

Completed Sustainable Transportation Projects and Precedents in Toronto

We have not included contact information for the following groups and projects to save paper and because many of them are out of date. Please check the main listings in this directory for their up-to-date contact information.

Better Breathing Month

An annual June event, coordinated by the Ontario Lung Association. Similar to Bike To Work Week, its focus was on activities and information related to clearing Toronto's air. A number of cycling activities occurred during the years of BBM.

c/o Ontario Lung Association

Bicycle Commuter Program (TCCC)

The Bicycle Commuter Program was a subcommittee of the Toronto Cycling Committee. It worked to promote and enhance commuter cycling through the creation and linking of Bicycle User Groups (BUGs); stimulated economic development by fostering links between the cycling community, local business, and other economic interests; coordinated Bike To Work Week; and worked with corporate and community groups to increase bicycle use in general (from the Toronto Cycling Committee Terms of Reference). The BCP included individual members; BUG representatives; representatives and project coordinators from various sectors, communities, groups, and events; Cycling Committee members; and one Cycling Committee/Planning Department staff person.

c/o City of Toronto Urban Development Services

Bicycle Quilt Project

Toronto Re-cycled Art Society (TRASH) created a bike quilt. The theme was *Cyclists Dream of the City*. Artists, bike-heads and many members of the bike community made squares and held quilting bees to make a warm and queen-sized homage to the bicycle.

This truly original piece of folk-art (spoke-art?) included photo transfers, some patch work, some paint and some embroidery. The quilt was raffled off as a Community Bicycle Network Fundraiser.

c/o Toronto Re-Cycled Art Society

Bicycle Tools

From being as yet but an infant outing with training wheels, the inviting landscape of bicycle theatre

presents a boundless vista of opportunity for what it says in our five year plan of "Lights, curtain, action" will soon grow to be a Tour de France of aesthetic performance. Stage after stage "Bicycle Tools" highly strained and finely stoned well-oiled-wits will suck in vast quantities of lamentably poor quality air and blow it out in ways that aim to leave you with skidmarks on your underwear and a sense of relief that it's all over.

Wheeledly-wise, humorous education relating to the universally holistic benefits and joys of cycling is our goal and clowning around in front of or amongst an audience is the mechanism we pedal in pursuit of this. Our first performances were part of Bike To Work Week '96 and so we have links with the Toronto City Cycling Committee who promote this event, but why stop there? We also have several participants in common with Song Cycles, the Choir on Bikes.

c/o Song Cycles

Big Wheel Committee

The Big Wheel Committee was a committee of corporate cyclists representing the downtown office towers which formed in preparation for Bike To Work Week '92. They initiated the "Big Wheel Corporate Challenge" which encouraged colleagues to ride to work during Bike To Work Week. When faced with a dearth of bicycle parking in their respective buildings, they each individually approached their building managers to request additional bike parking for just one week to little avail. Regular meetings of people facing similar roadblocks led to the conclusion they needed to work together, and that they needed to start at the top. So they organized a meeting with all of their respective developers/building managers and former Mayor Art Eggleton, and they stated their case. In this context, the "BIG WHEEL MEGA BUG's" case was convincing. All agreed to provide for "corporate tenants on bikes". The Big Wheel Committee continued for another year, at which point they all began to concentrate on developing their own BUGs through the budding BUG network. Members of this committee have since become experienced BUG advocates.



Bike Dance

Canada's dance ensemble that specifically celebrated the bike. Somewhere between precision riding and feet-on-the-ground dance, this group of Toronto dancers performed at Bike to Work Week 1995.

Bike Delivery Project (a CBN project)

Delivering the Goods by the Bike was published in December, 1995. CBN has been promoting the use of workbikes for local deliveries of goods and services by offering the rental of bicycle trailers at the Intersection. Various information on workbikes, including photographs, local manufacturers and retailers and safety information, has been compiled and made available to the public. CBN has also supported the development of bicycle related small businesses by organizing workshops in partnership with other sustainable transportation organizations, groups and businesses. This project was a precursor to CBN's current Clean Air Cargo project.

c/o Community Bicycle Network

Bike Plan Work Group

The Bike Plan Work Group was a subcommittee of the Toronto Cycling Committee. It was responsible for developing policy and projects to improve the physical infrastructure for cyclists bike parking, routes, bike lanes and paths, integration with transit, etc.

