

COMPREHENSIVE PLAN for the

Village of Barneveld

June, 2019



PLANNING ASSISTANCE PROVIDED BY



SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

RESOLUTION 19-02

VILLAGE OF BARNEVELD
403 E. COUNTY HWY ID, BARNEVELD, WI 53507

**A RESOLUTION TO APPROVE AN UPDATE TO THE VILLAGE OF BARNEVELD
COMPREHENSIVE PLAN**

WHEREAS, the Village of Barneveld, Wisconsin, pursuant to the Sections 60.10(2)(c), 62.23, 61.35, 61.22(3), and 66.1001(4)(b) of the Wisconsin Statutes, adopted a comprehensive plan on December 1st, 2003, and

WHEREAS, the Village of Barneveld is hereby updating the Village's Comprehensive Plan to update the Future Land Use Map; and

WHEREAS, the Village of Barneveld Plan Commission finds that the Village of Barneveld Comprehensive Plan, addresses all of the required elements specified in Section 66.1001 (2) of the Statutes and that the Comprehensive Plan, with the proposed update, is internally consistent; and

WHEREAS, the Village has duly noticed and held a public hearing on the proposed amendment and plan update, following procedures in Section 66.1001 (4)(d) of the Statutes and the public participation procedures for comprehensive plan amendments adopted by the Village Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 66.1001 (4)(d) of the Statutes, the Village of Barneveld Plan Commission hereby adopts this Resolution approving the update to the Village of Barneveld Comprehensive Plan.

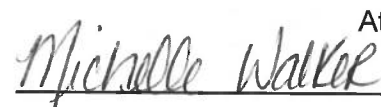
BE IT FURTHER RESOLVED that the Plan Commission does hereby recommend that the Village of Barneveld enact an ordinance adopting the updated Village of Barneveld Comprehensive Plan.

Adopted by the Village of Barneveld Plan Commission this 20th of May, 2019.

Ayes 4 Nays 0 Absent 1



Scott Leahy, Chair

Attest:


Michelle Walker, Clerk/Treasurer

ORDINANCE No. 19-06-01

**AN ORDINANCE ADOPTING UPDATES AND AMENDMENTS TO THE COMPREHENSIVE
PLAN FOR THE VILLAGE OF BARNEVELD, WISCONSIN**

The Board of Trustees of the Village of Barneveld, Wisconsin, do ordain as follows:

SECTION 1. Pursuant to Section(s) 62.23 of the Wisconsin Statutes, the Village of Barneveld is authorized to prepare and adopt a comprehensive plan as defined in Sections 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.

SECTION 2. The Village Board, by the enactment of an ordinance, formally adopted the document titled Village of Barneveld Comprehensive Plan as the Town's comprehensive plan on December 1st, 2003.

SECTION 3. The Village Plan Commission, by a majority vote of the entire Commission at a meeting held on May 20th, 2019 recommended to the Village Board the adoption of updates and amendments to the comprehensive plan for the purpose of updating and amending the plan as required under Wis. Stat sec. 66.1001(2)(i).

SECTION 4. The Village published a Class 1 public notice and held a public hearing regarding the plan amendment.

SECTION 5. The Board of Trustees of the Village of Barneveld, Wisconsin hereby adopts the proposed plan updates and amendments.

SECTION 6. The Village Clerk is directed to send a copy of this ordinance and the plan updates and amendments to the parties listed in Section 66.1001(4)(b) of the Wisconsin Statutes.

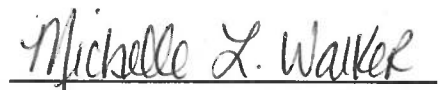
SECTION 7. This Ordinance shall take effect upon passage by a majority vote of the full membership of the Village Board and publication as required by law.

Adopted and approved this 3rd day of June, 2019.



Scott Leahy, Village President

Attest:



Michelle Walker, Clerk/Treasurer

Date Adopted: _____
Date Recorded: _____
Date Published: _____
Effective Date: _____

STAFF

Troy Maggied

Executive Director

Jaclyn Essandoh

GIS Specialist

Steve Genoway

Economic Development Specialist

Matthew Honer

Associate Planner

Kate Koziol

Economic Development Specialist

Kristina Tranel

Associate Planner

Sonya Silvers

Office Manager

COMMISSIONERS

Grant County

Bob Keeney*

Eileen Nickels

Jerry Wehrle

Green County

Arthur Carter*

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Mike Doyle

Iowa County

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Lafayette County

Jack Sauer*

Timothy McGettigan

Richland County

Jeanetta Kirkpatrick*

Ray Schmitz



SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

P.O. Box 262, Platteville WI 53818

p: 608.342.1636 • f: 608.342.1220

e: info@swwrpc.org, www.swwrpc.org

Table of Contents

Section A: Issues and Opportunities

Executive Summary	A-1
Issues and Opportunities Policy Recommendations	A-2
Background.....	A-3
Community Vision	A-3
SWOT Analysis	A-4
Community Survey	A-5
Demographic Trends	A-6
Demographic Characteristics	A-9

Section B: Housing

Executive Summary	B-1
Housing Policy Recommendations	B-2
Housing Characteristics	B-3
Housing Affordability.....	B-5
Housing Agencies & Programs	B-8

Section C: Transportation

Executive Summary	C-1
Transportation Policy Recommendations	C-2
Transportation Inventory	C-3
Census Bureau Statistics.....	C-6
Bicycle/Pedestrian Statistics	C-9
Local Transit Services	C-9
Regional Transit Service	C-9
Park and Ride Facilities.....	C-10
Rail and Harbor Service	C-10
Air Service.....	C-10
Truck Transportation.....	C-11
Other Local, Regional, and State Planning Initiatives	C-11
Regional Planning Initiatives	C-13
Statewide System Planning	C-13
Transportation Agencies and Programs	C-16

Section D: Utility and Community Facilities

Executive Summary	D-1
Utility and Community Policy Recommendations.....	D-2
Public Utilities.....	D-3
Community Facilities	D-6

Utilities and Community Agencies and Programs	D-9
---	-----

Section E: Agricultural, Natural, and Cultural Resources

Executive Summary	E-1
Agricultural, Natural, and Cultural Resources Policy Recommendations	E-2
Agricultural Resources	E-4
Farmland Potential	E-5
Land Cover	E-5
Natural Resources	E-6
Wildlife Resources and Habitat	E-7
Geological and Soil Resources	E-8
Parks and Open Space	E-9
Cultural and Historic Resources	E-10
Agricultural, Natural, and Cultural Resource Agencies and Programs	E-12

Section F: Economic Development

Executive Summary	F-1
Economic Development Policy Recommendations.....	F-2
Background.....	F-5
Labor Force Statistics	F-6
Business Mix.....	F-13
Major Development Projects	F-15
Economic Development Agencies.....	F-17

Section G: Intergovernmental Cooperation

Executive Summary	G-1
Intergovernmental Cooperation Policy Recommendations.....	G-2
Existing Areas of Cooperation	G-3
Possible Future Cooperation Efforts	G-3
Existing and Future Conflicts	G-3
Advantages of Local Intergovernmental Cooperation	G-4
Disadvantages of Local Intergovernmental Cooperation.....	G-4
Steps to Beginning Successful Intergovernmental Cooperation Efforts	G-5
Additional Intergovernmental Cooperation Ideas	G-6
Techniques and Programs for Municipal Boundary Cooperation	G-7
Intergovernmental Cooperation Agencies and Programs.....	G-8

Section H: Land Use

Executive Summary	H-1
Land Use Policy Recommendations	H-2
Existing Land Use Policies.....	H-3
Land Use Trends	H-4
Redevelopment Opportunities	H-5
Existing and Potential Land Use Conflicts	H-6
Future Land Use	H-7
Land Use Agencies and Programs	H-7

Section I: Implementation

Executive Summary	I-1
Implementation Recommendations	I-2
Consistency Among Plan Elements	I-3
Plan Adoption.....	I-3
Local Ordinances and Regulations	I-3
Official Mapping	I-3
Capital Improvement Plan.....	I-3
Plan Amendments	I-3
Plan Updates	I-4
Implementation Measures.....	I-4

Appendix A: Public Participation Plan

Public Participation Plan.....	Appendix A-1
--------------------------------	--------------

Appendix B: Community Survey Results

Community Survey Results.....	Appendix B-1
-------------------------------	--------------

Appendix C: Development Scenarios

Development Scenarios	Appendix C-1
-----------------------------	--------------

Appendix D: List of Abbreviations

List of Abbreviations.....	Appendix D-1
----------------------------	--------------

List of Figures

Section A: Issues and Opportunities

A.1 Village of Barneveld Population Change	A-6
A.2 Village of Barneveld Age Breakdown	A-6
A.3 Population Comparisons by Percent for the Village of Barneveld and Iowa County	A-6
A.4 Housing Trends in the Village of Barneveld	A-7
A.5 Occupation – Employed Civilian Population 16 years and over	A-8
A.6 Village of Barneveld Population Projections (SWWRPC 2002)	A-9
A.7 Village of Barneveld Population Projections (WI DOA 2003)	A-9
A.8 Village of Barneveld Household Projections	A-10
A.9 Village of Barneveld Labor Force Projections	A-10

Section B: Housing

B.1 Housing Trends in the Village of Barneveld	B-3
B.2 Village of Barneveld Tenure of Household	B-3
B.3 Village of Barneveld Type of Housing Unit	B-4
B.4 Village of Barneveld Year Structure Built	B-4
B.5 Village of Barneveld Value of Specified Owner-Occupied Units	B-6
B.6 Village of Barneveld Selected Monthly Owner Costs as Percentage of Household Income in 1999	B-6
B.7 Village of Barneveld Gross Rent for Renter Occupied Units	B-7
B.8 Village of Barneveld Selected Gross Rent as a Percentage of Household Income in 1999	B-7

Section C: Transportation

C.1 Village of Barneveld Roadway Mileage	C-4
C.2 Village of Barneveld Surface Conditions (Asphalt Roads/Streets)	C-6
C.3 Village of Barneveld Means of Transportation to Work	C-6
C.4 Village of Barneveld Carpooling	C-7
C.5 Village of Barneveld Travel Time to Work	C-7
C.6 Village of Barneveld Time Leaving for Work	C-8
C.7 Village of Barneveld – Place of Work	C-8

Section D: Utility and Community Facilities

D.1 Barneveld Water System	D-4
D.2 Barneveld Sanitary System	D-5
D.3 Barneveld School District	D-7

Section E: Agricultural, Natural, and Cultural Resources

E.1 Farms in Iowa County	E-4
E.2 Land in Farms – Iowa County	E-4

Section F: Economic Development

F.1 Estimated Number of Net New Jobs Required to Meeting the Needs of the Projected Population in 2030 by Age Group (Males) F-14

F.2 Estimated Number of Net New Jobs Required to Meeting the Needs of the Projected Population in 2030 by Age Group (Females)..... F-15

Section G: Intergovernmental

No Figures for this section

Section H: Land Use

No Figures for this section

Section I: Implementation

No Figures for this section

List of Maps

Section A: Issues and Opportunities

No Maps for this section

Section B: Housing

No Maps for this section

Section C: Transportation

C.1 Functional Highway System

C.2 Southern Wisconsin Railroad System

C.3 Wisconsin State Airport System Plan 2020

C.4 Recreational Trails of Southwestern Wisconsin

C.5 Bicycling Conditions Assessment with Planned State Highway Priority Corridors and Key Linkages – Iowa County

Section D: Utility and Community Facilities

D.1 Community Facilities

D.2 Southwestern Wisconsin Hospitals and Medical Clinics

Section E: Agricultural, Natural, and Cultural Resources

E.1 Farmland Potential

E.2 Iowa County Land Cover

E.3 Surface Water Resources

E.4 Iowa County Watersheds

E.5 Flood Hazard Boundary Map

E.6 Depth to Water Table

E.7 Wisconsin Natural Heritage Inventory (NHI)

E.8 Natural Resources and Environmental Corridors – Iowa County

E.9 Slope Limitations

E.10 Septic Limitations

E.11 Depth to Bedrock

Section F: Economic Development

No Maps for this section

Section G: Intergovernmental

No Maps for this section

Section H: Land Use

H.1 Existing Land Use

H.2 Future Land Use

H.3 Area Existing Land Use

Section I: Implementation

No Maps for this section

List of Tables

Section A: Issues and Opportunities

A.1 Village of Barneveld Educational Attainment Comparison for Residents 25 years and older	A-7
A.2 Village of Barneveld Age Income Comparisons	A-8

Section B: Housing

B.1 Comparison of Owner-Occupied Median Home Values	B-5
B.2 Comparison of Renter Occupied Median Rent Paid – 1999 & 2000	B-5

Section C: Transportation

C.1 Annual Average Daily Traffic Counts	C-3
C.2 PASER Rating System – Asphalt, Sealcoat and Gravel Roads	C-5

Section D: Utility and Community Facilities

D.1 Sources of Water Supply – Ground Water	D-3
D.2 Water Supply – Pumping and Water Supply Equipment	D-3
D.3 Water Supply – Storage and Treatment	D-3
D.4 Water Supply – Water Mains	D-4

Section E: Agricultural, Natural, and Cultural Resources

E.1 National Register of Historic Places	E-10
--	------

Section F: Economic Development

F.1 Employment Status by Sex by Age: 2000	F-6
F.2 Age-specific Labor Force Participation Rates for Comparison	F-7
F.3 Work Status in 1999 by Weeks and Hours Usually Worked, by Sex	F-8
F.4 Earnings in 1999 of Full-time, Year-round Workers	F-9
F.5 Industry by Sex: 2000	F-9
F.6 Occupation by Sex: 2000	F-10
F.7 Place of Work for Workers 16 Years and Over	F-11
F.8 Journey to Work: 2000	F-12
F.9 Travel Time to Work	F-12
F.10 Time Leaving Home to go to Work	F-13
F.11 Number of Establishments by Employment Size Class 2000	F-13

Section G: Intergovernmental

No tables for this section.

Section H: Land Use Element

H.1 Village of Barneveld Land Use	H-3
H.2 Village of Barneveld Single Family Housing Unit Change	H-4

H.3 Village of Barneveld Land Use Assessment Statistics - 2002	H-5
H.4 Village of Barneveld Land Use Assessment Statistics - 19992	H-5

Section I: Implementation

No tables for this section.

EXECUTIVE SUMMARY

The purpose of this section is to provide basic background information for the comprehensive planning process and general population and demographic characteristics for the Village of Barneveld. More specifically this section includes information on the community survey and vision, SWOT analysis, demographic trends including; population trends, age distribution, housing trends, education levels, income levels, employment characteristics, population projections, housing projections, and labor force projections.

**Wisconsin State Statute 66.1001(2)(a)****(a) *Issues and opportunities element.***

Background information on the local governmental unit and a statement of overall objectives, policies, goals and programs of the local governmental unit to guide the future development and redevelopment of the local governmental unit over a 20-year planning period. Background information shall include population, household and employment forecasts that the local governmental unit uses in developing its comprehensive plan, and demographic trends, age distribution, educational levels, income levels and employment characteristics that exist within the local governmental unit.

ISSUES AND OPPORTUNITIES POLICY RECOMMENDATIONS

The following are the issues and opportunities policy recommendations for the Village of Barneveld. The essence of these recommendations is carried out throughout the entire document.

- Protect and improve the health, safety, and welfare of residents in Barneveld*.
- Preserve and enhance the quality of life for the residents of Barneveld*.
- Protect and preserve the small community character of Barneveld*.

*Note: The above policy recommendations are further explained in other elements of this comprehensive plan. This section provides background information and overall direction. For example, the above recommendations may be carried out by implementing recommendations in other sections such as housing, economic development, and transportation.



BACKGROUND

The Village of Barneveld applied for a Comprehensive Planning Grant through the Wisconsin Department of Administration in the fall of 2000. In the spring of 2001, the Comprehensive Planning Grant was awarded and the Village contracted with the Southwestern Wisconsin Regional Planning Commission (SWWRPC) to complete a comprehensive plan in accordance with Wisconsin Statutes 66.1001.



The village appointed a group of citizens and officials, the Citizen Advisory Committee (CAC), to serve as the steering committee for the process. The group worked diligently with staff from SWWRPC to complete the various elements of the plan. The Village of Barneveld CAC included the following members: Bill Aschliman, Ann Bureson, Greg Bureson, Steve Deal, Tom Forbes, Ron Ignatius, Mike Landy, Joanne Mantuefel, Gary Marsden, Mary Ann Myers, Otis Nelson, Wanda Owens, Mike Peterson, and Steve Thoni. Other community members participated in the planning process, but were members of the CAC. (Refer to Appendix A for additional public participation efforts.)

COMMUNITY VISION

During the summer of 2001, the CAC in conjunction with staff from SWWRPC worked to develop a vision statement. In conjunction with the vision statement above, the CAC also developed the following statements as action steps to achieving the desired vision. (The following statements are discussed in greater detail in other sections of this plan.)

- Create a Chamber of Commerce and continue to encourage and participate in the Advancement Association activities.
- Continue to support and maintain an excellent school system.
- Encourage an integrated economic development and land use plan between the Village of Barneveld and Town of Bringham.
- Foster community spirit by providing facilities and state of the art equipment, training, and educational opportunities for volunteer organizations.
- Establish a community center with recreational facilities for youth and adults.
- Build a close rapport with elected officials.
- Strive for a balance between housing and economic growth to maintain a small town environment.

Barneveld Vision

Barneveld will continue to maintain a safe, small town environment with a superb school system, excellent community services and volunteer organizations; while promoting economic growth and increasing recreational opportunities.

SWOT ANALYSIS

In August 2001, the Village of Barneveld CAC completed a SWOT Analysis, looking at Strengths, Weaknesses, Opportunities, and Threats. Strengths and weaknesses are internal to the Village of Barneveld. Opportunities and threats are external - things that are occurring outside of the village, but impact the village in one-way or another.

Strengths: Positive aspects internal to the Village of Barneveld

- Fire, EMS, and Police Departments
- Good School District
- Safe Place to Live and Raise a Family
- Small Town Environment
- Updated Water and Sewer Facilities
- Availability of Retail Businesses
- Community Spirit
- Proximity to Other Communities
- Well Maintained Community
- Strength of Volunteer Organizations
- Availability of Parks
- Level of Family Income
- Natural Settings

**Weaknesses:** Negative aspects internal to the Village of Barneveld

- Need for an Industrial Plant/Park
- Terrain Obstacles for New Growth
- No Formal Economic Development Organization
- Taxes are Too High
- Need for More Activities for Children
- Bike Trail Through Town Limits Development Potential
- Lack of Jobs
- Need for Rental Housing
- Lack of Direction for Recreational Programs
- Size of Population
- Permit Costs are Too High



Opportunities: Positive aspects external to the Village of Barneveld

- Proximity to High Quality Educational Opportunities and Technology
- Dairy Farms Will Provide for Future Growth
- Growth in The Town of Bringham
- Regional Parks
- Cost Sharing for Equipment and Services
- Creation of Job Opportunities in the Surrounding Area
- New Interchange
- Proximity to Nearby Communities
- Highway 151
- Regional Tourism
- Medical/Dental Facilities in Close Proximity
- Expansion of Recreational Trail

**Threats:** Negative aspects external to the Village of Barneveld

- Convenience of Retail Stores in Surrounding Communities
- State and Federal Regulations Including Taxes
- State Aid for Schools and Municipalities
- Energy Costs
- Business Competition with Other Communities
- Threat of Safety With New Development
- Interchange Bridge and Loss of Business
- Park and Recreational Areas Off Tax Rolls

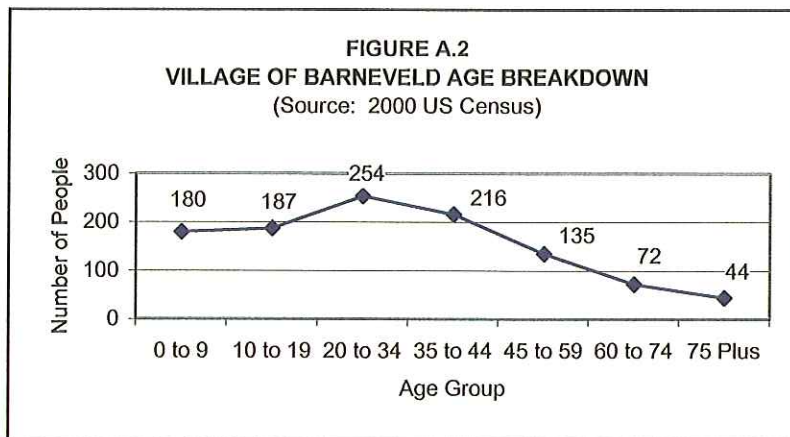
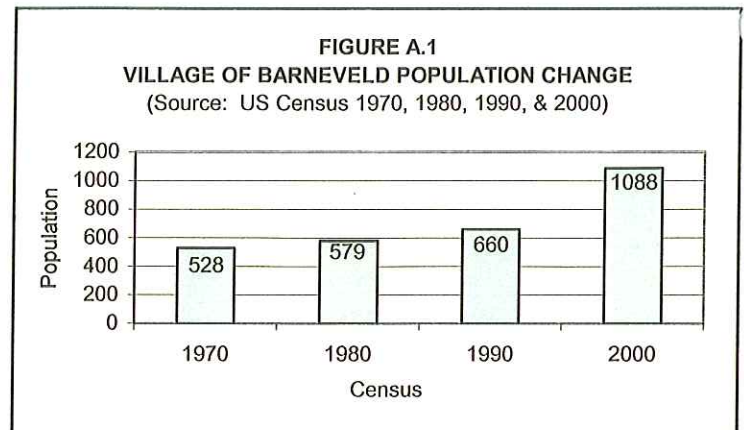
**COMMUNITY SURVEY**

The CAC developed a community survey that was mailed to all village residents seeking their input on various issues. Each survey consisted of nine questions and was intended to reach beyond individuals that may otherwise have not been included in the process. A total 79 surveys were returned, along with 47 written comments. The survey results are included in Appendix B.

DEMOGRAPHIC TRENDS

POPULATION CHANGE

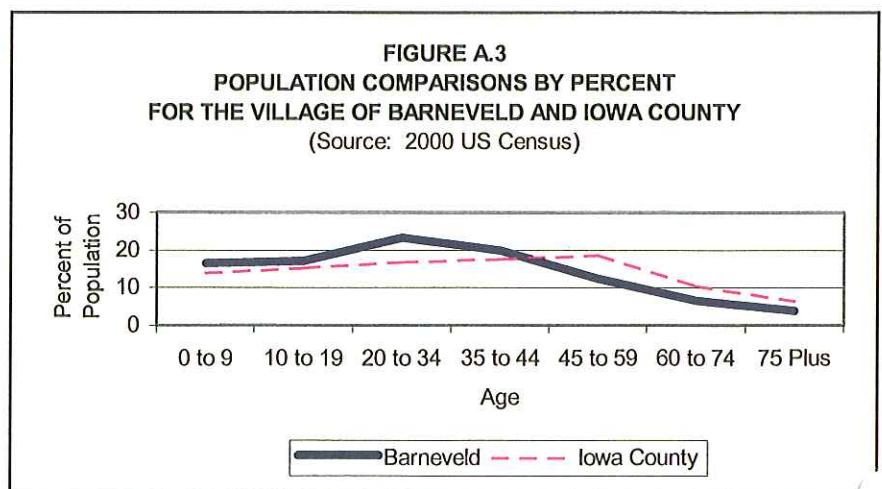
Figure A.1 indicates population change in the Village of Barneveld between 1970 and 2000. The Village of Barneveld has experienced a continual rate of growth over the past thirty years. The most significant increase (428 persons or 64 percent) occurred between 1990 and 2000.



AGE DISTRIBUTION

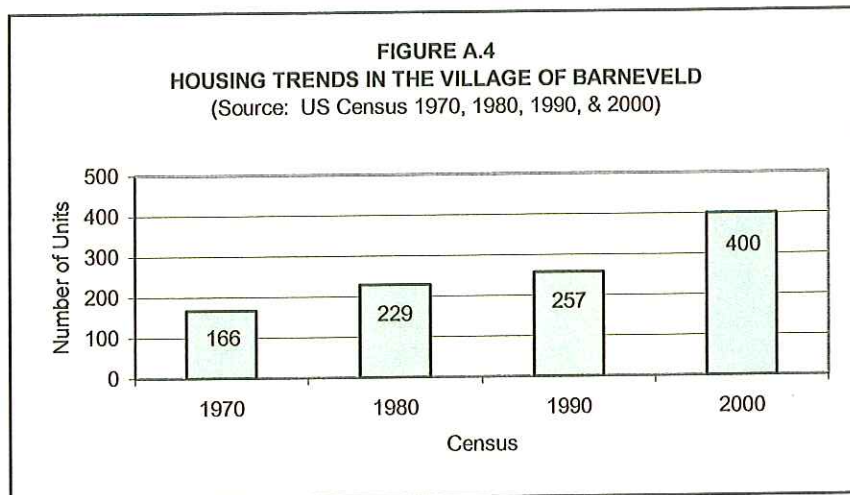
Figure A.2 shows the overall age distribution of the Village of Barneveld residents. The Village of Barneveld has a relatively young population, as 77 percent of the population is under the age of 44.

