

envirocentre

Connecting the Dots on Transit

2025 Annual Symposium Report

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EnviroCentre's 2025 Annual Symposium

Each year, EnviroCentre's Symposium brings together residents, businesses, organizations, and decision-makers to explore practical, local solutions to urgent climate challenges.

In 2025, we chose to *Connect the Dots on Transit*—sparking dialogue, sharing ideas, and advancing the conversation on how better transit can drive a more sustainable, equitable future for our city.

Foreword

At EnviroCentre, we are in the business of finding solutions—solutions that improve our communities, improve lives, and reduce our collective impact on the planet. Public transit is one of the most powerful tools we have to achieve these goals.

In Ottawa, transportation accounts for 44% of community greenhouse gas emissions. Shifting trips from cars to public transit is essential to meeting our climate targets.

But transit is far more than a climate solution.

A great transit system is also an equity solution, an economic solution, a health solution, and a city-building solution.

It connects people to opportunity, reduces air pollution, supports affordability, and enables freedom of movement for all—especially for the 27% of residents who do not hold a driver's licence.

Connecting the Dots was convened to help shift the conversation away from limitations and toward possibility. At a time when transit ridership in Ottawa remains low, we brought together municipal leaders, industry experts, planners, developers, advocates, and community members to share ideas, learn from one another, and begin identifying practical, scalable solutions for transit in Ottawa.

We were proud to open the day with remarks by Renée Amilcar, General Manager of OC Transpo, whose leadership helped to shape a more inclusive and innovative transit system for the city. And we were inspired by the range of voices that contributed throughout the day.

The conversations were honest, hopeful, and forward-looking. While the next steps are still evolving, one thing is clear: there is a strong appetite for change—and a willingness to collaborate to make it happen.

We hope this report captures some of the ideas, energy, and commitment that emerged from *Connecting the Dots*. And we look forward to continuing the journey, alongside all those working to build a better-connected future for our city.



Sharon Coward
Executive Director, EnviroCentre

Thank you to our sponsors

This event would not have been possible without the generous support of our sponsors.

Your financial and in-kind contributions were instrumental in helping us bring the Symposium to life and foster important conversations around sustainable transit solutions.

Special thanks to:

Ottawa Climate Action Fund,
TD Place, The Ottawa Lookout, The Energy Mix,
Councillor Gower, the University of Ottawa,
and **James McNeil.**



Aaron Thornell
Manager of Programs and Operations, OCAF



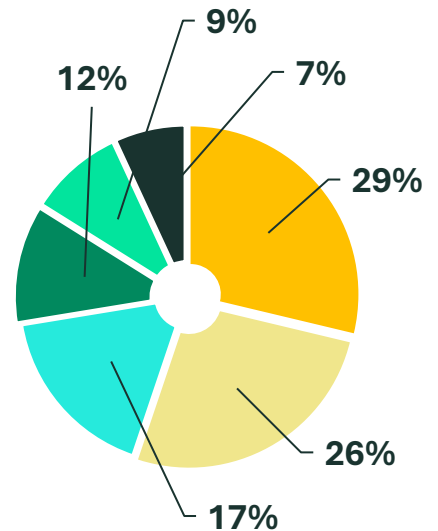
Symposium Quick Facts

100+
Participants

25
City councillors & city staff

Who was in the room:

- Municipal decision-makers - 25
- Community groups and advocates - 23
- Businesses and institutions - 15
- Residents/Community associations - 10
- Post-secondary students and faculty - 8
- Federal/provincial decision-makers - 6



