

FINAL DRAFT 8/12/26



ANNUAL REPORT

The state of Madison's transportation network, annual operations, and opportunities for the future.



2025



LETTER FROM **the Director**



As Director of the City of Madison Department of Transportation, I am pleased to share this report, which is intended to do three things.

First, this document provides a comprehensive snapshot of the Madison transportation network. It seeks to capture what is essential to understanding how our system functions—its unique strengths, its constraints, and the conditions that shape how people move throughout our city. The network reflects many influences. Some elements are the result of City policies, investments, and projects. Others stem from the work of regional and state partners. Many are shaped by the daily choices of the people who live, work, and travel here. And in some cases, the very landscape that defines our transportation patterns was created thousands of years ago by glacial activity. Understanding all of these factors is critical to planning effectively for the future.

Second, this report serves as the Department's annual operational update. It documents our accomplishments in 2025 and outlines the major initiatives we are advancing in 2026. Our work spans planning, operations, policy, and implementation, and this report reflects the collective effort of staff, partners, elected officials, and community members committed to improving mobility, safety, and access across Madison.

Finally, this document looks ahead. It identifies key opportunities and emerging priorities as we prepare for the development of a new citywide transportation plan in 2027. Several ongoing planning efforts will culminate in that plan, and this report begins to frame the issues, tradeoffs, and investments that we will consider.

Transportation is fundamental to how our city functions and grows. I hope this report provides clarity, context, and a shared foundation as we continue working together to build a safe, connected, and resilient transportation system for Madison.

- Christof Spieler

TABLE OF CONTENTS

This report is organized by mode, not by division.

The Department	04
Land Use	09
Pedestrians	17
Bikes	24
Transit	33
Cars and Trucks	49
Trains	68
Planes	74



Nearly 700 dedicated people keep Madison moving.

Madison's transportation network would not function without people working all day in every weather. We have parking enforcement officers keeping our streets clear 24 hours a day, mechanics working overnight to keep buses in good shape, bus operators reporting at 4:00 am, traffic signal crews fanning out across the city, a radio shop connecting police officers to dispatch, parking staff issuing permits for neighborhood festivals, maintenance crews cleaning bus stops, garage staff working events in the evening, and many more.

Meanwhile, we're busy making sure that Madisonians of the future will have a transportation network that serves them well. Our planners and engineers are designing streets, scheduling bus routes, rethinking highway plans, mapping out future connections, and meeting with communities to understand their needs. And we have administrative staff who do the essential work to make all that possible.



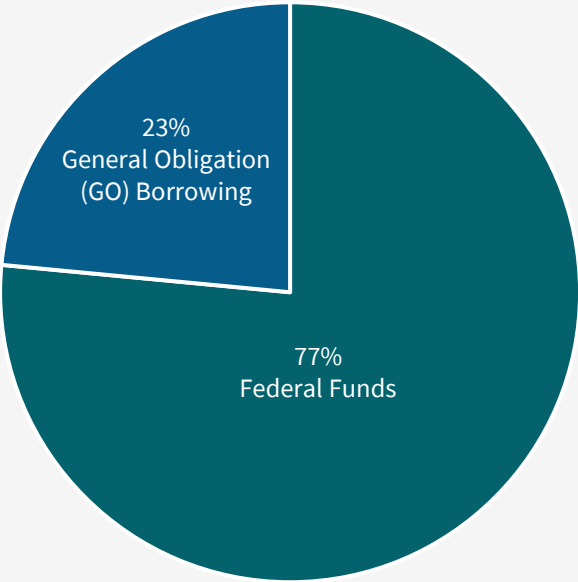
The Department

The mission of the Department of Transportation is to develop and maintain a safe, efficient, economical, equitable, and sustainable transportation system for Madison’s residents and visitors in a way that is consistent with the City’s land use system and regional transportation goals.

METRO TRANSIT Jamie Acton, General Manager 		PARKING Stefanie Cox, Director 		TRAFFIC ENGINEERING Yang Tao, Director 		PLANNING TEAM (Director's Office) Liz Callin, Principal Transportation Planner 	
MAJOR FUNCTIONS	Fixed Route Bus Service Bus Rapid Transit Paratransit Maintenance	Public Parking Garages Lot Parking On-Street Parking (meters, permits) Parking Enforcement Transportation Demand Management Curb Management	Bicycle and Pedestrian Services Fiber Network and Radio Comms Pavement Markings & Signing Traffic Operations Planning and Data Support Signals & Street Lighting	Transportation Planning Supports divisions on: Internal and External Coordination Public and Stakeholder Involvement Data Analysis and Technical Assistance			
	FTEs (2025 budget)	503.4	100.65	73.5	5 (including director)		
OPERATING BUDGET (2025 budget)	\$77,425,165	\$17,516,551	\$11,763,903	\$653,974			
CAPITAL BUDGET (2025 budget for 2025)	\$14,505,000	\$101,000	\$11,045,654	\$175,079,020 (includes BRT)			
LOCATION(S)	Administration: 1245 East Washington Ave. Operations: Ingersoll Garage and Hanson Road Satellite Bus Facility	Madison Municipal Building Field Operations & Shop: 1120 Sayle Street Parking Enforcement: 2102 Fish Hatchery	Madison Municipal Building Field Operations & Shop: 1120 Sayle Street Radio Shop: Nakoosa Trail	Madison Municipal Building			

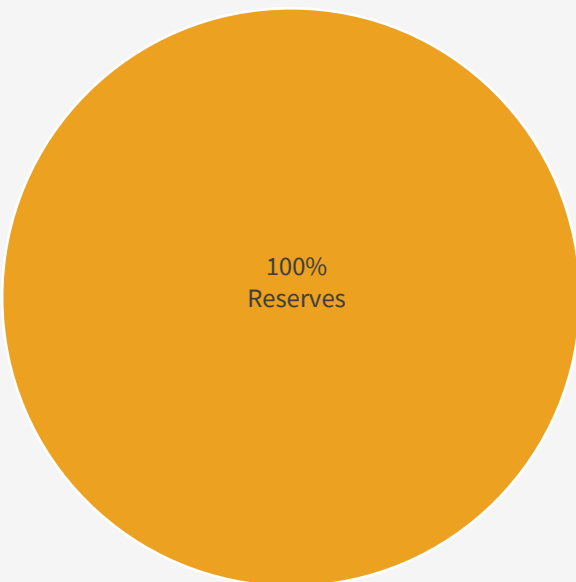
2025 REVENUE SOURCES

CAPITAL BUDGETS



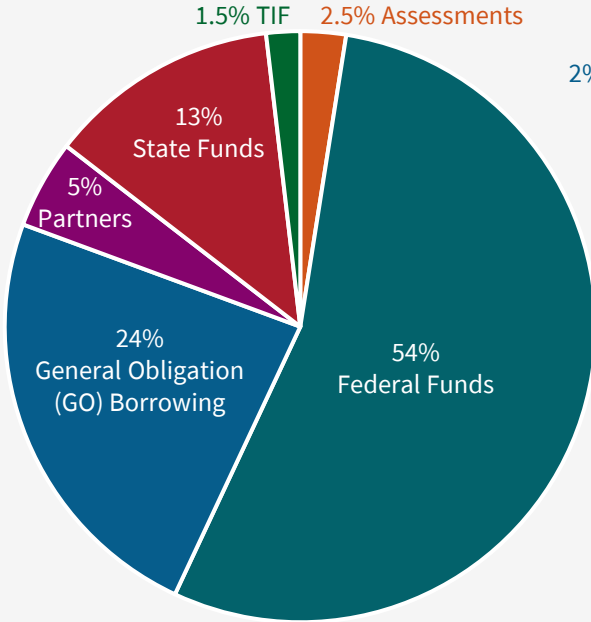
METRO TRANSIT

Total budget: \$14,505,000



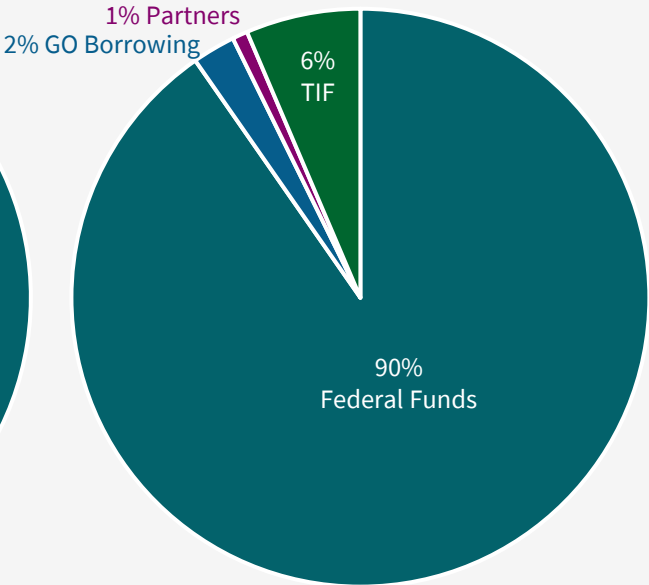
PARKING

Total budget: \$101,000



TRAFFIC ENGINEERING

Total budget: \$11,045,654



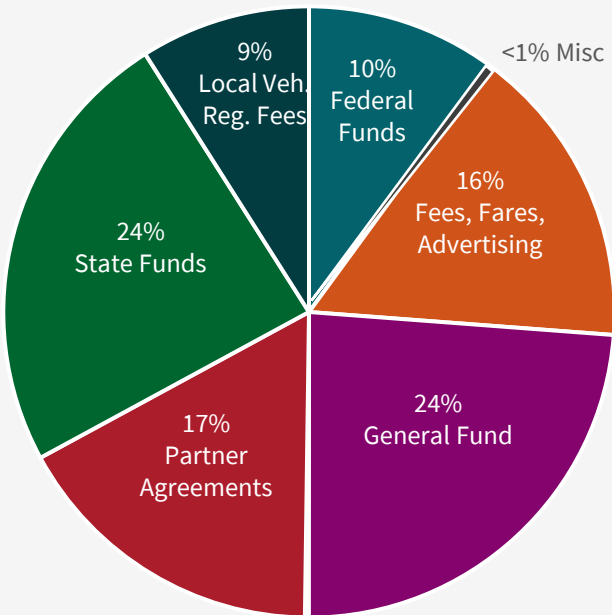
DIRECTOR'S OFFICE

Total budget: \$175,079,029*
includes funding for North-South BRT

Source: FY 2025 CIP in 2025 budgets as adopted. Does not reflect budget amendments or actual expenditures.

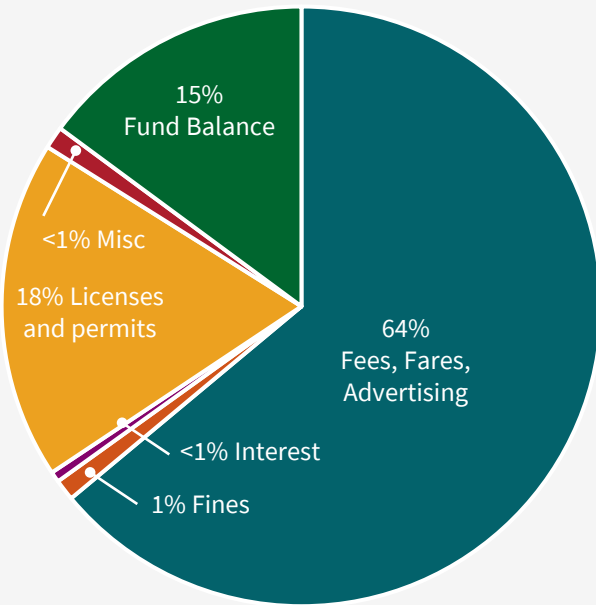
2025 REVENUE SOURCES

2025 ADOPTED OPERATING BUDGETS



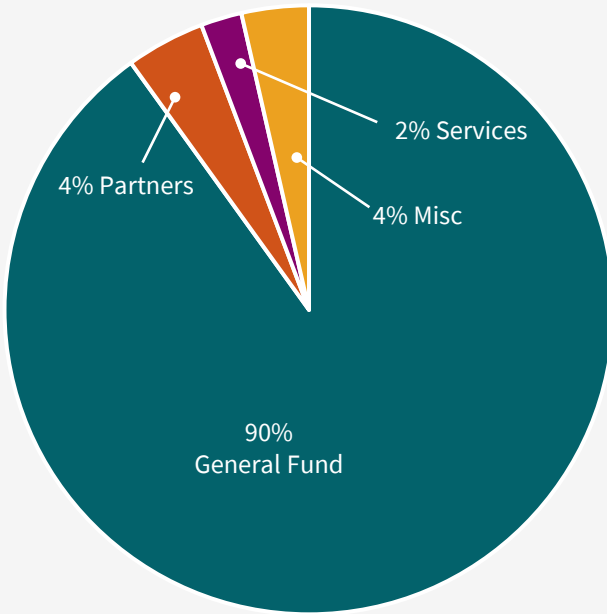
METRO TRANSIT

Total budget: \$77,425,165



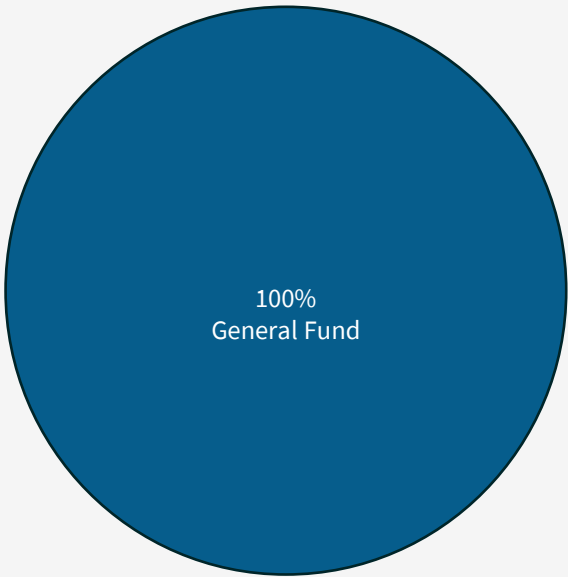
PARKING

Total budget: \$17,516,551



TRAFFIC ENGINEERING

Total budget: \$11,763,903



DIRECTOR'S OFFICE

Total budget: \$653,974

Source: 2025 budgets as adopted. Does not reflect budget amendments or actual expenditures.

We are planning for a multimodal future.

Madison's transportation planning program includes many complementary plans, projects, and initiatives that work together to achieve our City goals. Rather than planning each transportation mode independently, we coordinate across safety, transit, walking, biking, roadway design, land use, freight, curb management, and local and regional partnerships to create a more connected, sustainable, and equitable transportation system.

Throughout this report, the icons below identify transportation planning efforts that are helping advance specific recommendations, address identified issues or provide opportunities for future implementation.



Vision Zero and Safe Streets



Redesigns & Reconstruction



North-South BRT



Complete Green Streets



Area Plan Coordination



Wayfinding



AAA Bike Network



Interagency Partnerships



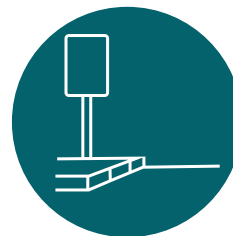
Pedestrian Plan



Passenger Rail



Let's Talk Streets



Curb Management



Intercity Bus



Transit Plan



Transportation Plan

An aerial photograph of a city, likely Minneapolis, showing a mix of urban development. In the foreground, there's a modern multi-story apartment building with a grey facade and white accents. To its right is a wide, multi-lane road with a grassy median. Further back, there are various commercial buildings, parking lots, and more residential structures. The background shows a dense forest of trees with autumn foliage. A semi-transparent teal rectangle is overlaid on the left side of the image, containing the text 'LAND USE + COMMUNITY CONTEXT' in white, bold, sans-serif capital letters.

LAND USE + COMMUNITY CONTEXT

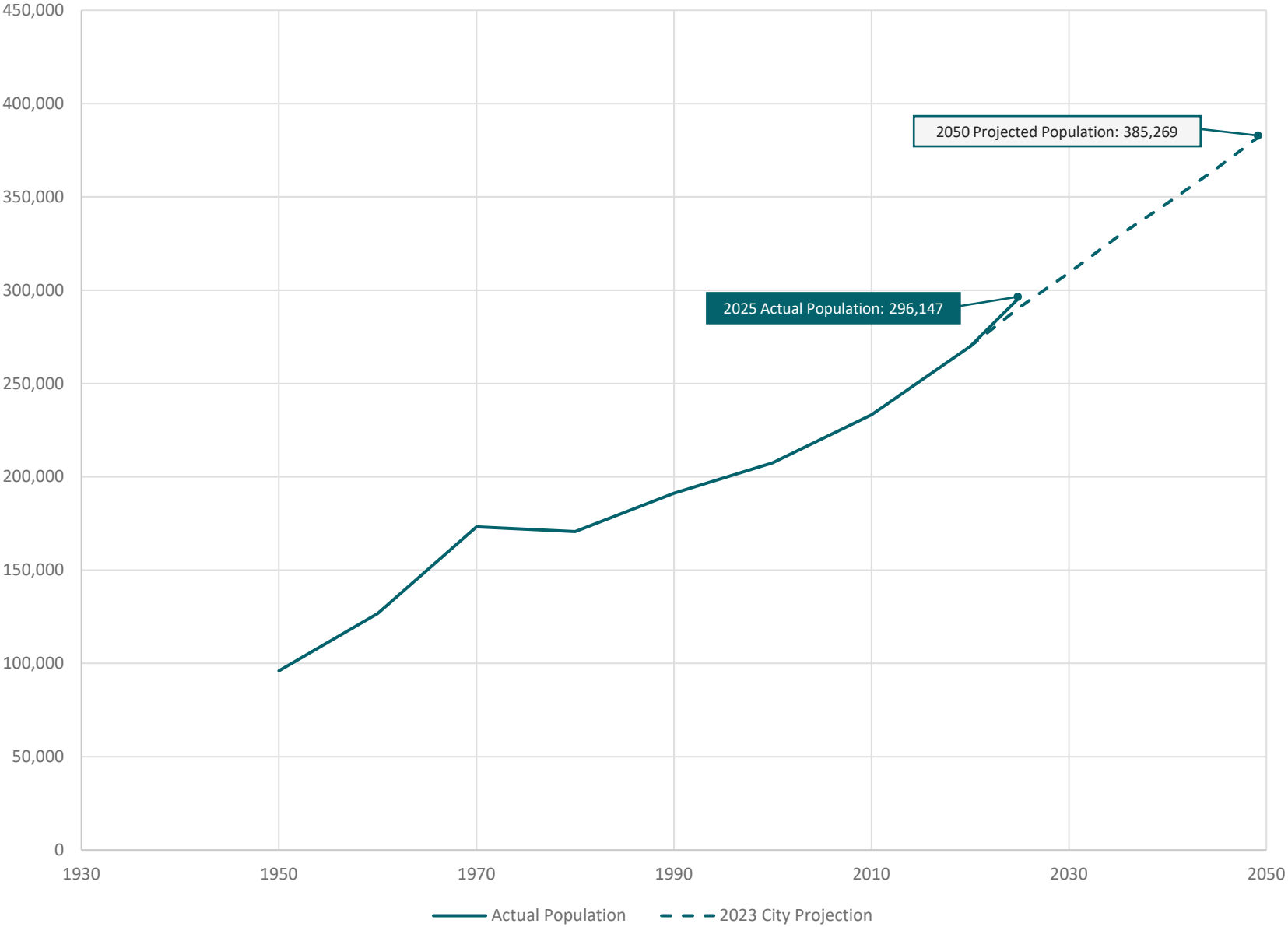
Madison could grow by 25% in the next 25 years.

Madison's population has grown by 10% each decade since the 1980s, a trend projected to last through 2050, while Dane County has grown even faster at 15%. To handle this expansion, the city must update its transportation network and land-use planning to ensure residents and visitors can move through the region safely and freely.

What we're doing

In 2027, we will be undertaking a new transportation plan to map out the networks that are needed to support Madison for the next decades and keep it a as great place to live.

Population Growth and Projection



Source: City of Madison Planning Division; US Census Bureau



LAND USE + COMMUNITY CONTEXT

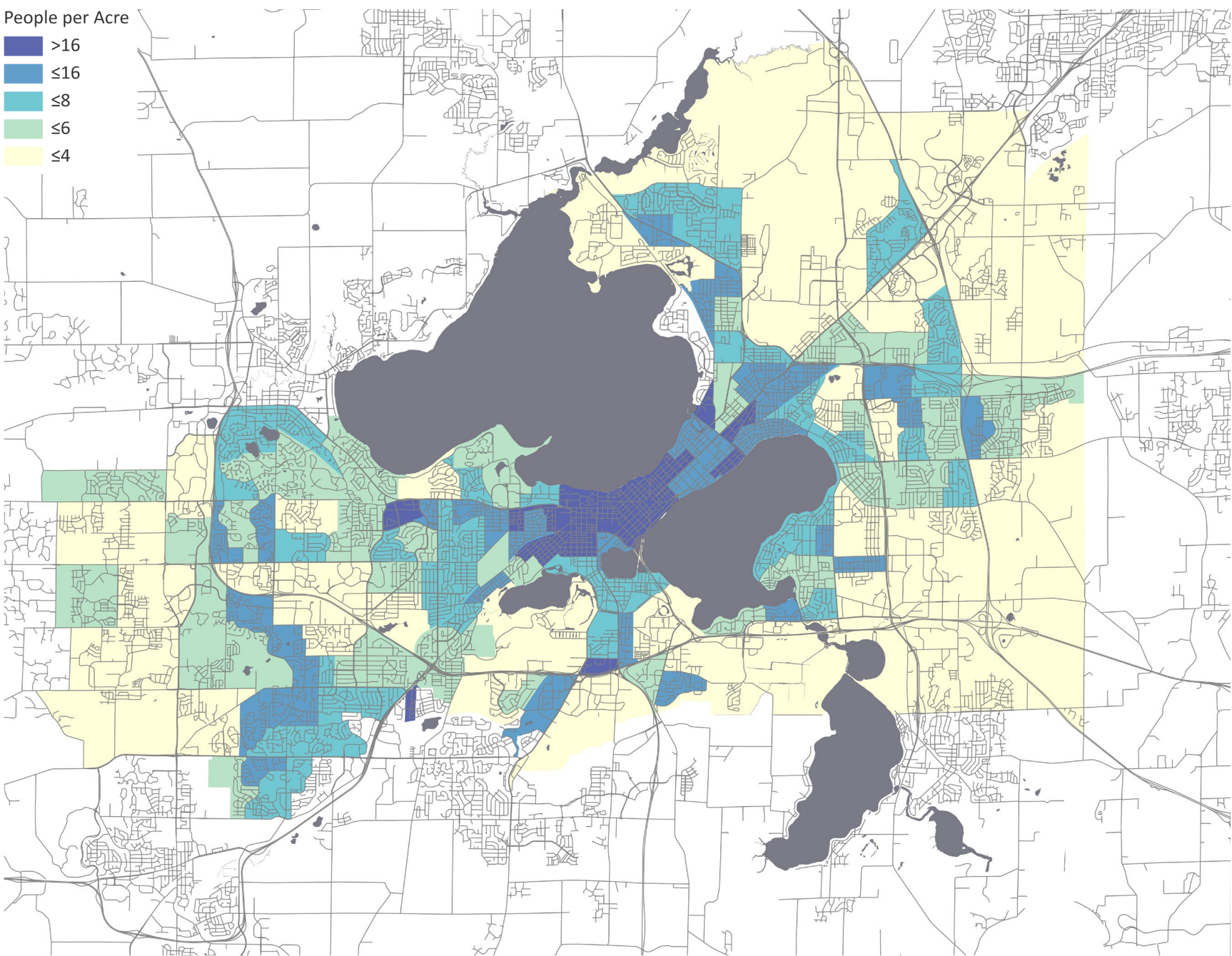
The lakes have created a more compact and more livable city.

By confining the city center between natural boundaries, the lakes have concentrated residential density and created a vibrant, contiguous downtown rather than one surrounded by sprawling parking lots. This high density inherently supports robust transit, walking, and biking networks while maintaining vehicular accessibility.

Additionally, this unique topography naturally funnels regional transportation links into a single, centralized hub, maximizing transit efficiency.

What we're doing

The city's housing and development policies are intended to allow for more growth in the center of the city, allowing more people to benefit from all that it provides while also helping keep the rural areas around the city rural.



Source: American Community Survey 2023 5-Year Estimates



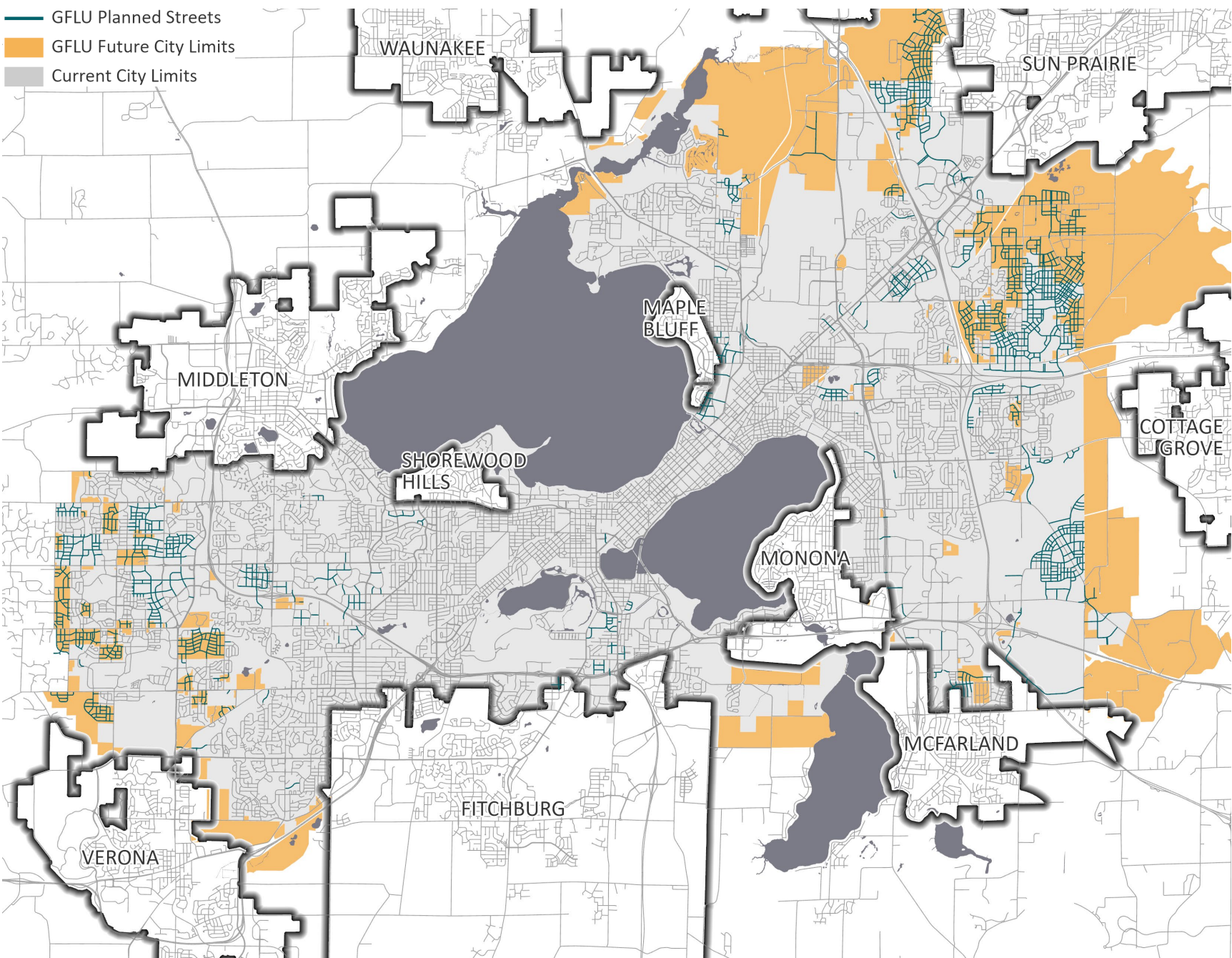
The city's outward growth is limited.

Historically, Madison expanded by converting surrounding farmland into predominantly single-family neighborhoods. Today, there is far less land available for that type of development. Boundary agreements with neighboring communities now limit the City's ability to expand outward, leaving only a few remaining areas where development can occur on undeveloped farmland or open space.

