



Guide 9 Sustainable transportation



Blue Dot

Municipal Toolkit

Building a Low-Carbon Future

Blue Dot Municipal Toolkit

People in Canada take pride in this country's natural landscapes, rich ecosystems and wildlife. But Canada's Constitution doesn't mention environmental rights and responsibilities. Municipalities across the country are recognizing and supporting their residents' right to a healthy environment. By adopting the Blue Dot declaration, more than 150 municipal governments now support the right to clean air and water, safe food, a stable climate and a say in decisions that affect our health and well-being.

For some municipalities, adopting the Blue Dot declaration is a clear statement about environmental initiatives already underway. For others, it's a significant first step. Either way, after passing a declaration, many ask "What happens next?"

This toolkit provides practical ideas for next steps. Its introduction and 13 downloadable guides cover topics related to human health, green communities and a low-carbon future. Written for policy-makers, each guide shares examples of policies and projects undertaken in communities in Canada and around the world. The goal is to inform, inspire and share good ideas and great practices that will lead to healthier, more sustainable communities now and in the future.

The following guides are available:

Introduction to the Blue Dot Municipal Toolkit

Protecting Human Health

- Guide 1: Air quality
- Guide 2: Clean water
- Guide 3: Non-toxic environment
- Guide 4: Healthy food

Creating Green Communities

- Guide 5: Access to green space
- Guide 6: Protecting and restoring biodiversity
- Guide 7: Zero waste

Building a Low Carbon Future

- Guide 8: Transitioning to 100% renewable energy
- Guide 9: Green buildings
- Guide 10: Sustainable transportation
- Guide 11: Green economy
- Guide 12: Climate change adaptation
- Guide 13: Ecological footprint and land use planning

To read more about municipal actions for environmental rights, and to access all the Blue Dot toolkit guides, visit [www.____.org](http://www.bluedot.org). To read more about the Blue Dot movement and work at the local, provincial and federal levels, visit www.bluedot.ca.

Ensuring a healthy environment requires action in communities of all sizes and at all levels of government. This toolkit helps municipalities continue to take the lead.

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Building a Low-Carbon Future

Guide 9: Sustainable transportation

Active and public transportation opportunities help make communities healthier, more livable and sustainable. The Federation of Canadian Municipalities defines a sustainable transportation system as one that meets the accessibility needs of individuals; protects human and environmental health; ensures intra- and intergenerational equity; operates efficiently; provides transportation choices; supports a vibrant economy; limits resource consumption, emissions and wastes; and minimizes land use and noise pollution.¹ In most municipalities, this means reducing total kilometres driven in vehicles and increasing use of active and/or shared transportation. Some municipalities also create incentives for low-emission electric and hybrid vehicles. Sustainable community planning and transit-oriented development are important long-term strategies.

Canadian examples of good practices

a. Montreal

- i. **Background:** Montreal aims to reduce greenhouse gas emissions by 30 per cent by 2020 and double its bike network in seven years (from 2010).
- ii. **Initiatives:** Montreal started the first public smart bicycle share system in Canada, initially deployed in 2009. It purchased the system in 2014, and started BIXI, a non-profit entity, to run it. The bike system is active from April to November and, in 2016, was used for 4.1 million trips by 39,710 memberships, an 11 per cent increase from the previous year.² Montreal is known for its extensive bicycle network that includes 650 kilometres of bike routes, of which 70 kilometres are protected, on-street bike lanes. The city negotiates with boroughs to maintain a portion of the bike network in the winter (réseau blanc). Montreal adopted a pedestrian charter and maintains restrictions on right turns on red lights to protect cyclists and pedestrians. The city also plans to increase bike parking five-fold.³

Montreal's transit system follows best practices by using real time data and establishing safe, visible bus stops.⁴ The city adopted an intelligent transportation system, including bus priority measures such as reserved bus lanes, intersection queue bypass lanes and priority traffic lights. The city plans to increase reserved lanes for buses from 101 kilometres to 370 kilometres by 2020.⁵ Its extensive metro system and five commuter train lines make its rapid transit system strong.⁶ Mont St. Hilaire, a development outside Montreal, had the first master-planned transit-oriented development project in Quebec. The project started in 2002 following development of a train connection between Montreal and Mont St. Hilaire. The municipality collaborated with developers and the transportation agency (AMT), used

1 Marbek Resource Consultants Ltd. and T. Litman, Transportation Sector Research Report, 2009, http://www.fcm.ca/Documents/reports/GMF/2009/Research_Report_Transportation_Sector_EN.pdf.

