

**2020 REVIEW AND UPDATE OF VISION 2050:  
A REGIONAL LAND USE AND TRANSPORTATION PLAN  
FOR SOUTHEASTERN WISCONSIN**

**Chapter 3**

**REVIEW OF YEAR 2050 PLAN FORECASTS**

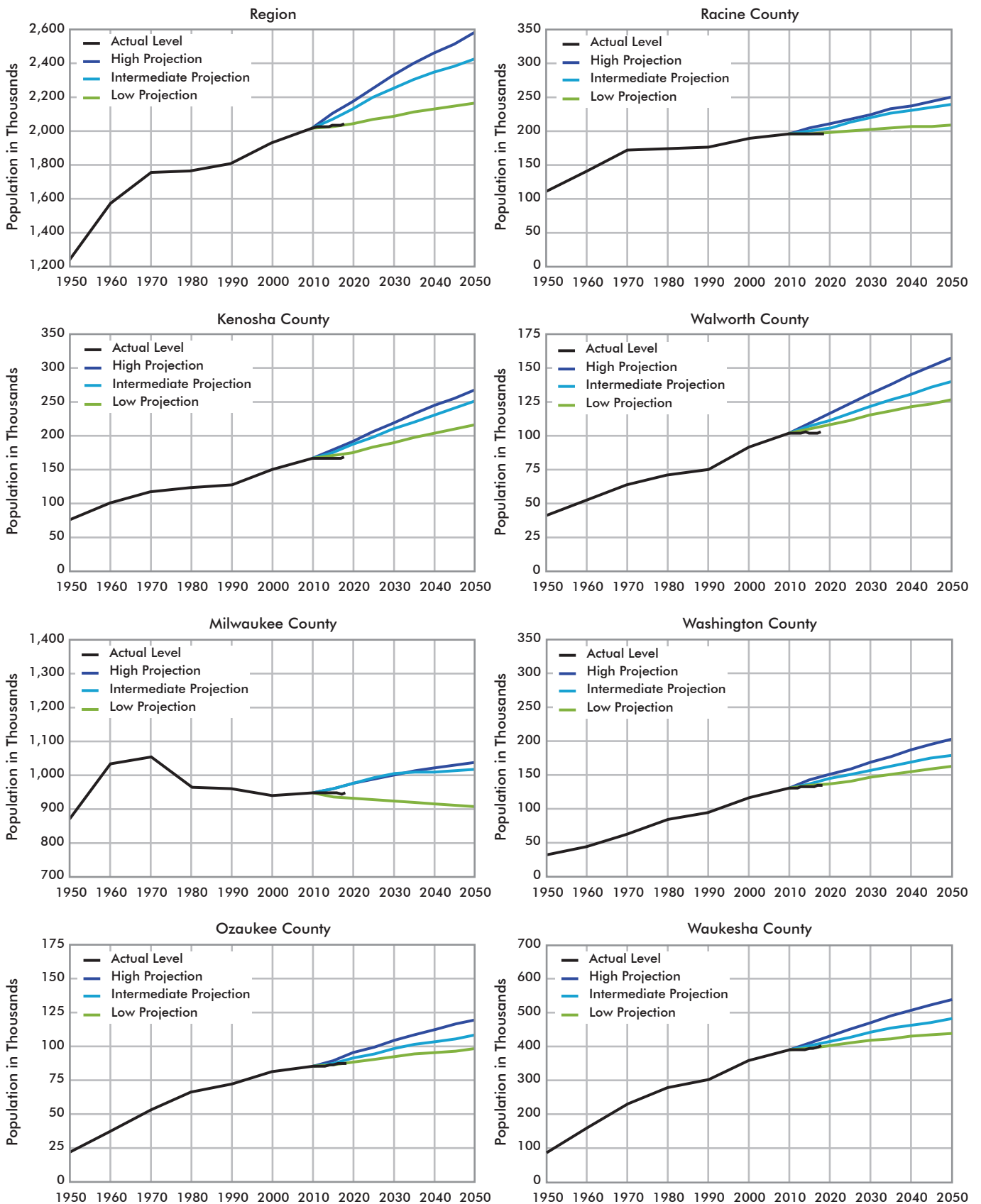
**INTRODUCTION**

This chapter reviews the forecasts prepared under VISION 2050 for their continued validity, including demographic and economic forecasts of population, households, and employment; and travel, traffic, and related forecasts including regional vehicle-miles of travel, transit system ridership, and personal vehicle availability. The forecasts were compared to either year 2017 or year 2018 data, depending on their availability. As appropriate, forecasts were adjusted as part of the VISION 2050 amendment related to the Foxconn development

