

HALIFAX

AAA Bicycle Network Capital Projects:  
2026/27 & 2027/28 Planned Construction  
*Presentation to Regional Council*



January 27, 2026

# June 24, 2025 Regional Council Motion

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MOVED by Deputy Mayor Mancini, seconded by Councillor Kent

THAT Halifax Regional Council direct the Chief Administrative Officer to write a staff report of all AAA bike network capital projects defined in the current four-year Capital Plan for years 2026-29. The staff report will include:

1. A list of bike lane projects proposed in the fiscal years 2026-29 with their estimated budget requirement (separated into general traffic, public space, pedestrian and bike lane improvements);
2. Assesses the feasibility of alternative network solutions that could reduce future costs; and
3. Provides opportunities for additional external funding sources.



# Regional Centre AAA Bikeway Network



Completed as of October 2025

- 31km of 53km AAA Network

Facility Type	Target (km)	Built as of Oct 2025 (km)	% completed
Protected Bikeway	21	10	46%
Local Street Bikeway	14	6	40%
Multi-use Pathway	19	16	86%
<b>Total target (*)</b>	<b>53</b>	<b>31</b>	<b>59%</b>

# AAA Bikeway Network Funding Summary

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- \$25,000,000 – Original Estimated Network Cost
- \$85,417,000 – Current Estimated Network Cost
  
- \$66,300,000 – Estimated remaining cost to complete the network
  - \$11,031,017 – Federal and Provincial funding remaining to claim
  - \$55,278,983 – Estimated remaining municipal cost



# Potential Alternative Network Solutions

## Network Review Process

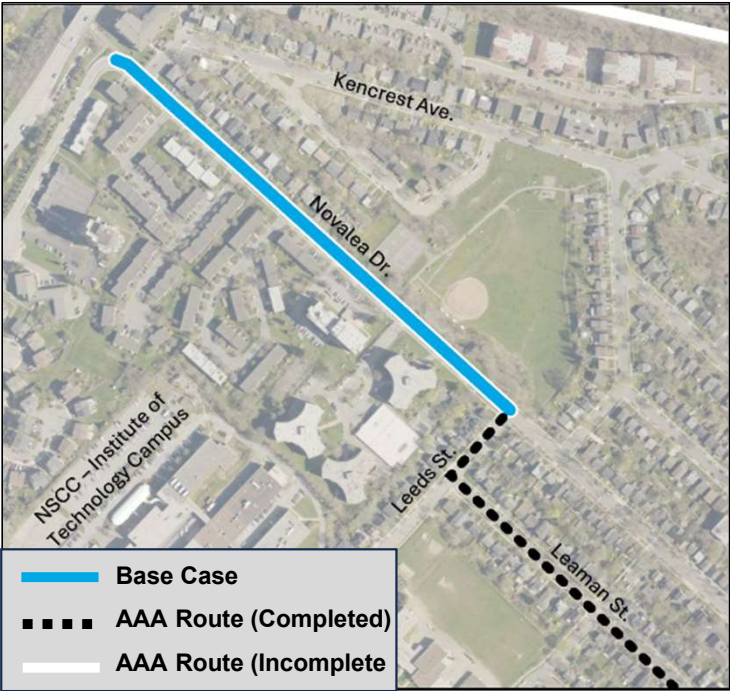
- Focused on segments currently targeted for construction in 2026/27 & 2027/28
- 23 routes/segments reviewed
- 41 ideas for alternatives evaluated against performance criteria and cost estimates
- Three high-potential alternatives recommended for further functional planning
- Assumed that potential alternative network options must include facilities that meet AAA standards. Options that do not meet AAA standards would provide further opportunity to reduce implementation costs but were not explored as they are not consistent with the intent of the AAA network (in line with Council direction)

Performance Criteria
Directness
Connectivity
Complexity
Safety
Comfort
Transit
Vehicle Capacity
Parking/Loading

