

Current Conditions and Trends



First Volume of the Village's Strategic and Comprehensive Plans

DRAFT #2: February 10, 2026



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Chapter 1

Introduction

Purpose and Format of this Report

The Village prepared its first comprehensive plan in 2003—titled *Comprehensive Plan 2025*. In 2017, the Village updated its comprehensive plan through its *Village Gateway Redevelopment Concept & Implementation Strategy Plan*. The *Gateway Plan* covers the North Sherman Avenue corridor of the Village, while the *Comprehensive Plan 2025* remains in effect for the remainder of the Village and for non-geographic aspects.

The Village has not—at least in its known history—had a strategic plan. However, in the early- to mid-2020s, each of the Village departments engaged in strategic planning exercises, summarized in the Community Facilities and Services chapter of this report.

In 2025, the Village Board committed to prepare a strategic plan to chart major Village decisions over the next two to five years in a coordinated, efficient, responsive, and effective manner. The process seeks to align community values with operational and fiscal realities, assuring that the resulting plan is both visionary and implementable. Also, State law requires the Village to prepare a 10-year update to its long-range comprehensive plan by 2027.

What are comprehensive and strategic plans?

A **comprehensive plan** is a long-range (20+ year) guide to the physical change and preservation of a municipality. Wisconsin Statutes Section 66.1001 requires each zoned municipality to have a comprehensive plan, updated at least once every ten years. Each plan contains issues and opportunities; land use; agricultural, natural, and cultural resources; transportation; utilities and community facilities; housing; economic development; intergovernmental cooperation; and implementation elements.

A **strategic plan** helps an organization—such as a municipal government—chart its short- and mid-range (e.g., 2-5 year) decision making in a coordinated, efficient, responsive, and effective manner. A strategic plan is guided by the organization’s mission, vision, and values and advances a handful of priorities—each a commitment that reflects a strategic shift from the status quo and guides the organization’s activities.

Before focusing on Maple Bluff's future, it is important first to understand its current conditions and trends. This report supports and is a part of Maple Bluff's strategic plan and comprehensive plan. This report contains no policies or recommended future actions.

A Brief History of Maple Bluff

The area of Maple Bluff was originally part of the Kickapoo, then Ho-Chunk tribal territories, occupied because of its lush maple groves and Lake Mendota, which provided excellent fishing and hunting. In the early 1830s, the Ho-Chunk nation forcibly ceded the majority of its Dane County lands to the U.S. government.

Leonard Farwell arrived in Madison in 1847, purchasing a large tract of land on the City's east side, drained lowlands in the East Isthmus ("Great Central Marsh"), built the first bridge over the Yahara River, and platted the land and laid out streets including Lodi Road (later Sherman Avenue). In 1871, the Chicago and Northwestern Railroad built its Madison to Twin Cities Line—still forming part of Maple Bluff's limits. These actions opened up the Maple Bluff area, and by 1873, a handful of owners held land and built homes here. By around 1880, Halle Steensland had amassed around 240 acres in the Maple Bluff area, and recorded its first subdivision plat—Steensland—along the lakefront in what later became known as the Upper Bluff.

Several notable events around the turn of the 20th Century further shaped Maple Bluff. The first permanent road running through what is now Maple Bluff was Farwell Drive, completed in 1897 by the Madison Park and Pleasure Drive Association. Despite road improvements, it was generally easiest to travel by water to Madison. The Maple Bluff Golf Club was established in 1899 as the first golf course in the Madison area; by 1902 there were over 200 members and in 1921 the present clubhouse was built. In 1906, after leaving the State governorship, Senator Robert M. La Follette purchased 60 acres in Maple Bluff. In 1909, Burrows Park was dedicated to the Park and Pleasure Drive Association, which in 1937 was incorporated into the City of Madison.

By 1915, the Lakewood Land Company platted most of what is now known as the Lower Bluff as the Lakewood Plat. This was followed by other subdivision plats in the 1920s and 1930s. Combined with



the Upper Bluff platting before it, these plats cemented Maple Bluff as a location for single-family homes generally on larger and deeper lots. At the east edge of the Lakewood Plat was the former Lakewood Elementary School on the site of what is now the Village's Johnson Park.

In 1931, the area was incorporated as the Village of Maple Bluff. From that time until 1948, Maple Bluff received fire protection by agreement with the Madison Fire Department. The State purchased what became the Executive Residence in 1949. By the mid-1960s, all available open areas of the Village had been platted and most lots contained homes.

(Much of the information in the above section was sourced from *Historic Madison: A Journal of the Four Lake Region, Volume XII*, written in 1995 by Doug McLean.)

Location and Planning Context

The Village of Maple Bluff remains a predominantly residential suburb of Madison, with a land area of 452 acres and a population of around 1,370 residents. Its position in the Madison area is shown on Map 1. The Village is 10 minutes from downtown Madison, Interstate 39-90-94, and the Dane County Regional Airport. The Village is entirely within the Madison Metropolitan School District.

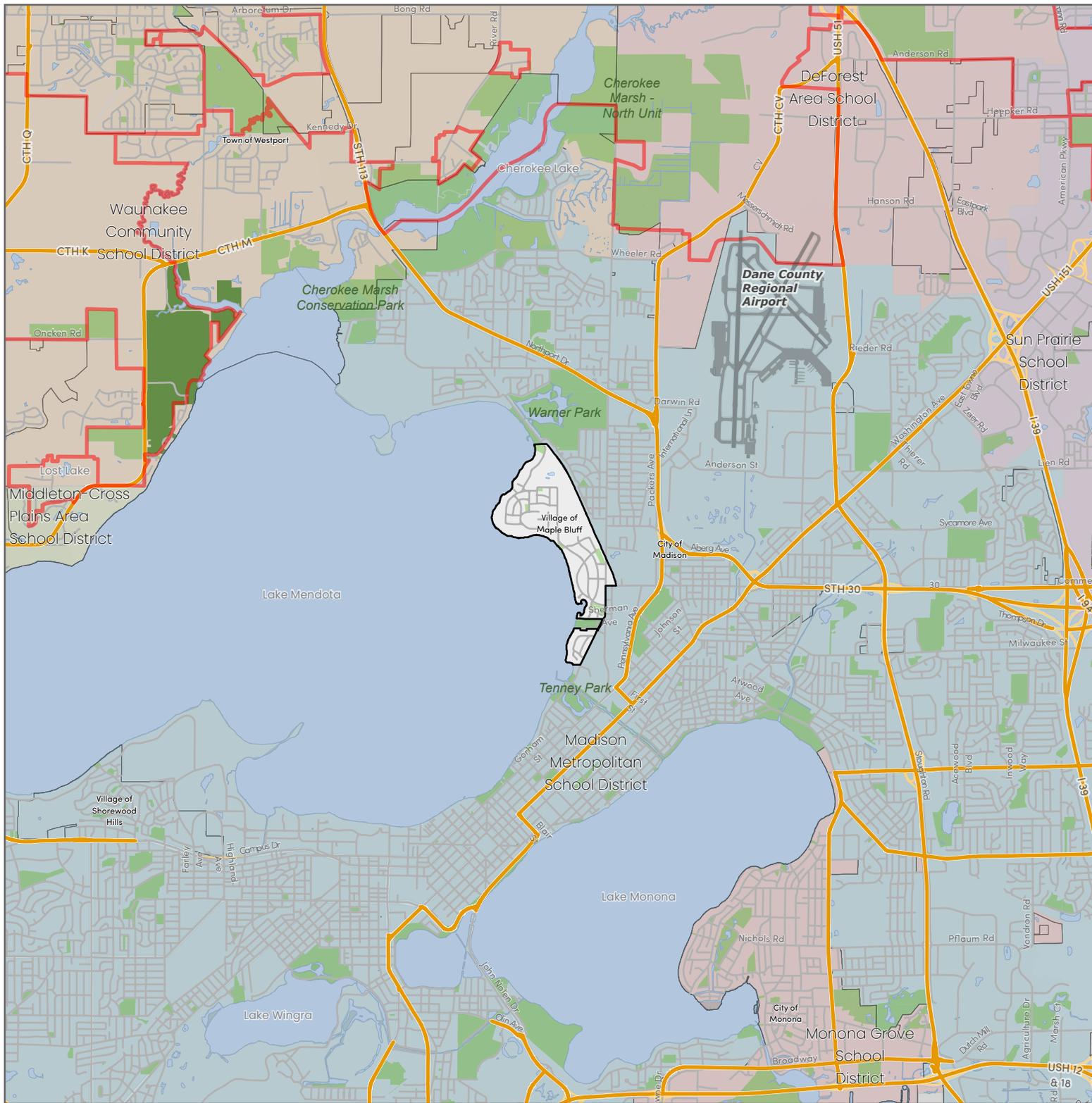
Madison area growth has outpaced nearly every other metropolitan area in Wisconsin. A strong regional economy and higher educational opportunities have spurred much of this growth. Population, employment, and development are forecast to continue growing, with an additional 300,000+ residents projected in Dane County by 2050.

Maple Bluff's Village limits are defined by Lake Mendota to the west, N. Sherman Ave., Sherman Ave., and the Wisconsin & Southern Railroad to the east, the Yahara River to the south, and the Warner Park boat launch to the north. Maple Bluff generally consists of three neighborhoods, represented on Maps 3, 4, and 5 in the next chapter. The Upper Bluff extends from the northern Village limits (and Maple Bluff Marina) on the north to the Beach Park and Country Club entrance on the south, occupying around 167 acres and housing around 554 residents. The Lower Bluff extends from that point to Madison's Burrows Park on the south, occupying around 146 acres and housing around 654 residents. Fuller's Woods extends from Burrows Park to the Village's south edge, occupying around 35 acres and housing around 162 residents.

In addition, the Sherman/North Sherman Avenue Corridor, which includes the east edges of the Lower Bluff and Fuller's Woods, contains Maple Bluff's only commercial and multiple-family residential development. The Village landscape is also characterized by the 104-acre Maple Bluff Country Club property—Village owned land on a long-term lease for country club facilities and activities.

Regional Context

Map 1



-  Highway
 -  Local Road
 -  Ramp
 -  Urban Service Area
 -  Municipal Boundaries
 -  Local Parks
 -  State Parks
 -  Water
- School Districts**
-  DeForest Area School District
 -  Madison Metropolitan School District
 -  Middleton-Cross Plains Area School District
 -  Sun Prairie School District
 -  Waunakee Community School District
 -  Monona Grove School District

Data sources: Esri, Dane County, CARPC, Village of Maple Bluff

Map information is believed to be accurate but may contain errors due to the dynamic nature of source data. For general reference purposes only.

Date: 2026-01-13

Chapter 2

Demographic, Housing, and Economic Trends

This chapter provides demographic trends and forecasts for population, households, and employment. An understanding of the changes taking place in Maple Bluff helps guide its future opportunities, challenges, and directions.



Key Takeaways

- After peaking at nearly 2,000 residents in 1970, the Village's population decreased to 1,313 by 2010 with generational shifts, but is now estimated at 1,413 residents.
- If Maple Bluff adds more housing units (such as along North Sherman Avenue) and/or household sizes increase, the Village's population could increase to 1,750 residents by 2050.
- Population and household trends suggest accelerating turnover to new households in Maple Bluff over the next several years—indicating the potential for more families with children.
- The Maple Bluff population has significantly greater educational attainment and incomes than Dane County and the State.
- Of the roughly 250 school-aged children in Maple Bluff, about 6 in 10 attend a Madison Metropolitan School District school.

Population Trends and Projections

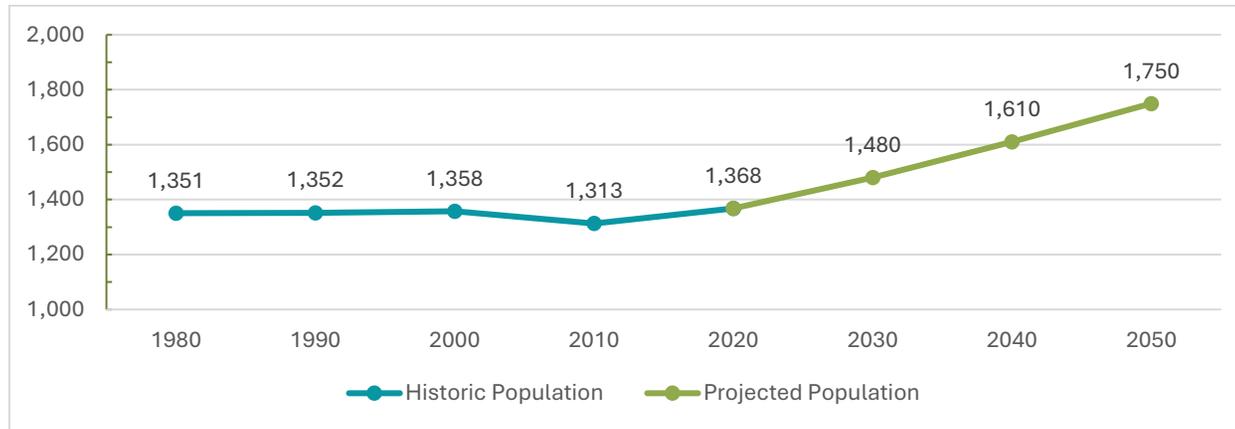
Maple Bluff's population peaked at 1,974 residents in 1970, influenced by the then-recent Village build out and large numbers of Baby Boom children. The Village's population decreased by over 600 residents in the 1970s, and has been between 1,300 and 1,400 residents since 1980 (see Figure 2-1 on next page), though the Wisconsin Department of Administration estimates its January 1, 2025 population at 1,413 residents.

Dane County has experienced strong population growth during this same time period. This growth has been fueled by job growth in healthcare, education, information technology, and professional services sectors in particular. Jobs have grown faster than the population over the past 40 years, with more workers living outside of Dane County. The number of households has also increased faster than the number of housing units, resulting in lower vacancy rates and higher rents and home values.

Recent projections by the Regional Data Group—a coalition of local planning and demography specialists—suggest that the Dane County population will reach 887,000 by 2050, a 58% increase from the 2020 Census count of 561,604. As indicated in Figure 2-1, if Maple Bluff adds housing units or household sizes increase, the Regional Data Group projects that the Village could add roughly 380 residents, for a 2050 population of 1,750. This would continue an apparent population increase since 2010, but still be below Maple Bluff's 1970 peak population.

Figure 2-2 compares Maple Bluff's population change with that of other units of government. Since 2000, other nearby communities of similar size and character in the area, like Monona and Shorewood Hills, experienced moderate population growth due to multiple-family housing construction along their main road corridors.

Figure 2-1: Historic and Projected Population, Village of Maple Bluff



Sources: Historic—U.S. Census Bureau; Projected—Dane County Regional Data Group

Figure 2-2: Historic Population, Village of Maple Bluff and Other Jurisdictions, 1980-2020

	1980	1990	2000	2010	2020	Population Change 2010-2020	Percent Change 2010-2020
Village of Maple Bluff	1,351	1,352	1,358	1,313	1,368	55	+4.2%
Village of Shorewood Hills	1,837	1,680	1,732	1,565	2,169	604	+38.6%
City of Monona	8,809	8,637	8,018	7,533	8,624	1,091	+14.5%
City of Madison	170,616	191,262	208,054	233,209	269,840	36,631	+15.7%
Dane County	323,545	367,085	426,526	488,073	561,504	73,431	+15.0%
Wisconsin	4,712,045	4,902,265	5,373,999	5,686,986	5,893,718	206,732	+3.6%

Source: U.S. Census Bureau, 1980, 1990, 2000, 2010, 2020 Decennial Census

Age and Gender Distribution

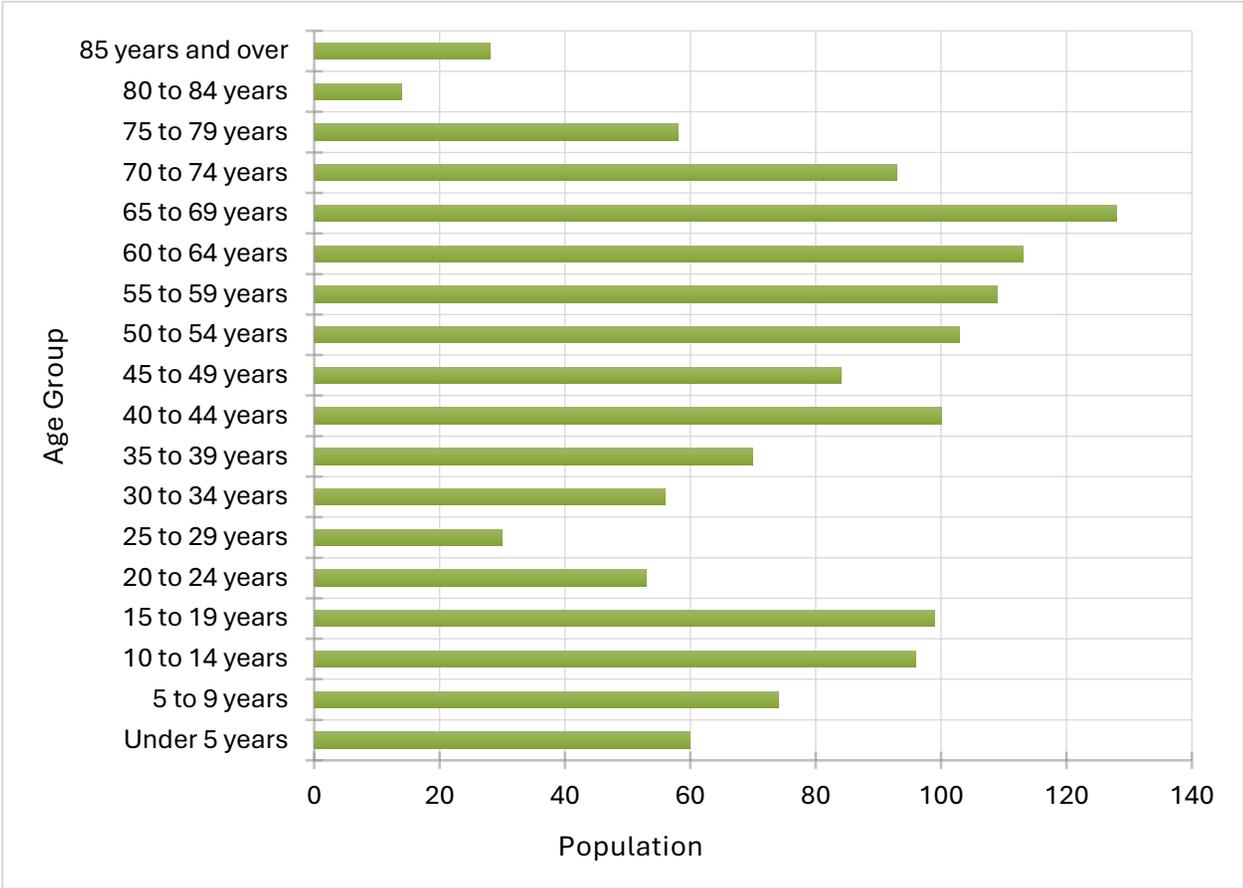
Figure 2-3 shows trends in Maple Bluff’s age and gender distribution from 2010 to 2020 and compares these trends with Dane County and Wisconsin. Median age in Maple Bluff is considerably higher than the County’s or State’s median age, driven in particular by the Village’s larger senior (aged 65+) population on a percentage basis. Per Figure 2-4, the Village’s largest five-year age cohort in 2020 was between 65 and 69 years old. These statistics, coupled with the slight increase in Maple Bluff’s youth population between 2010 and 2020, suggest accelerating turnover of Maple Bluff’s population over the coming years. Interest in accessibility home improvements and nearby senior or senior-friendly housing may also grow.

Figure 2-3: Age and Gender Profile, 2010 - 2020

	Village of Maple Bluff		Dane County		State of Wisconsin	
	2010	2020	2010	2020	2010	2020
Median age	48.0	47.6	34.4	35.7	38.5	40.1
Percent under 18	20.9%	22.1%	21.8%	20.4%	23.8%	21.9%
Percent 65 and over	16.1%	23.5%	10.0%	13.7%	13.4%	16.9%
Percent female	50.7%	49.3%	50.5%	50.4%	50.4%	50.4%
Percent male	49.4%	50.7%	49.5%	49.6%	49.6%	49.7%

Source: U.S. Census Bureau, 2010 and 2020 Decennial Census

Figure 2-4: Population by Age Group, Village of Maple Bluff, 2020



Source: U.S. Census Bureau, 2020 Decennial Census

Race and Ethnicity

As presented in Figure 2-5, Maple Bluff has a smaller percentage of non-white residents than Dane County or the State.

Figure 2-5: Race and Ethnicity, 2020

	Village of Maple Bluff	Dane County	State of Wisconsin
American Indian and Alaska Native alone	0.1%	0.2%	0.8%
Asian alone	0.7%	6.3%	3.0%
Black or African American alone	0.7%	5.3%	6.2%
Hispanic or Latino (any race)	3.0%	7.5%	7.6%
Native Hawaiian and other Pacific Islander alone	0.0%	0.0%	0.0%
Some other race alone	0.0%	0.3%	0.3%
Two or more races	3.7%	4.3%	3.5%
White alone	91.8%	76.0%	78.6%

Source: U.S. Census Bureau, 2020 Decennial Census

Note: Hispanic or Latino is included as a separate category, regardless of any other race or ethnicity selected.

