

2024 REVIEW & UPDATE OF VISION 2050

This document represents one of the seven elements of the 2024 Review and Update of VISION 2050, which is documented in Memorandum Report No. 268.

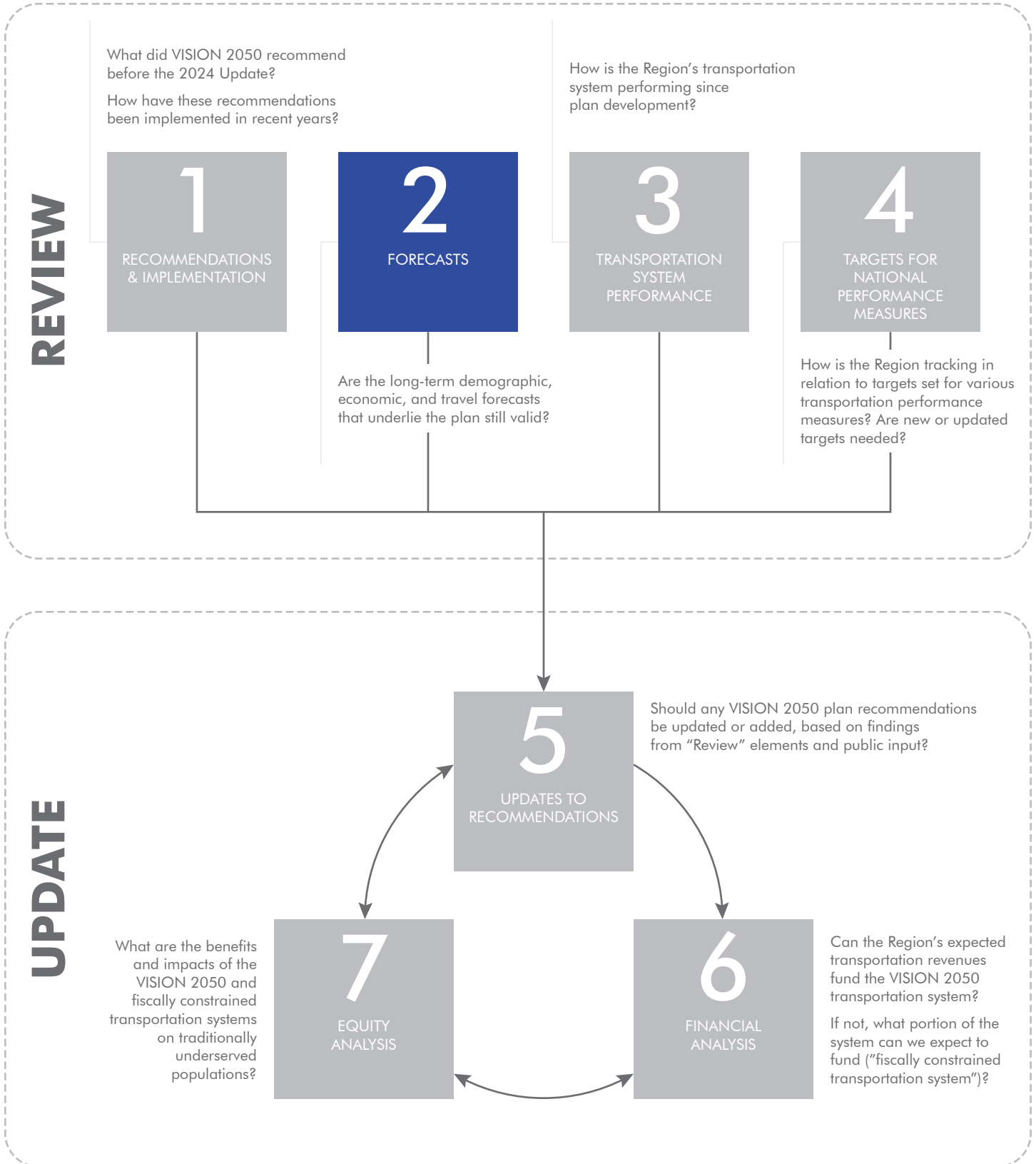
Prepared by the Southeastern Wisconsin
Regional Planning Commission