**DEMOGRAPHIC AND ECONOMIC FORECASTS**

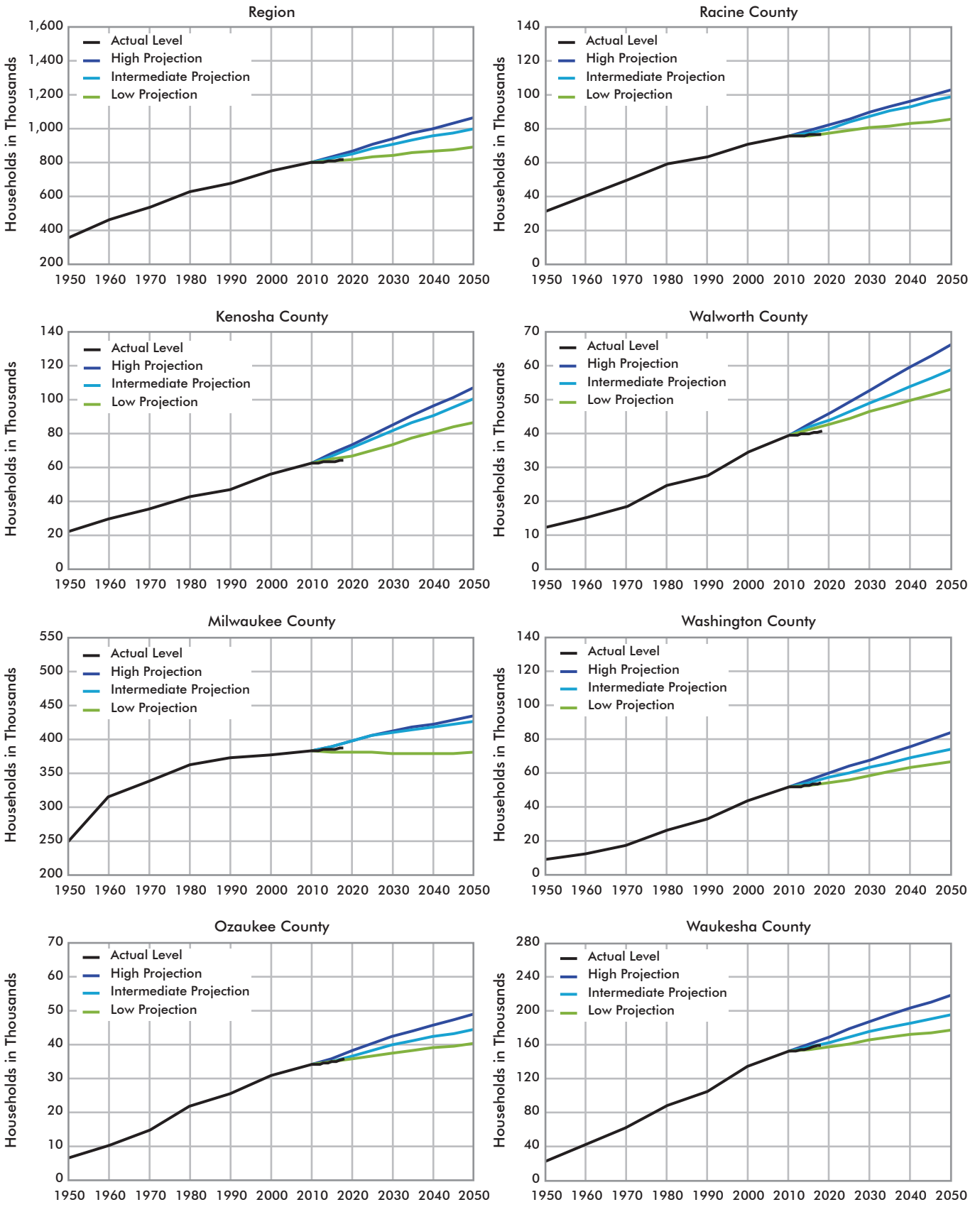
Figures 3.1 through 3.3 document for the Region and each of the seven counties the historic growth and change in population, employment, and households over the last 30 to 50 years through the year 2010, the base year for the development of the demographic and economic forecasts for VISION 2050. Also shown are the population, household, and employment forecasts for the year 2050 upon which VISION 2050 was based, the plan being specifically based on the intermediate growth projection shown in Figures 3.1 through 3.3. In addition, the figures show the trends in the growth and change in population, households, and employment in the Region and in each of the seven counties from the year 2010 through the year 2017 or 2018. Comparing the estimated current year 2018 population and household levels to forecast (intermediate growth) levels, estimates of population and households are lagging forecasts with estimates at the regional and county levels generally being within 2 to 8 percent of forecasts. With respect to jobs, estimates of employment are exceeding forecasts generally by about 3 to 10 percent, as a result of the economic recovery that has been experienced in the Region since 2010.