80% of speakers were women



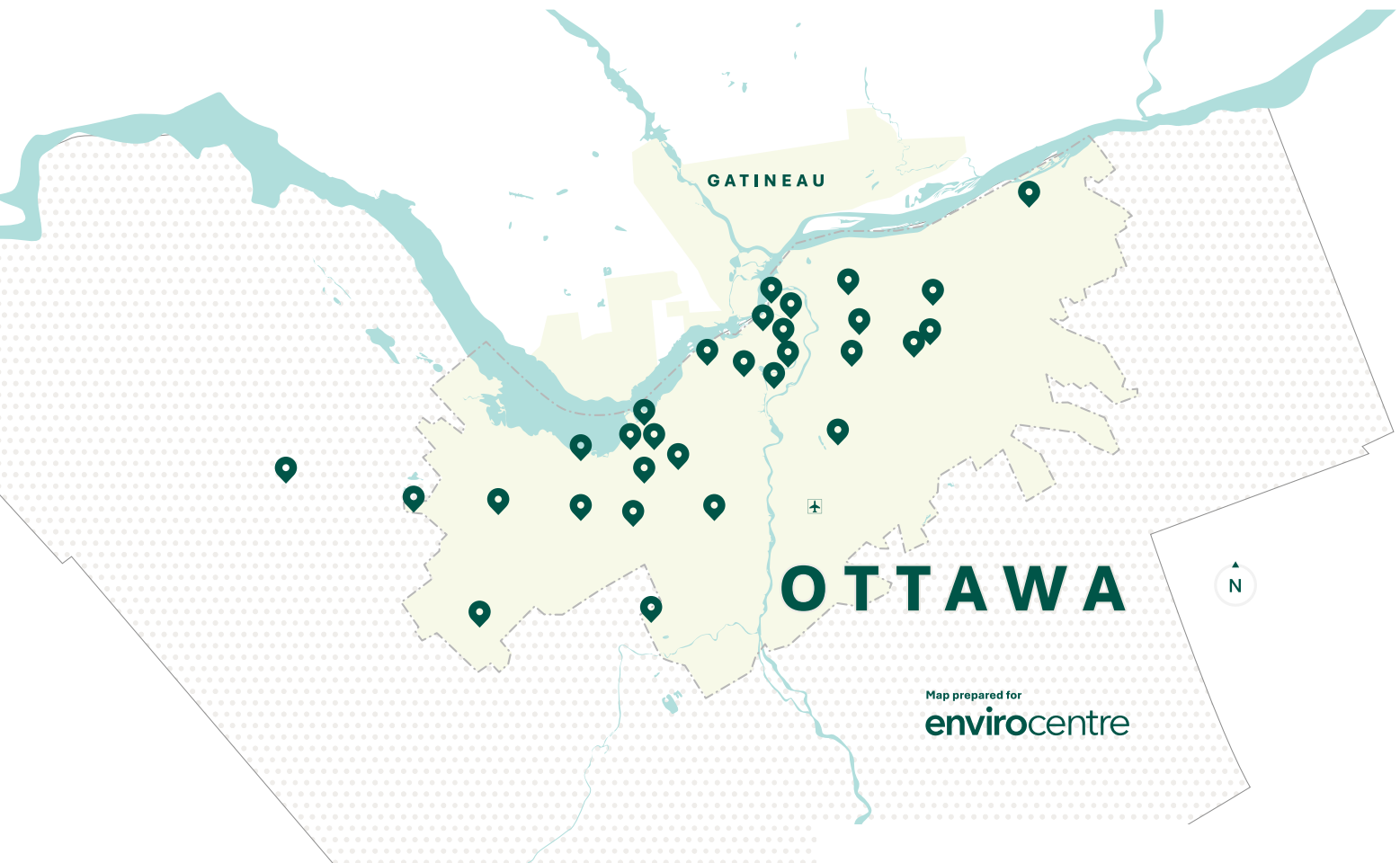
100% would be interested in attending a similar event in the future

91% rated the event as good or excellent

“As an employee of OC Transpo, I felt the discussions were very topical and relevant to my work, and it was a great opportunity to hear from the participants and to learn new things about their experiences using transit.”

– Event participant

A City-Wide Conversation



This map shows how *Connecting the Dots on Transit* welcomed voices from across Ottawa. The pins represent people and organizations from across the city, bringing together diverse perspectives from neighbourhoods, sectors, and communities.

Voices from across Ottawa

Agriculture and Agri-Food Canada
 Bells Corners BIA
 Better South Keys Centre
 CAFES
 Canadian Council of the Blind
 CAN-Rac
 Carleton University (Students, Faculty)
 Carleton University Students Association
 Carp Road Corridor BIA
 Centretown Buzz
 Citizen's Climate Lobby
 City for all Women Initiative
 City of Ottawa
 CitySHAPES
 CNIB
 Conseil des écoles catholiques du Centre-Est
 Councillor Ariel Troster
 Councillor Glen Gower
 Councillor Jeff Leiper
 Councillor Laine Johnson's Office
 Councillor Sean Devine

Councillor Theresa Kavanagh
 CPCS
 Crystal Beach Lakeview Community Association
 Ecology Ottawa
 Federation of Canadian Municipalities
 GentleWays for OurPlanet
 Hans on the Bike
 Horizon Ottawa
 Housing, Infrastructure, & Communities Canada
 Kanata Beaverbrook Community Association
 Mobycon
 MPP Catherine McKenney
 Ottawa Transit Riders
 Pinecrest Queensway Community Health Centre
 Strong Towns Ottawa
 The Council on Aging of Ottawa
 University of Ottawa Students' Union
 WSP