c/o Toronto Cycling Committee

Bike Route Network

A Bike Route Network for the City of Toronto has been developed in conjunction with the Planning and Development, Public Works and the Environment Departments, Metro Transportation, the TTC and Metro Police. Over recent years, Toronto has seen new bike lanes on the Bloor viaduct, Beverley/St. George/Bedford/College, Carlton, Davenport, Bay, Gerrard/Elizabeth and Russel Hill/Boulton and other streets. The lanes have seen some opposition by businesses concerned about parking in front of their stores, making efforts to link bikes and businesses all the more crucial.

c/o Toronto Cycling Committee

The Bikes Mean Business Conference

A seminal event held in October, 1993. The purpose of the conference was to stimulate job creation and innovation in the "bike sector" of the economy. Workshop topics ranged from bike clothing design and marketing, to funding strategies for new enterprises, to new product design and marketing, to funding strategies for new enterprises, to new product design, and to the tourism economy and bikes. The conference was successful in stimulating several new projects and promoting the potential significance of the "bike economy". A primer inspired by the conference - The Bikes Mean Business Primer - was created and distributed.

c/o Transportation Options

Bikeskool

Bikeskool was a pedagogical series of bicycle skills for the road and by the code. Its mission was to be part of the evolution of a cycling society.

c/o Israel Chackowicz

Birchmount Bike Club (CBN member group)

Established in 1995. A youth-run club and bike repair shop, facilitated by staff at the Birchmount Neighbourhood Centre. It was open almost every day through the summer months! Membership was gained through hours worked. Proceeds were distributed among club members. Well stocked with tools, it relied on community donations for raw material (bikes and parts).

c/o Community Bicycle Network

BUGnites

These events involved informal social gatherings of BUG members, usually preceded by an hour-long ride. They took place at local restaurants or cafes, and were hosted and coordinated by individual BUGs or groups of BUGs. They provided an informal forum for fun, info exchange, and learning about bicycle issues.

Canadian In-line Skating Trade Association

CISTA was formed and funded by the major manufacturers of in-line skates to address industry concerns outside of the competitive marketplace. Two functions were mandated:

- promote the safe use of inline skates: promote properly developed in-line skills; the use of full safety equipment; the selection of safe skating areas and surfaces; equipment maintenance and courteous skating practices as the formula for safety; support the efforts of organizations working toward this goal.
- work with municipalities to accommodate in-line skating within their transportation systems. In-line skates are used for fitness, recreation, transportation and competition. Skaters should have fair access to public areas servicing these uses and should be subject to the same regulations as other users.

Car Use Reduction Programs in Neighbourhoods

In the past, Transportation Options offered financial and programming assistance to neighbourhoods interested in reducing automobile traffic on their streets. As a result, there have been several Car Use Reduction Programs. In these programs neighbourhood facilitators lead groups of community residents who wish to reduce their car use. Participants were exposed to, and discussed, a variety of issues ranging from public transit, to bike safety, to air pollution and safety for children. Participants also agreed to experiment with gradual reductions in their car use and set goals for their transportation choices after a seven week program. A bit like a 12-step program, this project got people together and was initiated in a number of Toronto neighbourhoods.

c/o Transportation Options

The Clean Air Partnership

Formed in 1993, the Clean Air Partnership was a non-profit organization made up of business, government and community leaders who saw many ways to clear Toronto's air. Through the Air Share Program, a workplace-based initiative, the employees of Clean Air Partners implemented clean

air actions in the following areas: greening, transportation and indoor air. For every clean air action they completed, they earned "air shares" which were tallied annually. The organization and its employees were then publicly recognized for their Clean Air Actions during Healthy City Week.

c/o Toronto Healthy City Office

CO₂ Reduction in the Transportation Sector

This project was submitted in December of 1993 by Transportation Options to the Toronto Atmospheric Fund. It proposed a joint program with Transportation Options, the Community Bicycle Network, the Better Transportation Coalition, ECENECA, and the Toronto City Cycling Committee to build cultural and physical infrastructure related to decreased car use. It focused on modal shift in five neighbourhoods through BUGs, TUGs, neighbourhood bike repair centres, school programs, and neighbourhood Car Use Reduction Projects.

c/o Transportation Options

Cyclometer

This was the newsletter of the Toronto Cycling Committee, published 6 times a year with updates and information on cycling related issues in Toronto.

c/o Toronto Cycling Committee

Evangel Hall Bike Club (CBN member group)

Established in 1995. This bike repair club operated as part of the youth drop-in program of Evangel Hall Community Centre. The drop-in program served youth in the Alexandra Park neighbourhood.

c/o Community Bicycle Network



Green Community Initiatives

Green Community Initiatives are coalitions of community members, businesses, schools, governments, environmental groups, and local utilities, to develop and execute comprehensive plans for promoting environmental sustainability in participating communities. Transportation Options assisted both the North Toronto Green Community Initiative and the West Toronto Green Community Initiative in developing strategic plans for their transportation activities. Transportation Options also conducted training with the "Green\$aver" Green Community Initiative in East Toronto, and participated in a community visioning process for the City of York's Green Community Initiative.