Education

According to the U.S. Census Bureau’s 2023 American Community Survey (ACS), more than 98% of the Village’s population aged 25 and older had attained at least a high school level education and nearly 84% had at least a college bachelor’s degree. This is an extremely high level of educational attainment, far exceeding that for Dane County (96% at least high school and 55% at least bachelor’s) and State (93% and 33%).

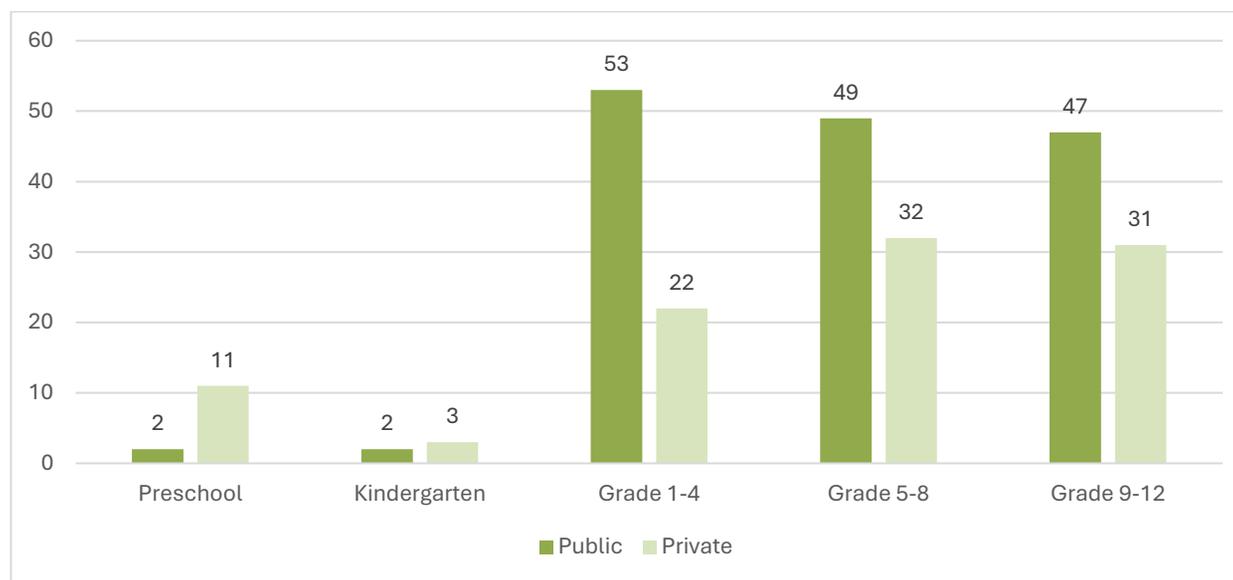
Maple Bluff is in the Madison Metropolitan School District, within its Lake View Elementary, Sherman Middle, and East High School attendance areas. Lake View Elementary is located about two miles north of the Village Center off of North Sherman Avenue, has an enrollment of just under 300 students, and “exceeds expectations” per its Wisconsin Department of Public Instruction (DPI) report card. Sherman is a little over ½ mile north of the Village Center along North Sherman, has an enrollment of around 400 students, and “meets few expectations” per its DPI report card. (Sherman also shares a building with the alternative Malcolm Shabazz City High

School.) East High is about one mile southeast along East Washington Avenue, has an enrollment of around 1,650 students, and “exceeds expectations” per its DPI report card.

Other nearby public school districts include the Waunakee Community School District and DeForest Area School District, within which open enrollment from other districts is allowed on a limited basis. Prominent private schools in Maple Bluff’s general vicinity include Madison Country Day School (in Westport), Edgewood (on Madison’s near west side), and Abundant Life Christian School (on Madison’s far east side)—along with several smaller parochial schools.

Based on information presented elsewhere in this chapter, the Village appears to have somewhere between 240 and 265 school aged residents. Figure 2-7, on the following page, suggests that about 63% of this population attends public schools versus private schools. Because of opportunities for open enrollment, not all public school enrollees attend MMSD schools. The Village’s consultant (also a school district planner) estimates that around 85% of Maple Bluff’s public school enrollees attend MMSD schools, with most of the rest attending one of the Waunakee Community School District’s schools.

Figure 2-6: Public Versus Private School Enrollment for Students Over Three Years Old, 2023

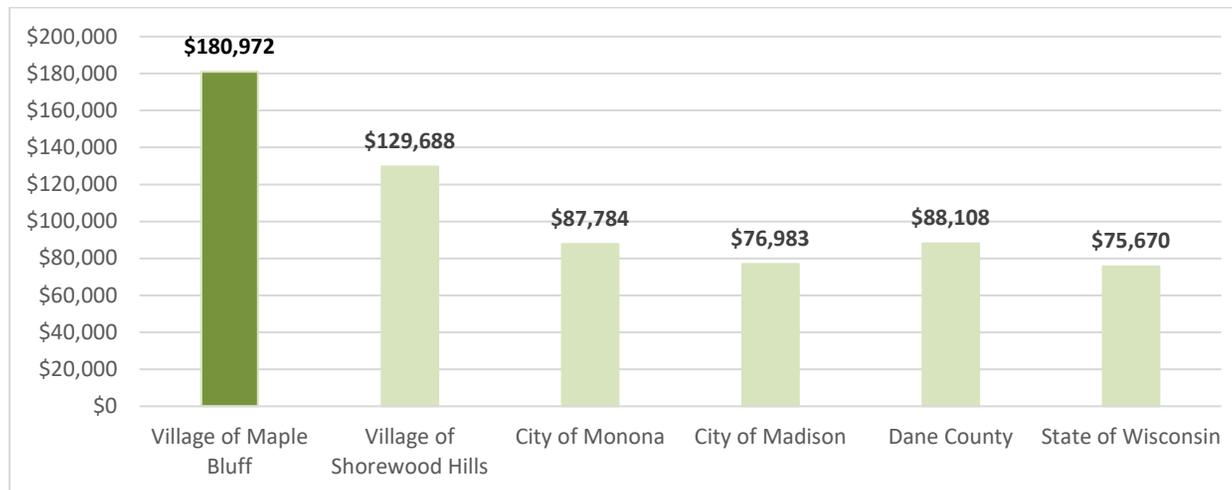


Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates

Income

As presented in Figure 2-7, Maple Bluff’s median household income was \$180,972 in 2023—considerably higher than that of Dane County, the State, and peer Dane County municipalities.

Figure 2-7: Median Household Income, 2023

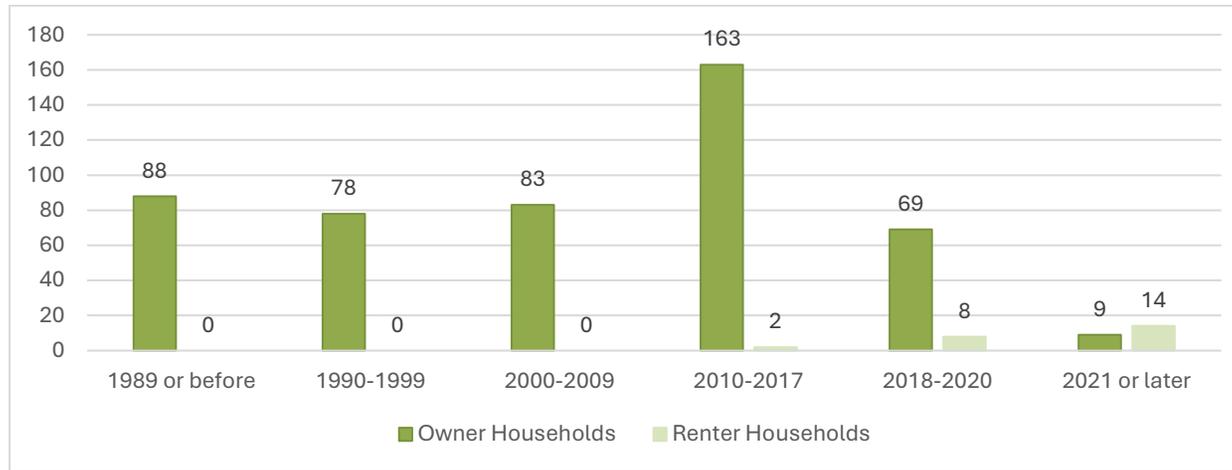


Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates

Households

In 2020, the average Maple Bluff household size was 2.52. Average household size has remained steady for the last 30 years, ranging from 2.4 to 2.5 since 1990. Household sizes in Shorewood Hills, Monona, and Madison have been similarly consistent over this timeframe. The median year that each householder moved in to Maple Bluff for the first time is 2010. As shown in Figure 2-8, about one-third of current Maple Bluff households moved in between 2010 and 2017.

Figure 2-8: Year Householder Moved in to Maple Bluff



Source: U.S. Census Bureau, American Community Survey, 1-Year Estimates

Housing

Figure 2-9 indicates changes in total housing units in Maple Bluff and other jurisdictions. As a built-out community with little redevelopment, Maple Bluff’s housing inventory was essentially unchanged in the 2010s. The Gordon, which added 29 rental housing units along North Sherman Avenue in 2020, is not included in the 2020 total. Before this, nearly all of Maple Bluff’s housing units were single-family homes. Shorewood Hills’ significant increase was driven by multiple-family redevelopment near University Avenue.

Figure 2-9: Total Housing Units, 2000-2020

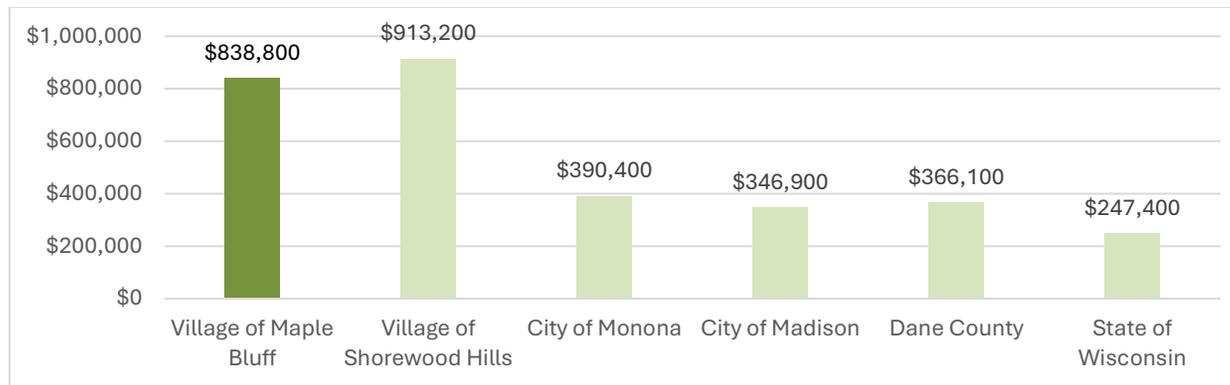
	2010	2020	Change 2010-2020	Percent Change 2010-2020
Village of Maple Bluff	592	591	-1	-0.2%
Village of Shorewood Hills	660	969	309	+46.8%
City of Monona	4,088	4,342	254	+6.2%
City of Madison	108,843	126,070	17,227	+15.8%
Dane County	216,022	248,795	32,773	+15.2%
State of Wisconsin	2,624,358	2,727,726	103,368	+3.9%

Source: U.S. Census Bureau, 2020 Decennial Census

Nearly 94% of all housing units in Maple Bluff were owner-occupied as of 2023 (including The Gordon). The Census Bureau reports no measurable housing vacancy in Maple Bluff and very low vacancy elsewhere in Dane County. This has resulted in accelerating housing prices and rents, and initiatives to get more housing built (see the “Relationships” chapter for more information).

Per Figure 2-10, the Census Bureau reported a median home value in Maple Bluff of \$838,800 in 2023, based on self-reporting. This is more than double the median home value in the high-value Dane County market as a whole. Both data, however, likely underestimate the median price to actually buy a single-family home. The Southcentral Wisconsin Multiple Listing Service reported a median single-family home sale price of \$440,000 in Dane County in 2024—a 100% increase over the preceding decade.

Figure 2-10: Median Self-Reported Single-Family Home Value, 2023



Source: U.S. Census Bureau, American Community Survey, 1-Year Estimates

Per the South Central Wisconsin Multiple Listing Service (MLS), existing home sales prices in Maple Bluff are on a decidedly upward trend, with median sale price accelerating beyond one million dollars in 2025 (see Figure 2-11). This acceleration may be affected by a drop in the number of home sales each year after 2021, which has coincided with a period of higher interest rates. It may be possible that higher rates have affected potential buyers and sellers of more moderately priced homes in Maple Bluff than the higher-end market. Higher or lower numbers of lakefront home sales in any given year may also affect the median price somewhat. In any case, these figures reflect heavy demand for the limited supply of available Maple Bluff homes.

Figure 2-11: Existing Home Sales, Village of Maple Bluff

Year	Number of Sales	Median Price
2025	21	\$1,400,000
2024	15	\$840,000
2023	18	\$690,000
2022	15	\$750,000
2021	23	\$699,000
2020	39	\$600,000
2019	31	\$740,000
2018	46	\$497,700

Source: South Central Wisconsin MLS, Dec. 29, 2025

As shown in Figure 2-12, 84% of Maple Bluff’s housing inventory was built before 1970 and is therefore now over 55 years old. Nearly 41% of the inventory was built before 1939 and therefore is over 85 years old.

Figure 2-12: Decades of Maple Bluff Home Building

Year House Constructed	Percentage of Housing Stock
2020 or later	0.4%
2010 to 2019	2.8%
2000 to 2009	5.5%
1990 to 1999	2.8%
1980 to 1989	0.0%
1970 to 1979	4.8%
1960 to 1969	10.4%
1950 to 1959	18.2%
1940 to 1949	14.5%
1939 or earlier	40.5%

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates

Chapter 4 has further information on housing construction in Maple Bluff.

Economic Conditions

The Village’s assets for economic development focus on traffic and population growth in the North Sherman/Sherman Avenue corridor, potential incentives through the Village’s tax incremental district along a portion of North Sherman, high local incomes, and increasing opportunities for non-impact home occupations. The Village’s limitations for economic development include its built-out nature, residential character, general disinterest in being an economic center, and the assets of nearby municipalities to handle the region’s economic needs.

The Village’s primary tool to encourage economic development is its Tax Increment District (TID) #1, established in 2014 and depicted in Figure 2-13. The TID #1 Project Plan contains a program of potential infrastructure investments and development incentives.

These potential expenditures must be reimbursed through tax increment from new private investment in the TID. This reimbursement must occur no later than 2041, which is the latest TID closure year.

Figure 2-13: Tax Increment District #1 Boundary



Maple Bluff’s adult population enjoys high employment in generally high-paying economic sectors. Most employed persons in Maple Bluff work in the educational, health care, and social services; finance, insurance, and real estate; and professional, scientific, and management industry sectors. Figures 2-14 and 2-15 provide detail.

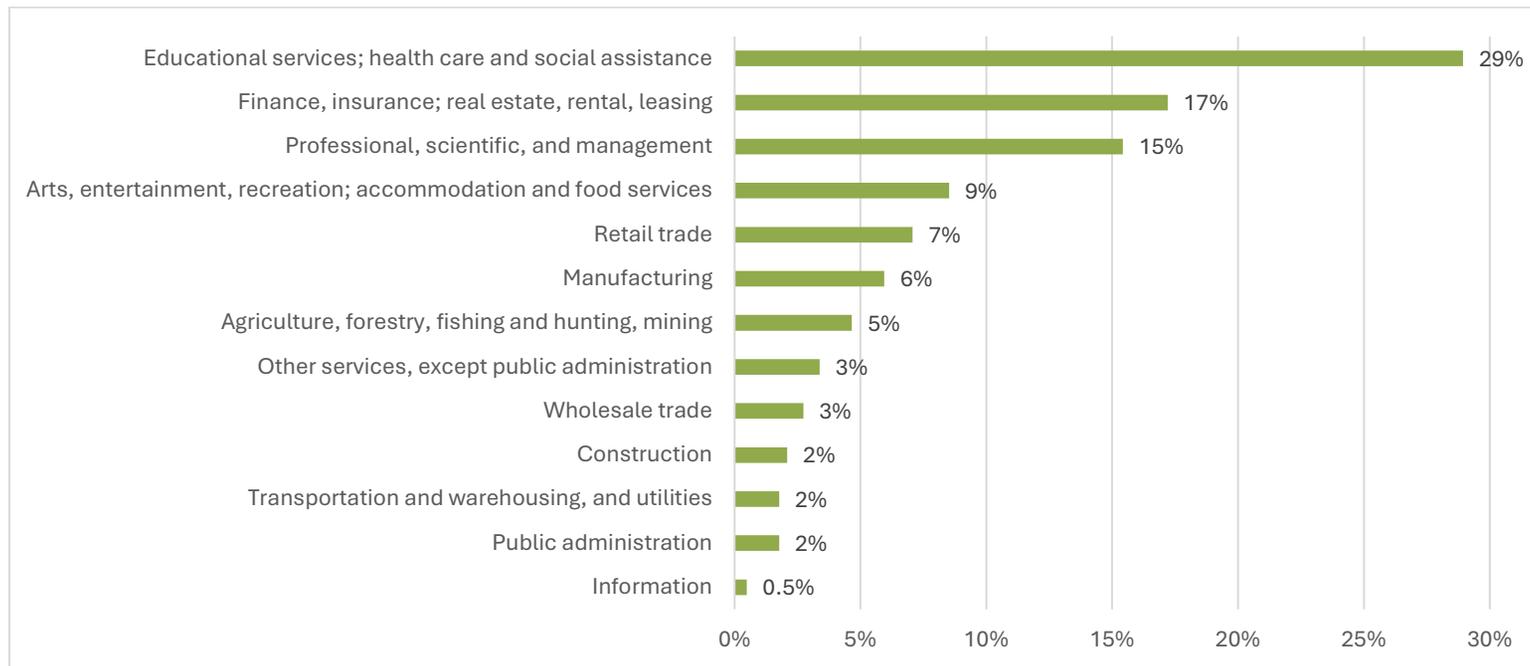
ESRI Business Analyst suggests 50 businesses totaling 438 employers in Maple Bluff. Many of these are likely home-based businesses. Maple Bluff’s largest employer is the Country Club, estimated at 91 employees. Other prominent employers include the Village of Maple Bluff, RR Software, Pathways of Wisconsin, and food and beverage establishments in Lakewood Plaza.

Figure 2-14: Labor Force Employment Characteristics, 2023

	Unemployment rate	Labor force participation rate
Village of Maple Bluff	2.2%	63.5%
Village of Shorewood Hills	2.5%	68.5%
City of Monona	3.8%	68.7%
City of Madison	2.7%	70.5%
Dane County	2.4%	70.5%
State of Wisconsin	3.3%	65.5%

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates

Figure 2-15: Maple Bluff Labor Force Employment by Industry, 2023



Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates

Chapter 3

Natural and Cultural Resources

This chapter features background information about the natural and cultural resource base in and around Maple Bluff. These provide the physical, social, and economic background that reflect the beginnings of Maple Bluff and much of its current character.



Key Takeaways

- Maple Bluff is marked by its wooded character, changeable topography, and historic and high-valued homes with significant setbacks.
- The Village has few natural limitations for development, but particularly waterfront areas can be affected by steep slopes (particularly in the Upper Bluff) and floodplain and poor soils (particularly in backyard areas in Fuller's Woods).
- Increasingly common major rainfall events have increased localized flooding concerns, with certain pockets of the Village most susceptible to flooding.
- Maple Bluff contains numerous homes of historic and architectural interest, including the home of the Governor, and remaining markings of pre-European settlements such as mounds and campsites.

Landforms and Topography

Maple Bluff is located within the Southeast Glacial Plain Ecological Landscape as defined by the Wisconsin Department of Natural Resources (DNR). This ecological landscape is home to some of the world's best examples of continental glacial activity. Drumlins, eskers, kettle lakes, kames, ground and end moraines, and other glacial features are evident throughout the landscape.

In addition to the many small kettle lakes in the Southeast Glacial Plain, there are also several larger lakes, including the Yahara Chain of Lakes. Watersheds in the Dane County portion of this landscape drain to major rivers like the Rock River. Although many of the landscape's natural wetlands have been drained, a significant number remain, providing flood storage and ecological benefits.

Surface elevations within the Village range from around 947 feet near the intersection of Summit Road and Farwell Drive in the Upper Bluff to around 850 feet along the Lake Mendota shoreline, with the Upper Bluff in particular characterized by steep drops to the shoreline.

Soils are mostly silt loams along with areas of clay and sandy soils. Aside from residential gardening, there is no agricultural activity in the Village of Maple Bluff.

Bluffs and Steep Slopes

Steep slopes present an obvious barrier to urban development and are often logical boundaries for urban growth. Disturbance from development or construction makes steep slopes particularly vulnerable, can result in extreme severe erosion, and transport significant quantities of sediment and nutrients to downstream locations, negatively impacting the water quality of nearby water resources. Protecting steep slopes from disturbance provides sediment control for downstream water resources.

In Maple Bluff, steep slopes (> 12% slope and in many cases >20%) are most prominent along the Lake Mendota shoreline in the Upper Bluff neighborhood and on the Maple Bluff Country Club property. See Map 2 near the end of this chapter.

Drainage Basins

Maple Bluff is located within Six Mile and Pheasant Branch Creeks and Lake Monona-Yahara River subwatersheds. These subwatersheds are nested within the larger Yahara River watershed, which in turn is a subbasin of the Middle Rock River watershed. The Yahara River eventually drains to the Rock River and ultimately the Mississippi River.