As a result, a greater share of Madison's growth has to be accomodated through infill development and redevelopment within existing neighborhoods.

What We're Doing

The City's development policies have become more intentional in guiding future growth. New development is generally more compact than it was in previous decades and includes a greater mix of housing types, including multifamily residences and mixed-use projects. Long-range planning also emphasizes creating mixed-use activity centers within new growth areas.



Source: City of Madison Planning Division



LAND USE + COMMUNITY CONTEXT

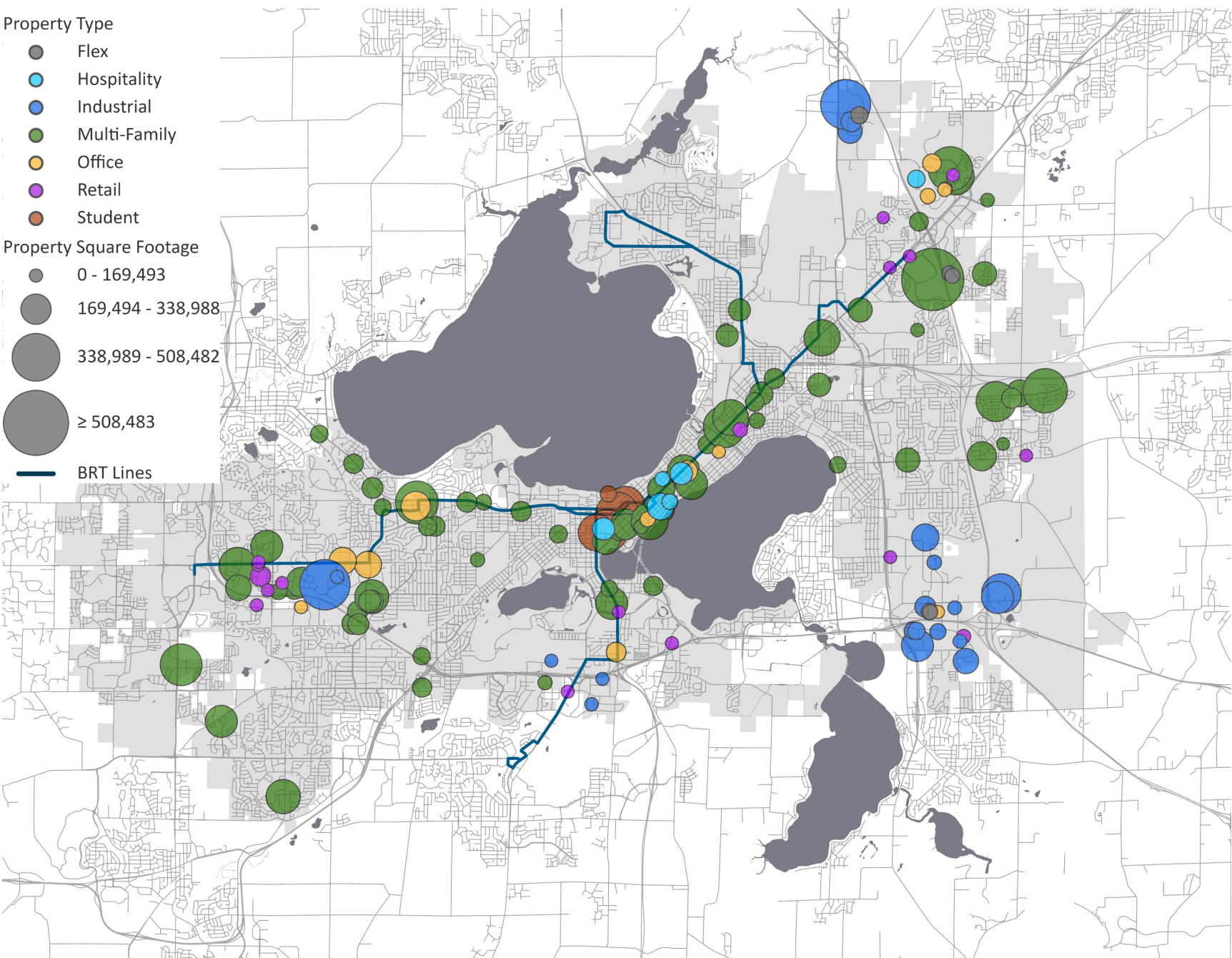
Half the city’s growth over the last 5 years has happened along BRT corridors.

Between 2020 and 2025, 45% of new development has occurred within Transit-Oriented Development (TOD) Overlay Zoning Districts along Rapid Routes A and B, while 55% has taken place through infill development within existing neighborhoods. Approximately half of all new residential units have been multifamily housing, including student housing.

Focusing growth near high-capacity transit creates neighborhoods where residents have more transportation choices and can more easily reach destinations throughout the city. This approach supports a more connected, sustainable, and efficient transportation network.

What we’re doing

New ordinances have expanded opportunities for infill development. In partnership with the Economic Development Division, we're identifying City-owned sites that can support future housing and mixed-use development near BRT stations.



Source: CoStar Property Data, 2020-2025 and City of Madison.



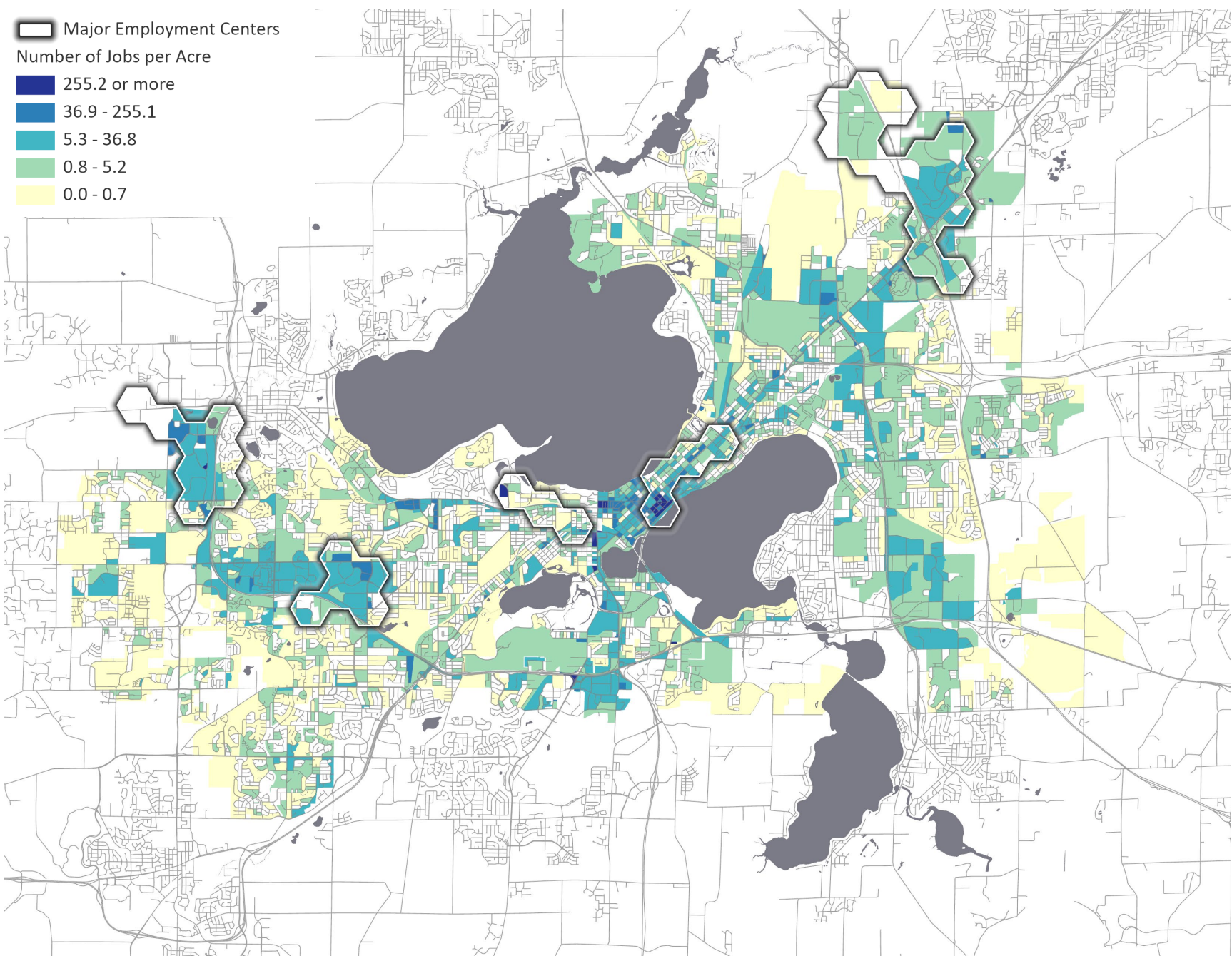
Madison has multiple job centers.

Downtown remains the economic center of Madison and continues to serve as the city's largest employment center. However, it now represents a smaller share of the city's total employment than it did several decades ago. As Madison has grown, employment centers have become more distributed across the city.

This shift has created more diverse and complex commuting patterns, creating a need for transportation systems that support travel in many directions and across all times of day.

What we're doing

We are expanding high-quality transportation connections to Madison's major employment centers through Bus Rapid Transit, improved bicycle and pedestrian networks, coordinated land use planning, and housing policies that encourage higher-density development near high-frequency transit, making it easier for residents to access jobs and services.



Sources:
Capital Area RPC. (2022). 2050 Regional Development Framework.; US Census Bureau. (2023). LEHD Origin-Destination Employment Statistics Data. (Version 8).



LAND USE + CONTEXT

2025 PROGRESS + ACCOMPLISHMENTS

Complete:

✓ **Adopted 14 pieces of housing legislation**

In 2025 Common Council adopted a variety of legislation intended to increase the variety and housing choice citywide, including

- Allowing 2 units by right in all residential areas
- Allowing 4-unit homes are now in all residential areas in TOD districts.
- Allowing 2-unit ADUs.
- Allowing cottage courts as a new infill housing type in most residential areas
- Allowing smaller lot divisions for more opportunities for infill within existing neighborhoods and smaller lots within new neighborhoods
- Setting new standards for drive-thrus within TOD districts to more successfully integrate into more dense buildings that leverage location;
- Prohibiting new standalone parking lots, carwashes and auto sales in TOD districts;
- Rezoning some key potential redevelopment areas for more by-right and denser mixed-use development

In Progress:

➔ **Transportation Recommendations in Area Plans:**

The Southeast and Southwest Area Plans were adopted including transportation recommendations in mid-2026. The transportation planning team is actively engaging with the Planning Division on the development of plan recommendations on all Area Plans.

➔ **BRT Transit Oriented Development (TOD) Asset Scan:**

The Transportation Planning Team continues to collaborate with staff in the Economic Development, Planning, and Engineering Divisions to complete a BRT Transit-Oriented Development (TOD) Asset Scan. This effort evaluates City-owned assets and identifies public-private partnership opportunities to catalyze transit supportive housing and mixed-use development near existing and future BRT stations.



2026 Priorities:

☐ **Downtown, Northside, and Near West Area Plans**

The Planning Division's next Area Plans offer an opportunity to rethink transportation networks.

☐ **Area Plan process**

The Department of Transportation will support the Planning Division by fully integrating in the area plan process, ensuring that area plans reflect citywide transportation plans, identifying transportation opportunities based on area plan visions, and updating citywide transportation plans alongside the area plan process to reflect area plan recommendations. This will include every part of the city as the area plan cycle continues.

LAND USE + CONTEXT
PLANS + OPPORTUNITIES

PEDESTRIANS



PEDESTRIANS

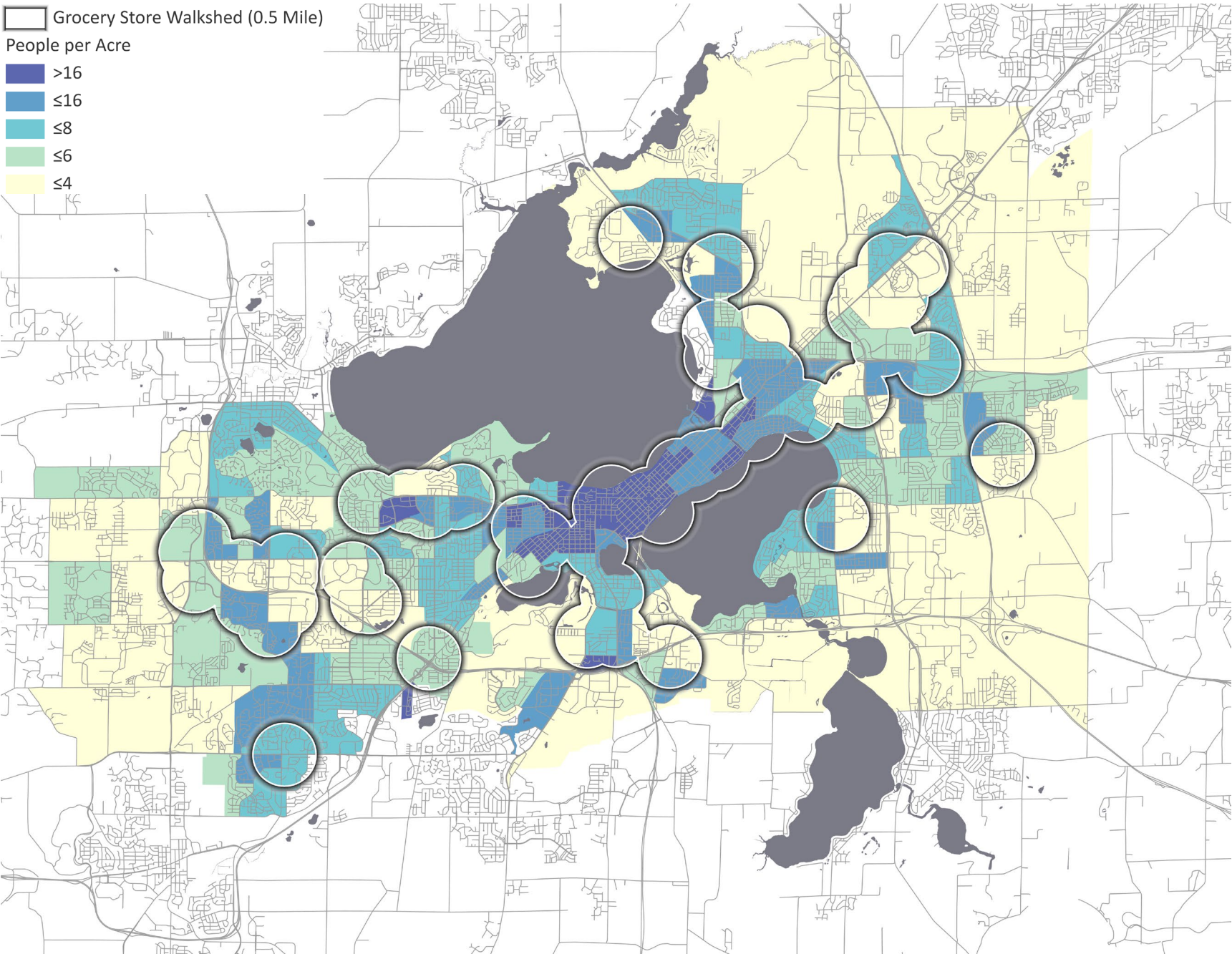
Much of Madison has enough density and mix of uses to make walking a useful form of transportation.

Walkable neighborhoods are a key component of Madison's transportation system. When homes are located within a 10- to 15- minute walk of everyday destinations, walking becomes a convenient and realistic travel choice. Madison's network of neighborhood commercial districts, schools, parks, and community destinations – combined with relatively high residential densities – creates more opportunities for residents to meet daily needs on foot while supporting local businesses and neighborhood vitality.

As a result, 52% of Madison residents live within a 10- minute walk of a grocery store, and 98% live within a 10- minute walk of a park, compared with a national average of 57%

What we're doing

Building residential, employment, and commercial density throughout the City enhances walkability.



Source: USDA Food and Nutrition Services. (2023). SNAP Retailer Location Data.

PEDESTRIANS

Nearly all of the city has sidewalks.

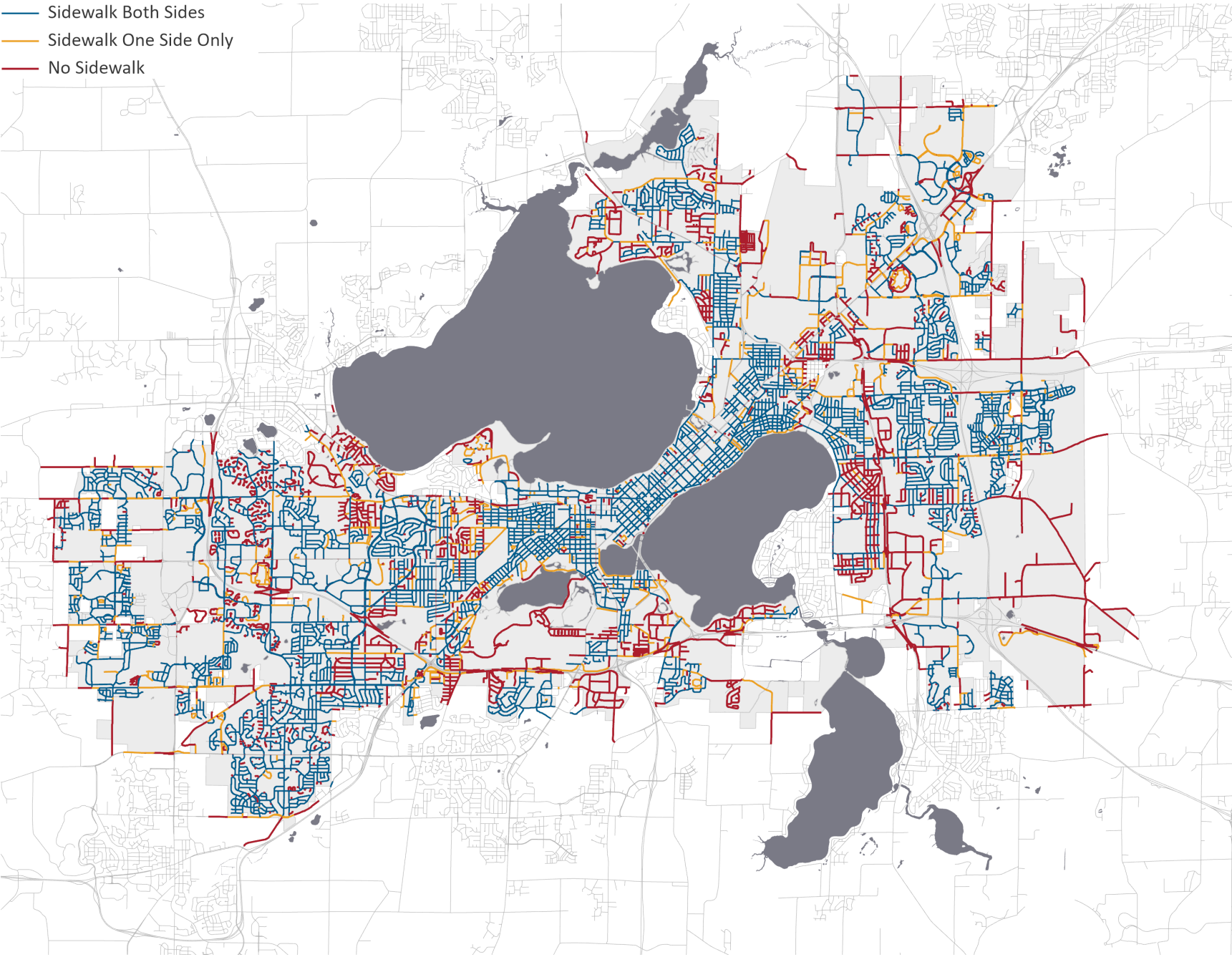
A connected sidewalk network is essential for safe, accessible and equitable transportation. Through its Complete Green Streets policy, Madison requires sidewalks on all new and reconstructed streets. Today, 73% of Madison streets have sidewalks on at least one side, outperforming many peer cities nationwide:

- Milwaukee, WI: 95%
- St, Paul, MN: 75%
- Seattle, WA: 75%
- Madison, WI: 73%
- Colorado Springs, CO: 68%
- Columbus, OH: 64%
- Austin, TX: 61%
- Portland, OR: 60%

This robust infrastructure improves community connectivity and makes walking a practical, safe choice for daily travel.

What we're doing

The City will continue to improve sidewalk accessibility, quality, and connectivity by implementing recommendations from our Pedestrian and ADA Transition Plans, following our Complete Green Streets Guide.



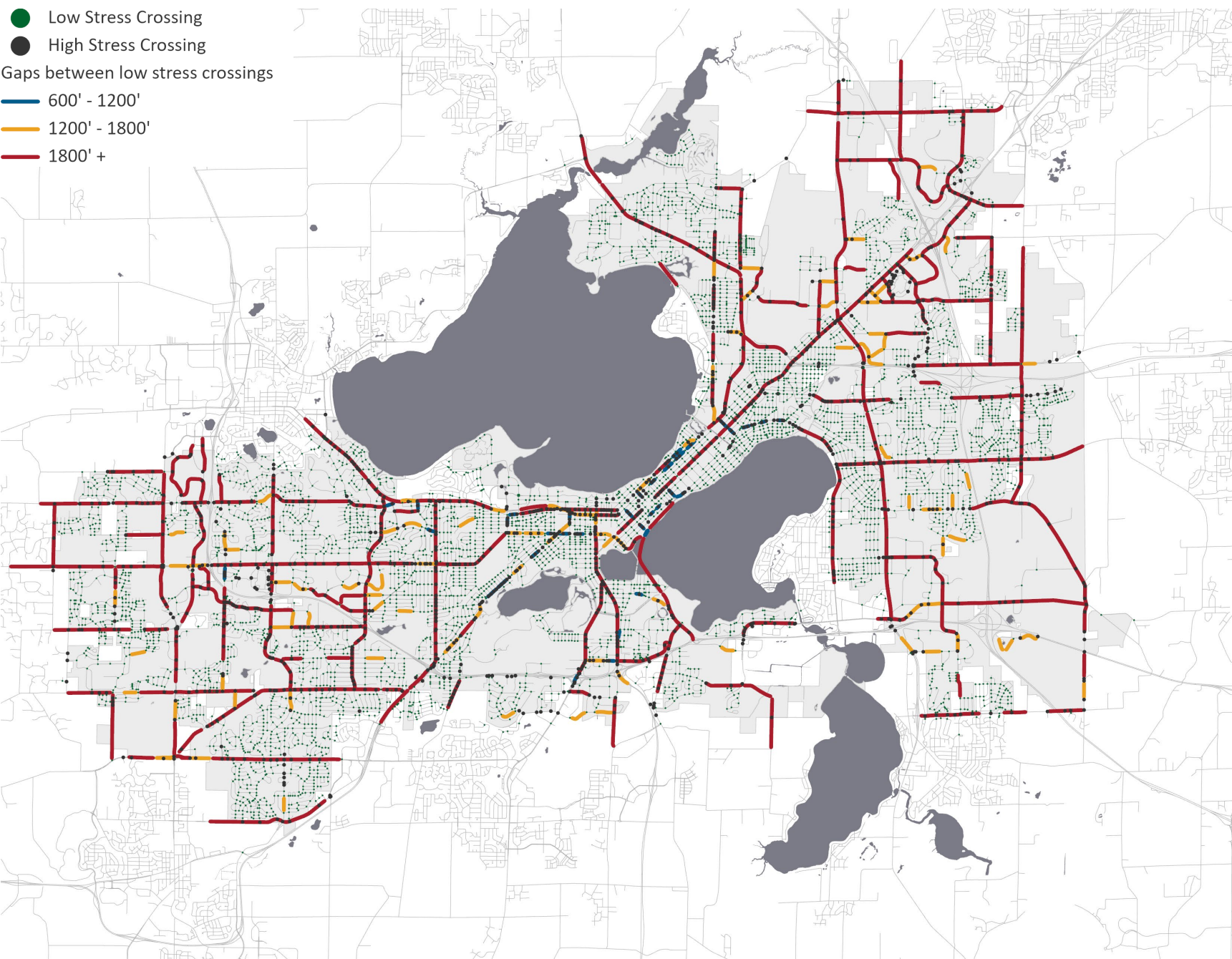
PEDESTRIANS

Pedestrians may need to detour ¼ mile to cross a street safely.

Safe and convenient street crossings are a critical component of walkable transportation network. Although most neighborhood streets are easy to cross, many of Madison's major arterial streets have signalized crossings spaced 1,200 feet (nearly one-quarter mile) or more apart. These long gaps reduce connectivity by requiring pedestrians to make significant detours to cross safely. When crossing opportunities are inconvenient or infrequent, people are more likely to have to cross at unsignalized locations, increasing the potential for severe crashes.

What we're doing

This map highlights major gaps where street crossings are too far apart. Long distances force pedestrians to take risky shortcuts or walk out of their way to just cross safely. We are actively closing these gaps through our updated Pedestrian Plan, Complete Green Streets, and Safe Streets for All initiatives.



Source: Greater Madison MPO and City of Madison



PEDESTRIANS

In 2025, 81 Madison pedestrians were injured and 3 were killed as a result of being hit by drivers.

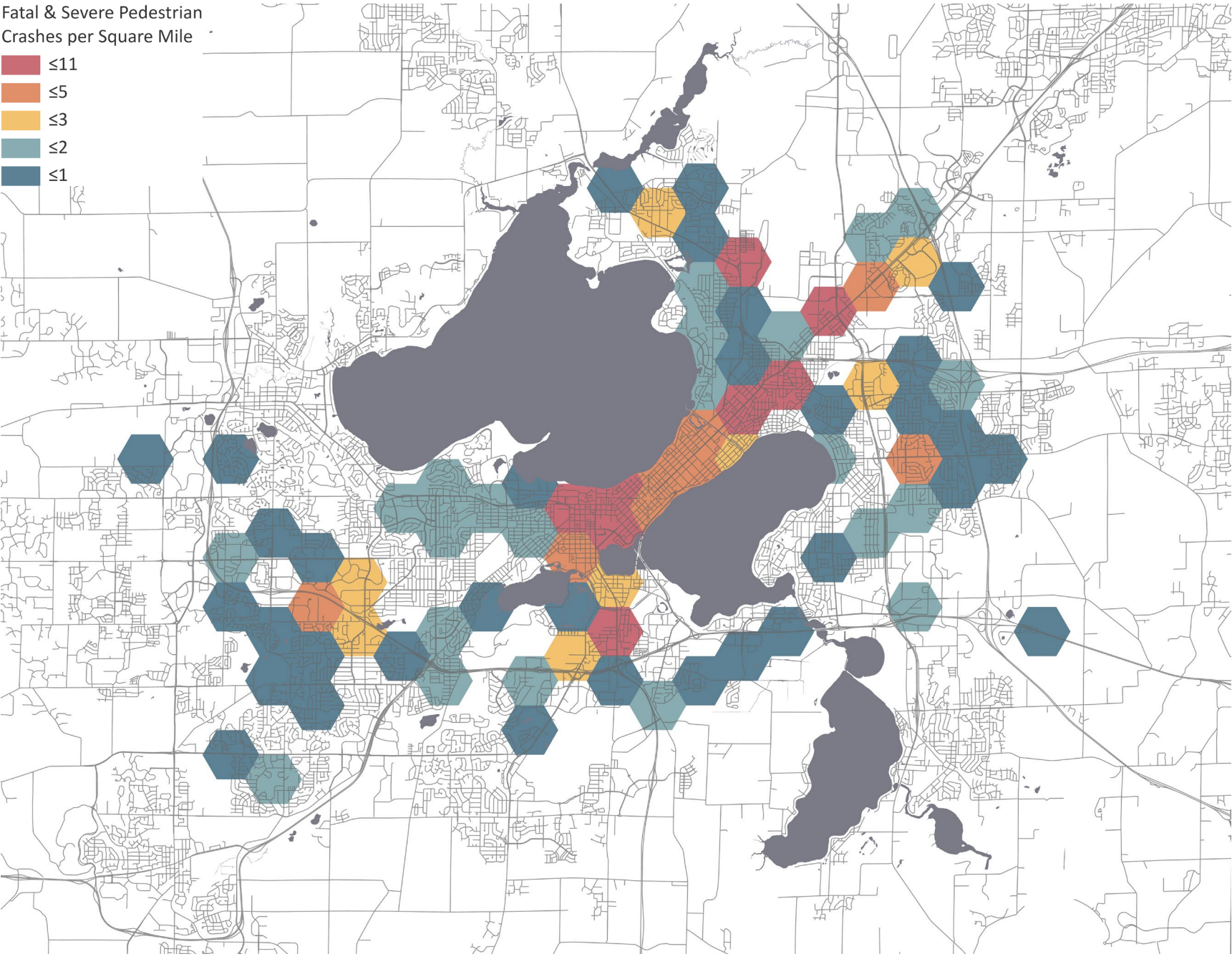
Unlike car-only crashes, which are often around major highways, pedestrian crashes in Madison are concentrated in areas with the highest levels of walking activity, including downtown, the UW-Madison campus, and the Darbo-Worthington and Emerson East neighborhoods. These areas also include several high-volume arterial streets where traffic speeds and volumes can increase crash risk.