**Figure 3.1**  
**Actual and Projected Population in the Region by County: 1950-2050**



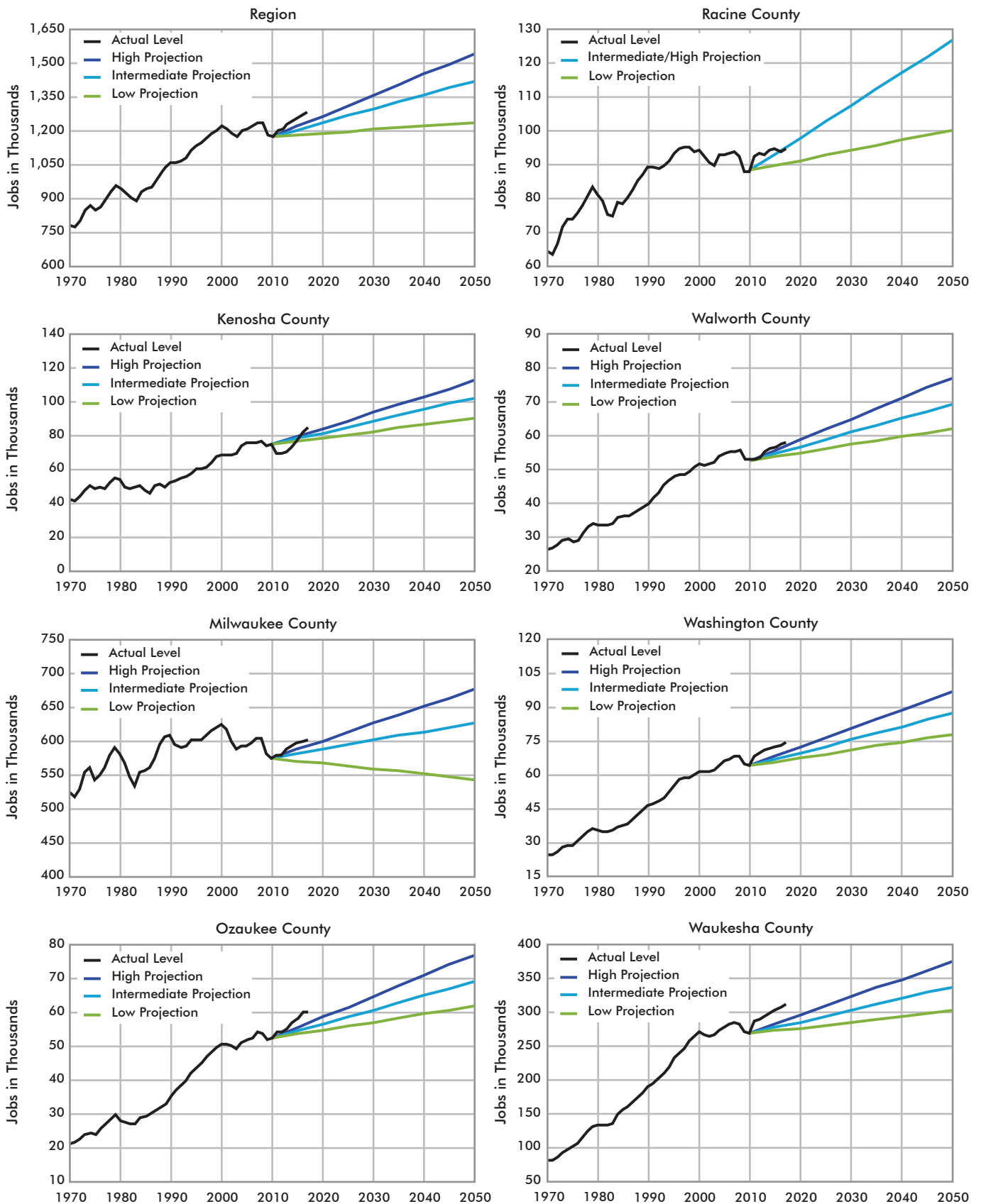
Source: U.S. Bureau of the Census and SEWRPC

