P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

REVISED
January 23, 2026
Figures in executive summary and Table 1 on page 4 & 5 only

Item No. 15.1.7
Halifax Regional Council
January 27, 2026

TO: Mayor Fillmore and Members of Halifax Regional Council

FROM: Brad Anguish, Acting Chief Administrative Officer

DATE: October 31, 2025

SUBJECT: AAA Bicycle Network Capital Projects: 2026/27 & 2027/28 Planned Construction

ORIGIN

Tuesday, June 24, 2025 Regional Council motion (item 16.1)

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.

MOTION PUT AND PASSED

EXECUTIVE SUMMARY

In response to Regional Council direction on June 24, 2025, this report (i) identifies all Regional Centre All Ages and Abilities (AAA) Bicycle Network segments proposed for construction within the next four years and classifies them based on the level of benefit provided to different user groups, (ii) provides an overview of potential alternative network connections that could reduce implementation costs for years 2026-27 and 2027-28, and (iii) provides a summary of potential additional external funding sources.

As of October 2025, 31km (59%) of the planned 53km AAA network has been completed. The majority of the remaining network segments are expected to be complete by 2029/30 at an estimated implementation cost of $66,300,000, for an overall implementation cost of approximately $85,417,000. This report includes a list of all remaining projects to be completed, along with estimated budget requirements and an approximation of costs categorized by general traffic, public space, walking, and cycling. It is estimated that approximately 77% of the benefits of the network costs will be realized by cyclists, with the remaining 20% realized by pedestrians, and 3% by vehicle traffic.

A review of all AAA segments planned for construction in 2026/27 and 2027/28 was completed to identify alternatives that could potentially be implemented at a lower cost while still collectively achieving the overarching goals of the network (remaining projects planned for construction after 2027/28 will be reviewed in a similar manner in a subsequent report to Regional Council). The focus of the review was on identifying where alternative facility types or nearby parallel routes could offer opportunities to complete the network with reduced costs. An important consideration through this process was the trade-off required to replace currently proposed routes with lower cost alternatives – this includes factors such as the utility of the route for cyclists (e.g., convenience, comfort) and the implications for other street users, including transit and vehicular traffic.

For most of the projects reviewed, viable lower cost alternatives were not identified; however, three high-potential alternatives within the two-year window were identified that could reduce construction costs by approximately $4,700,000. Although these alternatives are expected to reduce costs, there are trade-offs (e.g., on-street parking impacts) and schedule risks (time for additional planning and design work) that have a high risk of extending completion of the network to 2029 or beyond.

This report recommends that the identified high-potential network alternatives be pursued to reduce implementation costs. It also recommends that the municipality apply to federal and provincial funding opportunities for Council-approved AAA bikeway network projects when application intakes are announced.

RECOMMENDATION

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.

BACKGROUND

Regional Centre All Ages and Abilities (AAA) Cycling Network

To provide residents and visitors with more mobility options and to support the Municipality's goal to increase the number of trips taken by walking/rolling, cycling, and transit, HRM's *Integrated Mobility Plan* (IMP) proposed a Regional Centre network of all ages and abilities (AAA) bikeways designed to accommodate people interested in travelling by bicycle but not comfortable riding in mixed traffic. The Regional Centre AAA bikeway network is being implemented with three main types of infrastructure:

- Protected bikeways: bicycle lanes physically separated from vehicular traffic. This can include 'tactical' on-street lanes separated from traffic lanes by vertical elements (i.e., concrete barriers, bollards, etc.) or permanent off-street bicycle lanes that are raised and separated from traffic lanes by curbs.
- Multi-use pathways: facilities shared by people walking and riding bicycles that are physically separated from traffic.

- Local street bikeways: local streets with low traffic volumes and speeds (in accordance with *Administrative Order 16-002-OP Respecting the Implementation of Local Street Bikeways*) that are comfortable for a wide range of people riding bicycles to operate in mixed traffic.

When implemented according to the latest design guidance these types of infrastructure, in the appropriate context, have been demonstrated to improve safety for people cycling and provide the level of comfort necessary to attract new riders.

As of October 2025, 31km (59%) of the planned 53km AAA network has been completed (see Figure 1).

Figure 1: Regional Centre AAA Bicycle Network

Network and Functional Planning Consideration of Alternatives

HRM's 2014 *Active Transportation Priorities Plan* (ATPP) refined and prioritized the cycling network proposed in the 2006 *Active Transportation Functional Plan* by focusing on candidate routes with the greatest potential to attract new riders while removing candidate routes where adding new infrastructure was assumed to be too costly or impactful. The IMP further prioritized a minimum network of north-south and east-west AAA cycling routes in the Regional Centre that would provide direct and convenient access to important destinations such as employment districts, shopping, schools, hospitals, transit terminals, recreation centres, and other community amenities.

Both planning processes included extensive engagement with communities and stakeholders to identify barriers to cycling and gather ideas to inform design of the cycling network. Candidate routes were evaluated using criteria that included:

- Potential for use; connectivity to trip origins and destinations;
- Street characteristics such as favourable grades, motor vehicle volume and speed, available space, potential impact on vehicle traffic and parking, etc.; and
- Alternative route analysis, i.e., consideration of parallel corridors where constraints would make adding cycling infrastructure to the desired street very challenging and costly.

Implementing the ATPP and IMP cycling networks begins with functional planning that again considers alternate route alignments and/or bicycle facility types and evaluates options against a set of evaluation criteria that includes implications for all users, impacts to trees and utilities, and cost estimates, among others.

For many of the “base case” routes considered in Part Two of this report, alternative routes and/or facility types were previously considered during completed or ongoing functional planning processes.

AAA Bikeway Network Funding Summary

The total projected cost of the Regional Center AAA Program is$85,417,000, with $**66,300,000** yet to be constructed. The original estimated cost for the program was $25,000,000, with the Province and Federal Government contributing a maximum of $20,832,500. To date HRM has billed $9,801,483 (approximately 47% of eligible funding), leaving $11,031,017 in available funding left to be claimed. HRM is required to fund the remaining costs of$55,278,983, assuming full funding is recovered.

A funding summary for the program is provided in Table 1. It is currently estimated that provincial and federal contributions will be exhausted in 2026/27, after which HRM will be responsible for the remaining costs. Remaining costs to complete the network amount to approximately $66,300,000, comprising approximately $7,000,000 for design / project management and $59,300,000 for construction[1].

Table 1: AAA Bikeway Program Funding Summary

	Federal Funding	Provincial Funding	Municipal Funding	Total Program Cost
Total program cost to be incurred by March 31st, 2026	$9,560,000	$6,373,000	$3,188,000	$19,120,000
Cash flow expected for Fiscal Year 2026-27	$2,940,000	$1,959,500	$4,280,500	$9,180,000
Cash flow expected for Fiscal Year 2027-28			$20,081,000	$20,081,000
Cash flow expected for Fiscal Year 2028-29			$23,056,000	$23,056,000
Cash flow expected for Fiscal Year 2029-30 & Later			$13,980,000	$13,980,000

[1] Total estimated construction costs do not include costs for the Morris Street segment, which are under review as directed by Regional Council on August 5, 2025.

Total program cost	**$12,500,000**	**$8,332,500**	**$64,585,500**	**$85,417,000**

DISCUSSION

Part One: Planned AAA Bikeway Network Projects - Estimated Budget Requirements by Mode

The planned AAA network includes several projects that have been built to date or remain to be implemented. Approximately 31km of the network has been implemented to date, and approximately 22km remains to be completed. A list of all remaining projects to be completed, along with estimated budget requirements and an approximation of costs categorized by general traffic, public space, walking, and cycling is provided in Attachment A.

Cost Estimates: General considerations and Assumptions
Cost estimates for the proposed AAA network have been developed based on the following factors and assumptions:

- Facility Type: The type of bicycle facility being proposed (i.e., unidirectional/bidirectional bikeway, multi-use pathway, local street bikeway). There are assumed facility types for each segment of the network, though there is some uncertainty around facility type for segments that have not advanced through the functional design stage.
- Implementation Approach: The approach being taken to construction for a given segment, which could include reallocation of existing street space or street widening. This is also influenced by level of permanence being proposed for construction – for example, on some segments, relocation of curbs (and other municipal infrastructure, as necessary) is proposed, while on other segments, a more tactical approach is proposed, using quick-build / interim materials such as precast curb and flexible delineators.
- Historical Costs: Construction cost estimates for planned segments have been informed by actual costs incurred on previous similar projects in recent years. Adjustments have been made to account for inflation, which has been volatile over the past several years. As assumed average annual inflation rate of 10%, which is based on the range of inflation rates that have been observed since 2019, has been applied to generate cost estimates for future year construction.

The level of confidence for cost estimates varies from project to project, primarily based on the level of design that has been completed. For projects that have advanced to functional, preliminary, and detailed design and facility type and implementation approach are better understood, the level of confidence for cost estimates is higher. Conversely, for segments that have not advanced beyond concept design, cost estimate level of confidence is lower as they rely on the general application of unit rates (i.e., cost per linear metre) based on the segment length and assumed facility type.

Estimated Costs by Category / User Type:
Each component of the proposed AAA bikeway network has been assessed to consider the estimated benefit (and by association, the attributable cost) to category / user types including general traffic, public space, pedestrians, and cyclists. These allocation percentages are high level estimates based on assumptions related to user experience, convenience, safety, etc. The following assumptions were applied based on facility type:

- The benefits of unidirectional and bidirectional bicycle lanes were allocated exclusively to cyclists (assigned 100% of costs).
- The benefits of multi-use pathways (MUPs) were allocated equally between cyclists and pedestrians (assigned 50% of costs each).
- Local Street Bikeways (LSBs) were assumed to provide 60% of benefits to cyclists, 20% to pedestrians, and 20% to vehicle traffic.
- The benefits of new traffic signals were allocated as 40% to cyclists, 40% to pedestrians, and 20% to drivers.

No benefits or costs were assigned to public space (i.e., streetscaping, green space, benches, and other public amenities), as the cost estimates developed to date are based solely on infrastructure upgrades to facilitate new bicycle facilities. It is anticipated that opportunities for public space benefits may be identified as designs progress. The benefits assumed for general traffic are primarily based on enhancements to safety.

Based on the assumed user-based benefit criteria and the total implementation costs for the network, it is estimated that that approximately 77% of the benefits of the network will be realized by cyclists, with the remaining 21% realized by pedestrians, and 3% by vehicle traffic. Further detail based on each component project for the network is provided in Attachment A.

Part Two: Potential Alternative Network Solutions

This report focuses on alternative network solutions for the projects currently proposed for implementation in 2026/27 and 2027/28. The remaining projects beyond this timing window will be considered in a future report to Regional Council.

The objective of this process was to identify opportunities to implement lower-cost alternatives to the proposed AAA bikeway network that would collectively achieve its overarching goals. This required a review of all proposed bikeway routes / segments to investigate alternative facility types or alternative routes / segments that could reasonably accommodate all ages and abilities riders and achieve similar network benefits. This approach included the following considerations:

- Is there an alternative facility type on a given segment that could reduce implementation cost (e.g., could a proposed permanent bikeway be replaced with a ‘tactical’ option that uses temporary materials such as pre-cast curbs and/or flexible delineators)?
- Is there a nearby parallel route where a lower cost solution could be more easily implemented (e.g., could a proposed protected bikeway on one street be replaced in the network by a local street bikeway on a parallel street)?