June 2024

REVIEW OF YEAR 2050
PLAN FORECASTS

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The Review & Update Process



INTRODUCTION

This document, titled *Review of Year 2050 Plan Forecasts*, was largely prepared in late 2023 as one of the initial elements of the 2024 Review and Update of VISION 2050, which is documented in Memorandum Report No. 268. The document reviews the forecasts previously prepared under VISION 2050 for their continued validity, including demographic and economic forecasts of population, households, and employment; and travel, traffic, and related forecasts, which include regional vehicle-miles of travel, transit system ridership, and personal vehicle availability. The forecasts were compared to either year 2021 or year 2022 data, depending on their availability.

DEMOGRAPHIC AND ECONOMIC FORECASTS

Figures 1 through 3 document for the Region and each of the seven counties the historical growth and change in population, households, and employment over the last 40 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 1 through 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 2021 or 2022. Comparing the estimated current year 2022 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 1 to 8 percent of forecasts. Notwithstanding the recent loss of jobs due to the COVID-19 pandemic, estimates of employment are exceeding forecasts generally by about 1 to 10 percent, as a result of the economic recovery that was experienced in the Region from 2010 to 2018 and again since 2021.

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 4. Over the past 50 to 60 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 2021 was 1.5 percent. The number of personal-use vehicles in 2021 of about 1,359,700 million was about 3 percent lower than the personal-use vehicle availability level envisioned under VISION 2050.

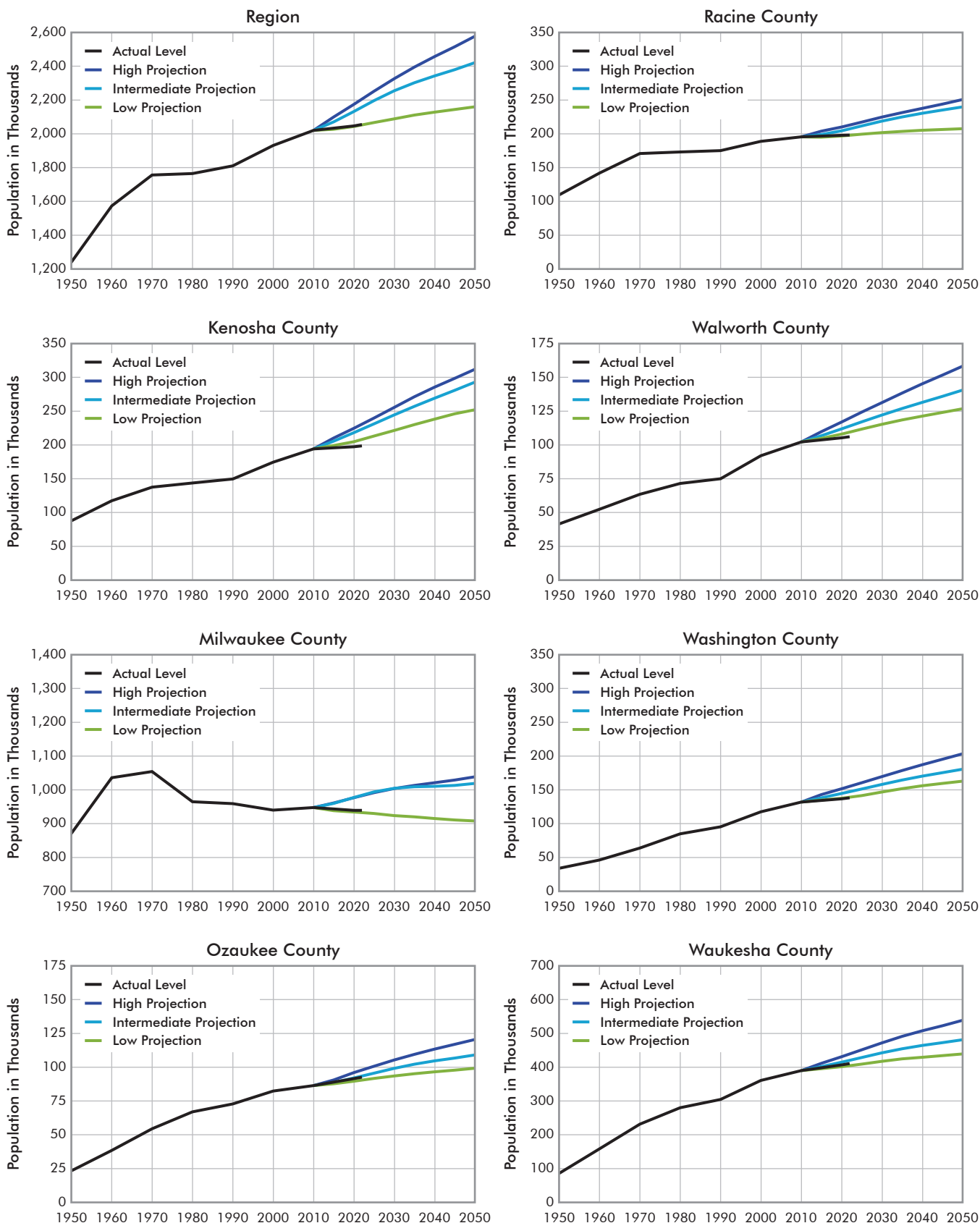
The historical and forecast number of people per personal-use vehicle within the Region is also shown in Figure 4. The number of people per personal-use vehicle has been relatively stable for over a decade, with only minor fluctuations. The forecast of the number of people per personal-use vehicle under VISION 2050 expected long-term stability as well. A people per personal-use vehicle of 1.51 in 2021 is 0.7 percent lower than the forecast level under VISION 2050.