Spotlight on Anna Zivarts: Reframing transit through the lens of non-drivers

A central goal of *Connecting the Dots* was to shift the conversation—from focusing on what’s broken to imagining what’s possible. To help us do that, we invited **Anna Zivarts** to deliver a keynote that would challenge conventional thinking and ground the day’s discussions in an often-overlooked truth: many people cannot drive (but everyone needs to get around).

Anna Zivarts is a low-vision parent, non-driver, and author of *When Driving Is Not an Option: Steering Away from Car Dependency* (Island Press, 2024).

She is an internationally recognized voice in transportation equity and the creator of the #WeekWithoutDriving challenge—a campaign that encourages policymakers to experience life as a non-driver and reflect on the systemic barriers built into our current transportation systems.

Anna’s work focuses on elevating the perspectives of those who are most often left out of planning and policy decisions: disabled people, youth, low-income communities, undocumented residents, seniors, and others who cannot or do not drive. In a powerful part of her talk, she turned to the audience to share Ottawa perspectives.

Her questions encouraged people to think about who they know that cannot drive, share their experiences as non drivers, asking for rides, and missing out on activities. In her talk, she emphasized that when we design transit and public spaces with non-drivers in mind, we create communities that are better for everyone.



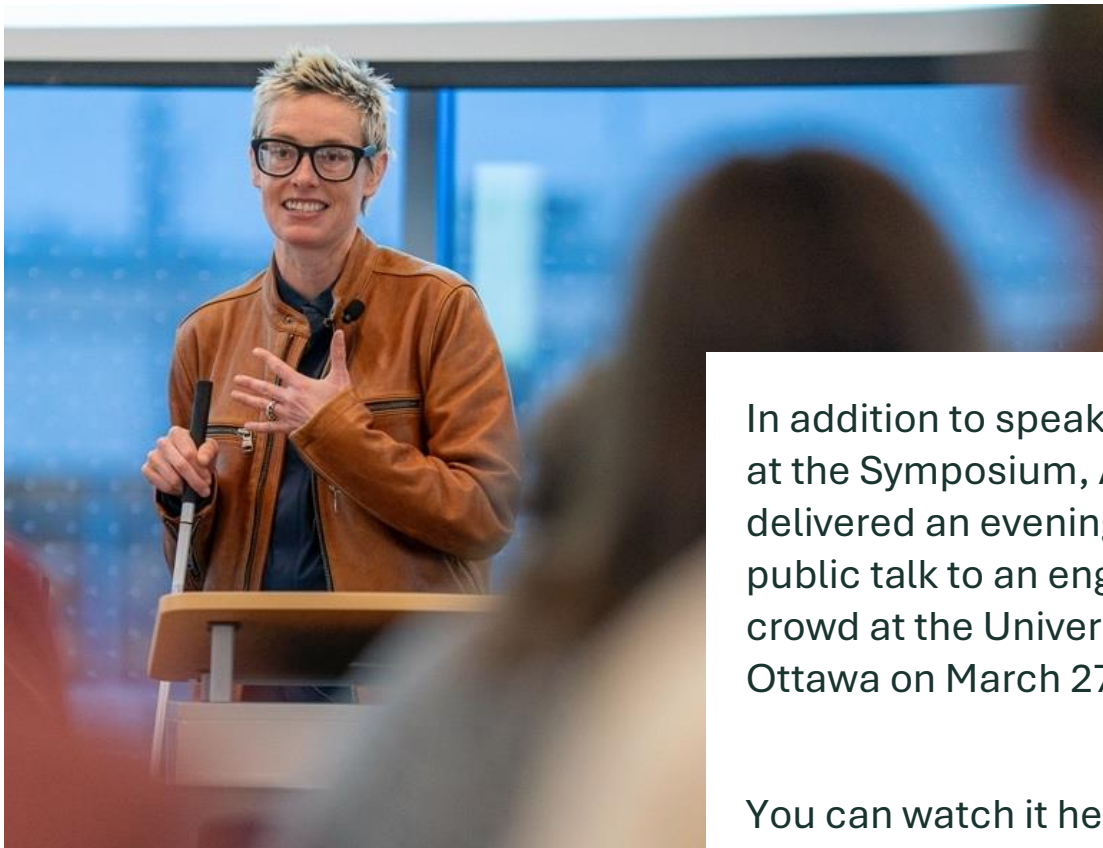
Anna Zivarts
Author of When Driving isn't an Option

“I find it eye-opening that typically a quarter to a third of residents in any given area, even rural areas without good transit access, are unable or cannot afford to drive.”