An important consideration through this process was that of the trade-offs required to replace currently proposed routes with lower cost alternatives. This includes factors such as the utility of the route for cyclists (e.g., convenience, comfort) and the implications for other street users, including transit and vehicular traffic.

The network review assumed that potential alternative network options must include facilities that meet AAA standards. Options that do not meet AAA standards (i.e., painted bicycle lanes not separated from vehicular traffic) 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 Regional Council direction. While these would not meet the requirements of the provincial and federal funding contribution agreements, this can be mitigated by ensuring that there are sufficient projects remaining in the program that meet the AAA standard and therefore could be allocated any outstanding provincial and federal funds.

Recognizing that there is a potential for significant cost reduction by not adhering to AAA standards, this report includes two alternative recommendations that Council may consider if there is a desire to review

network alternatives that (i) include segments that do not meet the AAA standard and/or (ii) include removal of segments to reduce scope.

Value Planning Process

To inform the recommendations in this report, an internal value planning process was completed to generate and evaluate potential alternative AAA routes and/or facility types that could reduce the cost to construct the balance of the AAA cycling network. Individual network segments were considered as part of north-south and east-west routes on the Halifax peninsula and in Dartmouth – these routes provide the "base cases" for the value planning process. Ideas generated during an internal inter-departmental workshop were evaluated against the base cases using performance criteria and a rating scale as shown in Table 2. High-level cost estimates for alternatives were calculated using average costs per meter by facility type, average costs per intersection by facility type, and compared against cost estimates for the base cases.

Table 2: Value Planning Performance Criteria

Performance Criteria	Criteria Considerations
Directness	Added or removed deviations (i.e., turns, detours out of the intended direction of travel, length of route)
Connectivity	Added or removed connections to the cycling network, commercial/ institutional destinations, etc.
Complexity	Land acquisition, moving curb and catch basins, impacts to utilities, requirements for soil cells for trees, etc.
Safety	Street context, street classification, and added or removed crossings, etc.
Comfort	Suggested facility type in ATPP, IMP, street context, level of stress, grades, etc.
Transit	Interactions with transit route, bus stops, planned BRT route, etc.
Vehicle Capacity	Changes in vehicle carrying capacity i.e., removed travel lane or turn lane, vehicle diverter, etc.
Parking/Loading	Added or removed on-street parking spaces and curbside access for loading.

Performance Criteria Rating Scale
Very Improved
Improved
Similar
Reduced
Very Reduced

Value Planning Results: Potential Network Alternatives

A range of potential network alternatives were identified through the value planning process and were categorized as follows:

- Low-Potential Alternatives: Those that provide significant potential to reduce cost with similar benefits to the base case in the AAA network, but that would have relatively severe impacts that would be more difficult to manage. These alternatives are not recommended for further functional planning, but a summary has been provided in Attachment B for information.
- High-Potential Alternatives: Those that provide potential cost reduction with similar benefits to the base case in the AAA network, and with impacts considered to be manageable. These

alternatives have been recommended for further functional planning to confirm feasibility and cost.

Numerous other alternatives were identified through the network review process but were screened out for various reasons (i.e., no reduction in costs, lack of utility for cyclists, significant implementation challenges). Figures B-1 and B-2 in Attachment B are maps showing the network and all alternatives that were reviewed. Tables in Attachment B also provide a summary of alternatives that were considered but screened out.

The following sections outline high-potential alternatives that have been identified and provide an overview of key considerations and assumptions associated with each.

Novalea Drive Multi-Use Pathway (MUP)

Base Case: A multi-use pathway (MUP) on Novalea Drive was approved by Regional Council in September 2020 as part of the recommended North End 'AAA' Bikeway (Phase One). It would connect to Africville Lookoff Park via the local street bikeways on Isleville and Leaman streets (existing) and Leeds Street (planned). The MUP would replace the sidewalk on the west side of Novalea Drive between Leeds Street and North Ridge Road.

High-Potential Alternative: The high-potential alternative for the Novalea MUP base case (See Figure 2) is a two-way, on-street protected bikeway constructed within the existing curb-to-curb space, with pre-cast concrete curb and flexible delineators separating cyclists from the adjacent vehicle lanes.

A comparison between the base case and the identified alternative is provided in Table 3.

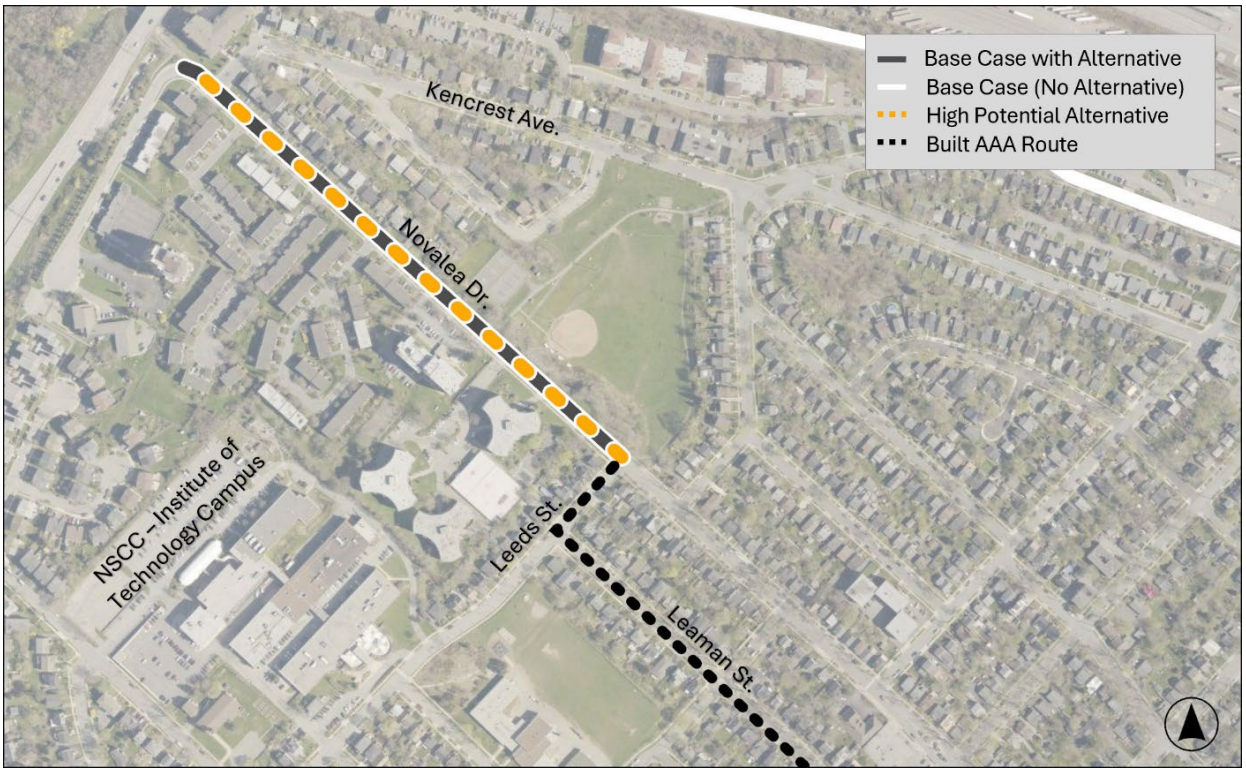

Figure 2: Novalea MUP Base Case & High-Potential Alternative

Table 3: Novalea On-Street Two-Way Bikeway Comparison to Base Case

Segment	Base Case Novalea MUP	Novalea On-Street Two-Way Bikeway
Construction Estimate	$1,400,000.00	$434,000.00
Construction Target	2027/28	2027/28
Planning/Design Status	90% (30% RC Approved)	10%
AAA Schedule Risk	Low	Low

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

Key Considerations

Base Case: Novalea Drive Multi-Use Pathway	• Detailed design of MUP is at 90% and ready for pre-tender review • Design of the proposed MUP would widen the Novalea Drive boulevard to 2.5m (from 1.1-1.4m) on west side with planned integration of green stormwater management infrastructure as flood mitigation (Novalea Drive is identified as being in a 1 in 20-year flood zone) • Wider boulevard and green infrastructure would improve growing conditions for approximately 33 replacement trees (to replace 32 tree removals) and maintain accessibility of bus stops • HRM's Build Back Better program could potentially fund the green infrastructure (estimated cost, including design: $100,000) • MUP would require removal of approximately 33 of 69 existing (approximately) on-street parking spaces (between Leeds Street and North Ridge Road)
Alternative: Novalea Drive On-Street Two-Way Bikeway	• Integrating the alternative bikeway with adjacent bus stops while maintaining accessibility for bus stops could be challenging and would be expected to add cost • Alternative bikeway would be expected to require removal of all existing on-street parking between Leeds Street and North Ridge Road (approximately 69 spaces)

Victoria Road & Highfield Park Drive Bikeways

Base Case: Two-way protected bikeways on Victoria Road and Highfield Park Drive were approved by Regional Council in November 2022 as part of the recommended Dartmouth North Functional Plan. The bikeways would connect the Wyse Road bicycle lanes (existing), the Farrell Street Park MUP (construction planned for 2026/27) and Slayter local street bikeway (phase 1 construction planned for 2026/27) to the Burnside Greenway (existing). A new bicycle crossing of Victoria Road at Primrose Street is planned to connect the Farrell Street MUP to the Victoria Road bikeway.

High-Potential Alternative: The high-potential alternative for the Victoria Road and Highfield Park Drive base case (Figure 3Figure 3) is local street bikeways with traffic calming on Jackson Road and Leaman Drive (Jackson Road to the cul-de-sac at John MacNeil Elementary School). A new bicycle crossing of Victoria Road at Jackson Road or Farrell Street would be required. There is an existing pathway within John MacNeil Drive Elementary School Park, between Leaman Drive and Highfield Park Drive, that is identified in the IMP as a potential Local Street Bikeway. However, given that this segment is an existing multi-use pathway with continued pedestrian usage, it would be retained in this manner.

A comparison between the base case and the identified alternative is provided in Table 4.