Figure A.3, compares the population in the Village of Barneveld with Iowa County on a percentage basis. As the figure indicates, Barneveld has a higher concentration of persons in the younger age groups, 44 and under, than Iowa County. In contrast, the County has a higher percentage of persons in the older age groups, 45 and older.



HOUSING TRENDS

The Village of Barneveld has also seen an overall increase in housing units over the past thirty years. As indicated by Figure A.4, the total number of housing units increased by 56 percent between 1990 and 2000.



EDUCATION LEVELS

An important factor underlying a jurisdiction's economic well-being, as well as its potential for economic growth is the link between education levels of the residents and employment opportunities. Statistics have shown that as education levels rise, so do the number of employment opportunities and the level of personal income. Table A.1 below is reflective of the educational attainment of residents 25 years and over. The table compares the Village of Barneveld, Iowa County, and the State of Wisconsin.

**TABLE A.1: VILLAGE OF BARNEVELD
EDUCATIONAL ATTAINMENT COMPARISON FOR RESIDENTS 25 YEARS AND OLDER**

	Barneveld		Iowa County	State of Wisconsin
Education Attainment	Number	Percent	Percent	Percent
Less than 9 th Grade	16	2.2	4.2	5.4
9 th to 12 th Grade, No Diploma	41	5.7	7.4	9.6
High School Graduate (Includes Equivalency)	263	36.7	41.8	34.6
Some College, No Degree	170	23.7	19.9	20.6
Associate Degree	79	11.0	8.3	7.5
Bachelor's Degree	128	17.9	13.2	15.3
Graduate or Professional Degree	19	2.7	5.3	7.2
TOTAL	716	100%	100%	100%

(Source: 2000 US Census)

INCOME COMPARISONS

Table A.2 compares the income levels of the Village of Barneveld with those of Iowa County and the State of Wisconsin. Median household income is based on every unit of occupancy with one or more unrelated individuals. Median family income is based on units of occupancy with individuals related by blood or by law. Per capita income is based on each individual wage earner.

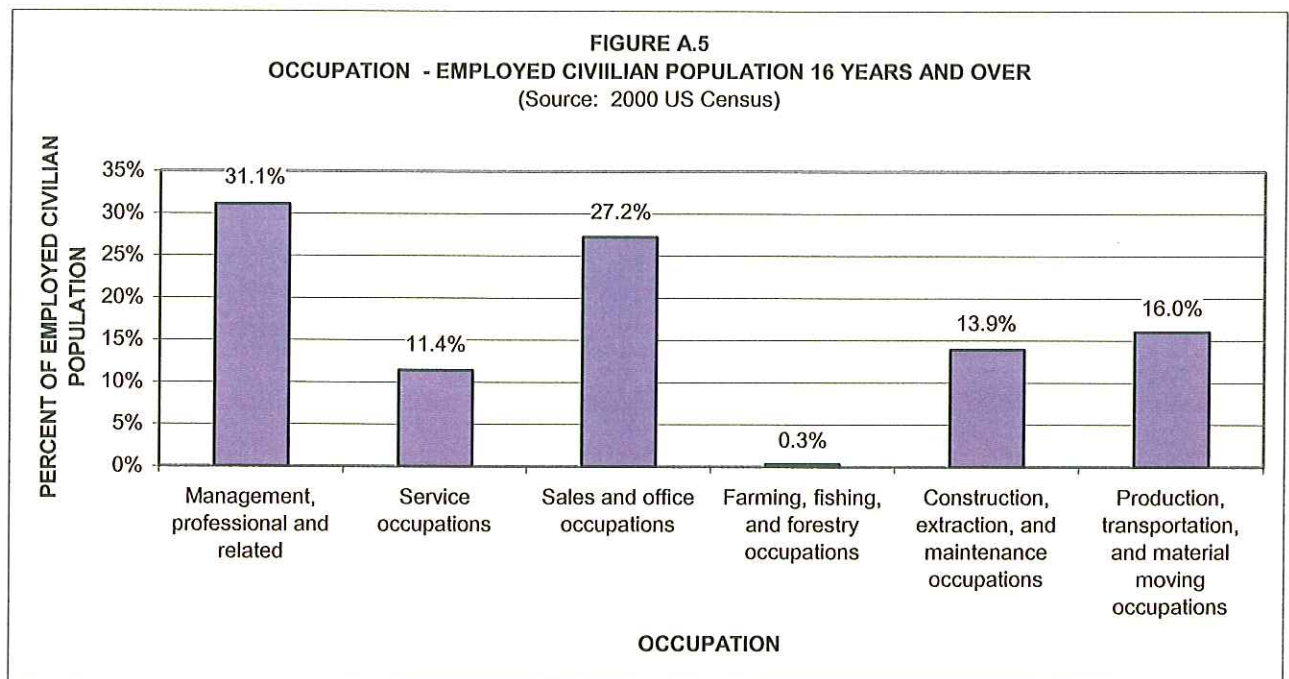
TABLE A.2: VILLAGE OF BARNEVELD INCOME COMPARISONS

Income Level	Village of Barneveld	Iowa County	State of Wisconsin
Median Household Income	\$55,350	\$42,518	\$43,791
Median Family Income	\$58,393	\$49,972	\$52,911
Per Capita Income	\$22,009	\$19,497	\$21,271

(Source: 2000 US Census)

EMPLOYMENT CHARACTERISTICS

Figure A.5 below is reflective of the 2000 US Census figures for employed persons 16 years and over, and their respective occupations for the Village of Barneveld. By definition of the US Census, occupation can be defined as the type of work a person does on the job. Note these are occupations of Barneveld residents, but the occupations may not necessarily be located in the Village of Barneveld.



100 percent of survey respondents agreed that the Village of Barneveld is a good community to raise a family.

**Barneveld Community Survey 2001*

DEMOGRAPHIC CHARACTERISTICS

POPULATION PROJECTIONS

The purpose of preparing projections of future population is to provide planners, developers, and others with expected increases or decreases in population in given base years. Reliable projections of population are needed for all kinds of planning or policy decisions whether involving the need for extending utilities, building a new highway, or starting a business. All of these require some notion of probable demand for such facilities. Figure A.6 below is indicative of the historical population trends, as well as the population projections for the Village of Barneveld to the year 2030, as prepared by SWWRPC. The figure below includes both a low and high projection for Barneveld based on past trends, showing an overall increase in population by 2030.

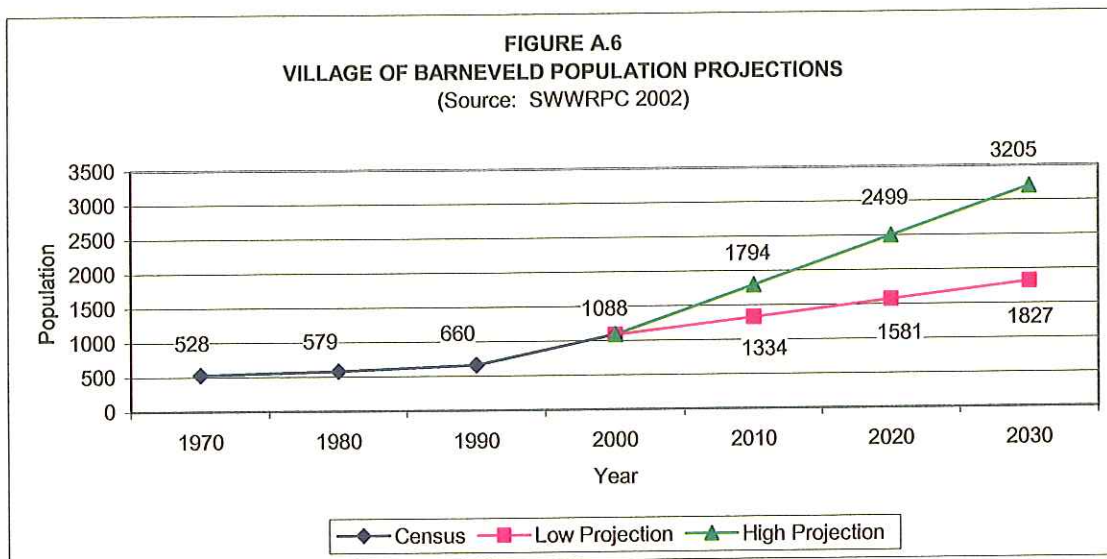
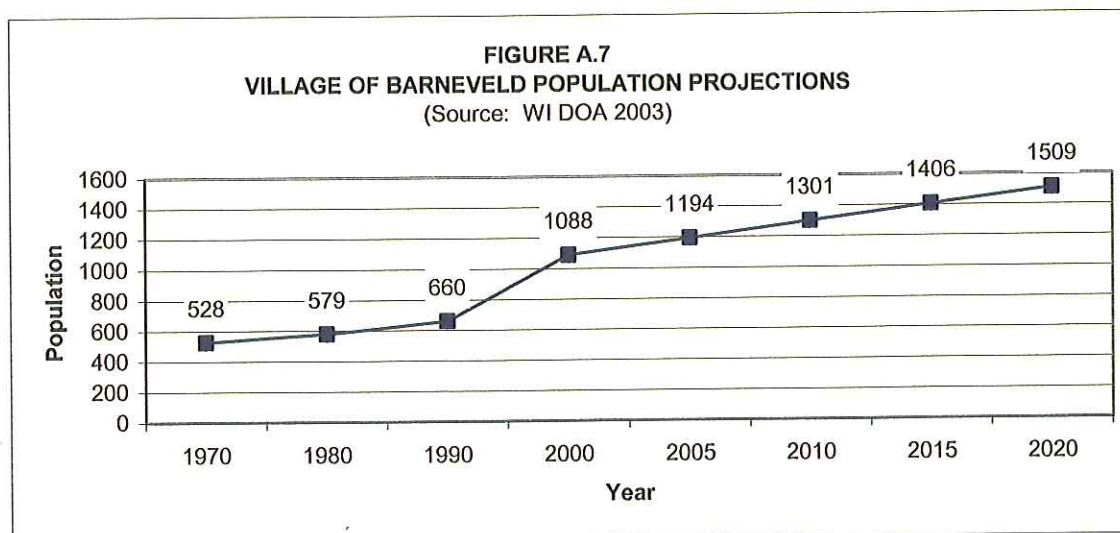
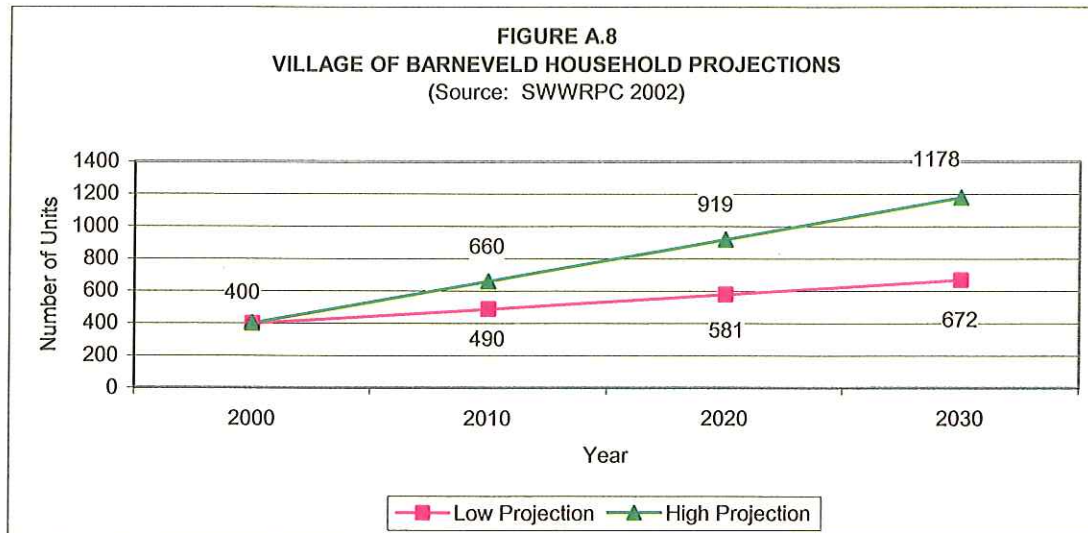


Figure A.7 is reflective of the Wisconsin Department of Administration (DOA) Population Projections for the Village of Barneveld in five-year increments over the next twenty years. As indicated by Figure A.7, the DOA projections add approximately 100 persons every five years, which is similar to the low projection that is presented in Figure A.6 above.



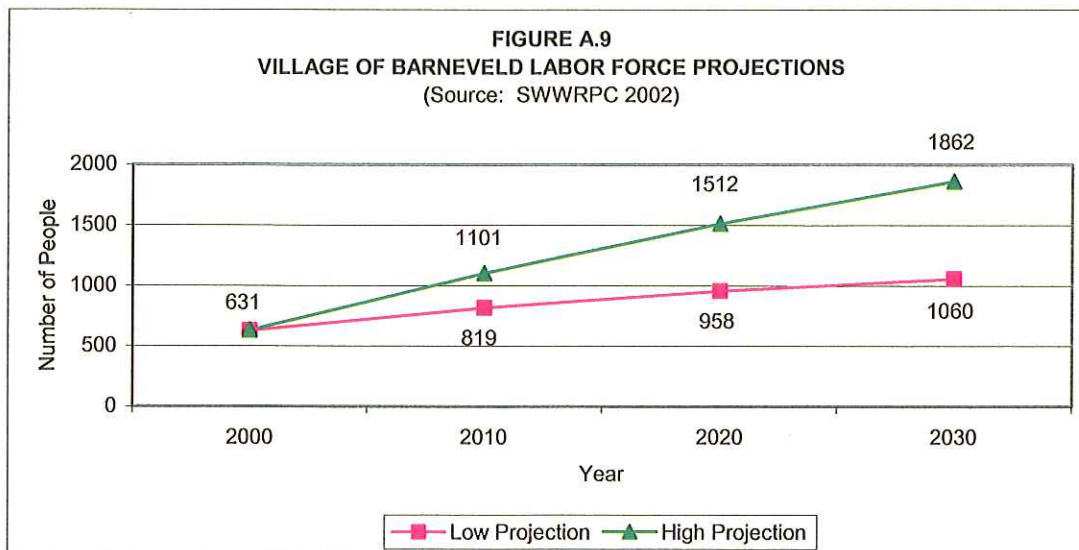
HOUSEHOLD PROJECTIONS

Figure A.8 is reflective of the household projections for the Village of Barneveld to the year 2030, based on the SWWRPC population projections in Figure A.6. The household projections were calculated based on the population projections and using the average number of persons per household from the 2000 US Census.



LABOR FORCE PROJECTIONS

The following figures are the labor force projections for the Village of Barneveld, based on the SWWRPC population projections in Figure A.6. The jobs are not necessarily to be created in Barneveld, but indicate the projected labor force residing in the Village of Barneveld. Figure A.9 indicates the Village of Barneveld Labor Force Projections.



All of the projections presented in this section are based on past trends. The projections are intended to be used as a guide. A sudden change, such as the creation of a large industry in an outlying area may dramatically impact these projections.

EXECUTIVE SUMMARY

Housing is a basic necessity of life and an important part of the comprehensive planning process. Obtaining suitable, spacious, and affordable housing is often difficult for many residents. Housing is generally considered affordable when housing costs do not exceed 30 percent of household income. Integrating single and multi-family housing units into new developments can support a more diverse population. The addition of units or conversion of larger homes to duplexes or apartments can be a way to increase the supply of multi-family housing without dramatically changing the landscape. This section examines the existing housing stock. Included in the housing stock is the total units, age characteristics of the existing housing supply, occupancy rates, structural characteristics, affordability of housing, as well as housing policies and programs.

**Wisconsin State Statute 66.1001(2)(b)*****(b) Housing element.***

A compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit. The element shall assess the age, structural, value and occupancy characteristics of the local governmental unit's housing stock. The element shall also identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate-income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

HOUSING POLICY RECOMMENDATIONS:

The following are the housing policy recommendations for the Village of Barneveld.

- **Encourage a diversity of lot sizes and housing types for rental and ownership units within the Village of Barneveld.**

Having a variety of both owner and renter occupied housing units available is important. Varieties of homes may include single family, duplexes, apartments, condominiums, manufactured homes, etc.

- **Promote the preservation and rehabilitation of Barneveld's existing housing stock.**

This may not be a problem in Barneveld today, but may be a problem as the numbers of new homes begin to age and need structural repairs. It is important to encourage property owners to preserve and rehabilitate their homes before it is too late.

- **Preserve and expand the supply of affordable rental and ownership housing for low and moderate-income individuals in the Village of Barneveld.**

As the village continues to expand there may be an additional need for "affordable" rental and ownership units.

The key is enforcement of the zoning ordinance. This will help maintain the character of the village by enforcing setback requirements, separating incompatible land uses, and enforcing other requirements as outlined in the Village Ordinance.

- **Promote and utilize federal and state housing assistance programs.**

There are a number of available programs for housing development and redevelopment. There are programs available for individuals, developers, and communities. Explore the programs to find one that best suits the Village's needs.

- **Encourage contiguous development patterns in the Village of Barneveld that preserve and expand upon existing neighborhoods and can be served by public utilities.**

Encouraging contiguous development patterns can cut down on infrastructure costs; including roads, water, and sanitary sewer service, by avoiding "leap frog" development.

63 percent of the survey respondents agreed that the Village of Barneveld should encourage residential growth.

**Barneveld Community Survey 2001*

HOUSING CHARACTERISTICS**HOUSING UNITS**

The Village of Barneveld has seen a steady increase in the housing supply over the last thirty years. As indicated in Figure B.1 below, the most significant increase occurred between 1990 and 2000, with an increase of 57 percent. There was an increase of 66 housing units between 1970 and 2000. According to the 2000 Census, there are 400 housing units in Barneveld, 301 are owner occupied, 95 are renter occupied, and the remaining 4 units are vacant. The average number of persons per household is 2.96 for owner occupied units and 1.94 for rental units.

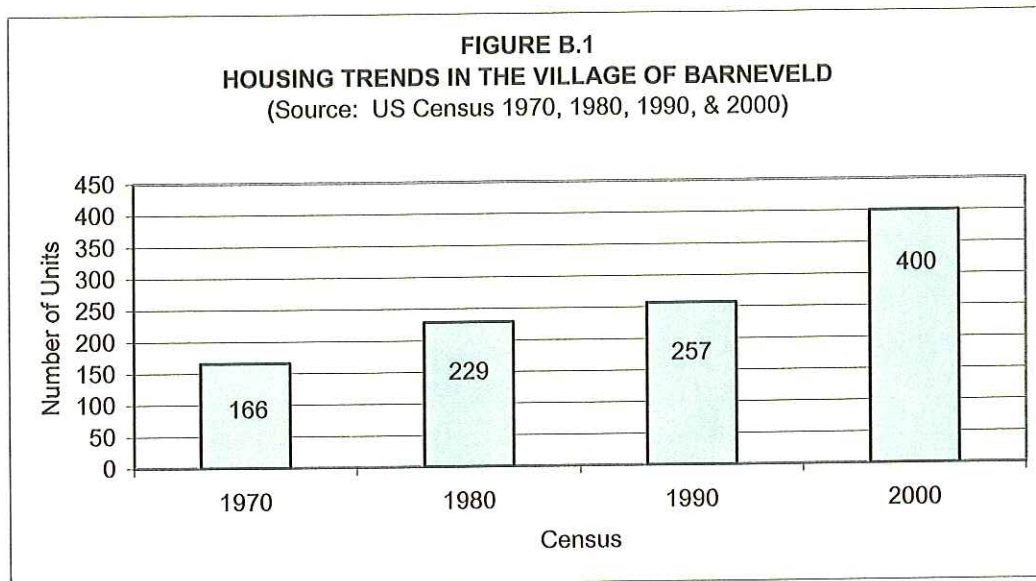
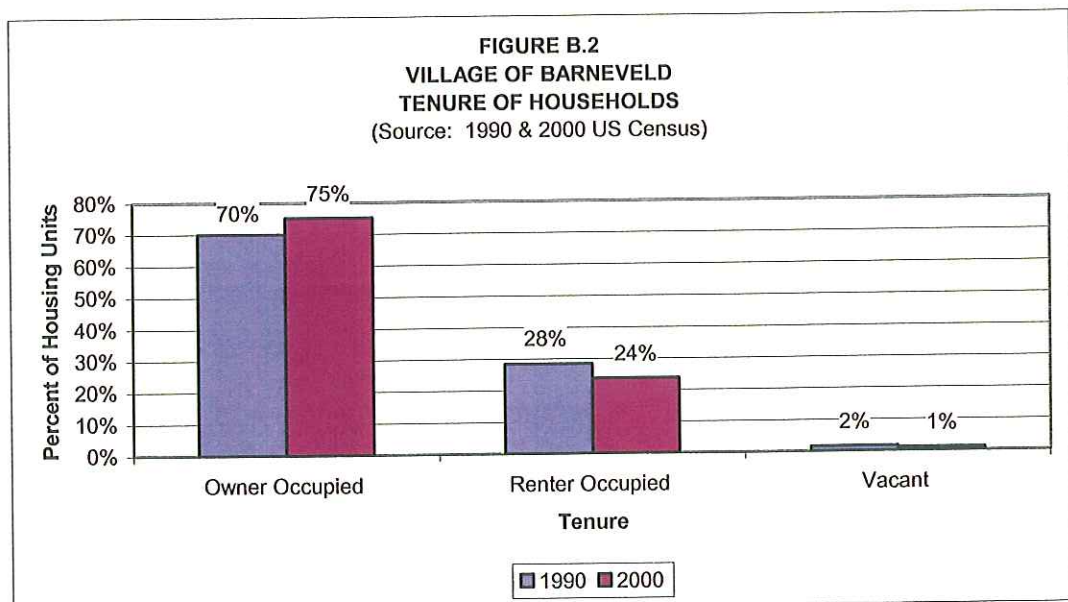
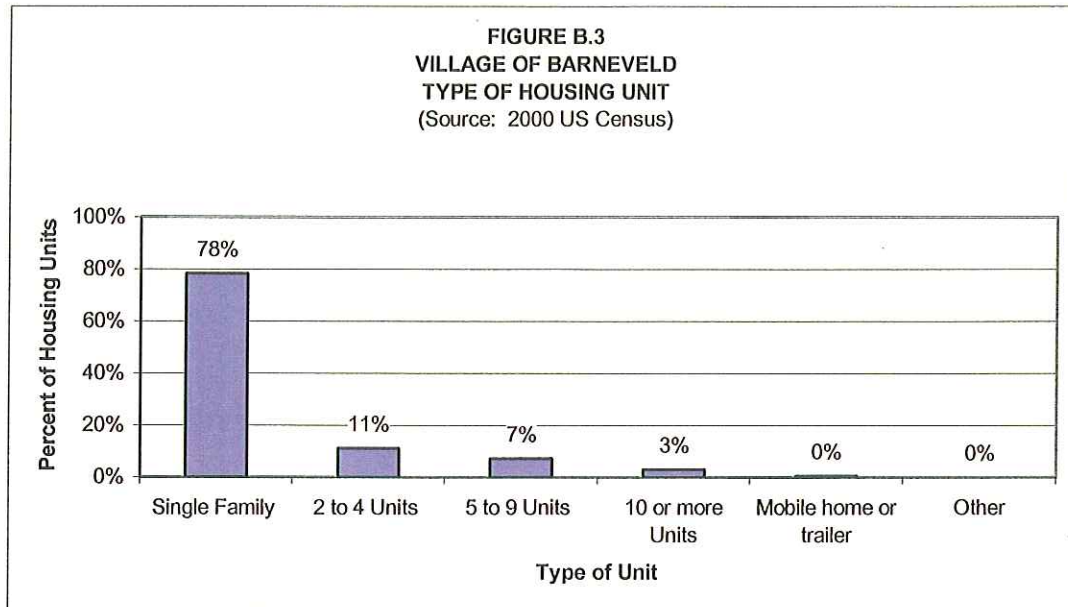
**OCCUPANCY CHARACTERISTICS**

Figure B.2 below indicates the ownership of households in Barneveld according to the 1990 and 2000 US Census. Between 1990 and 2000, there was a 5 percent increase in owner occupied households, while the renter occupied units decreased by 4 percent and the vacancy rate decreased by 1 percent.



