

# Past Trends Where We've Been

TRANSPORTATION  
INFRASTRUCTURE  
AND SERVICE

POPULATION /  
EMPLOYMENT /  
TOURISM



**NGTA**

Niagara to GTA Corridor  
Planning and EA Study

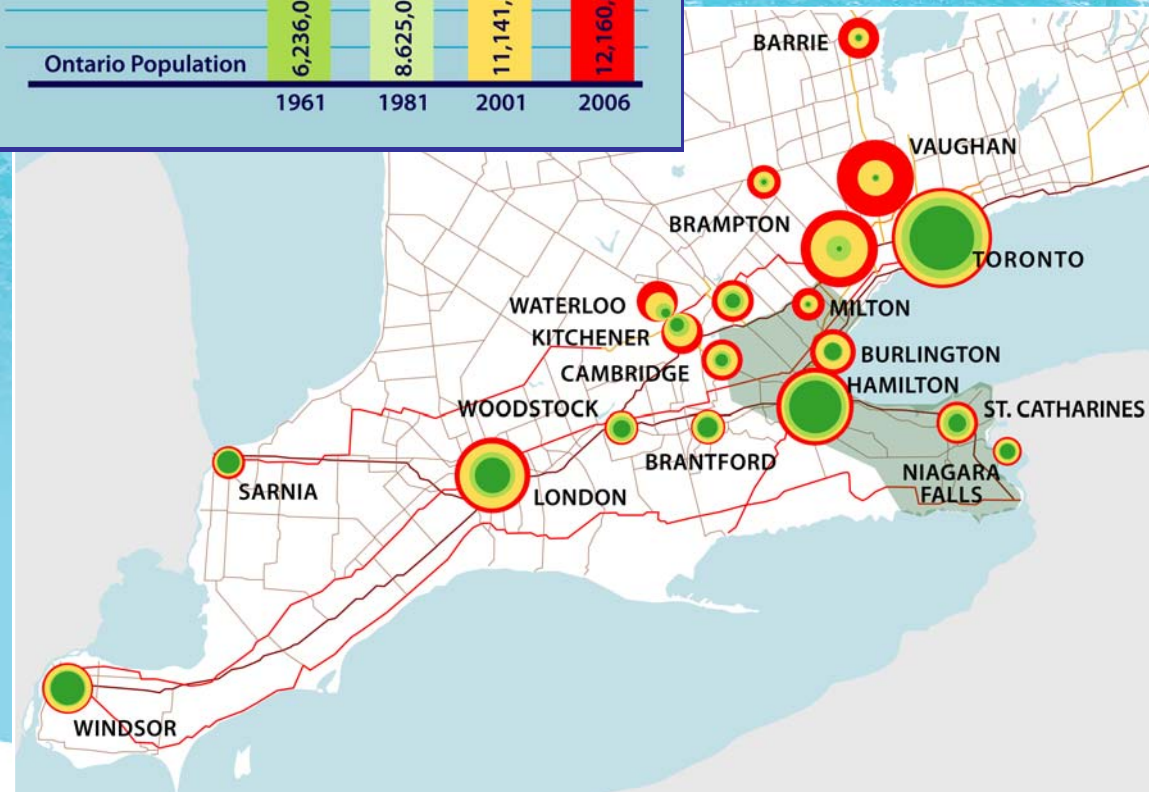
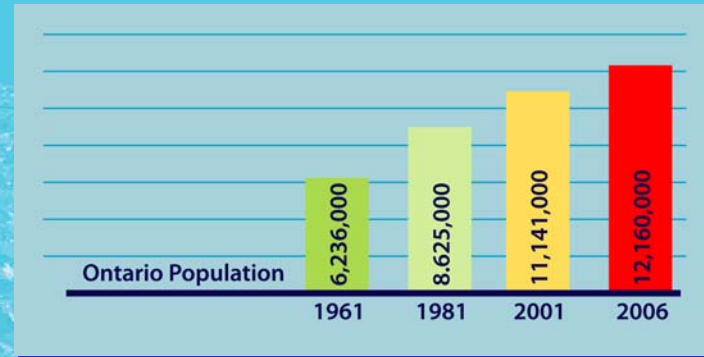
## PAST TRENDS AND CURRENT CONDITIONS

- ❖ Understanding past trends in population growth, employment growth, and transportation provides context to current conditions and helps with identifying future challenges
- ❖ The information presented in the following displays illustrates how this area of the Province has grown and changed over time
- ❖ Future forecasts established and used during this study will primarily be based on the growth projections outlined in the approved *Growth Plan* and updated as needed to reflect the most current and available data