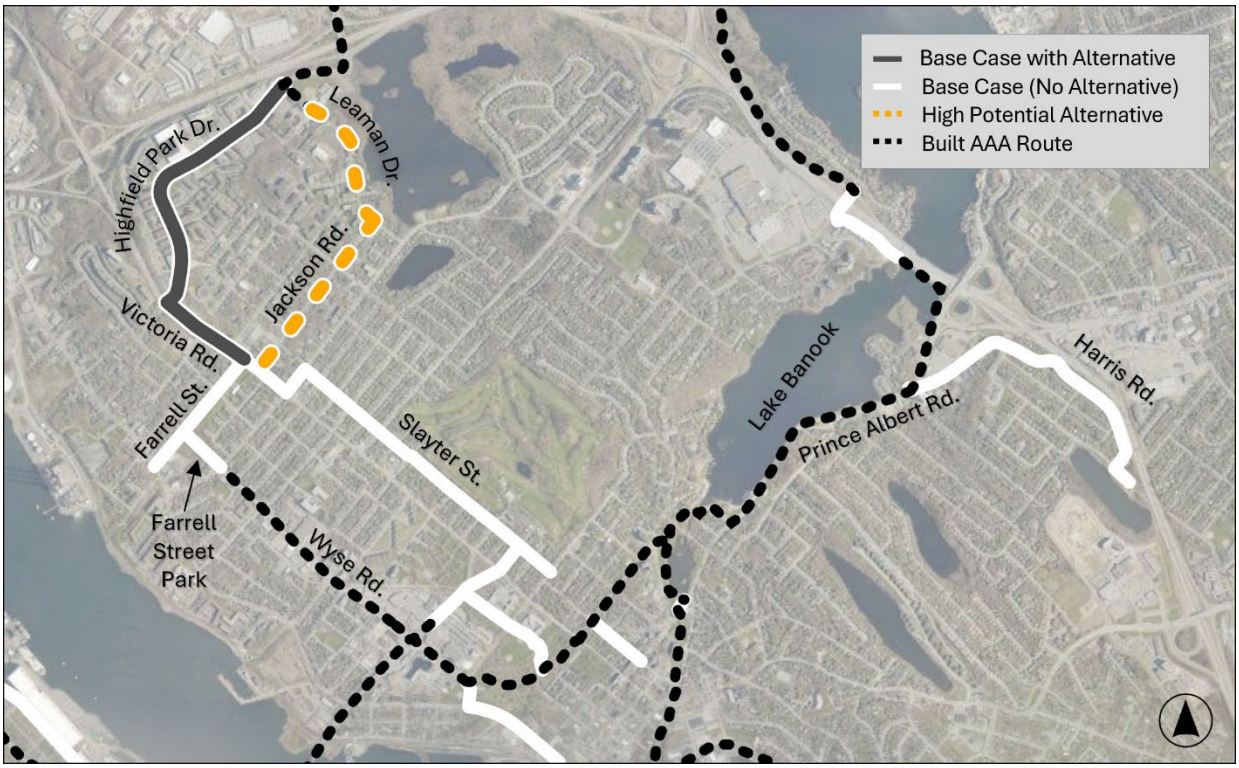

Figure 3: Victoria Road & Highfield Park Drive Base Case & High-Potential Alternative

Table 4: Jackson & Leaman LSB Comparison to Base Case

Segment	Base Case Victoria & Highfield Park Bikeways	Jackson & Leaman Local Street Bikeways
Construction Estimate	$4,100,000.00	$1,036,000.00
Construction Target	2027/28 – 2028/29	2028/29
Planning/Design Status	30-60% (30% RC Approved)	0%
AAA Schedule Risk	Low	Medium

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

Key Considerations

Base Case: Victoria Road & Highfield Park Drive Bikeways	• Design status is 60% for Victoria Road and 30% for Highfield Park Drive • Favourable grades for cycling • Direct connection to Highfield Transit Terminal • Frequent interactions with buses expected where bikeway crosses Transit Terminal driveway • Maintaining accessibility for bus stops next to the bikeway would be challenging • On-street parking would be removed along the south side of Highfield Park Drive but retained on the north side

Alternative: Jackson Road & Leaman Drive Local Street Bikeways	• The alternative bikeway route would avoid potential future conflicts with dedicated transit priority lanes expected to be required to accommodate planned BRT service (and avoid disruption to the cycling facility)
	• The Dartmouth North functional planning process considered a local street bikeway concept following Brule Street, Pinecrest Drive and Crystal Drive, but not Jackson Road or Leaman Drive.
	  ○ A MUP on Leaman Drive was considered as part of another concept that included painted, buffered bicycle lanes on Primrose Street
	  ○ Jackson Road was suggested as an alternative to Primrose Street during public engagement due to a more favorable grade
	• Transit service on Leaman Drive between Jackson Road and Crystal Drive is not ideal for a local street bikeway
	• Vehicle queueing is common outside of John MacNeil Elementary School at the Leaman Drive cul-de-sac during student drop-off/pick-up times. Congestion involving vehicles, school buses, and people walking and cycling was observed by the project team in September 2021

Welsford Street Bikeway

Base Case: The ongoing Midtown AAA Bikeways functional planning project identified a raised, two-way bikeway on the north side of Welsford Street between Windsor Street and Robie Street as the preferred option for this segment. A new half-signal on Robie Street would connect cyclists to the multi-use pathway network on the Halifax Common. Pending Council approval (a recommendation report to Regional Council is anticipated early in 2026), construction of the Welsford Street bikeway is planned for the 2027/28 season.

High Potential Alternatives: Two high-potential alternatives have been identified for the Welsford base case:

a. An alternative that would designate Welsford Street a local street bikeway with added traffic calming and potential traffic diversion is compared to the base case in Table 5.

b. A two-way, on-street protected bikeway constructed within the existing curb-to-curb space, with pre-cast concrete curb and flexible delineators separating cyclists from the adjacent vehicle lanes (see Table 6).

Both alternatives would include the same half-signal crossing at Robie Street as the base case.

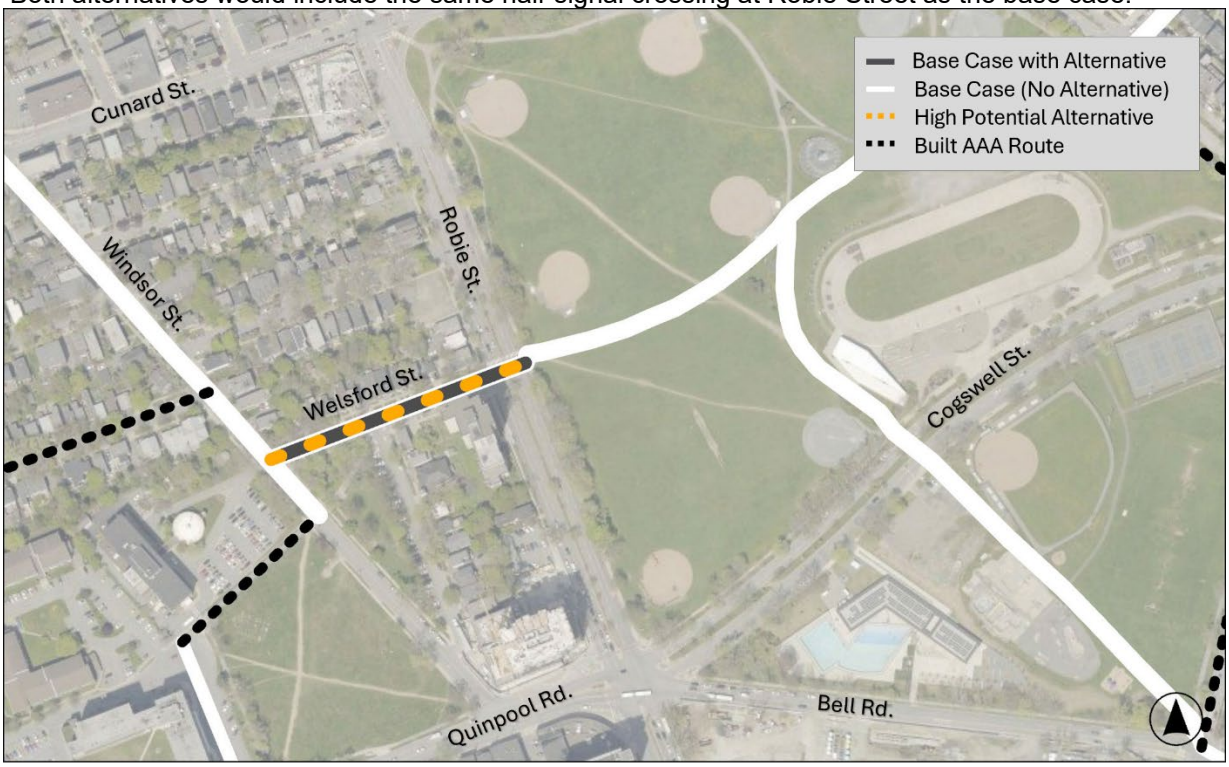

Figure 4: Welsford Street Base Case & High-Potential Alternatives

Table 5: Alternative a) -- Welsford Street Local Street Bikeway Comparison to Base Case

Segment	Base Case Welsford Street Raised Bikeway	Welsford Local Street Bikeway	Performance Criteria (compared to base case)	Welsford Local Street Bikeway
Construction Estimate	$1,103,000.00	$353,000.00	Directness	Similar

Construction Target	2027/28	2027/28
Planning/Design Status	30%	10%
AAA Schedule Risk	Low	Low

Connectivity	Similar
Complexity	Improved
Safety	Similar
Comfort	Reduced
Transit	Similar
Vehicle Capacity	Reduced
Parking/Loading	Improved

Key Considerations

Base Case: Welsford Street Raised Bikeway	• Raised two-way bikeway in this location presents some design and construction challenges • Street narrowing would be required to accommodate the bikeway, and would require removal of approximately 8 of 21 on-street parking spaces; two accessible spaces would be retained
Alternative: Welsford Street Local Street Bikeway	• Vehicle volume during peak hours is relatively high for a local street bikeway so diversion may be required • Speed is relatively high for a local street bikeway so traffic calming may be required • Minimal impact to on-street parking

Table 6: Alternative b) -- Welsford On-Street Two-Way Bikeway Comparison to Base Case

Segment	Base Case Welsford Street Raised Bikeway	Welsford On-Street Two-Way Bikeway
Construction Estimate	$1,103,000.00	$358,000.00
Construction Target	2027/28	2027/28
Planning/Design Status	30%	30%
AAA Schedule Risk	Low	Low

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

Key Considerations

Base Case: Welsford Street Raised Bikeway	• See *Key Considerations* for Welsford Street Base Case on previous page
Alternative: Welsford Street On-Street Two-Way Bikeway	• Relatively simple to design and construct. • Frequent driveways on north side would result in frequent gaps in bikeway barrier, which could result in drivers encroaching into bikeway for parking/loading. • Street narrowing would be required to accommodate the bikeway, and would require removal of approximately 8 of 21 on-street parking spaces; two accessible spaces would be retained

Implications of Shifting to Alternative Routes

Shifting to an alternate route/facility type would begin with additional functional planning to confirm feasibility / cost and gather public input. Staff would then return to Council with a recommendation to proceed with implementation. In the case of the Victoria Road and Highfield Park Drive alternative, the shift to the alternative route may have implications for a connecting segment (Farrell Street MUP) that is due to be tendered in February 2026. These factors will add risk to the schedule for completing the AAA network as discussed in the Risk Consideration section.

Part Three: Additional External Funding Sources

HRM Government Relations & External Affairs (GREA) staff conducted a scan of provincial and federal funding opportunities to support implementation of the AAA Bicycle Network. The results of that scan are summarized in Attachment C. Details for each program are provided, including project eligibility, eligible costs, project funding caps, stacking rules, and application timing particulars. Table C-1 (see Attachment C) summarizes available programs.

Federally, the Canada Public Transit Fund (CPTF) is potentially aligned to support some AAA bike network projects where there are connections to public transit priorities. At this point it is not clear to what extent this fund may be leveraged. Staff will continue to work with LinkNS as they work through the application process to identify future opportunities.