**Figure 3.2**  
**Actual and Projected Households in the Region by County: 1950-2050**



Source: U.S. Bureau of the Census and SEWRPC

**Figure 3.3**  
**Actual and Projected Employment in the Region by County: 1970-2050**



Source: U.S. Bureau of Economic Analysis and SEWRPC

## **PERSONAL-USE VEHICLE AND COMMERCIAL TRUCK AVAILABILITY FORECASTS**

The historical and forecast annual number of available personal-use vehicles—automobiles, trucks, and vans used by residents of the Region for personal transportation—is shown in Figure 3.4. Over the past 50 years, there has been a generally steady, long-term trend of continued increase in the number of personal-use vehicles available to residents of the Region. The average annual rate of growth in personal-use vehicle availability within the Region from 1963 through 2018 was 1.6 percent. The number of person-use vehicles in 2018 of about 1,406,500 million was about 2 percent higher than the personal-use vehicle availability level envisioned under VISION 2050.

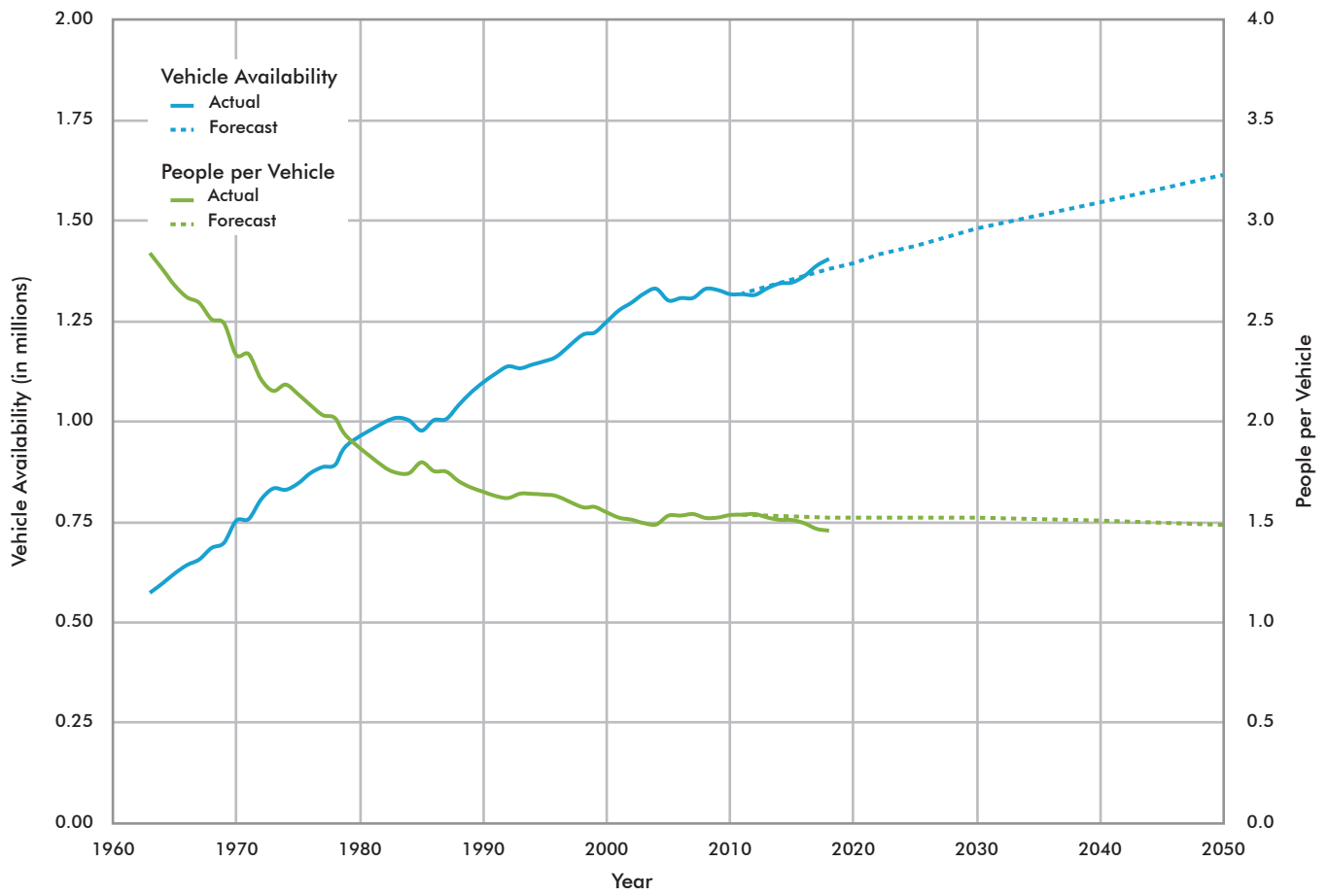
The historical and forecast number of persons per personal-use vehicle within the Region is also shown in Figure 3.4. The number of persons per personal-use vehicle has been relatively stable for over a decade, with only minor fluctuations. The forecast under VISION 2050 of the number of persons per personal-use vehicle expected long-term stability as well. A persons per personal-use vehicle of 1.45 in 2018 is 4.6 percent lower than the forecast level under VISION 2050.

The number of commercial and municipal trucks available in the Region during 2018 totaled about 130,600, or about 1 percent greater than the forecast level of 129,200 in 2018 envisioned under VISION 2050, as shown in Figure 3.5.