The number of commercial and municipal trucks available in the Region during 2021 totaled about 143,500, or about 9 percent greater than the forecast level of 131,500 in 2021 envisioned under VISION 2050, as shown in Figure 5.

PUBLIC TRANSIT VEHICLE-MILES OF SERVICE FORECASTS

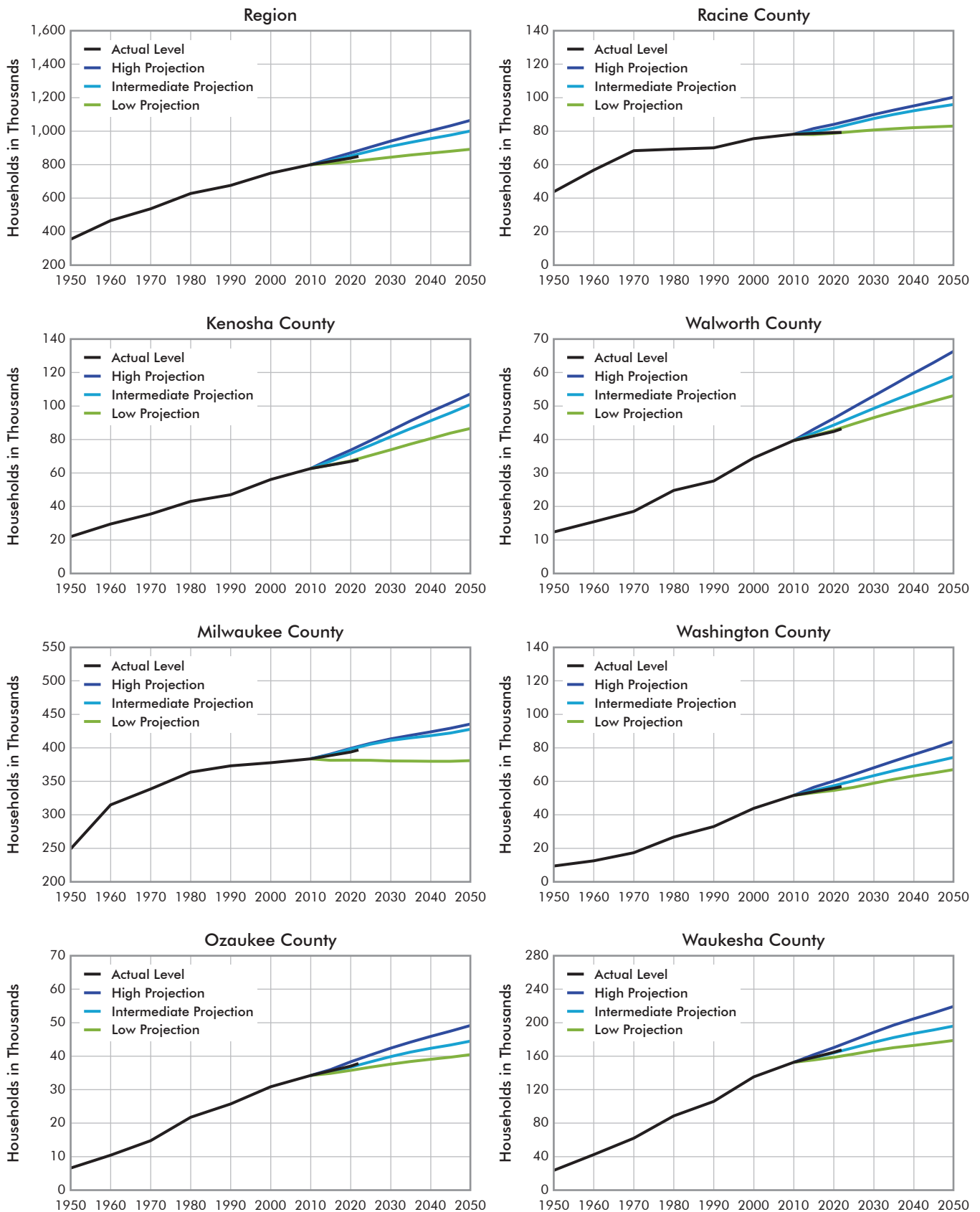
Public transit service was provided in the Region in 2023 through seven fixed-route transit systems and three commuter bus systems. Figure 6 shows the historical and forecast annual public transit vehicle-miles of service in the Region. Public transit vehicle-miles of service are forecast to increase with implementation of the transit recommendations of VISION 2050. However, recent declines in public transit vehicle-miles of service are expected to continue under the Fiscally Constrained Transportation System (FCTS), which is the portion of the VISION 2050 recommended transportation system the Region can fund using reasonably expected transportation revenues through 2050. Annual public transit