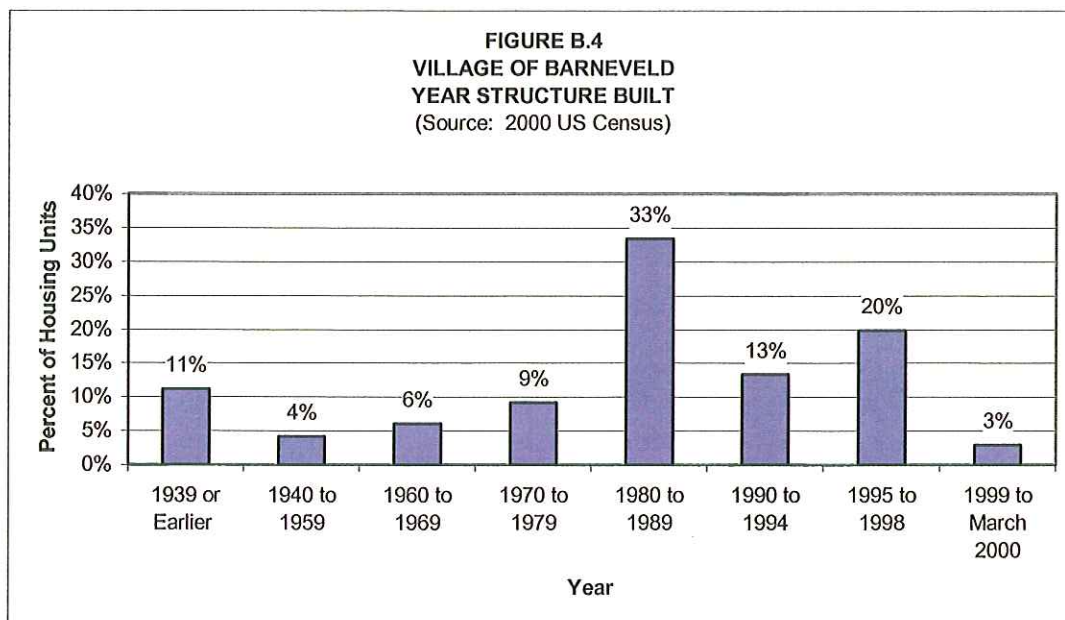
STRUCTURAL CHARACTERISTICS

Figure B.3 below indicates the type of housing units in Barneveld as reported in the 2000 US Census. As indicated, 78 percent of the housing stock in Barneveld is single-family homes, 11 percent is two to four units' complexes, and the remaining 11 percent comprised of larger apartment buildings.



AGE CHARACTERISTICS

Figure B.4 below indicates the year housing units were built in Barneveld. Approximately 30 percent of the housing stock in Barneveld was constructed prior to 1980. Between 1980 and 1989, 33 percent of the homes were constructed, which was a result of the Barneveld Tornado. Approximately 36 percent of the housing stock in Barneveld was constructed in the past decade.



HOUSING AFFORDABILITY

As mentioned later in this section, housing affordability is a major component of the comprehensive plan. No single type of housing can serve the varied needs of today's diverse households. This process is an opportunity for local communities to increase housing choices not only by modifying development patterns, but also by increasing the supply in existing neighborhoods that can be served by the current infrastructure. Table B.1 below compares owner occupied housing unit median values in the Barneveld area. Table B.2 compares renter occupied housing unit median values.

TABLE B.1: COMPARISON OF OWNER OCCUPIED MEDIAN HOME VALUES - 1990 & 2000

Jurisdiction	1990 Median Home Value - Owner Occupied	2000 Median Home Value - Owner Occupied	Change in Median Home Value 1990 to 2000
Barneveld	\$58,900	\$117,600	\$58,700
Blue Mounds	\$52,100	\$151,000	\$98,900
Brigham Town	\$51,700	\$142,000	\$90,300
Dodgeville	\$51,700	\$88,200	\$36,500
Mount Horeb	\$73,300	\$145,700	\$72,400
Ridgeway	\$46,500	\$88,000	\$41,500
Verona	\$91,800	\$161,500	\$69,700
Dane County	\$77,900	\$146,900	\$69,000
Iowa County	\$46,500	\$91,800	\$45,300

(Source: 1990 & 2000 US Census)

TABLE B.2: COMPARISON OF RENTER OCCUPIED MEDIAN RENT PAID - 1990 & 2000

Jurisdiction	1990 Median Rent - Renter Occupied	2000 Median Rent - Renter Occupied	Change in Median Rent 1990 to 2000
Barneveld	\$267	\$486	\$219
Blue Mounds	\$395	\$590	\$195
Brigham Town	\$421	\$575	\$154
Dodgeville	\$355	\$569	\$214
Mount Horeb	\$426	\$659	\$233
Ridgeway	\$300	\$497	\$197
Verona	\$444	\$606	\$162
Dane County	\$465	\$641	\$176
Iowa County	\$323	\$502	\$179

(Source: 1990 & 2000 US Census)

OWNER-OCCUPIED CHARACTERISTICS

The following figure represents owner-occupied housing units in the Village of Barneveld. Figure B.5 indicates the value of owner-occupied units in the Village of Barneveld. The majority of homes in Barneveld range in value from \$100,000 to \$149,999, with other units both above and below. The median value of an owner-occupied home in Barneveld in 2000 was \$117,600.

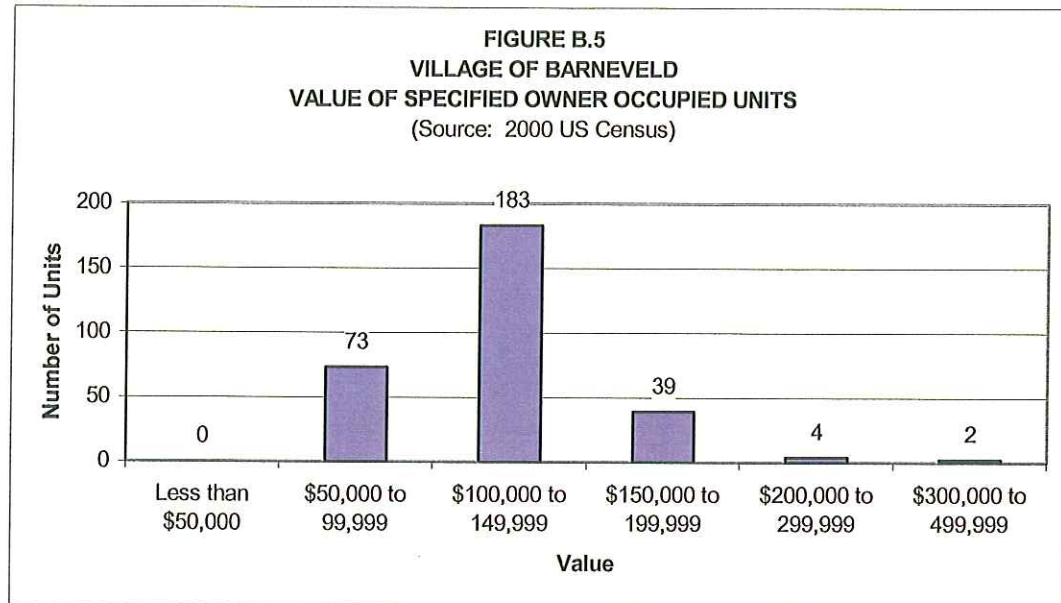
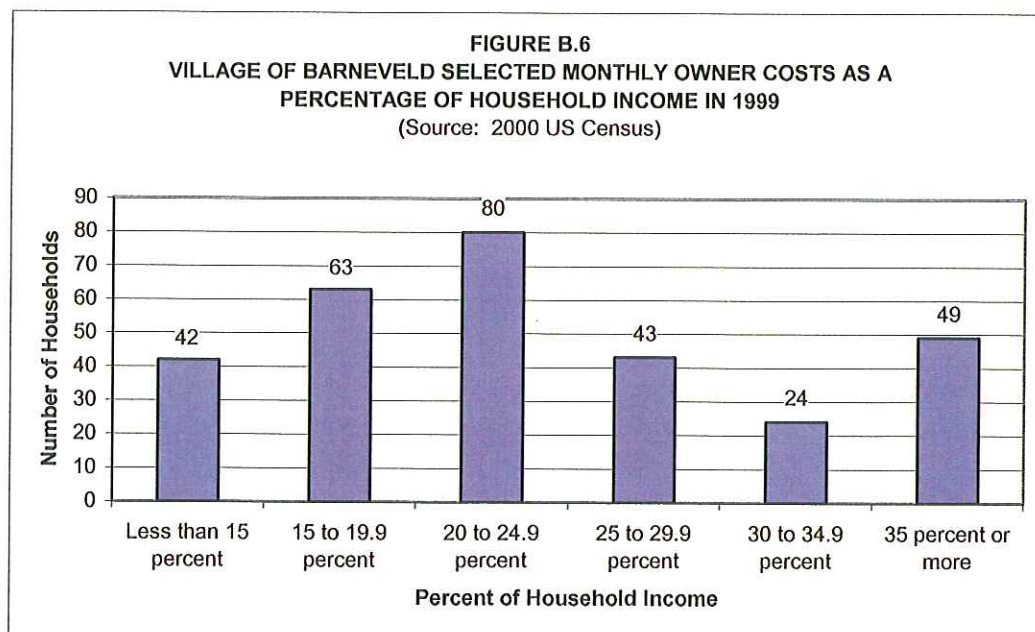
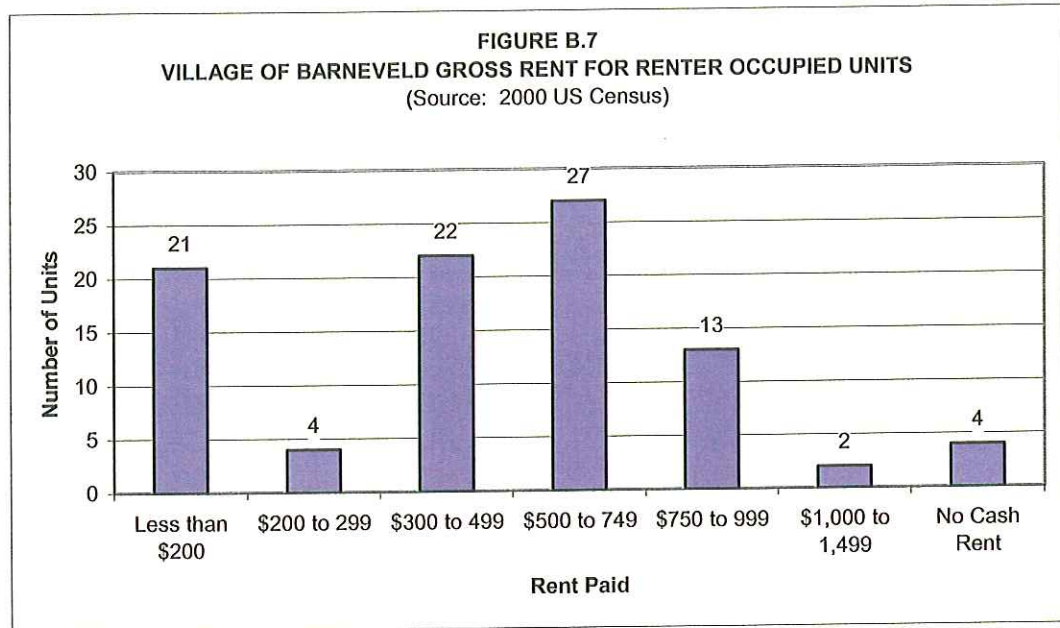


Figure B.6 indicates monthly owner costs as a percentage of 1999 household income. A total of 73 households are paying more than 30 percent of their income towards housing costs. A home is generally considered affordable when the total costs do not exceed 30 percent of total household income. However, residents may choose to pay more for a particular style or type of home.

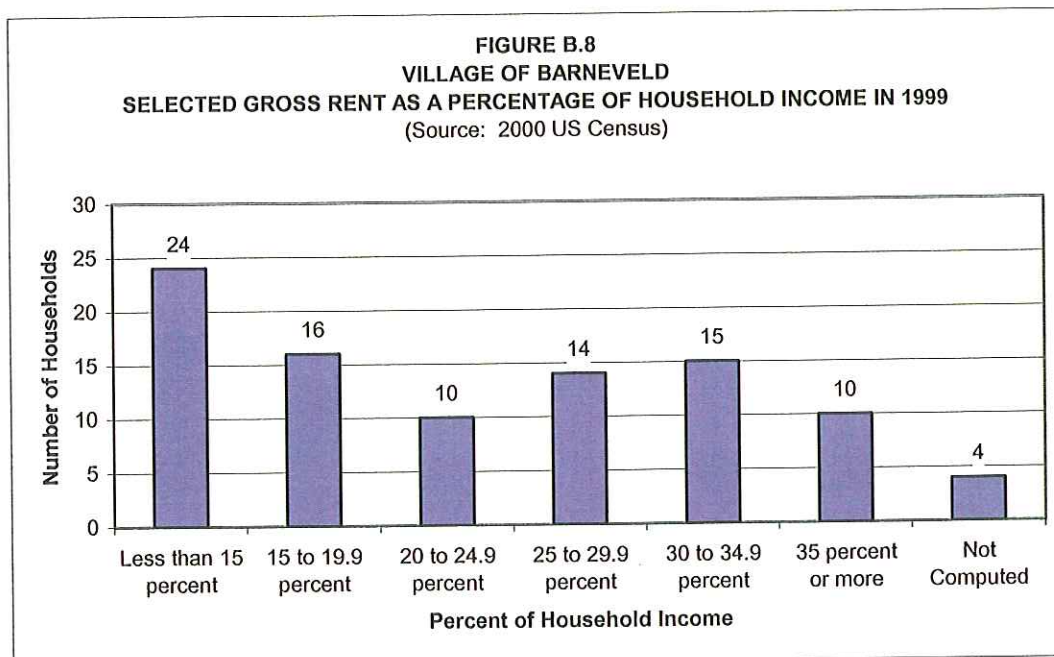


RENTER-OCCUPIED CHARACTERISTICS

Figure B.7 indicates the gross rent for renter-occupied units in the Village of Barneveld for the year 2000. The majority of units are in the range of \$300 - \$749 per month. In the year 2000, the median rent in the Village of Barneveld was \$486.



As indicated by Figure B.8, 25 renter-occupied units are paying in excess of 30 percent of their income towards housing costs. As mentioned previously, a person should have the opportunity to live somewhere and pay less than 30 percent of their income towards housing. This does not mean that people will not pay more, but that they should have the opportunity available for affordable housing.



HOUSING AGENCIES & PROGRAMS

There are a number of available state and federal housing agencies and programs to assist individuals, developers, and communities. Below are brief descriptions of various agencies and programs. Contact information has been provided for each agency. To find out more specific information or which program best fits your needs contact them directly.

The agencies and programs listed below are potential funding sources for local projects in the Village of Barneveld. There are numerous programs available depending on a specific project.

WISCONSIN DEPARTMENT OF HOUSING AND INTERGOVERNMENTAL RELATIONS - BUREAU OF HOUSING (DHIR-BOH)

Background

More than \$40 million is distributed annually to improve the supply of affordable housing for Wisconsin residents. The Bureau of Housing is involved in the following programs:

- Administers federal housing funds such as Home Investment Partnerships, (HOME) and Community Development Block Grants (CDBG)
- Administers a variety of programs for persons with Special Needs (Homeless)
- Provides state housing funds through local housing organizations
- Coordinates housing assistance programs with those of other state and local housing agencies
- Develops state housing policy and provides housing information and technical assistance

Wisconsin Bureau of Housing
Department of Administration
101 East Wilson Street
Madison, WI 53702

Phone: 608-266-0288

<http://www.doa.state.wi.us/dhir>

WISCONSIN HOUSING AND ECONOMIC DEVELOPMENT AUTHORITY (WHEDA)

Background

The Wisconsin Housing and Economic Development Authority serves Wisconsin residents and communities by providing information and creative financing to stimulate and preserve affordable housing, small business, and agribusiness as a stimulus to the Wisconsin economy.

WHEDA offers programs for both single and multi-family units. Below are examples of projects that may qualify for WHEDA Multifamily Loans.

- New construction
- Acquisition and/or rehabilitation of existing properties
- Historic preservation
- Community-based residential facilities
- Assisted living facilities
- Section 8 properties

WHEDA (Madison Office)
201 W. Washington Ave.
Ste. 700
P.O. Box 1728
Madison, WI 53701-1728

Phone: 1-800-362-2761
<http://www.wheda.com>

**UNITED STATES DEPARTMENT OF AGRICULTURE - RURAL DEVELOPMENT
(USDA - RD)****Background**

The Rural Housing Service helps rural communities and individuals by providing loans and grants for housing and community facilities. Funding is provided for single family homes, apartments for low-income persons or the elderly, housing for farm laborers, child care centers, fire and police stations, hospitals, libraries, nursing homes, schools, and much more.

The Rural Housing Service (RHS) is an agency of the U.S. Department of Agriculture (USDA). Located within the Department's Rural Development mission area, RHS operates a broad range of programs to provide:

- Homeownership options to individual
- Housing rehabilitation and preservation funding
- Rental assistance to tenants of RHS-funded multi-family housing complexes
- Farm labor housing
- Help to developers of multi-family housing projects, like assisted housing for the elderly and disabled, or apartment buildings
- Community facilities, such as libraries, childcare centers, schools, municipal buildings, and firefighting equipment to Indian groups, nonprofit organizations, communities and local governments

USDA Rural Development of WI
4949 Kirschling Ct
Stevens Point, WI 54481
Phone: (715) 345-7615
FAX: (715) 345-7669

<http://www.rurdev.usda.gov/wi/>
<http://www.rurdev.usda.gov/rhs/>

UNITED STATES HOUSING AND URBAN DEVELOPMENT DEPARTMENT (HUD)**Background**

The mission of HUD is to provide decent, safe, and sanitary home and suitable living environment for every American. More specifically the programs of HUD are aimed at the following:

- Creating opportunities for homeownership
- Providing housing assistance for low-income persons
- Working to create, rehabilitate and maintain the nation's affordable housing
- Enforcing the nation's fair housing laws
- Helping the homeless
- Spurring economic growth in distressed neighborhoods
- Helping local communities meet their development needs

**U.S. Department of Housing and
Urban Development (HUD)**
451 7th Street S.W.
Washington, DC 20410

Phone: (202) 708-1112

<http://www.hud.gov>

According to WisDOT's FDM, USH 18/151 is classified as a Principle Arterial. CTH's K & Business CTH ID is classified as Major Collectors, while CTH T is designated as a Minor Collector. All other roadways in the Village of Barneveld are classified as Local Roads. The Functional Highway System is shown on Map C.1.

ROADWAY CONDITION RATINGS - PASER

The Village of Barneveld conducted roadway condition ratings for all local roads within the Village limits for the year 2001. All local roads were rated by using the Pavement Surface Evaluation and Rating System (PASER). All local roadways in the Village were rated as being comprised of either Asphalt, Sealcoat on Gravel, or just Gravel surfaces. PASER is widely used by a majority of local units of government in Wisconsin and is approved and compatible by the Wisconsin Department of Transportation Roadway database.

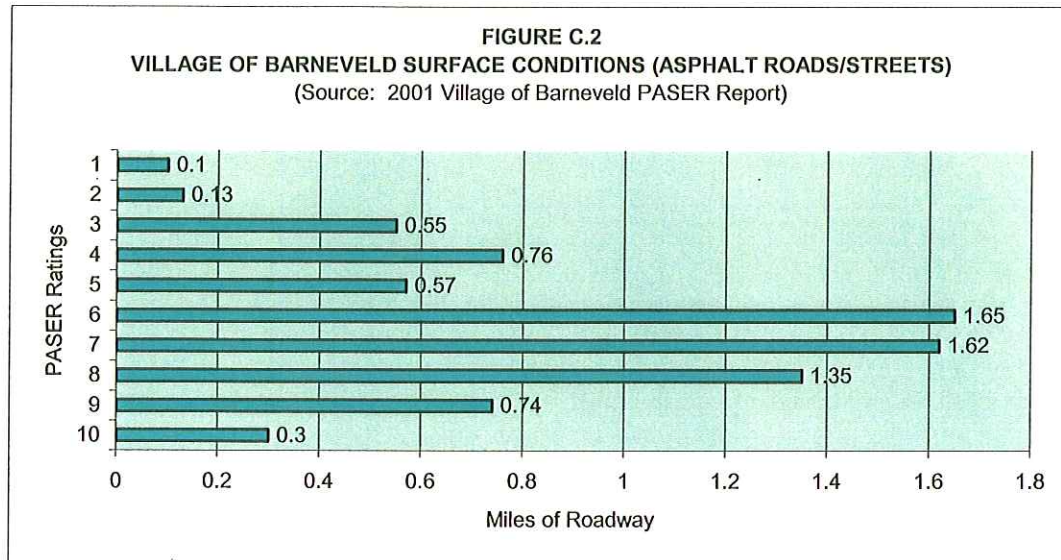
TABLE C.2: PASER RATING SYSTEM – ASPHALT, SEALCOAT, & GRAVEL ROADS

ASPHALT PASER	
RATING SCALE	CHARACTERISTICS & RECOMMENDED IMPROVEMENTS
Ratings 9 & 10	New Roadways requiring no maintenance
Ratings 7 & 8	Routine maintenance, patching & crack sealing
Ratings 5 & 6	Preventive treatments, sealcoat
Ratings 3 & 4	Structural improvements, leveling & overlays
Ratings 1 & 2	Badly deteriorated, reconstruction necessary
SEALCOAT PASER	
RATING SCALE	CHARACTERISTICS & RECOMMENDED IMPROVEMENTS
Rating 5	New surface 1-2 years old, no maintenance required
Rating 4	Surface wear 3-4 years old, little or no maintenance required
Rating 3	Moderate surface wear 5 + years old, preventive maintenance
Rating 2	Severe wear and cracking 5 + years old, new surface sealcoat
Rating 1	Extensive loss of surface 5 + years old, base improvement and new double sealcoat needed
GRAVEL PASER	
RATING SCALE	CHARACTERISTICS & RECOMMENDED IMPROVEMENTS
Rating 5	Newly constructed road requiring no maintenance
Rating 4	Recently re-graded, routine maintenance possible
Rating 3	Routine road and ditch maintenance, grading and culvert work
Rating 2	Additional aggregate needed, possible drainage repairs
Rating 1	Complete rebuilding required makes travel very difficult
<i>Source: Transportation Information Center, UW-Madison, January, 2002</i>	

As reported from the Barneveld 2001 PASER road ratings report, approximately 100 percent or 7.7 miles of local roadways were asphalt. Figure C.2, shows the condition ratings of local roads in the Village for the year 2001.

Approximately 13 percent of local roads were rated a 9 or 10 on the PASER scale, calling for no maintenance. About 67 percent were in need of routine maintenance or preventive treatments such as general crack sealing or seal coat. The remaining 20 percent of were in need of structural improvements such as grading, leveling, or total reconstruction.

The Wisconsin Information System of Local Roads (WISLR), an agency within the Wisconsin Department of Transportation, requires the Village of Barneveld to submit all local road ratings to its department by December 15th of every other year beginning in the year 2001. Figure C.2 are the Village of Barneveld ratings from the year 2001.



CENSUS BUREAU STATISTICS

MEANS OF TRANSPORTATION TO WORK

The 1990 U.S. Census Bureau reports that over 95 percent of working residents in the Village travel to work in a car, truck, or a van. As indicated by Figure C.3, approximately three percent of the population in the village walks to work and the remaining two percent work at home.