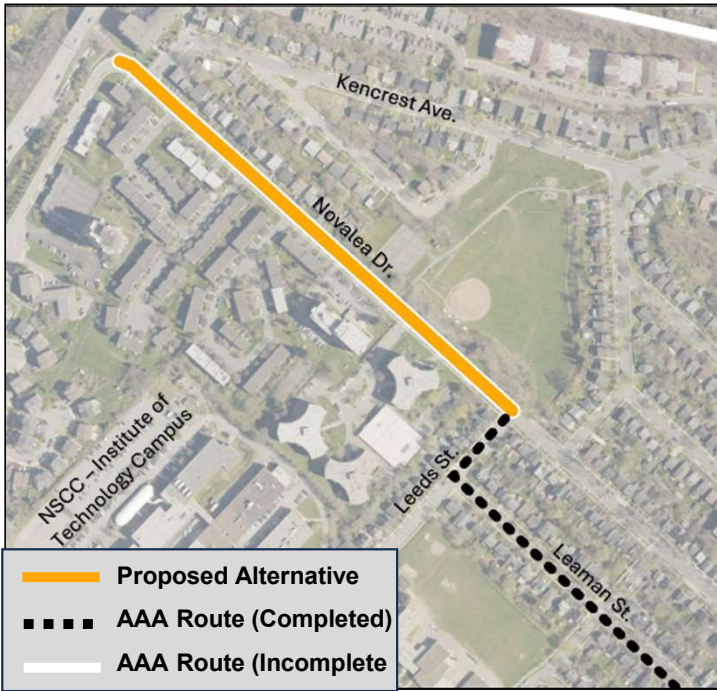


# Potential Alternative Network Solutions

**Base Case:  
Novalea Drive Multi-Use Pathway**



**Alternative:  
Novalea Drive On-Street  
Two-Way Protected Bikeway**



# Potential Alternative Network Solutions

## Alternative: Novalea Drive On-Street Two-Way Protected Bikeway

### Key Implications

- Alternative expected to require removal of all 69 on-street parking spaces compared to removal of 33 for base case
- Integrating the alternative with adjacent bus stops while maintaining accessibility could be challenging and add cost
- Alternative would avoid impact to 33 trees, but base case includes green infrastructure as flood mitigation
- Low risk of missing target construction season for alternative
- **Estimated cost reduction from \$1,400,000 to \$434,000 (-\$966,000)**

Performance Criteria (compared to base case)	Novalea On-Street Two-Way Bikeway
Directness	Similar
Connectivity	Similar
Complexity	Improved
Safety	Improved
Comfort	Improved
Transit	Reduced
Vehicle Capacity	Similar
Parking/Loading	Very Reduced



# Potential Alternative Network Solutions

**Base Case:**  
Victoria Road and Highfield Park Drive  
Two-Way Protected Bikeways



**Alternative:**  
Jackson Road and Leaman Drive  
Local Street Bikeways



# Potential Alternative Network Solutions

## Alternative: Jackson Road and Leaman Drive Local Street Bikeways

### Key Implications

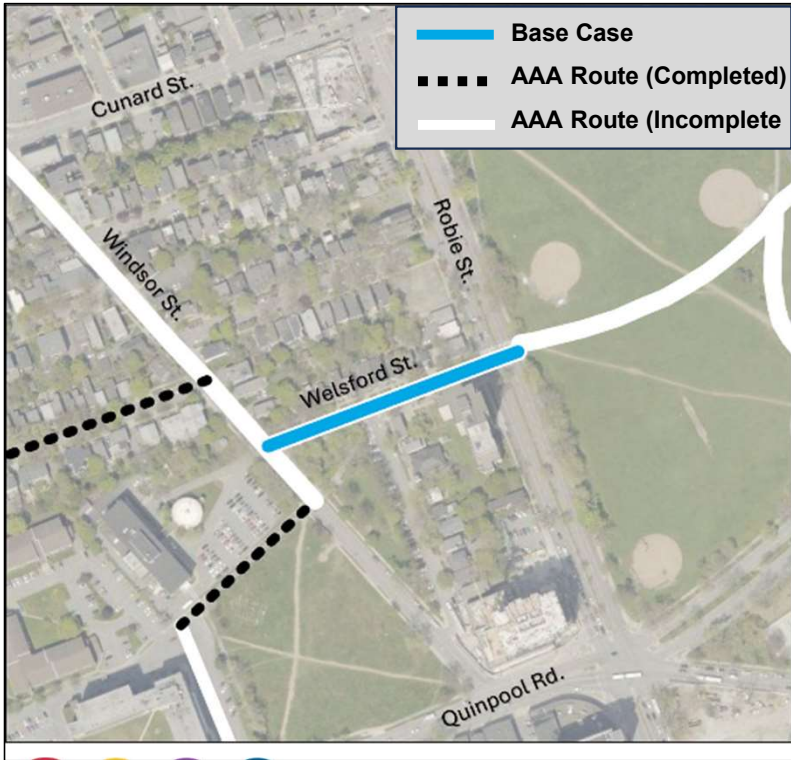
- Alternative would avoid future conflicts with transit priority lanes on Highfield Park Drive for planned BRT service (and avoid disruption to the cycling facility)
- Alternative would avoid impact to Highfield Park Drive on-street parking associated with base case (i.e., removal of one side)
- Risk of delaying construction by 1 to 2 years for alternative (revised target: 2028/29)
- **Estimated cost reduction: From \$4,100,000 to \$1,036,000 (-\$3,064,000)**

Performance Criteria (compared to base case)	Jackson & Leaman LSB
Directness	Reduced
Connectivity	Reduced
Complexity	Very Improved
Safety	Similar
Comfort	Reduced
Transit	Improved
Vehicle Capacity	Similar
Parking/Loading	Similar