## **PUBLIC TRANSIT RIDERSHIP AND VEHICLE-MILES OF SERVICE FORECASTS**

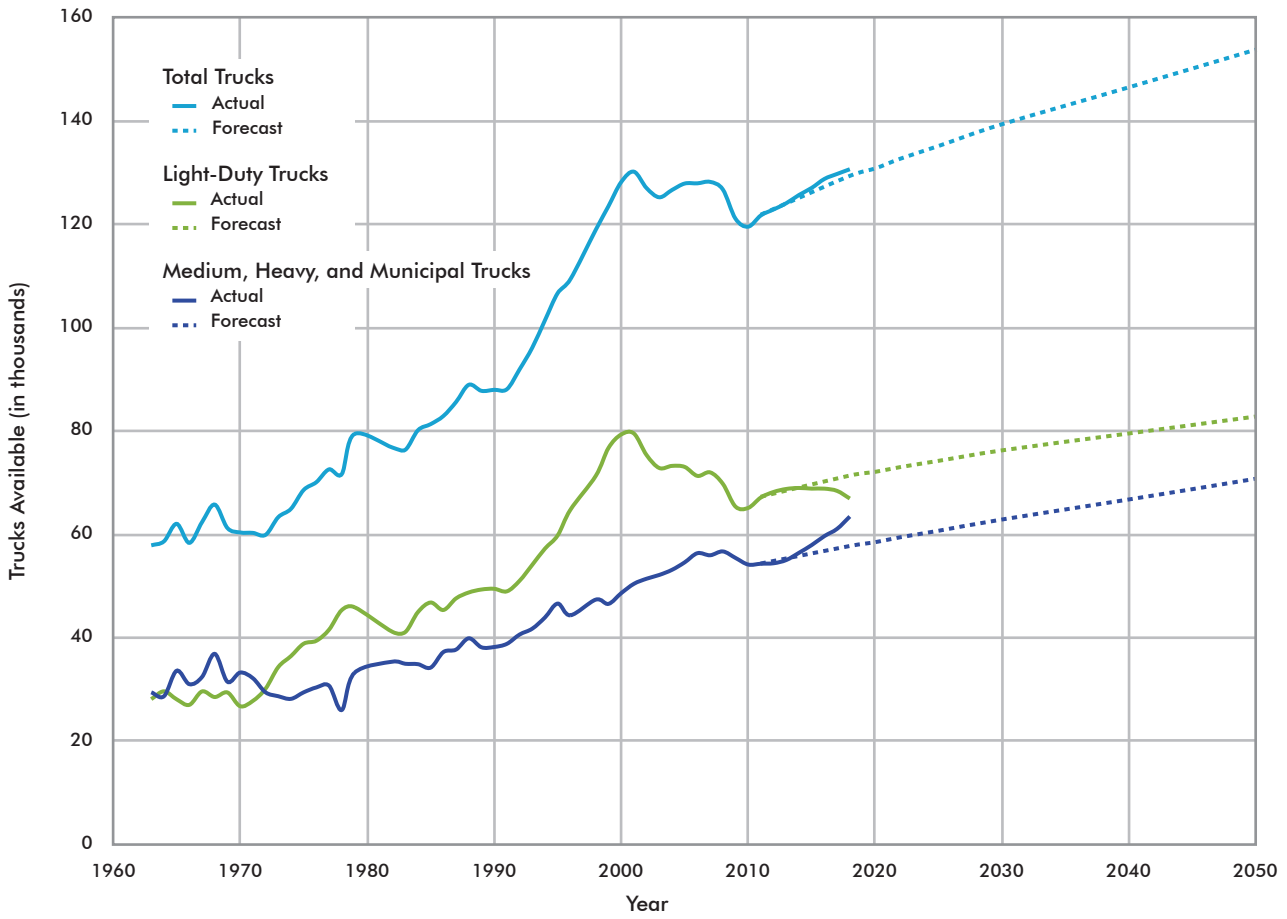
Public transit service was provided in the Region in 2018 through 10 intracounty systems and five intercounty systems. Figure 3.6 shows the long-term trend in public transit passenger boardings in the Region. Between 2011 and 2017, the number of total transit boardings declined by about 29 percent, or by about 5 percent annually. Nearly all of the declines in ridership over this period occurred on intracounty bus systems, with slight declines in ridership for the intercounty bus systems and a slight increase in ridership for the shared-ride taxi systems. Figure 3.7 shows the historical and forecast annual public transit vehicle-miles of service in the Region. The public transit vehicle-miles of service is forecast to increase with implementation of the transit recommendations of VISION 2050. However, under the fiscally-constrained transportation plan, the declines in public transit vehicle-miles of travel experienced between 2004 and 2014 are expected to continue. Annual public transit vehicle-miles of service increased from 2011 to 2017 by about 5 percent to 23,655,400 vehicle-miles of service, which is consistent with the VISION 2050 forecast. However, with the elimination of the two bus routes implemented as part of the Zoo Interchange settlement, reductions in freeway flyer service, and elimination of special school service in 2018, it is expected that public transit vehicle-miles of service