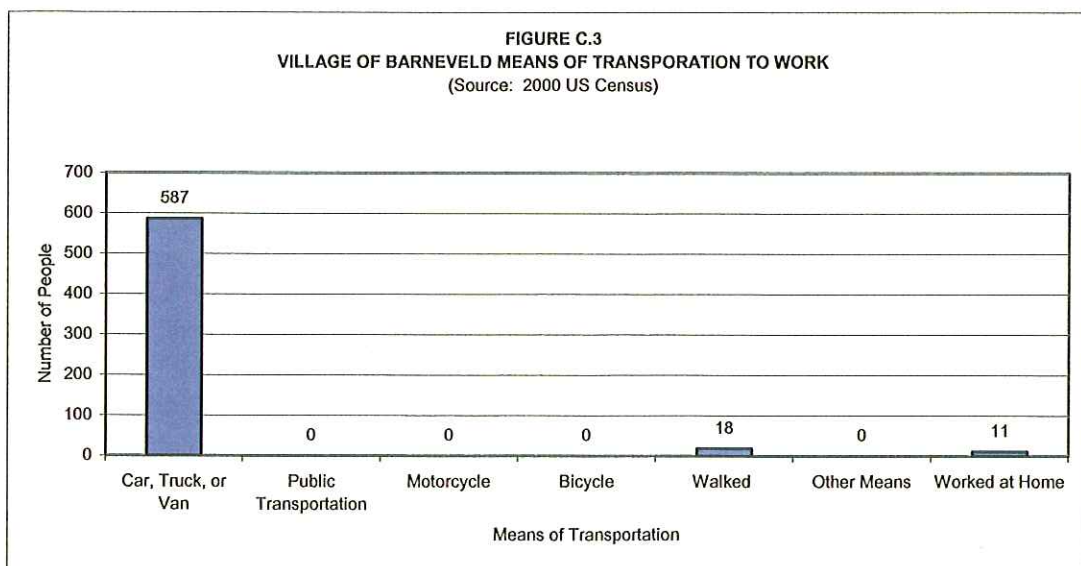
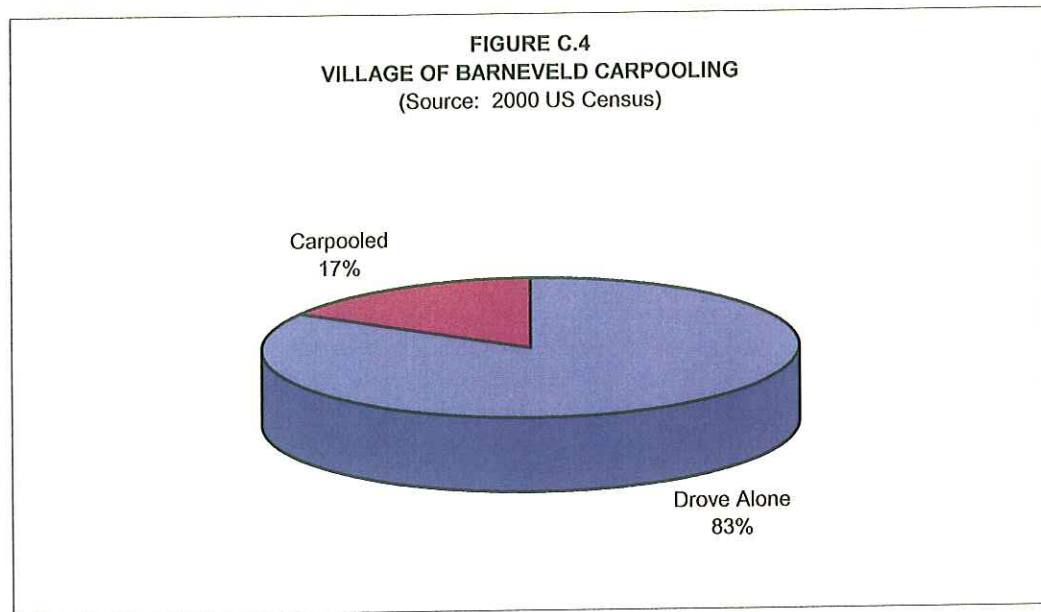


Figure C.4 indicates that of the 587 people who commuted to work using a car, truck, or van, 17 percent or 97 people carpooled, while the remaining 490 people or 83 percent drove alone.



COMMUTING PATTERNS

Figure C.5 shows that over 80 percent of working residents commute more than 10 minutes on a one-way trip to work, with a majority or 48 percent commuting between 30 and 59 minutes to work. These residents are likely traveling to communities such as Verona, Madison, Dodgeville, or even Dubuque for work. Only 17 percent of the workforce had less than a 10-minute commute to work, meaning these residents are working in the immediate area.

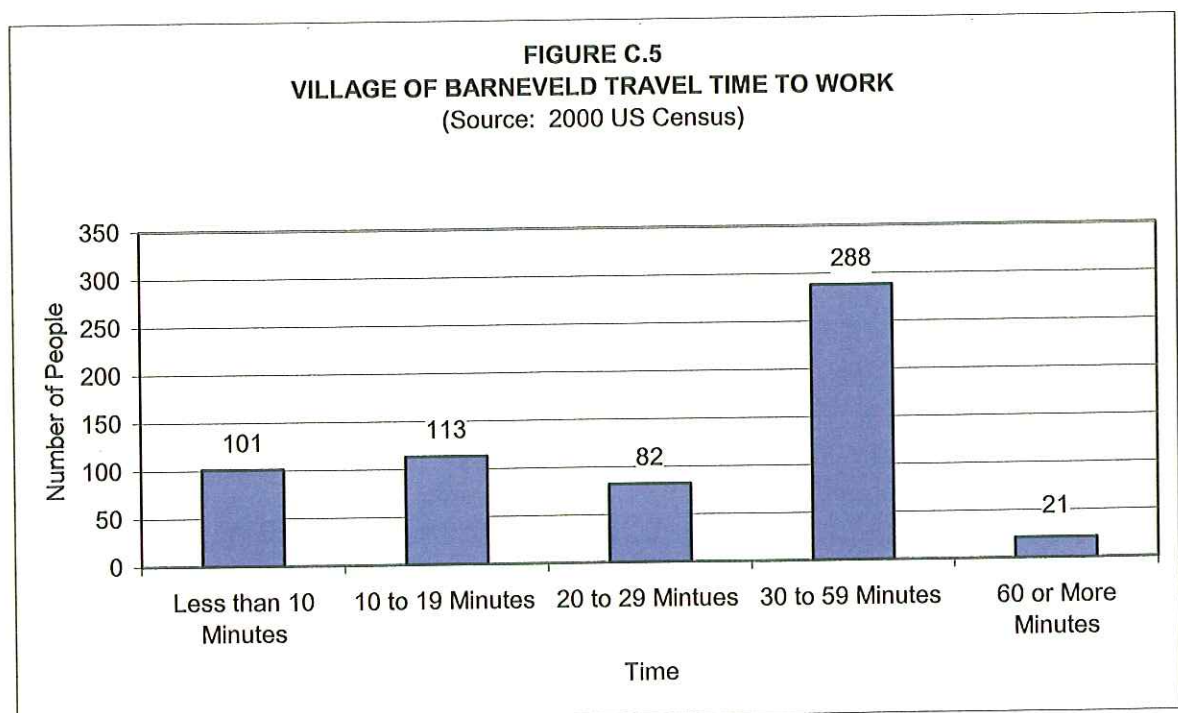
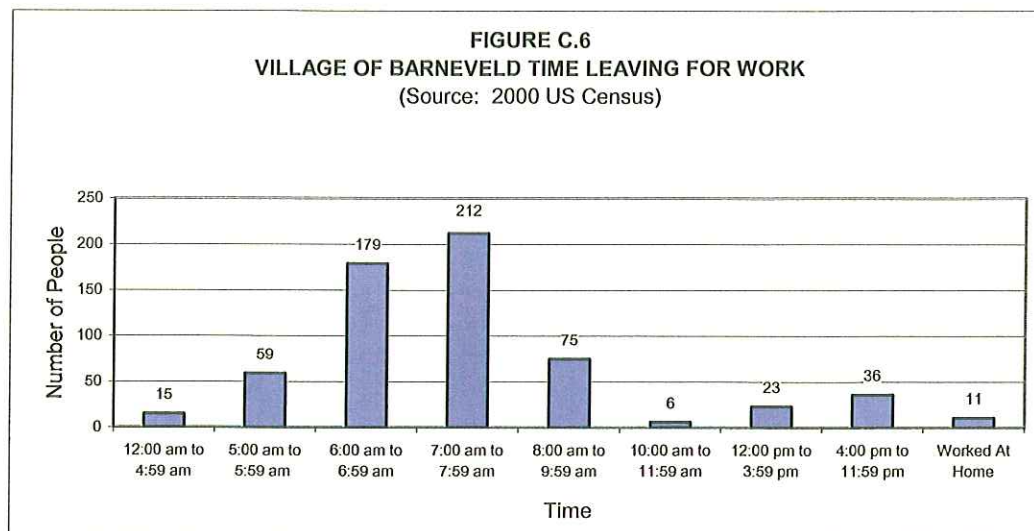
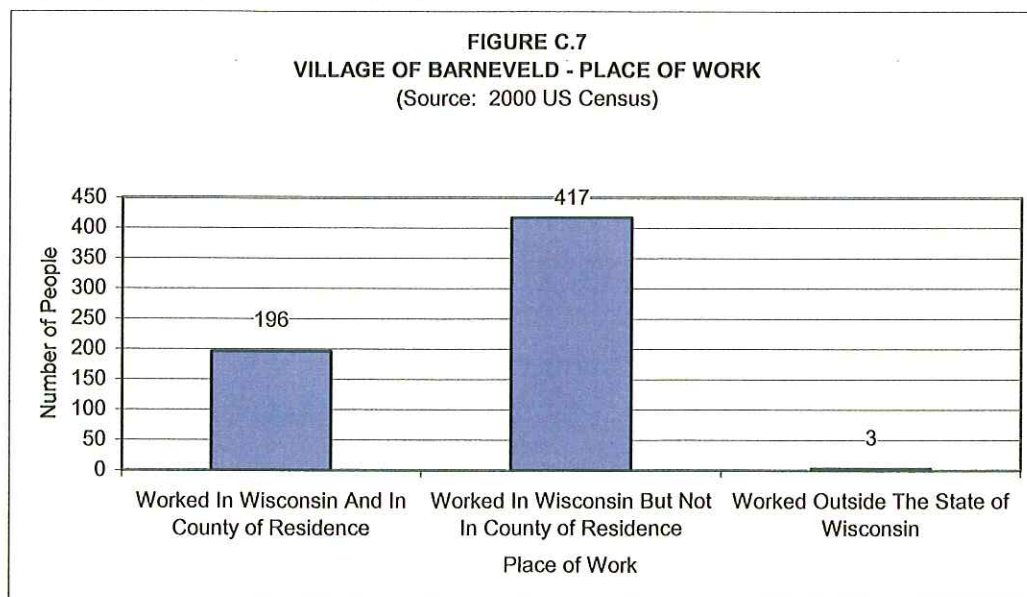


Figure C.6 shows that over 73 percent of the workforce left their homes between the times of 5 and 8 a.m. to get to work. Thirty-four percent or 212 working residents left between 7 and 7:59 a.m.



PLACE OF WORK

Over 30 percent of village residents worked in their county of residence, Iowa County, as Figure C.7 shows. The Village of Barneveld, Village of Ridgeway, City of Dodgeville, City of Mineral Point, and Village Hollandale, as well as other communities in Iowa County are likely places of employment for these residents. Sixty-seven percent worked in a county other than Iowa, but still in the State of Wisconsin. Mount Horeb, Verona, Madison, Monroe, and Platteville are likely places of employment outside the county. The remaining persons worked outside the State of Wisconsin, such as places like Galena, Illinois, Freeport, Illinois, and Dubuque, Iowa.



BICYCLE/PEDESTRIAN FACILITIES

Passing through the Village of Barneveld is the Military Ridge State Trail, which was built years ago on an old abandoned railroad bed. The trail is managed by the Wisconsin Department of Natural Resources and is available for walkers, bicyclists, hikers, and snowmobilers. There are no other designated Bicycle or Pedestrian Routes within the Village limits. Existing sidewalks and roadways are the primary source of transportation for walkers, bikers, and wheelchairs. At the time this plan was written, there were no proposals for new construction of bicycle/pedestrian routes within the Village of Barneveld.

Applicable to the Village of Barneveld's existing bicycle/pedestrian transportation network are state and county plans addressing bicycling conditions and recommended strategies for improving bicycling in the area. These plans will be discussed under Other Local, Regional, and State Planning Initiatives later in this section.

LOCAL TRANSIT SERVICE

The Iowa County Center on Aging Commission offers Specialized Transportation Assistance to elderly county residents meeting certain eligibility requirements. The Iowa County Center on Aging Mini-Buses provides transportation to and from Madison, Dodgeville, Linden, Mineral Point, and several other Iowa County Communities. This service is available to all persons 60 years of age and over for a reduced fee. The general public is also welcomed pending availability.

The Iowa County Center on Aging also offers a demand response Driver Escort Service offering door to door service. The driver escort service utilizes a group of volunteer drivers using their own private automobiles. The driver escort service provides service to Iowa County residents who are disabled. Fees for this service are based on destination and mileage.

REGIONAL TRANSIT SERVICE

No regional transit or bus service currently serves the Village of Barneveld. The Badger Bus Company currently has motor coaches extending regularly scheduled service between Madison and Milwaukee, with two depots in the City of Madison. For more information on scheduled stops, the Badger Bus Company is located on the Internet at www.badgerbus.com.

Other regional bus services include Greyhound and Van Galder Bus Lines. The Greyhound Bus provides service around the country and in the Midwest, with regularly scheduled service between Madison, Janesville, and Chicago. Nearby stops include Madison, Richland Center, Janesville, La Crosse, and Dubuque. For more information, Greyhound is located on the Internet at www.greyhound.com.

Van Galder Bus Lines provides regularly scheduled service between Madison and Chicago with stops in Janesville, Beloit, Rockford, O'Hare, and downtown Chicago. Van Galder also specializes in customized tours to the Great Lakes Region, and is located on the Internet at www.vangalderbus.com.



PARK AND RIDE FACILITIES

The Village of Barneveld does not have designated Park and Ride Facilities. Carpooling residents currently use parking lots of private businesses, street parking, or parking at personal residences for non-commuting vehicles. Park and Ride facilities located on privately owned land should be accompanied by an understanding between the private landowner and the commuter or the Village. Park and ride facilities can be located on public as well as privately owned lands.

In coordination with the newly constructed USH 18/151 and CTH Business ID Interchange, a parcel of land located on the south side of the interchange, has been left vacant in order to potentially serve as a site for a park and ride facility. The future development of a park and ride facility will largely depend on need and community support.

Presently, there is a Park and Ride Facility at the Old PB/USH 18/151 Interchange in Verona. This facility is adjacent to the Military Ridge Trail and is currently being used for commuters into and out of the Madison area.

RAIL AND HARBOR SERVICE

No rail or harbor service currently exists in the Village of Barneveld. The short-line operator Wisconsin & Southern Railroad (WSOR) provides freight rail service to Prairie du Chien, in Crawford County, and in Arena in Iowa County. Amtrak provides passenger rail service to stations in La Crosse and Columbus, Wisconsin. Nearest harbor service is located in Prairie du Chien, Wisconsin. Map C.2 shows the locations of nearest freight and passenger rail service.

No railroad or harbor master plans exist in and around the Village of Barneveld. The WSOR is currently working on a proposed interchange improvement project near Prairie du Chien, in Crawford County. The proposed interchange will allow WSOR access to trackage owned and operated by the Burlington Northern Santa Fe Railroad Company (BNSF) in order to serve a current freight shipper. The existing diamond interchange is a hindrance to current freight operations for both the WSOR and BNSF and is found to be functionally obsolete.

AIR SERVICE

No air service is currently provided to the Village of Barneveld. Nearest regional airports providing regularly scheduled commercial and cargo flights are Dubuque Regional in Dubuque, Dane County Regional in Madison, and Midway Regional in Chicago, Illinois. The nearest international airports are Mitchell International in Milwaukee, Wisconsin, O'Hare International and Chicago Midway in Chicago, Illinois. Please see C.3 for nearest airports with commercial and cargo service



The nearest community municipal airport includes the Iowa County Airport in Mineral Point. The Iowa County Airport is classified as a Transport/Corporate Airport by the Wisconsin State Airport System Plan 2020. The Iowa County Airport is intended to serve corporate jets, small passenger and cargo jet aircraft and small commuter airplanes. In 2001, the Iowa County Airport added lighting and a 5,000 foot extension to the runway. Other small municipal airports are also shown on Map C.3.

No master plans exist for the municipal airports listed above. Each municipal airport submits a Six-Year Airport Improvement Plan to the Wisconsin Department of Transportation, Bureau of Aeronautics, by July 1st of every year. State and Federal funds are solicited for those projects listed in the airport improvement plans. Most projects approved for funding receive between 80 and 85 percent in state and federal grant dollars and are listed in the WisDOT's Five-Year Airport Improvement Program. The remaining share comes from local contributions.

TRUCK TRANSPORTATION

A number of businesses located in the Village of Barneveld that rely on trucking as a primary mode of transportation for their products. Local businesses rely on light, medium, and heavy duty trucks to transport their products. CTH Business ID and Industrial Drive are the preferred thoroughfares for serving local businesses.

RECREATION TRAILS

As was mentioned previously in this section, the Village of Barneveld does have a designated recreation trail within the Village limits – The Military Ridge State Trail. During the spring, summer, and fall months, primarily walkers, bikers, and hikers use the trail. In the winter months, primarily snowmobilers use this trail.



Other state trails in the Southwestern Wisconsin Region include the Pecatonica State Park Trail and the Cheese Country Trail. The Pecatonica State Park Trail is a multi-use trail extending from Calamine to Belmont, WI. The Cheese Country Trail is a multi-use trail extending along a preserved railroad corridor from Monroe to Mineral Point, WI. The Cheese Country Trail accommodates a number of forms of transportation including: bicycles, walkers, horses, ATV's, recreational motorcycles, snowmobiles, etc. The counties of Iowa, Lafayette, and Green (Tri-County Trail Commission), manage the Cheese Country Trail.

Map C.4 shows the locations of the Pecatonica State Park Trail, the Cheese Country Trail, as well as other trails such as the Military Ridge State Trail in Iowa County, the Pine River Bike Trail in Richland County, and the Sugar River Trail in Green County.

OTHER LOCAL, REGIONAL, AND STATE PLANNING INITIATIVES

LOCAL AREA PLANNING

Adjacent to the Village of Barneveld is the Town of Brigham. The Town of Brigham does not have any transportation-related plans in place at this time.

The Town of Brigham is currently reviewing its options regarding the initiation of Comprehensive Planning. Options under consideration include the hiring of a private consultant, as well as conducting the process internally with competent staff and town officials.

Nearly all other municipalities in Iowa County are currently under contract with the Southwestern Wisconsin Regional Planning Commission for participation in the Iowa County Comprehensive Planning process. In January of 2002, Iowa County was awarded a grant from the State of Wisconsin for completion of a countywide Comprehensive Plan. A total of 23 jurisdictions including towns, cities, villages, and Iowa County are part of the countywide effort. Iowa County will be completing its comprehensive plan near the beginning of 2005.

COUNTYWIDE PLANNING

Overseeing and managing the county highway system in Iowa County is the Iowa County Highway Department. Iowa County has a multi-year transportation improvement program that is administered through the county highway department. The program reflects current and proposed improvements to the county trunk highway system.

Iowa County Highway Department

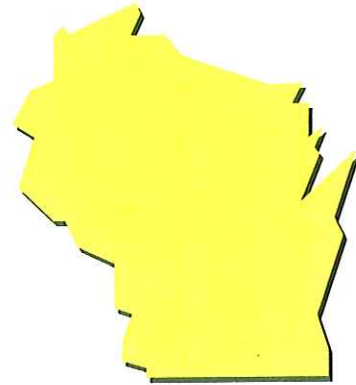
Iowa County does not have any proposed improvements slated for CTH's T, K, or ID, in the short-term. However, County ID has been recently reconstructed up to the village limits. The county's long-term plan for CTH Business ID within the village limits is complete replacement of the road surface and shoulders, installation of curb and gutter, as well as construction of a sidewalk. The Iowa County Highway Department intends to work with the village regarding design, construction, and financing of the proposed improvements. At this time, both parties are investigating potential funding assistance for proposed improvements.

Typically, the county would be responsible for costs of roadway improvements such as replacement of surface and shoulders, and the local municipality would conduct all other improvements such as curb and gutter, drainage, and sidewalks. All improvements warranted within the standard 22-foot roadway ROW the county would make, while those improvements outside that boundary would be the responsibility of the Village.

The Iowa County Highway Department has the responsibility of conducting pavement condition ratings for all county roads located in the county. The most recent ratings were performed in Fall of 2001 by using PASER. All county roads were constructed out of either Asphalt, or Sealcoat on Gravel. CTH T from Business ID to Oak Road is rated a 3 under Asphalt PASER. Likewise, CTH K from Business ID extending outside the Village limits is rated a 10 under Asphalt PASER. CTH Business ID is rated a 2 within the Village limits and a 10 extending easterly outside the Village limits. No concrete or gravel roads exist in the county, Right-of-Way (ROW) restrictions, design standards, access management, and maintenance standards are enforced by the Iowa County Highway Department for all county roadways, including CTH's T, K, and ID in the Village of Barneveld. These standards apply to newly constructed utility facilities, driveways, turning lanes, local street access, field entrances, and drainage practices. Iowa County follows a permitting process whereas proposed work along county highways would require county review and approval. Permits are required for future driveway entrances and utility facilities proposed within the ROW of a county road. No other transportation-related plans exist at the county level.

REGIONAL PLANNING INITIATIVES

In February of 2001, the Southwest Wisconsin Workforce Development Board (SWWDB) initiated a multi-county approach to linking transportation needs to current or prospective job opportunities. The SWWDB applied for state grant money through the Wisconsin Employment Transportation Assistance Program (WETAP) and was awarded nearly \$150,000 for the development of a vehicle purchase program, as well as the hiring of a Mobility Manager to oversee program objectives.



The SWWDB loan program provides opportunities for individuals meeting specified income eligibility requirements to purchase vehicles at an affordable price in order to get to work. The loan program not only provides eligible individuals with reliable and affordable transportation to work places, but it also helps these individuals build credit for themselves in order to become more attractive to future lenders. This loan program is available to those eligible individuals residing in the Southwest Wisconsin Region including the counties of Grant, Green, Iowa, Lafayette, Richland, and Rock.

STATEWIDE SYSTEM PLANNING

The Wisconsin Department of Transportation has statutory authority to implement certain tools that preserve and enhance the functionality of state highways. These tools include, *Access Control*, *Driveway Permits*, and *Trans 233*. Other important considerations must be given to WisDOT's 6-Year Highway Improvement Program and its intermodal Comprehensive Plan 2020, or Translinks 21.

ACCESS MANAGEMENT STRATEGIES

Access Control involves the geographic designation of rural state highways by segment. Access control is primarily implemented in rural areas that are not located within incorporated limits of a municipality. This form of access management allows WisDOT to manage future public and private access along the designated segment area.

All private access to a state highway requires the granting of a Driveway Permit. Driveway permits allow the applicant to work within the state right-of-way, as well as grant the right to access the state highway under certain terms and restrictions. WisDOT reserves the right to revoke a driveway permit if certain terms and restrictions are violated.

Division of lands abutting state highways is subject to WisDOT review, under Trans 233. Such divisions include subdivision and county plats, condominium plats, certified survey maps (CSM's), and plats of survey. Review by WisDOT assures that any access serves the maximum amount of landowners, uses proper drainage techniques, and has appropriate setbacks from the state highway.

SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

The WisDOT District One Six-Year Highway Program, dated 2002 – 2007, identifies upcoming improvements to state highways. No further improvements are proposed for USH 18/151 aside from the recent interchange replacement project. USH 151 from Dodgeville

to Dickeyville is currently being reconstructed to a four-lane divided highway with bypasses around Mineral Point, Belmont, Platteville, and Dickeyville. The USH 151 Project is scheduled for completion in 2005.

PARK-AND-RIDE SYSTEM PLAN

In December of 1999, WisDOT District One completed a Park-and-Ride Study, which provided information and guidance about desirable locations and designs for future park and ride facilities throughout the ten county district one WisDOT area. The plan considered those facilities that would be incorporated into future highway projects at priority locations. It also considered "stand-alone" park and ride facilities, which would require leadership and participation of local units of government. A park and ride facility along the Highway 151 Corridor in the Village of Barneveld, was identified as a Suggested Potential Site in this study. Platteville, Montfort and Cobb were also identified as Suggested Potential Sites.

WisDOT encourages those communities interested in advancing specific park and ride locations in their area to contact District One at 2101 Wright Street, Madison, WI 53704, Phone (608) 246-3869.

TRANSLINKS 21

In November of 1994, WisDOT adopted a comprehensive, long-range intermodal transportation plan called Translinks 21. Translinks 21 will guide multimodal transportation policies, programs, and investments through the year 2020, and will provide a broad planning framework from which individual modal plans will be shaped. Following is a list of modal plans that will be developed as part of the Translinks 21 Plan:

- State Highway Plan
- State Rail Plan
- State Pedestrian Policy Plan
- State Bicycle Plan
- State Airport System Plan
- State Transit Plan
- State Harbor Plan
- Statewide Intercity Bus Plan

STATE HIGHWAY PLANNING

With the development of a State Highway Plan, the State of Wisconsin is hoping to develop a strategy providing for long-range investment in Wisconsin's State Trunk Highway network. WisDOT addresses infrastructure preservation, traffic movement, safety, economic development and the environment as key areas in achieving its strategy towards state highway planning. The State Highway Plan 2020 is the culmination of several years of effort to address the aging and deteriorating condition of the State Trunk Highway system. With cooperation from its stakeholders, WisDOT has developed this 21-year strategic plan to address Wisconsin's changing preservation and traffic movement needs.

Corridors 2020 Network is a system of backbone and connector routes supporting statewide mobility and economic activity. Highway 151 from Madison to Dubuque is considered a backbone route in the State Highway Plan and Corridors 2020 Network. Backbone routes are multi-lane facilities that connect major population and economic centers, also providing links to national and international markets by way of the interstate system and priority state highways. The Highway 151 expansion project from Dodgeville to Dickeyville is in response to this oversight.

STATE RAIL PLANNING

WisDOT is currently developing a State Rail Plan that will provide the policy framework for the preservation and enhancement of freight and passenger rail service in Wisconsin. The plan will outline the future role of the rail system in moving people and goods over the next 20 years and will also define the state's interest in the system. The plan will be completed in the fall of 2002.

STATE PEDESTRIAN PLANNING

WisDOT recently completed a Statewide Pedestrian Policy Plan, which is a 20-year plan that will consider pedestrian needs and concerns and provide recommendations for addressing them. The plan further outlines statewide and local measures for increasing walking and promoting pedestrian safety. Actions and policies for better integrating pedestrian travel into the transportation system over the next 20 years are identified in the plan.