Nationally, pedestrian fatalities have been rising. In contrast, Madison has experienced a 34.3% reduction in pedestrian fatalities and serious injuries, declining from 105 crashes in 2018 to 69 in 2025.

While this trend reflects meaningful progress, Vision Zero recognizes that any traffic death or serious injury is unacceptable.

What we are doing
The City will continue working to improve pedestrian safety through our Pedestrian Plan, Vision Zero and Safe Streets initiatives, Complete Green Streets, and through public input from our Let's Talk Streets initiative.

Fatal & Severe Pedestrian Crashes per Square Mile



Source: Wisconsin TOPS Lab 2015-2025



PEDESTRIANS

2025 PROGRESS + ACCOMPLISHMENTS

Complete:



Safe Streets Madison

The City implemented over two dozen pedestrian focused projects through its Safe Streets Madison program in 2025. These included curb extensions, median extensions, Rectangular Rapid Flash Beacons (RRFB), .78 miles of new sidewalk, and other treatments to improve pedestrian safety and comfort.



ADA Transition Plan Update

An inter-departmental team led by the Department of Civil Rights completed an update to the City's ADA Transition plan in 2025, which identified barriers to accessibility across the City, including in the pedestrian network. It includes a plan and budget for addressing barriers.

In Progress:



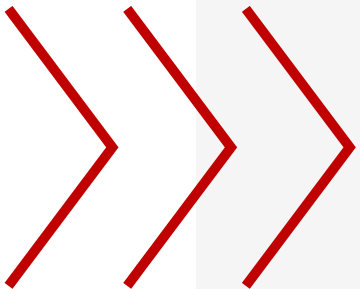
Pedestrian Plan:

The City of Madison is developing an update to its 1997 Pedestrian Plan. The plan will provide direction for policy, programs and safety improvements that will increase safety, accessibility and walking connections throughout the City. The plan will include specific performance measures that will allow tracking progress in improving pedestrian conditions in Madison, and detailed actions for the City and partner agencies to carry out. The draft plan has been released for public review and staff is now addressing comments. Funding for this project is through the US DOT's Safe Streets and Roads for All grant program.



Safe Streets Madison Projects:

The city is continuing to implement projects including curb extensions, median extensions, Rectangular Rapid Flash Beacons (RRFB), new sidewalks, and other treatments to improve pedestrian safety and comfort.



2026 Priorities:

- ☐ **Adopt Pedestrian Plan**
- ☐ **Continue to close sidewalk gaps through standalone projects and street reconstructions**
- ☐ **Continue to install treatments that improve pedestrian safety and comfort at intersections**
- ☐ **Install new traffic signal at the Southwest Commuter Path and West Washington Avenue**

Future Opportunities

☐ **Safe Streets and Roads for All (SS4A) Federal Grant**

The grant is funding:

- Pedestrian and bike improvements on East Washington Avenue (Aberg Ave to Annamark Dr) and on Schroeder Road
- Systemwide improvements at 27 intersections on the High-Injury Network
- Corridor Studies:
 - S. Whitney Way (Schroeder Road to Williamsburg Way)
 - Fair Oaks Avenue (E. Washington Avenue to Commercial Avenue)
 - Winnebago Street (Thorton Ave to Second Street) and Atwood Avenue (First Street to Second Street)

PEDESTRIANS
PLANS + OPPORTUNITIES



BIKES

BIKES

People in Madison bike three times as much as Americans in general.

Madison ranks 9th among U.S. cities for commuting by bicycle, with 3.4% of workers biking to work – more than 3 times the national average. Many more residents also bike for school, errands, recreation, and other daily trips.

This is supported by a strong and growing bicycle network. The League of American Bicyclists ranks Madison 13th nationally for bike infrastructure per square mile.

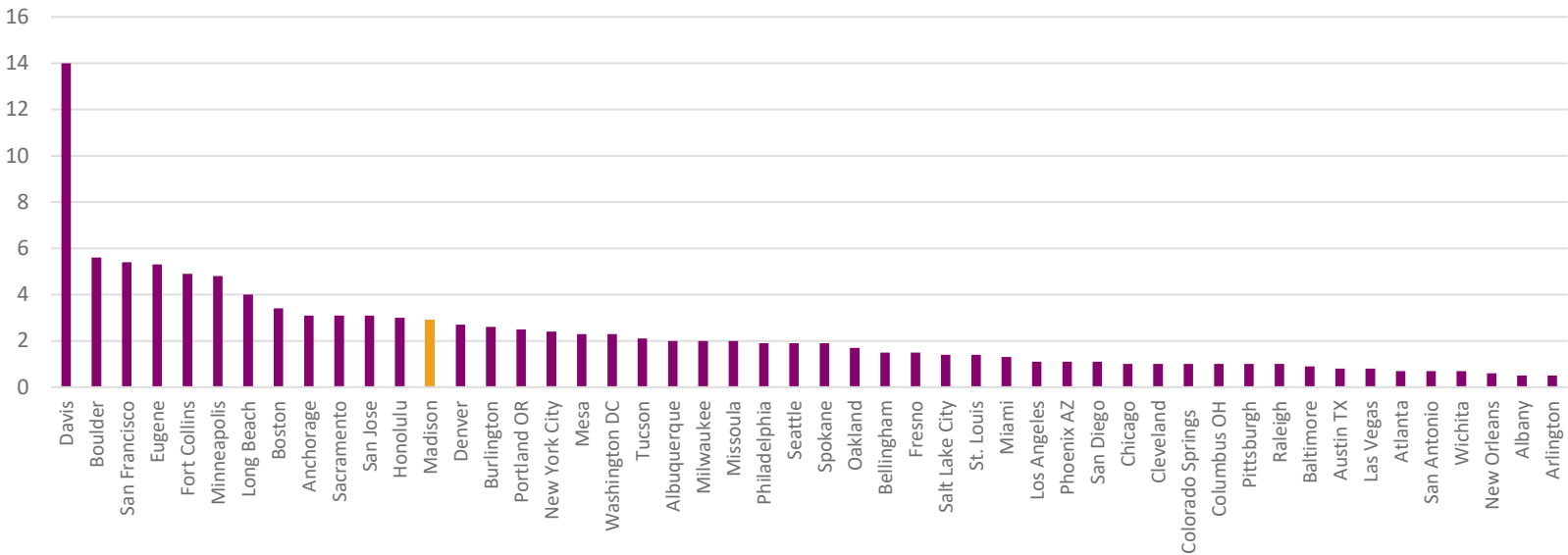
Madison has a well-established culture of bicycling supported by the City's bike network. By continuing to expand and improve bicycle facilities, Madison is making it safer and easier for people of all ages and abilities to choose bicycling for transportation, recreation, and everyday travel.

What we're doing

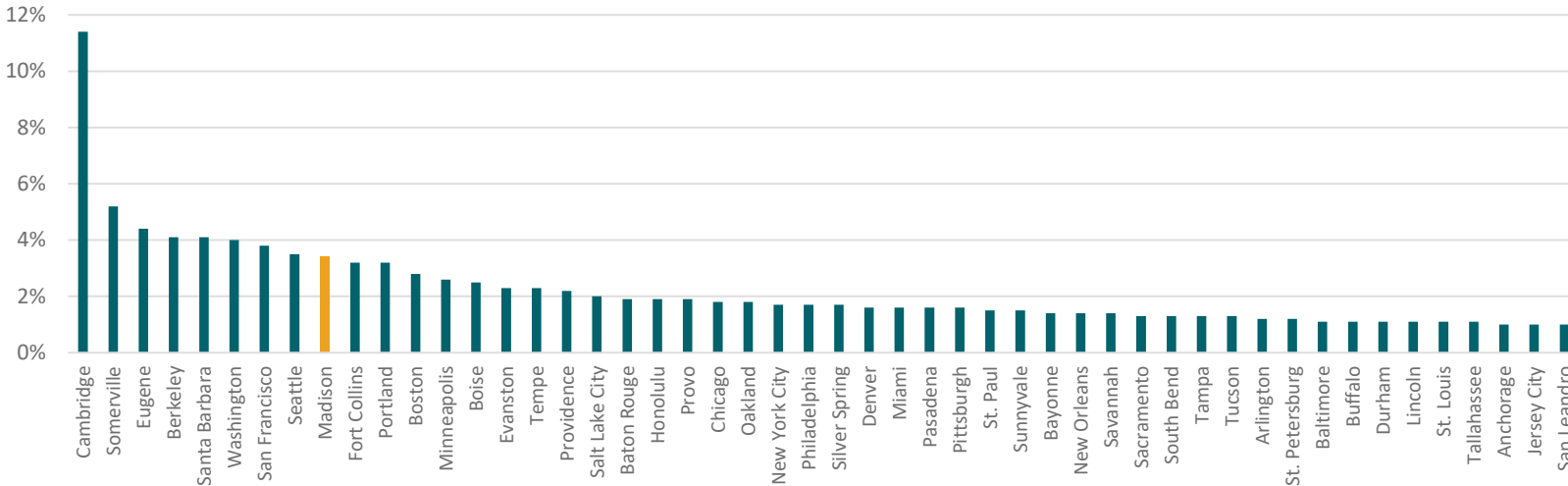
The City will continue to promote and support bicycle commuting and ridership through the AAA Bike Network improvements and expansion, Complete Green Streets, and bicycle wayfinding efforts .



Miles of Bike Infrastructure Per Square Mile (Top 50 Cities)



Rates of Bike Commuting (Greater than 1%)



Source: League of American Bicyclists and U.S. Census Bureau American Community Survey (2024)

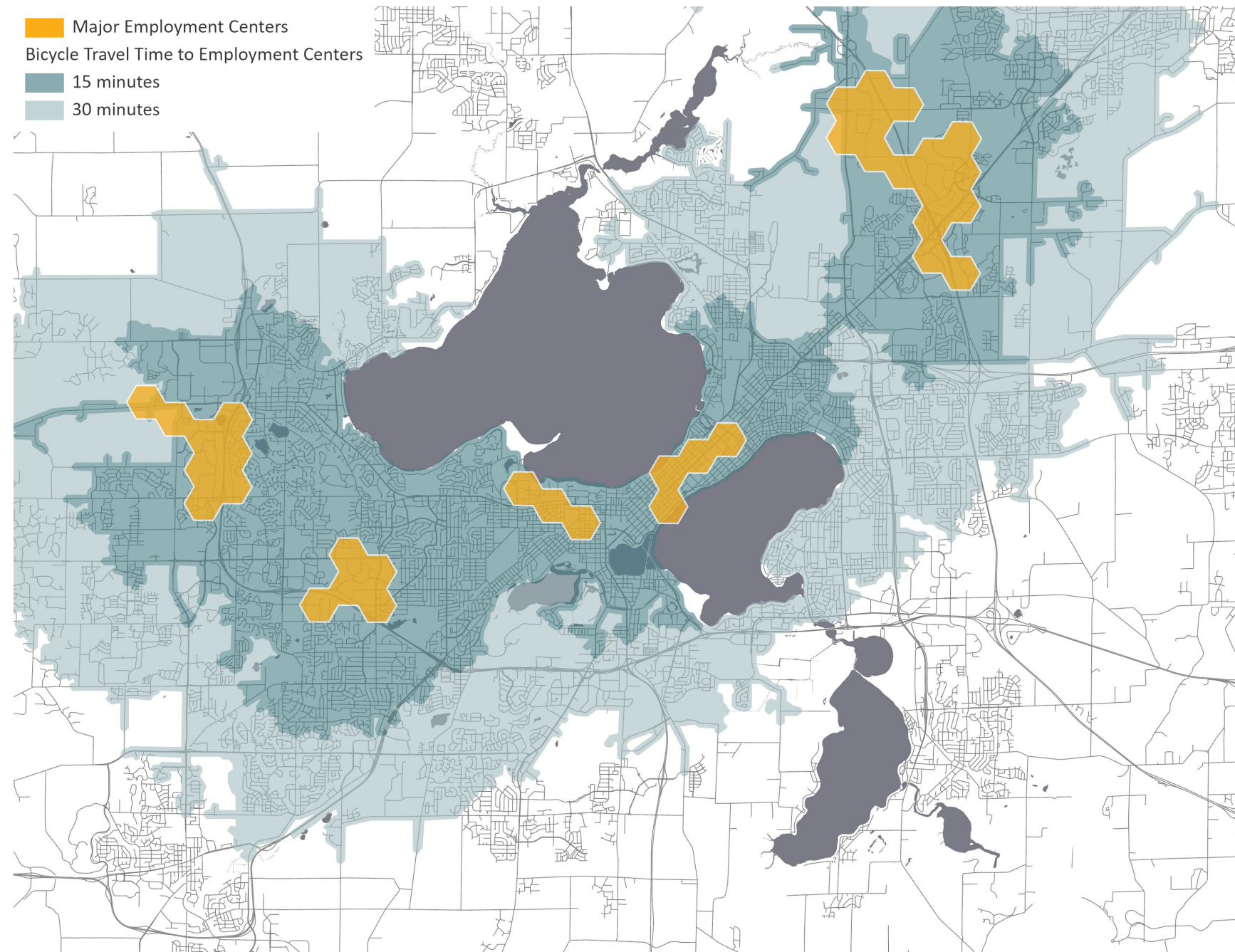
Madison is compact enough that biking is an option for many trips.

Nearly 97% of residents live within a 30-minute bike ride of the city's five largest employment centers, and 67% are within a 15-minute bike ride.

While Madison's layout makes biking convenient, safe and connected bicycle infrastructure is essential for people of all ages and abilities to feel comfortable choosing to ride.

With safe bicycle facilities available to their destination, many people will be more incentivized to make these trips.

Adding new bike facilities through AAA Bike Network improvements and expansion will help to unlock many potential bike trips. The Wayfinding plan will recommend ways to improve access and navigation to existing facilities.



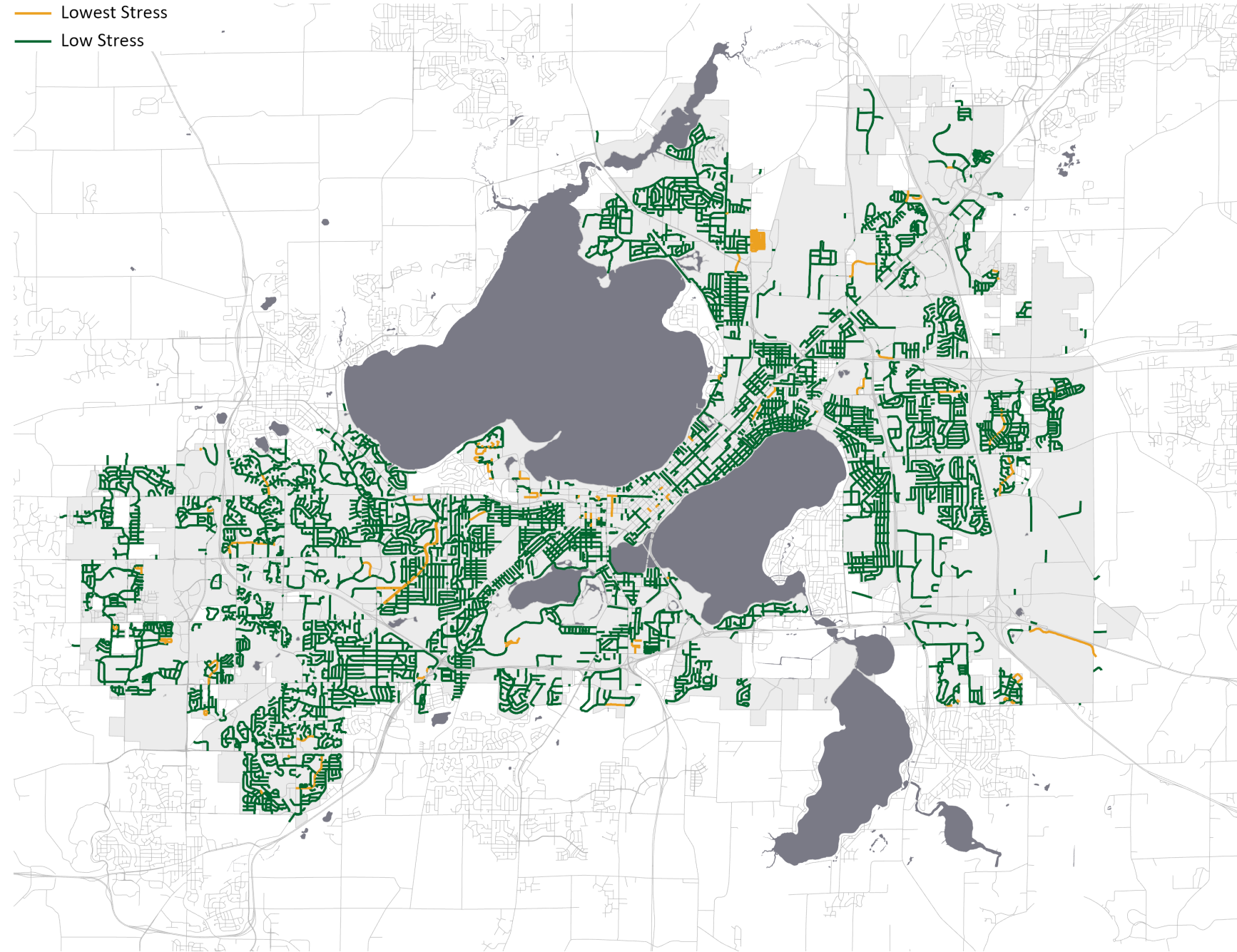
Source: Capital Area RPC. (2022). 2050 Regional Development Framework.



Many of the city's streets are comfortable to bike on for people of all ages and abilities.

While many Madison residents can begin their ride on these comfortable streets, the network is often disconnected. Busy arterial roads can be difficult to cross, creating barriers between neighborhoods and limiting access to destinations by bike.

The City's Complete Green Streets guide provides set standards which ensure that new bicycle facilities are comfortable and low stress for people of all ages and abilities.



BIKES

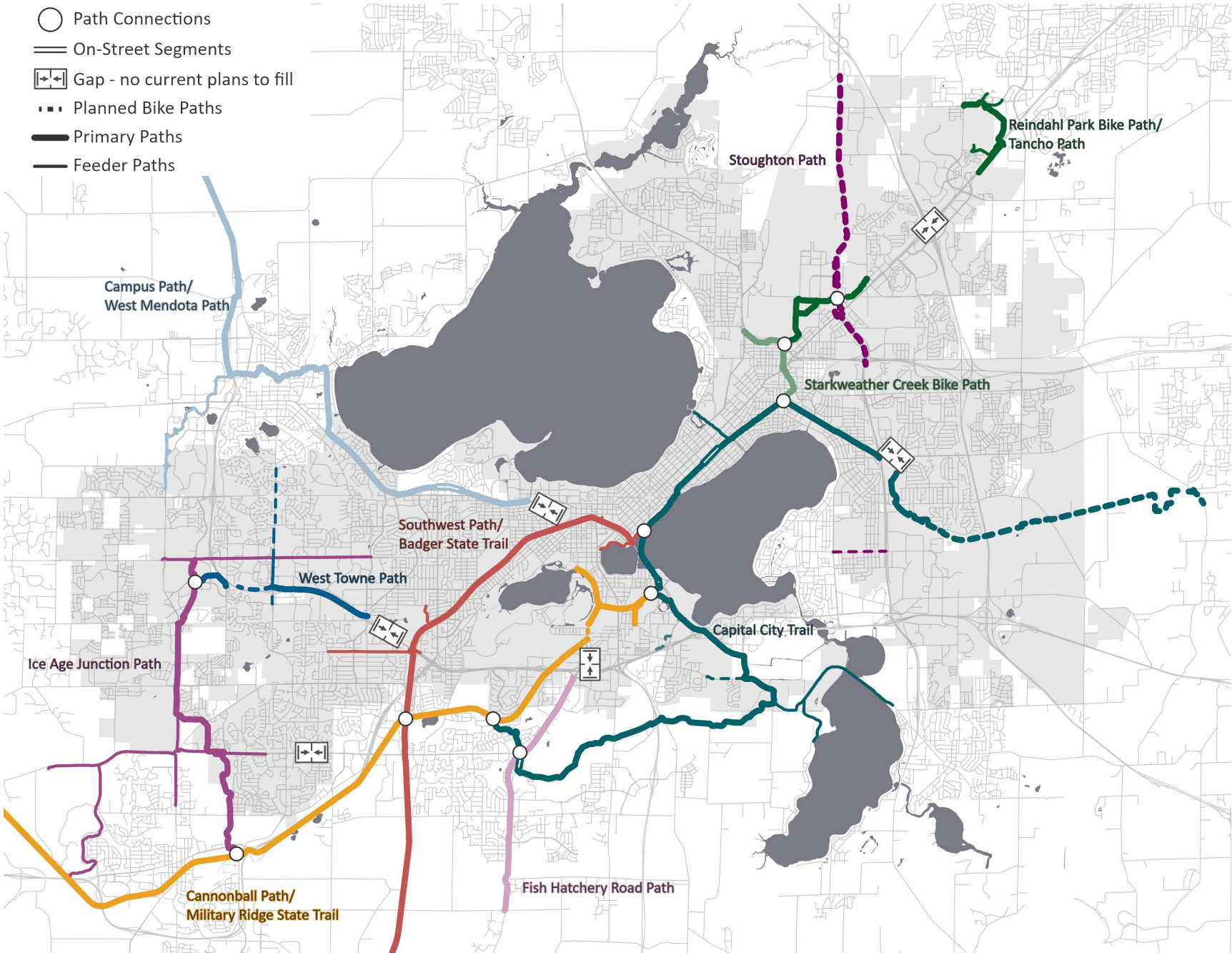
Paths radiate in all directions from Downtown, but there are gaps in important places.

Madison's off-street shared-use paths are the backbone of the city's bicycle network. Major corridors like the Southwest Commuter Path and the Capital City Path connect neighborhoods across the downtown, supporting thousands of trips each day.

However, several major paths end before reaching important destinations, including Campus Path near the UW dairy facilities and the Starkweather Creek Path near the former Oscar Mayer site. Some parts of the city, including the north side, have no paths at all. Closing these gaps will improve connectivity, safety, and access throughout the city.

What we are doing

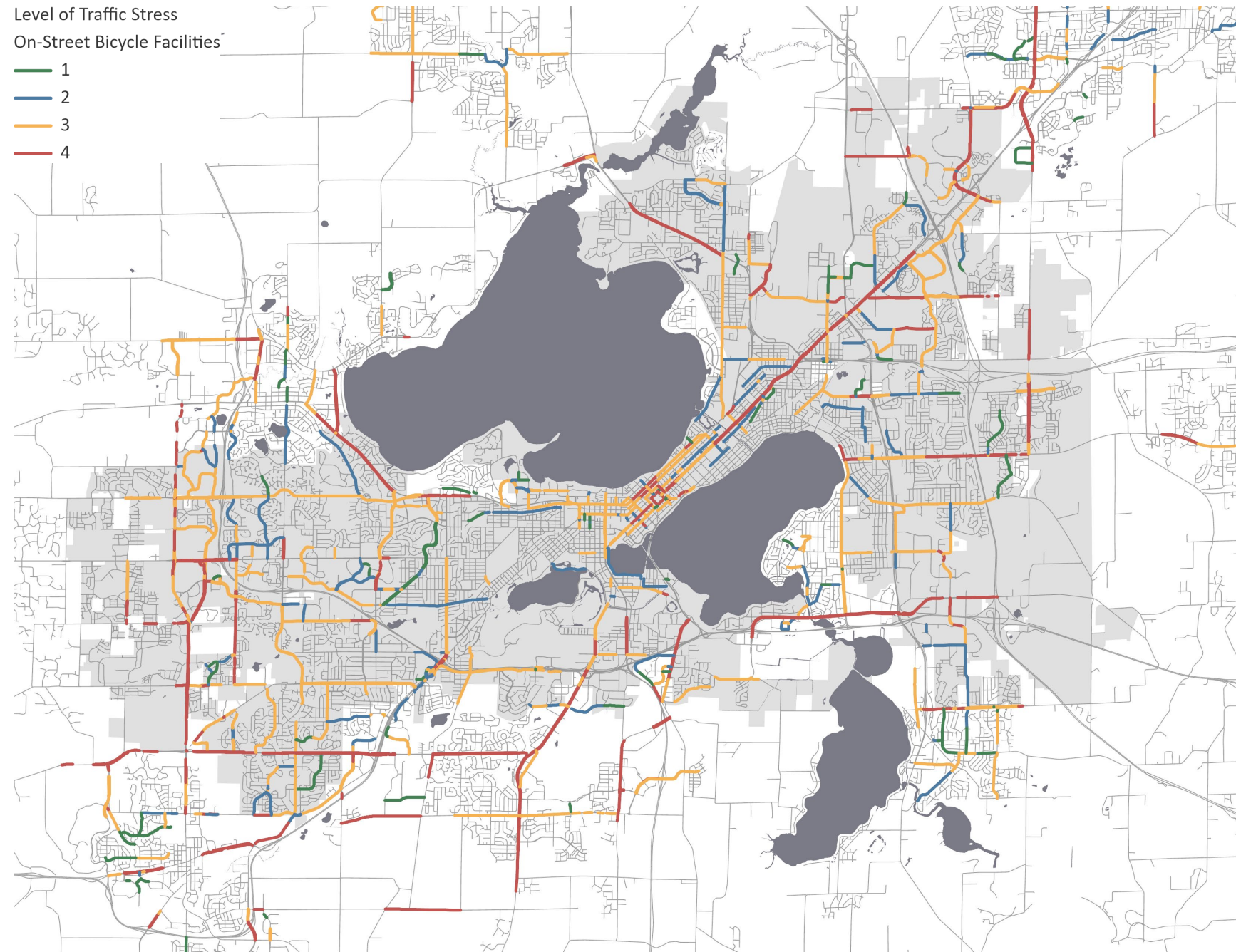
The City will continue to improve access to safe and comfortable bicycle paths through improvements and expansion of our AAA Bike Network while identifying and closing existing gaps in our path network.



Some major arterials have bike lanes, but some are low comfort, and some end abruptly.

Thus, high-comfort bikeways are limited, and important gaps remain. For example, on the north side of the city, there is currently no continuous north-south high comfort bicycle route.