c/o Transportation Options

Green\$aver's Transportation Fitness Project

Green\$aver's Home Visit Service provided face-to-face sessions with Toronto householders. Our assessors toured the home with the homeowners, and provided advice on energy and water conservation and waste reduction. We also provided a specific car-use reduction component to the Visit. With guidance from Transportation Options and the other Toronto Green Communities, we developed some special tools to create awareness around Toronto transportation issues, and we encouraged our clients to contribute to reduced carbon dioxide emissions by cutting out some of their car trips.

For our "transportation fit" component of the Visit we developed special tools to make it as easy and as attractive as possible for our clients to try some new transportation options (including all the "hidden costs" such as air pollution, human and economic losses due to car accidents, policing costs, and resource extraction costs for road building etc.). We invited our clients to take advantage of some special incentives such as access to bike safety lessons for them and their kids, connection to "walking school bus programs" and other exciting alternative transportation projects, special coupon deals at bike and walking shoe shops, free TTC tokens, contests, prizes, "I'm getting transportation fit" stickers and so on. We nudged and reminded and rewarded people's efforts toward reduced car use by giving them a handy "transportation fit" card full of alternative transportation ideas, printing descriptions of positive experiences in our newsletter, reporting

back to our clients regarding our estimates of how much carbon dioxide reduction was occurring due to their efforts.

c/o Green\$aver

Greenest City Bike Delivery

This project piloted a bike delivery service in Toronto neighbourhoods bordering Bloor Street from Avenue Road to Christie Street. Customers of participating local businesses were able to choose to have their heavy loads wheeled - smog free - to their doorstep. This pilot tested opportunities for a long term delivery service which provides employment and entrepreneurial possibilities for young people, convenient services for customers and retailers, and a breath of fresh air for the city.

c/o Transportation Options

Latin American Club (CBN member group)

Established in 1995. This club began organizing bike recycling workshops and riding skills events in the summer of 1995. With no permanent location, the group used facilities of the West End Bike Club, Intersection and Latin American Community Groups for its events. The Latin American Working Group - associated with the club, applied for funding for an 18 month community cycling and tree planting project for 96/97.

c/o Community Bicycle Network

Learn-to-ride Club (CBN member group)

Established in 1996. This club sprang from 1995 events organized by the BicycleShare and Bicycle Skills for Change Groups. In 1996, with staff working to support the club, plans included organizing weekly learn to ride sessions, rides to green spaces, community events, bike clubs and community centres.

c/o Community Bicycle Network

Long Branch Bike Club (CBN member group)

This was one of CBN's community bike clubs. The following is useful information for a bike club ad. The simplest way to get a bike is to buy one, at our very reasonable prices. Bikes that have already been repaired by volunteers. If you prefer to earn your bike, you can pay for it with volunteer time. If your bike is unsafe to unrideable, our volunteers can teach you how to fix it. You can use our tools, and we may even be able to supply used parts. You can pay for your repairs and parts by volunteering. Donate your old bikes, parts, or tools. Call and we will pick them up. Or, bring it in or make a financial contribution. Your donation will help us get more people. Volunteer. The club requires many people and many different talents and skills, not just mechanics. If your interests are not in bike repair, you may be able to help us in other ways. We require assistance with office and administrative jobs. We always need help fixing up the Club facilities.

c/o Community Bicycle Network

Metropolitan Waterfront Trail Working Committee

Initiated in 1992, the Metropolitan Waterfront Trail Working Committee was an ad hoc committee of government representatives and user groups with a mandate to coordinate and facilitate the implementation of a continuous Waterfront Trail for pedestrians and cyclists across the metro Toronto Waterfront. The members included representatives from metro Toronto, the cities of Etobicoke, Toronto and Scarborough, the Metropolitan Toronto and Region Conservation Authority (MTRCA), the Waterfront Regeneration Trust and Citizen's for a Lakeshore Greenway (CFLAG). The Metropolitan Waterfront Trail was one part of a long term vision that would eventually result in a 300 kilometre continuous waterfront trail at or near the water's edge along the shores of Lake Ontario from Hamilton to Trenton. A Waterfront Trail report, describing the public consultation process and detailing the proposed route, used to be available from the Metro Planning Department (cost \$8.56 including GST). A brochure illustrating the route was also available free of charge from the Planning Department or Access Metro.