As was identified by Village residents and officials, pedestrian safety and access is important to the transportation network in Barneveld. The Pedestrian Policy Plan outlines several strategies for increasing safety and access for pedestrians. These strategies could prove extremely helpful to the Village if future pedestrian facilities are warranted.

STATE BICYCLE PLANNING

In December of 1998, WisDOT completed the Wisconsin Bicycle Transportation Plan 2020. The role of the plan is to ensure connectivity within the bicycle transportation network across jurisdictional boundaries. The state bicycle plan has two primary goals:

- Increase levels of bicycling throughout Wisconsin, doubling the number of trips made by bicyclists by the year 2010 (additional increases expected by 2020).
- Reduce crashes involving bicyclists and motor vehicles by at least 10 percent by the year 2010 (additional increases expected by 2020).

In order to achieve the above goals, the state bicycle plan has outlined a number of objectives and implementation strategies, which are centered around the 4-E's of transportation safety: *engineering, education, enforcement, and encouragement*. In the plan are specified implementation strategies for the development of bicycle facilities. An urban strategy focusing on encouraging the adoption of metropolitan and community bicycle plans, and an intercity strategy providing an analysis of bicycling conditions for each county are outlined in the plan. Communities and counties lacking an adopted bicycle plan are encouraged to develop them by using recommendations outlined in the state bicycle plan as guidance tools.

The state bicycle plan designates CTH's T, K, and ID within the Village of Barneveld as having worse conditions for biking, based on high traffic volumes and roadway width.

Outside the Village limits, these county roads present moderate to best conditions for bicycling. Map C.5 shows roadway bicycling conditions as well as planned linkages and potential local route connections for Iowa County.

If at any point in the future the Village of Barneveld identifies the need and desire to prepare a bicycle plan or design a bicycle facility, it is recommended to use one or more of the following:

- Guidelines for Metropolitan Planning Organizations and Communities in Planning and Developing Bicycle Facilities
- AASHTO's Guide for the Development of Bicycle Facilities
- Manual on Uniform Traffic Control Devices (MUTCD)

STATE AIRPORT SYSTEM PLANNING

The Wisconsin State Airport System Plan 2020 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current and future aviation needs of the State of Wisconsin. The State of Wisconsin recognizes the importance that airports, aviation and aviation-related industries bring to the economic success of Wisconsin communities.

The WisDOT's Five-Year Airport Improvement Program provides a snapshot of scheduled improvement projects to airports over the next five years. In the year 2004, the Iowa County Airport plans to expand the upper apron, as well as resurface existing aprons. Relocating existing power lines and hangers for apron expansion will also take place.

STATUS OF OTHER WISDOT PLANS – TRANSIT, HARBOR, & INTERCITY BUS

Commencement of the State Transit Plan is currently underway and is estimated for completion in July of 2003. WisDOT expects the State Harbor and Intercity Bus Plans to be underway soon, also with an expected completion date of July 2003. At this point, it is unclear how the State Transit and Harbor Plans will impact the Village of Barneveld. It is important, however, for the village to review and consider these plans once completed.

The Village of Barneveld should pay particular attention to the Intercity Bus Plan once completed. The plan will focus on providing an adequate level of bus service to all regions, as well as increasing service to major population and economic centers in the state. Providing bus service to communities with a population of 5,000 or more will be a major aspect of the plan. This will potentially include a new bus route between Madison, Platteville, and Dubuque. This system could increase inter-regional and interstate mobility for village residents. Station locations, route scheduling, and other travel characteristics will be investigated in the plan.

TRANSPORTATION AGENCIES AND PROGRAMS

Implementation of the Transportation Element can be accomplished by implementing the policy recommendations identified earlier in the Comprehensive Plan. Many of the policy recommendations include increased coordination with regional and state agencies, whereas financial assistance is not necessary. Those policy recommendations requiring

on-going maintenance or capital improvements will involve the solicitation of financial assistance through various federal and state agencies, county government, as well as from the Village of Barneveld.

The following is a compilation of potential funding sources the Village of Barneveld may wish to seek out in terms of realizing necessary improvements to the local transportation system. It is important to note that the following list is non-exclusive. The village is encouraged to seek out and solicit funds from other sources if certain projects are eligible.

LOCAL TRANSPORTATION ENHANCEMENTS (TE)

TE provides funding assistance to communities for projects that enhance a transportation project such as the development of facilities for bicycling and walking, as well as education and safety for bicyclists and pedestrians. Other projects include preservation and acquisition of scenic easements, preservation of historic sites, rehabilitation of historic transportation buildings, controlling and removing outdoor advertising, landscaping and scenic beautification, and sponsoring scenic or historic highway programs including the construction of tourist centers.

TE is part of the Statewide Multi-Modal Improvement Program, which encourages enhancement of highways and roadways and their associated facilities, as well as promotion of multi-modal transportation. TE will provide federal funds for up to 80 percent of project costs, while the local sponsor must fund the remaining 20 percent. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 264-8723.

WISCONSIN EMPLOYMENT TRANSPORTATION ASSISTANCE (WETAP)

WETAP provides federal and state funding assistance to projects that improve access for low-income individuals to their workplace. Retaining employment and advancement in employment of low-income individuals is the primary goal of this program. WETAP is a program managed jointly by the Wisconsin Department of Workforce Development (DWD) and WisDOT. For more information on this program, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-1379.

TRANSPORTATION ECONOMIC ASSISTANCE (TEA)

TEA provides up to 50 percent funding assistance to projects helping to attract employers to the state, or to encourage retainment and expansion of business and industry. Improvements to roadways, rail lines, harbors, or airports providing a direct link to jobs created or retained is the primary goal of this program. For more information, contact WisDOT – Bureau of Planning, (608) 266-3488.

FEDERAL DISCRETIONARY CAPITAL ASSISTANCE SECTION 5309

Capital assistance is provided to eligible projects meeting requirements of the American with Disabilities Act (ADA). Funding assistance is provided up to 80 percent of the costs of project equipment or up to 90 percent of costs of equipment or modifications to equipment as required under ADA or the Clean Air Act. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-6812.

ELDERLY AND DISABLED TRANSPORTATION CAPITAL ASSISTANCE

Assistance is provided for specialized transit vehicles used to serve elderly and disabled individuals. Federal and state funds are used to finance 80 percent of project costs. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-1650.

SURFACE TRANSPORTATION PROGRAM – RURAL (STP-R)

Under this program, funding assistance is provided for projects designed to improve federal aid eligible highways located outside of urbanized areas. Those communities eligible for funding must be located on roads classified as rural minor collectors or higher. STP-R is a competitive program with projects funded based on a statewide formula. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-1535.

GENERAL TRANSPORTATION AIDS (GTA)

GTA provides assistance to communities for transportation-related expenditures. GTA provides a partial reimbursement of expenditures based on a percentage of eligible expenditures or on a per mile basis. Whichever formula produces the higher payment will be used. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 267-7344.

CONNECTING HIGHWAY AIDS

Funding assistance is provided to communities that maintain streets and highways within their communities that provide local connections to the State Trunk Highway System. Quarterly payments on a per mile basis are made to qualifying communities. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 267-7344.

LOCAL ROADS IMPROVEMENT PROGRAM (LRIP)

LRIP provides assistance to communities for costs associated with improvements to deteriorated municipal streets in cities and villages. Assistance is also available for improvements to county highways and town roads. Projects must be designed to have a minimal life of ten years. As part of LRIP, the Municipal Street Discretionary Improvement Program (MSIP-D), is available to cities and villages. Eligible projects include local road reconstruction and resurfacing, bridge replacement or rehabilitation, as well as design and feasibility studies. Construction of new road (including curb and gutter), seal coat applications, and ditch repair are not qualifying projects. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-9497.

LOCAL BRIDGE IMPROVEMENT ASSISTANCE PROGRAM

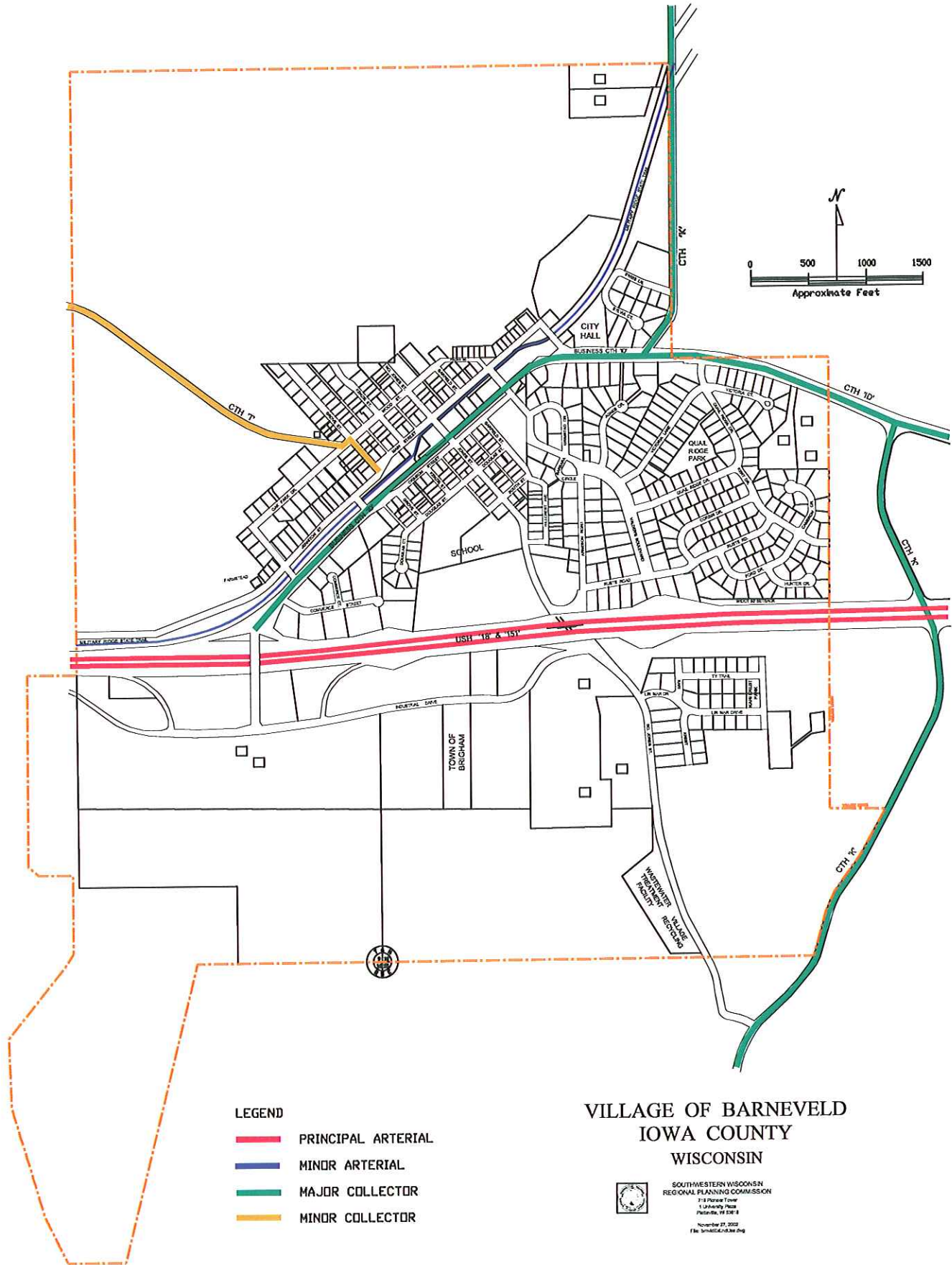
WisDOT has two local bridge programs; a statewide local bridge entitlement program and a high-cost (those costing more than \$5 million and exceeding 475 feet in length) local bridge program. The local bridge program allows the State of Wisconsin to reconstruct or rehabilitate the most seriously deficient local bridges, on a cost-shared basis with local units of government. Based on inspection information provided by local units of government, WisDOT identifies the most seriously deteriorated local bridges (those with a rating of less than 50) and places them on a list of bridges to be replaced.

Subsequently, bridges with a sufficiency rating of less than 80 are placed on a list for rehabilitation. Eligible projects must meet federal and state requirements. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-1535.

RURAL AND SMALL URBAN AREA PUBLIC TRANSPORTATION ASSISTANCE PROGRAM: SECTION 5311

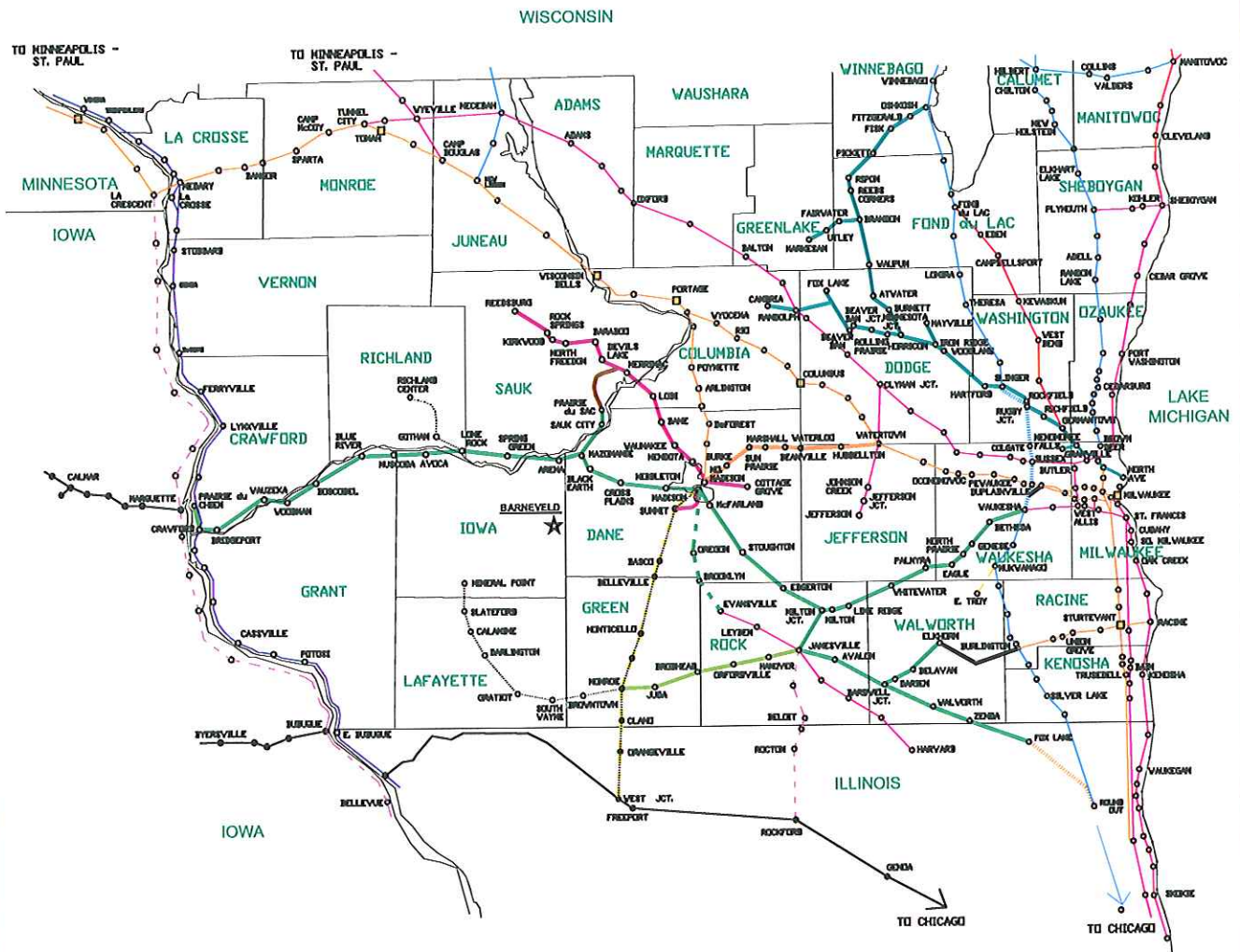
Section 5311 provides financial assistance for operating and capital costs associated with public transportation services in non-urbanized areas. For more information, contact WisDOT – Bureau of Transit and Local Roads, (608) 266-3973.

FUNCTIONAL HIGHWAY SYSTEM



MAP C.1

SOUTHERN WISCONSIN RAILROAD SYSTEM



LEGEND

- OWNED BY EAST WISCONSIN COUNTIES RAILROAD CONSORTIUM & WDOT
OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR
- OWNED BY PECATONICA RAIL TRANSIT COMMISSION & WDOT
OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR
- OWNED BY WISCONSIN RIVER RAIL TRANSIT COMMISSION & WDOT
OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR
- OWNED BY CANADIAN PACIFIC RAIL SYSTEM (SOO LINE RAILROAD) - CPRS
OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR
- OWNED BY UNION PACIFIC RAILROAD - UP
OPERATED BY WISCONSIN & SOUTHERN RAILROAD CO. - WSOR
- OWNED BY SOUTH CENTRAL WISCONSIN RAIL TRANSIT COMMISSION - SCWRTC
- OWNED BY OTHER PUBLIC / FUTURE WSOR OPERATIONS

- BURLINGTON NORTHERN-SANTA FE - BNSF
- FOX VALLEY & WESTERN - FWV
- I & M RAIL LINK, L.L.C. - IMRL
- MUNICIPALITY OF EAST TROY WISCONSIN RAILROAD CO. - METWR
- PUBLIC - UNITED STATES GOVERNMENT
- WISCONSIN CENTRAL LIMITED / CANADIAN NATIONAL RAILWAY CO.
- WSOR RIGHTS TO USE OTHER LINES

- AMTRAK STATION
- RAIL LINES OUT OF SERVICE
- RAIL BANK
- RAILS-TO-TRAILS



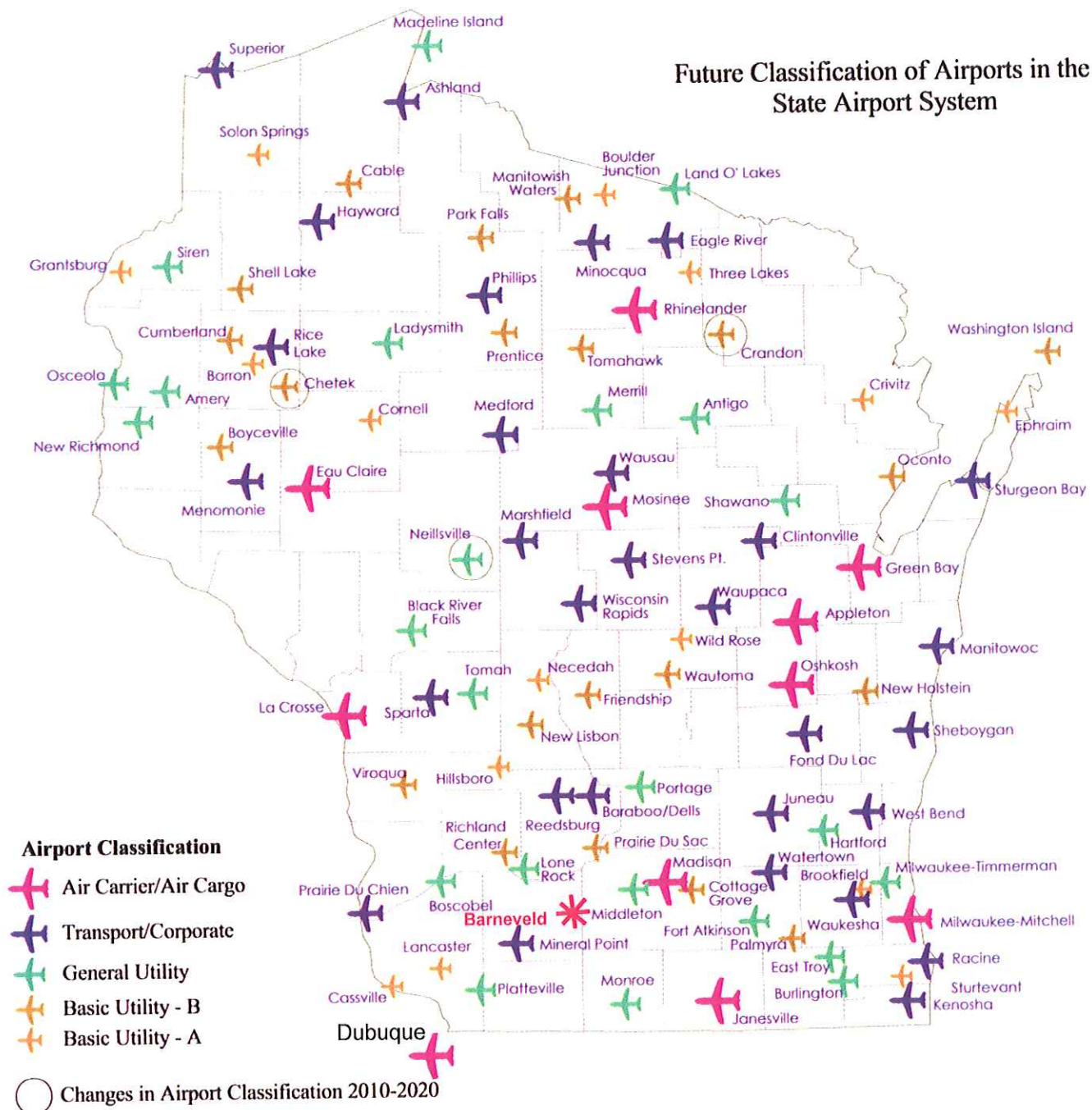
**SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION**

719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

January 24, 2003
File: Ken-R&R-2.dwg

MAP C.2

Wisconsin State Airport System Plan 2020

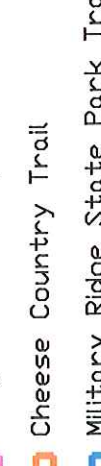


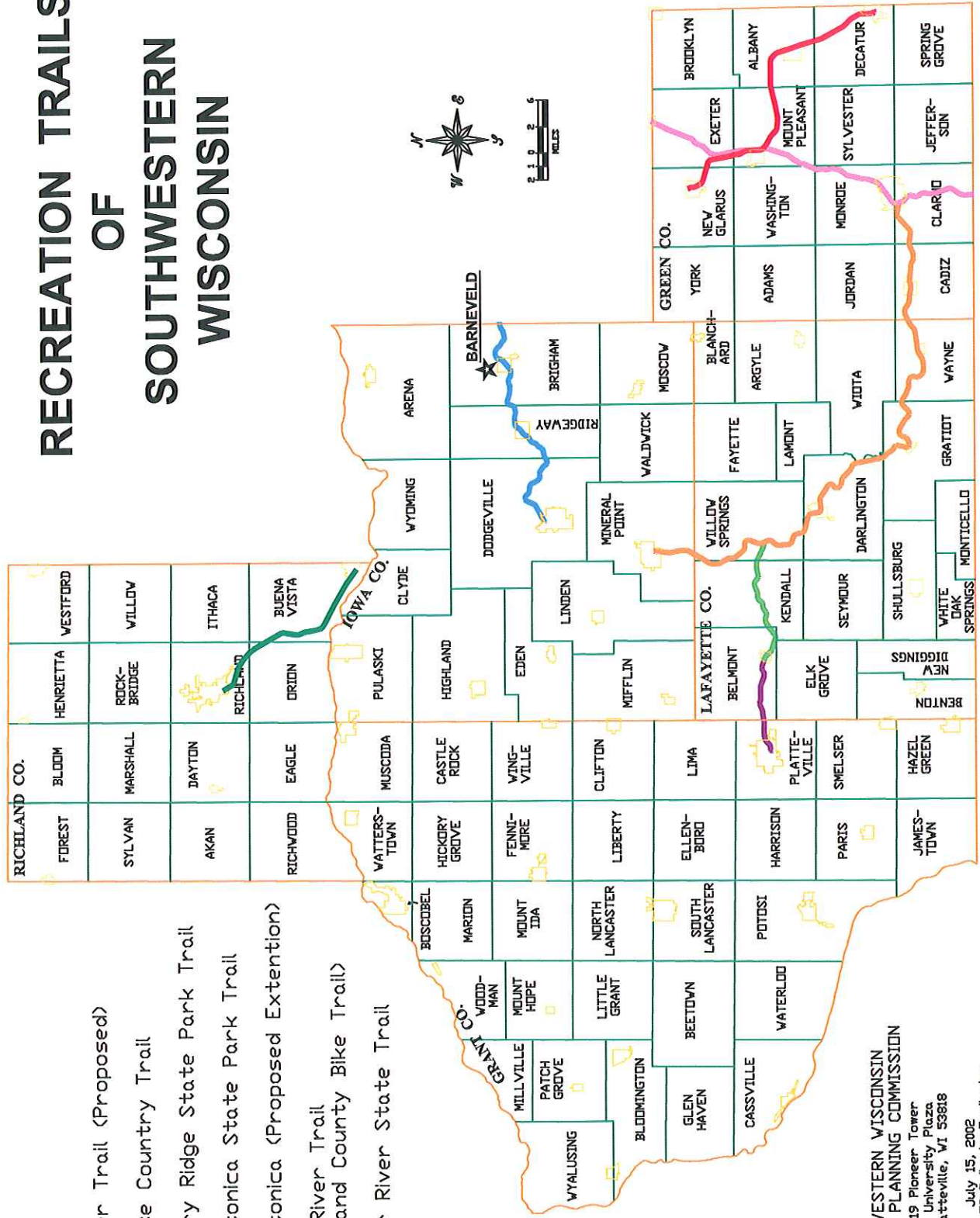
Source: Wisconsin State Airport System Plan 2020, Wisconsin State Department of Transportation.

