



Feb 20, 2026

Dear Mayor and Councillors,

We ask you in the strongest terms to **maintain momentum in building a connected, safe, bike network**. Slowing or degrading progress **puts the lives of children and adults at risk**. Lower safety standards will negate the value delivered (69% of Haligonians would cycle more if there was more protected infrastructure<sup>1</sup>). **Finishing the badly delayed network will mean fewer cars on the road, reducing congestion** – the city of Victoria tripled the share of people relying on cycling by building a complete, safe network.<sup>2</sup>

The potential financial savings (0.5% of transportation capital budget in 2026-2027<sup>3</sup>) are not commensurate with the risks to people and lost benefits to all Haligonians.

If you listen to a vocal minority, you might believe that HRM residents are opposed to bike lanes and bike lanes serve a small number of “elite” riders. HRM’s own survey<sup>4</sup> and bike counter data contradict these false claims:

- 87% of residents think it is important to provide safe, barrier-free transportation options
- 65% of residents think cycling facilities should be increased or maintained

The numbers of bikes counted go up year after year, totalling 561,109 in 2025, the highest ever. These counters do not count all the people who ride their bikes everywhere else where there is no counter. A scientific study presented to the Transportation Standing Committee<sup>5</sup> revealed that 34% of Haligonians have cycled in the past year (nine years old, this number is no doubt higher by now). Further, HRM’s own resident survey found that 8% of residents identify cycling as either

<sup>1</sup> <https://cdn.halifax.ca/sites/default/files/documents/city-hall/standing-committees/170928tscPresentationItem111.pdf>

<sup>2</sup> <https://nextcity.org/urbanist-news/how-a-small-canadian-city-tripled-its-cycling-in-just-11-years>

<sup>3</sup> <https://www.halifax.ca/sites/default/files/documents/city-hall/budget-finances/2026-27-draft-capital-budget-book-digital-version.pdf>

<sup>4</sup> <https://cdn.halifax.ca/sites/default/files/documents/city-hall/budget-finances/2024-resident-survey-report.pdf>

<sup>5</sup> <https://cdn.halifax.ca/sites/default/files/documents/city-hall/standing-committees/170928tscPresentationItem111.pdf>



their primary or secondary means to get to work – a measure that neglects all the trips for shopping, dropping kids off at school, or going to medical appointments. Relying on cycling for transportation (and walking and transit) is skewed toward low-income levels (see the graph below our signatures). Cycling is an affordable means of mobility, and the Council should not be cutting back its investments on one of the most affordable means of mobility.

You may think that spending to complete a minimal connected bike network is financially unaffordable but the cost to the city in the coming year (\$1 million) is 0.5% of the transportation capital budget. Spending so much time debating this to the exclusion of the roads budget reveals the motives of those who are most vocal in opposition.

Concrete curbs provide safety and comfort for those cycling and indeed for other road users. A recent analysis of police collision reports for South Park St. showed that collisions of all types are down 26% between 2018 and 2024 whereas they are going up on roads without protected bike lanes i.e. most of the city. Injuries for people cycling hit record levels in 2025<sup>6</sup>.

**Please think of those preventable injuries, potential fatalities, and vote responsibly, make evidence-based decisions, and provide residents with viable, affordable transportation options.**

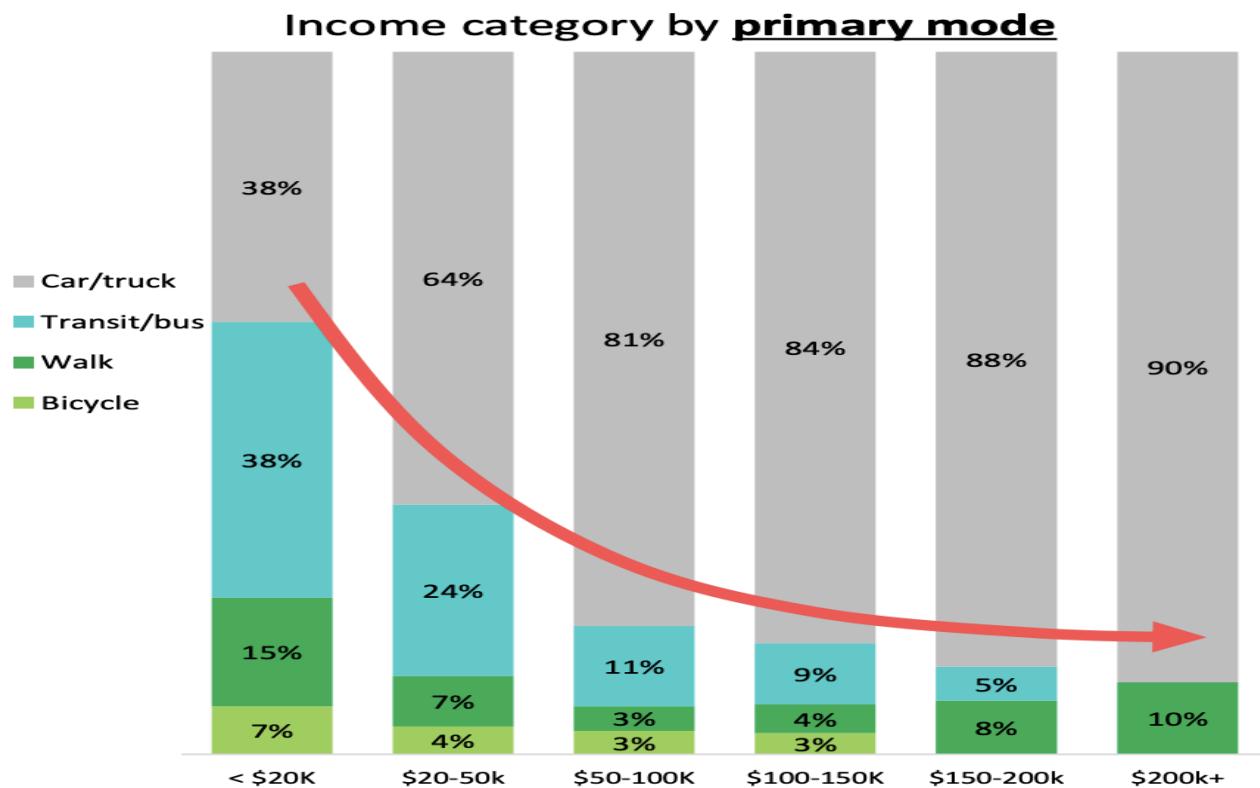
Respectfully submitted,

Talan İşcan and David Trueman

Halifax Cycling Coalition Directors

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<sup>6</sup> <https://signalhfx.ca/halifax-road-crashes-numbers/>



Source: scientific study presented to Transportation Standing Committee<sup>7</sup>

<sup>7</sup> <https://cdn.halifax.ca/sites/default/files/documents/city-hall/standing-committees/170928tscPresentationItem111.pdf>