The Six Mile and Pheasant Branch Creeks subwatershed spans 119 square miles of land that is predominantly used for agriculture, with development in the communities of Dane, Waunakee, Middleton, Madison, and Maple Bluff, and small areas of forest cover and wetlands. The Lake Monona-Yahara River subwatershed includes 83 square miles of agriculture, urban and suburban development in Madison, Monona, and parts of Sun Prairie, and grasslands. Both of these watersheds have been the focus of nonpoint source pollution prevention efforts for several decades.

Surface Waters

Maple Bluff's primary surface water feature is Lake Mendota, which creates the Village's western boundary. Lake Mendota is a large (9,842 acres), deep (82 feet) lake formed by morainic damming of the preglacial Yahara River. Present day lake levels are maintained by the Tenney locks and dam—see the Relationships chapter for further information on lake level management.

Non-point source pollution from the 72,094-acre area that drains to Lake Mendota has significantly impacted its water quality. Lake Mendota is considered impaired for high phosphorus levels and excess algal growth; polychlorinated biphenyls (PCBs) are also present. Concerted management efforts have improved water quality over the last several decades, leading to reduced phosphorus loads and improved water clarity. Current management activities include mechanical harvesting of aquatic plants like Eurasian water milfoil, which is considered a nuisance species. In urbanized areas like Maple Bluff, controls on construction erosion, leaf management, and bank stabilization are effective practices to reduce phosphorus in Lake Mendota.

Recreational use of Lake Mendota is still high, including fishing, sailing, boating, windsurfing, and swimming. Maple Bluff Beach Park on Lakewood Boulevard enables public lake access. The Public Health Madison & Dane County Department monitors water quality at this location. There is a shore fishing spot near Maple Bluff Beach Park on Farwell Drive in the Upper Bluff area, and boat storage is available to Maple Bluff residents at the Maple Bluff Marina at the Village's north corner.

The only other surface water bodies in Maple Bluff are ponds on the Maple Bluff Country Club property.

Floodplains and Other Flood Prone Areas

Floodplains are lands that have been, or may be, covered by floodwater during the 100-year flood, which has a 1% chance of occurring in any given year, or a 26% chance of occurring during the life of a 30-year mortgage. Development in the floodplain reduces its storage capacity, causing higher flood crests and putting buildings, infrastructure, and human lives at risk. The only

FEMA-designated floodplain in Maple Bluff is along the Lake Mendota shoreline, with the greatest inland floodplain extensions near the Maple Bluff Marina and Burrows Park.

Map 3 indicates other parts of Maple Bluff that may be susceptible to flooding. These include internally drained areas, which are particularly common in Maple Bluff’s Lower Bluff neighborhood between Beach Park and Burrows Park. Internally drained areas are basins that act as closed watersheds because they are not connected to streams or other drainage routes due to their topography. Areas with hydric soils may also be susceptible to flooding. Hydric soils are good indicators of existing and former (drained) wetlands. Hydric soils in Maple Bluff are particularly located in the backyard areas along Lake Mendota in the Fuller’s Woods neighborhood. Soils with hydric inclusions are also present in and near the Maple Bluff Country Club, Stoddard Park, and Johnson Park extending to Dengel Bay.

Wetlands

Wetlands provide a variety of critical functions, including wildlife habitat, flood storage, and water quality protection. Over 30% of the original wetlands in Dane County’s Yahara River watershed have been lost, reducing the amount of naturally available flood water storage. There are no mapped wetlands within Maple Bluff village limits.

Woodlands and Legacy Trees

The Wisconsin Department of Natural Resources (DNR) defines an urban forest as all the trees and other vegetation in and around a community. This includes publicly owned trees such as those lining streets, in parks and utility rights-of-way, and along riverbanks, as well as privately owned trees in home and business landscapes. Shrubs, vines, grass, groundcover, wildlife, pets, and people are all integral parts of the urban forest ecosystem.

Maple Bluff is marked by a number of mature trees, with a privately-owned, 3+ acre “forest patch” west of the intersection of Lakewood Boulevard and Cambridge Road, just north of the Executive Residence (see Map 2).



Also as shown on Map 6, Maple Bluff has five existing heritage oak trees. With trunk circumferences of 10 to 11 feet, heritage oak trees are estimated to be at least 200 years old, meaning they have been a part of the landscape since before Wisconsin became a state.

One Maple Bluff pin oak has been added to CARPC's crowd-sourced Remarkable Trees of Dane County map. Located at 212 Lakewood Boulevard, this oak is 91 feet tall with an average crown spread of 86 feet.

Between 1832 and 1866, surveyors commonly used trees as landmarks as they mapped Wisconsin's landscape in preparation for European settlement. These so-called "witness trees" offer a rare glimpse into Wisconsin's forested landscape before large-scale European settlement. In Maple Bluff, five witness trees (including two sugar maples) were mapped parallel to Del Mar Drive, with another five in the vicinity of Johnson Park.

Environmental Corridors

In Maple Bluff, the northeastern portion of the Upper Bluff neighborhood is mapped by the Capital Area Regional Planning Commission (CARPC) as Environmental Corridor, encompassing Stoddard and Beach Parks, the Maple Bluff Marina, and Maple Bluff Country Club. Madison's Burrows Park, dividing the Lower Bluff and Fuller's Woods neighborhoods, is also mapped as Environmental Corridor. See Map 2.

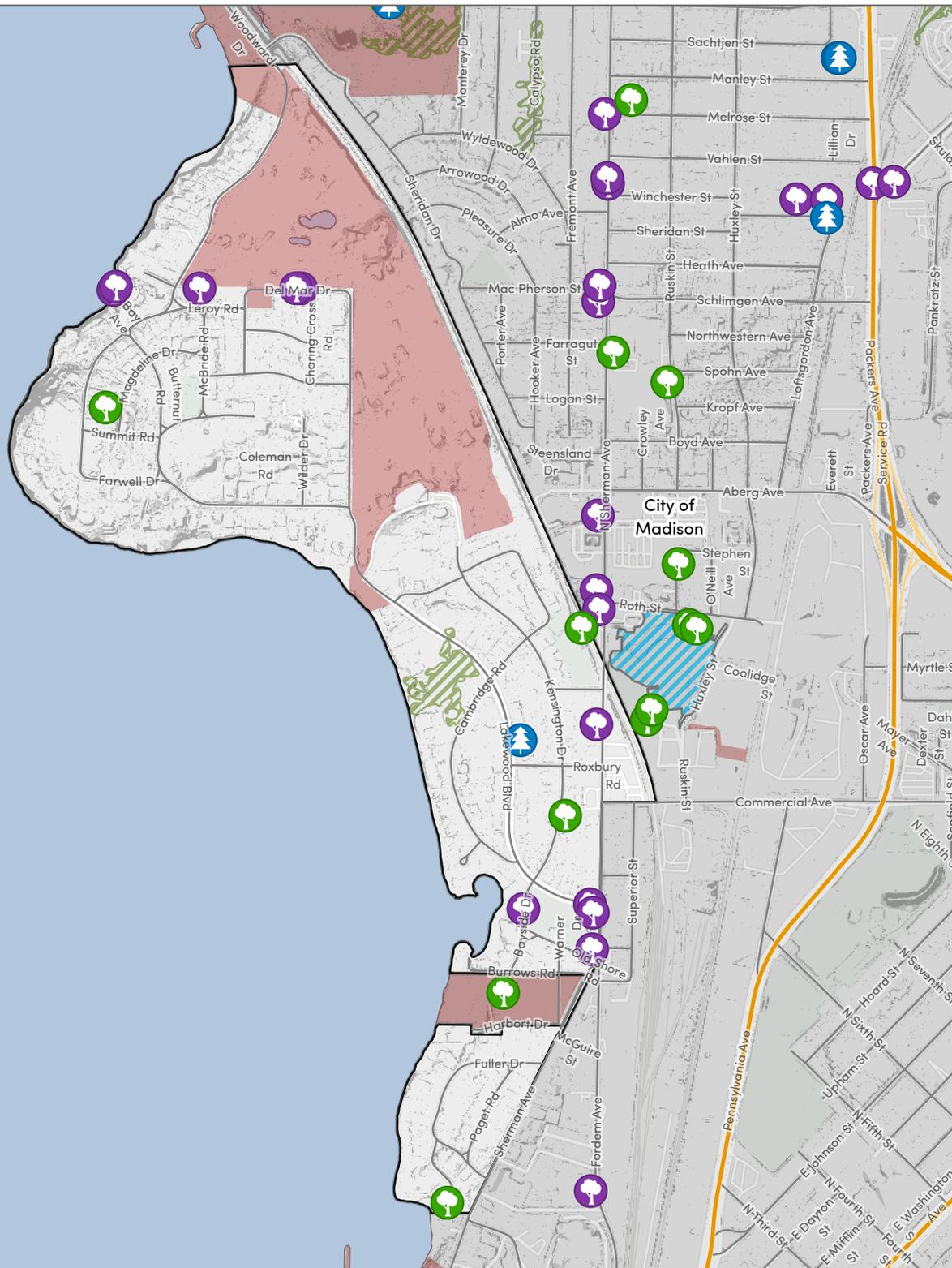
Environmental Corridors

Environmental Corridors are continuous systems of open space in urban and urbanizing areas, including environmentally sensitive lands, natural resources requiring protection from disturbance and development, and lands needed for open space and recreational use. As mapped by CARPC, Environmental Corridors at time of writing include:

- Surface waters and their undeveloped shoreland areas (generally 75 feet)
- Wetlands, including a 75-foot buffer
- Intermittent streams and drainageways (75-100+ foot width)
- Floodplains
- Slopes greater than 12 percent adjacent to a floodplain, wetland, or water body
- Many woodlands and areas of unique vegetation or geology, especially where adjacent to a water body
- Existing and proposed parks, greenways, and conservancy and stormwater management areas

Natural Resources

Map 2



-  Remarkable Tree
-  Heritage Oak
-  Witness Tree
-  Highway
-  Local Road
-  Ramp
-  Municipal Boundaries
-  Water
-  Forest Patch (3+ Acres)
-  Env. Corridors - Wetland
-  Env. Corridors - Other
- Steep Slopes**
-  12-20% Slope
-  Greater than 20% Slope

Data sources: Esri, Dane County, CARPC, Village of Maple Bluff

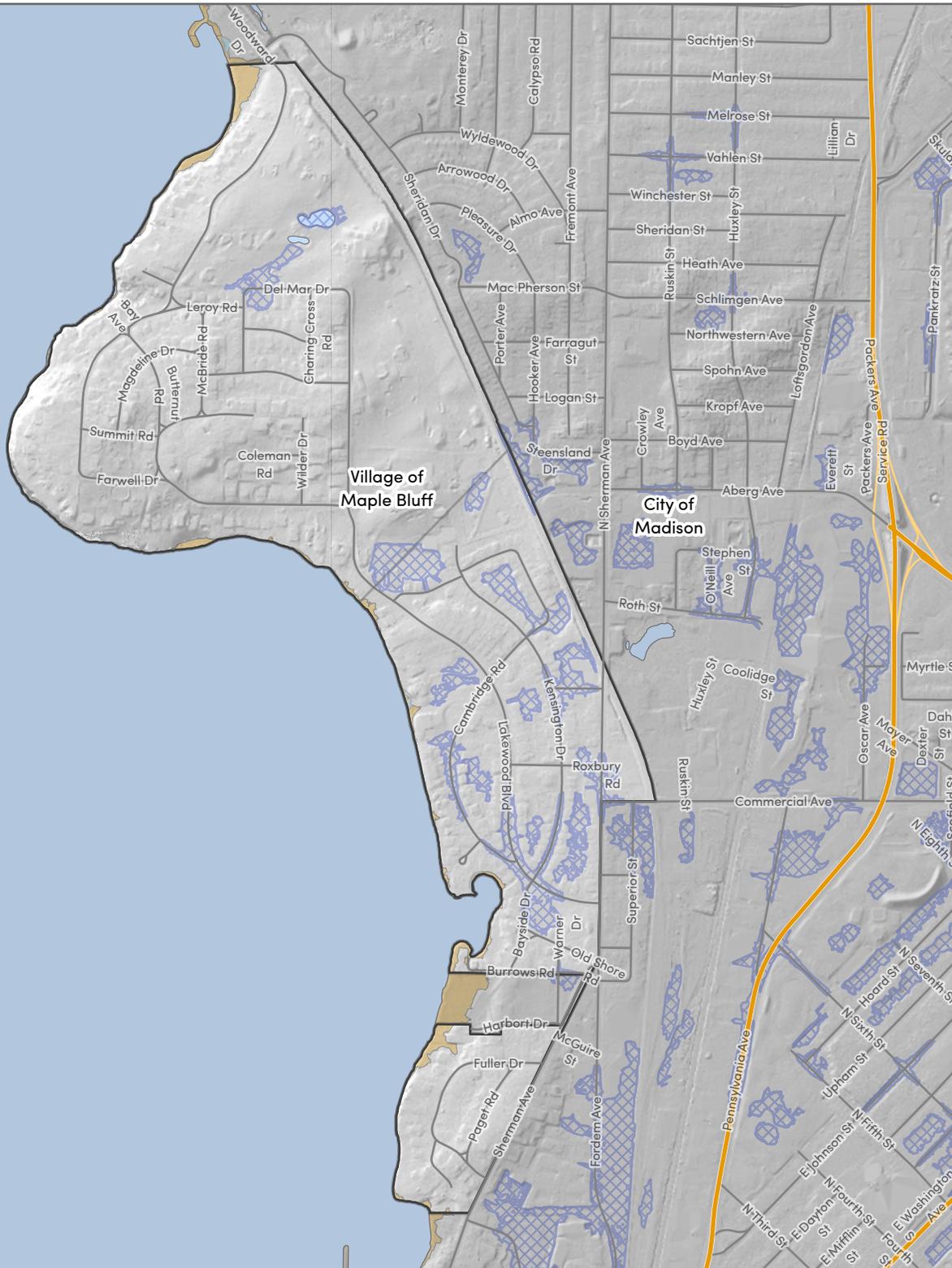
Map information is believed to be accurate but may contain errors due to the dynamic nature of source data. For general reference purposes only.

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Potentially Flood Prone Areas

Map 3



-  Highway
 -  Local Road
 -  Ramp
 -  Municipal Boundaries
 -  100-Year Flood Risk
 -  500-Year Flood Risk
 -  Internally Drained Areas
 -  Water
- Hydric Soils**
-  Hydric or Predominantly Hydric
 -  Partially Hydric or Predominantly Non-hydric

Data sources: Esri, Dane County, CARPC, Village of Maple Bluff

Map information is believed to be accurate but may contain errors due to the dynamic nature of source data. For general reference purposes only.

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Brownfields

The DNR Environmental Remediation and Redevelopment Program maintains a list of contaminated sites, or brownfields, in the state. The DNR defines brownfields as “abandoned or underutilized commercial or industrial properties where expansion or redevelopment is hindered by real or perceived contamination.” Properties listed in the online Bureau for Remediation and Redevelopment Tracking System (BRRTS) database are self-reported and do not necessarily represent all possible brownfields in a community.

As of November 11, 2025, the DNR’s BRRTS database listed 16 locations and activities in Maple Bluff, added between 1990 and 2023. Eight of these entries are located in the North Sherman/Sherman Avenue corridor, where several sites have been impacted by dry cleaning chemical, fuel oil, and petroleum contamination over the years. Six entries are related to removal of underground fuel oil and petroleum storage tanks on residential properties.

Continuing obligations apply to seven sites in the North Sherman/Sherman Avenue corridor due to residual groundwater and soil contamination. Continuing obligations are legal requirements or restrictions, which may include engineering controls and institutional controls, assigned to a property to protect human health and the environment from contamination that has not been removed or mitigated. DNR approval may be required prior to constructing or reconstructing a water supply well, changing property use, or beginning construction activities.

Historic Resources

Preservation of historic and cultural resources fosters a sense of pride, improves quality of life, and provides social and cultural continuity between the past, present, and future. A brief history of Maple Bluff is provided in Chapter 1. There are no designated historic districts within Maple Bluff.

The Wisconsin Historical Society's [Architecture and History Inventory \(AHI\)](#) contains basic information on historic buildings, structures, and objects. The AHI identifies more than 30 historically significant homes in Maple Bluff, including the Executive Residence located at 99 Cambridge Road. Also known as the Carl A. Johnson House, this home was built in 1927 and has served as the home for the current Wisconsin Governor and family from 1950 to present.

Two Maple Bluff properties, depicted to the right, are listed on the National and State Registers of Historic Places. The Maple Bluff Boy Scout Cabin located in Fireman's Park (18 Oxford Place) is a small log cabin built during World War II as a meeting location for the local Boy Scout troop. Fathers of scouts who were not deployed in military service worked for a year to collectively build this cabin, including raising money, petitioning the Village for a building site, and constructing it. The Robert M. La Follette House (733 Lakewood Blvd) is the former home of Wisconsin Governor and United States Senator Robert "Fighting Bob" La Follette. La Follette and his wife moved into the home in 1905, and it remained in the La Follette family for three generations.



Archaeological Resources

The Wisconsin Historical Society's (WHS) Archaeological Sites Inventory (ASI) contains information about archaeological and burial sites, marked and unmarked cemeteries, and cultural sites, while WHS's Archaeological Report Inventory (ARI) documents archaeological investigations that have occurred at known archaeological and burial sites. Human burial sites are protected under Wis. Stats. 157.70. Earth disturbing activities near known burial sites require consultation with the Wisconsin Historical Society.

For thousands of years prior to European settlement, the Teejop, or "Four Lakes," region surrounding the Yahara chain of lakes was the center of Ho-Chunk mound building culture. During this time, thousands of mounds were constructed on bluffs and hills, near springs, and along waterfront areas.

The ASI contains records of one effigy mound in Madison's adjacent Burrows Park and four general archaeological site areas in the Village of Maple Bluff. These include mounds and mound groups near McBride Park, in Fuller's Woods, and on the Country Club property, along with at least two pre-European campsites or villages elsewhere. Further information on locations are generally safeguarded because some sites may be on private property, and to protect them from destruction or vandalism.

Archaeological monitoring has been completed during public utility replacement projects, road reconstruction projects, and various Maple Bluff Country Club improvements. Given the documented presence of mound groups and other archaeologically significant resources in Maple Bluff, archaeological monitoring is a wise choice for all projects that require significant new excavation.

Chapter 4

Land Use and Development

This chapter contains background information and projected demand related to the use of land in Village of Maple Bluff. The first step in planning for a desired future land use pattern is an accurate depiction of the Village's existing land uses, trends, and projected needs.



Key Takeaways

- Maple Bluff's historic origins as a predominately low-density, single-family residential community continue to this day, with limited opportunity to significantly change this character.
- Maple Bluff is a predominately built-out community, with limited sites available for infill and redevelopment, with the most obvious potential sites along North Sherman Avenue.
- Demand for Maple Bluff's limited supply of available housing is very strong, with the average home sale price now topping one million dollars.
- Data suggests that Maple Bluff will likely continue to have a number of home teardowns/rebuilds each year going forward, with factors supporting teardowns/rebuilds particularly strong along the lakefront.

Existing Land Use Inventory

As presented on Map 4, Maple Bluff’s developed land use is primarily single-family residential, with its few commercial and multiple-family residential parcels concentrated along North Sherman and Sherman Avenues. There are also pockets of outdoor recreational lands throughout the Village—most prominently the Maple Bluff Country Club site. Other parks are documented in Chapter 6. Maple Bluff’s residential development has an overall density of about 2.36 housing units per net acre (not including streets). Figure 4-1 summarizes the total acreage within each land use category based on a Spring 2020 land use inventory.

As suggested in Figure 4-1, there are only a handful of undeveloped acres in Maple Bluff. These are also depicted as vacant parcels on Maps 5 through 8, at the end of this chapter. Some of these could become future building sites for additional single-family homes. Other future single-family homes may take the place of existing homes through tear-downs/rebuilds.

Figure 4-1: Village of Maple Bluff Existing Land Use, 2020

Existing Land Use Category	Description	Acres	Percent
Commercial	A range of commercial service, retail, wholesale, office, and related land uses. Within the downtown area, some buildings may also contain residential uses on upper floors.	3.2	0.7%
Institutional/Governmental	Local government sites, school sites, religious institutions, sites for clubs and other non-profit organizations, and related land uses.	3.7	0.8%
Open Land	Undeveloped and vacant land not in agriculture or woodland use, including wetlands that are not publicly owned and fallow land.	1.3	0.3%
Recreation	Park facilities devoted to playgrounds, play fields, play courts, trails, picnic areas, conservation, and related recreational activities.	113.2	25.0%
Residential	Single family detached residences, duplexes, two-flats, townhouses, rental apartments, and attached condominiums, as well as their accessory uses like home occupations and family daycare.	250.2	55.3%
Transportation, Communications and Utilities	Road and rail rights-of-way, private utility, and distribution land uses.	75.2	16.6%
Vacant Subdivided Land	Undeveloped and unused land area (vacant land). Lands that have been subdivided.	2.6	0.6%
Water	Lakes, rivers, streams, and other surface waters.	2.6	0.6%
TOTAL		452.1	100%

Source: 2020 Dane County Land Use Inventory

Note: Table reflects existing land use for all lands within the Village limits as of Spring 2020.