Figure 1
Actual and Projected Population in the Region by County: 1950-2050



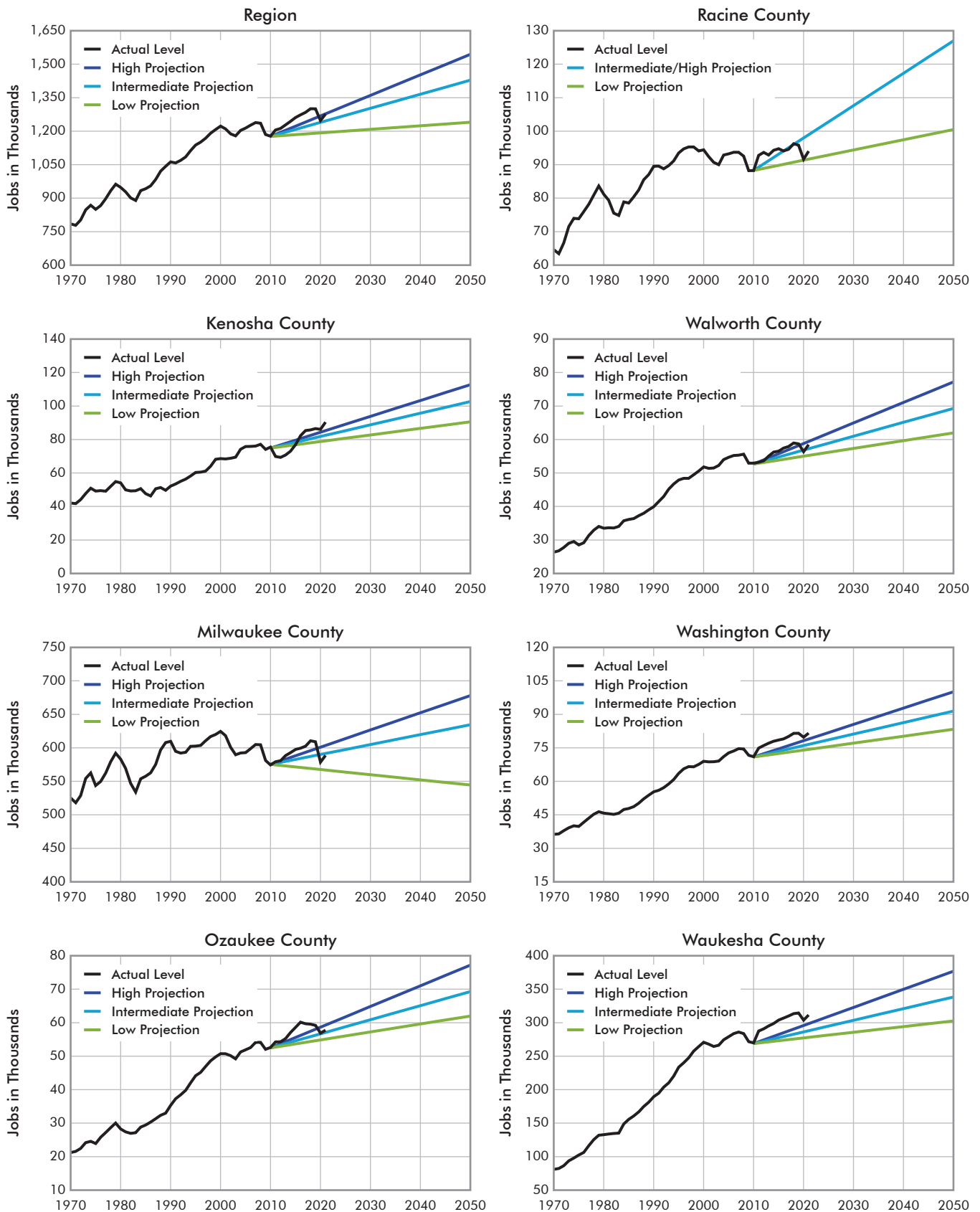
Source: U.S. Bureau of the Census and SEWRPC, 8/2023