The City will continue to improve access to safe and comfortable on-street bicycle facilities through improvements and expansion of our AAA Bike Network



BIKES

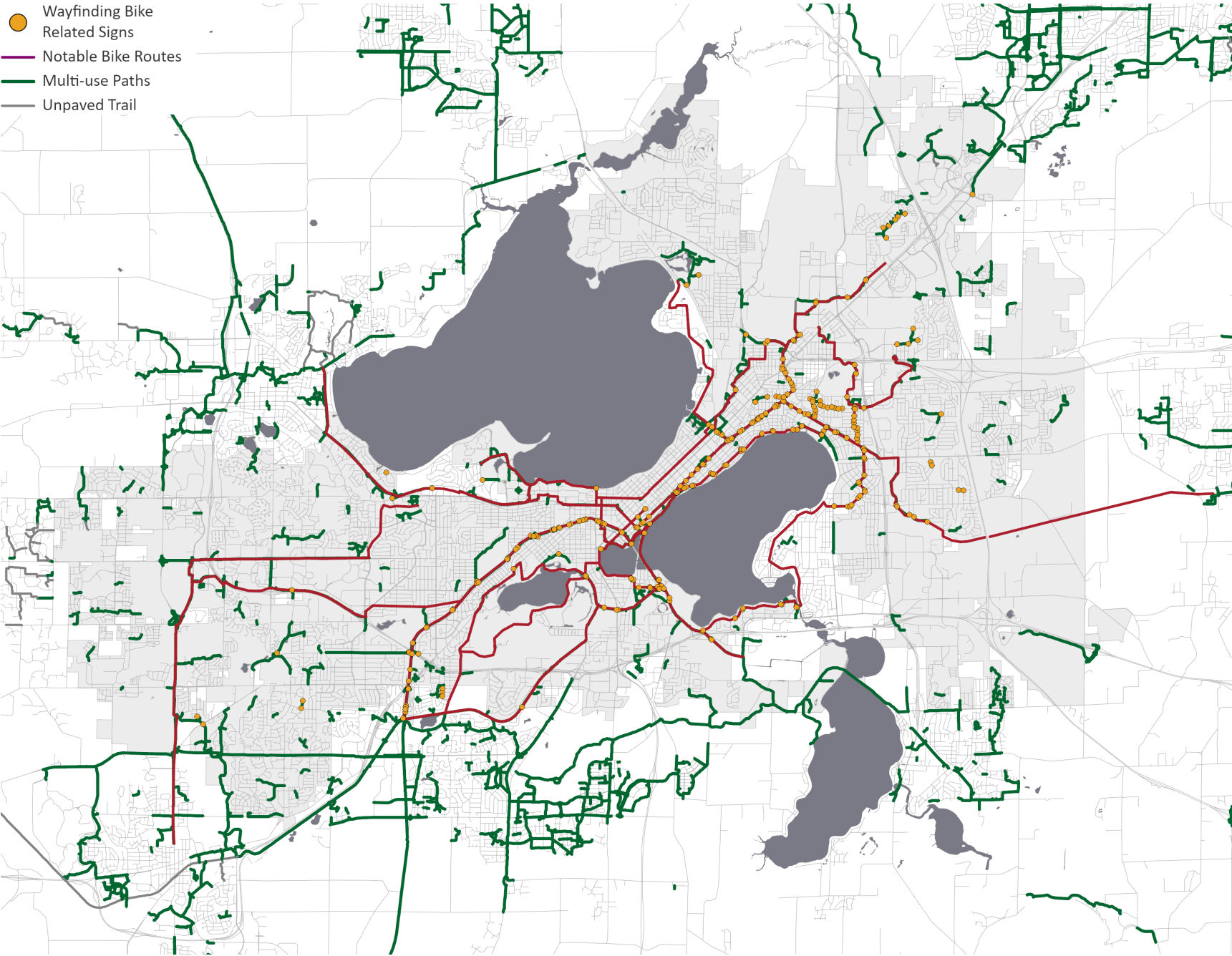
Bike connections can be hard to find and difficult to navigate for new users.

People who bike regularly in Madison often become familiar with the city's network of paths, bike boulevards, and low-stress routes over time. For newer riders, however, navigating the system can be more challenging.

While bicycle routes are signed, many signs do not include route names, designations, or distances, and the overall network lacks a consistent wayfinding system. It can be hard to find entrance points to paths, and riders may be unaware of connections that are useful to them. Some corridors, such as the Lake Loop and the Southwest Path, provide clear directional signage that helps people navigate with confidence.

What we are doing

The City is launching a wayfinding planning effort in 2026 to implement better signage placements in the future.



BIKES

2025 PROGRESS + ACCOMPLISHMENTS

Complete:

✓ **Bike Network Improvement Projects Completed in 2025:**

E Wilson Street Cycle-Track

- S Pinckney St to John Nolen/Blair, MLK to Pinckney completed in 2024

West Towne Path Phase 2a

- West Towne Path (S Hight Point Rd to 7425 Weekend Way)
- Zor Shrine Path (West Towne Path to Zor Shrine Pl)

Badger-Rusk Shared-Use Path

- W Badger Rd (Beltline Overpass to N Rusk Ave)
- N Rusk Ave (W Badger Rd to Nygard St)

North Shore Drive Path

- Southwest Path to S Bedford St

East Madison Bikeways

- Winnebago Path (Winnebago St to Union Corners Path)
- E Washington Ave Widened Sidewalk (Sparkle Ct to 1868 E Wash Ave)
- N First St Widened Sidewalk (In front of 104 N First St full frontage)

Pheasant Branch Greenway Enhancement

- Path on the east-side of the pond from Excelsior Dr to Deming Way
- Connector path from mainline pond path to Fourier Dr

Blue Harvest Path

In Progress:

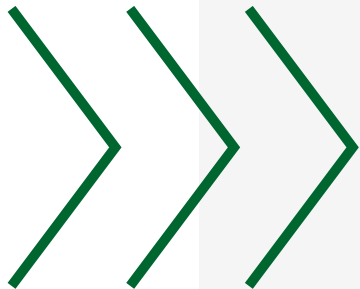
➔ **All Ages and Abilities (AAA) Bicycle Network Plan**

Madison is developing an AAA Bicycle Network Plan that lays out a long-term vision for comfortable, accessible bikeways that connect neighborhoods and destinations throughout Madison. The AAA Bicycle Network was first drafted as part of the City's Complete Green Streets Guide in 2023, and this Plan will finalize that network. The AAA Bikeways Network identifies streets and paths that will eventually be considered safe and comfortable for most bicyclist and details which parts of the network currently meet that standard. The draft plan was released for public review in May 2026 with adoption by the end of 2026. Funding for this project is through the US DOT's Safe Streets and Roads for All grant program.

➔ **John Nolen Drive Reconstruction and Madison LakeWay**

The reconstruction of John Nolen Drive will transform a major gateway to Madison, improving safety and expanding access for all modes.

The LakeWay project will reconstruct and expand Capital City Trail along the causeway (Lakeside to Broom) and build a new path along Brittingham Park (Bedford to Broom).



2026 Priorities:

- ☐ **Downtown Area Plan**
The Downtown Area Plan can identify ways to create critical links between destinations and the trail network
- ☐ **Cannonball Path: Phase 6**
Install side-path along Fish Hatchery Rd to connect the Cannonball Path to the Wingra Creek Path
- ☐ **Adopt AAA Bicycle Network Plan**
- ☐ **Tancho Drive Path**
Complete path through Northeast Park, connecting Tancho Drive with the Sun Prairie Path
- ☐ **On-going Bike Lane Additions**
Continue to retrofit new bike lanes through Safe Streets Madison, Resurfacing Program, and Chip Seal Program

Future Opportunities

- ☐ **Continued Implementation of Madison LakeWay**
- ☐ **Capitol City Path – Glacial Drumlin Trail Extension (2027)**
This project will extend the Capital City Path from Vondron Road to Interstate 39/90. A Dane County-led project will extend the path further to Buckeye Road (and eventually Cottage Grove)
- ☐ **Moorland Road Path (2028)**
Wayland Drive to Capital City Trail
- ☐ **East Rusk Path (2028)**
North Rusk Avenue to Rimrock Road
- ☐ **Pflaum Cycle Track (2026-2027)**

TRANSIT



Madison has higher transit ridership than its peers.

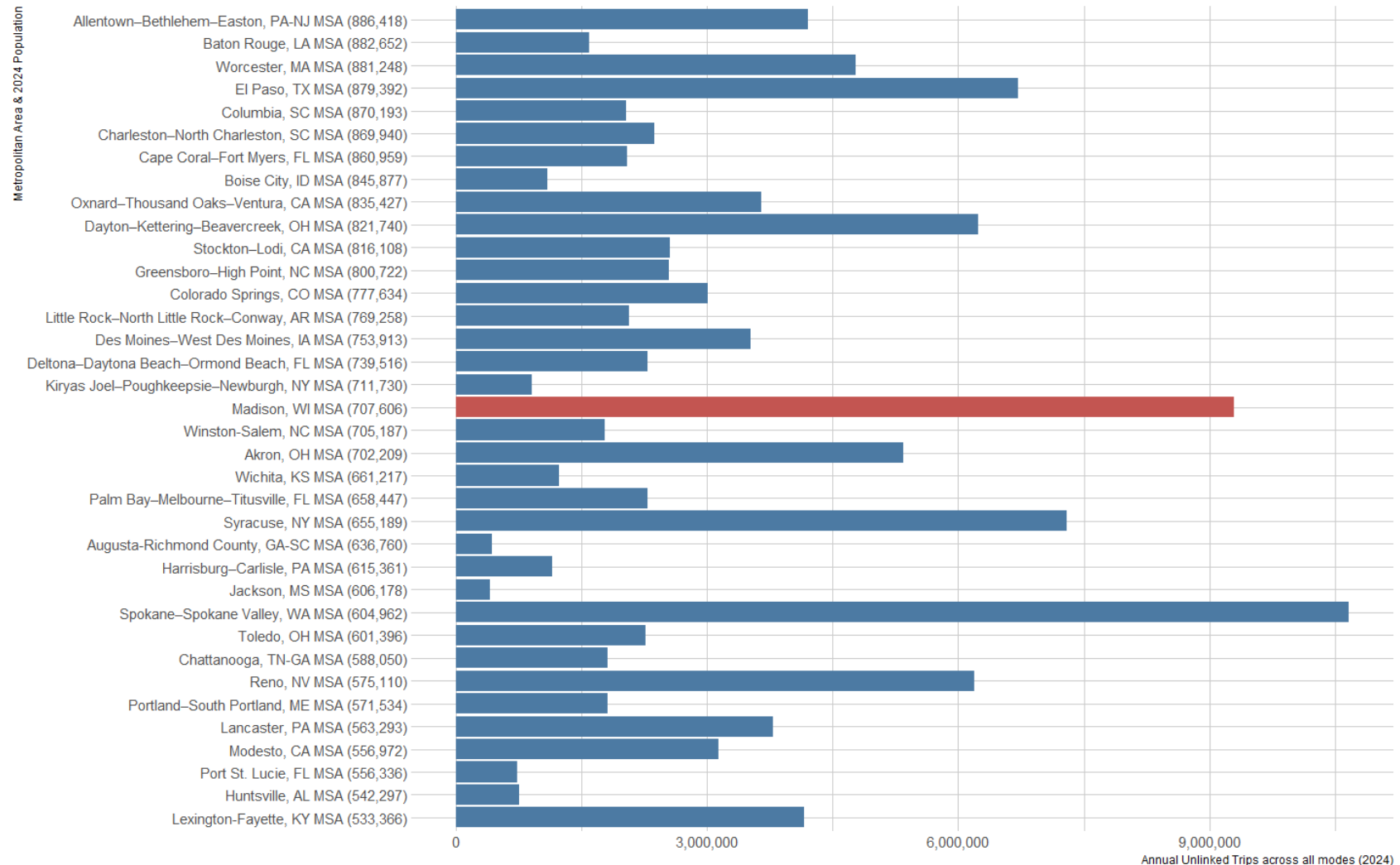
Madison has an unusually robust transit network for a city its size and gets even more unusually high ridership. Compared to other metropolitan areas with populations between 500,000 and 880,000, Madison gets 2.9 times as much ridership.

Unsurprisingly, college students make up almost 50% of Metro Transit ridership. The University of Wisconsin and Madison College have further encouraged student ridership by funding student passes, bringing routes through the center of campus, and funding high frequency service.

What we are doing

Metro, along with partners like the university, is continuing to work on promoting the network. A focus on reliability and security will ensure that current and new riders keep using transit.

Madison Metro Ridership Compared to Similarly Sized Metropolitan Areas



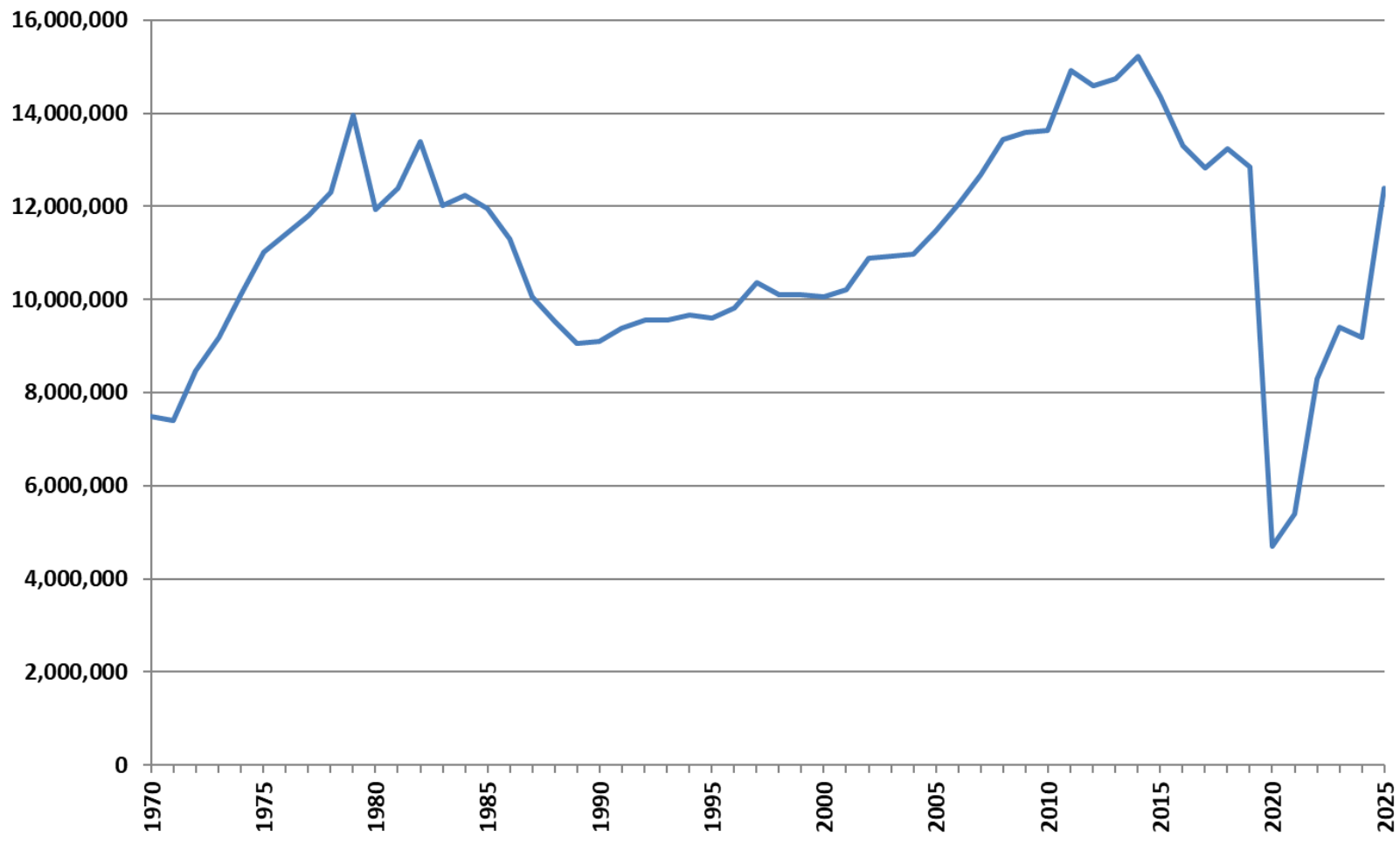
Ridership is growing but has not reached its 2015 peak.

Metro's ridership peaked at 15.2 million annual rides in 2015. Like most transit agencies, the COVID-19 pandemic significantly impacted Metro's ridership. Since 2020, ridership levels have been recovering, with preliminary unofficial APC data showing approximately 12.4 million rides in 2025. While some of this reflects pre-pandemic commuters returning, some of that ridership will never return since some people are now permanently work from home or hybrid. Instead, the network, and particularly BRT, is attracting new riders for a variety of different trips.

What we are doing

The North-South BRT project will increase ridership on one of Metro's busiest routes. The transit plan will explore more options to maximize ridership.

Annual Fixed Route Ridership
1970-2025



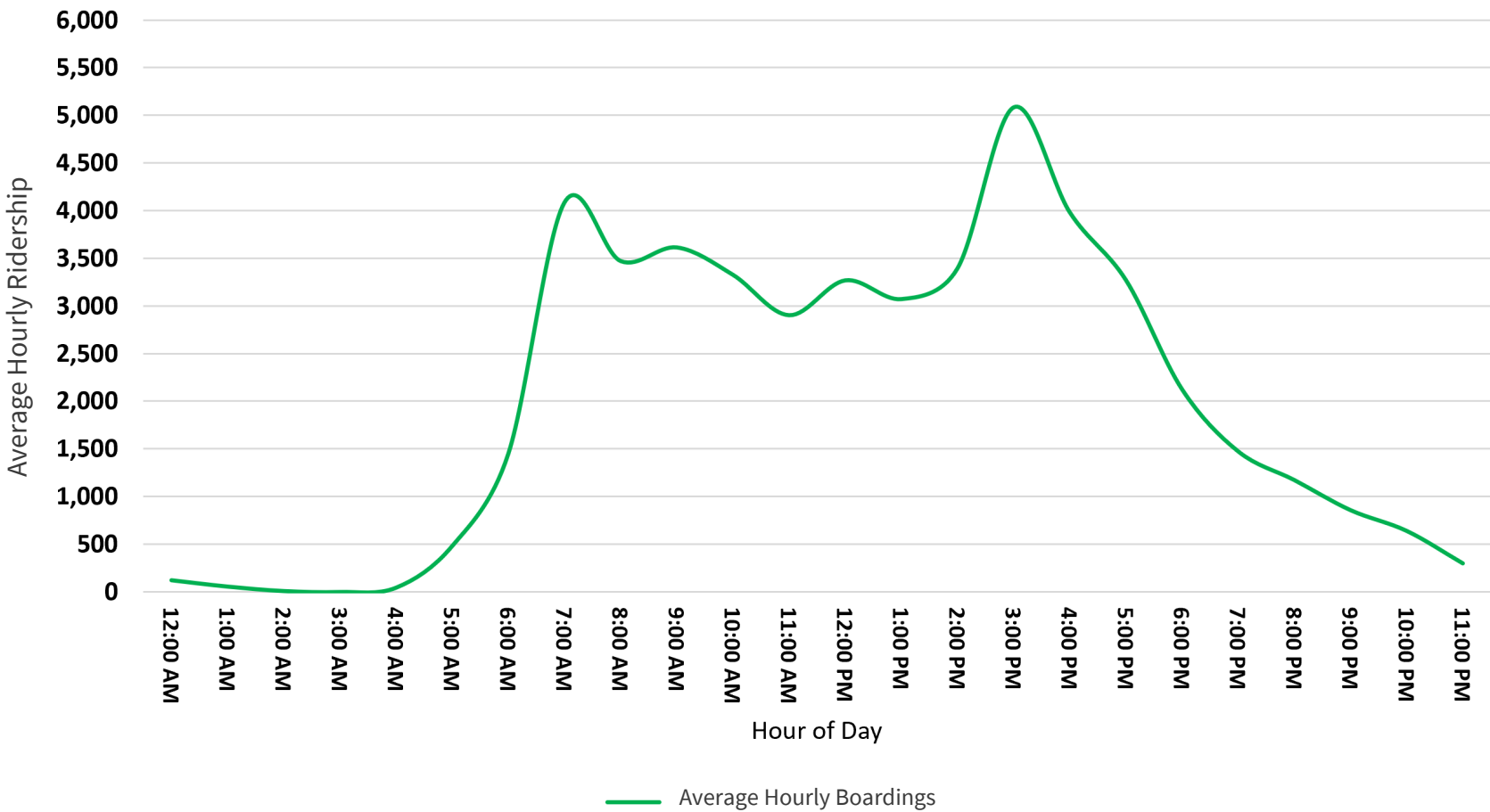
People ride the bus throughout the day.

Madison has all-day demand for transit. The busiest hour on Metro buses is around 4:00 pm, as office workers and students head home while nurses and service workers head to work. The 7:00 am peak is somewhat lower. Midday ridership is steady at about 2/3 of the peak in between. After 7:00 pm, ridership tails off, but even as late as 9 the system is carrying a thousand people an hour, and there are people on the bus until service ends past midnight.

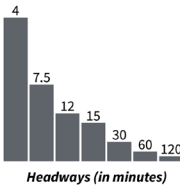
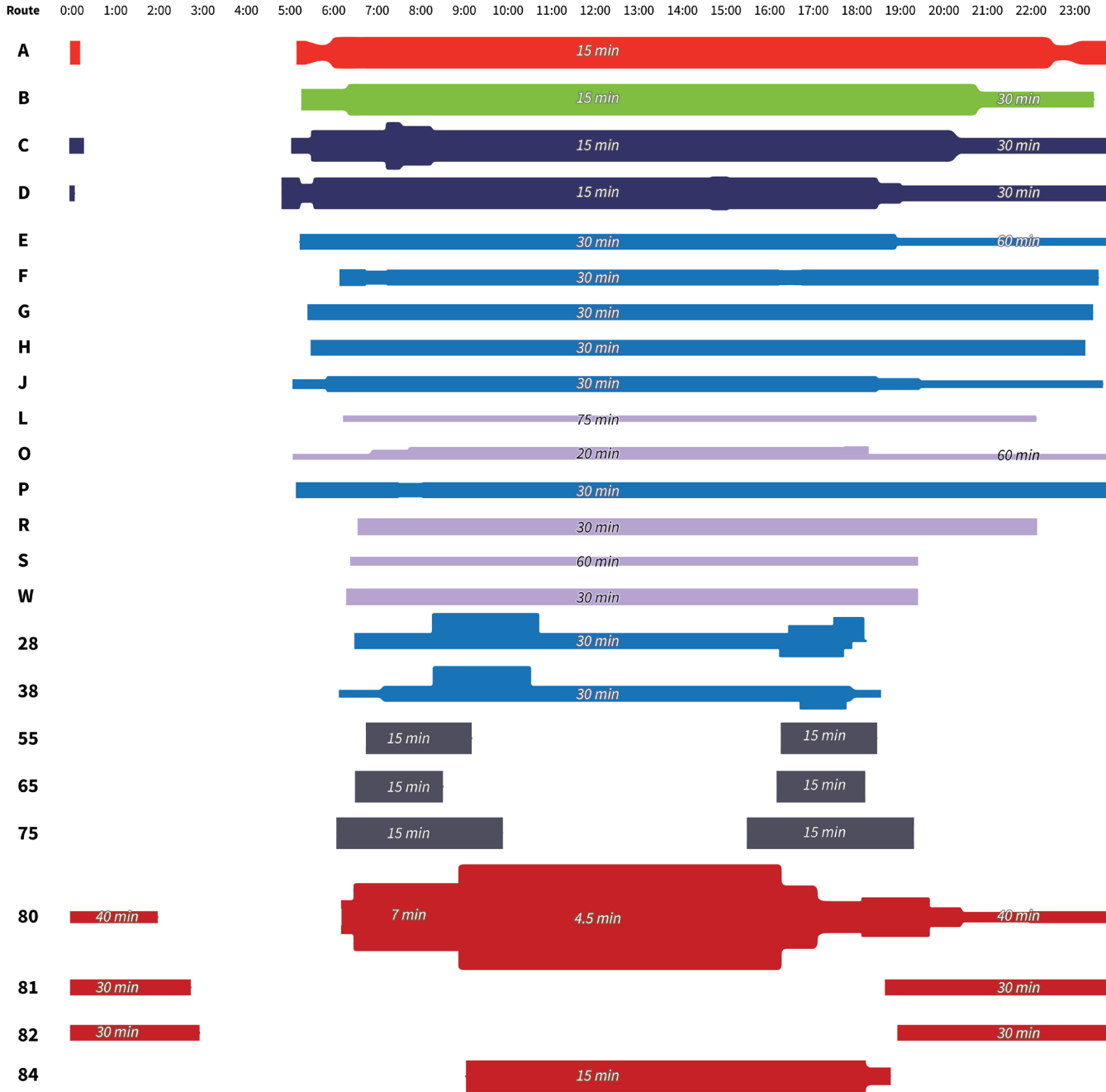
What we are doing

The network redesign focused on improving midday service and created easy to remember 15, 30, and 60 minute schedules. The transit plan will look for further opportunities for improvement.

Weekday Average Hourly Ridership: April 2025



Madison Metro Route Departure Frequencies
Weekday Departures from Central Stops



On weekdays most bus routes start before 6:30 am and run past midnight.

On a typical weekday, there are only about three hours in the middle of the night when there are no Metro buses picking up passengers. Most local bus routes start running around 5 AM; some stop around 10 PM but the highest ridership routes run past midnight. Routes serving campus run until 2 AM. Three express routes run at rush hours on weekdays only.

What we are doing

To help people riding at night, new bus stops standards consider lighting, and Metro is creating a plan to improve transit security.



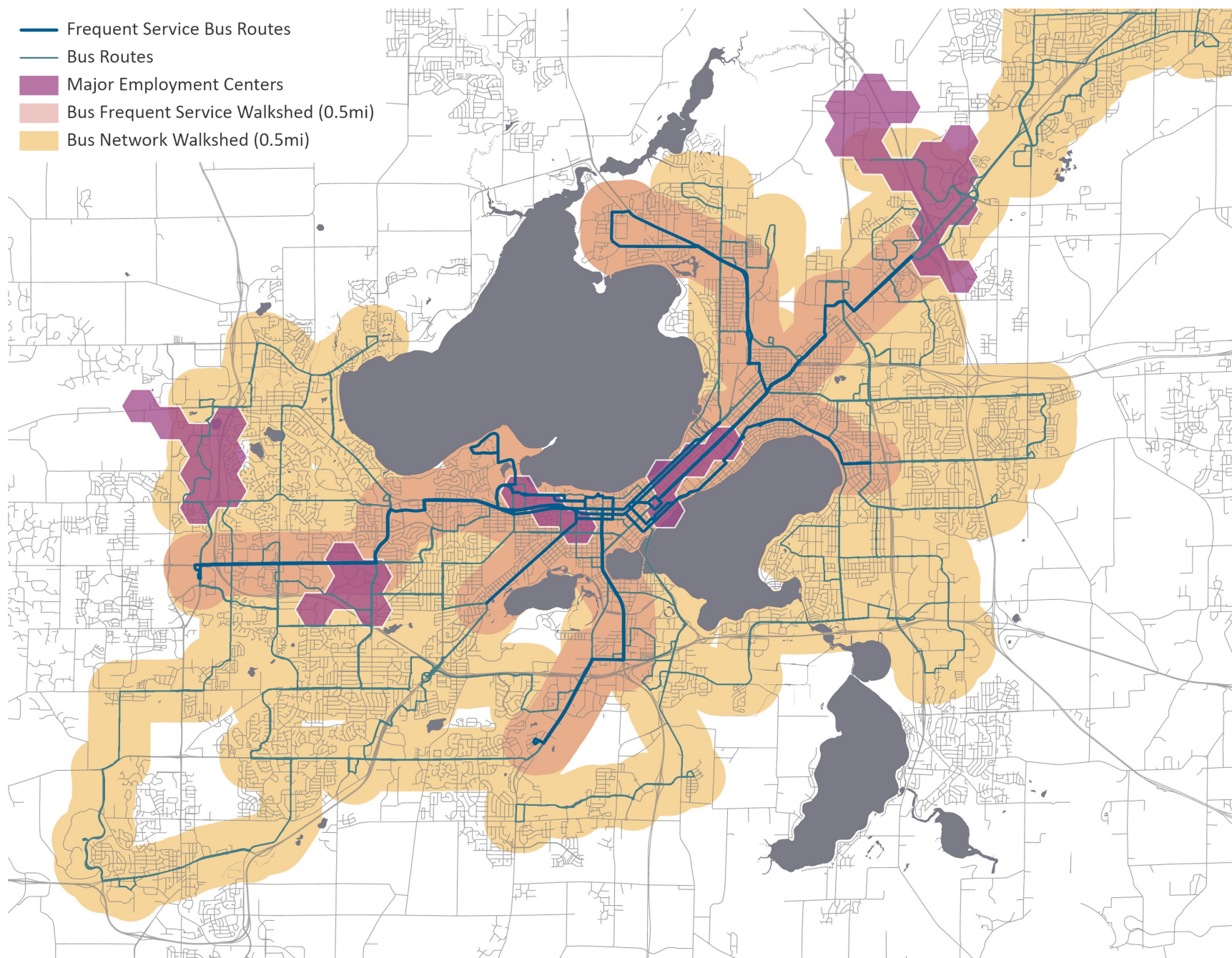
Frequent routes serve the most important destinations and draw the most riders.