Provincially, the Connect2 program represents a well-aligned source of funding. The program explicitly supports active transportation infrastructure and design projects, including core network infrastructure, design, engineering or feasibility studies. For a AAA biking network (which is heavy on design, connectivity, safe infrastructure) this is significant. The provincial share of up to 75% of eligible costs, with a maximum of $100K for the infrastructure/design category, could potentially offset build-out costs. However, because cost caps are modest (relative to major infrastructure expenditures), a Connect2 funding plan would need to be focused on incrementally adding to the existing network.[2]

Although a few other active transportation adjacent federal and provincial programs exist, their objectives and project criteria are generally not well-aligned.[3] Tangential connections to bikeways make them unlikely sources of financial support. While the province offers annual micro-grant programs related to recreation and active communities, these funding streams are small in scale.[4] As such, staff and Council would need to consider the cost-benefit trade-offs of pursuing funding through these micro-granting programs. While a remote possibility, unsolicited federal or provincial funding, not tied to an established program, might materialize, but this should be considered an unlikely scenario.

Next Steps

Pending Regional Council approval of staff's recommendations, the following next steps will be initiated:

- Functional planning will be initiated for the high-potential alternatives identified in the Discussion section of this report. The planning process will include engagement with area residents, stakeholders, and provincial representatives. It is anticipated that staff will retain consulting services to aid in the completion of this planning & design work. Estimated costs to complete this work are approximately $250,000.
- Ongoing design work for the base case network options being considered for replacement (i.e., detailed design for the Novalea Drive MUP) will be paused pending the outcome of this process.
- Return to Council with a recommended approach for implementing the high-potential alternatives.
- Staff will proceed with review of the remaining projects in the AAA network slated for construction after 2027/28, with a focus on identifying alternative network solutions that reduce costs.
- Staff will continue to monitor funding opportunities that could support implementation of the AAA bikeway network and will apply to federal and provincial programs when they become available.

[2] Each incremental link could be an application candidate.
[3] Other federal funding programs include Canada Community-Building Fund (CCBF), Green Municipality Fund (GMF), and Rail Safety Improvement Program (RSIP). Other provincial opportunities include Sustainable Communities Challenge Fund (SCCF), Growth and Renewal for Infrastructure Development (GRID). See Attachment C for details.
[4] These provincially funded micro-granting programs include the Trail Maintenance Program Grant, Recreation Facility Development Program and the Active Communities Fund.

FINANCIAL IMPLICATIONS

Estimated cost reductions resulting from a shift to the three high-potential alternatives described in Part Two of this report are summarized in Table 7. The total estimated cost reduction associated with shifting to all three high-potential alternatives is **$4,780,000.00** (net HST and contingency included) in 2027/28 and 2028/29):

- Estimated savings for 2027/28 (related to the Welsford Street and Novalea Drive alternatives) are $1,716,000.
- Estimated savings for 2028/29 (related to the Victoria / Highfield Park Drive alternative) are $3,064,000.00.

These cost savings have been incorporated into the 4-year capital plan for capital account CR200007 – Regional Centre AAA Bikeways as part of the 2026/27 draft capital budget that will be submitted for approval to Regional Council.

Additional financial implications associated with shifting to the high-potential alternatives include:

- Functional planning costs for the three high-potential alternatives would be incurred in 2026/27 at an estimated cost of $250,000. This amount is included in the draft 2026/27 capital budget for capital account CR200007.
- The proposed approach aims to maintain Public Transportation Infrastructure Fund (PTIF) Agreement objectives for a complete AAA bikeway network in the Regional Centre. In a scenario where no AAA connection is achieved for a segment an amendment to the agreement would likely be required

Table 7: Potential Cost Reductions Related to High-Potential Alternatives

Currently Planned Facility (Base Case)	High-Potential 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
	TOTALS	$6,603,000.00	$1,823,000.00	$4,780,000.00

RISK CONSIDERATION

The following are risks associated with shifting to the high-potential alternatives described in Part Two of this report:

- AAA Network Implementation Schedule: The time required for planning, design, and returning to Regional Council with a recommended approach for these alternatives could impact the overall delivery timeline for the AAA network. These schedule risks are summarized in Table 8. Schedule

risks are considered low for all alternatives except the proposed Jackson Road and Leaman Drive local street bikeways, which has a medium risk due to lack of functional planning and design work completed to date.

- Constraints/Trade-offs: There are anticipated trade-offs associated with the proposed alternatives including impacts to on-street parking, transit operations (potential impacts to transit stops), and traffic operation (potential traffic calming and diversion) that are not yet fully understood and that have not been engaged upon with the public or approved by Regional Council.

Table 8: Risk to AAA Schedule for High-Potential Alternatives

High-Potential Alternative	Base Case Construction Target	Base Case Status	Construction Target for Alternative	AAA Schedule Risk
Novalea On-Street Two-Way Bikeway	2027/28	90% (30% RC Approved)	2027/28	Low
Jackson & Leaman Local Street Bikeway	2027/28 – 2028/29	30-60% (30% RC Approved)	2028/29	Medium
Welsford Local Street Bikeway	2027/28	10%	2027/28	Low

AAA Schedule Risk Level	Risk Level Definitions
Low	Low risk of missing target construction season
Medium	High risk of delaying construction by 1 to 2 years
High	High risk of delaying construction to 2029 or later

COMMUNITY ENGAGEMENT

Other than community and stakeholder engagement related to prior planning and design projects as described in the Discussion section, no additional community engagement was conducted to inform this report.

ENVIRONMENTAL IMPLICATIONS

This base case and alternative projects described in this report are supportive of the sustainability objectives of the municipality as they aim to make it safer and more comfortable for residents to choose sustainable transportation options for everyday transportation purposes.

ALTERNATIVES

Regional Council could choose to recommend that some or all staff recommendations not be approved. Potential alternatives are identified below:

1. Regional Council may direct the CAO to proceed with some (but not all) of the identified high-potential network alternatives, or not to proceed with any. This would increase budget risk, as cost reductions associated with the proposed high-potential alternatives have been incorporated into the draft 2026/27 Capital Plan.

2. Regional Council may direct the CAO to proceed with further investigation of alternatives not identified as high potential by staff. This could divert staff time and budget toward alternatives with limited feasibility and delay program delivery.

3. Regional council may direct the CAO to identify cost savings opportunities by considering alternatives to the proposed all ages and abilities (AAA) bikeway network that do not meet the AAA facility standard. This is not recommended as it is not aligned with council direction to implement the AAA bikeway network and any individual segments that no longer meet the AAA standard would not be eligible for external funding.

4. Regional council may direct the CAO to identify cost savings opportunities by removing some connections from the proposed all ages and abilities (AAA) bikeway network. This is not recommended as the currently proposed network is already considered to be 'minimum grid', and reductions would limit the effectiveness of the network. It may also be inconsistent with requirements of the external funding that has been committed to the project.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, S.N.S. 2008, c. 39 as amended

79A (1) Subject to subsections (2) to (4), the Municipality may only spend money for municipal purposes if

- **(a)** the expenditure is included in the Municipality's operating budget or capital budget or is otherwise authorized by the Municipality.
- **(b)** the expenditure is in respect of an emergency under the Emergency Management Act; or
- **(c)** the expenditure is legally required to be paid.

(2) The Municipality may expend money provided for in an operating budget or capital budget for a purpose other than that set out in the operating budget or capital budget for that fiscal year if the expenditure does not affect the total of the amounts estimated for the operating budget and the capital budget.

322(1) Council may design, lay out, open, expand, construct, maintain, improve, alter, repair, light, water, clean and clear streets in the Municipality.

Motor Vehicle Act, R.S., c. 293, as amended:
90 (3) The traffic authority may also mark lanes for traffic on street pavements at such places as they may deem advisable, consistent with this Act and may erect traffic signals consistent with this Act to control the use of lanes for traffic.

ATTACHMENTS

Attachment A: List of Outstanding AAA Bikeway Network Projects
Attachment B: Review of Screened Out AAA Bikeway Network Alternatives
Attachment C: Review of Potential Funding Opportunities

Report Prepared by: Mike Connors – Manager, Transportation Planning, 902.817.0795

HALIFAX

ATTACHMENT A

Table A - 1: Planned AAA Bikeway Network Projects - Estimated Budget Requirements by User

Construction Year	Project Name	Approximate Construction Cost	Approximate Construction Cost Per User Type			
			Vehicle Driver	Cyclist	Pedestrian	Public Space
2026/27	Lower Water Multi Modal	$740,000.00	$0	$740,000	$0	$0
	Slayter St. LSB - Phase 1	$625,000.00	$75,000	$350,000	$200,000	$0
	William Hunt - Mumford - Intersection	$400,000.00	$80,000	$160,000	$160,000	$0
	Farrell St and Park (Dartmouth North AAA)	$1,895,000.00	$0	$1,290,000	$605,000	$0
	Liverpool AAA Phase 2 and Windsor Intersection - LSB	$1,800,000.00	$360,000	$1,080,000	$360,000	$0
2027/28	Windsor Street	$1,112,000.00	$0	$1,112,000	$0	$0
	Dartmouth Harbourfront (Kings Wharf to Prince/Alderney Landing)	$153,000.00	$0	$77,000	$77,000	$0
	North End - Novalea MUP	$1,400,000.00	$0	$700,000	$700,000	$0
	Dartmouth Harbour (from Parker to Old Ferry)	$3,050,000.00	$0	$1,525,000	$1,525,000	$0
	Slayter St. LSB - Phase 2	$1,938,000.00	$99,000	$1,439,000	$401,000	$0
	University Avenue - Phase 1	$1,681,000.00	$0	$1,681,000	$0	$0
	Welsford Bikeway	$1,103,000.00	$52,000	$1,001,000	$52,000	$0
	Harris Road/Prince Road	$1,003,000	$101,000	$552,000	$351,000	$0
	George Street	$181,000	$0	$181,000	$0	$0
	Charles Street - Phase 1	$252,000	$0	$252,000	$0	$0

Construction Year	Project Name	Approximate Construction Cost	Approximate Construction Cost Per User Type			
			Vehicle Driver	Cyclist	Pedestrian	Public Space
	Bayers Road over CN Rail - MUP	$619,000	$0	$310,000	$310,000	$0
	Nora Bernard	$269,000	$0	$269,000	$0	$0
	Highfield Park Dr - Phase 1	$1,000,000	$0	$1,000,000	$0	$0
	Duffus / Isleville intersection improvements	$258,000	$52,000	$103,000	$103,000	$0
	Halifax Common (Midtown AAA)	$937,000	$0	$469,000	$469,000	$0
	Cartaret Street/Oakland Rd. LSB	$1,200,000	$240,000	$720,000	$240,000	$0
	Northwood - Creighton - LSB	$1,473,000	$295,000	$884,000	$295,000	$0
2028/29	Victoria Rd	$2,100,000	$0	$2,100,000	$0	$0
	Highfield Park Dr - Phase 2	$1,000,000	$0	$1,000,000	$0	$0
	University Avenue - Phase 2	$2,725,000	$0	$2,725,000	$0	$0
	Charles Street - Phase 2	$420,000	$0	$420,000	$0	$0
	Thistle to Alderney Landing	$3,678,000	$0	$1,839,000	$1,839,000	$0
	Fuller-Maynard - LSB	$1,473,000	$295,000	$884,000	$295,000	$0
	Quingate-Vernon	$271,000	$0	$271,000	$0	$0
	Bell Road	$776,000	$0	$776,000	$0	$0
	Cogswell	$2,763,000	$0	$2,763,000	$0	$0
	Devonshire/Barrington intersection AAA improvements	$515,000	$103,000	$206,000	$206,000	$0
	Almon St. Phase 2	$269,000	$0	$269,000	$0	$0