– Event participant

In Ottawa, 27% of residents do not hold a driver's licence¹. Many more may have a licence but rarely drive. We opened the symposium with Anna's keynote because her work reframes the conversation: not around the margins, but around the majority who are too often excluded.

By centring non-drivers from the outset, we hoped to inspire more inclusive, imaginative thinking throughout the day—and to remind participants that a better transit system is not a nice-to-have, but a necessity.



Anna Zivarts
Author of When Driving isn't an Option

In addition to speaking at the Symposium, Anna delivered an evening public talk to an engaged crowd at the University of Ottawa on March 27th.

You can watch it here.



¹ Based on data from the 2021 Census of Canada and the [Transportation Trends Report](#) prepared for the City of Ottawa (May 30, 2024). It includes residents under 16 years of age, 12% of residents aged 16-69, and 18% of residents aged 70+.

Renée Amilcar

Renée Amilcar is a global leader in sustainability and innovation in the transportation industry.

She began her transportation career at Société de transport de Montréal (STM). In 2021, she joined the City of Ottawa as the General Manager of OC Transpo.

In 2023, she was elected President of the International Association of Public Transit (UITP), which describes itself as

“...the only worldwide network to bring together all public transport stakeholders and all sustainable transport modes.”

Renée is a champion for equity, inclusion, and diversity.



Renée Amilcar
General Manager, OC Transpo

Opening Remarks Highlights

In her opening remarks, Renée stressed the need for citizen dialogue and community involvement to build a well-functioning transit system.

“In order to make positive changes to the public transit landscape, we need to hear different perspectives and engage in healthy discussions,” she told participants. “That’s why I’m so glad there are community members, local leaders, business representatives, and experts in the transportation field here today. All of your ideas matter.”

Renée listed the steps OC Transpo is taking to “transform our transit system and the customer experience”:

- Adding 27.5 kilometres of electric light rail service by expanding the O-Train Line to the east and west;
- Introducing New Ways to Bus, a massive network change focused on frequency, local neighbourhood service, and connections to the O-Train and key destinations;
- Shifting much of the fleet to zero-emission buses (ZEB), with 16 ZEBs in service today and another 354 joining them by the end of 2027;
- Adding minibuses to enhance Para Transpo services and make the system as a whole more accessible;
- Improving reliability, communications, and real-time information.

“We are committed to improving transit so you can use it every day,” she said.



“It’s forums like these that help spur discussions and bring forward ideas...we need all of your voices to make positive changes to public transit. Thank you for your time, ideas, and commitment to public transit.”

– Renée Amilcar

Panel 1

Innovative Approaches to Increasing Funding and Ridership

Panelists

Emily Becker is Project Manager and New England Sustainable Mobility Lead with AECOM's Transportation Planning group. Her work blends Transportation Demand Management (TDM) and planning to create holistic mobility solutions across New England and Canada. In 2023, she was recognized with Association for Commuter Transportation's 40 Under 40 award. She's also a rural transit user and cyclist.

Kari Glynnes Elliott lives and works in Ottawa and commutes by public transit. She is a co-founder and board member of Ottawa Transit Riders, an advocacy group working to be the voice of transit users across the city. The group organizes rider forums and engages with communities at events year-round.

Cassie Smith is Strategic Lead, Transportation at EnviroCentre. She works at the intersection of climate action and transportation, advancing solutions that reduce emissions through mode shift, transit integration, and micro-mobility.

Moderator

Glen Gower is City Councillor for Stittsville – Ward 6 and Chair of the City of Ottawa's Transit Commission. First elected in 2018, Glen brings both civic leadership and grassroots experience to his role. He maintains an OC Transpo Dashboard with monthly performance updates at glengower.ca/octranspo.



Glen Gower, Kari Glynnes Elliott, Cassie Smith

Panellists discussed current transit trends and challenges, and examined strategies for increasing ridership and securing funding. They drew on success stories from other municipalities, addressing the needs and concerns of transit riders and what can work in different geographies.