65% of Metro ridership is on Routes 80, A, B, C, and D, which operate at least every 15 minutes from 6 AM to 8 PM on weekdays on at least part of their route, and at least every 30 minutes from 6 AM to 11 PM seven days a week.

These routes cover many of the city's densest neighborhoods – 51% of residents live within ½ mile of frequent service. They serve four of the five biggest employment centers in Madison, all the major hospitals, multiple college campuses, and important cultural and recreational destinations.

What we are doing

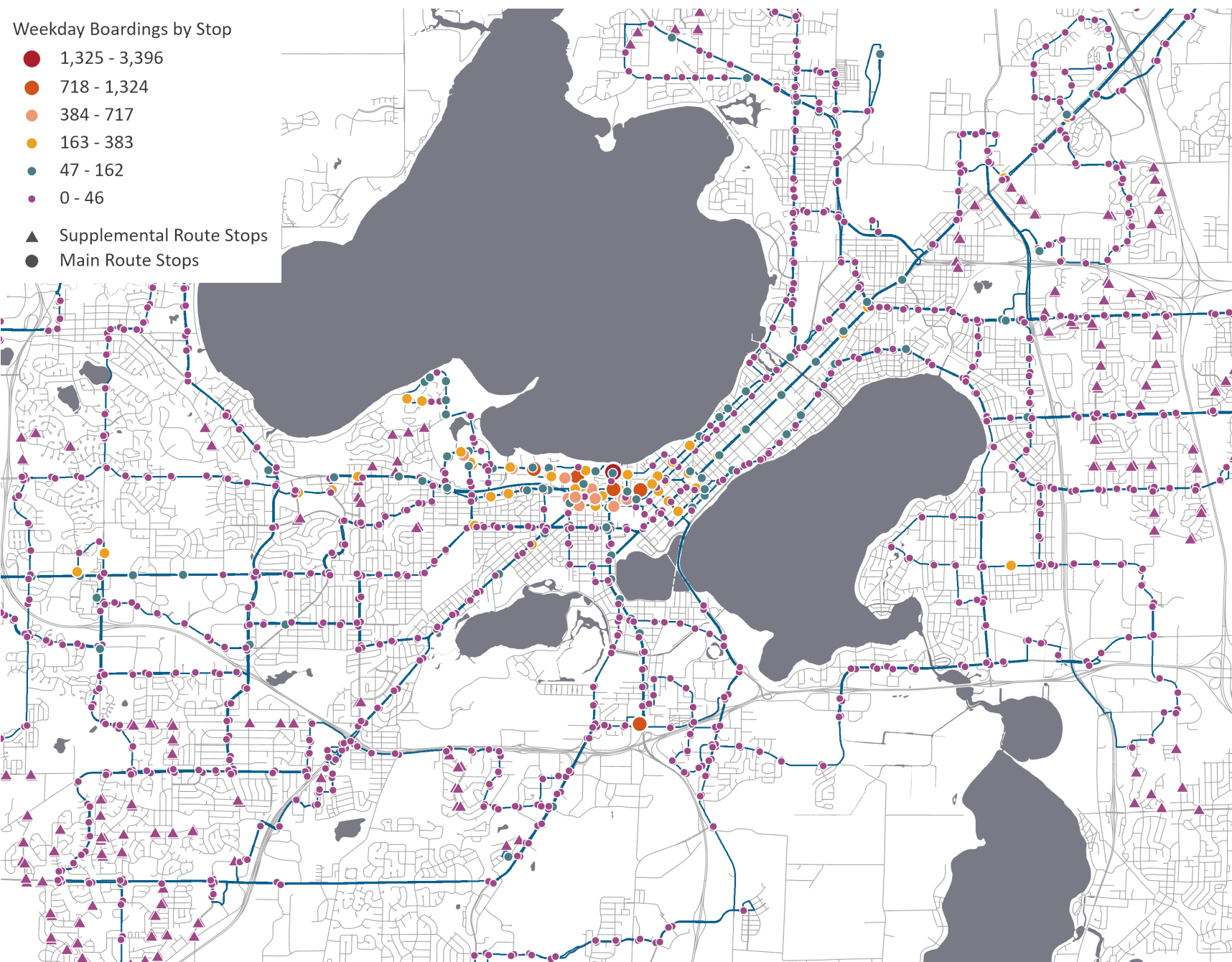
The North-South BRT project is upgrading Route B, which already has frequent service, to be faster and more reliable and have high quality stations. The city's land use policy prioritizes housing near frequent transit. The transit plan will explore more opportunities to strategically improve access to quality transit.



Source: Capital Area RPC. (2022). 2050 Regional Development Framework.



The transit network redesign added all-day service across the city and strengthened crosstown routes like the G/H, which now carries 2,600 trips a day. The transit plan will explore more options to better serve riders equitably and efficiently.



Source: City of Madison – Metro Transit

TRANSIT

Transit commuters
are concentrated on
the Isthmus, near
the west side, and
South Madison.

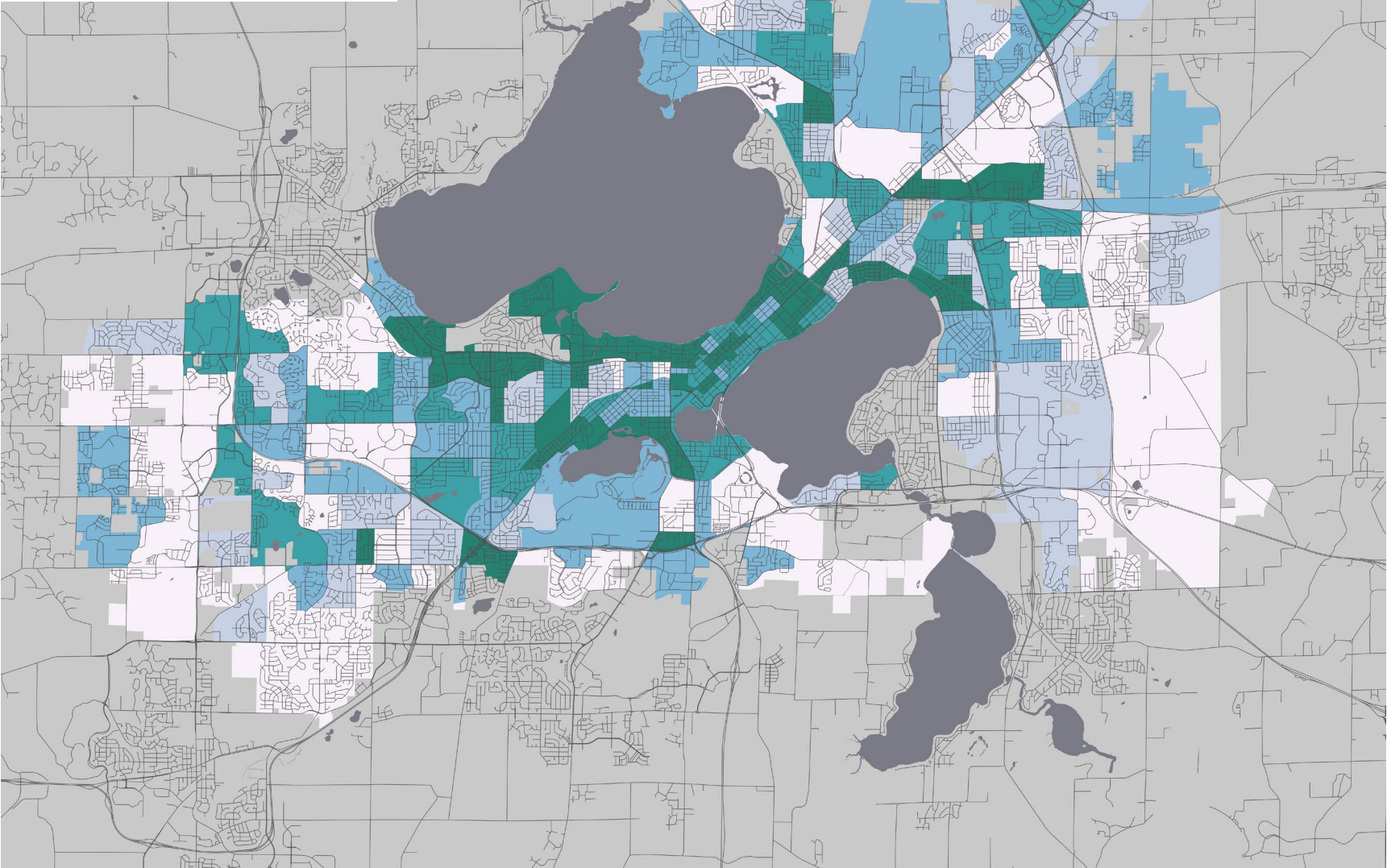
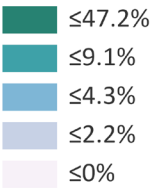
The highest transit use per square mile is on the Isthmus and areas around UW. These areas are relatively dense, have very good service, and are a short ride away from jobs and classes. The highest transit mode share of any census tract in the state is on the UW Madison campus, where 47% commute by transit.

Outside of these areas, the south side – especially along Park Street – and areas along Sherman and Atwood show high transit use. Across the city, clusters of apartments show up as high transit use areas.

What we are doing

Safe Streets Madison and street reconstruction projects are improving pedestrian connections to transit. North-South BRT will improve quality transit in other high-ridership areas.

Percent of Workers Commuting by Transit



Source: American Community Survey 2023 5-Year Estimates



TRANSIT

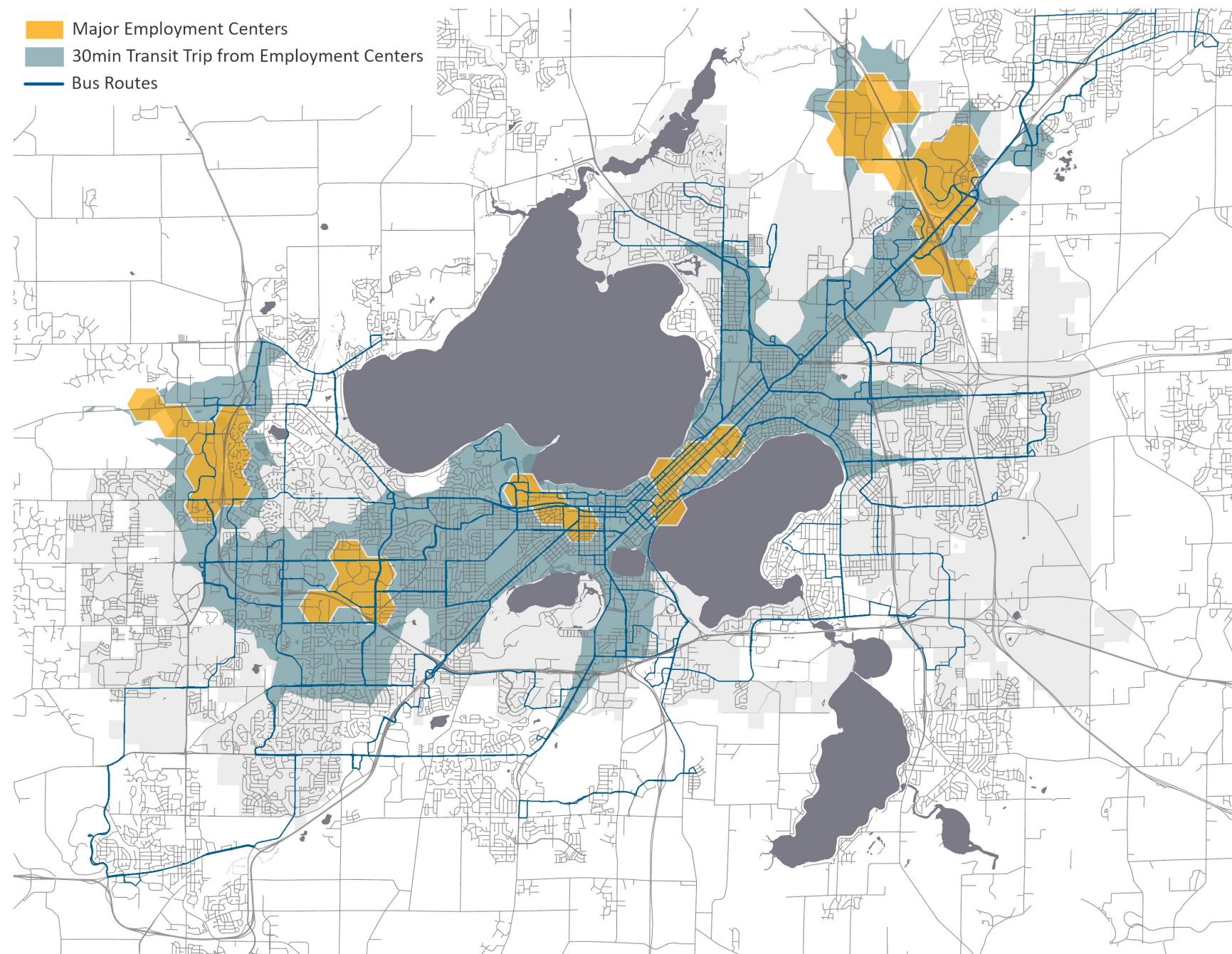
60% of residents are within a 30-minute bus ride of one of Madison's major job centers.

Travel time is critical to transit competitiveness. Transit travel time includes walking to the bus stop, waiting, and time on the bus.

Housing along major transit corridors is especially convenient to jobs, and it means that residents here are more likely to be able to go about their days easily without owning a car. This is especially relevant for low-income families. The BRT routes, with fast, frequent service to Downtown and many jobs along the routes, offer good job access to everyone who lives along them.

What we are doing

Updates to zoning allow for more jobs and apartments around transit.



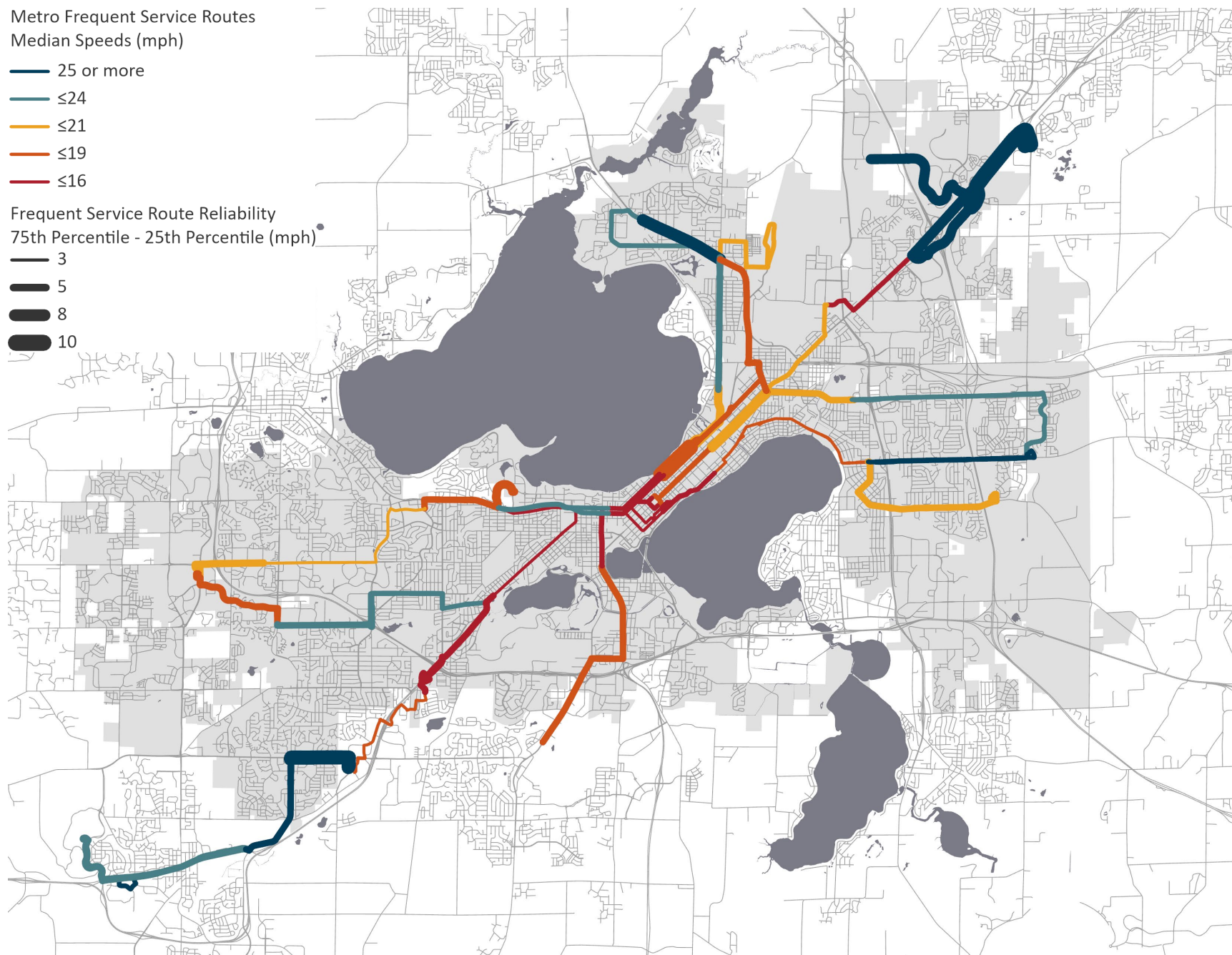
Source: Capital Area RPC. (2022). 2050 Regional Development Framework.



Metro bus routes arrive on time 74% of the time. But some busy streets slow buses down and add delay.

The speed and reliability of buses vary dramatically across the network. The BRT routes are a good example: the average speeds across route segments vary from 14 mph (in Downtown) to 46 mph (on the freeway to Sun Prairie), and the speeds across any one segment can vary as much as 11 mph from the 25th percentile speed to the 75th percentile speed. The slowest areas tend to be near downtown and campus. Bus lanes and transit signal priority on BRT makes routes faster and more reliable than parallel routes.

Metro and Traffic Engineering are continuing to refine traffic signal priority on the A, and the North-South BRT project will add bus lanes and traffic signal priority on the B. The transit plan will consider opportunities for speed and reliability improvements on other routes.



Metro runs the largest 60' battery electric bus fleet in the country and an aging fleet of diesel buses.

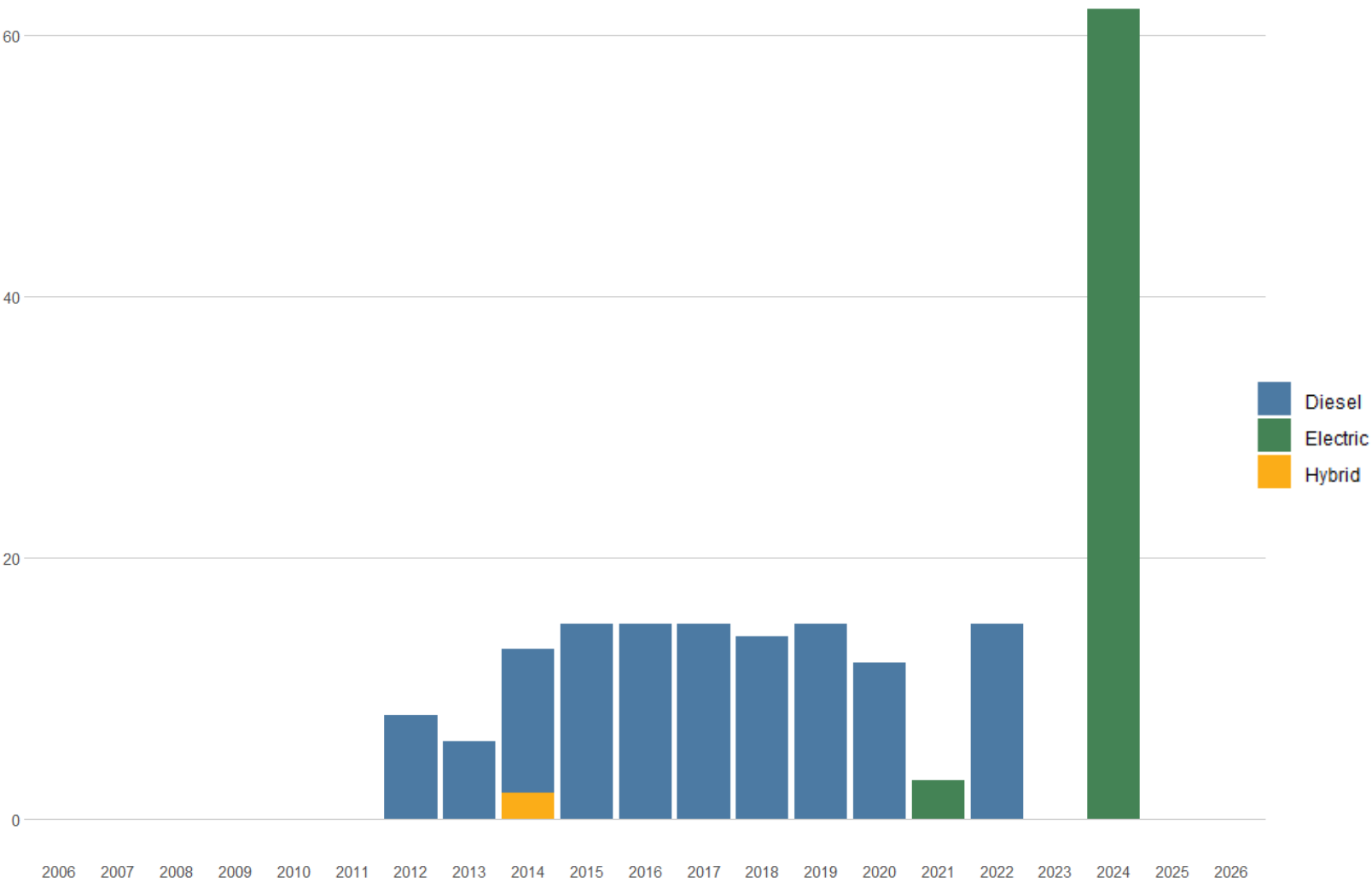
In support of the city's climate goals Metro purchased 62 articulated 60' battery electric buses (BEBs) in 2024. These buses operate Madison's first ever Bus Rapid Transit route, Rapid Route A ,as well as Route B and Route F, which use the same stations. These buses are also used on other routes, including campus service.

With the purchase of these BEBs, approximately 30% of Metro's fleet is either fully electric or hybrid vehicles. However, Metro's fleet of diesel vehicles is aging, with the average vehicle being seven years old, and 25 buses at or above the industry standard lifespan of 12 years. Older vehicles are less reliable and cost more to maintain.

What we are doing

In 2025 Metro was awarded a \$17.4 million dollar federal grant that will be used to buy up to 16 new buses.

Active Madison Metro Buses by Type and Year of Manufacture



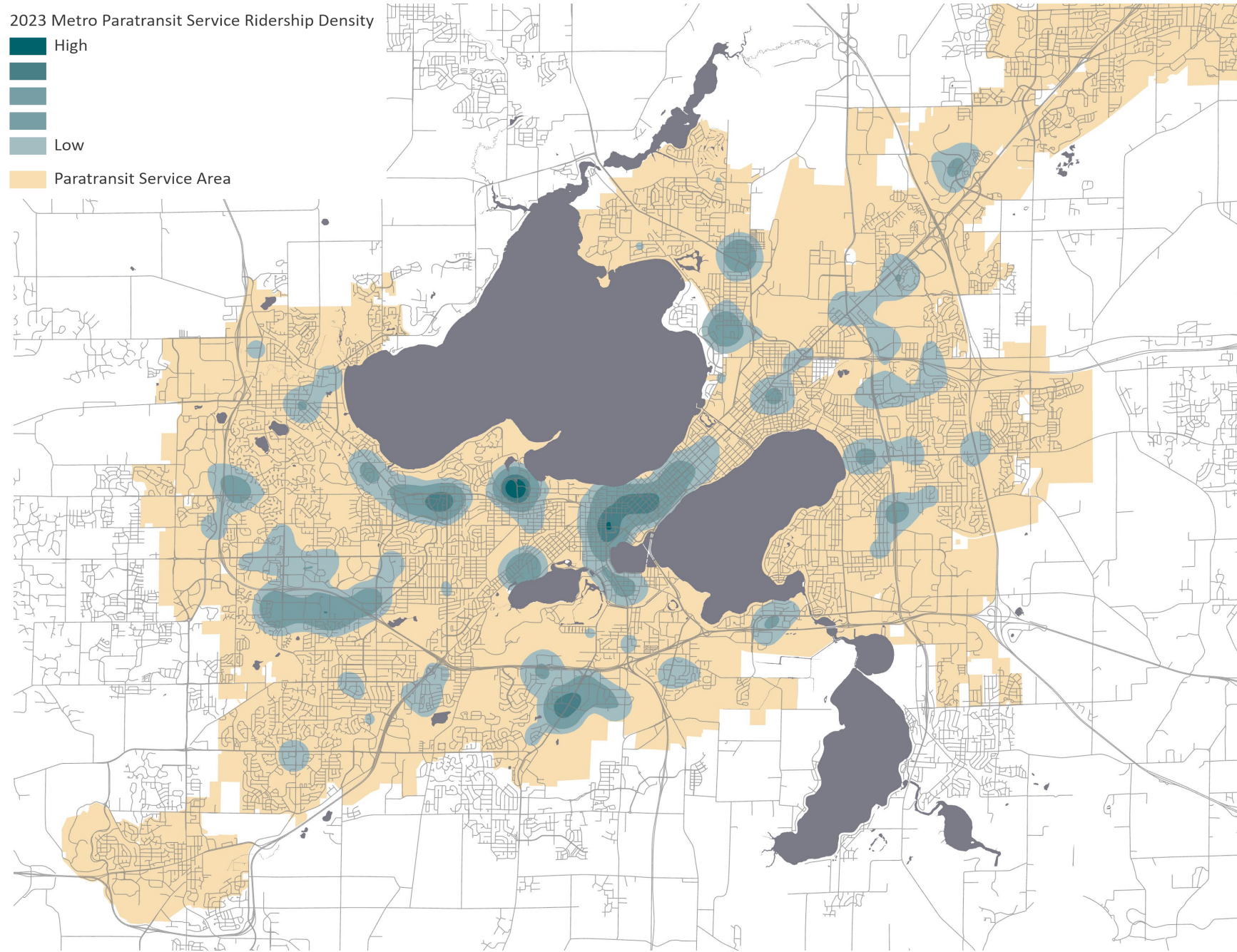
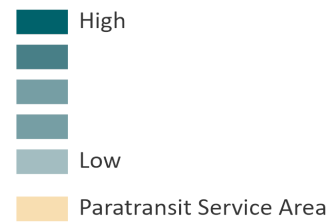
Paratransit is comprehensive, but sometimes less convenient than fixed route.

Under federal law, Metro provides door-to-door paratransit service for people with disabilities within $\frac{3}{4}$ mile of fixed-route bus service. This area has expanded as the bus network has grown. While essential for many riders, paratransit requires reservations and makes riders plan around pickup windows. It also costs significantly more to operate than fixed-route service (\$42.38 per trip compared to \$6.94 in 2024.)

What we are doing

Metro will be entering into a new paratransit contract in 2027, with new service standards and improved systems and technologies.

2023 Metro Paratransit Service Ridership Density



TRANSIT

2025 PROGRESS + ACCOMPLISHMENTS

Complete:



Ridership increase

2025 ridership was up by 51% since BRT and other system improvements launched in 2023, at about 90% of 2019 levels. Nationally, ridership is averaging at 80% of 2019 levels.



New service to partner cities

After years of operating its own limited bus serviced the City on Monona signed an agreement with the City of Madison to fund bis service in the city. The Route 38 was extended into the city in March of 2025.

The City of Verona has been served by peak only service. In August of 2025, the city started funding an extension of Route D to provide all day service terminating at the Epic campus.



Tap-to-pay

In June, Madison Metro buses started accepting tap-to-pay with credit card or phone at the front door and back door.

In Progress:



New Intercity Bus Terminal

The new city garage under construction on Lake Street will include a new intercity bus terminal. Instead of boarding buses from the sidewalk, riders will have an enclosed waiting room and covered boarding areas.



New operator hiring

Metro continues to hire and train new operators. There are currently 275 full time operators, 12 operators in training, an 8 vacancies.