Existing Land Use

Map 4

 Municipal Boundaries

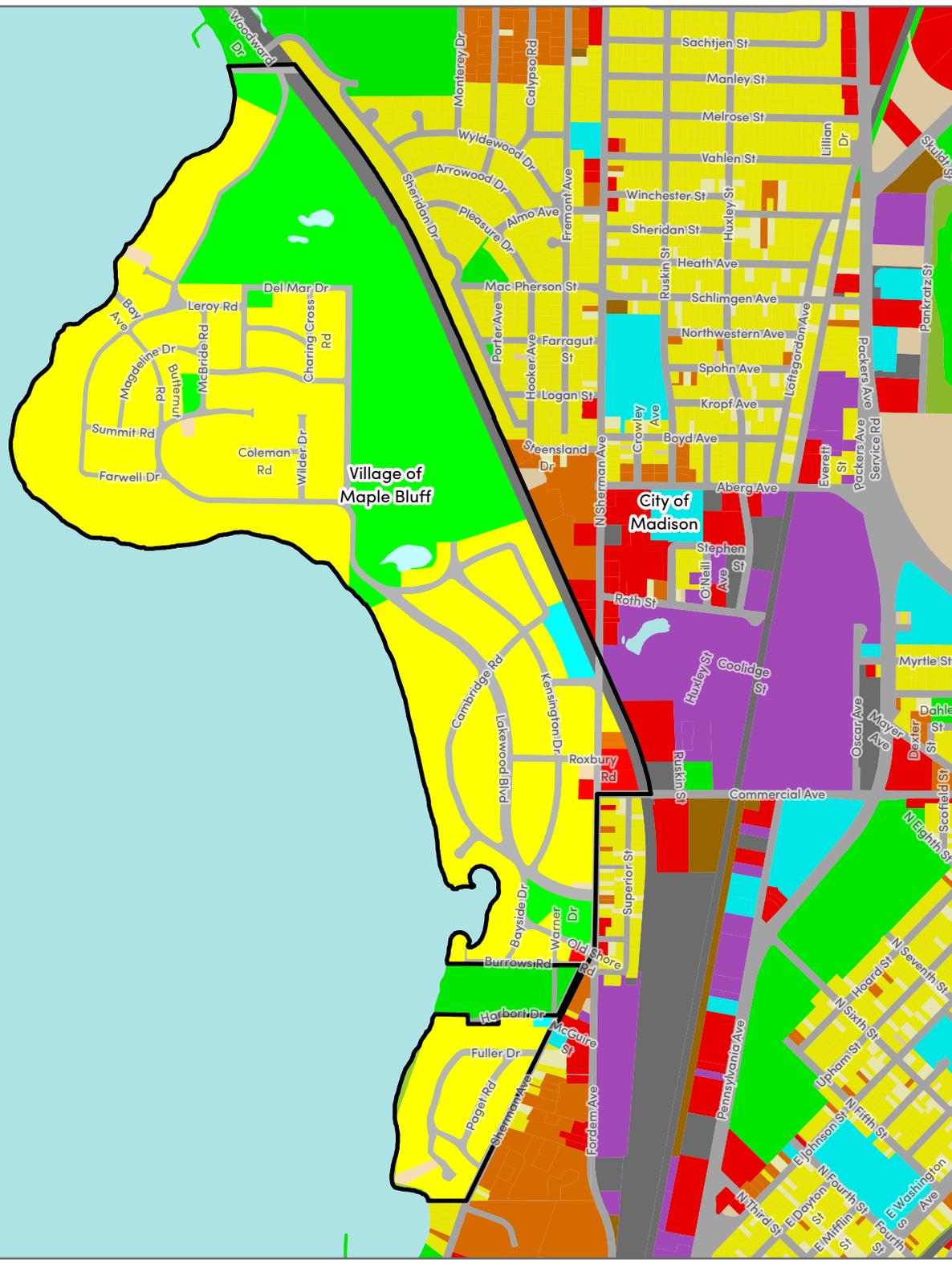
Land Use (2020)

-  Commercial Sales or Services
-  Communications or Utilities
-  Industrial
-  Institutional or Governmental
-  Multi-Family
-  Open Land
-  Outdoor Recreation
-  Right of Way
-  Single Family
-  Transportation
-  Two Family
-  Vacant
-  Water

Data sources: Esri, Dane County, CARPC, Village of Maple Bluff

Map information is believed to be accurate but may contain errors due to the dynamic nature of source data. For general reference purposes only.

Date: 2026-01-13



Through its 2017 *Gateway Redevelopment Concept and Implementation Strategy Plan*, the Village identified a handful of potential redevelopment sites along North Sherman Avenue. One is the 0.9-acre site at the southwest corner of North Sherman Avenue and Roxbury Road, which developed as The Gordon apartments in the early 2020s. Another is a potential 0.7-acre redevelopment site consisting of several single-family homes between North Sherman Avenue and the railroad tracks.

Land Development Trends

There are currently very few available lots for new single-family home construction within the Village limits, and even fewer vacant or redevelopment sites for commercial or mixed uses. Between 2001 and 2024, 31 building permits were issued for new single-family residential construction, with 24 of these new homes replacing existing homes that were torn down. The most significant non-single-family, new construction project in Maple Bluff over that period was The Gordon.

Figure 4-2: New Single-Family Homes Permitted in Maple Bluff, 2001-2025

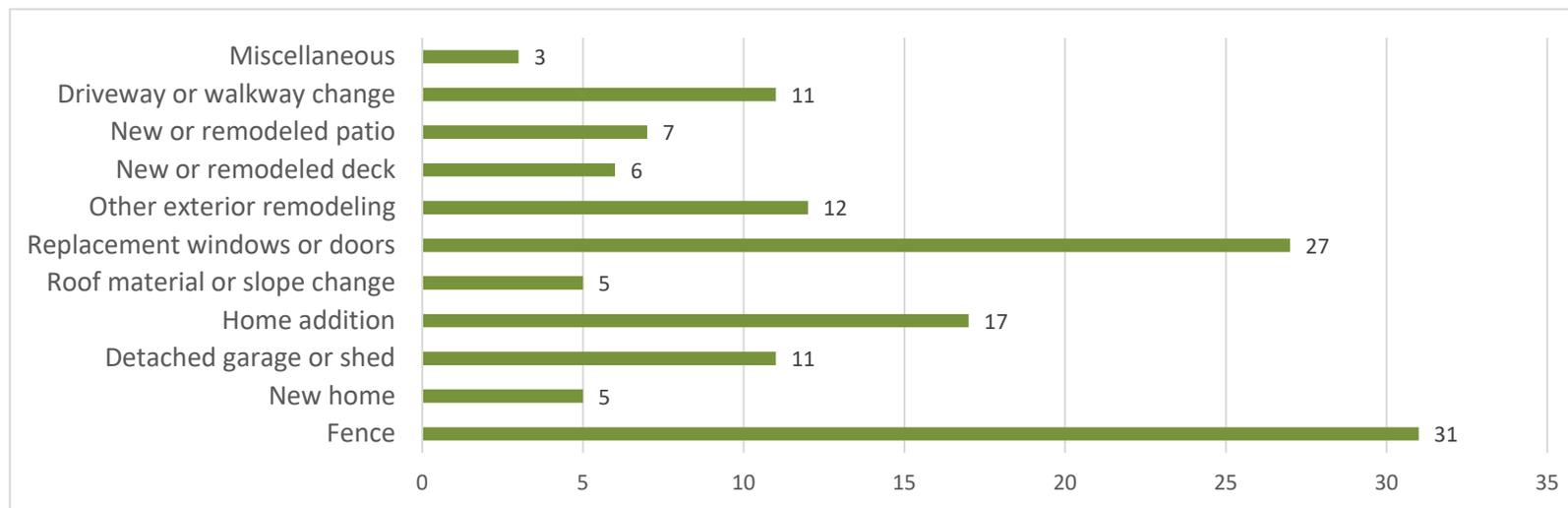
Timeframe	Teardown/Rebuild	New Build on Vacant Lot
2001-2005	6	2
2006-2010	5	3
2011-2015	4	0
2016-2020	5	1
2021-2025	4	1
Total	24	7

Source: Village of Maple Bluff Building Permit Records

Beyond full new construction, a number of homes in Maple Bluff are renovated and expanded each year, and other building activity is approved by the Village. Figure 4-3 shows building activity reviewed by the Maple Bluff Building Board from May 2021 through 2023. Fewer items now require Building Board approval (including most fences), under a zoning ordinance update adopted in June 2025. Still, the data in Figure 4-3 remains generally indicative of the types of construction projects common in Maple Bluff.

Sales of existing homes are described in Chapter 2.

Figure 4-3: Maple Bluff Building Board Activity, May 2021 – December 2023



Existing and Potential Land Use Conflicts

Land use conflicts occur in very limited places in the Village today. These are most prevalent along and near North Sherman and Sherman Avenues, where commercial and residential uses are in close proximity, and often center around noise and late-night activity. Other conflicts occur where recreational activities, such as gatherings with amplified music at Madison’s Burrows Park, Country Club activities, and private recreational courts affect nearby residential property enjoyment. An emerging and future potential conflict may emerge in conjunction with larger-scale multiple-family residential development on nearby parcels in the City of Madison, described more fully in Chapter 7.

Projected Land Use Demand and Supply

The Village of Maple Bluff is a community with high demand but very limited land supply to accommodate that demand. The *Gateway Redevelopment Concept and Implementation Strategy* provides limited opportunities for additional commercial, higher-

density residential, and mixed use development along North Sherman Avenue. While support for redevelopment has generally been strong, there has been very little community interest in accommodating such uses in any other part of the Village.

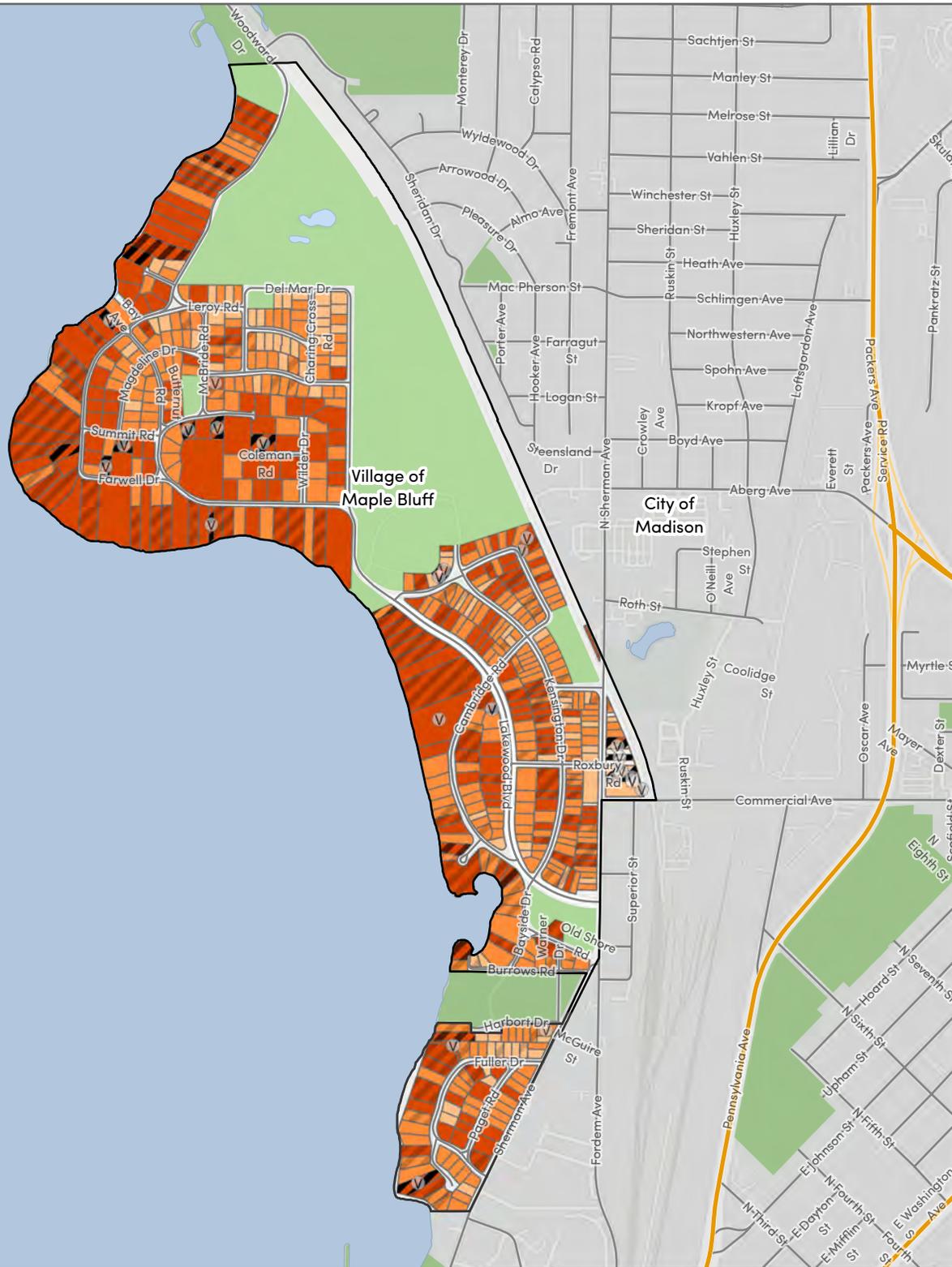
Maple Bluff may become increasingly attractive for upgrades to existing homes and to teardowns/rebuilds. In his 2005 report *Planning and Design Tools to Combat Monotony, the Too-big House, and Teardowns*, noted urban planner Lane Kendig identified several factors to predict teardown/rebuild activity. He noted that “teardowns often occur in neighborhoods where the housing stock is sound, but dated, and where the character of the neighborhood has been considered desirable for some time.” Kendig found that teardowns are more likely where a parcel’s improvement assessed value is less than 50% of its total (land + improvements) assessed value, and where a small percentage of a parcel’s permitted buildable area is actually consumed by the existing house.

Maps 5 through 8 divide the tax parcels in Maple Bluff by similar characteristics. In total, 27% of all tax parcels in Maple Bluff have an improvement assessed value less than 50% of the total assessed value of the land plus improvements (e.g., the existing house), including 41% of all lakefront parcels. Further, 38% of all parcels in Maple Bluff have less than 15% of their parcel area covered by the existing home footprint, including 47% of all lakefront parcels. These do include vacant parcels.

Overall, these data and maps suggest that Maple Bluff will likely continue to have a number of tear downs/rebuilds each year, particularly along Lake Mendota, and the Village’s scattered vacant lots will continue to be candidates for new homes. The probability is highest where both the colors and cross-hatching is darkest on these maps.

Development Site Analysis

Map 5: Overview



-  Highway
-  Local Road
-  Ramp
-  Municipal Boundaries
-  Parks and Public Lands

Building Footprint to Parcel Area

-  0% - 15%
 -  15% - 25%
 -  25% - 50%
 -  50% - 100%
- ↑
Demo/rebuild
more likely

Improvement to Total Assessed Value

-  0% - 15%
 -  15% - 25%
 -  25% - 50%
- ↑
Demo/rebuild
more likely

Data sources: Esri, Dane County, CARPC, Village of Maple Bluff

Map information is believed to be accurate but may contain errors due to the dynamic nature of source data. For general reference purposes only.

Date: 2026-01-13

Development Site Analysis

Map 6: Upper Bluff

-  Local Road
-  Municipal Boundaries
-  Parks and Public Lands

Building Footprint to Parcel Area

-  0% - 15%
 -  15% - 25%
 -  25% - 50%
 -  50% - 100%
- ↑
Demo/rebuild
more likely

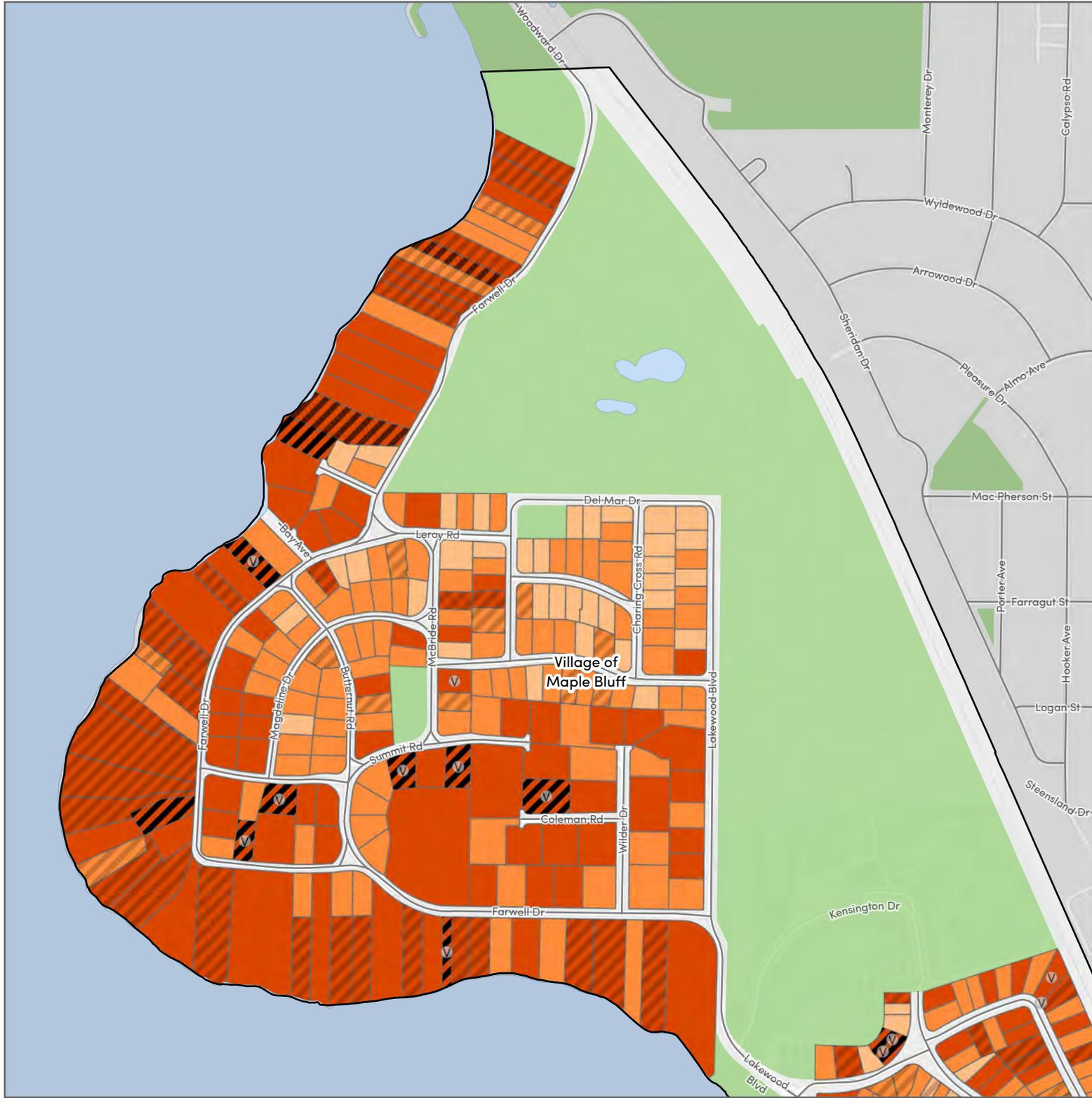
Improvement to Total Assessed Value

-  0% - 15%
 -  15% - 25%
 -  25% - 50%
- ↑
Demo/rebuild
more likely

Data sources: Esri, Dane County, CARPC, Village of Maple Bluff

Map information is believed to be accurate but may contain errors due to the dynamic nature of source data. For general reference purposes only.

