoon peaks in car traffic and every person cycling is one less car on the roads
- Cities with good infrastructure enjoy equal proportions of women and men cycling; Halifax does not<sup>6</sup>
- It is a safety issue – growing numbers of people walking and cycling are suffering life-altering injuries and deaths<sup>7</sup>
- Despite an incomplete network, more Haligonians are cycling every year:<sup>8</sup>



- Cycling not only saves the individual money, contributing to affordability, but it has enormous economic benefits for the city and society in general. [See the cost calculator that the City of Calgary has developed](#) to encourage their residents to cycle and walk

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<sup>5</sup> [HRM Resident Survey](#), pages 46, 35, and 42.

<sup>6</sup> [September 28, 2017 Transportation Standing Committee presentation by Meghan Winters](#), page 10

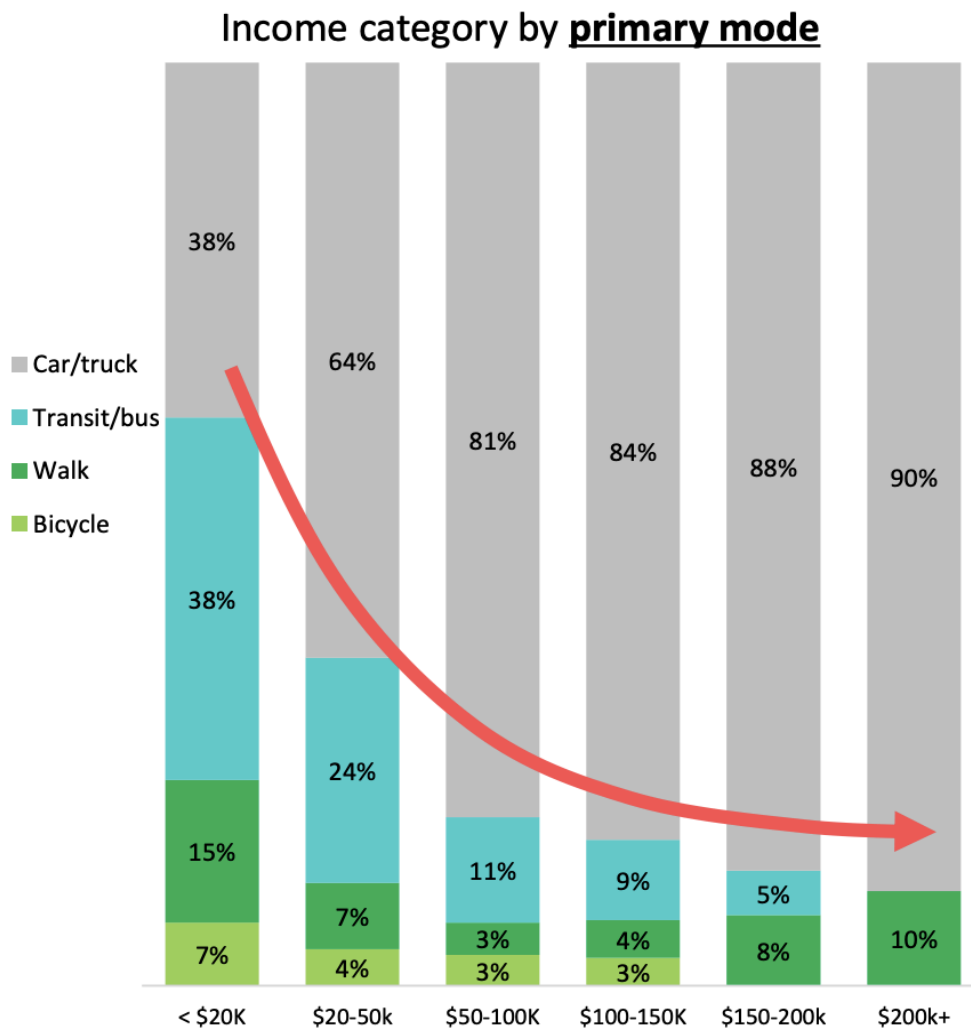
<sup>7</sup> [2024 HRM Road Safety Strategy](#)

<sup>8</sup> [Bike Hfx Stats](#)



more. Or, you might want to try the [cost-benefit tool provided by The World Bank](#) (spoiler, cycling infrastructure always pays for itself).

- Cycling, as a mobility choice, really helps with affordability; lower incomes cycle much more<sup>9</sup> – it is an equity issue!



<sup>9</sup> [September 28, 2017 Transportation Standing Committee presentation by Meghan Winters](#), page 11