2026 Priorities:

☐ **North-South BRT**

The project will elevate Route B to a bus rapid transit route, offering faster service, better connections, and upgraded features such as 9.1 Miles of new bus lanes for more reliable service, 23 New raised stations for easy boarding Accessibility features for riders with disabilities, safe and accessible pedestrian crossings, and traffic signal priority to keep buses on schedule. The project is currently in environmental review as part of the FTA Smalls Starts process. The city aims to get 75% federal funding.

☐ **The four pillars**

Metro is focused on improving internal processes and systems in the interest of:

1. **Doing the basics well**
2. **Ensuring the safety and security of all Metro staff and riders**
3. **Financial stability**
4. **Improving communications internally and externally**

CARS AND TRUCKS

A wide-angle photograph of a multi-lane highway at dusk. Several cars and trucks are driving on the road, their headlights illuminating the pavement. To the left of the highway is a concrete barrier wall with a series of streetlights. To the right is a set of railroad tracks. In the background, a tall industrial smokestack and some buildings are visible against a sunset sky. A blue rectangular banner with the text "CARS AND TRUCKS" in white, bold, sans-serif font is positioned on the right side of the image.

CARS AND TRUCKS

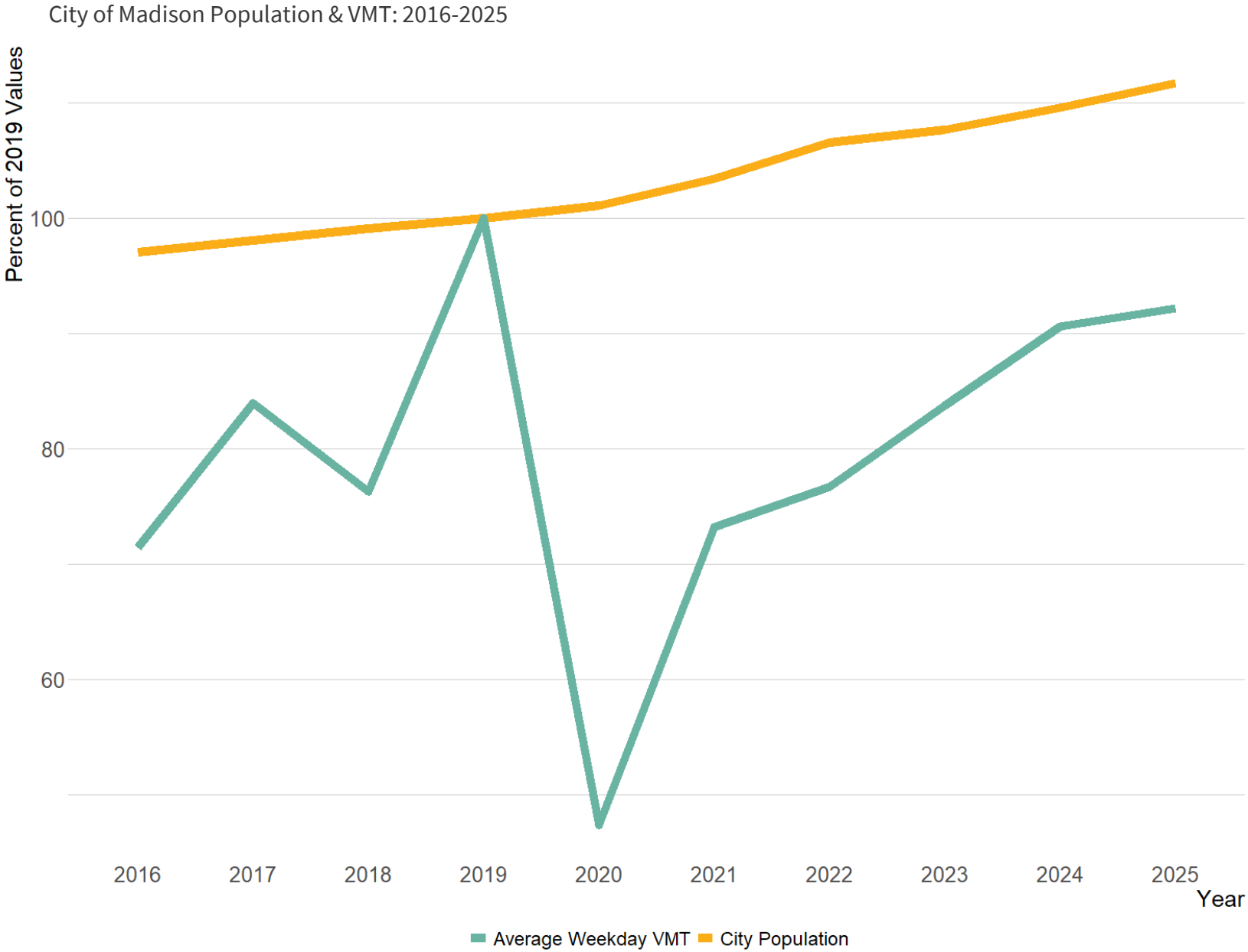
Traffic is increasing,
but not as fast as the
population.

As more people move to Madison, overall travel increases. However the average Madison resident is driving less since pre-pandemic. While the population has increased 12% since 2019, the total amount of driving (measured as vehicle miles travelled) is down 8%. This appears to be a distinct difference from earlier trends, due to some combination of work from home, people living closer to work and thus driving shorter distances, people driving less for errands, and people riding transit, walking, and biking more.

What we are doing

City programs, like Complete Green Streets, have helped to promote transportation system and street designs which support a greater degree of choice in mode of transportation.

CARS AND TRUCKS



CARS AND TRUCKS

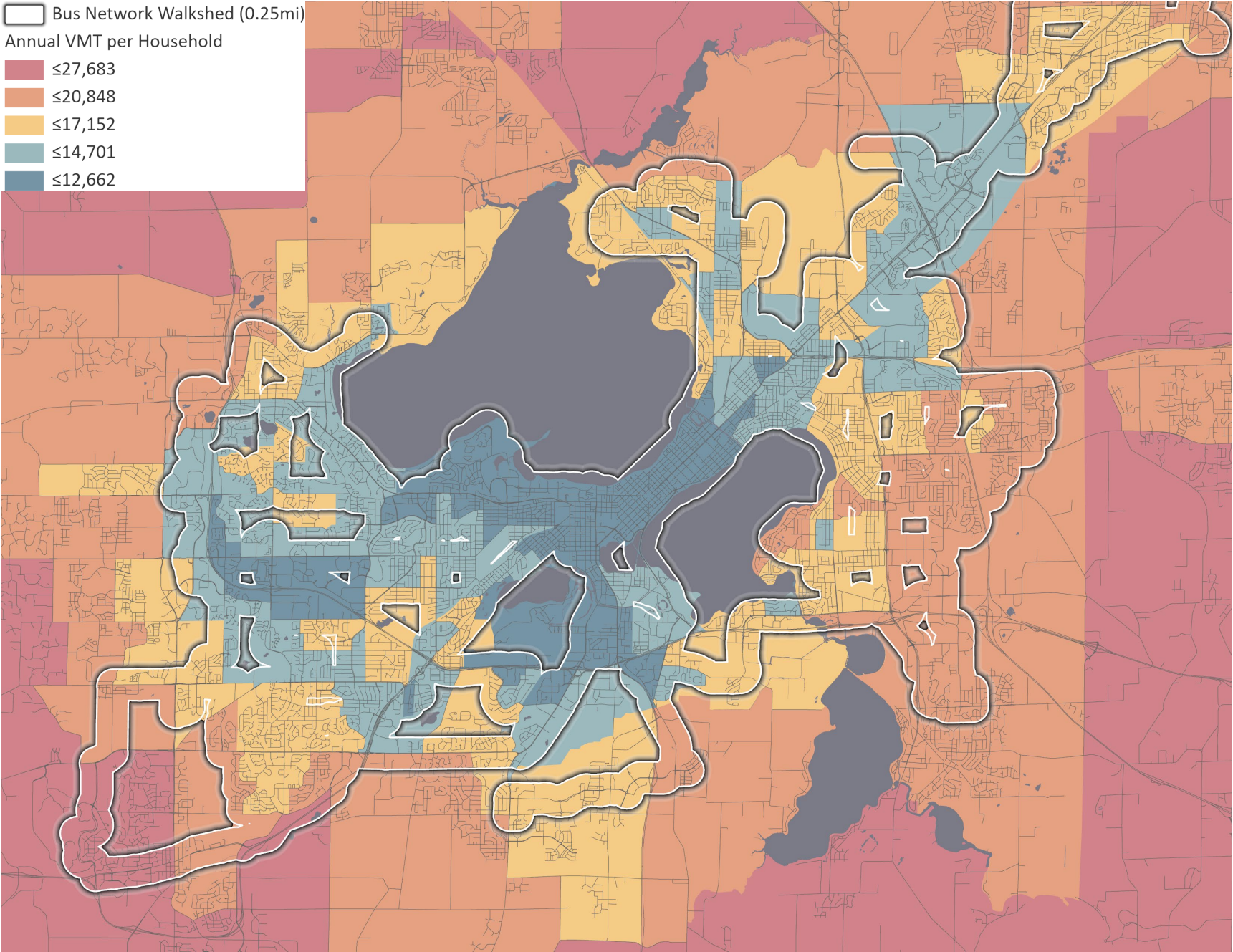
Residents of central Madison drive less than half as much as residents in the suburbs.

Access to the City's bus network, improvements to our bike and pedestrian networks, and proximity to jobs and other destinations allows people in the core of the city to use cars less.

What we are doing

Zoning changes have allowed more people to live in places that require less driving and have enabled the development of new retail and services close to where people live.

The redesigned bus network better serves midday, evening, and weekend trips, allowing more residents to use transit for all their daily needs. Street improvements have made walking and biking safer, allowing people to feel more comfortable leaving their car at home.



Source: Center for Neighborhood Technology. (2025). H+T Index. <https://htaindex.cnt.org/>

CARS AND TRUCKS

The population of the isthmus increased 14% from 2015 to 2025, but traffic decreased by 15%.

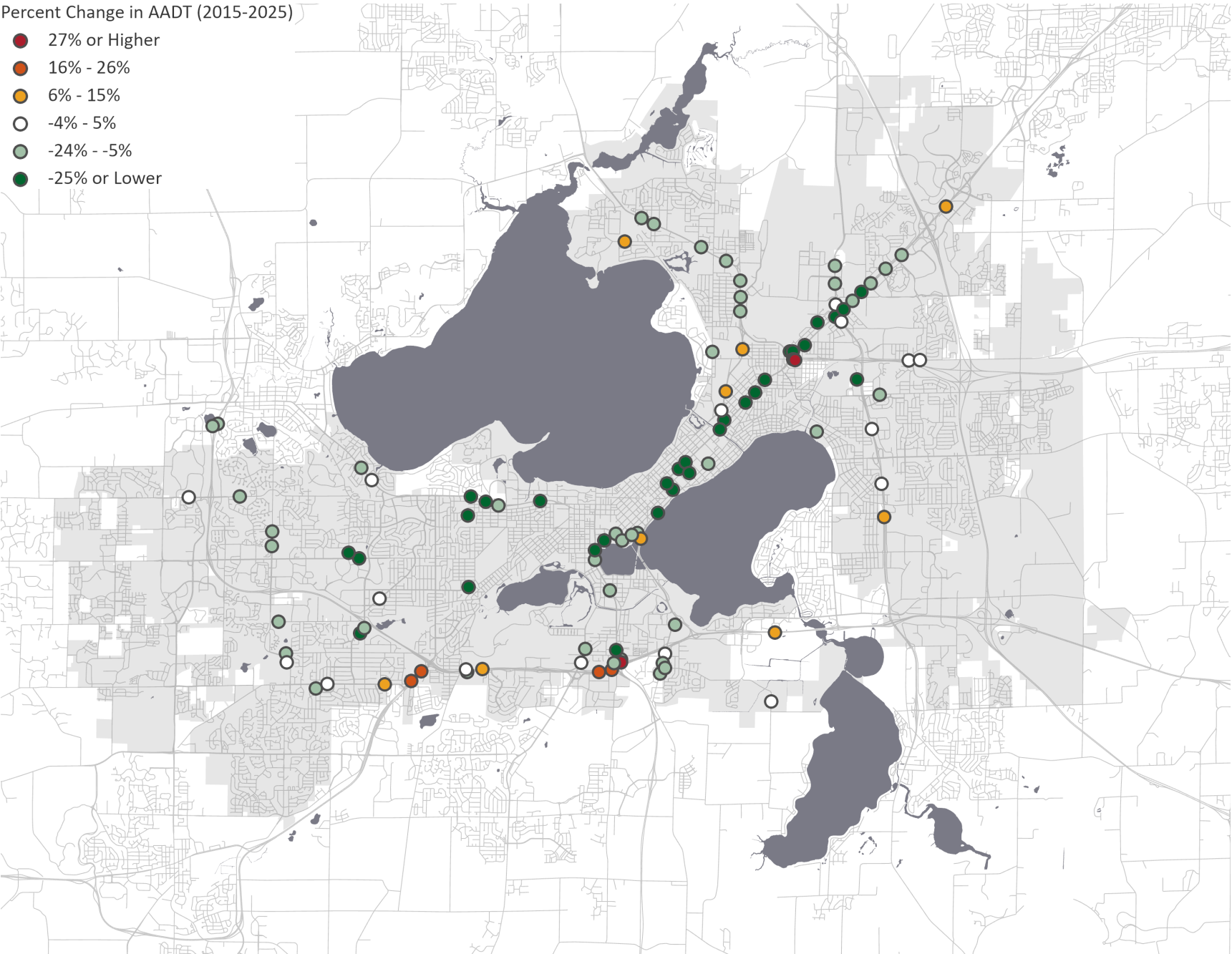
Even as Madison grows, the traffic on its streets is going down. East Washington is a dramatic example: in 2015 48,100 cars a day crossed the Yahara; in 2025 it was 28,400 cars a day. This was the same time period when hundreds of new apartment units opened on that street. This trend is true across most of Madison. Meanwhile, traffic in more suburban areas continues to go up. Parts of the Beltline saw a 30% traffic increase in the same time period.

What we are doing

The Transportation Demand Management ordinance ensures that new developments make it easy for residents and employees to use all modes of transportation.

Percent Change in AADT (2015-2025)

- 27% or Higher
- 16% - 26%
- 6% - 15%
- -4% - 5%
- -24% - -5%
- -25% or Lower



Source: Wisconsin Department of Transportation. (2025). *Traffic Counts*.



CARS AND TRUCKS

86% of households in Madison have a car – but that number is going down.

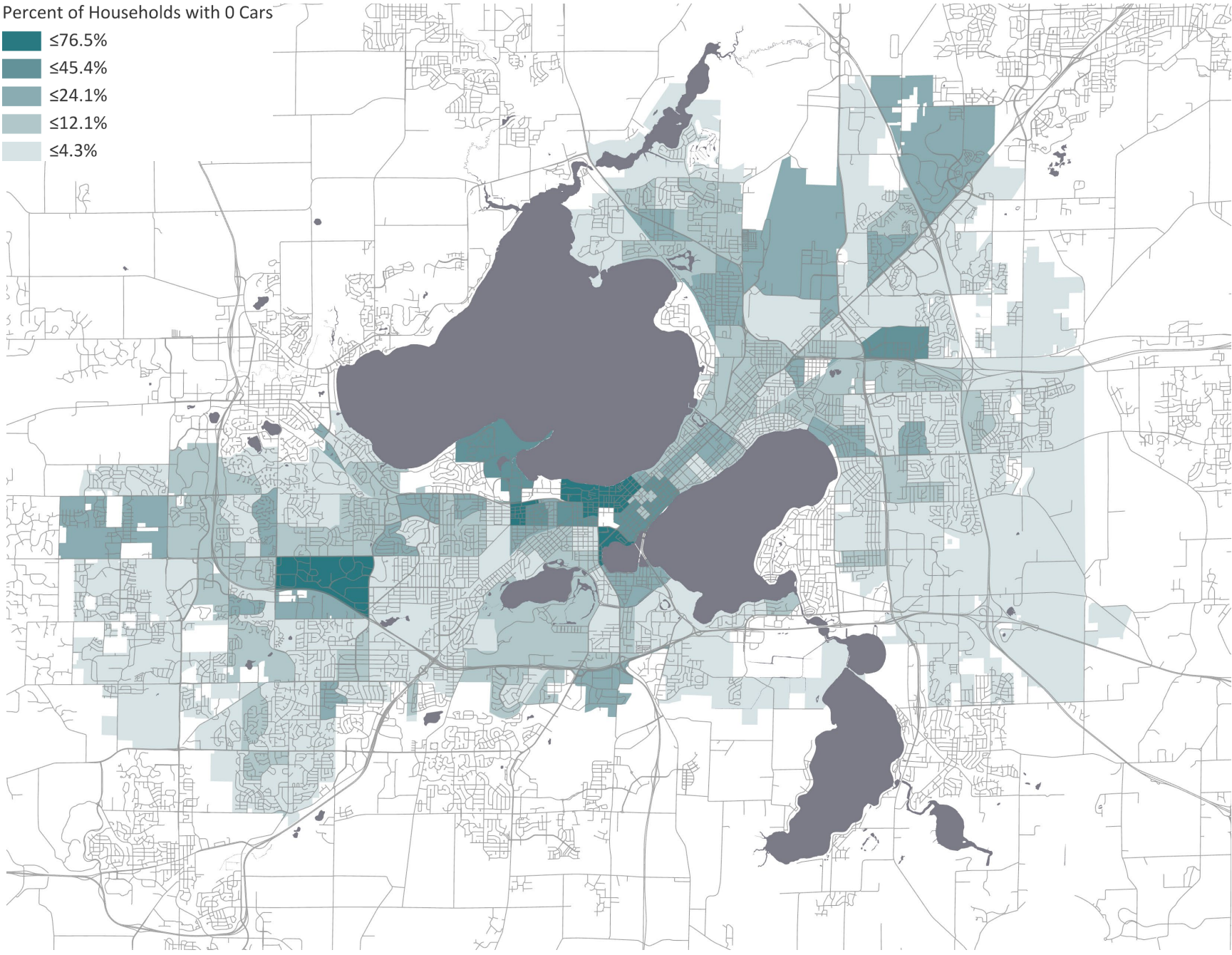
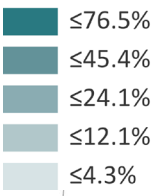
14% of Madison households do not own a car, up from 12% in 2014—an increase of nearly 7,000 car-free households. Madison households also own fewer vehicles than the national average (1.5 vs. 1.8 per household). Some households are car-free by choice, while others are limited by affordability. While many are concentrated near UW, low car ownership is found throughout the city, including areas around the Beltline, Stoughton Road, and North Madison, where up to half of households do not own a car.

What we are doing

The transit network redesign and BRT have improved transit access beyond central Madison. New bike connections are expanding access to destinations for people without cars. The City is also advancing a new Transit Plan, All Ages and Abilities Bicycle Network, and Pedestrian Plan to create a safer, more connected, and more accessible transportation system for everyone.



Percent of Households with 0 Cars



Source: American Community Survey 2023 5-Year Estimates

CARS AND TRUCKS

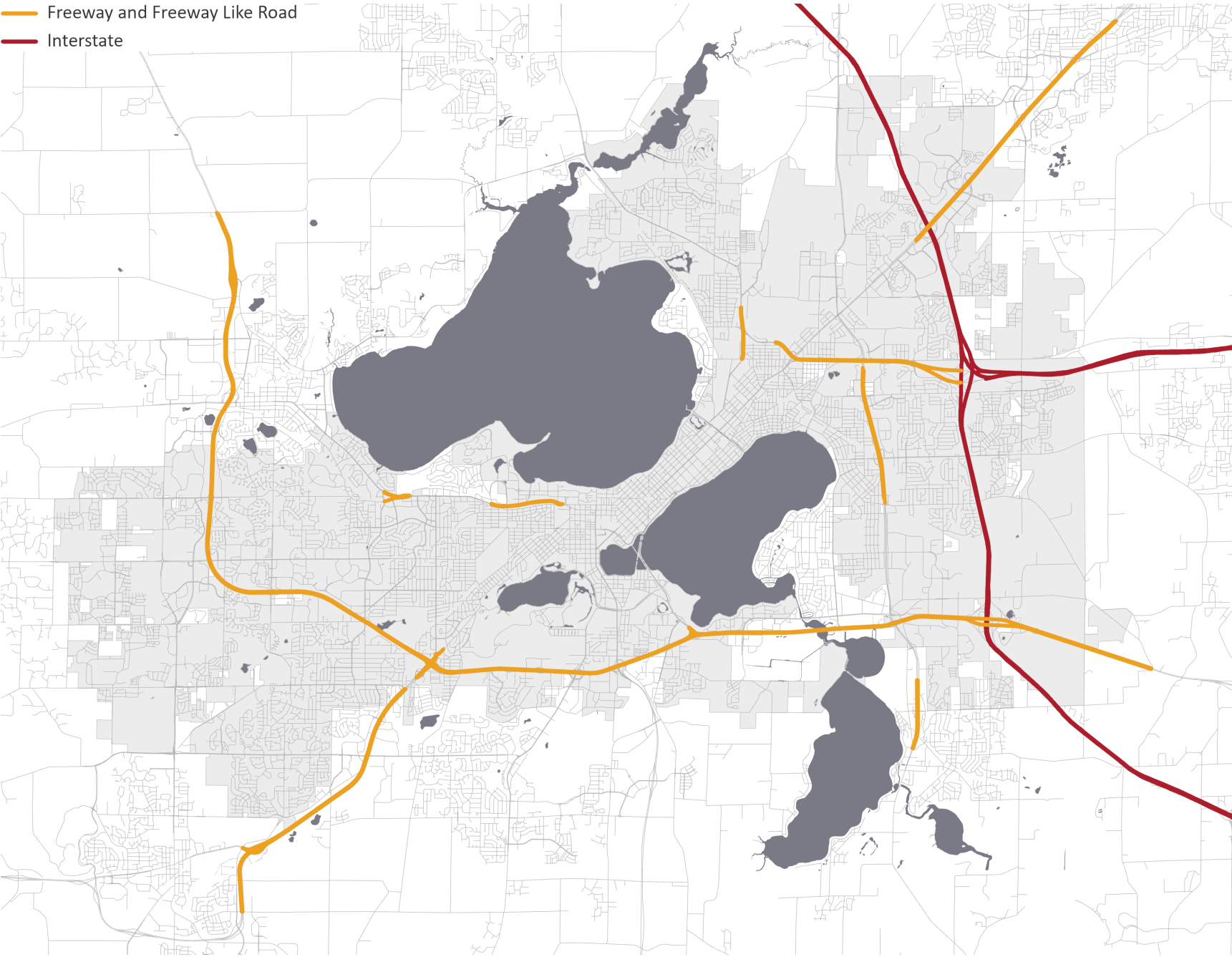
Madison has no freeways near downtown. But there are segments of freeway-like roads.

Madison is one of the few U.S. cities without a full freeway network. Unlike Milwaukee, Minneapolis, St. Paul, or Chicago, where freeways extend to the edge of downtown, Madison's nearest freeway is 2½ miles away. The absence has kept the city street network connected, avoided barriers to walking and biking, and kept neighborhoods intact.

While the 1955 freeway plan was never fully built, several freeway-like roadways remain. Because they end at traffic signals, they provide little travel time benefit or added capacity, but they continue to divide neighborhoods.

What we are doing

The City is looking for opportunities to make roadways like Stoughton Road safer, friendlier to bicycles and pedestrians, and more compatible with their surroundings.



CARS AND TRUCKS

A few major arterials carry most of the traffic through the city.

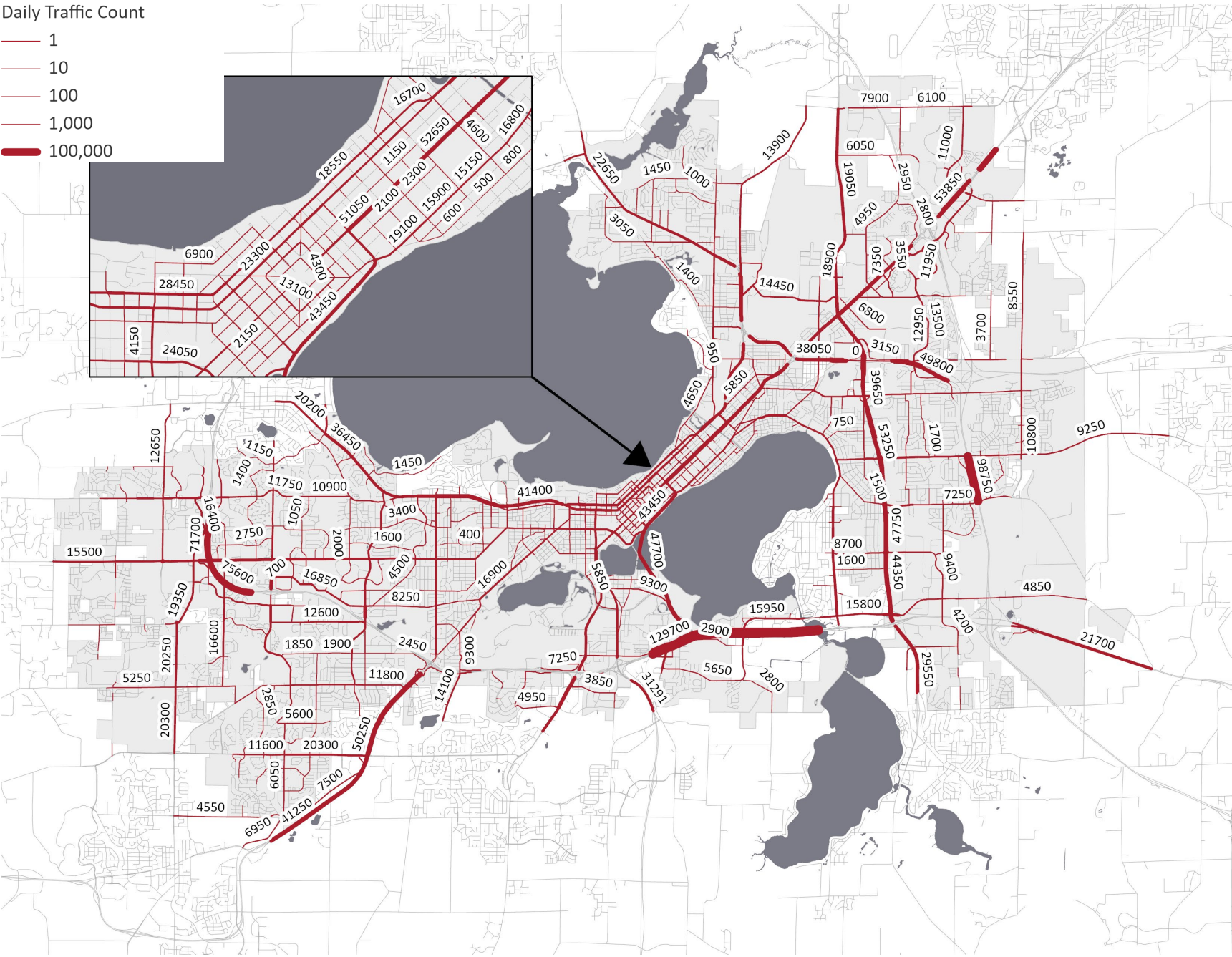
Traffic headed into downtown is concentrated on a few roadways: East Washington, Packers Avenue, Johnson/Gorham Streets, Campus Drive, Park Street, and John Nolen Drive. These surface roadways handle up to 16,000 to 54,000 cars a day, carrying major commute flows into Downtown as well as trips within the city.

Outside the isthmus, the city generally follows a pattern of major arterials on a ½ mile to 1 mile grid. These carry several times as many cars as parallel streets.

What we are doing

Reconstructions of streets like Park and Regent will make them safer and more pedestrian friendly while maintaining them as important car corridors.

The city’s Vision Zero efforts are focusing on ways to make existing arterials safer.