Date: 2026-01-13

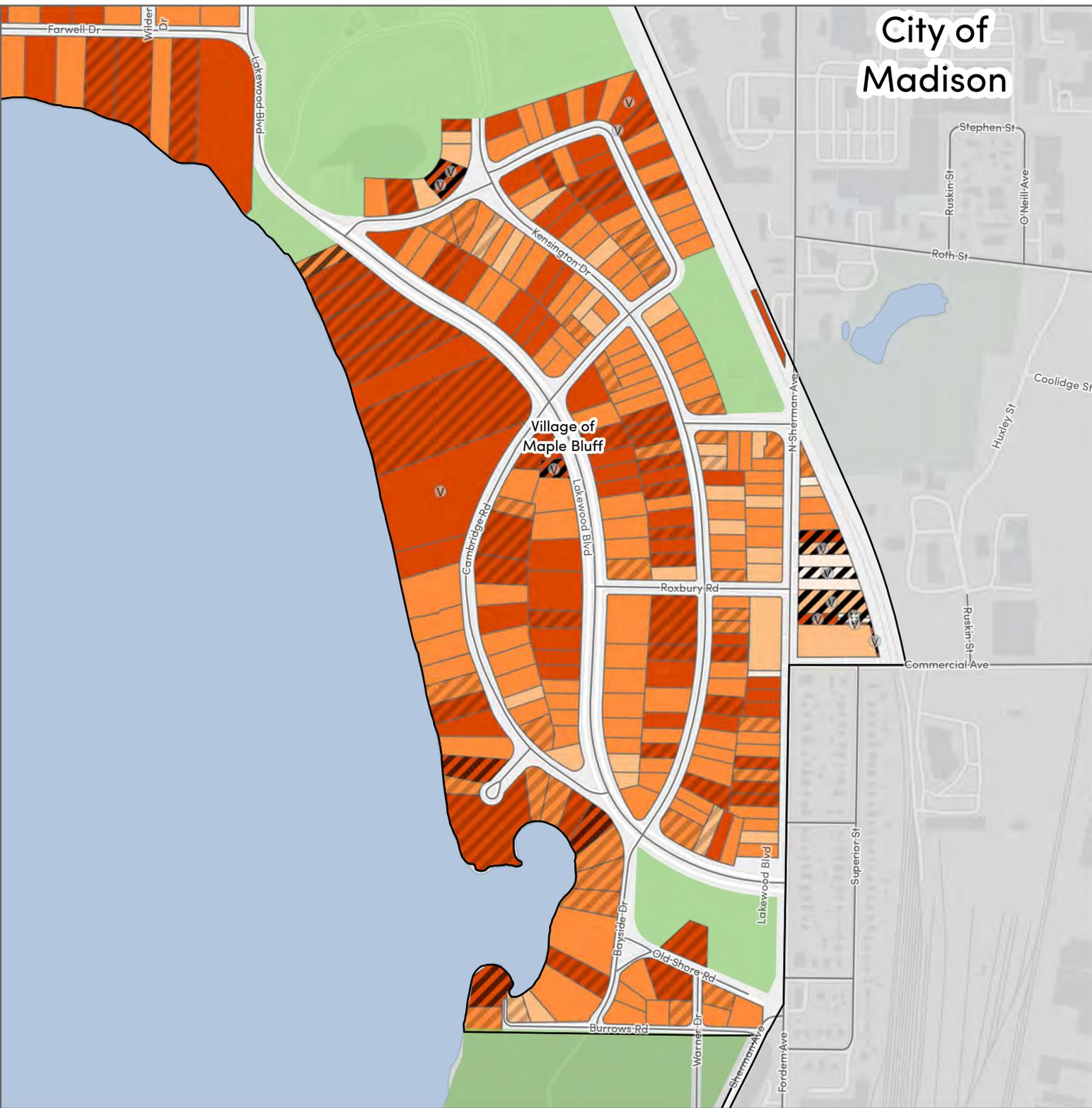


City of Madison



Development Site Analysis

Map 7: Lower Bluff



- Local Road
- Municipal Boundaries
- Parks and Public Lands

Building Footprint to Parcel Area

- 0% - 15%
 - 15% - 25%
 - 25% - 50%
 - 50% - 100%
- ↑ Demo/rebuild more likely

Improvement to Total Assessed Value

- 0% - 15%
 - 15% - 25%
 - 25% - 50%
- ↑ Demo/rebuild more likely

Data sources: Esri, Dane County, CARPC, Village of Maple Bluff

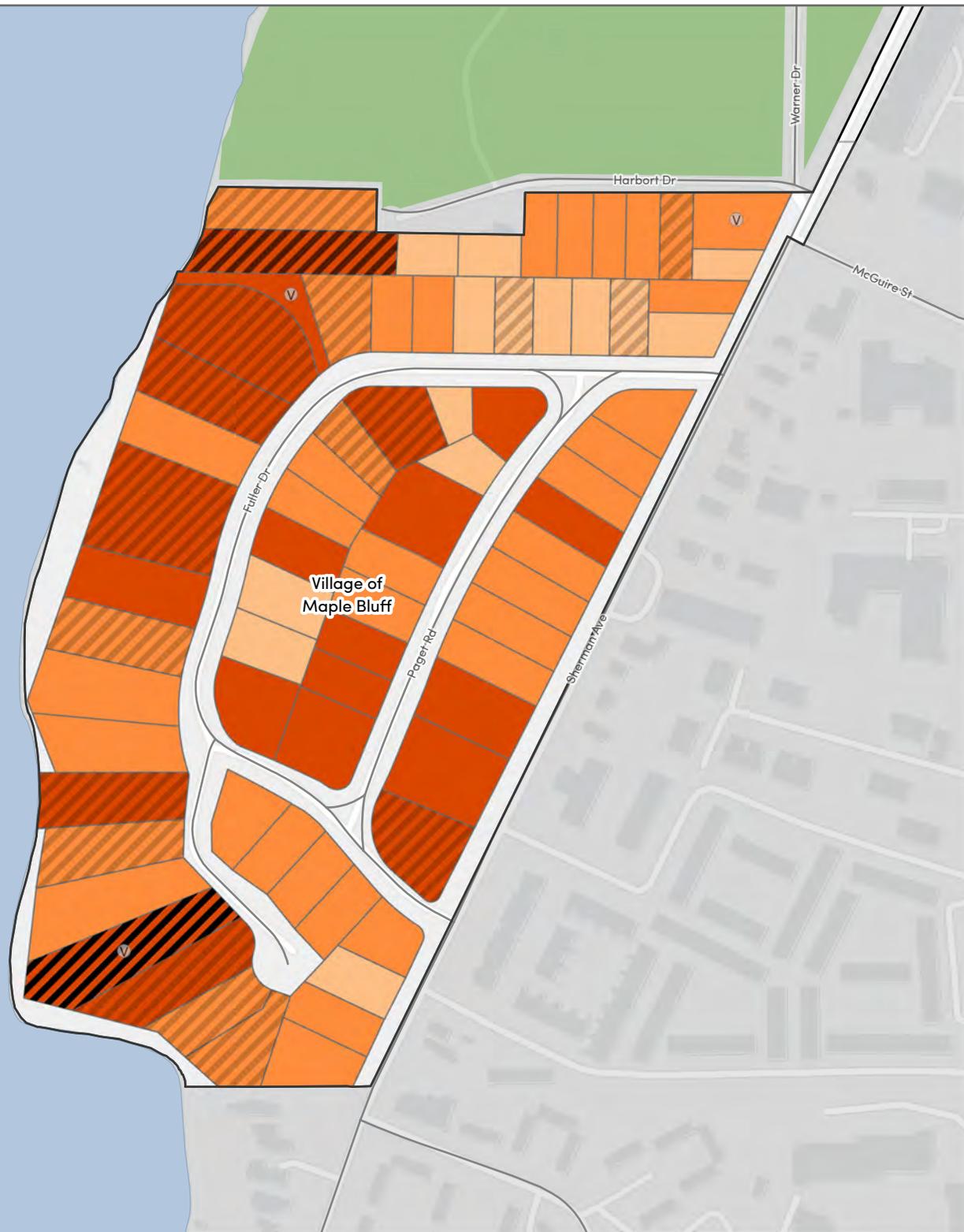
Map information is believed to be accurate but may contain errors due to the dynamic nature of source data. For general reference purposes only.

Date: 2026-01-13



Development Site Analysis

Map 8: Fuller's Woods



-  Local Road
-  Municipal Boundaries
-  Parks and Public Lands

Building Footprint to Parcel Area

-  0% - 15%
 -  15% - 25%
 -  25% - 50%
 -  50% - 100%
- ↑
Demo/rebuild
more likely

Improvement to Total Assessed Value

-  0% - 15%
 -  15% - 25%
 -  25% - 50%
- ↑
Demo/rebuild
more likely

Data sources: Esri, Dane County, CARPC, Village of Maple Bluff

Map information is believed to be accurate but may contain errors due to the dynamic nature of source data. For general reference purposes only.

Date: 2026-01-13

Chapter 5

Transportation and Utilities

This chapter describes transportation facilities and utility systems in and around Maple Bluff. The Village owns and manages some of these facilities and systems, while others are managed by other local governments and private utility companies.



Key Takeaways

- Maple Bluff is well served by regional roads, highways, and transit routes including Packers, Aberg, Commercial, and North Sherman/Fordem Avenues; Highway 30; and Interstate 39-90-94.
- Maple Bluff's highest traffic volumes (about 10,500 vehicles per day) are along North Sherman Avenue near its intersection with Commercial Avenue. North Sherman's deteriorating condition suggests an intergovernmental upgrade by 2030.
- Maple Bluff's local roads are generally in good condition for driving and bicycling, with limited exceptions programmed for future upgrade.
- The City of Madison/Metro envisions bus rapid transit and passenger rail upgrades with potential stations near Maple Bluff.
- The Village utility networks are all in reasonable condition due to updates completed in the 1990s through 2010s, though minor utility system upgrades are also programmed.

Regional Roadways

Maple Bluff is immediately connected to the rest of the Madison area by North Sherman/Fordem, Sherman, Commercial, and Aberg Avenues. These avenues connect the community to larger capacity roads and highways like East Washington and Packers Avenues, State Highway 30, U.S. Highway 51, and Interstate 39-90-94.

Per the Wisconsin Department of Transportation (WisDOT), traffic volumes on North Sherman Avenue just north of Commercial Avenue increased from 9,600 vehicles per day in 2018 to 10,500 vehicles per day in November 2025. This is the highest volume roadway segment in Maple Bluff. Traffic volumes on Packers Avenue—generally paralleling and east of North Sherman and Sherman Avenues in the Village—generally range from 25,000 to 40,000 trips per day.

WisDOT and the Madison Area Metropolitan Planning Organization (MPO) identify the segments of North Sherman/Fordem and Aberg Avenues in and near Maple Bluff as “minor arterials”, and Commercial and Sherman Avenues as “collectors.” Packers Avenue is identified as a “principal arterial.”

The *Madison Metropolitan Area & Dane County Transportation Improvement Program* does not identify any major enhancements to these regional roadways through 2028. The City of Madison has programmed reconstruction of a short segment of Sherman Avenue just south of Fordem Avenue in 2026, and resurfacing of the shared segment of North Sherman Avenue between the Fordem intersection and railroad tracks near the Village Center in 2030.

Roadway Functional Classification System

Throughout Wisconsin, all local, county, state and federal transportation routes are classified in categories under the Roadway Functional Classification system.

The functional classification system groups roads and highways according to the character of service they offer, ranging from rapid through access to local land access. The purpose of functional classification is to enhance overall travel efficiency and accommodate traffic patterns and land uses by designing streets to the standards suggested by their class. The three functional classes include:

- Arterials, which provide primary access to and through an area, and are intended to primarily serve long distance travel;
- Collectors, which disperse traffic off the arterials and provide direct access to residential neighborhoods or commercial and industrial areas; and
- Local streets, which provide access to individual properties.

Village Roadways and Capital Improvement Program

WisDOT and the MPO identify the route following Lakewood Boulevard, Farwell Drive to Butternut Road, Butternut Road, and then Farwell Drive from Butternut Road through the north Village limits as a “collector” street and all other internal streets as “local” streets.

The Wisconsin Information System for Local Roads (WISLR) helps local governments and WisDOT manage local road data to improve decision-making. Map 9 shows pavement conditions that are rated from 1-4 (Poor), 5-7 (Fair to Good), to 8-10 (Very Good to Excellent). Most roadways in Maple Bluff are rated “fair” or better.

The Village maintains a capital improvement program, which identifies major capital projects envisioned over the ensuing several years. The following roadway projects appear on the Village’s latest capital improvement program:

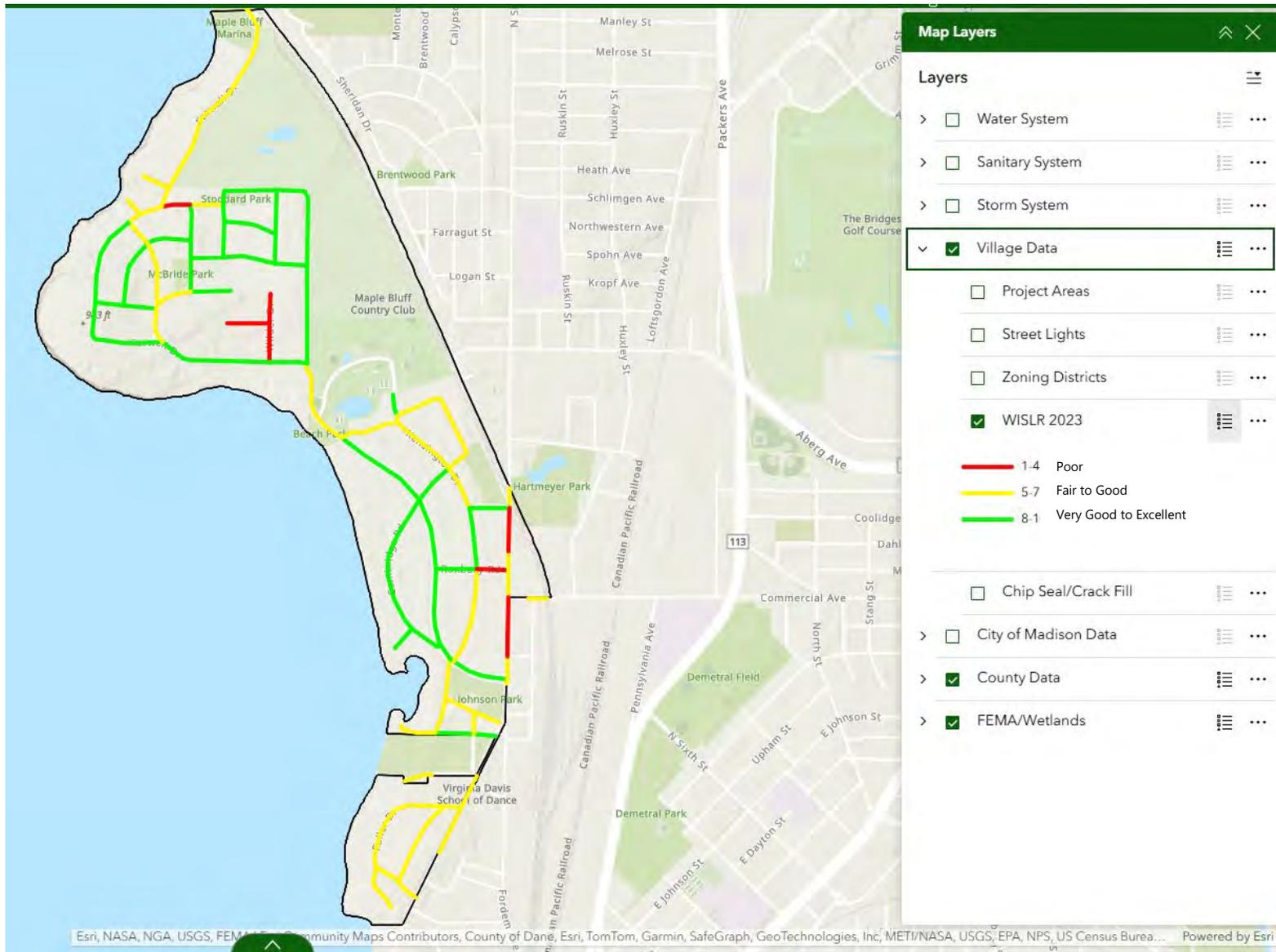
- Coleman Road, from Wilder Drive to Coleman’s end (including utility and street light replacement).
- Wilder Drive, from Farwell Drive to Wilder’s end (including utility and street light replacement).
- Sherman Avenue, from North Sherman Avenue south to Village limits.
- North Sherman Avenue, from Commercial Avenue to Burrows Road (including sanitary sewer replacement).
- North Sherman Avenue, from Commercial Avenue north to Village limits (including sanitary sewer, storm sewer, and street lighting replacement—see also *Gateway Redevelopment Concept and Implementation Plan*).
- Commercial Avenue, from North Sherman Avenue east to Village limits (including street lighting replacement).

These include most road segments included in the 1-4 (Poor) category on Map 9.

Bicycle and Pedestrian Facilities

Walking and bicycle riding are increasingly common in Maple Bluff. Sidewalks are generally present in the Lower Bluff neighborhood, but generally not in the Upper Bluff or Fuller’s Woods neighborhoods. The MPO designates most Village streets as “low-stress” for bicycle travel, and identifies the Lakewood-Farwell-Butternut-Farwell route described above—plus Bayside and Old Shore segments to their south—as a “local road/connecting through route” in the regional bike system. North Sherman and Sherman Avenues also have an on-street bicycle lanes. The Village is served by few *off-street* bicycle paths—generally only through local parks. The *Madison Metropolitan Area & Dane County Transportation Improvement Program* identifies a programmed new off-street path along Woodward Drive between Sheridan Drive (just north of the Maple Bluff Marina) to Marcy Road north of Warner Park.

Map 9: Maple Bluff Street Pavement Ratings



Vehicular Movement Patterns

As a small community in a county with more than half a million residents, Maple Bluff has strong connections to its neighboring communities. These connections are evidenced by the travel and commuting patterns of Village residents and visitors detailed below.

As reported through a 2024 MPO analysis:

- There is very little “cut-through” or non-neighborhood traffic on Maple Bluff local streets.
- Most traffic on North Sherman Avenue is traveling to or from an area that is directly adjacent to or near Sherman Avenue.
- Most traffic that ceased traveling on North Sherman Avenue during the pandemic appears to have migrated to using Packers Avenue/Pennsylvania Avenue.
- Although the incidence of very high-speed driving has increased across the board slightly since 2019, average traffic speeds have increased only moderately on North Sherman Avenue (1-2%) and more on Packers and Pennsylvania Avenues (3-5%).
- About 20% of traffic on North Sherman/Fordem Avenue travels all the way from the Fordem/Johnson intersection to the North Sherman/Northport intersection.
- About 4% of traffic on North Sherman/Sherman Avenues travels all the way from the Yahara River at Tenney Park to the North Sherman/Northport intersection.
- The average motor vehicle speed on North Sherman Avenue is 30 miles per hour, though speeds appear to be increasing.
- The greatest number of non-Village vehicular trips on Sherman and North Sherman Avenue is from adjacent City of Madison neighborhoods.

Transit and Paratransit

The Madison Metro Transit system provides local bus routes along North Sherman Avenue (L and N routes) and along Sherman Avenue (28 route), which are easily accessible to many Maple Bluff residents.

After years of planning and construction, Madison’s first Bus Rapid Transit (BRT) route started service in 2024. The 15-mile Rapid Route A runs east-west from Junction Road on the far West Side, through the UW Campus and Downtown Madison, and out to Sun

Prairie. Rapid Route A is planned to combine with the north-south 9-mile Rapid Route B that is in the planning phase. Within the northside area, the proposed Rapid Route B route follows Packers and Northport Avenues. As of November 2025, the North-South BRT Line planning was at “60% design” and environmental review stages. The project would then move to “90% design” and a federal funding decision and grant agreement, with construction to follow such agreement (before 2030 appears possible).

The Dane County Specialized Transportation Commission (STC) provides policy direction, coordination, and administration of specialized transportation services in the County. The Dane County Transportation Call Center conducts eligibility assessments and matches individuals with the transportation most appropriate to their needs, including Rural Senior Group Trips, Older Adult Transportation Assistance, the Retired Senior Volunteer Program, Community Transportation Access programs, Veteran Transportation, Employment Transportation, and other Specialized Transportation Services. The elderly, persons with disabilities, and low-income residents of Maple Bluff may be eligible to use these services. The Adult Community Services Division of the Dane County Department of Human Services (DCDHS) administers these services through the Transportation Call Center.

Rail Service

The Wisconsin & Southern Railroad (WSOR) line forms the east edge of much of the Village of Maple Bluff. There are limited-control rail crossings at North Sherman Avenue just east of the Village Center and at Commercial Avenue just southeast of Lakewood Plaza, where trains use safety whistles in advance of and during crossings.

Commodities moved on the WSOR are primarily forest products, fertilizers, grain (corn, soybeans, and wheat), plastics, consumer foods, paper, aggregates, chemicals, frac sand, ethanol, and liquid petroleum. According to the 2030 Wisconsin Rail Plan, WSOR has connections to the western Class I railroads: BNSF, Canadian National, Canadian Pacific and Union Pacific. It also has access to harbor facilities on the Mississippi River at Prairie du Chien and maintains several transloading sites within its system.

The nearest passenger rail station with regular public service is the Amtrak station in nearby Columbus, about 24 miles to the northeast. This station serves Amtrak’s daily long-distance Empire Builder route serving Chicago, Milwaukee, Minneapolis/St. Paul, Seattle, Portland, and other cities with daily departures. Amtrak also coordinates with inter-regional bus companies and sells integrated tickets on their Thruway Bus service.

In November 2025, in the City of Madison completed its *Madison Passenger Rail Station Study* as part of a WisDOT-led effort to potentially return Amtrak passenger rail service to Madison. The *Study* reviewed eight sites between downtown and the eastside,

considering how each location would support Amtrak’s operations, station users, and City goals. The *Study* lists the Monona Lakefront as the top recommended site for a passenger rail station in Madison, but the “strong Plan B” site is along East Johnson Street, northeast of the Madison Public Market, and within ½ mile of Maple Bluff. The eventual site could serve three or four daily trains and is envisioned to include a 700-foot long platform, train servicing facilities, an enclosed station, parking for up to 200 vehicles, and pick-up/drop-off zones. Pending a number of planning, environmental review, design, and funding steps, construction could take place by the early 2030s.

Airports

Dane County Regional Airport, located within two miles northeast of Maple Bluff, offers direct flights on major airlines to major U.S. cities or airport hubs. The Airport also provides freight, general aviation, and military service, including fighter aircraft with significant noise impacts. See <https://www.msnaairport.com/> for the most current information on flight schedules and destinations.

State and Regional Transportation Plans

This section includes a review of regional, county, and state transportation plans and studies relevant to Maple Bluff. WisDOT’s Southwest Region office is primarily responsible for highway planning in the Maple Bluff area.