**Figure 3.4**  
**Personal-Use Vehicle Availability**



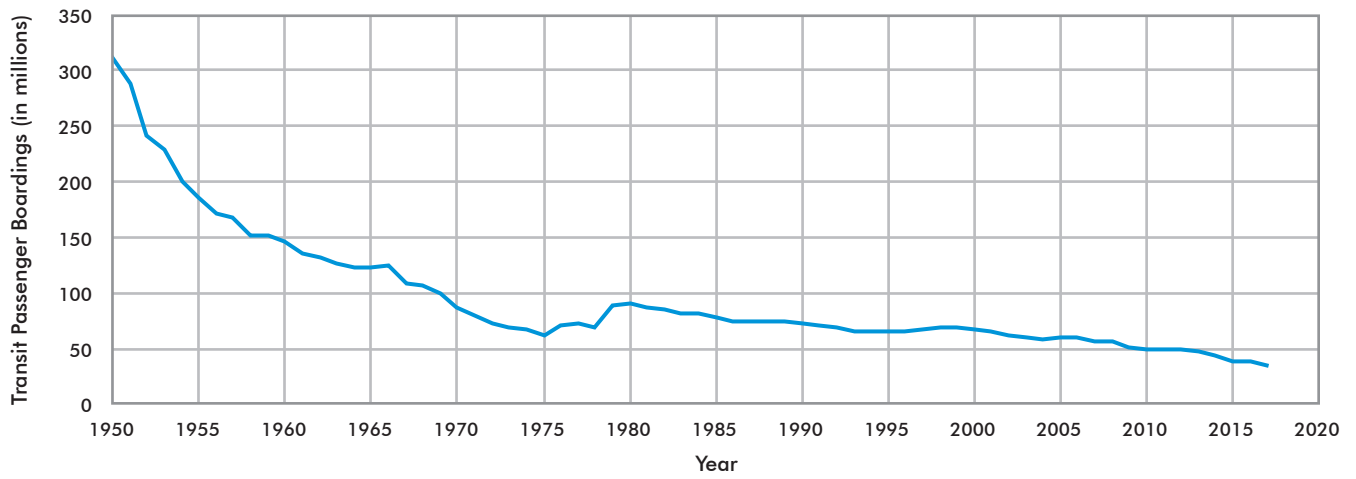
Source: SEWRPC

**Figure 3.5**  
**Commercial Truck Availability**



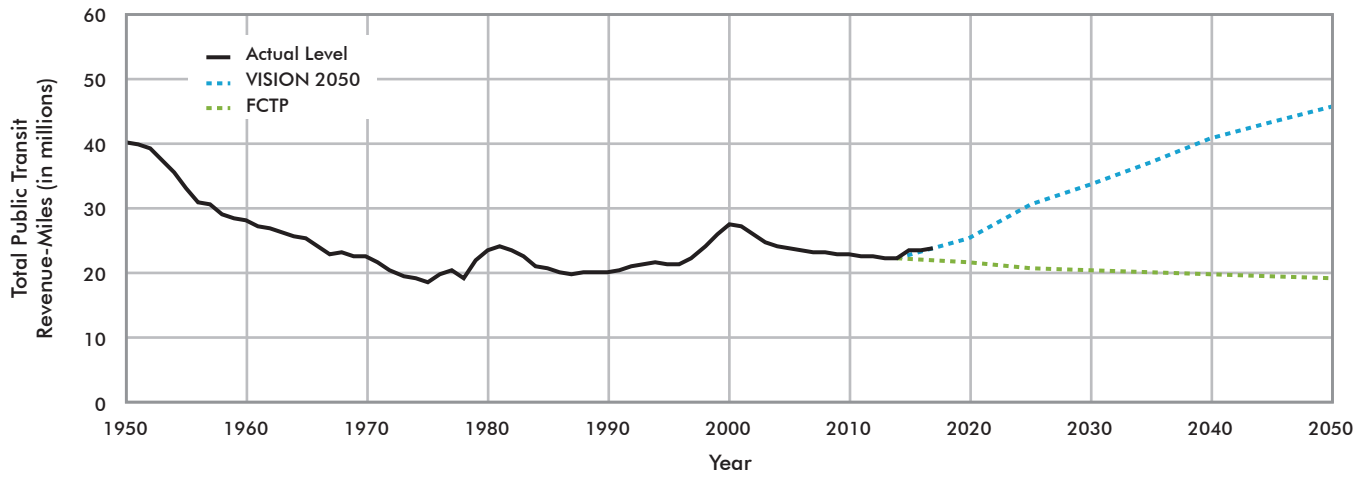
Source: SEWRPC

**Figure 3.6**  
**Transit Passenger Boardings in the Region: 1950-2017**





**Figure 3.7**  
**Historical Trend in Annual Public Transit Vehicle-Miles of Service in the Region**



Source: National Transit Database and SEWRPC

will decline to levels near the fiscally constrained transportation plan. Without additional funding beyond what is expected to be available over the next 30 years, the transit expansion and improvement recommended under VISION 2050 will not be implemented.