Construction Year	Project Name	Approximate Construction Cost	Approximate Construction Cost Per User Type			
			Vehicle Driver	Cyclist	Pedestrian	Public Space
	Woodside Ferry Terminal to Pleasant St. - MUP	$466,000	$0	$233,000	$233,000	$0
	Halifax Urban Greenway	$703,000	$0	$352,000	$352,000	$0
	Macdonald Bridge Bikeway Connection	$10,153,000	$0	$10,153,000	$0	$0
2029/30+	Morris Street*	TBD	$0	TBD	$0	$0
	Africville AT Connections / Barrington St.	$8,880,000	$0	$4,440,000	$4,440,000	$0
Total estimated construction cost only**		$59,281,000	$1,752,000	$44,326,000	$13,213,000	$0
Total estimated design cost and others from 2026-2029		$7,029,000				
Overall total for 2026-2029**		$66,310,000				

*Estimated construction cost for Morris Street is subject to a review of alternative connection options as directed by Regional Council on August 5, 2025
** Totals do not include estimated construction costs for the Morris Street segment

Figure A - 1: All Base Cases & Alternatives Considered (Halifax)

Figure A - 2: All Base Cases & Alternatives Considered (Dartmouth)

HALIFAX

ATTACHMENT B: SUMMARY OF LOW-POTENTIAL AND SCREENED-OUT ALTERNATIVES

University Avenue Two-Way Bikeway in the Median

Constructing a two-way bikeway in the University Avenue median was approved by Regional Council in November 2022 as part of the recommended Peninsula South Complete Streets functional plan. The University Avenue bikeway would connect to Dalhousie University's Studley and Carleton campuses, the QEII and IWK hospital sites, the existing South Park Street protected bicycle lanes and Vernon-Seymour local street bikeway, as well as a planned bikeway or multi-use pathway on Robie Street (Robie Street to Saint Mary's campus). It would also connect to the Halifax Urban Greenway via the approved West Connection following South Street, Cartaret Street, and Oakland Road. In August 2025 Regional Council directed staff to initiate additional functional planning for the East Connection, which would connect the University Avenue bikeway to existing protected bikeways on Hollis Street and Lower Water Street.

Two low-potential alternatives have been identified for the University Avenue base case. A variation on a concept developed during functional planning would convert the north side curb-to-curb space to a two-way bikeway and pedestrian space and convert the south side to two-way flow for vehicles. Cost and impacts to trees and utilities would be reduced by not widening the south side roadway as was proposed in the functional planning concept to retain parking and loading. See Table 8 for a comparison to the University Avenue base case.

The second alternative would add continuous pre-cast curb to the existing on-street, protected bicycle lanes on University Avenue (west of Robie Street) and extend them east of Robie Street to South Park Street. See Table 9 for a comparison to the University Avenue base case.

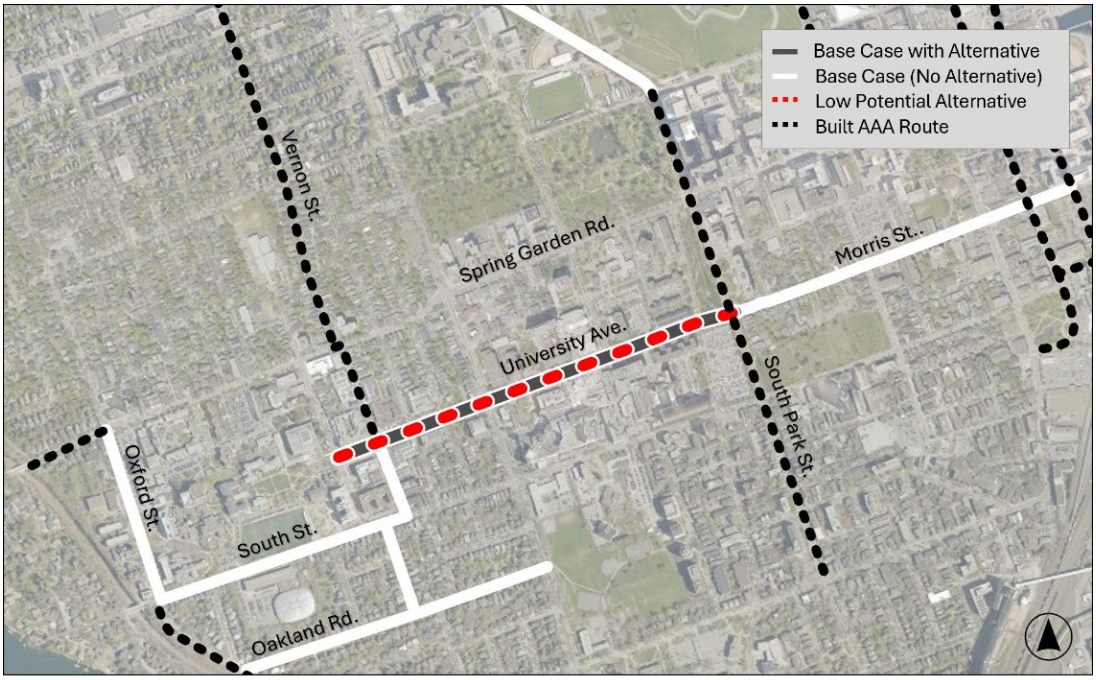

Figure B-1: University Ave Base Case & Low-Potential Alternative

Table B-1: University Ave Two-Way Bikeway North of Median Comparison to Base Case

Segment	Base Case University Ave	Two-Way Bikeway North of Median
Construction Estimate	$4,405,000.00	$2,228,000.00
Construction Target	2027- 28	n/a
Planning/Design Status	30%	10%
AAA Schedule Risk	Low	Medium

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

Key Considerations:

Base Case

- Top-ranked and lowest complexity and cost concept (among three concepts) from functional planning process
- 23 of 326 street trees would be removed and replaced in the median or within the project area
- Avoids conflicts with curbside loading and driveway access
- Wide buffer between bikeway and adjacent vehicle traffic
- Minimal impacts to transit, emergency services, and on-street parking

Alternative: Two-Way Bikeway North of Median

- Would provide designated bikeway and walking/rolling space on north side, separated from vehicle traffic by 15m median
- Bikeway could be implemented within existing curb-to-curb space with minimal new infrastructure
- Dalhousie's preferred concept as it aligns with their Campus Master Plan
- Sidewalk would be added to south side of median to provide access to westbound bus stops and accessible parking spaces
- Would eliminate most curbside access for loading and parking (removal of approximately 80 on-street spaces). Widening to add laybys could provide accessible parking and loading where needed, but with some impacts to trees and added cost
- Emergency vehicle access to northside properties may be impacted but could be accommodated within the bikeway or on side streets
- Would require variance for two-way traffic on south side with existing curb-to-curb of 7.3m

Table B-2: University Ave On-Street One-Way Bicycle Lanes Comparison to Base Case

Segment	Base Case University Ave	On-Street One-Way Bicycle Lanes
Construction Estimate	$4,405,000.00	$1,504,000.00
Construction Target	2027- 28	n/a
Planning/Design Status	30%	10%
AAA Schedule Risk	Low	Medium

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

Key Considerations:

Base Case

- See *Key Considerations* for University Avenue Base Case on previous page

Alternative: On-Street One-Way Bicycle Lanes

- Makes use of existing on-street protected bike lanes west of Robie Street
- Avoids impacts to trees and utilities in the median
- Mid-block gaps in barrier for existing on-street bicycle lanes (west of Robie) results in frequent obstructions by parked/stopped vehicles
- High demand for curbside access for Arts Centre, other Dalhousie buildings, and QEII shuttle stop would make a continuous barrier challenging
  - Would require removal of most on-street parking/loading east of Robie Street (removal of approximately 80 on-street spaces)
- Integrating the bicycle lanes with adjacent bus stops while maintaining accessibility for bus stops could be challenging and would add cost
- Widening to add laybys could provide accessible parking and loading where needed, but with some impacts to trees and added cost. There are 6 existing accessible spaces east of Robie Street

Table B-3: Screened-Out Network Alternatives

Lower Water (from Terminal to Duke) Permanent Unidirectional Bikeway		
Alternative	Description	Screening Results
No alternative identified. Protected bicycle lane partially complete with planned upgrades. Ongoing Water St functional planning project to determine long-term solution.	N/A	N/A
Slayter (from Thistle to Albro Lake) Local Street Bikeway w/ Traffic Calming		
Alternative	Description	Screening Results
Victoria (from Thistle to Albro Lake)	Replace Slayter with protected bikeway(s) on Victoria	- Eliminated at pre-screening stage (no cost estimate calculated) - Expected impacts to curbs, utility poles, and vehicle capacity
Slayter (from Thistle to Albro Lake)	Consider existing interim infrastructure on Slayter as complete	- Approximate cost reduction <$900,000 - Existing infrastructure does not meet AAA standards
William Hunt - Mumford (intersection) Traffic Calming		
Alternative	Description	Screening Results
No alternative found	N/A	N/A
Farrell Park - Farrel (From Albro Lake to Farrell & from Windmill to Victoria) Multi-use Pathway		
Alternative	Description	Screening Results
No alternative found	N/A	N/A
Liverpool (from Windsor to George Dauphine) Local Street Bikeway w/ Traffic Calming		
Alternative	Description	Screening Results
Almon (from Windsor to George Dauphine)	Replace Liverpool with protected bikeway(s) on Almon	- No cost reduction - Expected impacts to curbs, trees
Windsor (from Connolly to Allan/Oak) Tactical Unidirectional Bikeway(s)		
Alternative	Description	Screening Results
Connolly (from Windsor to Chebucto) + Elm (from Chebucto to Allan/Oak)	Replace Windsor with local street bikeway on Connolly and Elm connecting to local street bikeway on Allan/Oak	- No cost reduction - Reduced directness and connectivity: Connection is 900m west of Windsor at Allan/Oak - serves different origins & destinations
Connolly (from Windsor to Chebucto) + Elm (from Chebucto to Allan/Oak) + Beech (from Allan/Oak to Geldert)	Replace Windsor with local street bikeway on Connolly, Elm, and Beech connecting to the multi-use pathway in Conrose Park	- No cost reduction - Reduced directness and connectivity: Connection is 900m west of Vernon at Conrose Park - serves different origins & destinations