Inspirations:

- Grand River Transit (Kitchener-Waterloo-Cambridge, ON)
- Vancouver, BC
- Portland, MA
- Seattle, WA

Ideas

- Innovative fare payment systems
- Service, service, service
- Public engagement to provide service for what people need and want

Insight

Kari:

Fare hikes and unreliable service are frustrating riders. But many of our members say they're willing to pay more—if the service improves. The bigger issue is that people don't feel the system is for them. If you're young, disabled, or transit-dependent in the suburbs, your needs need to be front and centre. When people feel included, they'll ride.

Emily:

In Washington State, some employers are required to reduce their transportation emissions, which encourages innovative funding partnerships and pass programs.

Cassie:

One of the most exciting opportunities right now is around bike share. When the current LRT extensions are complete, 77% of Ottawa residents will live within 5 kilometres of an LRT station. We hope to see more investment in bike share and micro-mobility as part of a complete, connected transit system.

Panel 2

Deploying Data and Pilots to Ignite Change

Panelists

Jennifer Armstrong is Acting Director of Transportation Planning at the City of Ottawa, where she leads the update of the Transportation Master Plan—a “transit-first” blueprint for the future of mobility in the city. Her work integrates transportation, land use, health, and environmental policy.

Michelle Babiuk is Senior Manager of Transit Planning at TransLink (Metro Vancouver), where she oversees service and infrastructure planning across the network, including conventional, paratransit, and First Nations services. A daily transit user and cyclist, she brings a strong user perspective to all her work.

Dan Hendry is co-founder of Get on the Bus, a national youth transit movement driven by Small Change Fund. His work began with the Kingston Transit High School Bus Pass Program and has grown into a powerful model for engaging youth and communities in transit change.



Sheryl-Ann Simpson, Dan Hendry, Jennifer Armstrong and Michelle Babiuk on screen

Moderator

Sheryl-Ann Simpson is an Associate Professor in the Department of Geography and Environmental Studies at Carleton University. Her research explores the relationship between states and communities, particularly through the lens of place. She is a co-author of *Public Transit and Equity-Deserving Groups: Understanding Lived Experiences*.

The panel focused on how data and pilot projects can help drive system-wide improvements in public transit. From leveraging lived experience to identifying service gaps, panelists explored how evidence-based, people-focused approaches can build momentum for change, particularly when traditional planning processes fall short. Pilots can create ripples, and the ripples can create waves.

Inspirations

- Kingston, ON
- Vancouver, BC
- Halifax, NS

Ideas

- Pilots and temporary/flexible changes can build public support and political will
- Storytelling can be an effective tool
- Easy to understand language and images
- Sharing data can improve transparency and trust
- Collect different kinds of data (GHG emissions, time saved by parents, student comfort and confidence with transit, etc.) to demonstrate public transit's importance as a public good
- Inclusive outreach is incredibly important in this sector

Insight

Jennifer:

We're swimming in data—Presto taps, travel surveys, infrastructure models—but sometimes it's too much. The challenge now is making sense of it all. And at the same time, we're missing simple but important pieces, like the health and environmental savings from investing in active transportation. We need to bring what we have together in meaningful ways.

Michelle

During COVID, TransLink ran a pilot that shifted frequent service into areas where essential workers lived. The response was so positive—it showed us we could have been braver, sooner. Since then, we've kept the spirit of experimentation alive, and we're using more inclusive consultation and more empathy in how we plan service.

Dan

Our pilot in Kingston lasted 10 years—and that's what made it work. It gave us time to build relationships, collect both numbers and stories, and show how transit supports not just movement, but equity, education, and climate action. One of my favourite moments today was when one of the EnviroCentre staff here asked me, "Are you from Kingston? You taught me to ride the bus!" That matters.

Discussion Tables

Connecting the Dots was about listening and learning from one another. Rather than determining topics, we asked participants what they wanted to discuss, share, and what input they needed from others.



The result was 11 discussion tables addressing a variety of topics—from funding, to youth, to bringing joy into transit experiences.

Here are some snapshots of what we heard and potential next steps.



Table Host:



Employment Centres

Employment centres with large number of employees (for example hospitals, education campuses, tech areas, and the Carp Road Corridor light industry area) have unique needs and challenges. How can transit best service these areas? What are the challenges the transit service faces? What may be some innovative solutions to challenges?