2 BIXI Montreal, 2016 Report (Montreal, 2016), http://bixi.com/c/bixi/file_db/press_release.pdf_fr/FICHE-D-INFORMATION-BILAN-2016.pdf

3 City of Montreal, Montreal-Bike City, 2010, http://www.fcm.ca/Documents/case-studies/GMF/Transport-Canada/MontrealBikeCity_EN.pdf

4 Marbek Resource Consultants Ltd. and Litman, Transportation Sector Research Report.

5 Société de transport de Montréal, Strategic Plan 2020.

6 Marbek Resource Consultants Ltd. and Litman, Transportation Sector Research Report.



zoning to develop highest density buildings near the train station⁷ and prioritized pedestrians and cyclists. The result: car commutes were reduced.⁸

iii. Results: According to the Statistics Canada, Montreal's sustainable transportation modal share for commuting to work in 2011 totalled 29 per cent (22 per cent public transit, 1.7 per cent bike, and 5.3 per cent walking).⁹

b. Vancouver and Metro Vancouver

i. Background: Metro Vancouver's goal is to reach a 50 per cent mode share of transit, biking and walking and cut driving distance by one third by 2045.¹⁰ As part of the Greenest City Action Plan, it aims to have a sustainable transportation (pedestrian, cyclist, public transportation) modal share of 50 per cent by 2020 and reduce distances driven by 20 per cent from 2007 levels.¹¹ By 2040, it aims to reach a sustainable transportation modal share of 66 per cent.¹² In 2015, the region voted against a 0.5 per cent sales tax increase to fund the transportation strategy; regional transit development funding is currently in a state of flux.

ii. Initiatives: Vancouver's Transportation 2040 Plan prioritizes pedestrians, then cyclists, then transit, then taxis/shared vehicles, and then cars. The region has also prioritized the development of transit-oriented communities near SkyTrain stations and Frequent Transportation Development Areas.¹³ Metro Vancouver's Regional Transportation Strategy supports long-term road pricing to fund public transportation and reduce driving distances.¹⁴ TransLink, the city transit authority, initiated Canada's first parking site tax, applied to all sale parking rights sales within Metro Vancouver.¹⁵ Vancouver's award winning electric vehicle program includes updating building codes to require charging stations in new buildings, working with car share companies and developing a municipal electric vehicle fleet.¹⁶ Vancouver encourages alternative street design for neighbourhood bikeways and greenways, installing traffic calming measures and expanding protected bike lanes along

7 Canada Mortgage and Housing Corporation, Transit-Oriented Development Case Study: Village de La Gare, Mont-St. Hilaire, 2007, <http://www.cmhc-schl.gc.ca/en/inpr/su/sucopl/upload/65514-W.pdf>

8 Transport Canada, "Village de La Gare: Transit Oriented Residential Development," 2010, <http://data.tc.gc.ca/archive/eng/programs/environment-utsp-villagedelagare-1092.htm>

9 Statistics Canada, "Proportion of Workers Commuting to Work by Car, Truck or Van, by Census Metropolitan Areas, 2011," National Household Survey, 2011, <http://www12.statcan.gc.ca/nhs-enm/2011/as-sa/99-012-x/2011003/tbl/tbl1a-eng.cfm>

10 TransLink, "Regional Transportation Strategy," 2015, <http://www.translink.ca/en/Plans-and-Projects/Regional-Transportation-Strategy.aspx>

11 City of Vancouver, "Green Transportation," Greenest City Action Plan, 2015, <http://vancouver.ca/green-vancouver/green-transportation.aspx>

12 City of Vancouver, Transportation 2040: Moving Forward, 2012, <http://vancouver.ca/files/cov/transportation-2040-plan.pdf>

13 TransLink, Backgrounder #7: Urban Centres and Frequent Transit Corridors, 2013, http://www.translink.ca/-/media/Documents/plans_and_projects/regional_transportation_strategy/Backgrounders/Urban_Centres_and_Frequent_Transit_Corridors_Backgrounder.ashx

14 TransLink, Regional Transportation Strategy: Strategic Framework, 2013, http://www.translink.ca/-/media/Documents/plans_and_projects/regional_transportation_strategy/rts_strategic_framework_07_31_2013.pdf