Connolly (from Windsor to Chebucto) + Elm (from Chebucto to Quinpool) + Rosebank (from Quinpool to Jubilee)	Replace Windsor with local street bikeway on Connolly, Elm, and Rosebank connecting to multi-use pathway in Conrose Park	- No cost reduction - Reduced directness and connectivity: Connection is 900m west of Vernon at Conrose Park - serves different origins & destinations
Connolly (from Windsor to Chebucto) + Elm (from Chebucto to Allan/Oak) + Beech (from Allan/Oak to Norwood) + Norwood (From Beech to Preston) + Shirley (from Preston to Vernon)	Replace Windsor with local street bikeway on Connolly, Elm, and Beech. Add local street bikeway to Norwood, Preston, and Shirley connecting to local street bikeway on Vernon	- No cost reduction - Reduced directness and connectivity: Connection is 1000m west of Vernon at Norwood - serves different origins & destinations
Dublin (from Bayers to Willow) + Bayers (from Windsor to Dublin) + Willow (from Dublin to Windsor)	Replace Windsor with local street bikeway on Dublin. Add protected bikeway(s) to Bayers and local street bikeway to Willow connecting to protected bikeway(s) on Windsor	- Eliminated at pre-screening stage (no cost estimate calculated) - Reduced directness and connectivity: Connection only intermittently deviates from Windsor - Added segment and intersection challenges on Bayers and Willow
Dartmouth Harbourfront (from Kings Wharf to Prince/Alderney Landing) Multi-use Pathway		
Alternative	**Description**	**Screening Results**
No alternatives explored as it is a short gap in existing Dartmouth Harbourfront Trail	N/A	N/A
Novalea (from Leeds to Africville Look-off Park) Multi-use Pathway		
Alternative	**Description**	**Screening Results**
Novalea (from Leeds to Africville Look-off Park)	Switch proposed multi-use pathway for local street bikeway	- Eliminated at pre-screening stage (no cost estimate calculated) - High vehicle volumes - Expected need for traffic calming which would conflict with transit
Dartmouth Harbourfront (from Old Ferry to Parker) Multi-use Pathway		
Alternative	**Description**	**Screening Results**
No alternatives explored as it is a short gap in existing Dartmouth Harbourfront Trail	N/A	N/A
Gladstone - Dartmouth High School Park (from Slayter to Bridge Terminal) Local Street Bikeway & Multi-use Pathway		
Alternative	**Description**	**Screening Results**
No alternative found	N/A	N/A
Dartmouth Common (from Dahlia to Nantucket) Multi-use Pathway		
Alternative	**Description**	**Screening Results**
Maple & Pine (from Thistle to Ochterloney) + Thistle (from Maple to Pine)	Replace Dartmouth Common with protected bikeway (westbound only) on Maple and local street bikeway on Pine. Add protected bikeway(s) on Thistle	- No cost reduction - Very steep on Pine

Maple (from Thistle to Ochterloney) + Thistle (from Maple to Slayter)	Replace Dartmouth Common with protected bikeway(s) on Maple. Add protected bikeway(s) on Thistle	- No cost reduction - Expected impacts to on-street parking, curb, trees, and vehicle capacity
University (from South Park to Lemarchant) Permanent Bidirectional Bikeway		
Alternative	**Description**	**Screening Results**
Inglis (from South Park to Beaufort)	Replace University with protected bikeway(s) on Inglis	- Eliminated at pre-screening stage (no cost estimate calculated) - Reduced directness and connectivity: Connection is 650m west of University - serves different origins & destinations - Expected impacts to on-street parking, curb, trees, transit, and vehicle capacity
South (from South Park to Oxford)	Replace University with protected bikeway(s) on South	- Eliminated at pre-screening stage (no cost estimate calculated) - Reduced directness and connectivity: Connection is 190m west of University - serves different origins & destinations - Expected impacts to on-street parking, curb, trees, transit, and vehicle capacity
University (from South Park to Lemarchant)	Switch proposed tactical bidirectional bikeway for median bidirectional bikeway between South Park and Robie, and tactical unidirectional bikeway(s) between Robie and Lemarchant	- Approximate cost reduction <$600,000 - Lacks consistency in facility type along corridor, increasing complexity at intersection crossings - Not supported by Dalhousie in the past - Expected impacts to on-street parking, curb, trees, transit, and vehicle capacity
Victoria Park (from South Park to Cathedral) + College (from Cathedral to Robie) + Robie or Carlton (from College to Spring Garden) + Coburg/ Spring Garden (from Robie to Oxford)	Replace University with multi-use pathway in Victoria Park, and protected bikeway(s) on College, Robie or Carlton, and Coburg/ Spring Garden	- Eliminated at pre-screening stage (no cost estimate calculated) - Expected impacts to on-street parking, curb, trees, transit, and vehicle capacity
Spring Garden (from South Park to Robie) + Coburg (from Robie to Oxford)	Replace University with protected bikeway(s) on Spring Garden and Coburg	- Eliminated at pre-screening stage (no cost estimate calculated) - Expected impacts to on-street parking, curb, trees, transit, and vehicle capacity
Welsford (from Windsor to Robie) Permanent Bidirectional Bikeway		
Alternative	**Description**	**Screening Results**

Quinpool (from Vernon/Quinate to Robie)	Replace Welsford with protected bikeway(s) on Quinpool	- No cost reduction - Expected impacts to on-street parking, curb, trees, vehicle capacity, and transit
Cunard (from Windsor to Robie)	Replace Welsford with protected bikeway(s) on Cunard	- No cost reduction - Expected impacts to on-street parking, curb, trees, vehicle capacity
Prince Albert - Harris (from Grahams Grove to Penhorn Lake) Multi-use Pathway & Local Street Bikeway w/ Traffic Calming		
Alternative	**Description**	**Screening Results**
Glenwood (from Prince Albert to Somerset) + Somerset (from Glenwood to Penhorn) + Penhorn (from Somerset to Penhorn Lake)	Replace Harris with local street bikeway on Glenwood, Somerset, and Penhorn	'- Eliminated at pre-screening stage (no cost estimate calculated) - Very steep on Glenwood and Somerset
Curley (from Harris to Penhorn) + Penhorn (from Curley to Penhorn Lake)	Replace Harris with local street bikeway on Curley and Penhorn	- Approximate cost reduction <$25,000 - Very steep on Curley and Penhorn
George (from Lower Water to Grande Parade) Tactical Bidirectional Bikeway		
Alternative	**Description**	**Screening Results**
George (from Lower Water to Hollis)	Shorten the protected bikeway ending at Hollis instead of Barrington	- Approximate cost reduction <$100,000 - Does not achieve same connection as base case
Charles (from Gottingen to Windsor) Local Street Bikeway w/ Traffic Calming		
Alternative	**Description**	**Screening Results**
Willow (from Agricola to Windsor) + Agricola (from Willow to Charles)	Replace Charles with local street bikeway on Willow. Add protected bikeway(s) to Agricola connecting to local street bikeway on Charles	- Eliminated at pre-screening stage (no cost estimate calculated) - Reduced directness: Connection only intermittently deviates from Charles - Added segment challenges on Agricola
North (from Gottingen to Windsor)	Replace Charles with protected bikeway(s) on North	- Eliminated at pre-screening stage (no cost estimate calculated) - Expected impacts to curbs, utility poles, and intersection vehicle capacity
Bayers (from Pennington to Romans) Multi-use Pathway		
Alternative	**Description**	**Screening Results**
No alternatives explored as it is a short gap in existing Bayers multi-use pathway	N/A	N/A
Nora Bernard (from North Park to Creighton) Tactical Unidirectional Bikeway(s)		
Alternative	**Description**	**Screening Results**
No alternative found	N/A	N/A

Highfield Park (from Victoria to John Macneil Elementary School Park) Tactical Unidirectional Bikeway(s)		
Alternative	Description	Screening Results
Brule (from Victoria to Crystal) + Crystal (from Brule to Farthington) + Farthington/ True North (from Brule to John Macneil Elementary School Park)	Replace Highfield with local street bikeway on Brule, Crystal, and Farthington/ True North. Add multi-use pathway between True North and School Park, Farthington and True North, Brule and Crystal, and Brule and Victoria	'- Eliminated at pre-screening stage (no cost estimate calculated) - Very steep between Brule and Crystal
Albro Lake (from Victoria to Leaman) + Leaman (from Albro Lake to John Macneil Elementary School Park)	Replace Highfield Park with protected bikeway(s) on Albro Lake and local street bikeway on Leaman	- No cost reduction - Expected impacts to curb, transit, utility poles, and trees
Brule (from Victoria to Pinecrest) + Pinecrest (from Brule to Jason MacCullough Park) + Jason MacCullough Park (From Pinecrest to Joseph Young) Joseph Young (from Jason MacCullough Park to Highfield Park)	Replace Highfield Park with local street bikeway on Brule, and Pinecrest, and multi-use pathway in Jason MacCullough Park and on Joseph Young connecting to proposed protected bikeway(s) on Highfield	- No cost reduction - Expected impacts to curb, transit, utility poles, and trees
Albro Lake (from Victoria to Pinecrest) Pinecrest (from Brule to Jason MacCullough Park) + Jason MacCullough Park (From Pinecrest to Joseph Young) Joseph Young (from Jason MacCullough Park to Highfield Park)	Replace Highfield Park with protected bikeway(s) on Albro Lake and local street bikeway on Pinecrest, and multi-use pathway in Jason MacCullough Park and on Joseph Young connecting to proposed protected bikeway(s) on Highfield	- No cost reduction - Expected impacts to curb, transit, utility poles, and trees
Brule (from Victoria to Pinecrest) + Pinecrest (from Brule to Crystal) + Crystal (from Brule to Leaman) + Leaman (from Crystal to John Macneil Elementary School Park)	Replace Highfield Park with local street bikeway on Brule, Pinecrest, Crystal, and Leaman.	- Approximate cost reduction <$1,200,000 - Steep on Crystal - Expected need for traffic calming which would conflict with transit
Primrose (from Victoria to Crystal) + Crystal (from Primrose to Leaman) +Leaman (from Crystal to John Macneil Elementary School Park)	Replace Highfield Park with local street bikeway on Primrose, Crystal, and Leaman.	- Approximate cost reduction <$1,200,000 - Steep on Primrose and Crystal - Expected need for traffic calming which would conflict with transit
Duffus - Isleville (intersection) Traffic Calming		
Alternative	Description	Screening Results
No alternatives explored as it is a short gap in existing Isleville local street bikeway	N/A	N/A
Halifax Common (from Robie to North Park & from Fountain in North Common to Bell) Multi-use Pathway		
Alternative	Description	Screening Results

Robie (from Welsford to Cogswell) + Cogswell (from Robie to North Park)	Replace Halifax Common with multi-use pathway on Robie and Cogswell connecting to multi-use pathway on North Park and Trollope	- No cost reduction - Expected impacts to trees, curb, utility poles, and on-street parking
Robie (from Welsford to Cogswell) + Cogswell (from Robie to North Park)	Replace Halifax Common with multi-use pathway on Robie and protected bikeway(s) on Cogswell connecting to multi-use pathway on North Park and Trollope	- No cost reduction - Expected impacts to trees, utility poles, and on-street parking
Robie (from Welsford to Bell) + Bell (from Robie to Trollope)	Replace Halifax Common with multi-use pathway on Robie and Bell connecting to multi-use pathway on Trollope	- No cost reduction - Expected impacts to trees and curb
Robie (from Welsford to Bell) + Bell (from Robie to Trollope)	Replace Halifax Common with multi-use pathway on Robie and protected bikeway(s) on Bell connecting to multi-use pathway on Trollope	- No cost reduction - Expected impacts to trees, curb, and utility poles
Robie (from Welsford to Cunard) + Cunard (From Robie to Agricola)	Replace Halifax Common with multi-use pathway on Robie and protected bikeway(s) on Cunard connecting to multi-use pathway on North Park	- No cost reduction - Expected impacts to trees, utility poles, and on-street parking
Cartaret /Oakland (from Seymour to Beaufort) Local Street Bikeway		
Alternative	**Description**	**Screening Results**
South (from Seymour to Oxford)	Replace Cartaret/ Oakland with protected bikeway(s) on South	- Eliminated at pre-screening stage (no cost estimate calculated) - Expected impacts to trees, on-street parking
South (from Seymour to Oxford)	Replace Cartaret/ Oakland with multi-use pathway on South	- Eliminated at pre-screening stage (no cost estimate calculated) - Expected impacts to trees - Multi-use pathway not appropriate for high pedestrian and cyclist area
Creighton/ Northwood & Maynard/ Fuller (from Bloomfield to Cogswell) Local Street Bikeway(s) w/ Traffic Calming		
Alternative	**Description**	**Screening Results**
Creighton & Maynard (from Bloomfield to Cogswell)	Consider existing interim infrastructure on Creighton and Maynard as complete	- Approximate cost reduction <$500,000 - Existing infrastructure does not meet AAA standards
Creighton or Maynard Only (from Bloomfield to Cogswell)	Consolidate the paired local street bikeway(s) on Creighton and Maynard to one of these streets. Add contraflow bikeway for bidirectional cycling.	- Contraflow bike lane would add complexity - Expected impacts to on-street parking