Figure 2
Actual and Projected Households in the Region by County: 1950-2050



Source: U.S. Bureau of the Census and SEWRPC, 8/2023

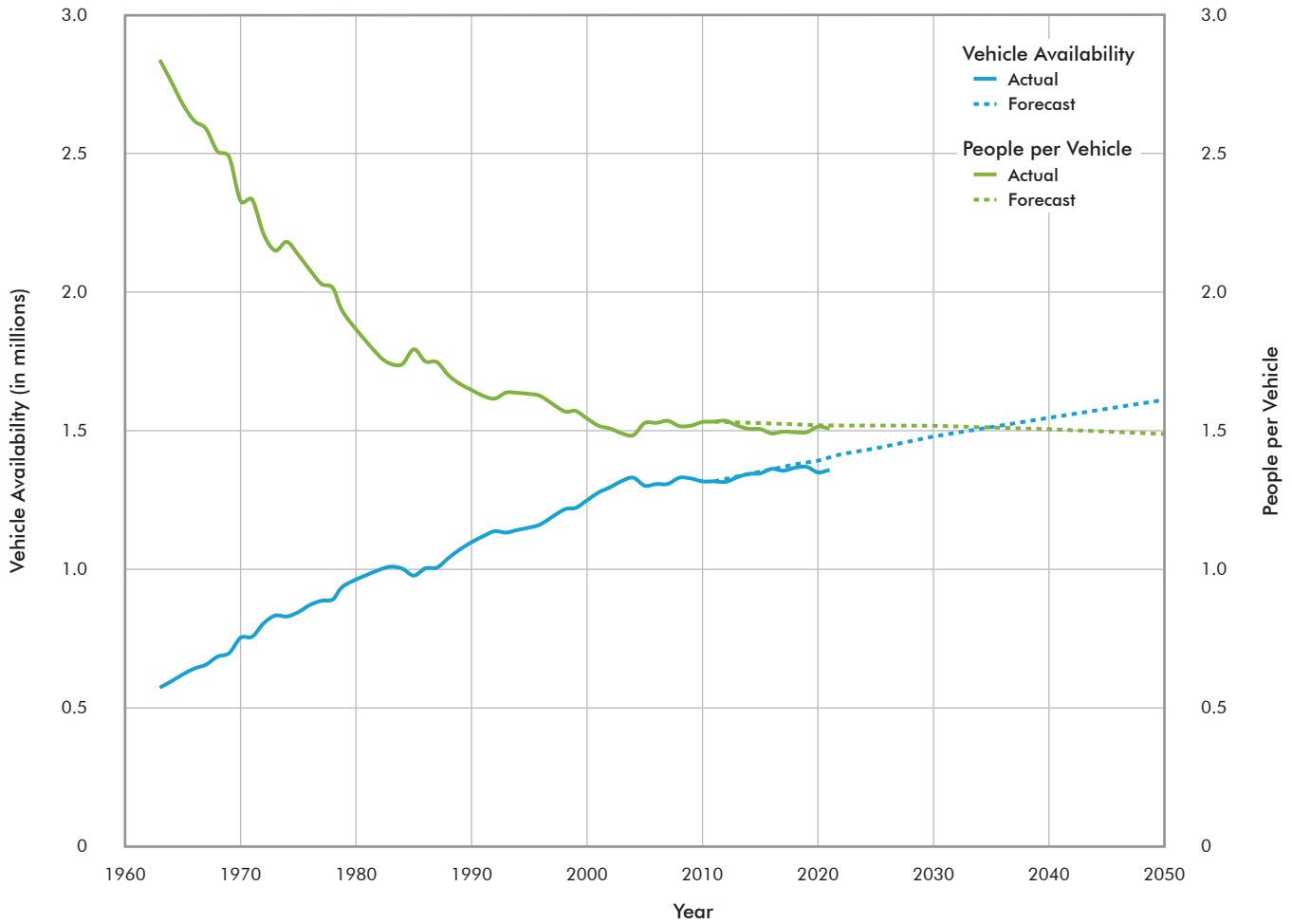
Figure 3
Actual and Projected Employment in the Region by County: 1950-2050