Solutions	Challenges
<ul style="list-style-type: none"> • Direct engagement and people-based decision-making • Pilot something innovative 	<ul style="list-style-type: none"> • Disconnect between what businesses think and what people need • Limited collaboration with OC Transpo

Next steps:

- Identify employment hot-spots and facilitate discussions with diverse stakeholders to find community solutions.
- Keep all parties updated through the process so the value of their participation is recognized and maintain confidence that a solution is possible.
- Consider how the City of Ottawa TravelWise program could support.

Table Host:



What's Next for the U-Pass

The Universal Transit Pass (U-Pass) is a cornerstone of Ottawa's transit system and how over 74,000 students across the city get around.

The U-Pass is being renegotiated at the same time students have felt the cuts to bus services, reduced reliability, and less frequent service.

How do we ensure U-Pass access remains affordable while balancing the challenges and needs of Ottawa's student riders?

Solutions	Challenges
<ul style="list-style-type: none"> • Collaborative approach • Diversity of options (year-round, more categories) • Let U-Pass continue to evolve and be mutually beneficial for post-secondary institutions and OC Transpo 	<ul style="list-style-type: none"> • Students feel there has been a lack of communication and trust with OC Transpo. • Students need more service off-peak and in suburbs.
<p>Next steps:</p> <ul style="list-style-type: none"> • Collaborative meetings • Develop shared understanding and appreciation of issues and constraints • Research and data about student travel 	

“The loss of the U-Pass would lead to loss of transit literacy for life.”

– Event participant

Table Host:



New Funding Approaches for Transit

Ottawa and other Canadian municipalities have historically relied on three funding sources for transit: fares, municipal taxes, and grants from other levels of government. Other cities are exploring new ideas. How can Ottawa move forward on similar initiatives to broaden transit funding?

Solutions	Challenges
<ul style="list-style-type: none"> • Creating a transit development agency to fund transit and build ridership by building housing and mixed-uses on their sites • Commercial parking lot levy – within municipal powers • UPASS for employers, particularly the federal public service 	<ul style="list-style-type: none"> • Hasn't been done before in Ottawa • Not seen as part of OC Transpo's mandate • Uncertain political support • Changes in work locations present an opportunity and a challenge • Collective bargaining could be difficult if people feel service and reliability are not sufficient

Next steps:

- Communicate these ideas to the public
- Provide evidence of how much funding these strategies could provide.
- Advocate for their inclusion in the City's Long Range Financial Plan.



Table Host:



Redesign Your Transit Stop!

Join us to rethink what it looks like to wait for transit.

Many transit stops are missing fundamental infrastructure to ensure they are accessible, weatherproof, and inclusive to all. What are some ways we can rethink what it looks like to wait for transit? Could we create incentives for transit use by transforming bus stops into welcoming, fun, and joyful public spaces?

Solutions	Challenges
<ul style="list-style-type: none"> Improving transit ridership by bringing innovation and joy into station planning and design Prioritizes access and accessibility while adding creativity and fun. This could include activations such as public art, lighting, garden planters, musical instruments, kids' activities, and more. 	<ul style="list-style-type: none"> Requires funding Ongoing care and maintenance
<p>Next steps:</p> <ul style="list-style-type: none"> Join with other interested organizations to start a community-led pilot project. 	



“Bring joy into the function”

– Event participant

Table Host:



Bike Share

Bike share systems can help strengthen a transportation network and improve accessibility. They are particularly helpful to solve the first-/last kilometre problem—how to get back and forth from home to a transit hub efficiently. 70% of North American micromobility riders use a bike share system to connect to transit. How do we bring these benefits to Ottawa?

Solutions	Challenges
<ul style="list-style-type: none"> Publicly supported bike share as a service Strong integration of bike share with transit, especially the first/last kilometre Safe and connected cycling infrastructure is needed to easily access transit by bike 	<ul style="list-style-type: none"> Shared mobility has not historically been considered public transportation Can be difficult to quantify benefits Geographic size of Ottawa and transit system
<p>Next steps:</p> <ul style="list-style-type: none"> Communicate the benefits and savings of bike share and its role in public transportation with the public and decision-makers Encourage and support OC Transpo to become a vocal champion and advocate for bike share in Ottawa 	

“Shifting our mindset from bike sharing being a business to a service is essential to an effective public transportation system and necessary for a healthy, sustainable community.”

– Event participant

Table Host:



Youth Transit Programming (Table Discussions in English and French)

Get on the Bus is a national movement to inspire a youth transit revolution. Its mission is to get young people under 18 on the bus fare-free and train them to use it. How can we support young Ottawans to take transit?