15 TransLink, "Parking Tax FAQs," 2015, <http://www.translink.ca/en/About-Us/Taxes/Parking-Tax/FAQs.aspx>

16 Federation of Canadian Municipalities, "2014 Transportation: City of Vancouver, British Columbia," 2015, <http://www.fcm.ca/home/awards/fcm-sustainable-communities-awards/2014-winners/2014-transportation.htm>



busy roads.¹⁷ The city has also created incentives to reduce driving emissions by giving preferential parking to carpools and green vehicles. It also launched a bike share program in the summer of 2016.¹⁸

iii. Results: In 2014, Vancouver achieved an active/public transportation mode share for all trips of 50 per cent and reduced distances driven by 21 per cent.¹⁹ According to Statistics Canada, in 2011 Metro Vancouver's sustainable transportation modal share for commuting to work was 27.8 per cent (19.7 per cent transit, 6.3 per cent walking, 1.8 per cent bike).²⁰

c. York Region and Toronto

i. Background: The Regional Municipality of York is one of five regions in the Greater Toronto Area. It won the Transportation Association of Canada's sustainable transportation awards in 2001, 2005 and 2007.²¹

ii. York initiatives: York uses integrated land use and transportation planning. It evaluates all transportation projects based on a triple-bottom line: environment, economy and community. It has transit-oriented development guidelines in its Official Plan. Its transportation master plan takes a connected centres and corridors approach.²² York developed a bus rapid transit system through a public-private partnership. The region is developing bus "rapidways;" the first six kilometres opened January 2015. Its buses use intelligent transportation systems; this allows traffic signals to monitor approaching buses and ensure they stay on schedule.²³

In 2009, the region developed a pedestrian and cycling plan, proposing construction of 260 kilometres of bike lanes/paved shoulders. As of 2016, the region had completed 60 per cent of their 90-kilometre section of the Lake to Lake bike route.²⁴ In 2006, the regional council approved a policy mandating high occupancy vehicle and bike lanes for all roads widened to six lanes.²⁵

iii. Toronto initiatives: Metrolinx, the GTA transit authority, adopted density guidelines for mobility hubs to facilitate greater development of transit-oriented communities.²⁶ Toronto

17 City of Vancouver, "Cycling Spot Improvement Program," 2015, <http://vancouver.ca/streets-transportation/cycling-network-spot-improvement-program.aspx>.

18 City of Vancouver, <http://vancouver.ca/streets-transportation/public-bike-share-system.aspx>

19 City of Vancouver, "Green Transportation."

20 Statistics Canada, "Proportion of Workers Commuting to Work by Car, Truck or Van, by Census Metropolitan Areas, 2011."

21 Transportation Association of Canada, "Sustainable Urban Transportation Award," 2014, <http://tac-atc.ca/sites/tac-atc.ca/files/site/doc/get-involved/winners-urban.pdf>.

22 York Region, Moving On Sustainability: Transportation Master Plan Update, 2009, <http://www.york.ca/wps/wcm/connect/yorkpublic/7f667dc2-d6d1-4df5-b194-75114721af95/Transportation+Master+Plan+-+Final+Report+%282009%29+%28low+res-web%29.pdf?MOD=AJPERES>

23 York Region Rapid Transit Corporation, 2014 Annual Report, 2015, <http://www.york.ca/wps/wcm/connect/yorkpublic/858cbc7c-59eb-4fb7-b22b-c064ad9a2a8f/mar+12+annual.pdf?MOD=AJPERES>.

24 York Region, Lake to Lake Cycling Route and Walking Trail, 2017, <http://www.york.ca/wps/portal/yorkhome/recreation/yr/cycling/laketolakecyclingrouteandwalkingtrail>

25 York Region, Moving On Sustainability: Transportation Master Plan Update.

26 Canadian Urban Transit Association, Transit Vision 2040: From Vision to Action, 2014, http://www.cutaactu.ca/en/public-transit/publicationsandresearch/resources/1.3Fully_integrate_transit_with_community_planning.pdf.



also created maximum parking standards to reduce parking availability and encourage use of public transportation.²⁷