MAP C.3

RECREATION TRAILS OF SOUTHWESTERN WISCONSIN

LEGEND

- 
- Badger Trail (Proposed)
 - Cheese Country Trail
 - Military Ridge State Park Trail
 - Pecatonica State Park Trail
 - Pecatonica (Proposed Extension)
 - Pine River Trail
(Richland County Bike Trail)
 - Sugar River State Trail

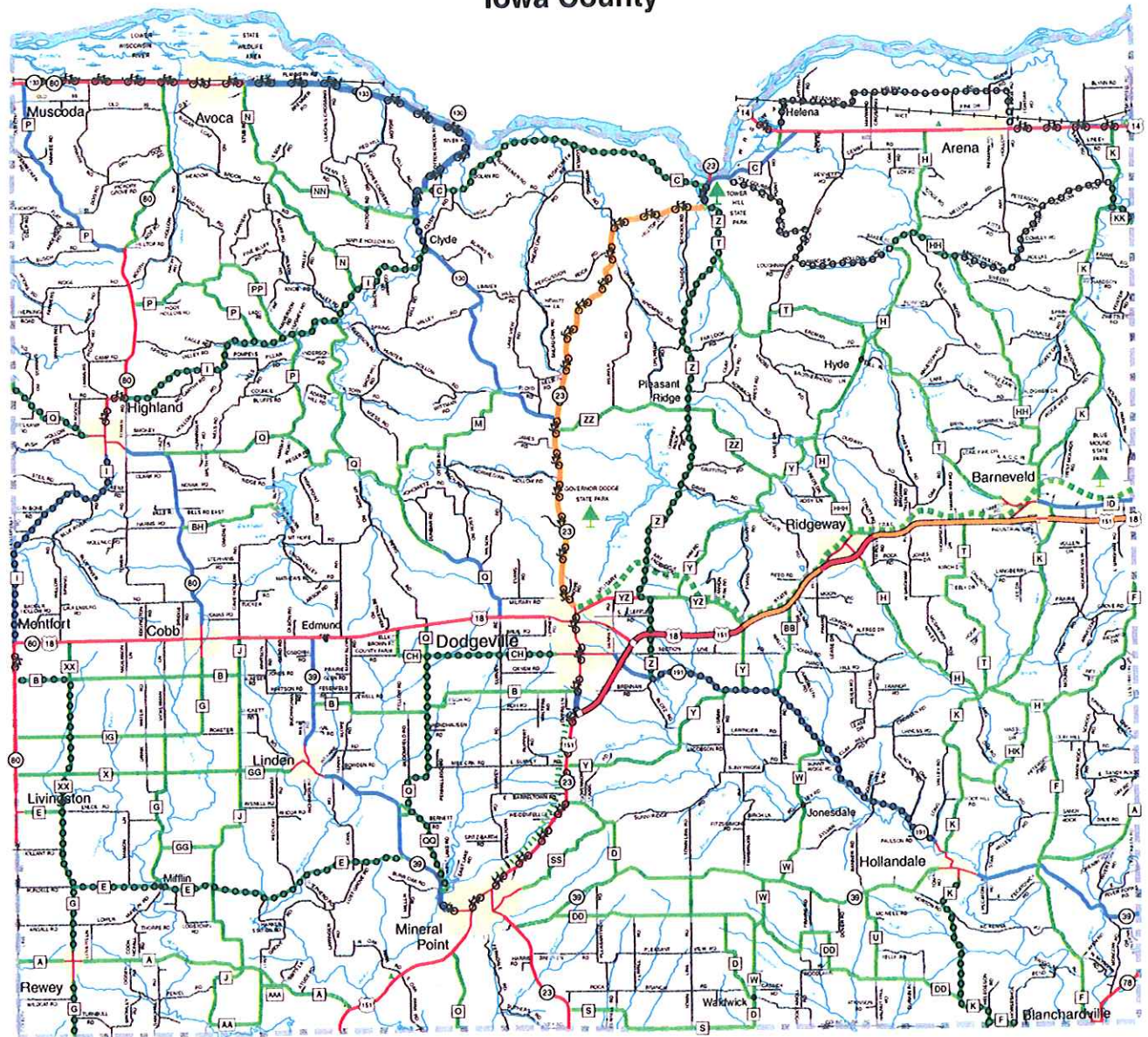


**SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION**
719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

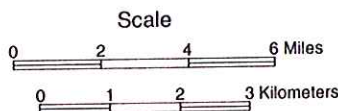
July 15, 2002
FILE: 5CoRalls-to-Tralls.dwg

MAP C.4

Bicycling Conditions Assessment with Planned State Highway Priority Corridors and Key Linkages Iowa County



- Town Roads
- Best Conditions for Bicycling
- Moderate Conditions for Bicycling
- 2 Lane 4 Lane Highways with Wider Paved Shoulders with Higher Volumes
- High Volume; Undesirable Conditions
- Bicyclists Prohibited or Not Recommended
- Bicycle Touring Trails
- Proposed Intercity Transportation Routes
- Urban Escape Routes
- Major Urban Streets
- Planned State Highway Bikeways Priorities and Linkages
- Potential Local Bicycle Route Connections



GENERALIZED BICYCLING CONDITIONS

	Width of Roadway			
	Narrow (22' and <)	Moderate (23'-24')	Wide (25'-28')	Wide Paved Shoulders (29'-32') Wide Paved Shoulders (33' and >)
Traffic Per Day				
Low				
1000				
1500				
2000				
2500				
3500				
High				
5000				

The table illustrates, in a generalized fashion, how state and county highways were classified by their conditions for bicycling. Traffic and width of roadways are the two primary variables affecting bicycling conditions. Secondary variables, such as sight line conditions and truck traffic, also affect bicycling conditions. These secondary variables were factored into the model that classified the bicycling conditions.

Source: Wisconsin Bicycle Transportation Plan 2020, Wisconsin State Department of Transportation, December 1998.

MAP C.5

EXECUTIVE SUMMARY

The purpose of this section is to inventory existing utilities and community facilities in the Village of Barneveld. Utilities and community facilities often referred to, as public works is the physical infrastructure that allows the community to function and grow. Community facilities may include libraries, municipal offices, schools, police stations, fire stations, parks, etc. Many of the community facilities are supported by utilities including water services, sewer system, storm water drainage, electricity, etc. This section also includes projections of when the municipalities may need to upgrade utilities in order to efficiently and effectively support the population.

**Wisconsin State Statute 66.1001(2)(d)****(d) Utilities and Community Facilities**

A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, storm water management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power-generating plants and transmission lines, cemeteries, health care facilities, child care facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. The element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an approximate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and facilities or to create new utilities and facilities and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities.

UTILITY AND COMMUNITY POLICY RECOMMENDATIONS

The following are the utilities and community facilities policy recommendations for the Village of Barneveld.

- **Implement a Capital Improvements Program and review it annually and make adjustments to meet the needs of the Village of Barneveld.**

A Capital Improvements Program (CIP) is a multi-year schedule of physical improvements. The CIP typically includes major projects such as constructing a new facility or repairing an existing facility. The CIP allows each Village to prioritize their major projects and the funding for those projects. Projects identified in the CIP may be water system improvements, wastewater system improvements, road improvements, park improvements, building improvements, etc. If an emergency arises, a specific project with low priority should be moved back. The CIP not only identifies the needed public improvements, but it also estimates their costs, and identifies means of financing such projects.

- **Ensure that adequate public utilities including capacity of the system are available before issuance of new development permits.**

Carefully review development proposals to be sure existing public utilities can support the intensity of the proposed development. A development of five homes has an entirely different impact on the water and wastewater systems than a development of 50 homes.

- **Locate new development that requires urban services within Village limits.**

If a new development requires urban services such as water and sanitary sewer, they should be located within the village limits. Village services should not be extended beyond the village boundary.

- **Maintain, operate, and reconstruct the existing utility systems so that they can support existing development and redevelopment.**

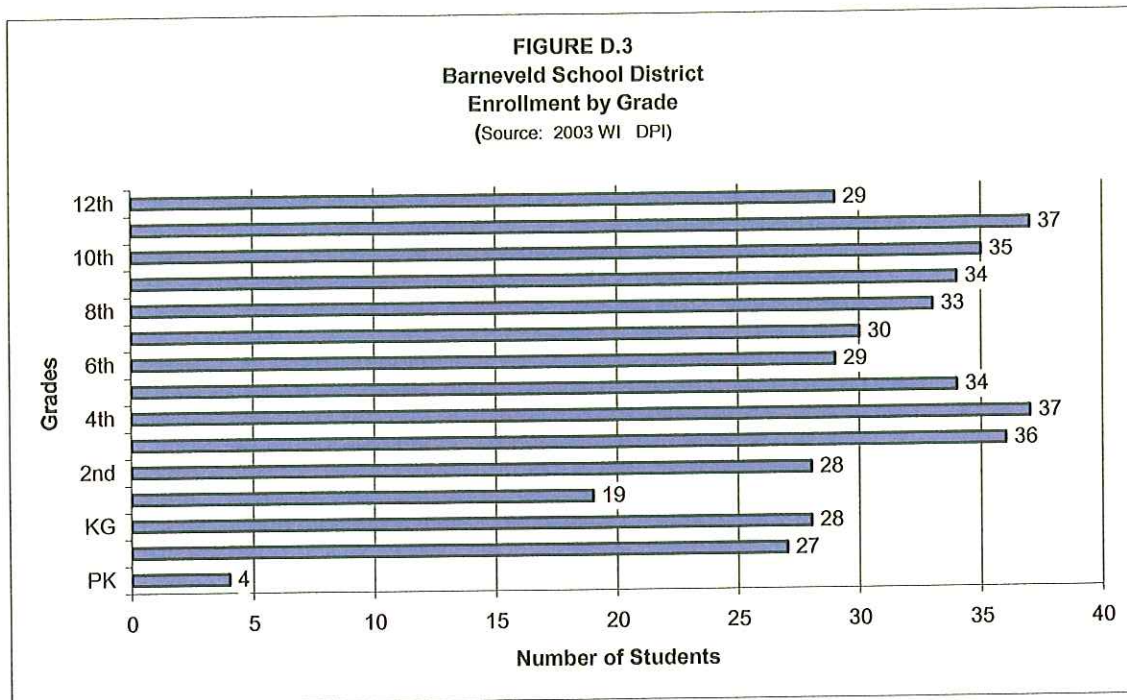
Maintain the existing infrastructure so that it adequately supports the existing development and also provides a means of connectivity to expand the utilities to new developments.

- **Relocate water and sewer lines from private to public property where possible, when making utility system improvements.**



PRIMARY AND SECONDARY EDUCATION

Pre-K – 12 education is provided by the Barneveld School District. Enrollment in the school district in 2003 was 440 students, as reported by the Wisconsin Department of Public Instruction (WI DPI). Figure D.3 below is reflective of the enrollment in the Barneveld School District by grade level in 2003.



HIGHER EDUCATION

The nearest colleges and universities are located in Fennimore (Southwest Wisconsin Technical College), Madison (Edgewood College, University of Wisconsin Madison and Madison Area Technical College) and Platteville (University of Wisconsin Platteville). These institutions offer educational opportunities including certificates, technical diplomas, associate, bachelor, and master's degrees.



CEMETERIES

Please refer to Section E for information on local cemeteries.

CHILD CARE

Childcare in Barneveld is provided mainly by independent providers. There are also numerous childcare facilities in surrounding communities. The Southwestern Wisconsin Child Care Resource & Referral (SW WI CCR&R), is a resource center which is committed to improving early care and education by providing support and information to families, providers, and the public in order to create and meet a demand for high quality childcare. Services provided include information, education, and referrals for childcare consumers, recruitment and training for childcare professionals, technical assistance and support to those in the childcare business, employer assistance in addressing work/family issues, and childcare data for local community planning. SW WI CCR&R is part of a statewide network of community-based, childcare resource and referral agencies.

PARKS AND RECREATION

Please refer to Section E for information on local park and recreation facilities.

TELECOMMUNICATIONS AND OTHER UTILITIES

The Village of Barneveld has several other utilities available within the village, including cable, electric, Internet services, telephone and cellular services. Independent providers, such as Alliant Energy, Charter Communications, and Verizon provide these services. Current rate information and specific services can be obtained by contacting the independent carriers directly.

69 percent of survey respondents agreed that public services (water, sewer, snow removal, street maintenance, etc) were adequate.

**Barneveld Community Survey 2001*

UTILITIES AND COMMUNITY AGENCIES AND PROGRAMS

There are a number of available state and federal agencies and programs to assist communities with public works projects. Below are brief descriptions of various agencies and programs. Contact information has been provided for each agency. To find out more specific information or which program best fits your needs contact the agency directly.

UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL DEVELOPMENT (USDA-RD)**COMMUNITY FACILITIES DIRECT GRANT AND LOAN PROGRAM**

The community facilities grant program provides grants to assist the development of essential community facilities in rural areas and towns of up to 20,000 people. The objective of the agency is to construct, enlarge, extend, or otherwise improve community facilities providing essential services to rural residents. This can include the purchase of equipment required for a facility's operation. All projects that are funded by the RHS grant program must be for public use.

USDA Rural Development of WI
4949 Kirschling Ct
Stevens Point, WI 54481
Phone: (715) 345-7615
FAX: (715) 345-7669

<http://www.rurdev.usda.gov/wi/>
<http://www.rurdev.usda.gov/rhs/>

COMMUNITY FACILITIES GUARANTEED LOAN PROGRAM

The community facilities loan program is similar to the grant program in that it provides funding for essential community facilities, such as schools, roads, fire halls, etc. Again local jurisdictions must have a population of less than 20,000 to be able to apply. Applications are funded based on a statewide priority point system. For more information on the loan program log on to the USDA-RD website or call the office listed above.

UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL UTILITIES SERVICE (RUS)

There are a number of available programs through USDA-RUS as part of the Water and Environmental Programs (WEP). WEP provides loans, grants, and loan guarantees for drinking water, sanitary sewer, solid waste, and storm drainage facilities in rural areas and cities and towns of 10,000 or less. Public bodies, non-profit organizations and recognized Indian Tribes may qualify for assistance. WEP also makes grants to non-profit organizations to provide technical assistance and training to assist rural communities with their water, wastewater, and solid waste programs. Some of the available programs include:

- Water and Waste Disposal Direct and Guaranteed Loans
- Water and Waste Disposal Grants
- Technical Assistance and Training Grants
- Solid Waste Management Grants
- Rural Water Circuit Ride Technical Assistance

More detailed information can be obtained on any of the above programs by contacting USDA Rural Development Office. The contact information is listed above.

**WISCONSIN DEPARTMENT OF NATURAL RESOURCES
BUREAU OF COMMUNITY FINANCIAL ASSISTANCE (DNR-CFA)**

The Bureau of Community Assistance administers a number of grant and loan programs. The Bureau supports projects that protect the public health and the environment and provide recreational opportunities. The Bureau has three major areas of programs, which include the following:

- **Environmental Loans**
This is a loan program for drinking water, wastewater, and Brownfield projects.
- **Environmental Financial Assistance Grants**
This is a grant program for non-point source runoff pollution, recycling, lakes, rivers, and municipal flood control and well compensation.
- **Land & Recreation Financial Assistance Grants**
This is a grant program for conservation, restoration, parks, stewardship, acquisition of land and easements for conservation purposes, recreational facilities and trails, hunter education, forestry, forest fire protection, gypsy moth, household hazardous waste collection, dam rehabilitation and abandonment, dry cleaner remediation, and urban wildlife damage.

WISCONSIN DEPARTMENT OF
NATURAL RESOURCES (WI-DNR)
101 S Webster St
Madison WI 53703

Phone: 608-266-2621
Fax: 608-261-4380

<http://www.dnr.state.wi.us>

These programs listed above are the major program headings. There are numerous programs available for specific projects underneath these umbrella programs. For example, under the Environmental Loans Program, there is the Safe Drinking Water Loan Program (SDWLP). The SDWLP provides loans to public water systems to build, upgrade, or replace water supply infrastructure to protect public health and address federal and state safe drinking water requirements. For more detailed information on other available programs, contact the Wisconsin DNR or visit the website listed above.

WISCONSIN DEPARTMENT OF COMMERCE**WISCONSIN COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
PUBLIC FACILITIES (CDBG-PF)**

This program is designed to assist small communities with public facility improvements. Eligible activities would include publicly owned utility system improvements, streets, sidewalks, disability accessibility projects, and community centers. Local governments including towns, villages, cities, and counties are eligible. Federal grant funds are made available on an annual basis. The maximum grant for any single applicant is \$750,000. Grants are only available up to the amount that is adequately justified and documented with engineering or vendor estimates.

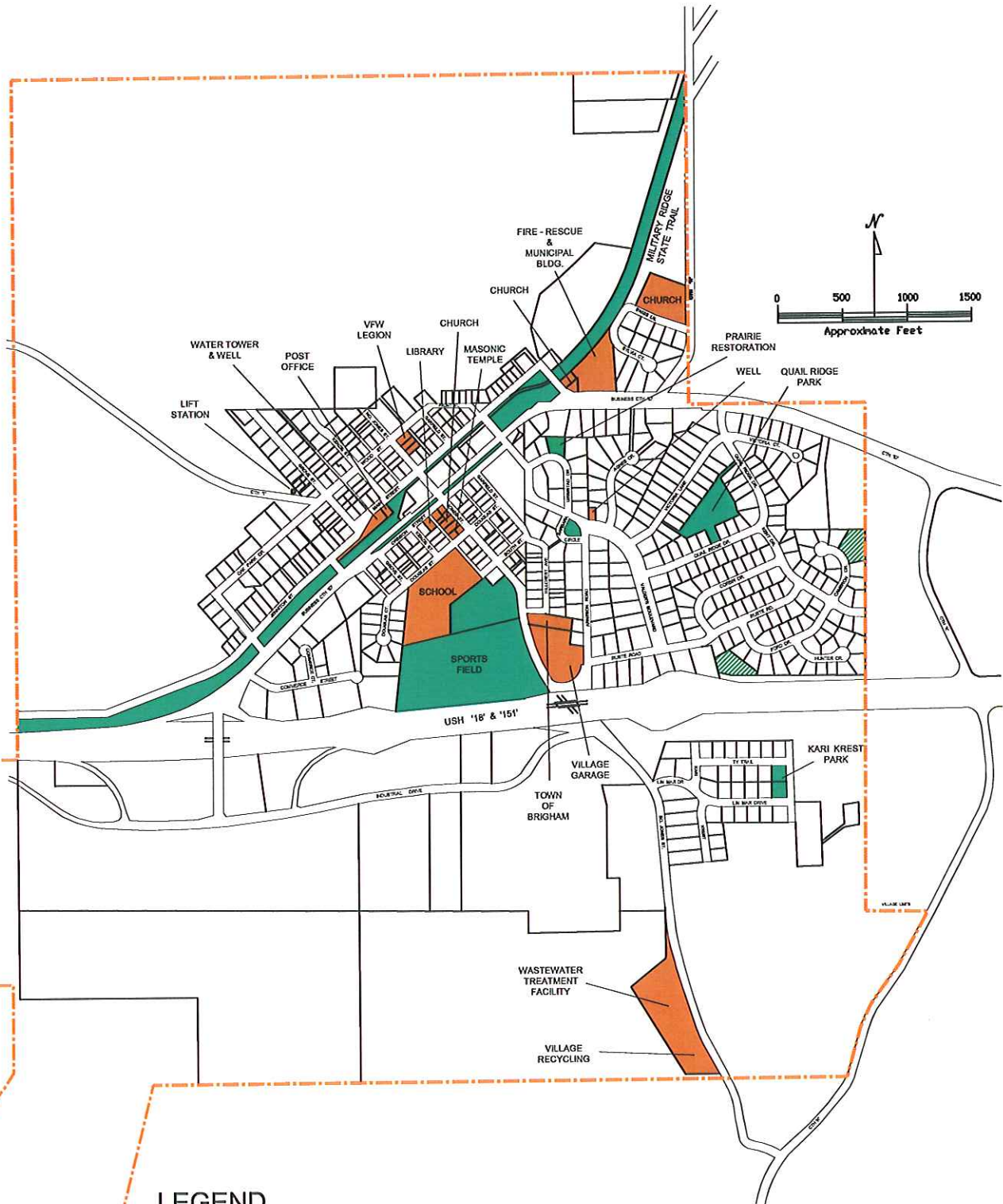
WI Department of Commerce
Division of Community Development
PO Box 7970
Madison, WI 53707
Phone: 608-266-8934
Fax: 608-266-8969

<http://www.commerce.state.wi.us>
<http://www.rurdev.usda.gov/rhs/>

**WISCONSIN COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM PUBLIC
FACILITIES (CDBG-PFED)**

This program helps underwrite the cost of municipal infrastructure necessary for business development. This program requires that the result of the project will ultimately induce businesses, create jobs, and invest in the community. More information is available from the Wisconsin Department of Commerce.

COMMUNITY FACILITIES



LEGEND

- PUBLIC / SEMI-PUBLIC
- PARK / RECREATION
- CONSERVANCY

VILLAGE OF BARNEVELD IOWA COUNTY WISCONSIN



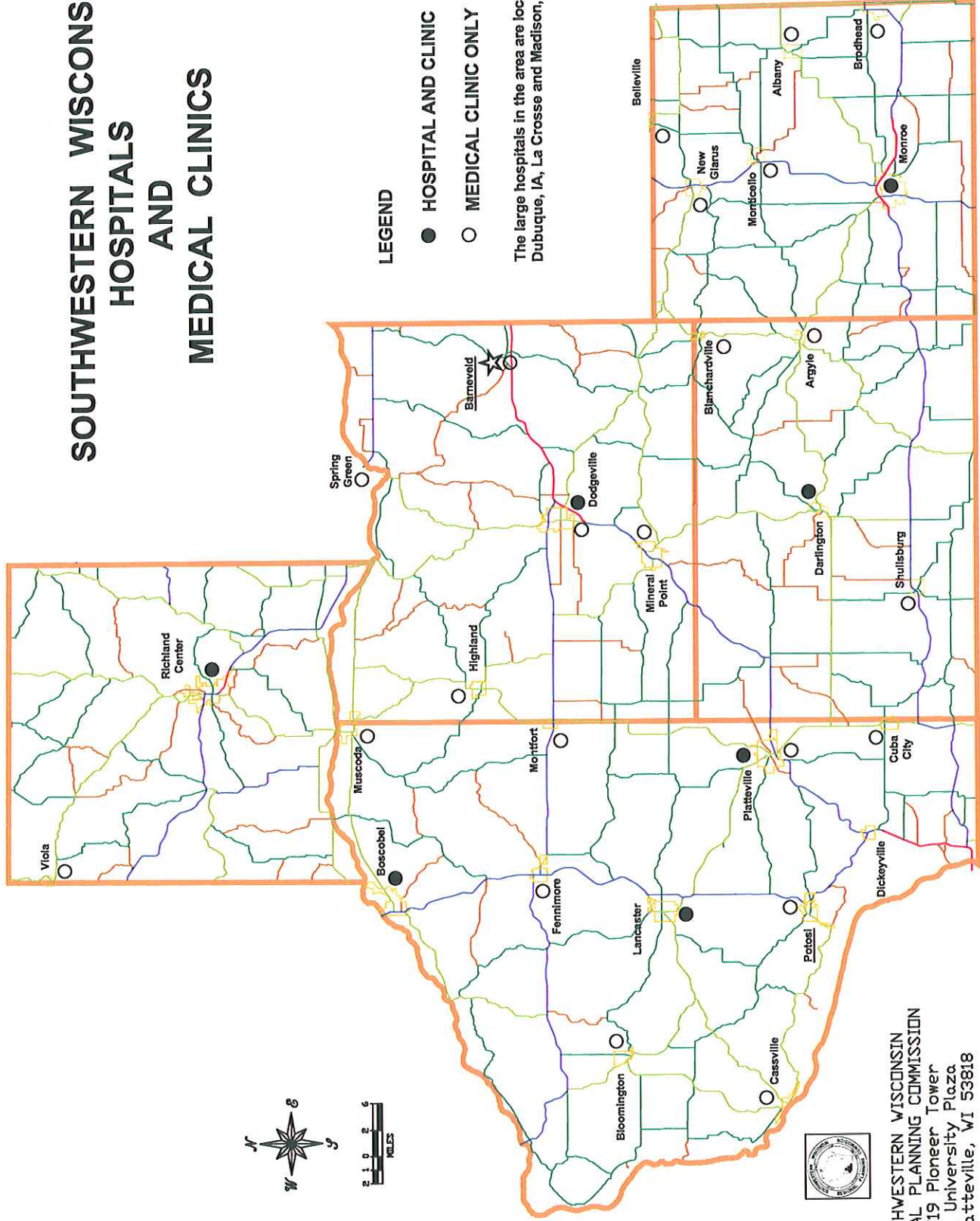
The street layout and parcels shown on this map were digitized from a draft of the Village of Barneveld. Additional information was included as supplied by the Village officials.