Moving Toward Greener Neighbourhoods

This was a coalition of initiatives that worked to build sustainable transportation infrastructure at the community or neighbourhood level. Members of the coalition included the Community Bicycle Network, the Better Transportation Coalition, Transportation Options, the North Toronto Green Community, and the Toronto City Cycling Committee.

Moving Toward Greener Neighbourhoods saw the implementation of neighbourhood car use reduction projects, the development of community bike recycling and repair clubs, the Workshop on Wheels mobile bike repair workshop, the development of Transit User Groups, and the promotion of bike delivery in Toronto neighbourhoods.

The spirit of this coalition and its partnerships still continues today.

c/o Transportation Options

The Multi-Cultural Public Education and Involvement Initiative

Works to include diverse ethno-racial communities in the sustainable transportation movement. The initiative included translation of materials, workshops with ESL instructors, presentations in ESL classes, preparation of cycling maps in languages other than English, outreach to multi-cultural media, and presentations in cultural education schools. The project reached over a thousand individuals directly and many more through broad outreach strategies.

c/o Transportation Options

Ontario Bike Conference

Ontario Bike Conferences took place in conjunction with the Ontario Cycling Association Annual General Meetings.

c/o Ontario Cycling Association

One Less Car BBS

This computer bulletin board was a great source of information and news regarding transportation issues, including bulletins and on-line copies of the Cyclometer. And best of all - it was free!

Regent Park South Bike Club (CBN member group)

Established in 1995 as a spin-off from the Regent park Recreation Centre's second annual one-day bike rodeo/festival in August, this club involved and served residents of South Regent Park. The club focus was to establish and maintain a library of recycled bikes for kids to borrow.

c/o Community Bicycle Network

Ride Together

Ride Together was a 10-month project that sought to reduce car use through carpooling. It involved research and pilot projects in Metro Toronto that culminated in an effective carpool matching system that could then be expanded to the greater Toronto region, and be replicated in urban centres across Canada. During the research phase (February-April, 1996), project staff learned from existing and past ridesharing initiatives here and in other jurisdictions. Three pilot projects were planned (April-December, 1996), involving clusters of large employers off the main TTC routes. Systems to match drivers and passengers could include published listings to be distributed within adjacent office buildings, visual rideboards or electronic listings.

The Technical Advisory Committee was made up of transportation experts from the City of Toronto, Metropolitan Toronto, and the Ontario Ministry of Transportation. The project staff consulted with interested individuals, organizations and businesses throughout the design, implementation and evaluation stages.

c/o Toronto Environmental Alliance

Road Opening Project

After considerable lobbying, Toronto architect Astra Burka managed to establish regular weekend road openings (open to people, closed to cars) in the entire bike repair workshop, the development of Transit User Groups, and the promotion of bike delivery in Toronto neighbourhoods. The spirit of this coalition and its partnerships still continues today.

c/o Transportation Options

Night Riders

Night Riders began in the spring/summer of 1995, but is currently on hiatus due to organizer burnout. The rides were a carefree and car-free evening ride through Toronto's green spaces, usually beginning at dusk and ending at a convivial watering hole.

Second International Conference on Auto-Free Cities: Car Dependence: Costs, Causes, and Cures, May, 1992

This conference, organized and sponsored by Transportation Options, brought over 500 sustainable transportation experts and enthusiasts from around the world to Toronto in 1992. The conference offered diverse perspectives on transportation. This Conference was Transportation Options' foundational project. The steering committee for the conference included representatives from the Toronto Board of Education, the Canadian Urban Institute, the Metro Planning Department, Greenpeace, the Toronto City Cycling Committee, Environmentalists Plan Transportation, and more. The conference stimulated a number of projects which are now underway. For example, a book called Beyond the Car, a magazine called Transmission, T.O.'s Car Use Reduction Project, the St. Lawrence weekend road opening, the formation of the Better Transportation Coalition, and more.

c/o Transportation Options

Solstice Rides

The Ontario Cycling Association and the Toronto City Cycling Committee used to co-sponsor two rides to mark the summer and winter solstices in June and December. They rode rain or shine and met at the Peace Garden at Nathan Phillips Square at 5:45 pm on the solstice day, usually the 21st, but sometimes the 22nd. They left for their mystery destination at 6 pm.

Sustainable Transportation Database Project

Have you ever tried to organize a mail out for which you had to scrounge for days only to come up with an incomplete list, half out of date and replete with duplications and confusion? If you answered yes, you will especially appreciate the intent of this project. A number of transportation related groups and projects based in Toronto banded together to develop a single shared database of contacts.