- iv. **Results:** According to Statistics Canada, in 2011 the sustainable transportation modal share for people commuting to work in the Toronto census metropolitan area, which includes York Region, was 28.8 per cent (1.2 per cent bike, 23 per cent transit, 4.6 per cent walking).²⁸

d. Capital Regional District/Victoria/Saanich cycling network

- i. **Background:** In 2011, Greater Victoria had the highest cycling commuting modal share in Canada.²⁹ It developed cycling networks, but it also has a more moderate climate for most of the year than other Canadian municipalities.
- ii. **Initiatives:** The CRD developed a regional pedestrian and cycling master plan in 2011. With a goal to increase cycling modal share to 25 per cent in urban areas, it proposed 329 kilometres of on-street, separated bike lanes and 191 kilometres of additional unseparated bike lanes/bikeways.³⁰ Monies from the federal Gas Tax Fund paid for the first phase of the plan, which included cycling skills courses, an economic cycling study and \$470,000 spent on cycling and pedestrian infrastructure.³¹ The CRD's 55-kilometre Galloping Goose and Lochside multi-use trails provide a low-gradient, relatively direct connection between municipalities.

In order to better secure funding, Saanich's Official Community Plan includes a proposed bicycle network. Its zoning bylaw also requires bicycle parking in commercial, residential, institutional and industrial developments.³²

- iii. **Results:** The CRD pedestrian and cycling master plan won the Planning Institute of British Columbia's 2015 Excellence in Planning Award.³³ In 2011, the Greater Victoria modal share for commuting to work by sustainable transportation was 26.9 per cent (5.9 per cent bike, 10 per cent walking, 11 per cent transit).

e. Other interesting ideas

- i. Sainte-Julie, Quebec is in a region with limited access to public transportation. Its Taxi 12-17 program provides access for youth age 12 to 17. Youth pay a fixed fee; the city pays the

27 City of Toronto, Zoning By-Law 569-2013, C. 200 Parking Space Regulations, 2014, http://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter200.htm.

28 Statistics Canada, "Proportion of Workers Commuting to Work by Car, Truck or Van, by Census Metropolitan Areas, 2011."

29 Ibid.

30 Capital Regional District, Pedestrian and Cycling Masterplan: Executive Summary, 2011, <https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/master-plan-executive-summary.pdf?sfvrsn=0>.

31 Capital Regional District, "Regional Cycling and Walking Pilot Project Finishes with Gold Award," June 26, 2015, <https://www.crd.bc.ca/about/news/2015/06/26/regional-cycling-and-walking-pilot-project-finishes-with-gold-award>.

32 District of Saanich, Saanich Zoning Bylaw 8200, 2003, <http://www.saanich.ca/living/pdf/zone8200.pdf>.

33 Planning Institute of British Columbia, "Previous Award Winners," 2015, <http://ht.ly/OuXkE>.



difference. This project won the 2012 Federation of Canadian Municipalities Transportation Sustainable Communities Award.³⁴

- ii. In County of Kings, N.S., Kentville, Wolfville and Berwick partner together to operate an efficient small transit system. Its five routes cover 200 kilometres in the Annapolis Valley and run six days a week. Buses are wheelchair accessible and have bike racks. Seniors are a large proportion of users.³⁵

International examples of good practices

f. Stockholm transportation system

- i. **Background:** Stockholm has an extensive transit system, but expected population growth requires ambitious goals to maintain capacity.
- ii. **Initiatives:** Stockholm's transportation strategy focuses on moving people and goods rather than on moving vehicles. The city introduced a congestion charge in 2007, which reduced the number of cars entering and leaving the charge zone by 20 per cent and increased transit use by five per cent. The city aims to have people walking for at least 60 per cent of inner city journeys and 50 per cent of suburban travel.³⁶ By 2030, cycling must be at least 15 per cent of journeys at peak hours, prioritizing reserving space in cycle lanes, lowering speeds for vehicle traffic and limiting vehicles in shared lanes. The city prioritizes bicycles over parked cars in the development of bike lanes and maintains bike paths throughout the winter. It also created a nine-kilometre "Green Wave" so that a bicycle travelling at 18 kilometres per hour into the city could ride through every intersection on a green light.³⁷