Note: Jobs represent filled positions.

Source: U.S. Bureau of Economic Analysis and SEWRPC, 8/2023

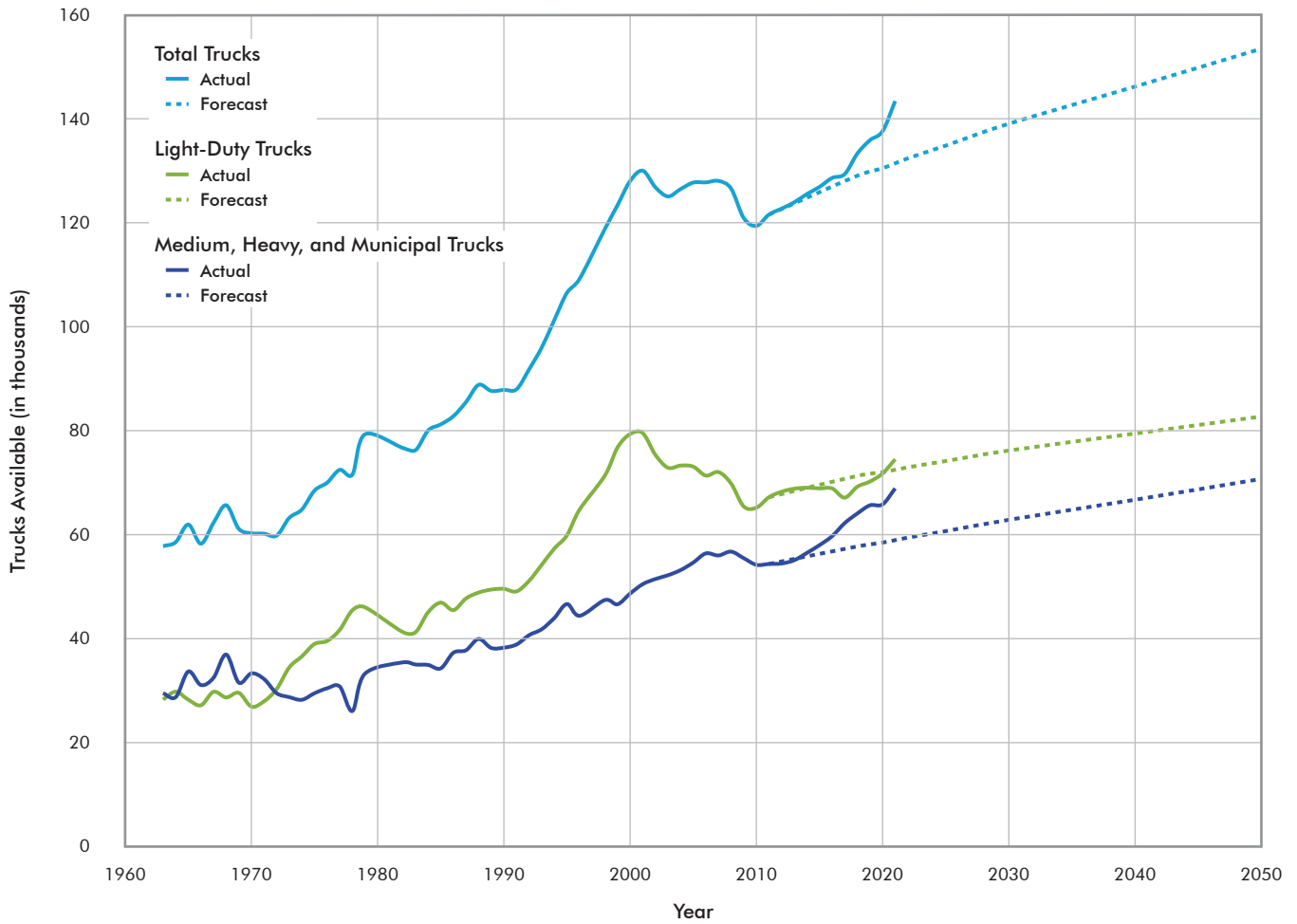
Figure 4
Personal-Use Vehicle Availability: 1963-2050