This database included the basic contact information (name, address, etc.) and a long list of other information about many hundreds of people and organizations connected with the alternative transportation movement. Having a centralized system allows for more efficient and less wasteful mail outs, automatic sharing of updated information between projects, and generally more stability of this resource for new and shorter term projects. Our vision was to expand this list with systematic updating and a standardized form that individuals can fill out and return to the Intersection.

The groups and projects that shared this database included: Transportation Options, the community Bicycle network (CBN), The City of Toronto's Bicycle Commuter Program, the Green Tourism Partnership, the Toronto Centre for Appropriate Transportation (T-CAT), and Detour Publications. A similar initiative is now underway in the sustainable transportation community.

c/o Intersection

The Sustainable Transportation Economic Development Initiative (precursor to Moving The Economy)

Moving toward and maintaining more compact patterns of development and sustainable transportation not only represents significant cost savings, it also represents considerable economic and employment opportunities. It was the goal of the Sustainable Transportation Economic Development Initiative to develop these sustainable transportation opportunities by:

- establishing this sector as a focus for economic growth, job training, local community economic development initiatives, and intergovernmental and private sector cooperation

- identifying new opportunities for business development, job creation and wealth creation in this sector
- bringing together existing economic development initiatives and stimulating further development in this area
- providing economic development and business development skills in this sector
- gathering, distributing and applying essential information
- facilitating the provision of affordable transportation services to all Torontonians and visitors to Toronto

The Sustainable Transportation Economic Development Group brought together a diversity of practical sustainable transportation economic development projects (including the T-CAT, Detour Publications, the Community Bicycle Network, the Bikes Mean Business Programme, the Green Tourism Partnership, Greenest City Bicycle Delivery and more) and it provided a forum for developing a long term strategy for economic development and job creation in the sustainable transportation sector.

c/o Transportation Options

The Sustainable Transportation Education Project

The goal of this project was to develop a partnership of schools, groups and individuals interested in implementing modal shift programming and curriculum related to sustainable education. Projects thus far have included a safe routes mapping kit to help students plan safe trips in their neighbourhood and work with schools to develop walking school buses. Future plans included developing curriculum kits for teachers who wish to explore sustainable transportation issues with their students. Greenest City is very active in this area - see its listings in this directory.

c/o Transportation Options



Toronto Centre for Appropriate Transportation (T-CAT)

Modelled after CATs in Oregon and New York, Toronto's CAT brought together inventors, designers, craftspeople and business people to develop and distribute human powered technologies and bicycle related inventions. It grew out of the Bikes Mean Business conference and has held several meetings and seminars, and has developed a CAT newsletter.

T-CAT saw such a centre as key to the "Bike Economy" as multi-million dollar research and development centres are key to the "Automobile Economy."

T-CAT worked to secure and stimulate:

- workshop space for manufacture and repair of human-powered vehicles
- clustering of transport-related businesses and community businesses
- design space with organizing and educating
- meeting space for organizing and educating
- repair facilities for community use and training
- retail space for related businesses
- office space for non-profit transportation organizations
- trailer rentals, demonstration and storage space

c/o Intersection

Workplace Sustainable Transportation Programme

The good news is, despite all odds, there are many successful workplace-related sustainable transportation initiatives and projects happening throughout Metro. They range from Car Pooling and Sharing, to Bicycle User Groups, to subsidizing employee Metro Passes and encouraging transit, to providing telecommuting options. But how do we and resources they need to make sustainable

optimize these efforts when faced with shrinking resources? And how do we make sure employers and employees have the full range of information/transportation choices? The Workplace Sustainable Transportation programme network addressed these questions by: sharing information about current workplace sustainable transportation initiatives, sharing printed and other resources on these initiatives, creating a loose network/database of workplace related transportation contacts, working together on workplace based projects and identifying areas for continued cooperation/resource sharing.

c/o Toronto Cycling Committee

Workshop for English as a Second Language (ESL) Educators

These workshops introduced ESL educators to information on environmentally sustainable transportation. The workshops introduced a variety of lesson plans that ESL educators can incorporate into their lessons. They also informed ESL educators on how they and their students can access information and programming on bike safety and repair.

c/o Community Bicycle Network

Yonge Street Bicentennial (200 Years Yonge)

1996 was the 200th anniversary of Yonge Street/Highway 11. Running from Rainy River in Northern Ontario to Lake Ontario in Toronto, it is the world's longest street. Celebrations all that year commemorated the bicentennial. On September 1st, Toronto cyclists converged with riders from Rainy River as part of the Ontario Cycling Association's Tour de Yonge for a triumphant ride from Mel Lastman Square in North York to the foot of Yonge Street at Queen's Quay.

c/o Ontario Cycling Association