Solutions	Challenges
<ul style="list-style-type: none"> • Creating a transit culture for youth • Fare-free transit for youth year-round (including weekends, summer) • Transit training • Using transit for field trips 	<ul style="list-style-type: none"> • Finding funding to cover these costs • Can be administratively difficult • Can be seen as expensive in the short-term • Need to better quantify and explain the benefits

Next steps:

- Build on the existing student pass as a starting point
- Emphasize the value to parents (time) and community (builds a multi-modal workforce, reduces congestion, health and climate benefits)
- Pilot in a specific location or off-peak periods

Table Host:



Transit-Oriented Development

Housing and transportation are interconnected. How can development and intensification around transit stations support transit ridership? How can we make taking transit as attractive as possible for people living near it?

Solutions	Challenges
<ul style="list-style-type: none"> • Rethink park-and-rides • Develop these spaces to support city-building and transit objectives. <p>Next steps:</p> <ul style="list-style-type: none"> • Build public understanding and support for this type of change • Set up working groups with diverse stakeholders • Support pop-up activations to demonstrate the potential (farmer's markets, play structures, community events) 	<ul style="list-style-type: none"> • Park-and-rides are seen as attractive to many • Zoning may be restrictive • Development is not currently part of OC Transpo's mandate

“Let’s change Transit Oriented Development to Transit Oriented Communities.”

– Event participant



Table Host:



The Untapped Potential of Bus Shortcuts

Bus-only shortcut roadways represent an untapped opportunity to improve the speed, directness, and reliability of service on local bus routes with very modest implementation costs. Reducing the bus network's reliance on arterial roads enables development to be transit-oriented away from arterial roads that expose pedestrians to the danger of large volumes of motor traffic. How can this solution work for Ottawa?

Solutions	Challenges
<ul style="list-style-type: none"> • Build and adapt neighbourhoods to maximize direct access by transit (and walking and biking) • Use short segments of bus-only roadway for convenient, efficient bus access to neighbourhood cores without allowing car traffic to cut through • Build on inspiring history in Ottawa, living examples in cities like Calgary and Vancouver 	<ul style="list-style-type: none"> • Obstacles to creating new bus connections in existing areas, such as existing properties and street patterns • Bus routes separate from main traffic routes are most effectively implemented as part of new community design

Next steps:

- Assess interest and support
- Provide guidance and training for planners working on official plans, secondary plans
- Provide guidance for planners and developers on how to prioritize buses in subdivision plans

“Communities want more stop signs to control traffic because that is the tool in the toolbox that they know. There are many other tools out there that they might support.”

– Event participant

Table Host:



Rural Transit

Rural Transportations Solutions is a community-based team that aims to propose realistic, affordable, and sustainable transportation options to help solve rural Ottawa's transportation challenges. What are some of the challenges and opportunities in providing public transportation in rural areas?

Solutions	Challenges
<ul style="list-style-type: none"> • Demonstrate to the city, councillors, and rural residents that there are practical solutions for rural transit • Could be transferrable to other communities 	<ul style="list-style-type: none"> • Uncertainty about level of support and expertise about rural transportation solutions • Takes a lot of time and effort for community groups to apply for funding and execute a pilot

Next steps:

- Meet with stakeholders
- Work with community to identify potential pilot
- Seek out funding

“80% of Ottawa’s geographical area is rural.”

– Event participant

Table Host:



- Strong Towns Ottawa

Bank Street Bus Lanes

Ottawa is changing the design and use of Bank Street in the Glebe. Strong Towns Ottawa has been undertaking research, advocacy, and communications about bringing 24/7 bus lanes to the redesign. Buses 6 and 7 are two of the most heavily-used routes in the city, but are often stuck in traffic. How would 24/7 bus lanes improve Bank Street? What are challenges would have to be overcome?

Solutions	Challenges
<ul style="list-style-type: none"> • Build and demonstrate community and business support for 24/7 bus lanes by organizing, sharing and collecting data, and outreach • Reframe conversation to focus on what 24/7 bus lanes would provide 	<ul style="list-style-type: none"> • Perceived lack of public support • Mixed business community response • Need to provide accessible parking spaces • Uncertain willingness to explore or test creative solutions (side street delivery zones, strategic parking management)

Next steps:

- Discuss ideas, challenges and solutions about Bank Street with residents, businesses, councillors, and city staff
- Seek out partnerships, funding, and volunteers
- Find out more at strongtownsottawa.ca/bank

This Event Connected the Dots

Connecting the Dots on Transit was built around a clear intention: to bring a range of voices into a constructive conversation about the future of transit in Ottawa. Meaningful change doesn't come from a single report, event, or institution. It requires relationships, mutual understanding, and collective imagination. That's why this symposium was as much about who was in the room as what was said.