Connect 2050 (2022)

Connect 2050 is WisDOT’s long-range transportation policy plan for the State of Wisconsin, which will guide WisDOT’s decision-making about changes to and investments in our statewide transportation system for the next 30 years. It sets goals and objectives that apply to all the modes and means of transportation in Wisconsin including roads, transit, biking, walking, rail, aviation, and water transport. *Connect 2050* is intended to set the long-range vision for the State’s transportation system, while WisDOT’s other plans (and technical reports) identify how *Connect 2050*’s goals will be met. There are currently no highway corridor studies underway affecting the Village of Maple Bluff.

Wisconsin Rail Plan 2050 (2023)

The Wisconsin Rail Plan 2050 is the statewide long-range rail transportation plan. Wisconsin Rail Plan 2050 focuses on freight rail, rail crossing safety, and passenger rail, through the year 2050. This plan envisions long-term Hiawatha Service Extension from Milwaukee-Madison-Eau Claire-Twin Cities, including the aforementioned Madison connection and more frequent service.

Connect Greater Madison: Regional Transportation Plan 2050 (2022)

The [Connect Greater Madison: Regional Transportation Plan 2050](#) (RTP) sets the framework for the future of transportation in the Madison region, identifying how the region intends to invest in the transportation system to accommodate current travel demands and future growth, while setting priorities that balance limited funds. The RTP includes strategies to begin addressing important trends such as rapidly evolving transportation technology and the rise of teleworking, as well as strategies to act on critical issues, including equity and climate change. It articulates how the region intends to build, manage, and operate its multi-modal transportation system to meet important regional economic, transportation, development, and sustainability goals. Finally, the RTP ties goals to performance measures and sets targets to track progress.

2024-2028 Transportation Improvement Plan

The Transportation Improvement Program (TIP), which the MPO updates annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five-year period. The TIP is the mechanism by which the long-range RTP is implemented and represents the transportation improvement priorities of the region. Projects within the MPO Planning Area must be included in the TIP in order to be eligible to receive federal funding assistance. The list is multi-modal.

Water Supply and Distribution

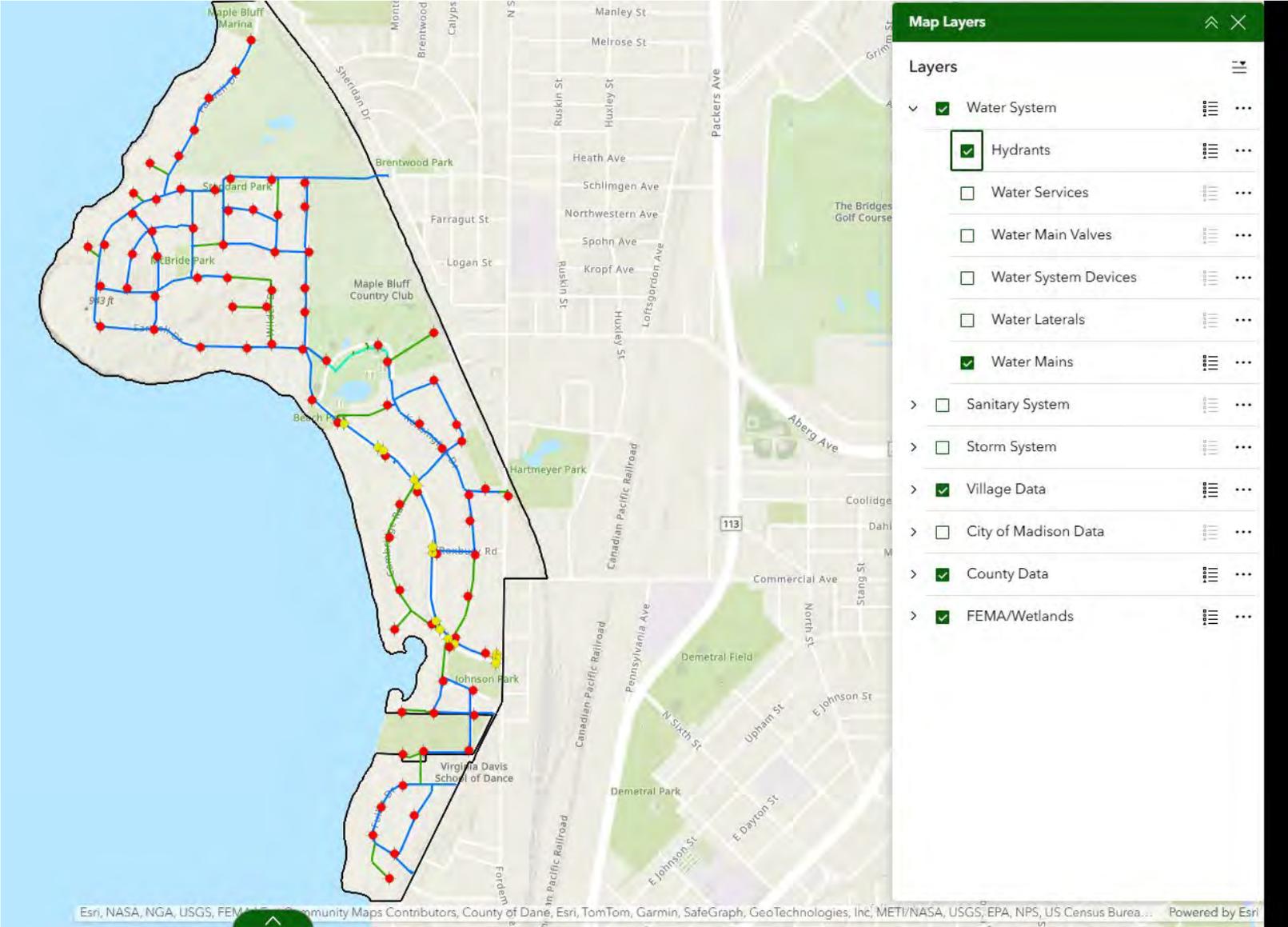
The Village of Maple Bluff provides municipal water service to all of its residents. The Village purchases water wholesale from the City of Madison. The rate the City has charged Maple Bluff increased 217% between 2015 and 2025, with the last rate case in 2022.

The water is artesian water pumped from a sandstone aquifer, which serves as a natural filter; no drinking water is supplied by area lakes. The aquifer is recharged from precipitation that occurs locally and almost entirely within Dane County. Water quality is good.

The Village's water system includes water main of various types of material which have been in service for up to 90 years, as shown on Map 10. The predominant type of pipe material used in the water system is cast iron pipe. As with clay tile pipe used for sanitary sewers, cast iron pipe is not generally used for water mains anymore. In the 1960s, ductile iron pipe replaced cast iron pipe as the preferred water main material because it exhibited much better performance .

The Village's 2025 *Potential Utility and Street Capital Improvement Plan* anticipates water main replacement along the dead end of Summit Road in the next handful of years, in addition to utility projects anticipated with road projects listed earlier in this chapter.

Map 10: Maple Bluff Water Mains and Hydrants



Sanitary Waste Collection and Treatment

The Village of Maple Bluff and Madison Metropolitan Sewerage District (MMSD) jointly provide sanitary sewer service to Village residents. The Village manages local sewer facilities and MMSD manages the regional conveyance and treatment system. MMSD's service rate to Maple Bluff increased 104% between 2015 and 2025. This amount can change annually.

The Village's sanitary sewer system includes three sewage pumping (or lift) stations. These stations are owned by the Village and maintained through an agreement with MMSD. MMSD also takes care of periodic equipment upgrades and replacements. Sewage is pumped from the Village to MMSD's collection system, and then to the Nine Springs Wastewater Treatment Plant. Most of the existing sanitary sewer mains in the Village appear to be in relatively good structural condition. It is reasonable to assume that these sewers have significant remaining service life. Therefore, a comprehensive upgrading of the sanitary sewer system is not warranted. The sanitary sewer system in the Village, including flow directions, is represented on Map 11.

The Village's 2025 *Potential Utility and Street Capital Improvement Plan* includes the following potential sanitary sewer projects in the next handful of years, in addition to those utility projects anticipated with road projects and listed earlier in this chapter:

- Sanitary sewer main replacement along Summit Road.
- Sanitary sewer main replacement along Fuller Drive (may be completed in south and north projects).
- Sanitary sewer main replacement along Harbort Drive.
- Replacement of well, pumps, and panels at the Marina sewage pump station.

The two other sanitary lift stations may also require rehabilitation or replacement in the coming years or decades. The Public Works Department advises prioritizing a condition assessment for the three lift stations for the structural, mechanical, electrical, and controls to produce cost estimates and phasing.

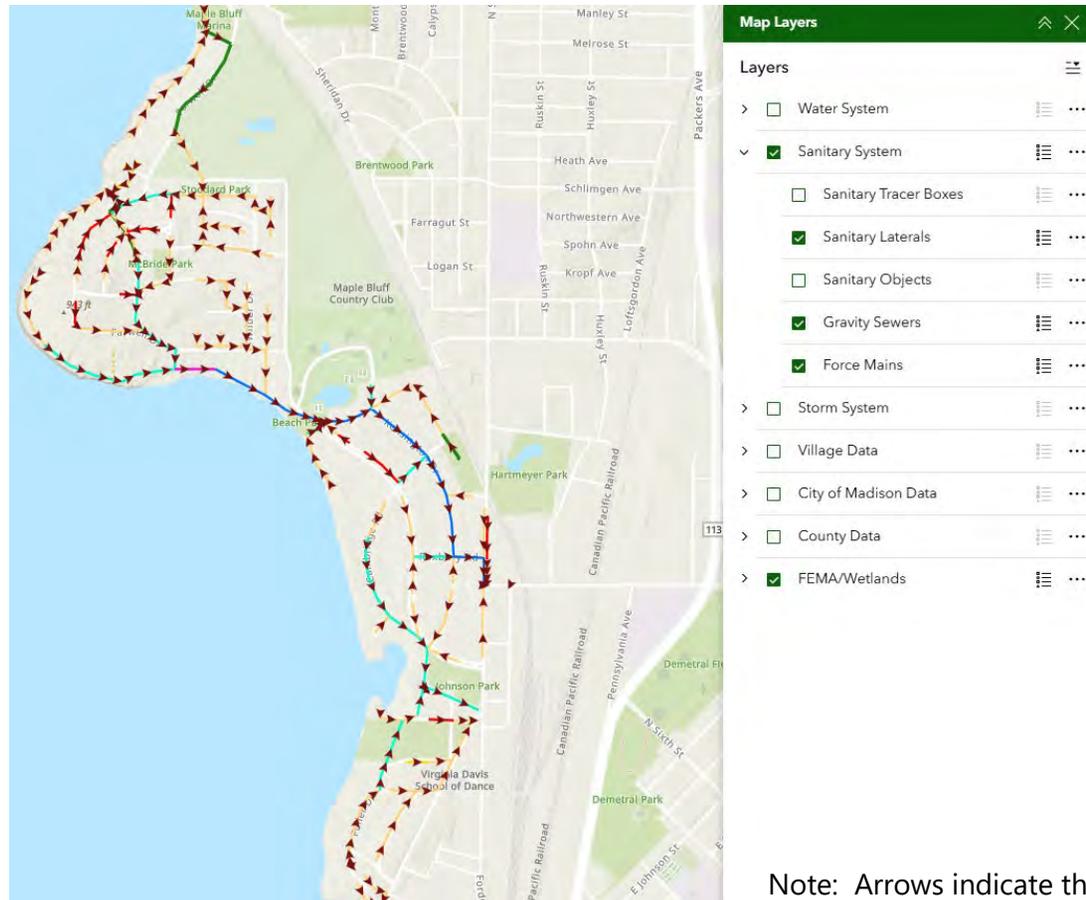
Stormwater Management

The Village provides a storm sewer system, generally along its roadway network, and also maintains a stormwater pond near the south end of the Maple Bluff Country Club property. The Village and 22 other local municipalities in Dane County are permitted by the DNR to discharge stormwater into Lake Mendota and other bodies of water through a stormwater permit known as an MS4. Village stormwater management standards within its Municipal Code. These standards are based on County regulations.

Electric Power, Gas, and Communications

Madison Gas & Electric provides both electrical power and natural gas services to Maple Bluff residents and businesses. A number of private companies provide broadband and other communication services.

Map 11: Maple Bluff Sanitary Sewer Mains



Chapter 6

Community Facilities and Services

The purpose of this chapter is to inventory the community facilities and administrative, public safety, public works, and recreational services provided by and for the Village. These services contribute to Maple Bluff's overall quality of life and can even be a primary reason people choose to live in the Village.



Key Takeaways

- The Village Center houses all of its departments, most of its equipment, and an indoor gym—and is well suited for the Village going forward.
- The Village provides a system of community and neighborhood parks, indoor recreational space, and recreational programming for all ages.
- The Village operates through five departments (Administration, Police, Fire Rescue, Public Works, and Recreation), a leadership structure that includes a joint Administrator/Police Chief, and an all-department mission, vision, and values.
- Each Village department has completed some measure of strategic planning and identified current and future issues and potential needs.

Village Facilities

Village Center

The Maple Bluff Village Center building, located at 18 Oxford Place, was built in the year 2000 and houses all Village departments, meeting spaces, and an indoor gym/recreation center (which also serves as a voting center). The Village's Capital Improvement Program suggests the need, within the next several years, for resurfacing and storm sewer improvements associated with the Village Center's parking lot.

Firemen's Park/Dailey Cabin

Also addressed at 18 Oxford Place, adjacent to the Village Center, Firemen's Park is a 1.7-acre park also accessible from the south end of Woodland Circle. Its amenities include a four season shelter with restrooms, cabins, playground equipment, open space and half-court basketball. It also houses Dailey Cabin, which is open for resident use by reservation or key fob program and is the site for the Camp-Ya-Gotta-Wanna summer children's program.

Johnson Park

This 4.1-acre park is located at the intersection of North Sherman Avenue and Lakewood Boulevard (35 Bayside Drive). Park amenities include a soccer field, gazebo, and play equipment.

Beach Park

Beach Park is a 2.3 acre park at 265 Lakewood Boulevard just north of Fisk Place, split into two parcels by Lakewood Boulevard and is adjacent to the Maple Bluff Country Club. Park amenities include a beach house, playground, patio, roped swim area, and tennis courts. The beach house is open for resident use by reservation or key fob program, staffed by lifeguards during the summer months, and the site for the summer Arts & Athletics children's program.

Stoddard Park

Stoddard Park is located on a 0.8-acre parcel at the corner of King's Way and Del Mar Drive. Park amenities include open space and a sandlot backstop.

McBride Park

McBride Park is a 1.2-acre park located at the intersection of Summit and McBride Roads. Amenities include playground equipment, sand box, basketball court, and open space.

Marina Park

Located at 1321 Farwell Drive, Marina Park is a 3.3-acre “special use park” near the intersection of Woodward Drive and Sheridan Drive. Amenities include boat slips, a boathouse, and a patio/BBQ area. The boat house provides some Village storage and is partially leased to Madison Youth Sailing Foundation.

In 2025, the Village through its Parks and Recreation Committee and Recreation Department began planning for the Marina Park Improvements Project. Potential shoreline-area improvements may include expanded grass/beach area, accessibility enhancements, and landscape bed enhancements. Potential boathouse enhancements may include a restroom addition and outdoor seating and gathering space. Parking surface and layout improvements and upper green space/recreational enhancements are also being considered.

Community Gardens

There are approximately 40 public space gardens throughout the Village, generally maintained by community volunteers. These spaces contain ornamental plantings, decorative neighborhood signs, and other items such as small arbors or benches.

The Village is also directly adjacent to three City of Madison parks, and owns the land underlying the Maple Bluff Country Club, both as described in Chapter 7.

Village Services

The Village of Maple Bluff provides an array of services to its residents, property owners, and business owners. Municipal departments include Administration, Police, Fire Rescue, Public Works, and Recreation. In 2020, all Village departments convened to develop the staff mission, vision, and values, reprinted in the sidebar to the right.

The Village currently budgets for 21 full-time staff positions across all departments, supported by seasonal workers, interns, and part-time employees. As a small organization, many staff members have multiple roles often across departments; therefore, some employee salary and benefits are covered by multiple accounts (departments).

Administration Department

Overview

The Administration Department ensures that Village services are delivered efficiently, resources across departments are managed responsibly, and the interests of the community and needs of employees are addressed. The Administration Department is usually the first and main point of contact for Village residents.

Staffing

The Administration Department is allocated 3.65 employees, including the Deputy Administrator/Clerk/Treasurer (1), Municipal Services & Recreation Director (.25), Deputy Clerk/Deputy Treasurer (1), Resident Services Specialist (.6), Court Clerk (.4), Records Administrator (.25), and Program & Event Support Specialist (.15). The combined Village Administrator/Chief of Police position is

Village Staff/Department Guideposts

Our Mission

We passionately deliver exemplary public services and responsible governance to improve the experience and value of our community.

Our Core Values

Integrity, Compassion, Trust, and Dedication

Our Vision

We honor our identity as an independent and distinguished lakeside community. We continuously enhance the lives of our residents through exceptional service, persistent care, ubiquitous protection, and consistent engagement. We remain committed to inclusiveness by involving our citizens in planning and decision making.

allocated to the Police Department budget. The Administration Department also relies on several consultants for operational support, including a consulting attorney, planner, building inspector, engineer, auditor, assessor, and information technologist.

Operations and Response

The Administration Department performs the following functions for the Village:

- Governance Support: Village Board and committee agendas, minutes, and packet production; records management and compliance; administrative support across departments; policy research and administrative guidance; management of insurance policies (auto, workers compensation, unemployment, liability).
- Financial Management: Payroll processing and benefits support; accounts payable/accounts receivable; financial controls and reporting; budget development for all departments; utility billing and payment processing.
- Elections: Election administration; equipment management; training; and statutory compliance.
- Resident Services: Daily front-counter service; general inquiries; tax payments; permits; pet licensing; newsletter; website; community emails and text alerts.
- Municipal Court Administration: Scheduling; case management; reporting; coordination.
- Human Resources: Benefits; onboarding; wage/benefit analysis; support for recruiting, retention, and employee relations.
- Intergovernmental & External Coordination: Coordination with neighboring municipalities partner agencies, and consultants.

Budget and Funding

Funds from the successful 2024 operating referendum were used to transition one part-time position to full-time, implement wage steps, and increase consultant support. These actions are intended to increase wage flexibility, employee retention, and a more sustainable Department model.

Strategic or Emerging Needs

Operational strengths identified by the Administration Department include the following:

- Clear delineation of responsibilities and cross training.
- Strong financial and records processes.
- Centralized leadership structure with flexibility for collaboration and delegation.

- High level of resident engagement.
- Stable administrative support for elections and court operations.

Operational pressures identified by the Administration Department include the following:

- Growing complexity in elections, process reporting, and financial management.
- Increasing volume of meetings, permits, and public inquiries.
- Expanding resident expectations.
- Need for continued cross-department coordination as responsibilities overlap.
- Demands on administrative staff during evenings, meetings, and special projects.
- Concern with funding for future wage increases.

Police Department

Overview

The Maple Bluff Police Department provides 24-hour police services to ensure peace and order within the Village. Its primary services include the enforcement of laws and ordinances, response to emergency calls, investigation of suspected criminal activity, crime prevention, traffic enforcement, emergency preparedness and response, and victim/public assistance. The Department's mission is as follows: "We passionately deliver exemplary public services and responsible governance to improve the experience and value of our community" and its core values are integrity, compassion, trust, and dedication.

The Police Department approaches policing in a comprehensive manner that synthesizes problem-oriented policing, community-oriented policing, and procedural justice to create a safer, more secure community. Its long-term goals include providing exceptional services, trusting relationships, officer competence and safety, team oriented professionalism, and criminal deterrence. Operational objectives include officer development and capacity building, appropriate guidance and feedback, proportionate enforcement responses, high quality equipment and resources, and optimal staffing coverage.

Staffing

As of January 2026, the Police Department is allocated 7.75 full-time employees, as follows:

- Chief of Police (1): Also serves as the Village Administrator. Responsible for agency direction, operations, administration, and intergovernmental coordination.

- Lieutenant (1): Second-in-command. Responsible for Department-wide administrative operations, investigative oversight, internal affairs coordination, policy development, professional standards, scheduling systems, and continuity of operations.
- Sergeant (1): Frontline supervisor working rotating schedules. Responsible for daily supervision, shift oversight, training, coordination, scheduling support, critical incident management, and policy adherence.
- Full-Time Patrol Officers (4): Generally staffed in a single-officer model for each shift, providing continuous patrol coverage.
- Administrative Support Specialist (0.75): Same staff member as Records Administrator for Administrative Department.

The incentive and wage structure for full-time Department employees is summarized as follows:

- Lateral entry up to Step 7
- Longevity pay (2%, 4%, 6% tiers)
- Third shift differential of approximately \$2,000 a year
- Annual retention bonuses (budget-dependent)
- Signing bonuses for new hires at the Chief's discretion
- Full-Time Patrol Officer compensation: \$6/hour or compensatory time

The Village also relies on part-time/reserve officers for supplemental coverage, special events, and staffing gaps. Still, solo-officer coverage is the norm across all hours, including during high-risk events or simultaneous incidents.

Training and Certification

The Police Department strives for a minimum of six in-service sessions annually. Officers complete monthly Lexipol policy reviews to maintain compliance. Officers participate in regional and statewide trainings to enhance specialized skills. All full-time officers are state-certified instructors across one or more disciplines (firearms, EVOC, defensive tactics, de-escalation), enabling in-house training and professional development aligned with best practices.

The Department maintains a peer support and wellness team, including a Department chaplain, structured wellness programming, and a mandatory annual wellness day including a meeting with the Department's wellness professional.