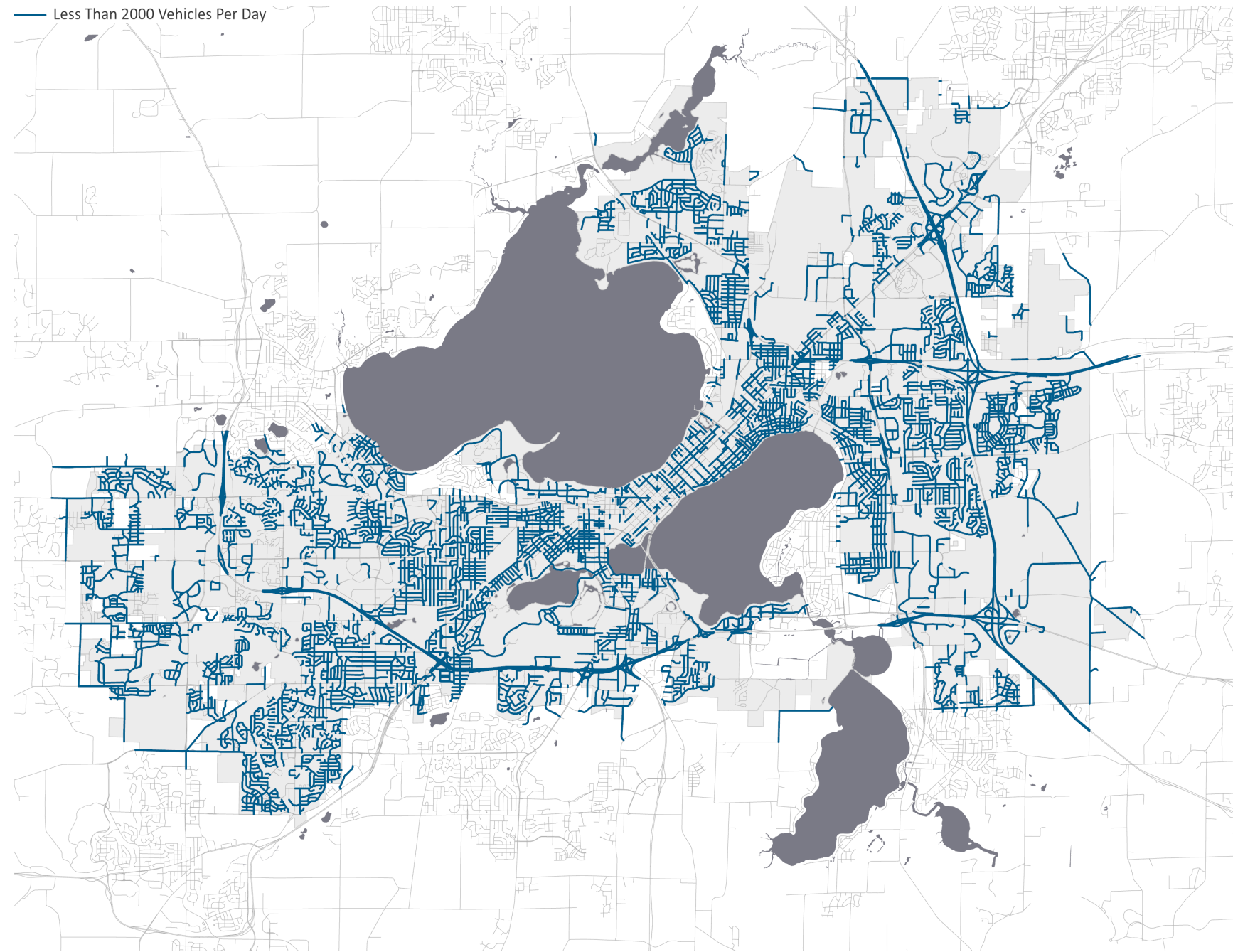


CARS AND TRUCKS

The typical street in Madison is not a major arterial; it is a residential street. 68% of streets in the city carry less than 2,000 cars a day, which translates to roughly 20 cars per hour in the busiest hours.

What we are doing

Madison has reduced speed limits on residential neighborhood streets to 20 mph. This includes 580 roadway miles – 65% of residential streets the city and 51% of all streets.



CARS AND TRUCKS

Freight traffic is concentrated in industrial areas, but every street in Madison is used for deliveries.

The big freight destinations in Madison – distribution warehouses and manufacturing plants – are generally near the Beltline and the Interstate. Other roadways that once carried heavy truck traffic, like Packers Avenue, now carry much less as industrial uses have moved out of central Madison.

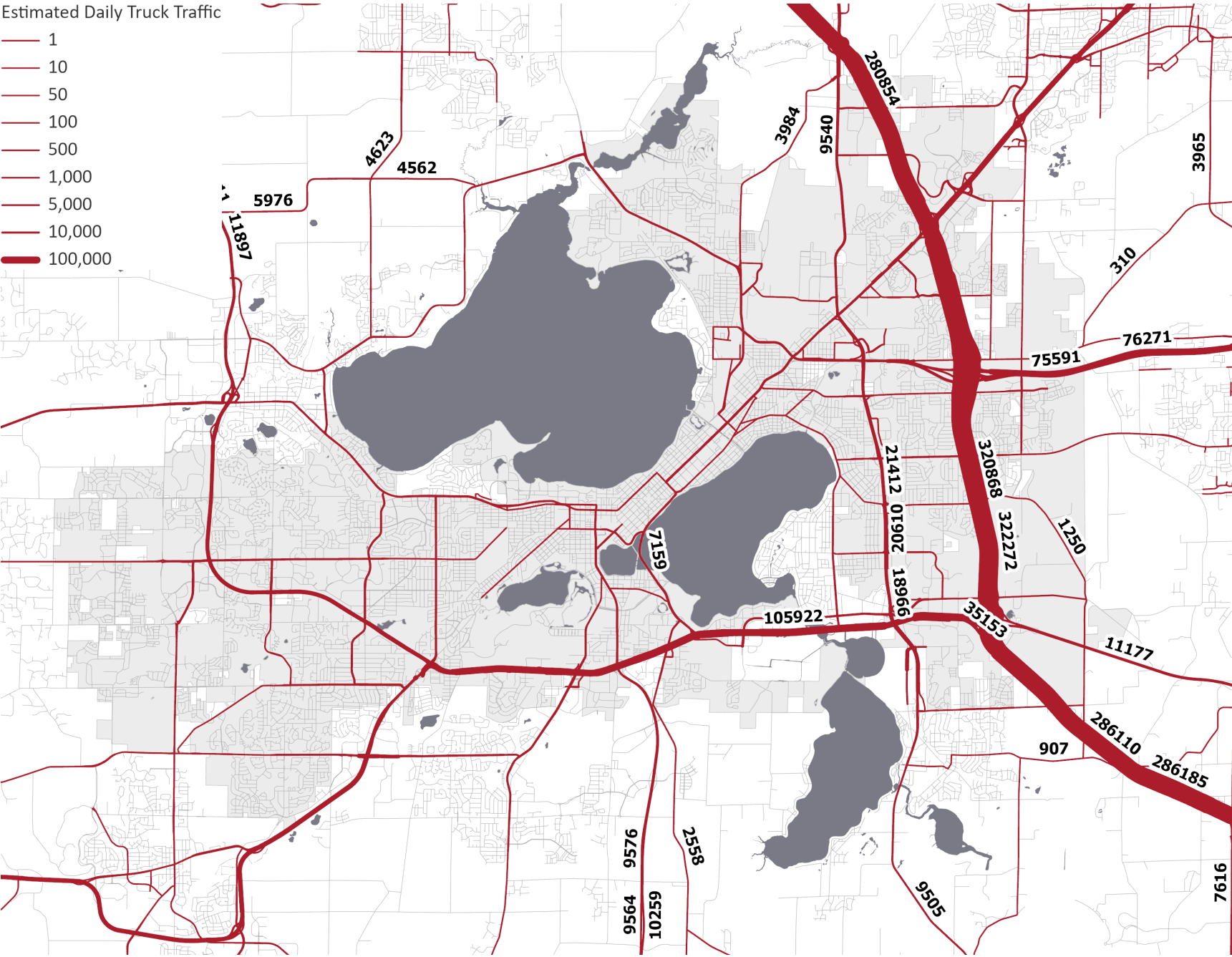
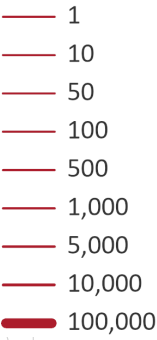
Thus, most of the truck traffic on Madison streets is deliveries to businesses and homes.

What we are doing

Complete Green Streets ensure that streets are designed to accommodate trucks but not oversized.

Curb Management will ensure there is space on the street for commercial deliveries.

Estimated Daily Truck Traffic



CARS AND TRUCKS

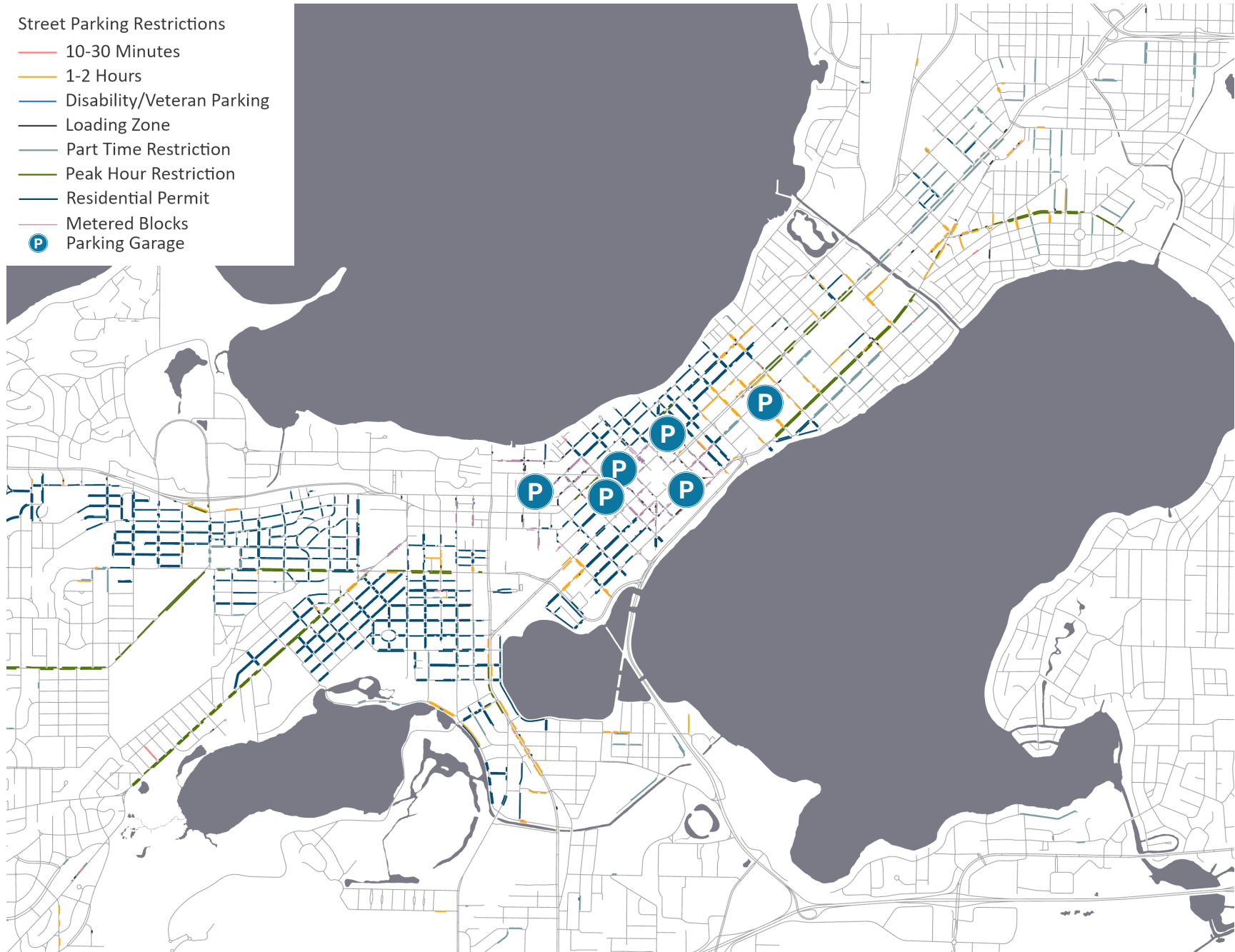
There are over 6,500 on street parking spaces in Madison and 4,300 public garage spaces.

The city provides parking in every neighborhood. On-street parking is useful to residents, people running errands, and visitors, especially in older neighborhoods with less off-street parking.

But curb space is precious in denser areas. The city uses parking restrictions and fees to ensure on-street spots are available for short term parkers, keep delivery spaces open, and add traffic lanes at rush hour. In Downtown, garages allow people to park off street, saving the curb for other uses. Across the city, other parking restrictions ensure the city can sweep and plow streets.

What we are doing

Curb management will prioritize how the curb is used. The new Lake Street garage adds 410 new spaces.



The busiest time for city garages in Saturday night.

The city’s parking garages were built starting in the late 1950s and quickly became an essential part of parking for downtown employment.

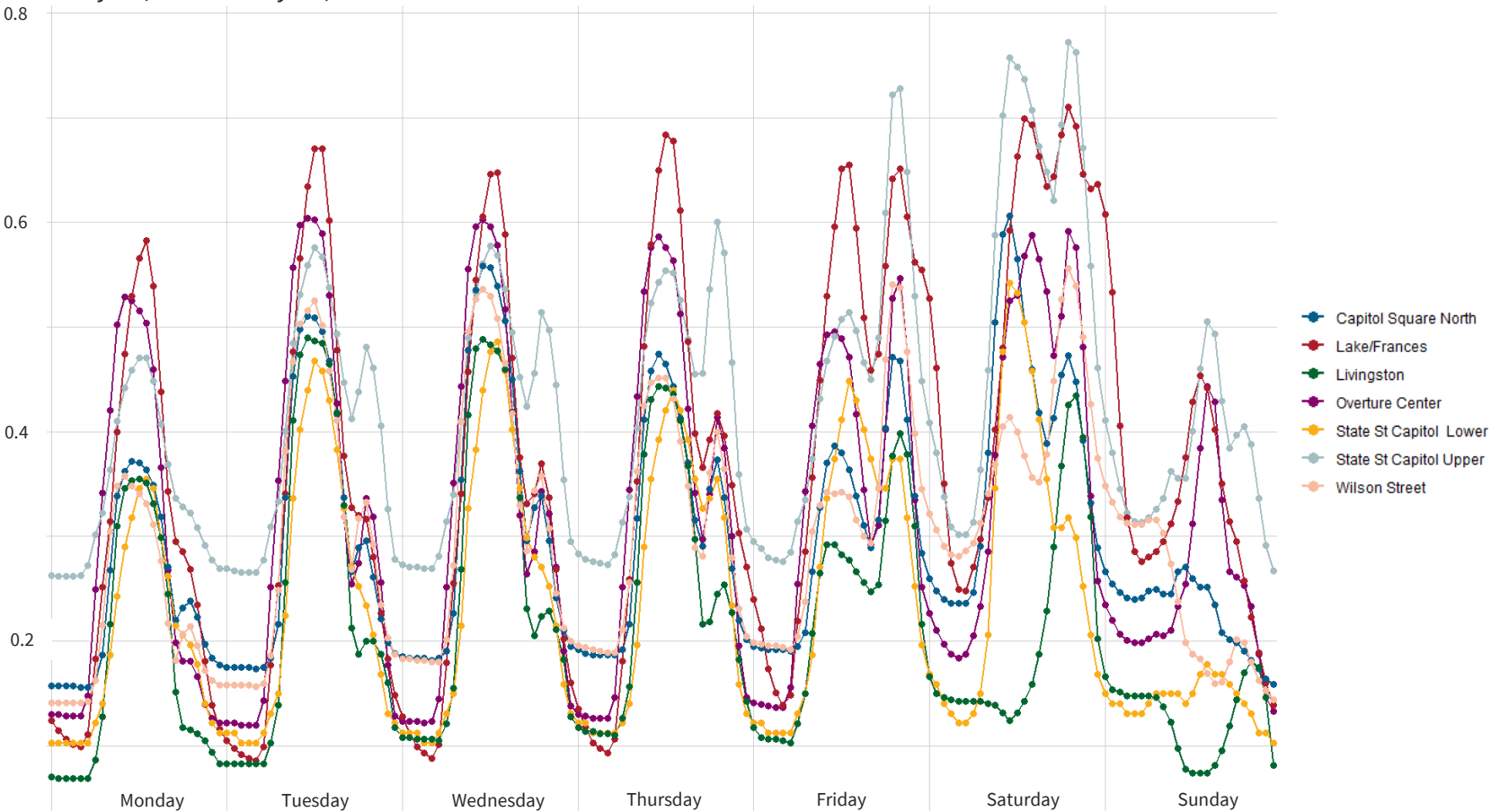
But their role has shifted dramatically in recent years. With more work from home and state jobs shifting out of downtown weekday 9-to-5 demand is down. However, downtown events on the Square and at the Overture Center have added demand in the evenings on weekends, building on longtime demand from State Street and restaurants. As a result, Friday night is busier than midday, and parking use on Saturday exceeds any other day of the week. On-street parking demand has also increased with more visitors to downtown and 43% of meters being used on average.

But there is spare capacity in both garages and on street. Even on the busiest day, only 65% of metered spaces were used.

What we are doing

New parking technology will make it easier to use garages.

Average Hourly Occupancy by Garage and Day of Week
July 15, 2025 – July 14, 2026



CARS AND TRUCKS

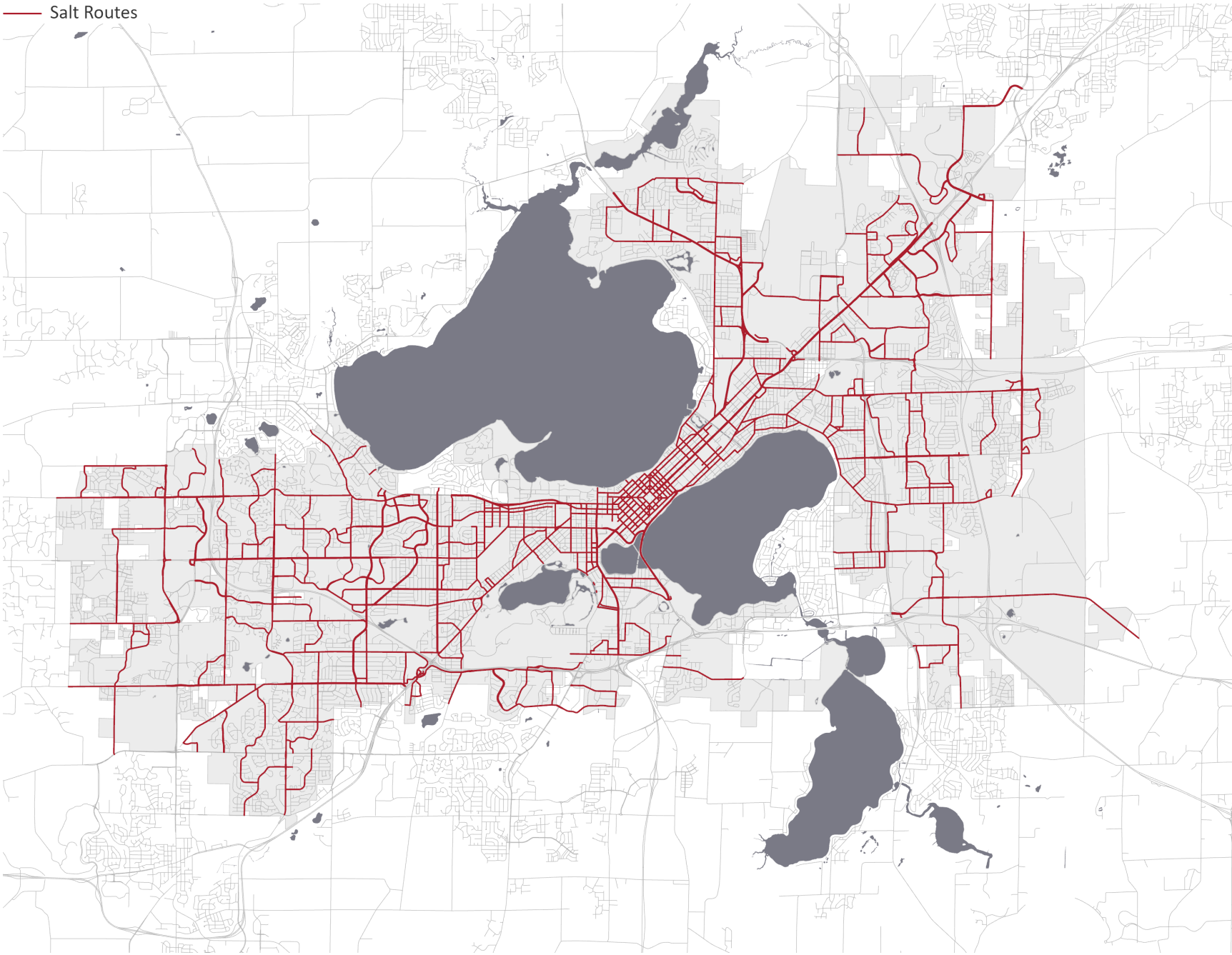
Streets must be managed to allow for winter snow and ice removal.

Streets require maintenance all year. From May to October, city street sweepers are deployed so that every street gets swept once a month. Additional sweeping is added during “spring cleanup” after the snow and ice melts, and during leaf season in the fall. During the winter, plows are ready to go sand and salt areas. As soon as snow starts, the city clears the “salt routes,” which include all the streets used by buses. If there is significant accumulation, all streets get plowed after the storm.

To enable all this work, every street in the city is posted with no parking periods so that each side will be clear at least once a week. During the winter, alternate side parking allows for overnight snow plowing.

What we are doing

In 2025-2026, the city piloted a more limited alternate side parking period, and more experiments will follow.



CARS AND TRUCKS

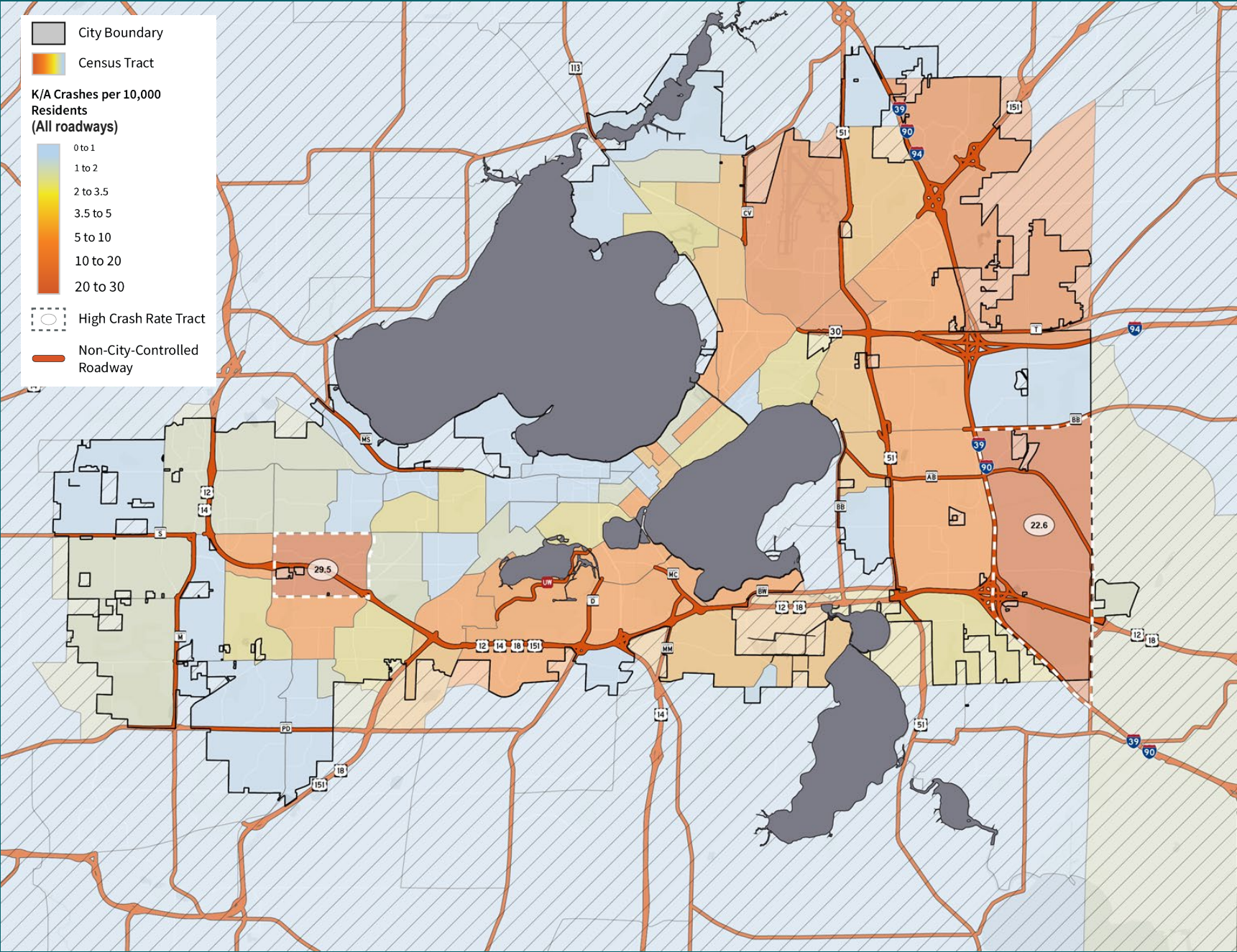
Many of the most dangerous roadways in the city are outside the City’s control.

The distribution of all fatal and serious injury crashes occurring within Madison city limits, shows a concentration of crashes on and around state highways, interstates, county highways, and other non-City-controlled roadways. These corridors often carry higher vehicle speeds, contributing to elevated severe crash rates in nearby census tracts. Non-city controlled streets accounted for more than half the roadway fatalities within the city in 2024, and the number of fatalities on those streets has been increasing. As a result, partnership between the city and other roadways are critical.

What we are doing

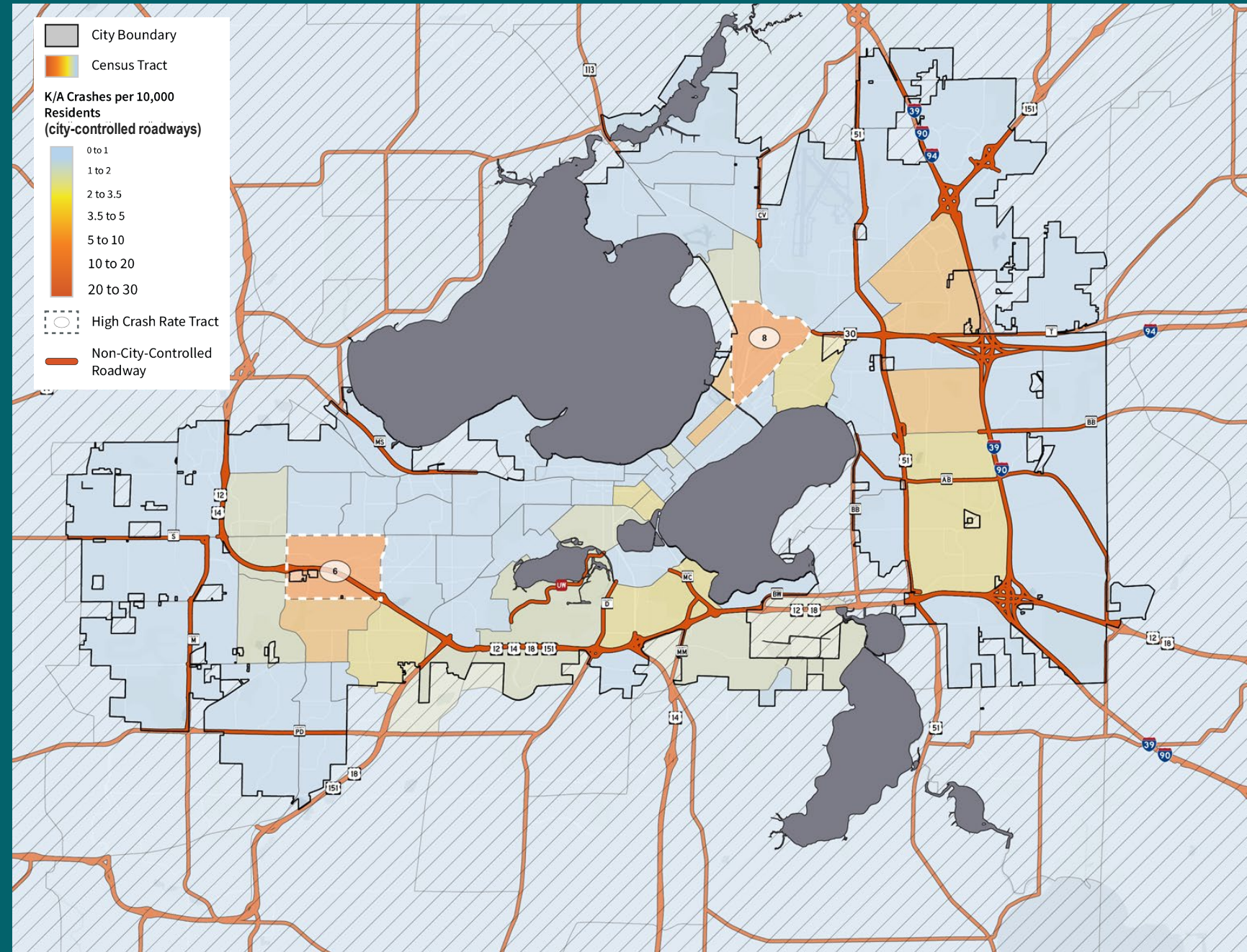
The city is coordinating with WisDOT and Dane County to implement similar VZ policies within the City, as the City of Madison does not have jurisdiction over these roadways.