This map is neither a legally recorded map nor a technical survey and is not intended to be one. SWWRPC is not responsible for any inaccuracies herein contained.

SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION
718 Pioneer Tower
1 University Plaza
Potosi, WI 53854
November 27, 2018
File: brnMapD1.dwg

MAP D.1

SOUTHWESTERN WISCONSIN HOSPITALS AND MEDICAL CLINICS



EXECUTIVE SUMMARY

As the Village of Barneveld continues to grow, it is vital that they keep in mind the agricultural, natural, and cultural resources of the area. It can be very challenging for rural communities to allow new low-density development and at the same time protect the natural environment and preserve the character of the area, including cultural and historic resources. At first, development may have only a limited impact on the natural landscape, but as development continues, the visual and environmental impacts become more and more apparent. For these reasons, it is crucial to be aware of the existing agricultural, natural, and cultural resources.

There are a number of agricultural, natural, and cultural resources to be aware of as we plan for the future, including the following:

Agricultural Resources

Number of Farms
Acreage of Farmland
Livestock
Crop Production
Soil Capabilities
Farmland Potential

Natural Resources

Water Resources
Topography
Geologic Resources
Forest / Woodlands
Wildlife Habitat
Parks and Open Space
Soils

Cultural Resources

Historic Buildings
Museums
Landmarks
Churches
Rural Schools

**Wisconsin State Statute 66.1001(2)(e)**

(e) Agricultural, natural and cultural resources element.

A compilation of objectives, policies, goals, maps and programs for the conservation, and promotion of the effective management, of natural resources such as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources, parks, open spaces, historical and cultural resources, community design, recreational resources and other natural resources.

AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES POLICY RECOMMENDATIONS

The following are the agricultural, natural, and cultural resources policy recommendations for the Village of Barneveld.

- **Educate local residents about the importance of the agricultural, natural, and cultural resources.**

Inform local residents about agricultural, cultural, and natural resources in the area. This may be done through a flyer distributed with a normal mailing, an article in the local newspaper, etc.

- **Maintain proper separation distances between urban and rural land uses to avoid conflicts.**

It is important to maintain separation distances between urban and rural land uses, as issues often arise including neighbors complaining about noises, smells, chemical sprays, and farm machinery on the roadways.

- **Continue the use of local open space areas to protect natural areas and to provide recreational opportunities.**

The Village of Barneveld should work with the Town of Brigham to protect the Birch Lake Park area, as this is a prime example of a natural resource area that should be preserved.

- **Identify recharge areas for local wells and inventory potential contaminant sources.**

Contamination of local water resources can be devastating and very costly to reverse. Beware of the recharge areas for wells and also potential contamination sources. Again education of local residents may be beneficial from the contamination standpoint.

- **Protect major drainage corridors from development in order to aid in stormwater runoff.**

Refrain from filling in drainage ways that serve as a stormwater runoff system. The drainageways were established naturally for a reason and should be maintained.

- **Explore opportunities to capitalize on local resources in conjunction with tourism.**

Every jurisdiction is unique and should capitalize on their historic or cultural significance. The Village of Barneveld may want to explore tourism ideas associated with the Barneveld Tornado.

- **Investigate opportunities to promote local resources such as walking tours, the Wisconsin Historical Markers Program, etc.**

Local self-guided tours can bring a number of visitors into an area. Tours can be walking or driving with certain areas of significance identified along with an explanation of their importance or significance.

- **Utilize state and federal programs to conserve, maintain, and protect agricultural, natural and cultural resources.**

There are numerous state and federal programs that are aimed specifically at protecting farmland, wetlands, forests, historic buildings, etc. There is agencies and contact information at the end of this section.



AGRICULTURAL RESOURCES

Agricultural resources play an important role in the past and future of southwestern Wisconsin. Even though this plan is being developed for the Village of Barneveld, the importance of agricultural resources in the surrounding area should not be underestimated. Farming is very important to the Barneveld area both economically and culturally.

The following figures depict county level data for Iowa County. As indicated by Figure E.1, between 1987 and 1997 there has been an overall increase of 43 farms in Iowa County. By definition the census defines a farm as any place from which \$1,000 or more of agricultural products were produced and sold, or normally would have produced and sold during the census year.

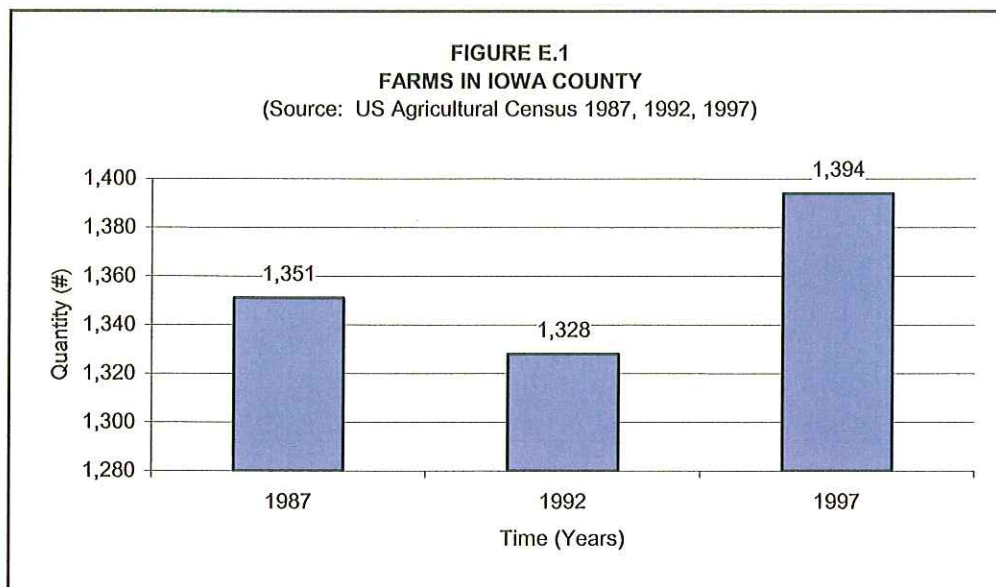
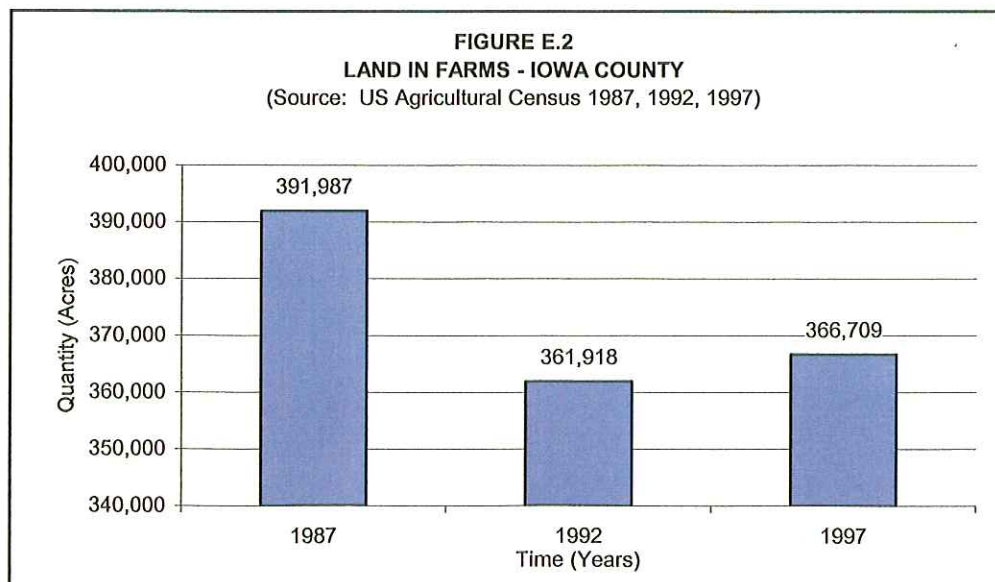


Figure E.2 is directly related to the number of farms in Iowa County, as it depicts the total number of acres in farms. There has been an overall decline in the total number of acres farmed. A contributing factor is the amount of farmland being converted to recreational lands.



FARMLAND POTENTIAL

In Iowa County, 72 percent of the soils are classified as prime, state, and local importance. Map E.1 indicates areas of farmland potential. The map includes four classifications:

Prime Farmland

Most Capability Group I and II Soils
(25 percent of soils in Iowa County)

State Importance

Most Capability Group III Soils
(20 percent of soils in Iowa County)

Local Importance

Varies but in Southwestern Wisconsin some Capability Group IV and VI Soils. In Iowa County these include land with better moisture holding capacity – valuable locally for pasture and hay production.
(27 percent of soils in Iowa County)

Other

Other soil groups of importance not noted in one of the three categories above.

**LAND COVER**

Map E.2 shows the land cover in Iowa County. This map again shows the importance of agricultural resources in Iowa County. It also shows the importance of natural resources, including forested lands, open water, and wetlands.



NATURAL RESOURCES

Natural resources are a vital and defining part of the environment, as well as a defining part. Whether obvious or not, impacts to sensitive environmental resources often have significant adverse impacts on a community.

WATER RESOURCES

Water resources are one of the most commonly used natural resources. On a daily basis people are utilizing groundwater for drinking water, showers, recreational purposes, etc. Plants and animals also rely heavily on water resources to survive. Water resources serve a variety of important functions for a community. They serve as drinking water sources, and provide water for business and industry.

SURFACE WATER

Watercourses and water bodies also provide various recreational opportunities, including fishing, swimming, boating, and passive recreational opportunities such as bird watching. Streams provide habitats for aquatic species, but also many other forms of wildlife. There are no major lakes or rivers in the immediate area, but Wisconsin River and area lakes and streams serve recreational needs of area residents. See Map E.3 for surface water resources in Iowa County. The Village of Barneveld is located in two watersheds, the Mill and Blue Mounds Creek Watershed and the Upper East Branch Pecatonica River Watershed. See Map E.4 for all Iowa County Watersheds.

**FLOODPLAINS**

The Federal Emergency Management Agency (FEMA) has designated flood hazard areas along many surface water resources. The importance of respecting floodways and floodplains is very important in terms of planning and development. Ignoring these constraints can cause serious problems relating to property damage and the overall safety of residents. See Map E.5 for the FEMA map for the Village of Barneveld.

WETLANDS

Wetlands serve a variety of functions, including providing a habitat for many wildlife species and plants, playing an important role in stormwater management and flood control, filtering pollutants, recharging groundwater, and offering open space and passive recreational opportunities. Many of the nation's wetlands have already been destroyed and this makes preservation of existing wetlands even more important.

GROUNDWATER

Groundwater is the one water resource that we are most dependent on, as we use this resource on a daily basis and other water resources depend on recharge from the groundwater. Simply stated, groundwater is water beneath the earth's surface, often between saturated soil and rock, that supplies wells and springs. Groundwater supplies approximately 75 percent of Wisconsin residents with the water they use on a daily basis, whether it is from a municipal well or a private well. It is important to keep the groundwater resource in mind for many areas of comprehensive planning. Ultimately what takes place above ground directly impacts this resource below the surface. There are a number of activities that directly impact the quality of water resources. Map E.6 indicates the depth to the water table in the planning area.

Potential pollution sources that can affect the groundwater supply include but are not limited to:

- On-site septic systems
- Sewage Treatment Plants
- Sanitary Landfills
- Underground Storage Tanks
- Feedlots
- Junkyards
- Abandoned Wells
- Pesticide and Fertilizer Applications
- Road Salt
- Unsewered Subdivisions
- Gas Stations
- Chemical Spills
- Leaking Sewer Lines
- Household Cleaners & Detergents

WILDLIFE RESOURCES & HABITAT

WILDLIFE

Urban wildlife can add to the enjoyment of everyday life. Wildlife provides opportunities for observing and photographing animals that live near and in urban areas. Urban wildlife also serves as an educational stimulus by stirring people's curiosity about the natural world. Wildlife in the urban environment can also cause problems by destroying property, carrying disease, producing unsanitary waste, and conflicting with human activities. Wildlife that is forced to live in urban areas may displace other species of animals that are already living there.

Habitat is a combination of food, water, shelter, and space arranged to meet the needs of wildlife.

THREATENED AND ENDANGERED SPECIES

The Federal Endangered Species Act of 1973 was enacted to conserve threatened and endangered species of wildlife and plants. The Wisconsin Department of Natural Resources (DNR) has used the Natural Heritage Inventory (NHI) to develop maps for all counties in the state providing generalized information about rare, threatened and endangered species. The DNR-NHI map (Map E.7) has been included at the end of this section for a reference.

THE URBAN FOREST

One of the forest resources that is often forgotten in urbanized areas is the urban forest. An urban forest is simply all the trees and vegetation in and around a city or a village, and can include tree lined streets, home landscapes, school yards, parks, riverbanks, cemeteries, vacant lots, right of ways, adjacent woodlands, and any other place that vegetation can grow. The urban forest doesn't necessarily only relate to trees, but also includes shrubs, flowers, vines, ground cover, grass, and other plants. There are a number of benefits associated with an urban forest which include:

- Absorption of rainwater
- Alleviates pressure on drainageways
- Provides wildlife habitat
- Provides relief against the elements such as wind and heat

One of the more effective tools used by communities to conserve and improve their urban forests is a tree ordinance. Often they are enacted in response to changes from rapid land development. Tree ordinances range in complexity from simple tree replacement standards to more comprehensive ordinances addressing natural resource issues. When developing an ordinance, it is very important that the tree ordinance meet the needs of the community. Beware of copying any ordinance that was successful in another community because different communities have different needs and therefore require a different type of ordinance.

ENVIRONMENTAL CORRIDORS

Environmental corridors refer to an area that contains a grouping of natural resource features, such as woodlands, wetlands, surface waters, scenic views, geologic formations, and even historical sites. If these and other natural resource features are placed on a map, they most often form a linear corridor, hence an environmental corridor. Because these resources occur naturally in the same areas, preserving one element also tends to preserve other elements. Preserving the environmental corridors can be a highly effective way to protect the natural and cultural resources in the area. Map E.8 depicts several natural resource areas in Iowa County, that when combined together create natural environmental corridors.

Environmental Benefits:

- Reduced Flooding
- Reduced Soil Erosion
- Improved Water Quality
- Improved Water Quantity
- Groundwater Recharge
- Bank Stabilization
- Improved Air Quality
- Improved Habitat

Social Benefits:

- Walking and Hiking
- Cross Country Skiing
- Horseback Riding
- Photography
- Wildlife Viewing

GEOLOGIC AND SOIL RESOURCES

Soils and geology are also important planning considerations. When thinking about new development, it is very important to take soils and geology into consideration. Today technology advances can overcome many development challenges relating to soil and geology; however, it is very important that these resources are not abused, overused, or contaminated. Particular attention must be paid to soils when development is occurring on steeper slopes and for septic systems, to be sure adequate infiltration and treatment can be provided by the soils. A series of maps including slope

limitations (Map E.9), septic limitations (Map E.10), and depth to bedrock (Map E.11) have been included.

Southwestern Wisconsin is located in the unglaciated region otherwise known as the driftless area. Most of southwest Wisconsin's bedrock is sedimentary rock, consisting of sandstone and shale or limestone. Non-metallic mineral resources such as limestone for road building is one of the most significant geologic resources in the area. Mineral resources are divided into two categories, metallic and non-metallic resources. Metallic resources include resources such as copper, zinc, and gold. The non-metallic resources include sand, gravel, and limestone.

PARKS AND OPEN SPACE

Open space serves many important functions in a community. Open space protects ecologically sensitive areas including wetlands and water resources, important habitats and sensitive soils. The preservation of open space areas not only directly protects these resources, but can also serve as an important buffer zone. Open space plays an important role in shaping the character of the community, as nothing can replace the visual impact of vast open space, whether it is agricultural land or woodlands. Preservation of these areas is important for the overall aesthetic value of the community. Open space can take the form of parks, greenbelt, wetlands and floodplain. Open space can also serve many functions for a community other than recreation, such as the following:

- Preservation of scenic and natural resources
- Flood management
- Protecting the area's water resources
- Preserving prime agricultural land
- Limiting development that may occur
- Buffering incompatible land uses
- Structuring the community environment

Parks serve a limited neighborhood area, a portion of the community, or the entire community or region and provide area and facilities for outdoor recreation for residents and visitors.

LOCAL PARK RESOURCES

The Village of Barneveld is fortunate to have a number of local parks available for residents and visitors. The Village has three neighborhood parks, a few mini parks, as well as a recreational trail. In addition to the Village Park system, the local school district grounds also provide recreational playing fields. The park and recreation areas in Barneveld include:

- Memorial Park
- Kari Krest Park
- Quail Ridge Park
- Barneveld Public School Grounds
- Barbara Circle
- Pocket Park
- Valders and Downtown Boulevards
- Military Ridge State Trail



Three other area parks provide recreational opportunities for Village of Barneveld residents. These areas include:

- Birch Lake Park
- Blue Mounds State Park
- Brigham County Park

CULTURAL AND HISTORIC RESOURCES

Cultural and historic resources are often set aside by many communities in order to deal with “real” issues facing their community. However, the proper appreciation of these assets is vital to the long-term success of a community. Respecting and utilizing these available resources increases the overall quality of life and provide opportunities for tourism.

Determining what are cultural and historic resources has been left open to some interpretation. For the purpose of this report historic resources includes historic buildings and sites as identified by the national register of historic places, museums, churches, cemeteries, old country schools, etc. The information presented here is to serve as a guide to cultural and historic resources but is not inclusive.

HISTORIC PLACES

The Barneveld Area has several sites listed on the National Register of Historic Places, including the following:

TABLE E.1: National Register of Historic Places

Name of Place	Location	Ownership	Date Added to National Register	Current Function
Cassidy Farmhouse	Hwy K, North of Hwy 18/151	Private	1986	Single Family Dwelling
Grove Street Historic District	304–316 Grove St.	Private	1986	Single Family Dwelling
Harris House	202 W. Wood St.	Private	1986	Single Family Dwelling
Ihm House	203 N. Garfield St.	Private	1986	Single Family Dwelling
Kittleson House	104 W. Wood St.	Private	1986	Single Family Dwelling
Rainbow Cave	Restricted	Private	1995	Recreation and Culture
Roberts House	302 Front St.	Private	1988	Single Family Dwelling
Roethlisberger House	205 N. Grove St.	Private	1986	Single Family Dwelling

PLACES OF WORSHIP

Places of worship have had a significant impact on the culture of the Barneveld area. Places of worship in the Barneveld area include:

- Barneveld Congregational Church
- Barneveld Lutheran Church
- St. Mary's Immaculate Conception Catholic Church

CEMETERIES

Also identified as a prominent historic and cultural resource are the area cemeteries. Cemeteries can provide a historic perspective of the area. The following cemeteries serve the Barneveld area:

- White Church Cemetery
- Bethel Cemetery
- Jenniton Congregational Cemetery
- Jenniton Baptist Cemetery
- Middlebury Cemetery



AGRICULTURAL, NATURAL, AND CULTURAL RESOURCE AGENCIES AND PROGRAMS

There are a number of available state and federal programs to assist with agricultural, natural, and cultural resource planning and protection. Below are brief descriptions of various agencies and programs. Contact information has been provided for each agency. To find out more specific information or which program best fits your needs contact them directly.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WI-DNR)**Background**

The Department of Natural Resources is dedicated to the preservation, protection, effective management, and maintenance of Wisconsin's natural resources. It is responsible for implementing the laws of the state and, where applicable, the laws of the federal government that protect and enhance the natural resources of our state. It is the one agency charged with full responsibility for coordinating the many disciplines and programs necessary to provide a clean environment and a full range of outdoor recreational opportunities for Wisconsin citizens and visitors. The Wisconsin DNR has a number of programs available ranging from threatened and endangered species to water quality to parks and open space to wetlands.

**WISCONSIN DEPARTMENT OF
NATURAL RESOURCES (WI-DNR)**

101 S Webster St
Madison WI 53703

Phone: 608-266-2621

Fax: 608-261-4380

<http://www.dnr.state.wi.us>

The Bureau of Community Financial Assistance (CFA) administers grant and loan programs, under the WI-DNR. Financial program staff work closely with local governments and interested groups to develop and support projects that protect public health and the environment, and provide recreational opportunities.

WISCONSIN DEPARTMENT OF TRADE AND CONSUMER PROTECTION (DATCP)**Background**

The Wisconsin Department of Trade and Consumer Protection inspects and licenses more than 100,000 businesses and individuals, analyzes millions of laboratory samples, conducts hundreds of hearings and investigations, educates businesses and consumers about best practices, adopts rules that have the force of law, and promotes Wisconsin agriculture at home and abroad.

Specifically DATCP has two divisions that relate directly to the agriculture and natural resource section of the comprehensive plan. The Environmental Division of DATCP focuses on insects, land and water, as well as plants and animals. The Agricultural Division of DATCP focuses on animals, crops, agricultural resources, and land and water resources.

**WISCONSIN DEPARTMENT OF
TRADE AND CONSUMER
PROTECTION (DATCP)**

2811 Agriculture Drive
PO Box 8911
Madison WI 53708

Phone: 608-224-4960

<http://www.datcp.state.wi.us>

WISCONSIN NATURAL RESOURCE CONSERVATION SERVICE (NRCS)Background

The Natural Resources Conservation Service is the federal agency that works with landowners on private lands to conserve natural resources. NRCS is part of the U.S. Department of Agriculture and was formerly called the Soil Conservation Service or "SCS".

Nearly three-fourths of the technical assistance provided by the agency goes to helping farmers and ranchers develop conservation systems uniquely suited to their land and individual ways of doing business. The agency also provides assistance to other private landowners and rural and urban communities to reduce erosion, conserve and protect water, and solve other resource problems.

**WISCONSIN NATURAL RESOURCES
CONSERVATION SERVICE (NRCS)**

6515 Watts Road,
Suite 200
Madison, WI 53719

Phone (608) 276-USDA

<http://www.wi.nrcs.usda.gov>

WISCONSIN STATE HISTORICAL SOCIETYBackground

The Society serves as the archives of the State of Wisconsin; it collects books, periodicals, maps, manuscripts, relics, newspapers, and audio and graphic materials as they relate to North America; it maintains a museum, library, and research facility in Madison, as well as a statewide system of historic sites, school services, area research centers, and affiliated local societies; it administers a broad program of historic preservation; and publishes a wide variety of historical materials, both scholarly and popular. The historical society can also provide assistance for various state and federal programs.