Operations and Response

The Department responds to a broad range of calls including welfare checks, traffic enforcement, citizen assists, suspicious activity, ordinance violations, mutual aid, and criminal investigations. Trends include:

- Call increases beginning in 2023, driven primarily by accelerating vacation checks, by proactive policing, and by traffic safety initiatives—not by increases in crime.
- In 2025, serious crimes returning to their 2018-2021 average (around 100) and minor crimes approaching their lowest level of the seven-year period (194).
- Officer-initiated activity helping to deter repeat offenses before they escalate.
- While remaining low in frequency, priority or emergent calls requiring high readiness due to the solo-officer model.
- Operational risk elevated by recent and anticipated growth and activity in adjacent Madison neighborhoods (see Chapter 7 for more information).

Figure 6-1: Incident Response, Maple Bluff Police Department, 2018-2025

	2018	2019	2020	2021	2022	2023	2024	2025
All Police Incidents	2,294	2,348	1,869	2,445	2,438	3,126	4,662	6,820
Traffic Stop / Investigations	1,091	1,059	678	1,207	966	1,092	1,365	1,365
Check Properties	77	78	88	75	224	666	1,613	3,464
Assist Police	228	288	234	309	396	364	347	279
Assist Fire / EMS	99	94	94	89	96	104	142	64
Stratified Policing	N/A	N/A	N/A	N/A	N/A	14	256	529

Source: Maple Bluff Police Department.

*Note: * Stratified Policing is targeted, proactive enforcement activities driven by information, observed behavior, and situational risk factors.*

Apparatus, Equipment, and Facilities

The Police Department operates from the Village Center, which houses its administrative offices, patrol operations, records, evidence, and fleet storage. The Department maintains four patrol vehicles, which are aging and require systematic replacement. Equipment needs include enhanced lighting and siren systems (e.g., rumble sirens), updated mobile and portable radios, and replacement ballistic vests (including the active vest grant for the chaplain). The Department has implemented the Flock automated license plate reading (ALPR) system and trial fixed live-feed cameras, with strict controls, including no live-feed sharing and Wisconsin hotlist and investigative search only. Public safety data and operational overviews are published online to support transparency.

Budget and Funding

Aside from the operating budget and capital requests, the Police Department benefits from targeted funding to support retention, technology, and wellness initiatives. The We Support Local Officers (WSLO) Foundation strengthens the Maple Bluff Police Department by funding programs that provide supplemental support for wellness, training, equipment, and officer development. Village budgets sustain core operations while WSLO donations create excellence, ensuring Maple Bluff remains one of the safest, most professional communities in Wisconsin. The 2026 WSLO campaign goal is \$50,000, focused on operational readiness and retention. By January 1, 2026, over one-half of that goal has been met.

Interagency Coordination

The Maple Bluff Police Department maintains strong operational relationships with adjacent agencies, especially the City of Madison. The Department provides mutual aid assistance, though carefully balanced to prevent overextension given the solo-officer model. Emerging redevelopment in nearby Madison neighborhoods (e.g., Huxley Yards) may increase mutual aid calls, incident complexity, and transient activity near Village borders—see Chapter 7. To minimize concern over mutual aid, the Department suggests a need for clear communication to distinguish Maple Bluff’s independent policing identity, clarify regional interdependence, and maintain community support for professional policing.

Strategic or Emerging Needs

The Department believes that primary and most concerning risks to our community's safety stem from violent criminals and repeat offenders engaged in or about to engage in criminal activity, as well as reckless drivers. Violent criminals and habitual offenders deliberately inflict harm on others, resulting in an excessive number of victims and crimes. In the same vein, reckless drivers significantly increase the likelihood of others becoming victims of accidents, injuries, or worse. These individuals present the most significant threat to the public's welfare within our community, making them the focus of the Department’s efforts.

For long-term sustainability, the Department has identified the following considerations:

- The Department’s current solo-officer model presents increasing safety and operational risks.
- Additional staffing would likely be required to ensure two-officer coverage during peak-risk periods.
- Referendum-dependent revenue cycles create structural challenges to stabilizing wages, training capacity, and capital investments.
- Technology modernization (radios, in-car systems, ALPR expansion) remains a critical need.

- Facilities, vehicle, and equipment upgrades will be necessary to support growth and professional standards.
- Nearly Madison-based housing development will likely bring additional traffic, calls for service, and mutual aid requests.

For organizational well-being, the Department will continue to emphasize wellness, peer support, and supervisor development to prevent burnout and ensuring retention. Proactive public education messaging is needed to maintain support and alignment with community values.

Fire Rescue Department

Overview

The Maple Bluff Fire Rescue Department provides 24-hour fire and emergency medical services (EMS). Its primary services include fire suppression and prevention, vehicle extrication, public fire and EMS education, community risk reduction, Village Center maintenance, general fire inspection and code enforcement, water and ice rescue, emergency management planning, and emergency medical transport services at the Advanced Emergency Medical Technician level. History and request to rejoin Madison...has been approached by MFD to join the district for Fire and EMS.

Staffing

As of January 2026, the Fire Rescue Department budgets for four full-time staff members, including one Fire Chief and three Assistant Fire Chiefs who work a rotating schedule that ensures 24/7 supervisor on duty at the station. The Department is supported by team of part-time, paid-on-call, and student intern members as follows:

- **Duty Officers:** These part-time positions are personnel who fill in for full-time staff when they are on vacation, out sick, or in training. Most of these positions are filled by personnel who are career firefighters with other municipalities. As of fall 2025, there were eight people serving as Duty Officers.
- **Paid-On-Call (POC) Personnel:** These people are paid a stipend for night and weekend shifts. These positions work on a six-day rotation from 6 p.m. to 6 a.m. on weeknights and 24-hour shifts on the weekends. These personnel are trained to the level of Fire Fighter/Emergency Medical Technician within their probationary year and often complete driver/operator training in that first year as well. As of fall 2025, the Department had 17 POC Personnel.
- **Intern Personnel:** Interns are with the Department for two years. During this time, they complete various fire and EMS certifications and obtain their associates degrees in fire science. During their probationary period, interns obtain Firefighter 2,

EMT-B, and Driver/Operator certifications. Interns are scheduled to work a 48 hours on/96 hours off schedule. As of fall 2025, the Department had seven Intern Personnel.

Daytime staffing usually consists of 4 to 6 personnel. Night and weekend coverage usually consist of 6 to 7 personnel. Weekday response times in the past have typically been lighter in staffing due to interns being in school and paid-on-call personnel only being on nights and weekends. Post COVID pandemic, the vast majority of classes conducted by Madison College have switched to online/live online format. This has helped to increase staffing levels during the daytime.

Training and Certification

Training is completed on shift, quarterly, and through Madison College. In-house training for the first 10 months of 2025 included 2,345 hours. Training includes Firefighter I, Firefighter II, and EMT-B. Additional training is provided for personnel that includes Driver/Operator, Fire Officer I, Fire Officer II, Emergency Services Instructor I, Emergency Services Instructor II, Fire Inspector, and Advanced EMT (AEMT). Hours for these classes range from 40 hours to 180+ hours (for EMTs). All personnel must also complete continued education training to be recertified at both the EMT and AEMT levels. This training requires specific hours in categories identified by the Wisconsin Division of Health.

Operations and Response

Fire Rescue Department call volumes over the past few years have been consistent. The Department responds to approximately 150 to 180 calls per year. In 2025 through November 1st, 43% of calls were EMS in nature. Between August and December 2025, average response times ranged from 3 minutes, 45 seconds (December) to 5 minutes, 02 seconds (August). Auto-ALS automatic transport resuscitators are by agreement provided by the nearest ALS ambulance available when necessary, which is typically from Madison's department. Of the three calls into the Village in the first three-quarters of 2025, response times ranged from 4:10 to 11:57.

Apparatus, Equipment, and Facilities

The Fire Rescue Department reports that that the current state of its apparatus is excellent, with all front-line apparatus within three years new. This includes the Department's ambulance (R56), engine (E56), and command car (C56). The reserve engine (E1) is currently nine years old. There is no identified need to replace any apparatus within the next ten years.

Through the Department's annual budget, turnout gear is cycled out on the 10-year lifespan recommended by National Fire Protection Association (NFPA). Department staff have prepared a grant application for replacement mobile radios that would allow a 20/80 financial split between the Village and the state. Funding for the 20% match is part of the 2026 capital budget. If the grant is

not successful, the same grant or a federal grant will be sought in 2026. The Department's portable radios will be supported by Motorola through 2032, before which the Department will seek a grant for replacement.

Budget and Funding

Aside from the operating and capital budgets, the Department applies for multiple grants every year. This includes Kelhmann Restoration, Funding Assistance Program (FAP) funding from the Wisconsin Division of Health, a program run by Firehouse Subs, and others. The Assistance to Firefighters Grant (AFG) will be the most crucial in future years for larger expenses. With the population of the Village, the Department is generally able to write for grants that require the lowest financial match from the village.

Interagency Coordination

The Fire Rescue Department currently operates within the Mutual Aid Box Alarm System (MABAS) Division 115 (Dane County, WI) agreement. This agreement allows the Village to receive automatic/mutual aid for larger scale incidents. It also gives its personnel additional experience by providing those automatic aid resources to other municipalities. In 2025, Department personnel responded to incidents in Madison, DeForest, Monona, McFarland, Stoughton, Fitchburg, Cottage Grove, Marshall, Middleton, and Waunakee. The Department also participates in an Auto-ALS agreement within Dane County.

Strategic or Emerging Needs

Ample lead and preparation time should be allocated to seeking funding support through various state and federal programs. For example, when apparatus ends up being required, multiple years should be anticipated to secure an Assistance to Firefighters Grant (AFG). With current rules, an AFG grant would require a very low 10% cost share which is significant with apparatus that often tops one million dollars. If additional personnel is desired by the Village, the Department could pursue a federal Staffing For Adequate Fire and Emergency Response (SAFER) grant. SAFER grants are short-term (3 years) and are on a sliding scale cost share.

Public Works Department

Overview

The Public Works Department provides services to ensure infrastructure reliability and associated maintenance needs are met. Its primary services include maintenance and repair of 8.7 miles of roadway; weekly collection and disposal of refuse, recyclables, and yard waste; water and sewer systems maintenance and repair (including sanitary and storm sewers); snow removal; park upkeep; and facility maintenance.

Staffing

As of January 2026, the Public Works Department is allocated 5 full-time employees and 1,200 hours of part-time seasonal work. Full-time employees include:

- Director of Public Works, who provides overall leadership, policy, interdepartmental coordination, regulatory compliance, long-range planning, budget oversight, public & Board liaison.
- Public Works Foreman, day-to-day operations supervision, crew scheduling, training, safety enforcement, quality control, inventory oversight.
- Three Skilled Laborers, who execute collections and basic maintenance, repairs, emergency response, equipment operation, and record basic work logs.

Training and Certifications

The Department emphasizes cross-training by rotating tasks so at least two staff can perform each critical function (water/sewer issues, snowplow, equipment operation). Succession planning and adequate coverage is provided by documenting procedures, on-call rotations, and backfill plans for leave and emergencies. Performance and development is promoted through development of annual goals, safety/skill training planning, and certifications such as Water Operator, Commercial Driver's License, and Confined Space. The Department conducts safety meetings every Friday morning.

Operations and Response

The Department manages a number of regular (e.g., waste collection), seasonal (e.g., park maintenance), and unexpected and emergency issues (e.g., fallen limbs in streets). The Foreman and crew have daily, weekly, and seasonal task lists for collections, parks, streets, utilities, and other responsibilities. This includes preventive maintenance for equipment, roads, utilities, and the stormwater management system, and standard operating procedures and checklists for routine jobs and permit-required work.

Apparatus, Equipment, and Facilities

The Department operates from the Village Center, and also has storage at the Marina and Beach Park buildings. Equipment includes pickup trucks, dump trucks and associated snowplows, skid steer, chipper, leaf loaders, riding mowers, push mowers, and snow blowers including attachments. The Department has anticipated replacement timelines and capital needs for major equipment. It stocks necessary consumables and small spare parts and hardware.

Budget and Funding

The Department's annual operating budget is aligned to standard operating procedures and preventative programs, and has line items for labor, fuel, parts, and equipment buy/lease/repair. Approximately two-thirds of Department employee funding is provided through the Public Works budget and one-third through the "Culture and Parks" budget. This division is provided to cover parts of salaries related to maintaining the Village's parks, piers, and urban forest. Larger and infrastructure investments are covered by the *Potential Utility and Street Capital Improvement Plan*, discussed in Chapter 5. Project selection criteria include public safety, regulatory compliance, cost-benefit, matching funds potential, and community impact.

Strategic or Emerging Needs

The Public Works Department has identified the following current, emerging, and potential needs for sustainability and resilience:

- Consideration of more fuel efficient routes, right-sized vehicles, and anti-idling practices.
- Regular vehicle efficiency evaluations.
- Nature-based solutions for drainage and stormwater projects.
- Emergency response plans, asset redundancy, and critical asset protection.
- Waste reduction and recycling in operations.
- Track climate impacts and adapt maintenance frequencies/standards accordingly.

The Department has also identified the following staffing-related needs and concerns:

- Acknowledge current gaps and challenges: One laborer position was left vacant when Director was promoted 25 years ago; active difficulty filling part-time roles.
- Short term coverage: Formalize on call rotation and overtime rules; document critical tasks the Director/Foreman are performing in the field so time can be reallocated when needed.
- Role realignment: Reduce administrative load on Director/Foreman by trimming nonessential reporting and consolidating meetings; delegate paperwork to seasonal/part-time hire or temporary administrative support.
- Cross training priority: Train remaining crew and any reliable part-time hires on essential operations (valve shutoffs, emergency water repair, snow and ice responses).

- Recruitment strategy: Targeted local outreach (job fairs, community college CDL/training programs), flexible part-time blocks, bundle multiple small roles into one hire (e.g., maintenance administration); internships.
- Retention & workload controls: Retention incentives; mental health and safety supports; limit mandatory field shifts for Director/Foreman; establish maximum field hours and backfill plan; consider stipend for on-call/afterhours to reduce burnout.
- Succession and continuity: Create concise procedure manuals for critical tasks and an emergency contact/contractor list.

Finally, the Department has identified other needs and concerns:

- Small project management templates: scope, schedule, budget, contract selection, inspection check points.
- Permit & regulatory process: identify approvals needed and lead times.
- Community expectations & communication: practice outreach, transparent project prioritization, permit/timing FAQs, disruptions, timelines, and benefits.
- Funding diversification: grants, state aid, utility fees, reserve funds, inter-municipal agreements.
- Grants & partnerships; designate lead to pursuing funding opportunities and partnerships with county/state to scale projects.
- Cost tracking and reporting: monthly variance reports, unit costs for common tasks to inform future budgeting.
- Contingency/reserve policy for emergencies and unplanned equipment failures.
- Create a dedicated pavement reserve or annual pavement preservation line-item beyond or with the dedicated yearly maintenance line.
- Emergency preparedness: mutual aid agreements, emergency staffing surge plan, training for climate/extreme-weather incidents.
- Technology adoption: simple CMMS/work-order app, GPS for equipment, digital asset mapping.
- Regulatory & Compliance horizon scan: water/sewer rules, stormwater, ADA, safety standards-plan for likely changes.

Recreation Department

Overview

The Recreation Department engages in the planning, organization, and rental of Village park lands, facilities, and equipment to include marina boat slips and land storage. The Department also organizes, coordinates, and oversees various recreational programs,

activities, facility rentals, and events. The Recreation Department’s mission statement is as follows: “The Village of Maple Bluff seeks to provide a parks and recreation system that will meet the needs of current residents and future generations, preserve and protect the Village’s open space, water, historical and natural resources, and provide a park and recreation program that is designed to enhance the Village’s quality of life and strengthen its community.”

Staffing

As of January 2026, the Recreation Department is allocated 1.6 full-time employees, consisting of a full-time Municipal Services and Recreation Director and a part-time Program and Event Support Specialist. For park maintenance and urban forestry activities, the Recreation Department is also supported by Public Works Department staff as described above. The Recreation Department also employs seasonal camp counselors, lifeguards, and general program instructors, and coordinates volunteers including for the Big Buddy camp counselor program, special event coordination and support, and park improvement projects.

The Department reports that staff retention has been generally strong for seasonal summer positions, but turnover occurs annually among high school and college-aged seasonal workers. Scheduling or coverage gaps are always challenging in late summer, with college and high school staff leaving for the start of the academic year. The Big Buddy volunteer counselor program provides a valuable development program for younger staff as they age into the paid seasonal positions.

Operations and Response

Department-run programs and events fall into three general categories: youth camps and enrichment, adult programs, and community events. Events and programming may vary annually depending on community interests and volunteer support.

In recent years, community events coordinated by the Recreation Department have included:

- Winterfest
- Bocce; June; Maple Bluff Beach House
- Graduation Party; June; Maple Bluff Beach House
- Father’s Day Parade; June; Johnson Park (not held in 2025)
- Concerts in the Park; Beach Park; 6+ Monday evenings in summer
- Fest on the 4th; various Village locations; 5K race, parade, morning fest, fireworks
- Halloween Parade
- Holiday Tree Lighting/Parade

- Cards & Coffee

Recreational programming provided and coordinated by the Department have included:

- Key Fob Access (membership program)
- Camp-Ya-Gotta-Wanna
- Arts & Athletics
- Yoga
- Pickleball
- Toddler Time
- Youth Basketball
- Youth Soccer
- Music Together
- Adult Fitness
- Village Open Gym Recreational Use

Program participation since 2023 (first year current software implemented) is summarized in Figure 6-2.

Figure 6-2: Maple Bluff Recreation Program Activity, 2023-Oct. 2025

	Registrations	Reservations	Memberships	Profiles Created	POS Transactions
2023	351	293	102	515	0
2024	287	170	268	261	202
2025 (thru Oct.)	243	271	170	129	289

Municipal facility reservation activity since 2023 is detailed in Figure 6-3.

Figure 6-3: Facility Reservation Activity, 2023-Oct. 2025

Facility	2023		2024		2025 (Jan - Oct)	
	# Reservations	Revenue	# Reservations	Revenue	# Reservations	Revenue
Beach House	52	\$5,086	38	\$3,500	46	\$6,383
Dailey Cabin	25	\$1,215	9	\$675	8	\$830
Gym	170	\$4,578	149	\$7,405	122	\$5,210
Tennis Courts	100	\$877	130	\$1,298	187	\$1,480

The Department works to engage the Maple Bluff community through Constant Contact Emails (weekly updates and standalone communication), social media (Facebook), program and staff surveys, posting, sandwich boards, and in-person communications during special events and programming.

Budget, Funding, and Partnerships

2025 capital projects included tennis court resurfacing and Village Center gym lighting upgrades. Anticipated 2026 projects include top deck replacements for piers at Beach and Marina Parks. Nonprofit, County, State, and federal funding may support capital projects.

Operating budgets are supported by recreational program fees, facility rentals, special event fees, and donations. The Department has been reviewing cost recovery for all programs to ensure each is net neutral or net positive. Pricing structures are evaluated seasonally. Facility and membership fees are reviewed annually and compared with other area communities for possible changes.

Current partnerships are with the Maple Bluff Country Club, other Madison area recreation departments, and local nonprofits. Shared programs and facilities include Beach Park tennis court rentals and facility rentals with the Maple Bluff Country Club and lease of the Marina Park boathouse for a youth sailing program run by the Madison Youth Sailing Foundation. Recent local business partnerships and donations have featured Best Buds, Sprinkman Real Estate, Kwik Trip, Ancora Café & Bakery, Lake Ridge Bank, Willy Street Co-Op, Isthmus Partners, Pellitteri, Woodman's, and the Hausman Group. The Department is also considering donor recognition programs and revised sponsorship packages for events

Strategic or Emerging Needs

In response to generational shifts (see Chapter 2), the Department is exploring changes in youth programming offerings and expanded opportunities for active older (55+) adults, which could include Tai Chi, Yoga, and general fitness. The Department is also interested in developing or participating in a park/facility preventive maintenance plan. Future opportunities may include expanding the Program and Event Support Specialist to a one-half or three-quarters position year-round with Department-generated funding. The Department may also seek recreation management software that better aligns with the community and with operational needs.

Chapter 7

Relationships

This chapter describes key regional and state agencies influencing Maple Bluff; the City of Madison and its applicable plans and nearby housing developments; and key private groups operating in and adjacent to Maple Bluff.



Key Takeaways

- Maple Bluff is affected by the actions of State agencies and regional players as it relates to matters such as lake management, transportation planning, and housing promotion.
- Interrelated City of Madison plans for redevelopment, housing growth, and transportation/transit may increase Village service demands in the future and traffic on Sherman.
- Private recreational organizations operating in and adjacent to Maple Bluff contribute to community health, recreation, and quality of life.

State and Regional Planning Framework

While Maple Bluff interacts with a variety of agencies, the following are key state and regional agencies affecting Maple Bluff.

Wisconsin Department of Administration (DOA)

Maple Bluff is in a unique position among Wisconsin municipalities as the home of the State's Executive Residence, which serves the following functions:

- Personal residence of Wisconsin's current governor and family members
- Private rental by external parties
- Wisconsin Executive Residence Foundation events and activity
- Public tours of the facility and grounds
- State agency training, including law enforcement training
- Community outreach events, including holiday celebrations
- Official state functions, including meetings of state personnel and receptions
- Dignitary guest accommodation

The Executive Residence is managed by the DOA. The Wisconsin State Capitol Police and U.S. Secret Service completed security reviews of the Executive Residence in 2021. In response to the recommendations of this work, the DOA completed lakefront fence and gate improvements and 2023 and may pursue further fencing, gating, lighting, and other security measures in the future. These projects will also involve Village zoning review and approvals from the Maple Bluff Building Board.