Note: Vehicle availability includes both personal and company-owned vehicles that can be used for personal travel purposes.

Source: SEWRPC, 8/2023

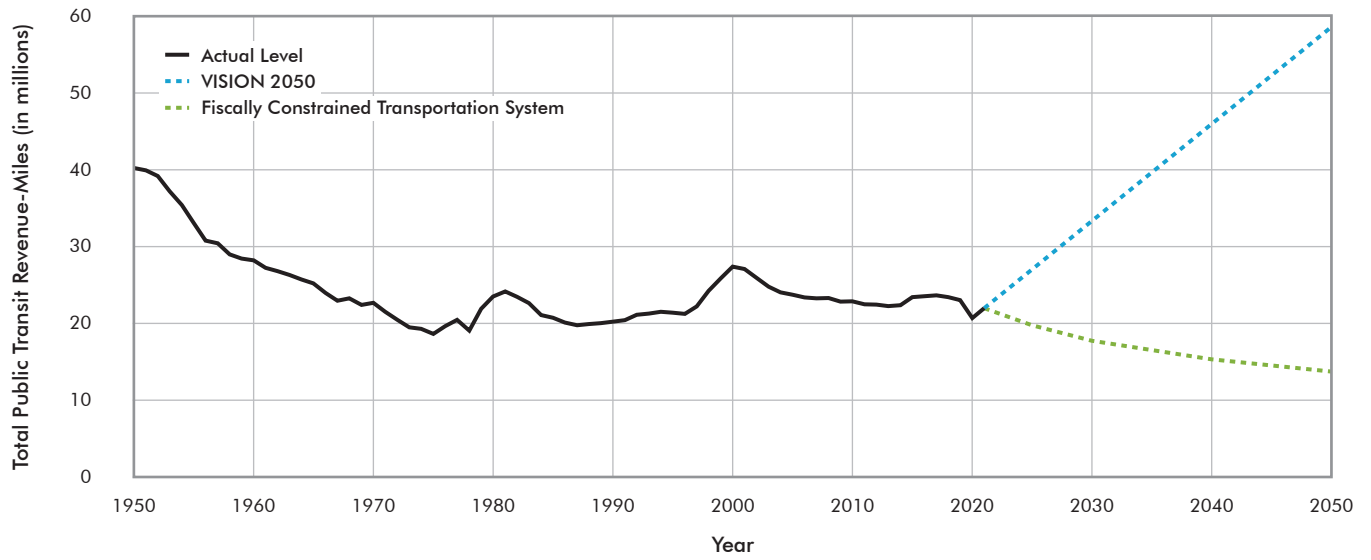
Figure 5
Commercial Truck Availability: 1963-2050



Note: Commercial truck availability is an estimate of commercially owned trucks available for commercial purposes. It includes in-state and out-state vehicles that reside in the Region.