## 1961 - 2006

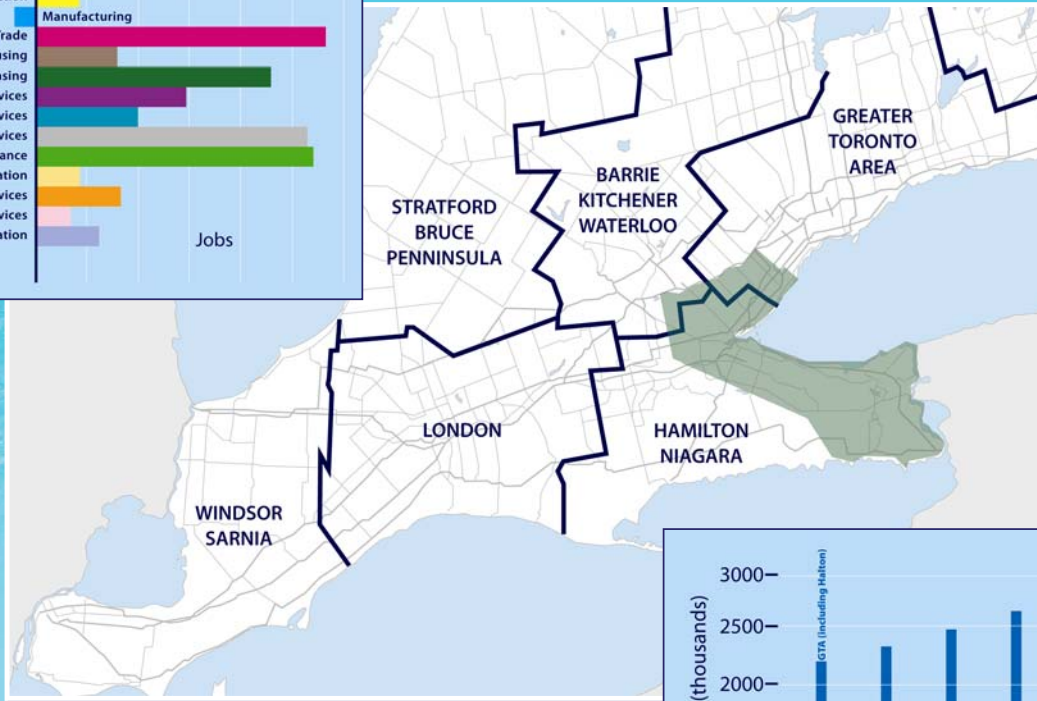
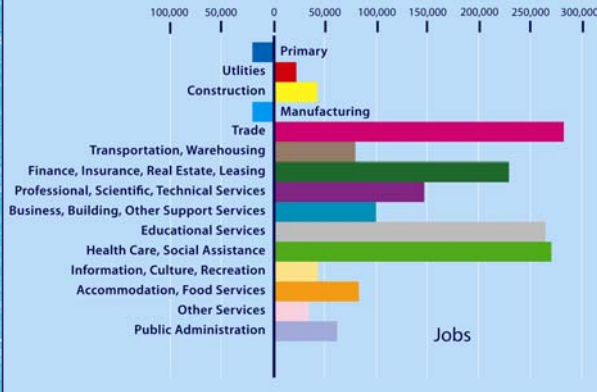
- ❖ The Greater Golden Horseshoe has experienced substantial population growth over the last 30 years and is the fastest growing region in Ontario
- ❖ By the year 2031, the population of the Greater Golden Horseshoe is expected to increase by almost 4 million
- ❖ Additional transportation capacity in the Niagara to GTA Corridor will be required to accommodate the forecasted population and economic growth
- ❖ Now is the time to plan for future growth and identify transportation solutions that will meet future capacity needs

## POPULATION GROWTH



## PAST EMPLOYMENT GROWTH

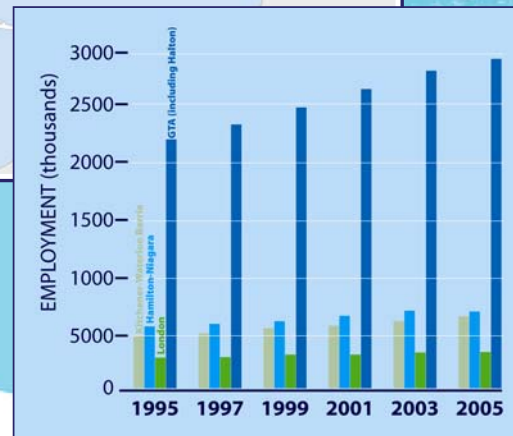
GGH - Employment Growth by Sector, 2001 - 2031



- ❖ Employment has been growing steadily in the Niagara to GTA Corridor since 1995

- ❖ Niagara, Hamilton, and Halton have diverse commercial/industrial sectors. Many of these sectors are expected to grow and prosper as the population of this area increases

- ❖ Congestion and associated delays adversely affect the movement of people and goods



## TRANSIT

- ❖ Local/regional transit service in the Preliminary Study Area is limited to the urban areas
- ❖ Local transit usage accounts for 6% of daily trips in the City of Hamilton and approximately 2% for the Regions of Halton and Niagara during the a.m. peak period\*
- ❖ GO Transit currently serves 92% of corridor markets to downtown Toronto
- ❖ Inter-urban commuter travel on GO during a.m. peak:
  - Halton Region: 6%
  - City of Hamilton: 1%
- ❖ Greyhound and Coach Canada provide connections between the major urban centres



*The Preliminary Study Area is served by commuter rail service (Via and GO) and intercity bus services*