



**Magiczny
Kraków**

Kraków Summarizes 2025

2026-01-14

The year 2025 was a time of intensive work for Kraków. In line with Mayor Aleksander Miszański's program, the local government shifted its focus from large, often oversized projects to smaller tasks - closer to residents. The common denominator of municipal investments became improving quality of life, increasing resilience to climate change, and ensuring real accessibility of public services.

Before we look at smaller projects, it's worth mentioning the Kraków metro - the largest municipal investment. For the construction of the underground railway, the past year was groundbreaking. We moved from vision to very concrete decisions. The Mayor of Kraków presented the route of two metro lines with a total length of nearly 29 kilometers and 29 stations. Almost 40% of Kraków's residents will be within reach, and up to 300,000 passengers will use the metro daily.

The year 2025 marked the beginning of the "Pact for Kraków's Housing Estates." New pedestrian crossings, lighting, benches, sidewalks, and small but necessary investments show a departure from thinking solely in terms of large projects. By 2029, the city plans to spend an additional approx. PLN 500 million under this program.

The "It Can Be Done!" program was also launched, under which investments previously considered impossible for various reasons will be implemented. Around PLN 70-80 million will be allocated to this initiative.

One of the most important undertakings was the renovation of the Grunwaldzki Bridge. The works, which began in May, included replacing the road surface and tram tracks and repairing the reinforced concrete deck. The investment cost PLN 15.5 million and aimed to ensure safe use of the bridge for the next several years.

At the same time, tram tracks in the city center were modernized. In the first half of the year, works on Franciszkańska Street were completed, followed by the reconstruction of the Straszewskiego-Piłsudskiego intersection, part of a larger plan to improve public transport in Kraków's center. These are logistically challenging investments but crucial for the reliability of public transport, used daily by tens of thousands of residents.

A clear sign of change was also Kliny - a district that has been rapidly expanding in recent years. A new road layout, roundabouts on Zawila Street, the renovated Borkowska Street, and the ongoing construction of 8 Pułku Ułanów Street are intended to relieve other routes and improve transport accessibility in the southern districts of the city. This is an example of investments that do not solve a single problem in isolation but organize an entire functional area.

The largest transport project remains the construction of the Kraków Fast Tram line to Mistrzejowice. In 2025, a key stage was tunneling in the city center - one of the biggest engineering challenges of this investment. Completion is planned for the first half of 2026, but it is already clear that the new line will improve communication in Kraków's northeast.



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The year 2025 was also a breakthrough in the development of Kraków's public transport. MPK signed contracts for the delivery of 237 new buses and 90 trams worth nearly PLN 2.3 billion. These include hydrogen buses and additional electric vehicles. Thanks to these decisions, the city is consistently implementing its promise to withdraw all high-floor trams from service, making the fleet more modern, quieter, and environmentally friendly.

At the same time, investments were made in technical and energy infrastructure: new charging stations for electric buses, photovoltaic installations at depots, and systematic acquisition of EU funds – in 2025, over PLN 425 million in non-repayable grants. It is worth noting that MPK and Mobilis vehicles traveled nearly 65 million kilometers – as if circling the Earth more than 1,600 times.

The year 2025 was also a time of intensive efforts to organize the city's spatial order. A key process was work on the general plan, which for the first time in Kraków's history will comprehensively define the division of the city into planning zones along with municipal urban standards. This document, prepared in parallel with the "Kraków Development Strategy. I Want to Live Here. Kraków 2030–2050," will set long-term principles for shaping development, investment intensity, and green space protection.

At the same time, the city increased coverage with local plans – nine new local plans were adopted. Masterplans also became an important strategic tool. The document prepared for Wesola set the direction for