



January 26, 2026

Re: HCC response to Report: AAA Bicycle Network Capital Projects: 2026/27 & 2027/28 Planned Construction

Dear Mayor and Councillors,

Halifax Cycling Coalition is responding to item 15.1.7 on the Jan 27, 2026 Regional Council Agenda: "AAA Bicycle Network Capital Projects: 2026/27 & 2027/28 Planned Construction".

We support two out of three of the recommendations brought forward from the report, specifically:

- **Novalea Drive Multi-Use Pathway (MUP):** we **strongly support** the proposed on-road two-way cycleway as a superior solution to the previously planned MUP. Degrading the experience of walking by replacing a dedicated sidewalk with a shared MUP is never good, as explained in [our position paper](#). This change would save almost \$1,000,000.
- **Victoria Road & Highfield Park Drive Bikeways:** we are **strongly opposed** to using Local Street Bikeways (LSBs) as a substitute for protected infrastructure. As we have written in [our position paper on LSBs](#), HRM's standards for LSBs are so lax that current LSBs should in no way be considered AAA infrastructure – in fact they deliver very little value. This could be remedied if HRM's standards were updated to be stringent on traffic volumes and speeds as well as safe crossings of busy roads.
Paint and signs and bumps without mandatory traffic controls are ineffective and unacceptable.
- **Welsford Street Bikeway:** we **support** alternative (b), a two-way protected on-street cycleway for a cost saving of \$745,000. Alternative (a) is unacceptable for



the reasons stated above and would deliver very little value under HRM's current LSB standards.

We feel that the cost breakdown exercise was disrespectful to the intent of Councillor White's amendment. The cost breakdown for LSBs is laughable, with 60% of the cost attributed to cycling. Let me illustrate with the recently completed Isleview project. There, we saw complete repaving, and extensive curb ramp replacements to benefit vehicles and people walking respectively (although narrowing crossings was missed as an opportunity). Bicycles got some paint and signs and a couple of tactical modal filters. We all know that paving and curb replacements are much more expensive than these superficial cycling treatments. You might want to ask staff for an actual breakdown on a real project rather than a blanket application of an arbitrary percentage.

As a result, the overall attribution of 77% of costs to cycling has no merit and should be discarded.

We appreciate your attention.

Sincerely,

A large black rectangular redaction box covering a handwritten signature.

David Trueman,

Co-Chair, Halifax Cycling Coalition