Throughout the different sessions in the day, four key themes emerged:



Reframing

Public transit is a vital part of a society. That needs to be the message each and every time we talk about transit. Nearly one-third of people in our community cannot drive.

Transit can provide them independence, opportunities, and more. As the cost of automobility and threats of climate change increase, the number of people looking to transit will also grow. And transit helps keep roads moving for those who continue to drive, enabling those who want or need to take other modes to do so. Investing in quality, reliable transit service is about more than just transit – it's about a city and society that works.



Possibilities

Without shying away from complex challenges—declining ridership and public trust, changing travel patterns, service and funding gaps, and climate imperatives—discussions remained focused on solutions to Ottawa's transit challenges.

We did this by surfacing ideas already being tested here, learning what is working in other cities, and identifying Ottawa-specific solutions.

There were some ideas that could be characterized as quick wins while others will require sustained collaboration and collective courage.

Envisioning a new and different future requires shared understanding and an agreement to work through issues that can be difficult and messy to support this vision.

There was openness and willingness from participants to do this work.



Support

We deliberately brought together a broad cross-section of participants: Decision-makers, industry leaders, community advocates, researchers and policy thinkers, transit riders and, those who want to use transit more often were in dialogue with one another.

With representation from across the city, the symposium created powerful opportunities for participants to make new connections and strengthen existing relationships. From Carp Road to Carleton University, City Hall to Housing, Infrastructure, and Communities Canada, Cumberland to TD Place, participants listened and learned from one another, building trust and alignment between groups that don't often work together in sustained ways.

While there may not always be agreement on how to get there – it was evident that those who attended are all invested in working together to support transit in Ottawa.



Momentum

Providing opportunity, space, and encouragement for new ideas and ways of thinking to a diverse group of people and experiences was a recipe for success. There was a buzz in the room of people considering new possibilities, seeing openings they might not have seen before, and feeling each other's support for new approaches.

This buzz was unmistakably momentum: Momentum to experiment, to dream, to come together and work on solutions knowing that others are in your corner.

Connecting the Dots on Transit

We have seen that momentum play out in the weeks following the event.

There have been follow-up meetings, blog posts, opinion pieces, and mentions at City Hall.

Our next steps are to harness that momentum and sustain these ideas and this ecosystem of courage to make changes moving forward.

“An accessible, reliable, world-class transit system improves visitor experience and our reputation as a world-class city.”

– Event participant

Looking Ahead

We do not yet know how this event will shape the future of transit in Ottawa, but we know that it will.

The symposium opened doors, and now we ask you – participants, interested organizations, residents, decision-makers – to take the next steps. Take these ideas, connections, and support and apply it to make changes to support transit.

Call on us, the diverse group of invested stakeholders, when you need our help. Continue to ask how we can work together and support one another. If you're interested in moving forward on any of these discussions, reach out to us or to the table leaders directly. We're all working towards the same vision: a better transit future for Ottawa.

At EnviroCentre, we listened to conversations throughout the day. We wanted to know where we could apply our expertise and align with our mission to scope, design, deliver, and scale practical solutions to dramatically reduce climate emissions in our communities.

We have identified two topics to explore and support over the next year:

- Youth transit and helping young people in Ottawa to Get on the Bus;
- Rural transit to provide transportation options for non-drivers and car-light households in Ottawa's rural areas.

If you're interested in learning more or collaborating on these projects, please get in touch with us at transport@envirocentre.ca!

Media

Choc des idées à Ottawa pour un meilleur transport en commun

le Droit

Drivers' needs are underestimated or not considered: U.S disability advocate

Centretown Buzz

Smith & Zivarts: It's not all about cars. Non-drivers deserve a voice, too

Ottawa Citizen

Ottawa's transport planners must not overlook non-drivers, say advocates

The Energy Mix

A third of Americans don't drive, so why is their transportation so car-centric?

The Energy Mix

Who is Anna Zivarts, and why do her ideas matter for Ottawa?

EnviroCentre

Saravanamuttoo: Three innovative ways to help fund Ottawa's public transit system

Ottawa Citizen

From Kingston to the capital: A reflection on youth transit, pilots and possibility

Dan Hendry



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