Source: SEWRPC, 8/2023

Figure 6
Annual Public Transit Vehicle-Miles of Service in the Region: 1950-2050



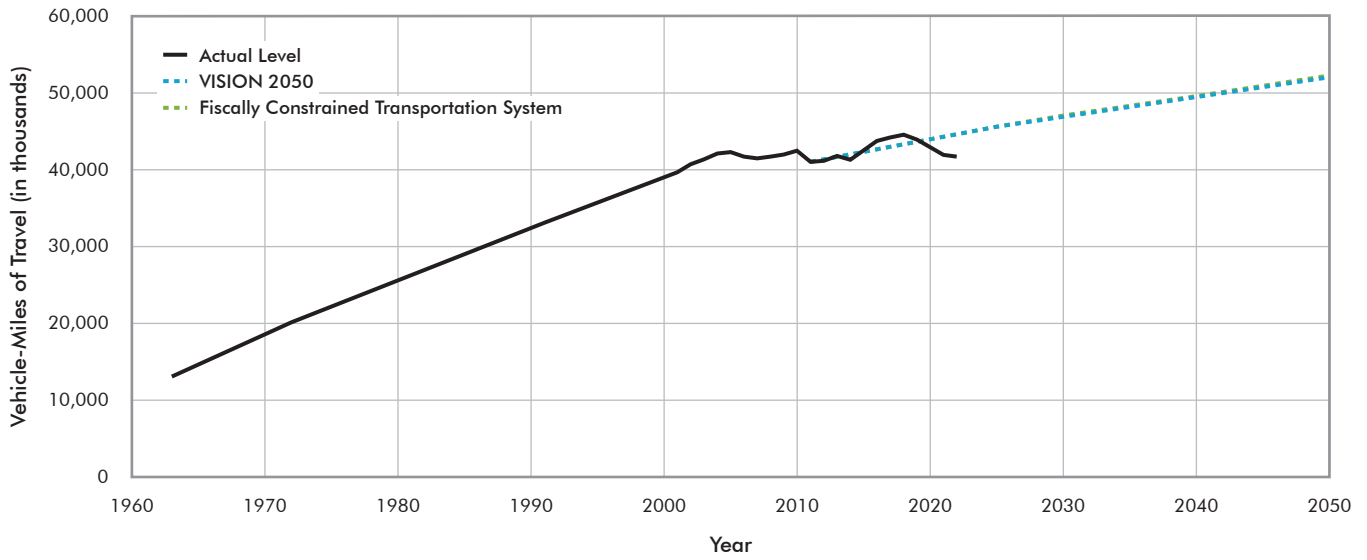
Source: National Transit Database and SEWRPC, 8/2023

vehicle-miles of service decreased from 2017 to 2021 by about 7 percent to about 22 million vehicle-miles of service. Without additional funding beyond what is expected to be available over the next 25 to 30 years, the transit expansion and improvement recommended under VISION 2050 will not be implemented.

VEHICLE-MILES OF TRAVEL FORECASTS

Figure 7 presents historical and forecast future levels in vehicle-miles of travel (VMT) in the Region and Map 1 shows vehicle volumes on arterial streets and highways in the Region in 2022. While VMT grew annually by a fairly consistent amount between 1975 and 2004, it 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. VMT under both VISION 2050 and the FCTS is forecast to again increase at a fairly consistent amount annually over the next 25 to 30 years, but at a slower annual increase than occurred prior to 2004. The VMT in the Region totaled 41.7 million in 2022 on the arterial system on an average weekday, approximately 7 percent less than the estimated arterial system VMT on an average weekday in 2022 under VISION 2050 and the FCTS.

Figure 7
Arterial Vehicle-Miles of Travel in the Region on an Average Weekday: 1963-2050



Source: Wisconsin Department of Transportation and SEWRPC, 8/2023