Agricola (from Bloomfield to Cunard) + North Park (from Cunard to Cogswell)	Replace Creighton & Maynard with protected bikeway(s) on Agricola connecting to multi-use pathway on Halifax Common (parallel to North Park)	- Eliminated at pre-screening stage (no cost estimate calculated) - Expected impacts to on-street parking or vehicle capacity (with one-way conversion of Agricola) - Not supported by business community or abutters in the past

ATTACHMENT C

AAA Bike Network Funding Sources

Potential federal and provincial funding sources for AAA bikeways are summarized in Table C - 1. Additional program details are presented in alphabetical order as follows:

- Active Communities Fund (ACF)
- Canada Community-Building Fund (CCBF)
- Canada Public Transit Fund (CPTF)
- Connect2 (C2)
- Green Municipal Fund (GMF)
- Growth and Renewal for Infrastructure Development (GRID)
- Planning Assistance Program (PAP)
- Rail Safety Improvement Program (RSIP)
- Recreation Facility Development Grant (RFDG)
- Sustainable Communities Challenge Fund (SCCF)
- Trail Maintenance Program (TMP)

Table C - 1: Funding Program Summary

Program Name	Stream(s)	Funding Source	Maximum Award	Application Timing
Active Communities Fund	N/A	PNS – Communities, Culture, Tourism and Heritage	Up to $25K per project	June and December 2025
Canada Community-Building Fund	N/A	GOC – Housing, Infrastructure and Communities Canada	Formula-based, no specific maximum per project	Formula-based, flows automatically
Canada Public Transit Fund	Active Transportation Fund (ATF)	GOC – Housing, Infrastructure and Communities Canada	$50M per project	Periodic, not scheduled
Connect2	AT; shared mobility; community engagement	PNS – Communities, Culture, Tourism and Heritage	Active transportation infrastructure/design: $100K; shared mobility: $75K; capacity building/community engagement: $50K	Until February 2025 for fiscal 2025-2026 intake
Green Municipal Fund	Safe and Active School Routes Funding Stream (SASR)	GOC – Administered by FCM	$125K per project	Applications closed October 2025
Growth and Renewal for Infrastructure Development	N/A	PNS – Municipal Affairs	No fixed cap per project	Annual intake. Latest closed October 2025
Planning Assistance Program	N/A	PNS – Communities, Culture, Tourism and Heritage	$10K per project.	Annual intake. Latest closed December 2025.
Rail Safety Improvement Program	Research and infrastructure streams	GOC – Transport Canada	$550K per project	Not accepting applications currently
Recreation Facility Development Grant	Recreational Trail Expansion Program	PNS – Communities, Culture, Tourism and Heritage	$150K per project	Next deadline February 2025
Sustainable Communities Challenge Fund	Mitigation and adaptation streams	PNS – Administered by Nova Scotia Federation of Municipalities	$1M per project (minimum $75K)	Intake closed, funding decisions Fall 2025
Trail Maintenance Program	N/A	PNS – Communities, Culture, Tourism and Heritage	Based on need, subject to annual budget	Annual intake. Latest closed December 2025

Active Communities Fund (ACF)

Stream(s): N/A
Funding Source: Province of Nova Scotia – Communities, Culture, Tourism and Heritage (CCTH)
Program Website: See here.

Overview: Helps communities encourage movement through policies, social initiatives or physical environments. The fund supports the Let's Get Moving Nova Scotia action plan (see here)

Applicant Eligibility: Municipalities are eligible recipients for ACF funding.

Project Eligibility: Funds support planning, developing, or evaluating policies, and creating or improving physical or social environments through low-cost, community-focused initiatives. Specifically, initiatives that promote physical activity for youth (12–18), adults 45+, females in these groups, or equity-deserving and generally less active adults.

Eligible Costs: Unspecified.

Maximum Award: Up to $25K per project. Guidelines state that if the municipality has more than 90,000 people, it may be eligible for more funds (see here and here).

Cost Sharing: Up to 75% of the total eligible project costs.

Stacking: Permitted. Allows for funding from other provincial or federal government departments for part of the remaining 25%. However, applicant and other partners must cover at least 10% of eligible costs.

Application Timing: Website lists next deadline for funding as June and December 2025 (see here).[1]

Additional Notes: Cycling is identified as a supported activity.[2] If applying for more than $5K in funding, the guidelines stipulate that applicants are required to have 1-year community-wide movement plan. Applications are assessed based on how well initiatives address the socio-ecological model, planning, partnerships, community need, simple movement, key settings, sustainability, and the strength of the evaluation plan (see here).

[1] Funding application timing is dependent on amount of funding sought.
[2] Other activities specified in the application guidelines include active play, walking (including using a cane, wheelchair or walker) and gardening.

Canada Community-Building Fund (CCBF)[3]

Stream(s): Not applicable.
Funding Source: GOC – Housing, Infrastructure and Communities Canada
Program Website: See here.

Overview: The CCBF is a permanent, indexed federal funding source directed to provinces and territories, which then flow the funding to municipalities and other eligible recipients.[4]

Applicant Eligibility: Municipalities are eligible recipients for CCBF funding.

Project Eligibility: Supports a broad array of local infrastructure spending (roads, active transportation, transit, drinking water, wastewater and recreation) and provides stable, predictable funding to municipalities.[5]

Global Funding Pool: $26.7B nationally for 2024-2034 period and $2.5B in fiscal 2025-2026 (see here).[6]

Eligible Costs: Eligible projects include infrastructure investments, including construction, renewal or material enhancement (see here).

Maximum Award: Because the CCBF is largely formula-based (allocated to municipalities annually) rather than strictly competitive per-project grants, the CCBF documentation does not specify a maximum award per individual project.[7]

Cost Sharing: CCBF funds generally do not require matching from the municipality for the main per-capita portion.

Stacking: Permitted. However, because the CCBF funds are treated as federal funds (with respect to other federal infrastructure programs) stacking limits of **other** federal programs still apply.

Application Timing: Because the CCBF is formula-based and flows automatically, there is no separate competitive "application" process. Municipalities receive allocations and then report on eligible expenditures (see here).

Additional Notes: CCBF funding is currently incorporated into HRM's capital planning projections and should **not** be considered a new source of intergovernmental funding for AAA-bikeway projects. Note also that the GOC has announced that the existing Canada Community-Building Fund will be rebranded as the newly announced Build Canada Strong Fund program's Community Stream (see here). This stream will provide $27.8 billion over 10 years, starting in 2026-27, and $3.0 billion per year ongoing to support local infrastructure projects.

[3] CCBF was formerly known as the "Federal Gas Tax Fund". It was renamed and expanded to provide broader local infrastructure support.
[4] Provinces and territories sign administrative agreements with the Federal government for delivery of the Fund. See here for the Nova Scotia specific Agreement.
[5] Active transportation projects, such as AAA biking networks, are typically included under "roads, bridges, pathways, and public transit infrastructure," subject to provincial confirmation.
[6] Projected $26.2M in 2026-2027 earmarked for Nova Scotia.
[7] Funds are allocated annually to municipalities based on a per-capita formula. In fiscal 2025-2026, HRM received $29.28M through CCBF (see here).

Canada Public Transit Fund (CPTF)

Stream(s): Active Transportation Fund (ATF)
Funding Source: GOC – Housing, Infrastructure and Communities Canada
Program Website: See here.

Overview: Provides financial support for projects that increase the total amount, usage, and quality of active transportation infrastructure. The funding is intended to support the objectives embedded within Canada's National Active Transportation Strategy, and Canada's Strengthened Climate Plan.

Applicant Eligibility: Municipalities are eligible recipients for ATF funding.

Project Eligibility: For a capital infrastructure project to be eligible for funding, it must include the acquisition, enhancement, modernization, rehabilitation, construction, expansion, restoration, renovation, repair, refurbishment, or replacement of active transportation infrastructure or networks.

Eligible Costs: Eligible expenditures for capital projects can include capital costs, design and planning costs, as well as costs related to meeting specific program requirements as outlined by HICC.[8]

Global Funding Pool: The GOC has allocated $3 billion annually on average beginning in 2026-27 for permanent public transit programming under the Canada Public Transit Fund (see here).

Maximum Award: Unspecified maximum for capital projects. However applicants must confirm whether proposed project comply with the GOC's Buy Clean directive if the project costs exceed $10M.

Cost Sharing: Funding up to 60% of total project costs.

Stacking: Permitted. However, stacking is, with some exceptions, limited from other federal sources.[9]

Application Timing: Applications are currently closed (see here). Funding calls are not scheduled and could relate to other priorities (such as rural transit or zero emission transit).

Additional Notes: Requires provincial-municipal partnership and regional integrated plan. The program specifically allows for building or enhancing separated bicycle lanes (see here). HRM put forward several funding applications for the winter 2025 ATF intake that remain under review.

[8] HICC compliance related eligible costs include federal communications and signage, Indigenous consultation and engagement, and accommodating adverse impacts on Aboriginal and Treaty rights (see here).
[9] Excludes funding received from Canada Community Building Fund (CCBF), Canada Infrastructure Bank (CIB) or Canada Mortgage and Housing Corporation (CMHC), from which eligible Federal Contributions are eligible up to 100% (see here).

Connect2 (C2)

Stream(s): Active transportation infrastructure; shared mobility; and community engagement.
Funding Source: PNS – Communities, Culture, Tourism and Heritage (CCTH)
Program Website: See here.

Overview: Funds community-led projects that increase walking, cycling and wheeling, improve connectivity to destinations and other modes, reduce greenhouse gas emissions, and test new/innovative approaches (see here).

Applicant Eligibility: Municipalities are eligible recipients for C2 funding. Preference is given to projects led by partners based in Nova Scotia and to projects with demonstrated community support.

Project Eligibility: Infrastructure projects that improve short-distance active transportation connectivity and/or reduce emissions.

Global Funding Pool: $400K in fiscal 2025-2026 (see here).

Eligible Costs: Capital/design/construction costs for small-scale active-transport infrastructure; consultant engineering and feasibility study costs; costs for shared-mobility pilots (fleet purchase/pilot set-up); engagement and education/outreach costs.

Maximum Award: Variable as follows: active transportation infrastructure and design – $100K; shared mobility – $75K; capacity building and community engagement – $50K.

Cost Sharing: Funding up to 75% of total project costs. In-kind contribution cannot exceed 50% of the total applicant's contribution.

Stacking: Permitted. Applicants must demonstrate proof of matching funding and disclose partner contributions.

