

Madison, Wisconsin

Objectives and Policies for Freight Railroads

Objective 17: Maintain and improve freight rail access to the City of Madison and ensure safe street/rail corridor crossings. Ensure that the impacts of freight rail service on neighborhoods are minimized and mitigate existing impacts, as appropriate.

Policy 1: Provide, maintain and enhance freight railroad service in the City of Madison. Work to promote the redevelopment of existing industrial areas with industries that will use and benefit from existing freight railroad facilities. Within the development of new neighborhood development plans, locate freight - oriented businesses near existing railroad corridors, as a mechanism to enhance and broaden the economic development base in the City.

Policy 2: Work with trucking, rail, and air providers to investigate opportunities to enhance intermodal freight transportation (i.e., two or more freight transportation modes interacting together, such as semi - truck and rail).

Policy 3: Investigate changes in freight rail activity (or land uses adjacent to freight rail activity) in order to determine and mitigate potential negative impacts to adjacent residential areas. Rail and intermodal activities located in these locations should be moved to areas that are more compatible for freight activity, such as industrial areas of the City.

Policy 4: Work with WisDOT and the Federal Railroad Administration (FRA) to establish Quiet Zones throughout the City, where appropriate.

Note: Quiet Zones are federally designated corridors where specific railroad crossing safety measures have been installed (such as gates, lights and median barriers) and where train whistle blowing is prohibited. Quiet Zones are most appropriate in areas where noise from freight railroad activities is not compatible, such as residential areas and some types of commercial areas.

Policy 5: Monitor increases in rail activity and changes in street traffic volumes (for at - grade railroad street crossings), in order to evaluate and mitigate safety risks.

Policy 6: Work with the Wisconsin and Southern Railroad (WSOR) to consider policies that would encourage rail traffic to operate more during off - peak roadway travel times. Such a policy would minimize roadway traffic delays and improve safety conditions.

Policy 7: Consider the use of the railroad corridors for numerous transportation modes, such as passenger rail service, bus transit service, bicycle transportation, pedestrian transportation or other multi - use transportation functions.

***Note:** Work with Dane County, the Madison Area MPO and the University of Wisconsin to conduct an inventory of railroad corridors within the City and develop a long - range plan for their use. Preserve abandoned railroad right - of - way, where appropriate.*

Objectives and Policies for Trucking

Objective 19: Provide truck routes for the safe and efficient movement of truck traffic within and through the City, in order to provide access to and serve the needs of Madison businesses. Minimize the negative impacts of trucks on existing and future residential neighborhoods.

Policy 1: Designate truck routes in a manner that directs trucks to destinations via the most appropriate roadways, while discouraging travel through residential areas where possible.

***Note:** Truck routes are most appropriate for arterials and collector roadways. Volume II, [Map 3 -4 Truck Routes](#), at the end of this chapter, illustrates existing Madison area truck routes.*

Policy 2: Design and construct truck routes (and roads used to access industrial areas) to adequately accommodate heavy truck traffic.

Policy 3: Maintain and enforce ordinances that regulate and minimize negative noise and other impacts of trucking on residential neighborhoods, such as ordinances managing engine jake - braking, truck delivery times and vehicle idling.

Policy 4: Work with trucking, rail and air interests to investigate opportunities to enhance intermodal freight transportation.