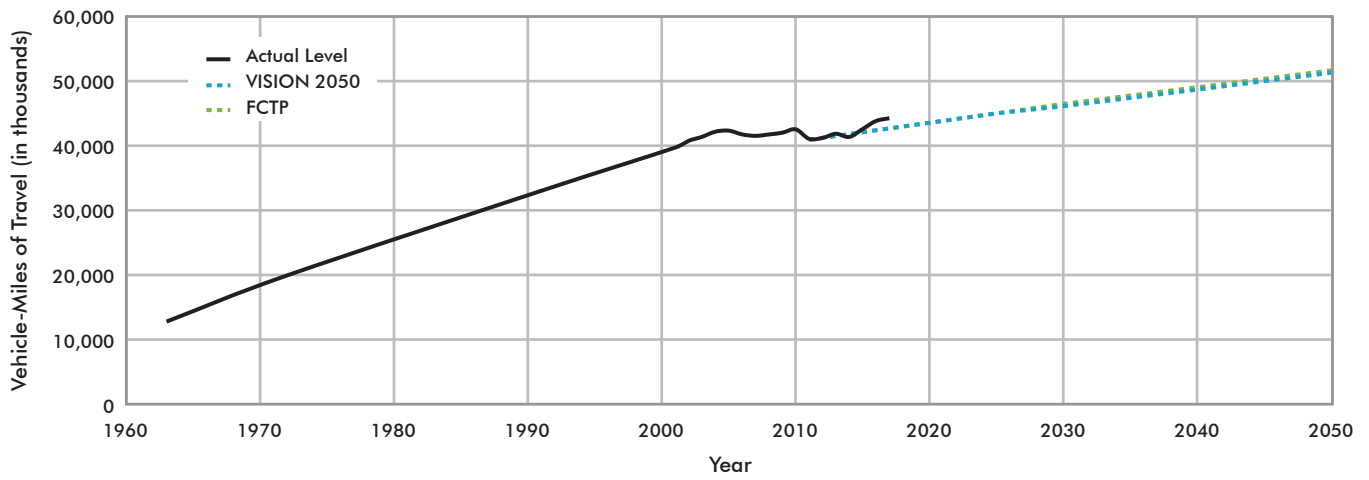
## **VEHICLE-MILES OF TRAVEL FORECASTS**

Figure 3.8 presents historical and forecast future levels in vehicle-miles of travel (VMT) in the Region. While VMT grew annually by a fairly consistent amount between 1975 and 2004, VMT declined to about 41.0 million VMT in 2011—the base year for the VISION 2050 VMT forecasts and the year of the regional travel and traffic inventories conducted as part of VISION 2050. The VMT under both VISION 2050 and the fiscally-constrained transportation plan (FCTP) is forecast to again increase at a fairly consistent amount annually over the next 30 years, but at a slower annual increase than occurred prior to 2004. The VMT in the Region totaled 44.2 million in 2017 on the arterial system on an average weekday, approximately 3.3 percent and 3.1 percent greater than the estimated arterial system VMT on an average weekday in 2017 under VISION 2050 and the FCTP, respectively.

## **SUMMARY AND CONCLUSIONS**

Review of forecasts prepared for VISION 2050, including population, households, employment, vehicle availability, public transit ridership, and vehicle miles-of-travel, indicate that these forecasts remain valid for long-range transportation planning purposes.

**Figure 3.8**  
**Arterial Vehicle-Miles of Travel Within the Region on an Average Weekday: 1963-2050**



Source: National Transit Database and SEWRPC