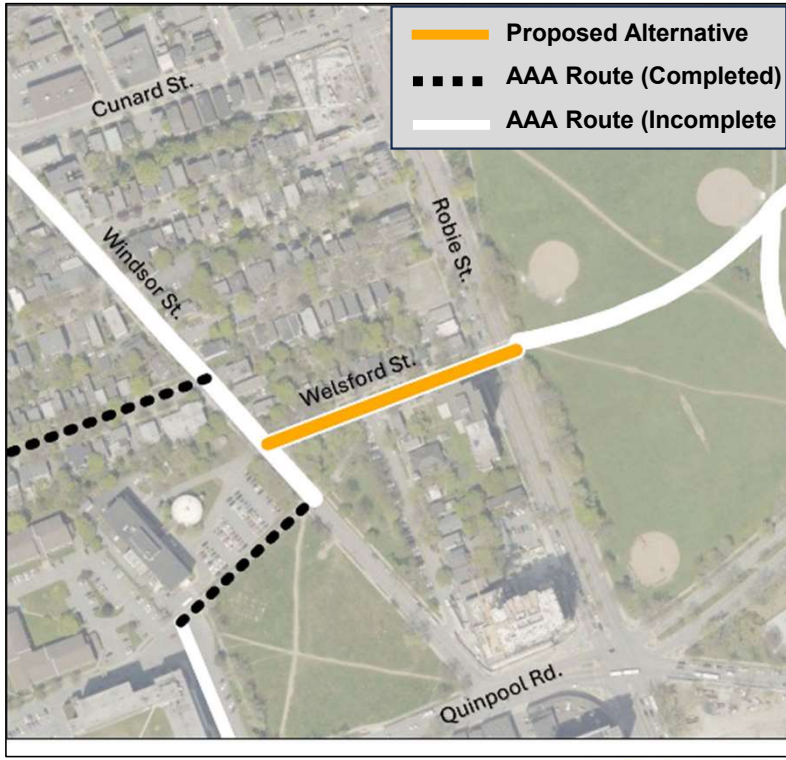


# Potential Alternative Network Solutions

**Base Case:**  
**Welsford Street Two-Way Protected Bikeway**



**Alternative:**  
**Welsford Street Local Street Bikeway**



# Potential Alternative Network Solutions

## Alternative (a): Welsford Local Street Bikeway

### Key Implications

- Alternative may require traffic calming and diversion to achieve vehicle speeds and volumes suitable for a local street bikeway
- Alternative expected to have minimal impact to on-street parking compared to removal of 8 of 21 spaces for base case
- Low risk of missing target construction season for alternative
- **Estimated cost reduction: From \$1,103,000 to \$353,000 (-\$750,000.00)**

Performance Criteria (compared to base case)	Welsford Local Street Bikeway
Directness	Similar
Connectivity	Similar
Complexity	Improved
Safety	Similar
Comfort	Reduced
Transit	Similar
Vehicle Capacity	Reduced
Parking/Loading	Improved



# Potential Cost Reduction

Currently Planned Facility (Base Case)	Proposed Alternative	Base Case Construction Estimate	Alternative Construction Estimate	Estimated Cost Reduction
Novalea Multi-Use Pathway	Novalea On-Street Two-Way Bikeway	\$1,400,000.00	\$434,000.00	\$966,000.00
Victoria & Highfield Park Bikeways	Jackson & Leaman Local Street Bikeways	\$4,100,000.00	\$1,036,000.00	\$3,064,000.00
Welsford Raised Two-Way Bikeway	Welsford Local Street Bikeway (lower cost alternative)	\$1,103,000.00	\$353,000.00	\$750,000.00
	<b>TOTALS</b>	<b>\$6,603,000.00</b>	<b>\$1,823,000.00</b>	<b>\$4,780,000.00</b>

\$55,278,983 (Previous estimated municipal cost to complete the network)

- \$4,780,000 (Estimated Cost Savings)

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\$50,498,983 (Updated remaining municipal cost to complete the network)



# Additional Opportunities for Cost Reduction



**Raised Protected Bike Lane**  
Typical Cost: ~\$4,500/m



**Tactical Protected Bike Lane**  
Typical Cost: ~\$1,100/m



**Unprotected Painted Bike Lane**  
Typical Cost: ~\$310/m



# Next Steps

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## Next Steps

- Initiate functional planning for three high-potential alternatives
- Pause design work for base cases pending outcome of functional planning
- Return to Council with recommended approach for implementing high-potential alternatives
- Proceed with review of AAA segments targeted for construction after 2027/28, with a focus on identifying alternative network solutions that reduce costs
- Continue to monitor funding opportunities and apply to federal and provincial programs when they become available



## Recommendation

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It is recommended that Regional Council direct the CAO to:

1. initiate functional planning for the three alternatives to the All Ages and Abilities (AAA) bikeway network capital projects as described in the Discussion section of this report and subject to approval of the associated costs in the 2026/27 capital budget, return to Regional Council with a recommended approach to implementation of these three alternatives; and,
2. pursue federal and provincial funding opportunities for Council-approved AAA bikeway network projects whenever application intakes are announced.



# Questions

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Thank You



**HALIFAX**