Stockholm aims to have public transport hit an 80 per cent share of motorized transport by 2030 (from 70 per cent in 2010) by creating priority lanes for buses, taking lanes away from parking or mixed traffic. Stockholm bases its transit system policies on a principle to participate, initiate and push the development of eco-transit systems, which means they were early adopters of ethanol buses. By 2011, 50 per cent of buses ran on renewable fuel; all buses will run on renewables by 2025. The city is investing approximately \$3.1 billion (19.5 billion krona) to expand its transit system by 2025, building 20 kilometres of track and nine new stations.³⁸ Trafik Stockholm gathers bus data for select routes and uses it to adjust lights and road signs to reduce congestion.³⁹

34 Federation of Canadian Municipalities, FCM Sustainable Communities Awards 2012 Winner-Transportation, 2012, http://www.fcm.ca/Documents/case-studies/GMF/2012/SCAwards_2012_TRANSPORTATION_Sainte-Julie_EN.pdf.

35 Transport Canada, Improving Travel Options in Small & Rural Communities, TP14945E ed., 2009, https://www.fcm.ca/Documents/tools/GMF/Transport_Canada/ImprovingTravelSmallRural_EN.pdf.

36 City of Stockholm, Urban Mobility Strategy, 2012, <http://international.stockholm.se/globalassets/ovriga-bilder-och-filer/urban-mobility-strategy.pdf>.

37 Kevin Krizek, "Stockholm's Steep Climb to Double Cycling Mode Share," 2014, <http://streets.mn/2014/07/11/stockholms-steep-climb-to-double-cycling-mode-share/>.

38 Stockholm County Council, Future-Bound On Board the New Metro, 2014, [http://www.sll.se/Global/Verksamhet/Kollektivtrafik/Aktuella projekt/Nya tunnelbanan/bilagor-tunnelbana-mot-framtiden-engelska.pdf](http://www.sll.se/Global/Verksamhet/Kollektivtrafik/Aktuella%20projekt/Nya%20tunnelbanan/bilagor-tunnelbana-mot-framtiden-engelska.pdf).

39 City of Stockholm, Urban Mobility Strategy.



iii. Results: Siemens Green City Index ranks Stockholm first in Europe for transportation.⁴⁰ It has four kilometres of cycling lanes for every square kilometre. The city has a cycling and pedestrian mode share of 68 per cent; only seven per cent of people drive to work in private vehicles.

g. Amsterdam

i. Background: In addition to municipal initiatives, Amsterdam's cycling network is supported by national policies. The Netherlands requires cycling traffic education in schools. It has sustainable traffic safety standards that require speed limits of 30 kilometres per hour where roads are shared by cyclists and vehicles. Separated bike lanes are required where speed limits are higher for main and through-traffic roads.

ii. Initiatives: Amsterdam has established quality requirements for their main bicycle networks, including maximum waiting times at lights and limits on sharp turns and slopes.⁴¹ The city is exploring cycle-only streets and increasing bike parking. Amsterdam also has floating bus stops; buses don't have to cross bike lanes to get to stops.⁴²

iii. Results: Amsterdam has 3.2 kilometres of transportation network per square kilometre and 2.8 kilometres of cycle lanes per square kilometre.⁴³ The mode share is 32 per cent cycling and 16 per cent transit.⁴⁴

h. Copenhagen: Transportation and cycling policies

i. Initiatives: Copenhagen has an extensive public transportation system, including a metro, suburban railway and buses; 98 per cent of residents live within 350 metres of a transit stop.⁴⁵ In 2015, Copenhagen achieved the accolade of being the best cycle city in the world by increasing the modal share of bicyclists from 36 per cent in 2012 to 45 per cent in 2015.⁴⁶ It encourages bicycling by requiring new buildings to provide parking for cargo bikes (for transporting children and shopping), eliminating one-way streets for cyclists, and funding pilot projects to put LED lights into asphalt to alter bike/bus/pedestrian lane widths based on demand. The city is expanding its Green Wave arteries and bike superhighways, which provide greater efficiency for cyclist commuters. Green Waves are routes where coordinated traffic lights allow bikes moving at 20 kilometres per hour to hit every green light into the city during commuting times. Bike superhighways have been created in partnership with outlying communities and are expected to result in 500 kilometres of bike-specific

40 Economist Intelligence Unit, European Green City Index.

41 Gemeente Amsterdam, "Quality Requirements for the Main Bicycle Network."

42 City of Amsterdam, Plan Amsterdam, 2014, www.amsterdam.nl/publish/pages/617263/planam-04-2014_corr.pdf.

43 Economist Intelligence Unit, European Green City Index.

44 City of Amsterdam, "Cycling Facts and Figures," 2015, <http://www.iamsterdam.com/en/media-centre/city-hall/dossier-cycling/cycling-facts-and-figures>.