The city is taking control of Park Street and some other segments of Highway 151 from the state.



On most streets within Madison, the City of Madison has direct authority over street design, traffic operations, speed management, and implementation of Vision Zero safety improvements. Compared to the citywide map, crash rates on City-controlled roadways are significantly lower and more concentrated along major urban corridors and activity centers.

The City of Madison is continuing to implement Vision Zero principles in road reconstruction/resurfacing projects to improve safety on City-controlled streets while working with intergovernmental partners to advocate for safety improvements on non-City-controlled streets.



CARS AND TRUCKS

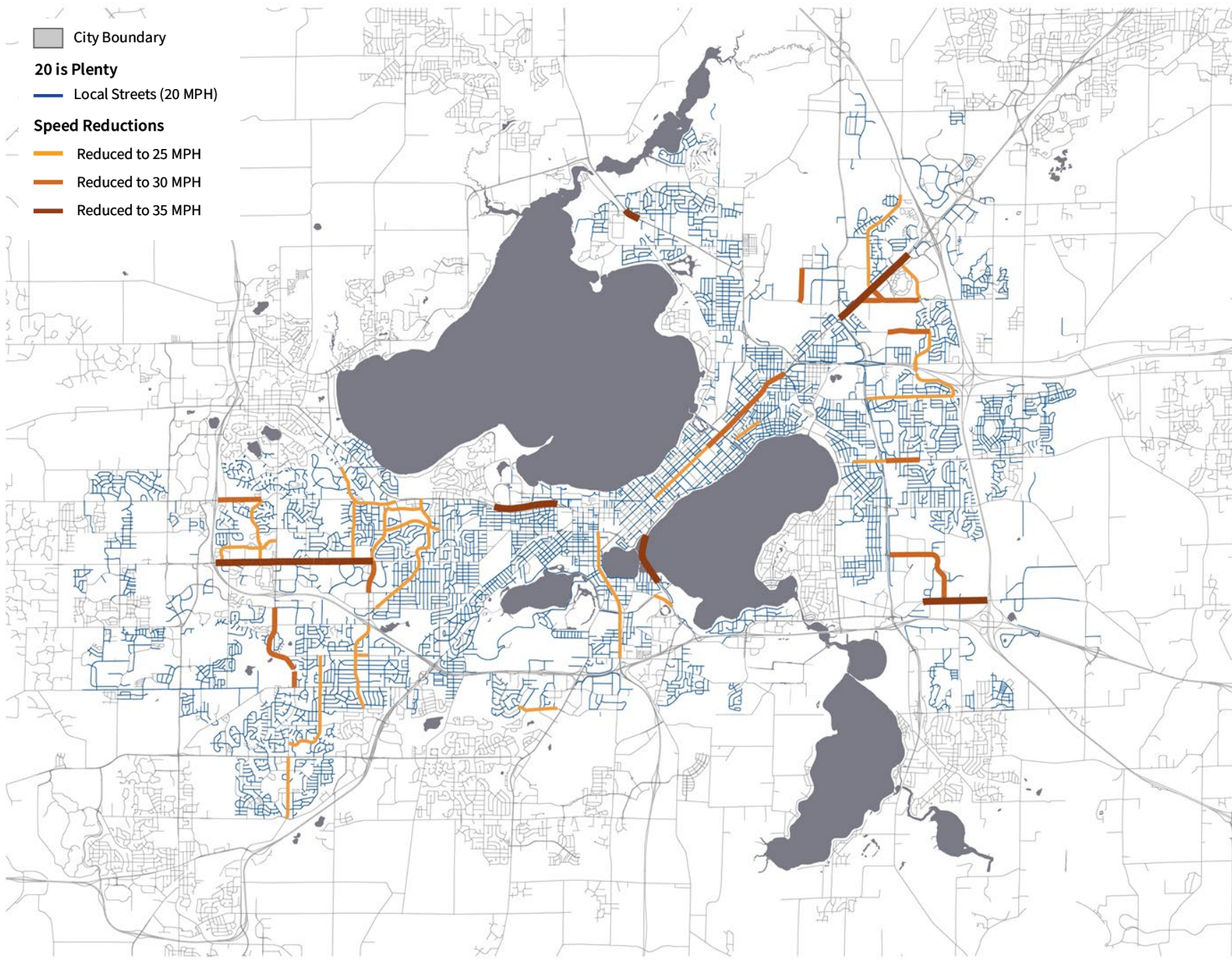
The City is lowering speed limits on all road types.

Speed is one of the biggest factors in traffic fatalities. The risk of serious pedestrian injury in a 20 mph crash is less than half that in a 30 mph crash.

Therefore the city is reducing speed limits on both arterial and local residential roads. This is showing results: on these roadways, excessive speeding has been reduced by an average of 31.2%.

What we are doing

The city continues to implement lower speed limits and continues to design roadways to limit excessive speeding.



CARS AND TRUCKS

Vision Zero is expanding its education efforts.

Vision Zero’s new educational sign campaign teaches pedestrians and cyclists how to use and understand different traffic control and safety measures installed throughout the city. These include rectangular rapid flashing beacons (RRFBs), bike boulevards, pedestrian hybrid beacons (PHBs), and more.

What we are doing

Installing educational signage along corridors with unique/important traffic safety features.



CARS AND TRUCKS

2025 PROGRESS + ACCOMPLISHMENTS

Complete:

✓ **20 is Plenty**

In the summer of 2025 the city finished installing over 200 signs to lower neighborhood speed limits to 20 mph.

✓ **Additional Speed Limit Reductions**

Three streets were reduced from 35 mph to 30 mph—Old Sauk Rd, Raymond Rd, and Eastpark Blvd. One street was reduced from 30 mph to 25 mph—W Washington Ave.

✓ **Williamson Street Peak Hour Lane Removal**

The peak hour traffic lanes were permanently removed from Williamson Street after a two-month test.

✓ **Reorganized Parking Division**

Parking enforcement is now fully integrated with the division, allowing it to be fully used as tool for operating streets.

✓ **Garage pay upgrades**

All garages now support tap-to-pay and mobile payment

✓ **Approved TDM Plans**

34 development projects, ranging from minor changes of use to large mixed-use buildings, received TDM Plan approval within the site plan review process.

In Progress:

→ **Curb Management**

The curb is one of the City's most valuable public assets, serving many competing needs. The 2025 Curb Management Framework established a vision for managing this limited resource, with a citywide Curb Management Action Plan launching in 2026.

→ **State Street Campus Garage Mixed-Use Project**

The Parking Division, in coordination with the Engineering Division, Economic Development Division, and consultant group, advanced construction of the City's second mixed-use public parking garage. Construction completion is expected in Summer 2026. When completed, the project will feature a new intercity bus terminal, public parking structure, ground floor retail, and housing.

→ **New Meter Payment Equipment Testing**

The Parking Division worked with private vendors to test new parking space signage and payment equipment on the blocks of 300 N Henry St and 200 W Gorham St. The test zone included new payment kiosks, pay-by-app (Park Smarter™), and pay-by-text options, with more payment options in a heavily used on-street parking area.



2026 Priorities:

☐ **New garage payment system**

New license plate reader-based technology allow for smoother entry and exit with less queuing, payment by app, and electronic permits that can be bought and managed online.

☐ **Improved wayfinding and communications for parking**

Better signs and more communications channels will make it easier for the public to understand where and when they can park.

☐ **TDM Plan Enforcement**

Starting in 2026, properties with approved TDM Plans that received certificates of occupancy will be required to recertify their approved TDM Plans. Properties that have not maintained selected TDM measures within their approved TDM Plans will face enforcement action.

CARS AND TRUCKS

PLANS + OPPORTUNITIES

TRAINS



TRAINS

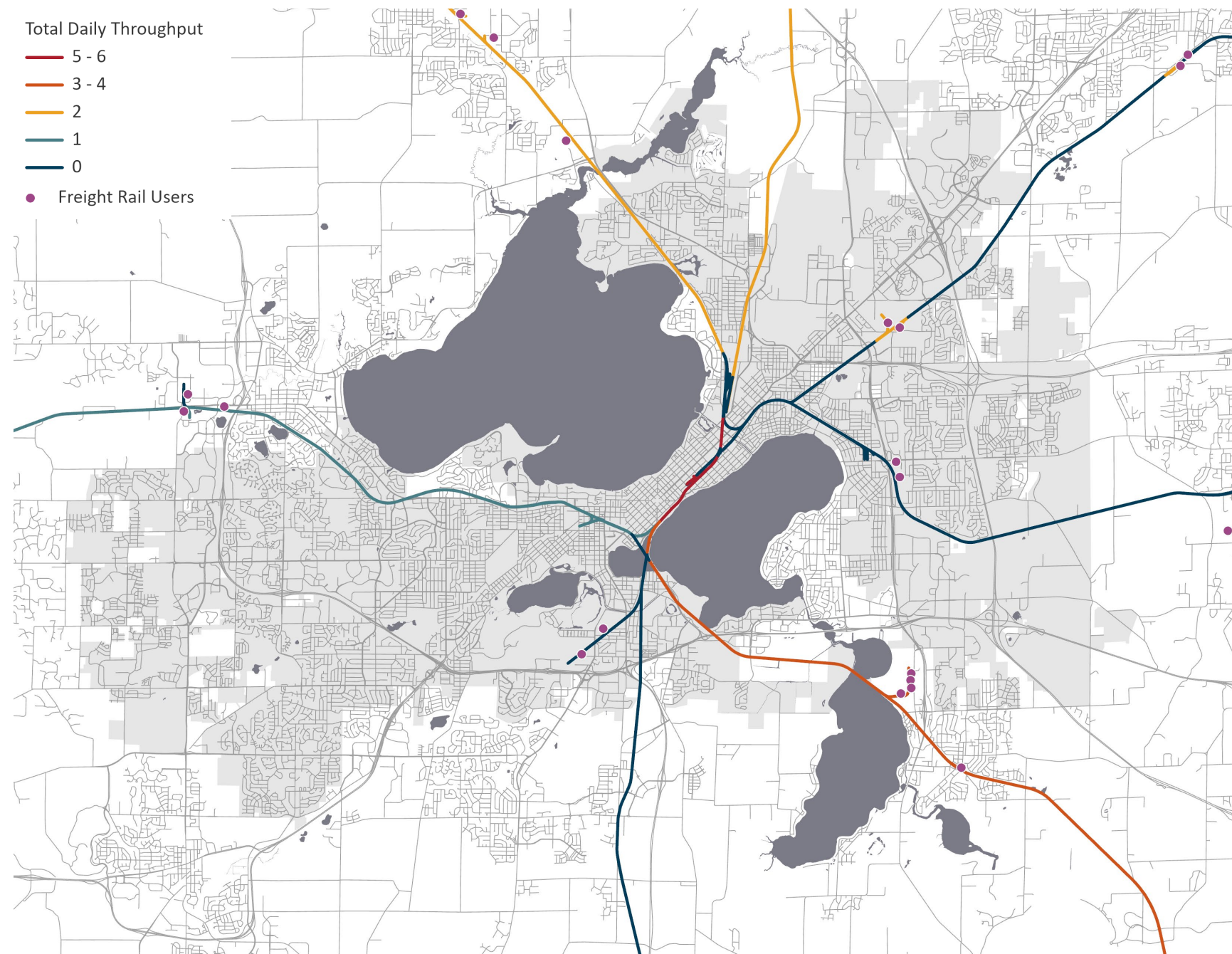
Many rail lines converge on Madison but carry few trains.

The busiest rail lines between Chicago, the Twin Cities, and the West Coast have always bypassed Madison. As freight railroads consolidated and concentrated traffic on fewer routes, most of the routes into Madison were left with only local traffic. Madison acts as a hub for Wisconsin & Southern. Lines to Prairie du Chien, Reedsburg, Brooklyn, Cottage Grove, and Watertown typically carry less than one train a day in each direction. That traffic is then combined into trains that run to Chicago via Janesville. One CPKC line, with minimal traffic, runs north from Madison.

While Madison is no longer as important as the industrial city it once was, some rail-served industries remain within and around Madison, some receiving freight and some shipping it. These are an integral part of the local economy. Meanwhile, low volume rail lines offer opportunities for passenger service.

What we are doing

The city coordinates with railroads to limit impacts of operations.



Source: Federal Railroad Administration. (2026). Railroad Grade Crossings

TRAINS



TRAINS

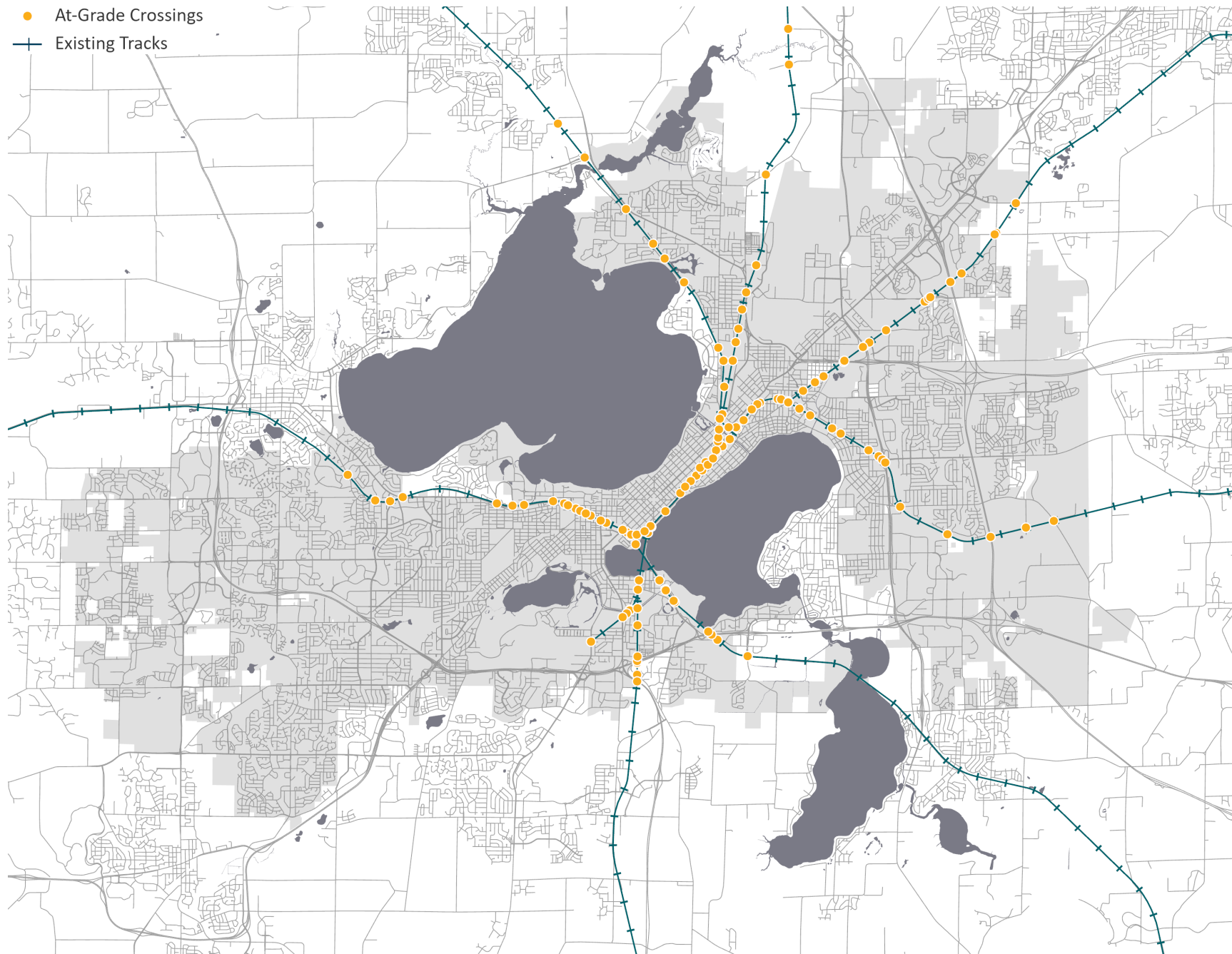
There are numerous grade crossings within the city.

There are over 130 locations within the City of Madison where railroads cross a road at grade. These crossings range from low traffic neighborhood streets to major arteries like John Nolan and East Washington.

With relatively low train volumes, most crossings have only passing impacts on congestion and connectivity. They do, however, represent major safety risks. Some crossings have lights and gates for safety, many have only lights, and some have only warning signs.

What we are doing

In conjunction with plans for Amtrak, the city will evaluate grade crossing safety improvements and quiet zones.



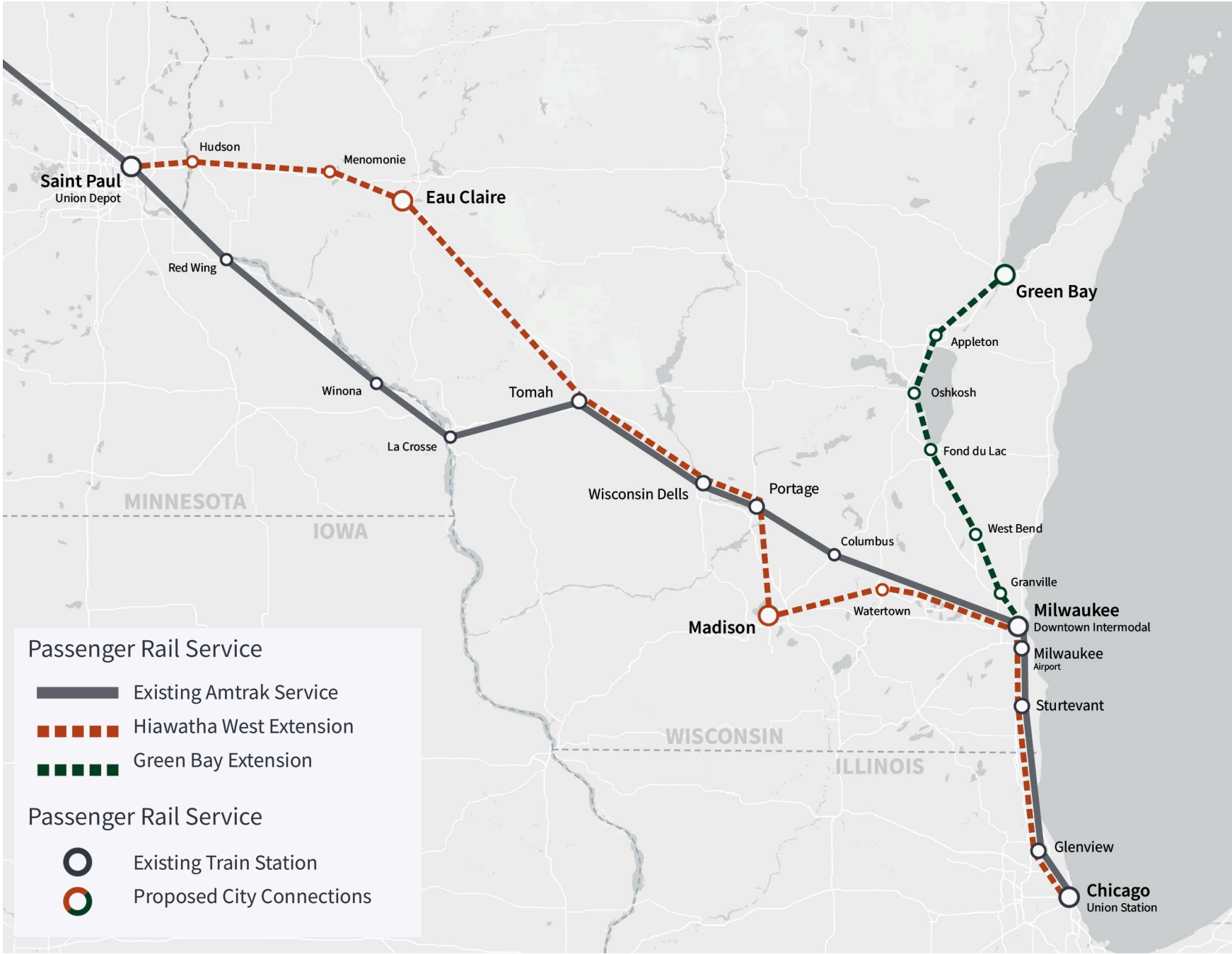
TRAINS

The last passenger train to Madison left in 1971.

The formation of Amtrak ended all passenger rail service to Madison. Today, the nearest service is 4 trains a day through Columbus and Portage, about 25 miles north. Madison residents wanting to take the train can drive there or use bus connections from Madison to the Amtrak stations in Milwaukee and Chicago.

What we are doing

City staff are actively coordinating with the Amtrak and WisDOT-led effort to expand passenger rail service throughout Wisconsin, including, making plans to expand the existing Hiawatha service to Waukesha, Jefferson, and Dane Counties, with a station in Madison.



TRAINS

2025 PROGRESS + ACCOMPLISHMENTS

Complete:

✓ **Madison Passenger Rail Station Location Study**

The Transportation Planning Team completed its Passenger Rail Station Location study in November 2025, recommending the top two station areas with the highest potential for success.

✓ **Packers Avenue Grade Crossing Surface Safety Improvement**

The paving at the crossing on Packers was replaced to smooth the roadway and address a safety hazard.

In Progress:

→ **On-going passenger rail coordination**

The Transportation Planning Team continues to coordinate with the Wisconsin Department of Transportation and Amtrak on their efforts to plan for an extension of passenger rail to Madison.

→ **On-going Quiet Zone Application/Projects**

The city is working on creating a quiet zone in parts of central Madison so that trains are not required to blow their horns there.



2026 Priorities:

☐ **Grade-crossing Safety Improvement Planning**

The department plans to conduct a comprehensive study of all grade crossings along the identified Amtrak route.

☐ **Railroad Safety Enhancements**

Fencing is being installed along select segments of rail line to reduce trespassing on the tracks.

Future Opportunities

☐ **Troy Drive Railroad Bridge Reconstruction**

The City is coordinating with the Wisconsin & Southern Railroad and WisDOT to reconstruct the Troy Drive Railroad Bridge to improve safety, operations, and provide better bike/ped connectivity in the area.

PLANES



PLANES

Madison's airport is getting busier.

Dane County airport is served by American, Delta, United, Breeze, Sun Country, and Frontier. Over the past 15 years the airport has added service to new destinations in the Southeast and on the East Coast (while losing some flights to Midwest airports that lost hub status) and steadily grown overall traffic, with passenger numbers up 60% since 2010.

What we are doing

The city will coordinate with the airport on its new master plan.



PLANES



PLANES

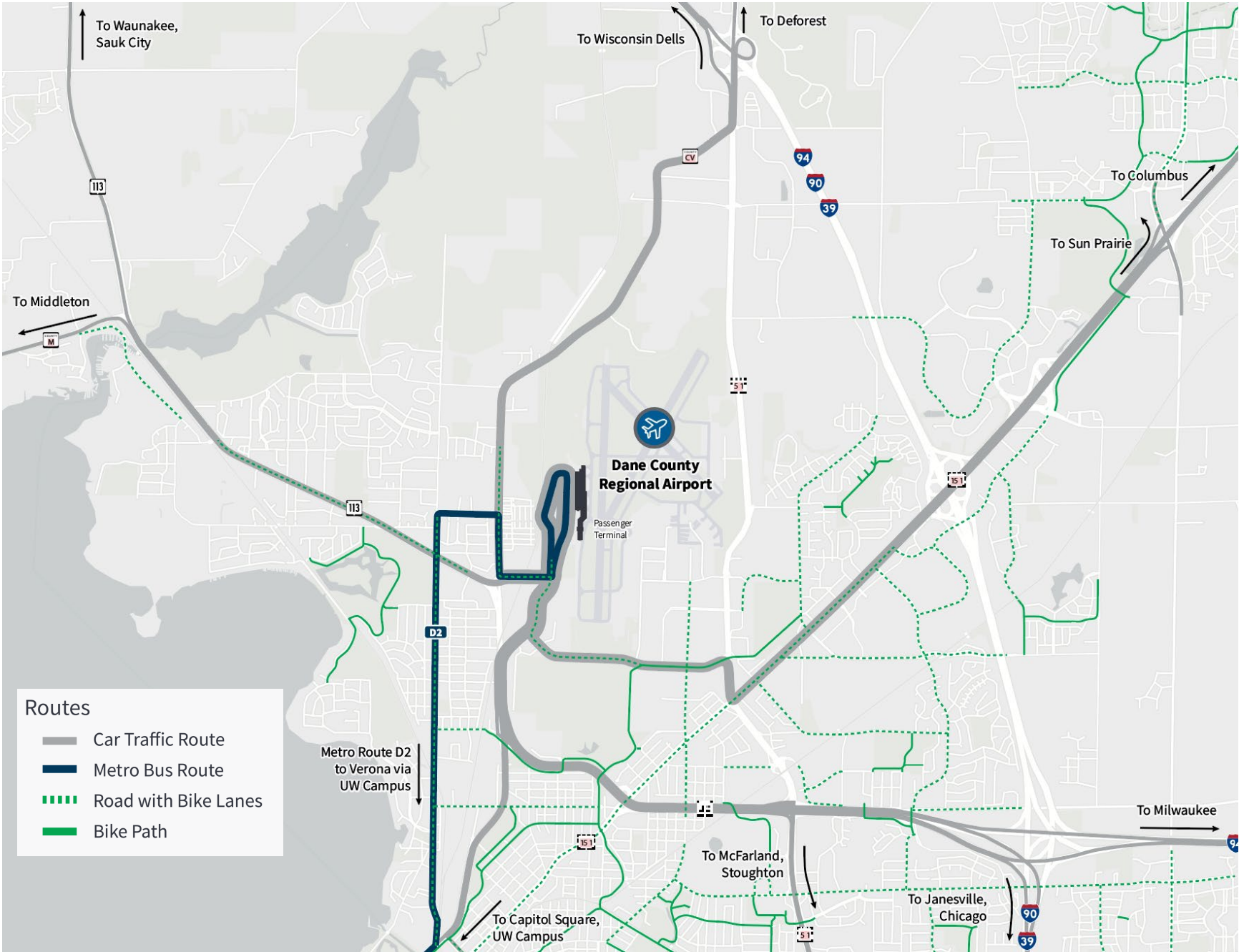
Airport access is uneven by mode and direction.

The airport terminal is accessed by International Drive, which connects to Packers Avenue. This results in direct access from Downtown, the northwest, and I-94, but requires people coming from the north to loop around.

The airport is served by one bus route, the D2, with half hourly or hourly service from 5 am to 11 pm on weekdays.

There is no high comfort bike route to the airport.

What we are doing
The city will work with the airport on better bike connections, improved transit, and future roadways.



PLANES

2025 PROGRESS + ACCOMPLISHMENTS

In Progress:

➔ **North Stoughton Road coordination**

The Department worked with the airport and WisDOT to allow a bike path along North Stoughton Road, which had previously been excluded as a result of airport issues.

WisDOT is proposing rerouting North Stoughton road to allow for the airport's plan to extend runway 3/21. This projects would also enable the addition of a traffic signal at North Stoughton and Hanson. The Department and Engineering are coordinating with the airport.



2026 Priorities:

☐ **Airport master plan**

Dane County Regional Airport has started a new airport master planning process. The city will be on stakeholder committees.