Application Timing: Fiscal 2025-2026 applications closed February 2025. Program priorities (e.g., connectivity to schools, workplaces, and transit) and eligible costs can shift between intakes (see here). Multiple submissions are allowed; however, the priority level of each submission must be identified

Additional Notes: Connect2 is purpose-built for active transportation and first/last-mile connections including design and implementation of discrete bike lane segments. Bicycle fleet pilot projects are also eligible for Connect2 funding (see here). The program's impact is, however, limited by the $50-100K contributions cap.

Green Municipal Fund (GMF)[10]

Stream(s): Safe and Active School Routes (SASR)
Funding Source: GOC – Administered by the Federation of Canadian Municipalities (FCM)
Program Website: See here.

Overview: Offers municipalities a financial and peer-support boost to create safer, low-emission school travel routes.

Applicant Eligibility: Municipalities are eligible recipients for SASR funding.

Project Eligibility: New or improved active transportation infrastructure along school routes including quick-build or permanent features such as pathways, sidewalks, bike lanes, crossings and safety enhancements.

Global Funding Pool: $2.4B federal endowment for GMF – not specific to SASR stream (see here).

Eligible Costs: Consultant fees, data collection and analysis, stakeholder engagement, travel related to project work, and communications materials. Excludes major capital costs and purchase or lease of property (see here).

Maximum Award: $125K per project.

Cost Sharing: Grants cover up to 50% of eligible project costs.

Stacking: Allows funding to be stacked with provincial, territorial and federal funding (see here).

Application Timing: Applications closed October 2025. Applications are annual and will reopen mid-summer 2026.

Additional Notes: Although the SASR funding stream offers a potential financing source, its narrow focus on school routes severely limits its ability to support AAA bike networks in HRM.

[10] The FCM administered GMF delivers a range of targeted programming and funding streams offering smaller-scale grants and low-interest loans to Canadian municipalities for sustainable infrastructure, climate action, and resilience initiatives (see here).

Growth and Renewal for Infrastructure Development (GRID)

Stream: Not applicable.
Funding Source: PNS – Municipal Affairs
Program Website: See here.

Overview: Supports shovel-ready projects that help communities address critical capacity issues and health and safety, expand services, build more accessible and adaptable communities, and enable or preserve housing.

Applicant Eligibility: Municipalities are eligible recipients for GRID funding.

Project Eligibility: Municipally owned infrastructure that supports growth, renewal and resilience including water, wastewater, stormwater, accessibility upgrades, climate adaptation, disaster mitigation and projects that preserve/expand accessibility improvements to municipal infrastructure.

Global Funding Pool: Base designation announced as $15 million per year, however, additional funds were added in 2024-25 in response to high demand amounting to $26.8M across 35 projects (see here).

Eligible Costs: Design as a stand-alone project, construction inspection and administration, construction and equipment acquisition (according to the plans and specifications), engineering services and project management.

Maximum Award: Official GRID materials do not show a single fixed dollar cap per project.

Cost Sharing: Funding for 50% of eligible project costs, although the actual cost-sharing percentage could vary based on project specifics or budget availability (see here).

Stacking: Funding from GRID can be leveraged by municipalities if the other programs do not prohibit stacking (see here).

Application Timing: GRID is intended to be an ongoing provincial program with annual intake cycles. Applications for the most recent intake cycle closed in October 2025 (see here). [11]

Additional Notes: Bike lanes and active transportation projects themselves are not a headline category of eligible GRID projects. Related elements could potentially be eligible when embedded in broader eligible projects (e.g., complete-street reconstructions tied to stormwater upgrades or accessibility improvements).

[11] Halifax Water Regional Commission received $1.95M in fiscal 2024-2025 to fund work relating to the Main Street pumping station, Golf View Drive and Leaman Drive booster station (see here).

Planning Assistance Program (PAP)

Stream(s): N/A
Funding Source: Province of Nova Scotia – – Communities, Culture, Tourism and Heritage (CCTH)
Program Website: See here.

Overview: The program aims to help organizations obtain professional expertise required to research, assess or design new facilities or expand existing facilities that advance sport and recreation.

Applicant Eligibility: Municipalities are eligible recipients for PAP funding. Applicants must demonstrate planning capacity or partnership with qualified planning professionals.

Project Eligibility: Supports comprehensive facility planning, including needs assessments, feasibility studies, master plans, and operational plans. Includes schematic design for new or renovated facilities and landscaping, research projects to gather data or test solutions, and professional building audits to forecast component replacement and develop detailed life cycle plans for informed decision-making.

Global Funding Pool: Unknown.

Eligible Costs: Unspecified.

Maximum Award: $10K per project. Special cases that include planning for large projects or inter-municipal planning with a multi-disciplinary approach may apply for a higher amount (see here).

Cost Sharing: Upper limit of 50% provincial contribution.

Stacking: Permitted. The provincial government contribution cannot be more than 75% of the total project costs.

Application Timing: Annual intake. Applications are accepted on an ongoing basis (April to December) or until the grant program funds are 100% committed.

Additional Notes: Projects must align with community priorities and the Shared Strategy for Advancing Recreation in Nova Scotia (see here).

Rail Safety Improvement Program (RSIP)[12]

Stream(s): Research and infrastructure streams
Funding Source: GOC – Transport Canada
Program Website: See here.

Overview: The program addresses high-risk public grade crossings on federally regulated railways and related rail-safety issues.

Applicant Eligibility: Municipalities are eligible recipients for RSIP funding.

Project Eligibility: Infrastructure projects must relate to public road-railway crossings (on federally-regulated railways) or other rail safety infrastructure/technology/research components. The research and education/awareness stream covers non-infrastructure activities such as behaviour research or awareness campaigns.

Global Funding Pool: $44 m announced in October 2024 for 231 projects across Canada (see here).

Eligible Costs: Design, engineering, construction/installation of safety features at grade crossings (e.g., signalling, flashing lights, bells, gates, upgrading approaches, lighting, pedestrian fences).

Maximum Award: $1Mper project (see here).

Cost Sharing: RSIP will reimburse recipients up to fifty per-cent (50%) of total eligible expenditures for any one project.

Stacking: Funds can be stacked with other federal or provincial grants for the same project if expenditures are not double funded.

Application Timing: Program is not accepting applications at this time (see here).

Additional Notes: While not an active transportation program, RSIP could be used for safety upgrades at rail crossings used by people walking/cycling (e.g., signals, gates, surfaces, channelization).

[12] In 2016 the RSIP was launched, consolidating the Grade Crossing Closure Program (GCCP) and the "Operation Lifesaver" awareness program.

Recreation Facility Development Grant (RFDG)

Stream(s): Recreational Trail Expansion Program.
Funding Source: Province of Nova Scotia – Communities, Culture, Tourism and Heritage (CCTH)
Program Website: See here.

Overview: Assists with the development of facilities where community members participate in quality sport, physical activity, and recreation activities.

Applicant Eligibility: Municipalities are eligible recipients for RFDG funding

Project Eligibility: Supports development, upgrades, and repairs of recreation facilities such as rinks, fields, trails and playgrounds. The 'facility' must have recreation, sport, and/or physical activity as its primary function, and must be open to all members of the public at reasonable times, at either no cost or at a reasonable rate

Eligible Costs: Eligible costs include facility development, capital repairs and essential large equipment purchases.

Maximum Award: $150K per project (minimum of $30K per project).

Cost Sharing: Eligible projects may apply for up to two-thirds (2/3) of the total project cost

Stacking: Permitted. The total provincial government contribution cannot be more than 75% of the total project costs.

Application Timing: Website lists February 2025 deadline (see here).

Additional Notes: The grant program is highly competitive. Applicants may reapply for funding each year during the length of the project. Funding in one year does not guarantee funding in subsequent years. Linear trail expansion and development projects must apply to the Recreational Trail Expansion Program.

Sustainable Communities Challenge Fund (SCCF)

Stream(s): Mitigation and adaptation streams.
Funding Source: PNS – Administered by the Nova Scotia Federation of Municipalities.
Program Website: See here.

Overview: Funds community-led climate change projects, in two broad streams: mitigation (reducing/avoiding greenhouse gas emissions); and adaptation (increasing community capacity to respond to climate change).

Applicant Eligibility: Municipalities are eligible recipients for SCCF funding.

Project Eligibility: Mitigation stream projects that reduce greenhouse gas (GHG) emissions (includes transportation electrification, renewable energy, waste/circular economy, carbon storage and sequestration). Adaptation stream projects that build capacity to adapt or respond to climate-change impacts (infrastructure upgrades, nature-based solutions, ecosystem restoration, community coordination and planning, vulnerability assessment) – see here.

Global Funding Pool: $15M over three (3) years – announced in 2022 (see here).

Eligible Costs: Unspecified.

Maximum Award: $1M per project (minimum of $75K per project).

Cost Sharing: Funding up to 60-80% of total project costs. For projects with total eligible costs up to $249,999, applicant must contribute at least 20% of eligible costs. For eligible costs between $250K-$499,999, at least 30% applicant contribution. For eligible costs $500K and above, at least 40% applicant contribution. In-kind contributions can constitute a maximum of 10% of the total eligible project costs (see here).

Stacking: Permitted. Per provincial stacking rules, no more than 80% of the total project costs can be covered by the Province of Nova Scotia.

Application Timing: The Fund's intake period is now closed. Applicants will be notified of funding decisions in Fall 2025 (see here).

Additional Notes: Municipalities may submit a maximum of two applications for consideration in each intake round. The Fund will award a maximum of one grant per organization per round. Collaboration, partnerships, and regional approaches between organizations and sectors are encouraged.

HRM could target SCCF for bike infrastructure that has co-benefits like climate resilience (e.g. shoreline trails or flood-resistant active transportation routes). However, the program's focus on climate change may mean that bike network projects that do not simultaneously meet other climate goals are not ranked high enough to attract funding.

Trail Maintenance Program (TMP)

Stream(s): N/A
Funding Source: Province of Nova Scotia – – Communities, Culture, Tourism and Heritage (CCTH)
Program Website: See here.

Overview: Provides annual funding to support the maintenance, upgrading, and rehabilitation of existing recreational trails across Nova Scotia. The program aims to ensure safe, accessible, and sustainable trail networks for walking, cycling, off-highway vehicle (OHV), and multi-use purposes.

Applicant Eligibility: Eligible applicants include registered non-profit trail organizations, community associations, and recognized trail stewardship groups operating in Nova Scotia. Municipalities may partner with or sponsor local trail organizations but are not typically the primary applicants.

Project Eligibility: Projects must involve maintenance or enhancement of existing trails on approved or designated routes. Eligible work may include surface repairs, drainage improvements, signage replacement, vegetation management, bridge and culvert repairs, and accessibility upgrades.

Eligible Costs: Eligible costs include labour, materials, and equipment for trail surface repairs and upkeep, maintenance of bridges, boardwalks, and structures, vegetation control and drainage improvements, trail signage and safety upgrades.

Maximum Award: Level of contribution is based on need and the applicant's ability to contribute (subject to annual program budget).

Cost Sharing: Funding up to 50% of eligible costs.

Stacking: Not specified.

Application Timing: Applications are accepted on an ongoing basis April to December, or until the grant program is 100% committed (see here). May be applied for on an annual basis

Additional Notes: Focus on trails and modest budget undermines applicability to AAA bikeway build-out. Cooperation with external partners would complicate application and administration processes.