45 City of Copenhagen, Copenhagen Application: 2014 Green Capital City.

46 Copenhagenize Index 2015. http://copenhagenize.eu/index/01_copenhagen.html



commuting routes. It also prioritizes bike access during construction in the city; roads may be closed off to cars and buses, but remain open to bicycles.⁴⁷

ii. Results: As of 2015, two bicycle superhighways were complete, totalling 38.5 kilometres.⁴⁸

i. Other interesting ideas

- i. Starting in 2013, Tallinn, Estonia is the largest city offering free transportation for all city residents. The policy has increased tax revenue and transit ridership in lower-income areas. It's thought that tax revenue increased because free transportation added an incentive for people to register as city residents.⁴⁹ Tallinn has also fitted buses with alert systems to allow them to pass through intersections faster.⁵⁰
- ii. Oulu, Finland is the winter cycling capital of the world. It has 800 kilometres of pedestrian/cycling routes maintained over the winter and 27 per cent of cyclists bike in winter. Instead of clearing snow, it is packed and covered in gravel. The bicycle network includes underground road crossings, wide separated barriers between vehicles and pedestrians/cyclists, and good lighting for all routes.⁵¹
- iii. Ireland's Cycle to Work Scheme is a tax incentive for employers. They can spend up to \$1,500 (€1,000) tax exempt for a bicycle or bicycle equipment; the amount is deducted from employees' salary for up to 12 months.⁵²
- iv. Helsinki's Mobility as a Service is a project that aims to create a single interface for both planning and purchasing means of transportation. Helsinki already has Kutsuplus, an on-demand minibus accessible through a smartphone. This type of transportation may be a good option for low-density and rural communities.⁵³

Good practices documents and links

- o [Best Practices for Transportation \(FCM\): Research Report: Transportation Sector](#)
- o [Improving Travel Options in Small and Rural Communities](#)
- o [Tips to become a successful bicycle city](#) — from City of Amsterdam

47 City of Copenhagen, Good, Better, Best: The City of Copenhagen's Bicycle Strategy 2011-2025.

48 Cykelsuperstier, "FAQ," 2015, <http://www.cykelsuperstier.dk/faq>.

49 Sulev Vedler, "Free Public Transit in Tallinn Is a Hit with Riders but Yields Unexpected Results," Citiscope, January 27, 2014, <http://citiscope.org/story/2014/free-public-transit-tallinn-hit-riders-yields-unexpected-results>.

50 Economist Intelligence Unit, European Green City Index.

51 Timo Perala, "Winter Cycling in Oulu Is for Everyone," Ottawa Bicycle Lanes Project, 2013, <http://bikelanes.ca/winter-cycling-in-oulu-is-for-everyone/>.

52 Ireland Citizens Information Board, "Cycle to Work Scheme," 2015, http://www.citizensinformation.ie/en/money_and_tax/tax/income_tax_credits_and_reliefs/cycle_to_work_scheme.html.

53 MaaS.fi, "Digitalisation to Enable More Freedom of Choice in Traffic," 2015, <http://maas.fi/>.



Advisory services

The **Natural Step Canada (TNSC)** is a national charity whose mission is to tackle climate change and accelerate the transition to a truly sustainable society that thrives within nature's limits. Its academy, advisory services and Sustainability Transition Labs use best-in-class science, systems thinking and facilitation to help individuals and organizations collaborate, solve complex problems, foster innovation, optimize performance and drive systems change.

TNS Canada offers a **Service Cycle for Sustainable Communities** to help municipal governments plan for long-term sustainability and resiliency, embed sustainability into their culture and operations, and engage community stakeholders in their sustainability plans.

To learn more go to: <http://naturalstep.ca/>

The **Whistler Centre for Sustainability (WCS)** is a non-profit organization with the mission to "inspire and facilitate effective planning and meaningful conversations for a better world." WCS provides innovative community engagement, planning and implementation services to local governments across Canada, drawing on its expertise and experience in more than 40 communities. The Centre's work is rooted in future-focused social, environmental and economic values, so that final deliverables embed sustainability throughout.

To learn more go to: <http://whistlercentre.ca>