Wisconsin Department of Natural Resources (DNR)

The DNR provides service to all Dane County residents out of its South Central Wisconsin office in Fitchburg. The DNR regulates water resources and sets standards for surface and groundwater quantity and quality, pier management, wetlands, floodplains, and shoreland management. In 2025, the Village updated its floodplain and shoreland zoning regulations (the latter through its general zoning ordinance) to meet DNR standards. Among these responsibilities, the DNR in 1979 set minimum and maximum lake levels for the Madison area chain of lakes. Among the requirements for Lake Mendota, to be maintained as closely as possible by reasonable and proper operation of the Tenney Park Dam, are the following:

- Summer Minimum Water Level: 849.6'
- Summer Maximum Water Level: 850.1'
- Winter Minimum Water Level: 848.2'
- Maintain a 4.9' difference with Lake Monona
- 1% flood elevation (100-year floodplain): 852.8'

The DNR also manages woodlands, wildlife protection initiatives, other natural resource preservation areas and strategies, and state and federal park and recreational grants generally issued on an annual basis with a spring application deadline.

Capital Area Regional Planning Commission (CARPC)

The Village of Maple Bluff is located within CARPC’s regional planning jurisdiction. Since 2007, CARPC has served as the regional land use planning and area-wide water quality management planning entity for the Dane County region, consistent with §66.0309, Wis. Stats. and Wisconsin Administrative Code NR 121. CARPC also provides planning, mapping, and data assistance to local communities and coordinates multi-agency planning efforts.

CARPC’s *2050 Regional Development Framework* serves as the region’s advisory land use guide for incorporating regional goals into local decisions about where and how to grow. The *Framework* advocates for future development that promotes climate resilience, connects all residents to housing, jobs, and services, and conserves resources and farmland. To achieve these goals, the *Framework* lays out strategies to guide both broad development patterns and specific development practices. These strategies are designed to be incorporated into the plans and policies of local governments, community organizations, and private businesses.

2050 Regional Development Framework

CARPC’s [2050 Regional Development Framework](#) is an advisory guide for incorporating regional goals into local decisions about where and how to grow. The Framework advocates for future development that promotes climate resilience, connects all residents to housing, jobs, and services, and conserves resources and farmland.

To achieve these goals, the Framework lays out strategies to guide both broad development patterns and specific development practices. These strategies are designed to be incorporated into the plans and policies of local governments, community organizations, and private businesses.

The *Framework's* strategies are meant to be applied to the region as a whole, with the goal of fostering intergovernmental coordination. Not all strategies will make sense in all communities. Instead, communities should apply the strategies that best meet local needs and priorities, ideally in collaboration with neighboring jurisdictions.

Greater Madison Metropolitan Planning Organization (MPO)

Maple Bluff is located within the planning area of the Greater Madison MPO. The Greater Madison MPO coordinates transportation planning for the region. Its goal is to balance roadway, public transit, bicycle, pedestrian, and other transportation needs to achieve an exceptional quality of life for all in the Greater Madison area.

The MPO's [Connect Greater Madison: Regional Transportation Plan 2050 \(RTP\)](#) is the region's long-term blueprint for building a safe and efficient transportation network. The MPO updates the *RTP* every five years. The *RTP* guides strategic investments to address challenges like congestion and support economic development, ensuring that everyone who lives, works, and travels in the region has access to a connected, reliable transportation system.

The [Transportation Improvement Program \(TIP\)](#) is a five-year plan that outlines priority transportation projects in the Greater Madison region. Updated annually by the MPO, the *TIP* ensures projects align with the region's long-range transportation goals. The *TIP* is the mechanism by which the long-range *RTP* is implemented and represents the transportation improvement priorities of the region. Projects within the MPO Planning Area must be included in the *TIP* to qualify for federal funding assistance. The *TIP* covers a variety of transportation improvements, including: roads and highways, public transit, bike and pedestrian infrastructure, and rideshare and transportation demand management (TDM) projects. See Chapter 7 for additional information.

Dane County

Maple Bluff is in Dane County Supervisory District 2.

Dane County adopted the [Dane County Comprehensive Plan](#) in 2007. That *Plan* advocates strong growth management, with a focus on concentrating nonfarm development in existing developed urban areas and in historic rural hamlet locations. Amendments were adopted in 2012, 2016, and most recently in 2024 with an update to its Agricultural, Natural and Cultural Resources chapter.

Housing development in Dane County has not kept pace with the rapid job and household growth since 2010, leading to an undersupply of housing and increased housing costs that impact individuals, families, businesses, communities and the economy. The

[Dane County Regional Housing Strategy](#), released in 2024, sets a countywide vision for housing and identifies strategic actions for working toward this vision over the ensuing 5 years. To increase the overall number of housing units, Dane County intends to work with communities to:

- Evaluate their existing housing stock and housing-related efforts.
- Increase the overall number of housing units.
- Increase the number of housing units attainable to low-to-moderate-income households.
- Provide housing, resources, and protections for the most vulnerable populations.
- Rehabilitate and preserve affordability of existing housing.
- Provide more pathways to homeownership.

With a vision to “[c]onnect people to the land and water resources of Dane County,” the [Dane County Parks and Open Space Plan](#), last updated in 2025, is a five-year plan that identifies significant cultural, historical, and natural resources in the county for possible protection, preservation, or restoration. That *Plan* also documents the County’s role in meeting facilities and sites for recreational needs to accommodate anticipated growth countywide.

In 2023, Dane County updated its [Natural Hazard Mitigation Plan](#) update process in 2021 and 2022. This plan identifies flooding, dam failure, windstorms and tornados, lightning, hailstorms, and winter storms as the natural hazards with the greatest potential impacts to the Village. The plan outlines strategies that can be implemented by Dane County and local units of government within Dane County to reduce the impact of natural hazards on people, structures, and the natural environment. A wide range of hazard mitigation projects are being considered, from small individual actions to large scale community projects.

In 2020, Dane County adopted the [Climate Action Plan](#) (CAP) to achieve “deep decarbonization” that is consistent with the latest recommendations from the Intergovernmental Panel on Climate Change (IPCC). Under the CAP, Dane County aims to reduce greenhouse gas emissions 50 percent county-wide by 2030 and put the County on a path to be carbon-neutral by 2050.

Working with the DNR, the Dane County Land & Water Resources Department is responsible for maintaining lake levels for the four major lakes in Dane County.

City of Madison Framework

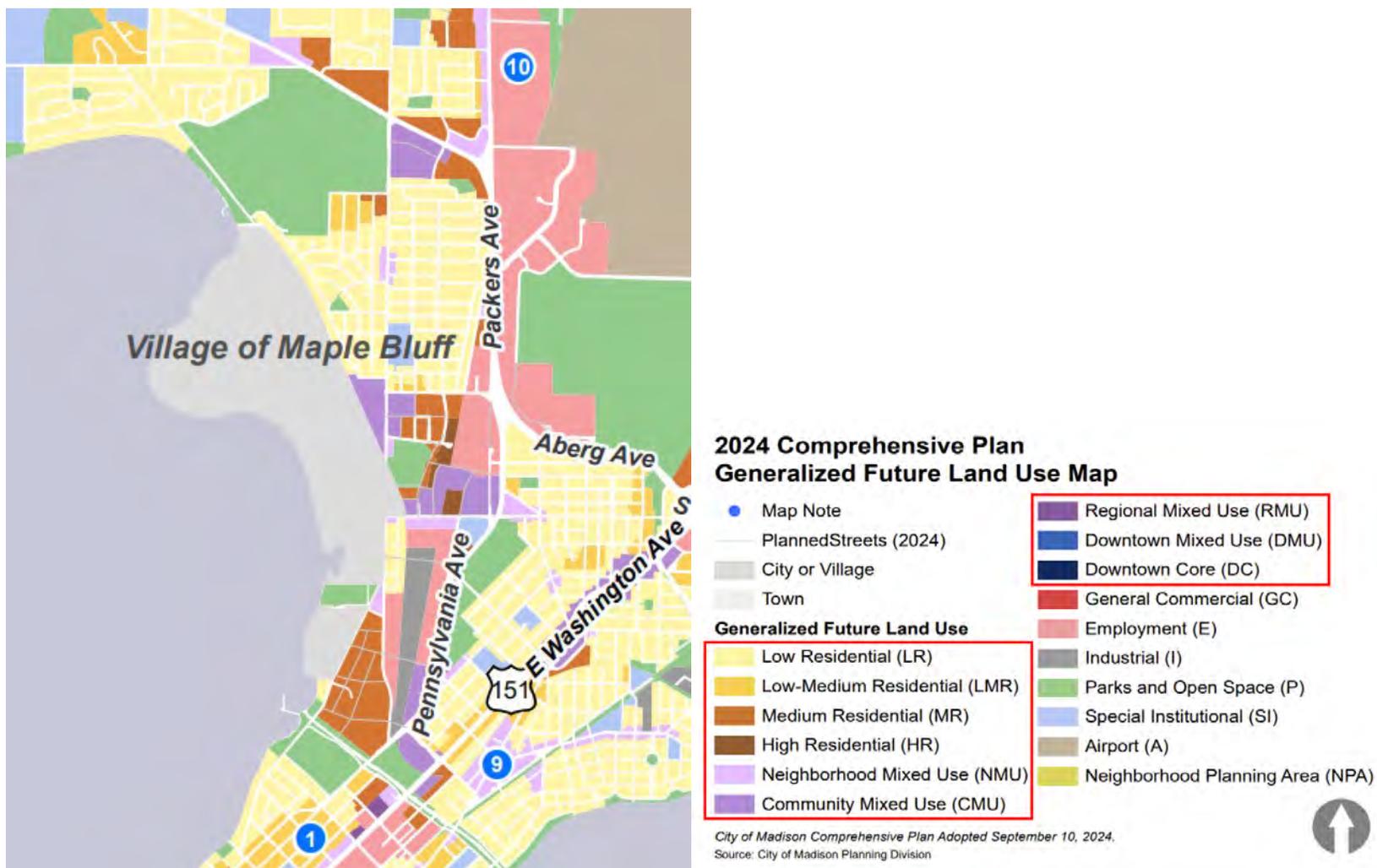
Where not adjacent to Lake Mendota, the Village of Maple Bluff is surrounded by the City of Madison. Madison is the region's largest municipality by far, and also one of its fastest growing having added over 21,000 people from 2020 to 2025 per the DOA. Madison therefore has a significant impact on Maple Bluff's current and future conditions. The Village anticipates that nearby growth will affect traffic volumes and populations in occasional need of protective services, which could affect Village protective services functions in particular.

City of Madison Comprehensive Plan

Future growth, development, and redevelopment in the City of Madison is generally guided by the City's *Comprehensive Plan*, which is a broad-based plan that creates a vision for a future Madison. It provides guidance for big-picture decisions about issues such as housing, jobs, and transportation. As it relates to Maple Bluff, the City's *Comprehensive Plan* advises:

- Implementation of the Madison Public Market at First Street and East Johnson Street, opening in 2026.
- Greater investments in transit and transit oriented development, including east-west and north-south Bus Rapid Transit (BRT) lines and policies to increase housing and employment density near those lines.
- Accommodating a majority of growth through infill and redevelopment, versus peripheral area green space development.
- Increasing the housing supply through efforts like zoning changes (e.g., higher densities), land banking, and continued allocations to the City's Affordable Housing Fund.
- Guidance for private development through the City's Generalized Future Land Use (GFLU) Map, with the portion of that map closest to Maple Bluff depicted as Figure 7.1.

Figure 7-1: City of Madison Generalized Future Land Use Map Crop



Area and Neighborhood Plans

The City's planning framework establishes 12 plan geographies as the basis for future area plans. These 12 plans are proposed to be established and updated on a ten-year cycle, ensuring all areas of Madison have a current plan.

Maple Bluff is abutted by the City of Madison's "North" and "Near East" planning areas. The City anticipates preparation of an area plan for the North planning area in a late-2026 to early-2028 timeframe and an area plan for the Near East planning area in a mid-2028 to late-2029 timeframe. Though the focus of these area plans will be guided by stakeholder input, priorities may include detailed planning around projected North-South Bus Rapid Transit (BRT) stations, enhancing activity and walkability in and to commercial centers, pedestrian safety more generally, and Dane County Regional Airport interrelationships.

In the meantime, the City's detailed planning decisions for areas adjacent to Maple Bluff are guided by three neighborhood/district plans, covering smaller areas, as follows:

- *Northport-Warner Park-Sherman Neighborhood Plan (Adopted 2009)*: As it relates to Maple Bluff, this collection of City neighborhoods is east of Lake Mendota or the railroad tracks, and north of Commercial Avenue, and includes the Maplewood condominiums, Sheridan Triangle, Lordahl Park, and Brentwood Village neighborhoods. This is generally the domain of the non-profit Northside Planning Council. Given its 20-year-old vintage, this neighborhood plan may be of limited value today. Top recommendations include improvements to streets and bus service, commercial centers, and housing stock.
- *Emerson East Eken Park Yahara Neighborhood Plan (Adopted 2016)*: This City neighborhood abuts the remainder of Maple Bluff south of the railroad/North Sherman intersection to the Yahara River. Being of more recent vintage, this Plan has greater current relevance. The planning area spans over 650 acres, in the portion of Madison northeast of the Yahara River, northwest of East Washington Avenue and south of Aberg Avenue. The Yahara and Superior neighborhoods are immediately east of Maple Bluff. This neighborhood plan envisions redevelopment of the Sherman/Yahara neighborhood area with either a mixture of employment/residential uses or entirely residential uses. The plan also envisions redevelopment of the triangle bounded by Fordem Avenue, McGuire Street, and Sherman Avenue for mixed commercial-residential use. The plan also suggests replacing Warner Drive within Burrows Park with a pedestrian/bike path that leads north into Maple Bluff.
- *Oscar Mayer Special Area Plan (Adopted 2020)*: Oscar Mayer operated in this area from the early-1900s, then on the outskirts of the City of Madison, to its closing in 2017. This significant City planning area extends as far west as the railroad tracks and

North Sherman Avenue, spanning 425 acres. The vision in the area plan is for a transit-oriented, high-density, mixed-use district integrated with a multimodal transit facility along Commercial Avenue. Recommendations include developing “missing-middle” housing, minimize displacement of existing residents, growing employment, improving transit service and access, and improving bike and pedestrian networks. Over the 425 acres, the Plan envisions over 2,500 new housing units, over 4,000 additional residents, and over 4,000 additional jobs from what was present in 2020. Multiple-family and mixed-use buildings are envisioned to range from up to six stories along Commercial Avenue to up to 12 stories along Packers Avenue.

Transportation Planning

After years of planning and construction, Madison’s first Bus Rapid Transit (BRT) route started service. The \$194 million, 15-mile Rapid Route A runs east-west from Junction Road on the far West Side, through the UW Campus and Downtown, out to Sun Prairie. Rapid Route A will combine with the north-south 9-mile Rapid Route B that is in the planning phase. These two routes form the backbone of Metro Transit’s system.

Within the northside area, the proposed route follows Packers and Northport Avenues. As of November 2025, the North-South BRT Line planning was at “60% design” and environmental review stages. The project would then move to “90% design” and a federal funding decision and grant agreement, with construction to follow such agreement. Pending a favorable funding decision, construction may occur before 2030.

A City study prioritized potential sites for a rail station as part of an effort to add Madison to the Amtrak passenger rail network. The study reviewed eight sites between downtown and the eastside, considering how each location would support Amtrak’s operations, station users, and City goals. The first priority site is near downtown Madison, while the second priority site is near the intersection of First Street and East Johnson Street. Implementation timeframe is uncertain.

See Chapter 7 for more information on City transportation initiatives.

City Housing Forward Initiative

The City launched the Housing Forward initiative in 2021 to address housing needs in Madison. Housing Forward outlined a multi-pronged approach to address Madison’s housing needs: increase housing choice, create affordable housing, combat displacement and segregation, ensure older adults and others can stay in their homes, and work to end homelessness.

Noted accomplishments through 2024 included upzoning areas particularly near transit lines and older commercial areas for more housing, increased funding to support affordable housing development, housing rehabilitation and downpayment assistance, and funding for the new Madison/Dane County Bartillon Shelter anticipated to open near Highway 51 east of the Madison College campus in 2026.

Recent and Pending Housing Developments Near Maple Bluff

Based on its plan policies, Madison issued building permits for 5,639 new housing units in 2023 and 2024, City-wide. Of these units, 89% were located in the City's infill and redevelopment areas. Recent and proposed developments (predominately for multiple-family housing) within ½-mile of Maple Bluff are as follows:

- *Huxley Yards*
 - Between Roth Street and Commercial Avenue (about ¼-mile east of the Lower Bluff)
 - Three buildings, each 5-6 stories, totaling over 600 units
 - The View: 303-unit family building, 1-4 bedrooms, designed for households at 50-70% of area median income (AMI) for a 30 to 40 year time period. (In 2025, AMI was \$90,900 for a single person and \$129,800 for a family of four.)
 - The Victoria: 250-unit senior building (55+) with 1- and 2-bedroom units at similar AMI levels as The View
 - The Conway: 50-unit family building, including supporting housing units for residents with disabilities
 - Project includes the new public Huxley Street, connecting Aberg and Commercial Avenues west of Packers Avenue
 - Move-ins began in February 2026 for The View and The Victoria, with The Conway opening anticipated in Fall 2026
- *The Duncan*
 - 1617 Sherman Avenue (just north of Tenney Park, less than ¼-mile southeast of Fuller's Woods)
 - 289 market-rate apartment units (1-3 bedrooms) in one five-story building plus 20 two-story townhome units
 - Move-ins expected to begin in February or March 2026
- *Housing Initiatives Development*
 - 1802 Roth Street (less than ¼-mile east of the Lower Bluff)
 - 16 units for low-income persons at less than 50% AMI and homeless and/or having mental illness issues
 - Also includes two staff on site at all times and human service program office for Housing Initiatives clients

- Planned to open in November 2026
- *Central at the Forge*
 - 2150 Commercial Avenue (corner of Packers, Commercial, and Oscar Avenues, where Oscar Mayer parking lot is currently located—about ½-mile east of the Lower Bluff)
 - 241 1- to 3-bedroom units, in a five-story wrapped building around a parking garage
 - At time of writing, in City approval process as a permitted use in the zoning district; therefore, the above project details are subject to change
- *New Land Enterprises Development*
 - 2010-2076 Pennsylvania Avenue/1902 East Johnson Street (former Hooper Corporation site, about ¼-mile southeast of Fuller’s Woods)
 - 493 market-rate rental apartment and townhome units, including studio to two-bedroom units
 - Two 7-story apartment buildings plus townhome buildings, to be constructed in two phases
 - Project also includes 60,000+ square feet of retail and office space.
 - Anticipated first phase construction starting in Fall 2026 and concluding in Fall 2028
 - City action scheduled for Spring 2026; therefore, the above project details are subject to change
- *SARA Investment Real Estate Development*
 - 2103 Sherman Avenue (current parking lot south of Banzo, across Sherman Avenue from Fuller’s Woods)
 - 86 rental, market-rate rental apartment units, mostly studio to two-bedroom units, in one 5-story building
 - Project also includes 1,100 square feet of commercial space
 - Approved by City in February 2026
 - Anticipated construction starting in April 2026 with occupancy in summer 2027

Burrows Park

Burrows Park is bordered on the north and south by the Village of Maple Bluff. This 10.5-acre neighborhood park on Lake Mendota offers a rustic park shelter, a playground, a historic Native American burial mound, a soccer field, and a sandlot backstop. The park is used by a local sailing club (see below) for boat storage and as a boat launch.

Tenney Park

Tenney Park is a 37-acre community park just south of Maple Bluff. The park functions year round with amenities such as a beach and boat launch in use in the warmer months while the skating pond, hockey rink, and warming shelter are popular in the winter. The Tenney Locks are operated by Dane County Parks at Tenney Park and make it possible for boaters to travel between Lake Mendota and Lake Monona on the Yahara River. Other park features include trails, soccer, basketball, tennis courts, volleyball, and playground.

Warner Park

Warner Park is a 213-acre community park north of Maple Bluff. The park is host to charity events, community festivals, and the Madison Mallards Northwoods League baseball team. The park includes the Warner Park Community Recreation Center, a dog park, beach, boat launch, shelters, and softball diamonds among many other amenities.

Local Boards and Organized Groups

Maple Bluff is home to several informal organizations and clubs. The following are active, formal organizations with which the Village of Maple Bluff has relationships:

- *Maple Bluff Country Club:* The Country Club is a private organization with a long-term lease with the Village for the lands it occupies. Regardless of membership status, all Village residents have limited pool, tennis, golf, and dining privileges at the Country Club.
- *Mendota Yacht Club:* The Mendota Yacht Club is the oldest sailing club on Lake Mendota and Dane County, based from Madison's Burrows Park. Mendota Yacht club encourages sailing in many forms, from racing a variety of scows, keelboats and catamarans (and occasionally other boat styles) to holding fun social events throughout the year.
- *Madison Youth Sailing Foundation:* The Madison Youth Sailing Foundation is the only youth-only sailing school in the Madison area, offering classes from ages 5 to 17 for sailors of all skill levels. Sailing lessons are held at the Maple Bluff Marina; the Foundation leases space from the Village.