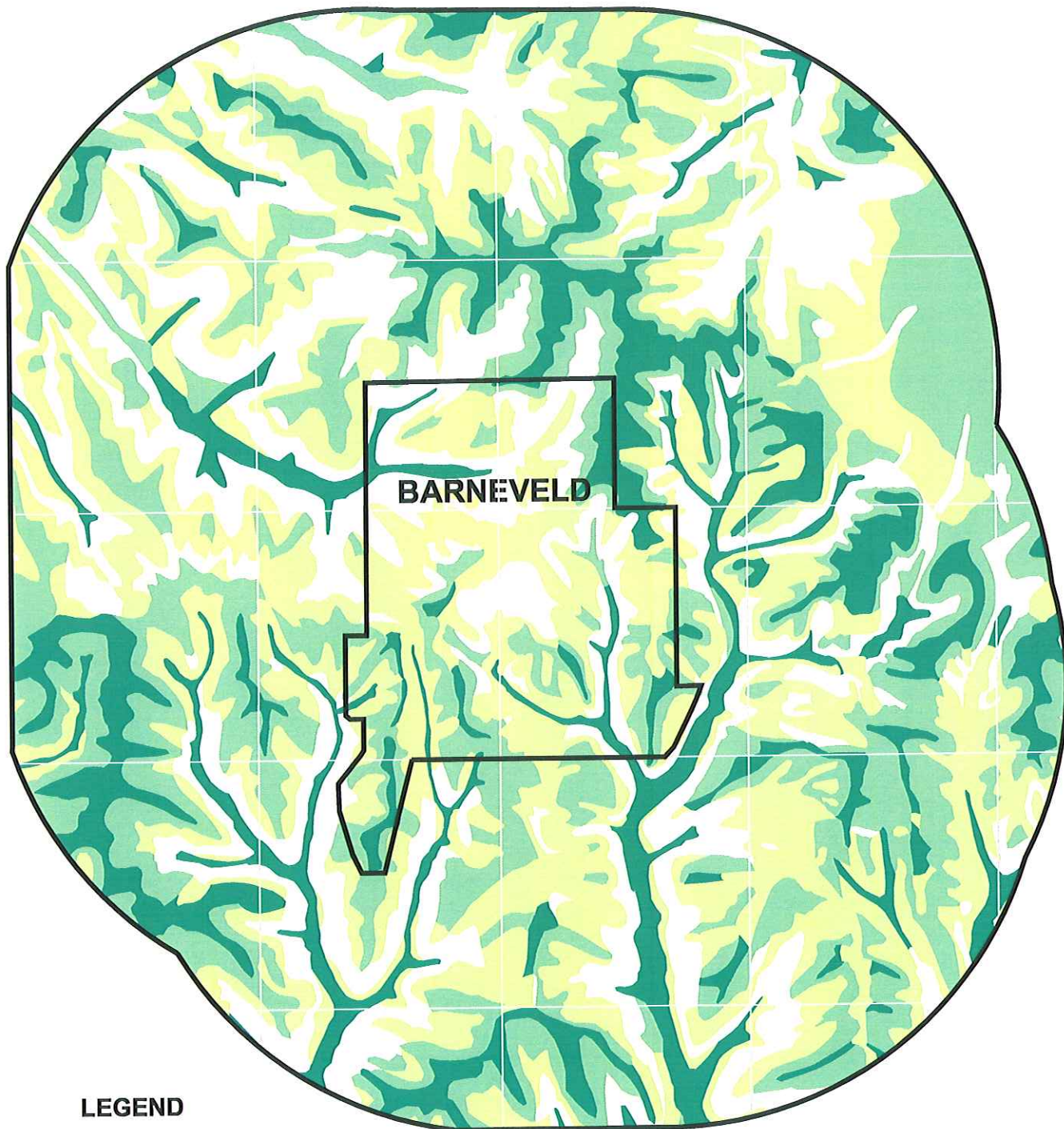
**WISCONSIN STATE
HISTORICAL SOCIETY**

Office of Preservation Planning
Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706





Phone: 608-264-6500

<http://www.wisconsinhistory.org>

FARMLAND POTENTIAL



LEGEND

-  PRIME FARMLAND
-  STATE IMPORTANCE
-  LOCAL IMPORTANCE
-  OTHER SOILS

VILLAGE OF BARNEVELD IOWA COUNTY, WISCONSIN



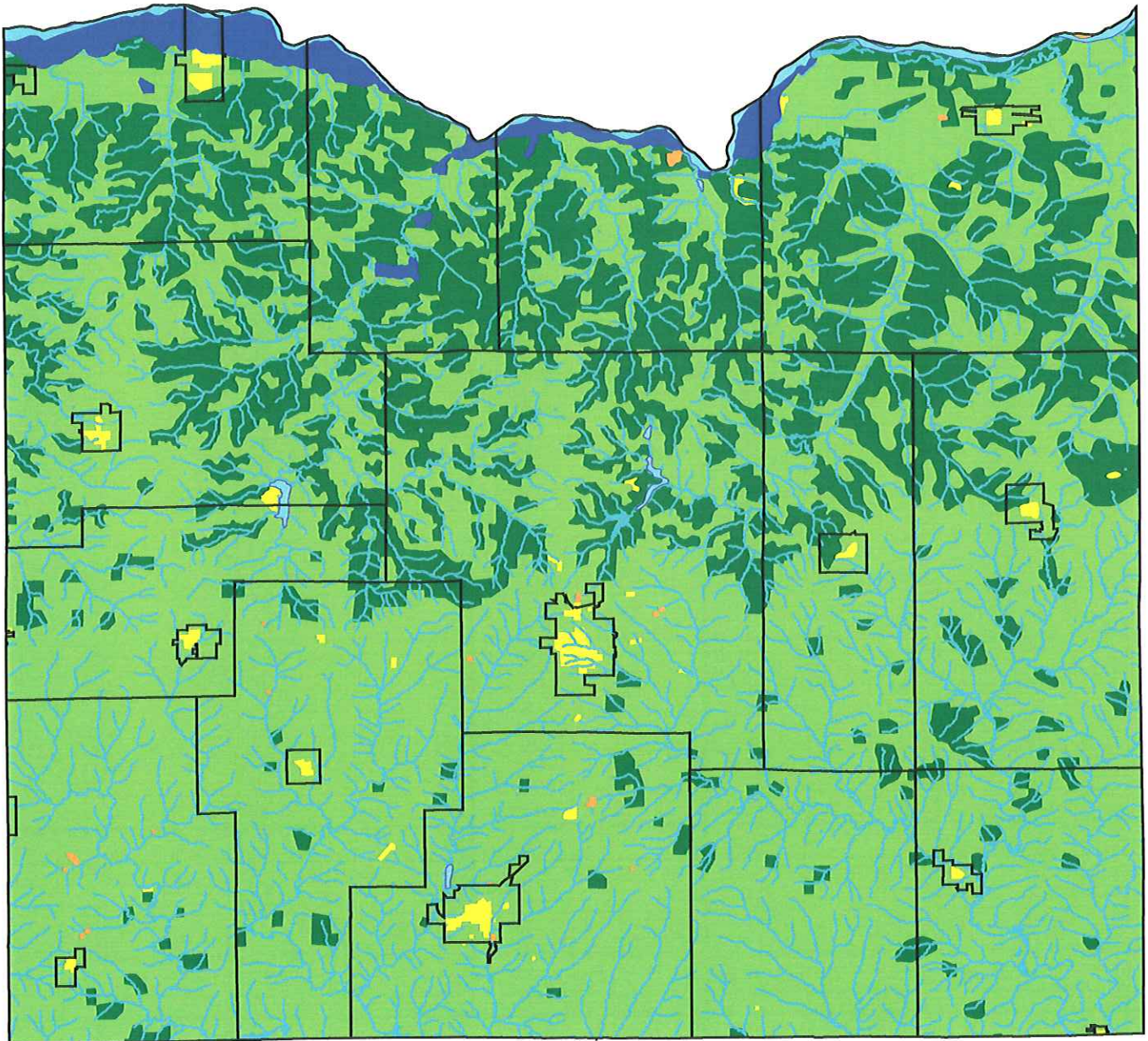
SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION
719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

November 2001
File: BarnevldArea-Frmlnd

MAP E.1

IOWA COUNTY LAND COVER

MAP E.2



1 inch equals 4.28 miles



SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION
719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

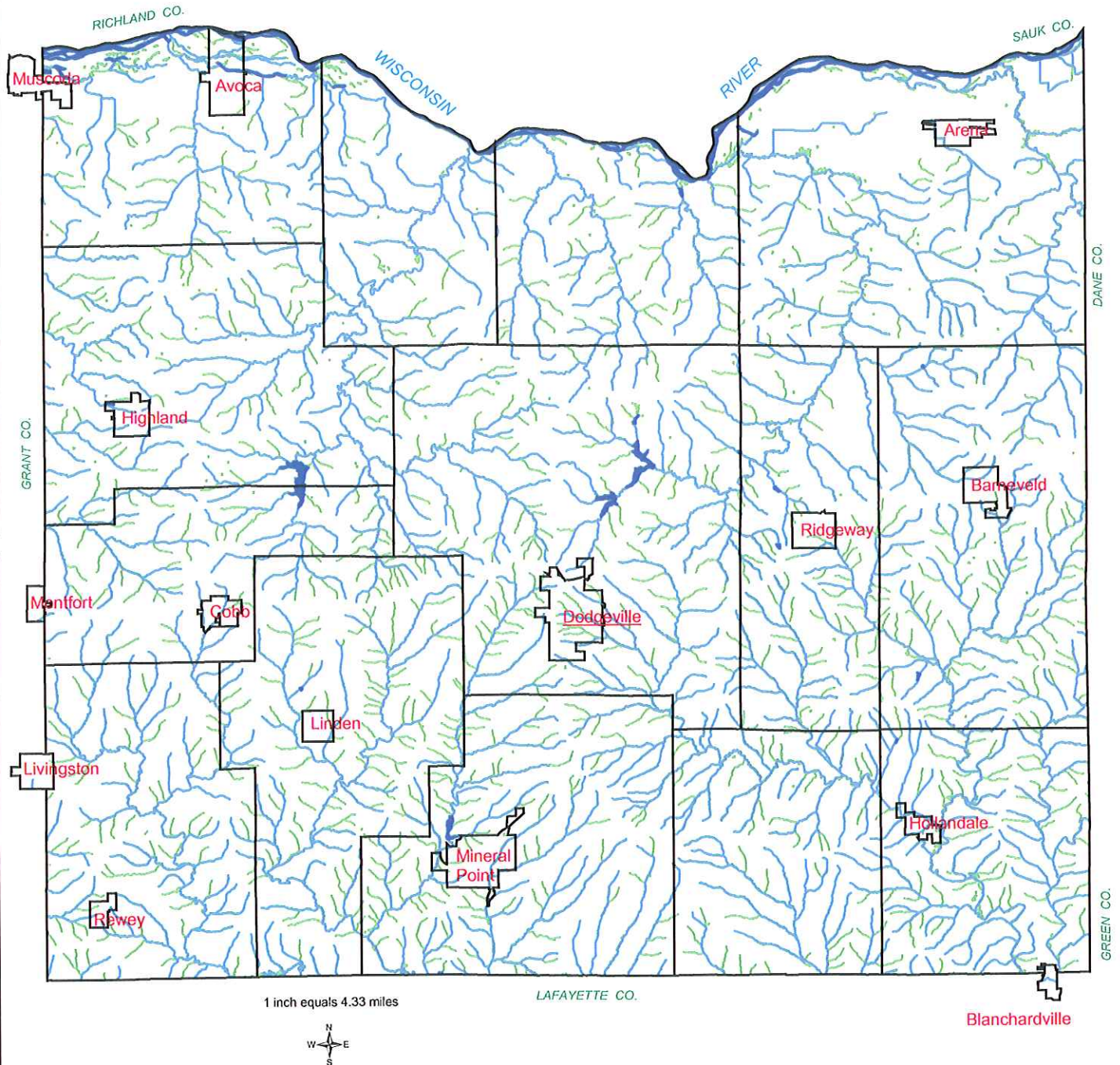
September 23, 2003
IA CO Land Cover E-2-Bm/ld

Legend

- Urban/Developed
- Agriculture
- Forest
- Open Water/Rivers
- Wetland
- Barren

SURFACE WATER RESOURCES

- IOWA COUNTY, WISCONSIN -



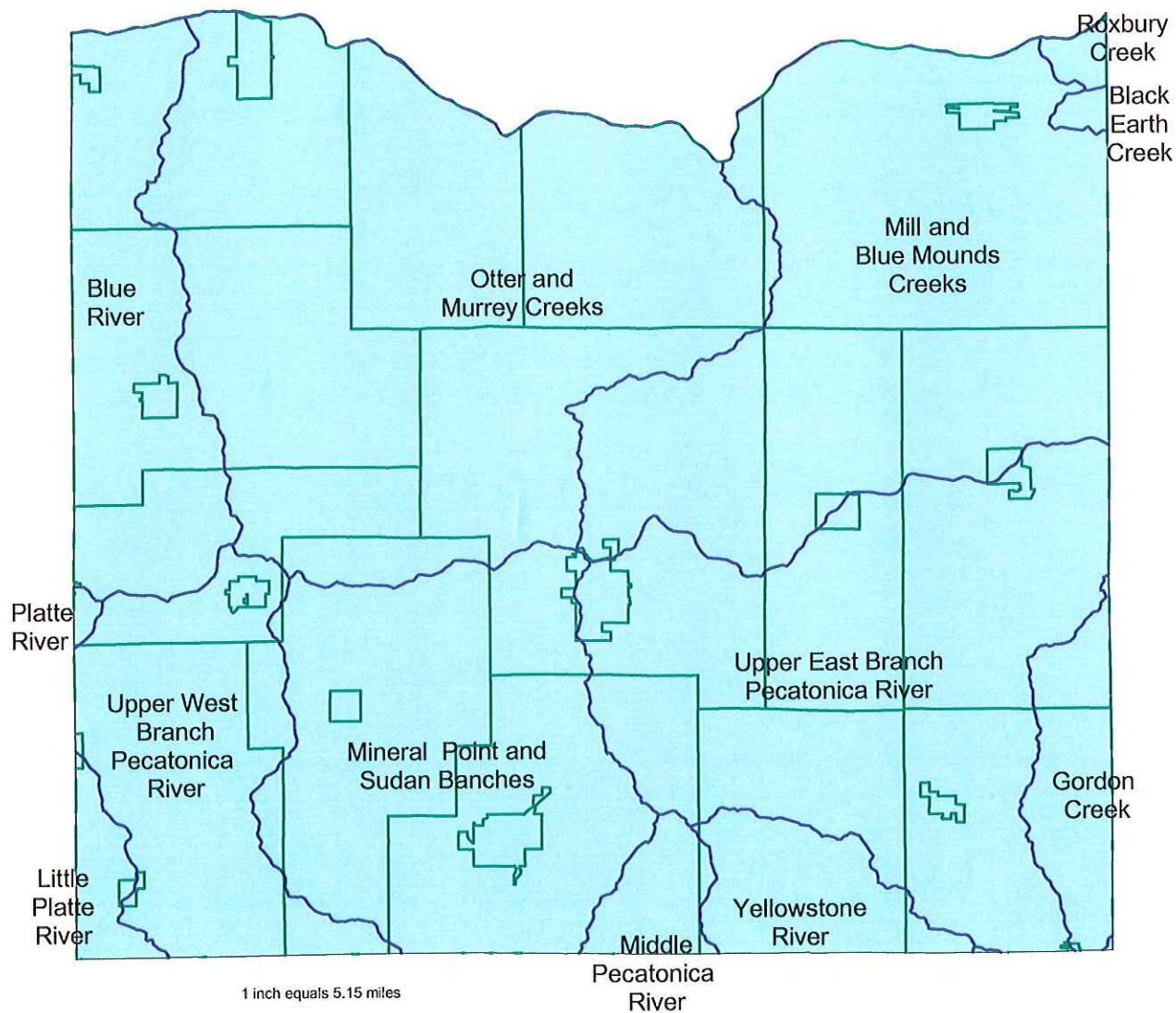
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REGIONAL PLANNING COMMISSION
719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

October 27, 2003
Surface Water Resources

Legend

- INTERMITTENT STREAMS
- PERENNIAL STREAMS

IOWA COUNTY WATERSHEDS

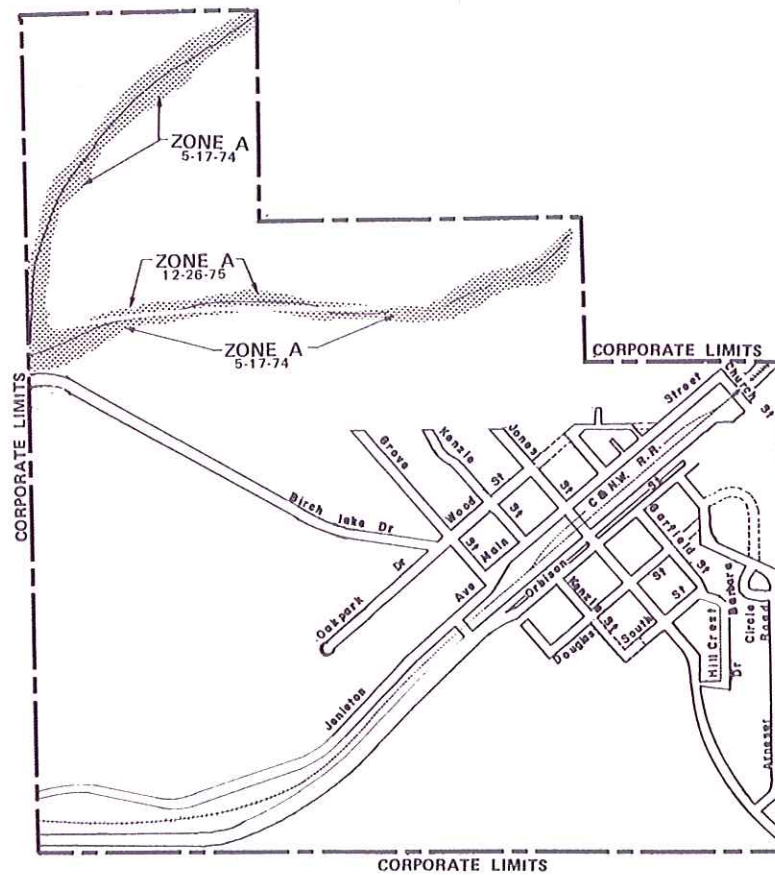


SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION
719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

June 10, 2003
IA Co Watersheds

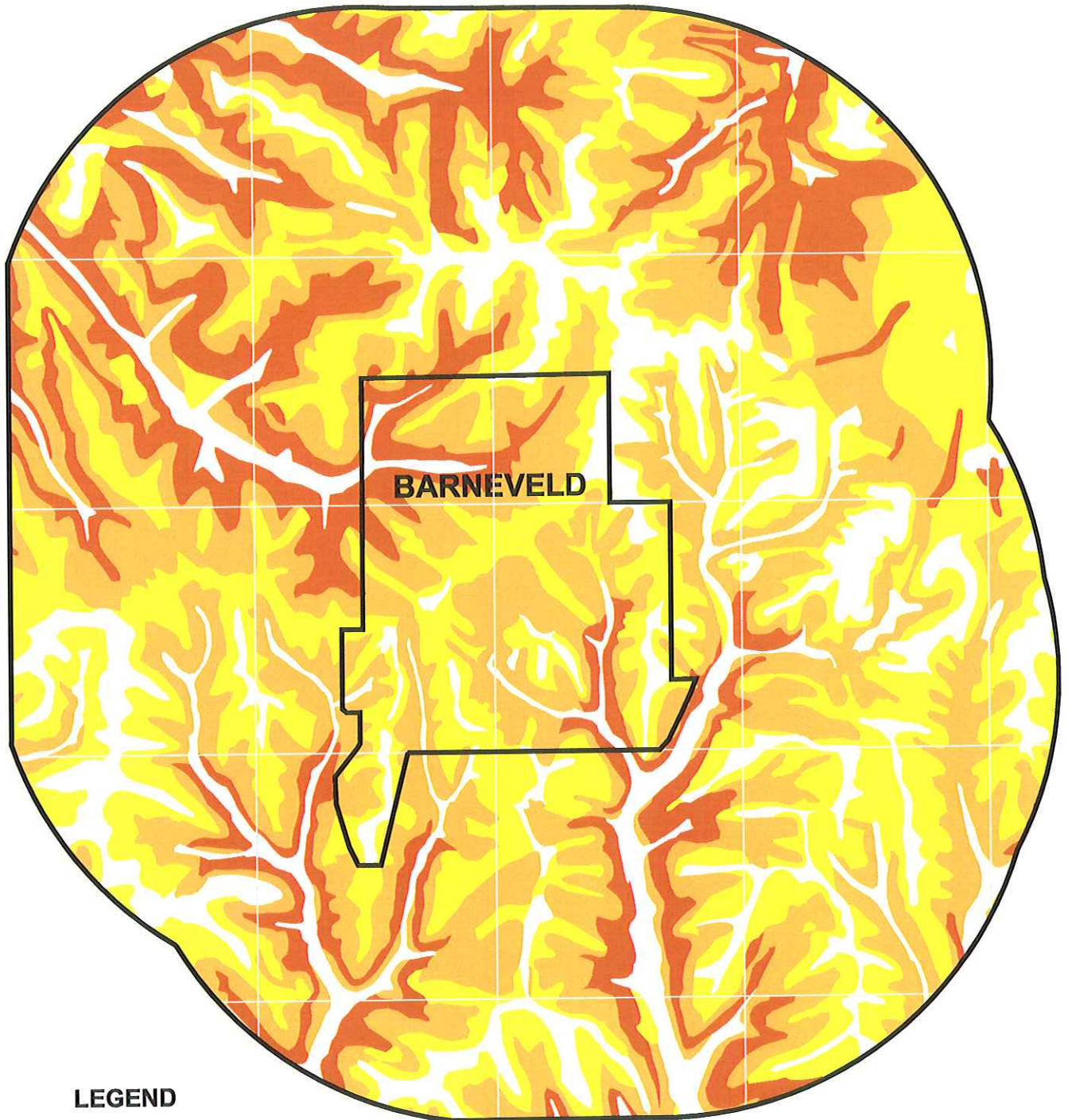
FLOOD HAZARD BOUNDARY MAP

MAP E.5



01	DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT Federal Insurance Administration VILLAGE OF BARNEVELD, WI (IOWA CO.)	FIA FLOOD HAZARD BOUNDARY MAP No. H01	APPROXIMATE SCALE 500 0 1000 2000 3000 FEET	Map Revised DECEMBER 26, 1975

SLOPE LIMITATIONS



LEGEND

-  0 - 6% SLOPE
-  6 - 12% SLOPE
-  12 - 20% SLOPE
-  > 20% SLOPE

VILLAGE OF BARNEVELD
IOWA COUNTY, WISCONSIN

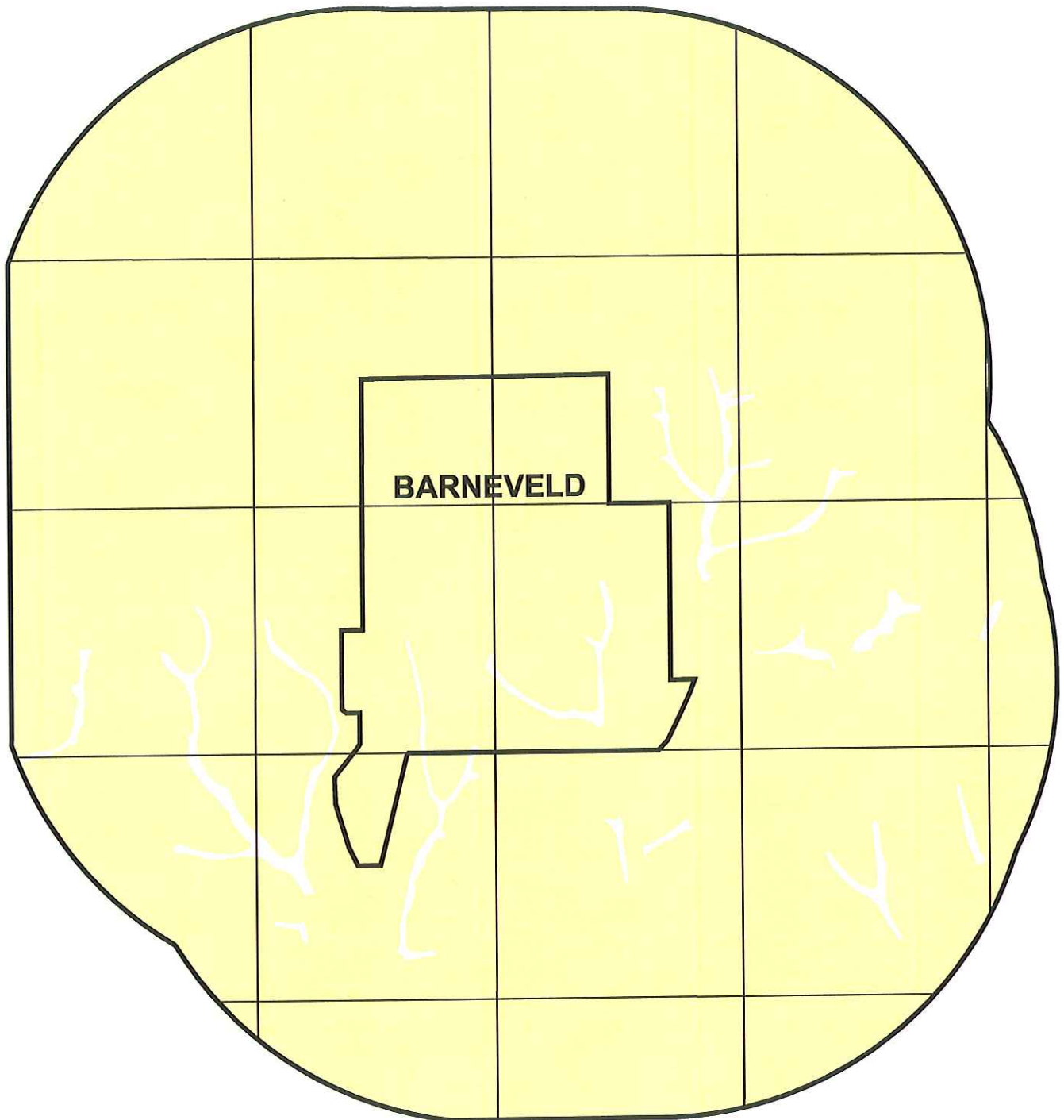


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1 University Plaza
Platteville, WI 53818

November 2001
File: BarneveldArea-Slope

MAP E.9

SEPTIC LIMITATIONS



LEGEND

-  MODERATE
-  SEVERE

VILLAGE OF BARNEVELD IOWA COUNTY, WISCONSIN



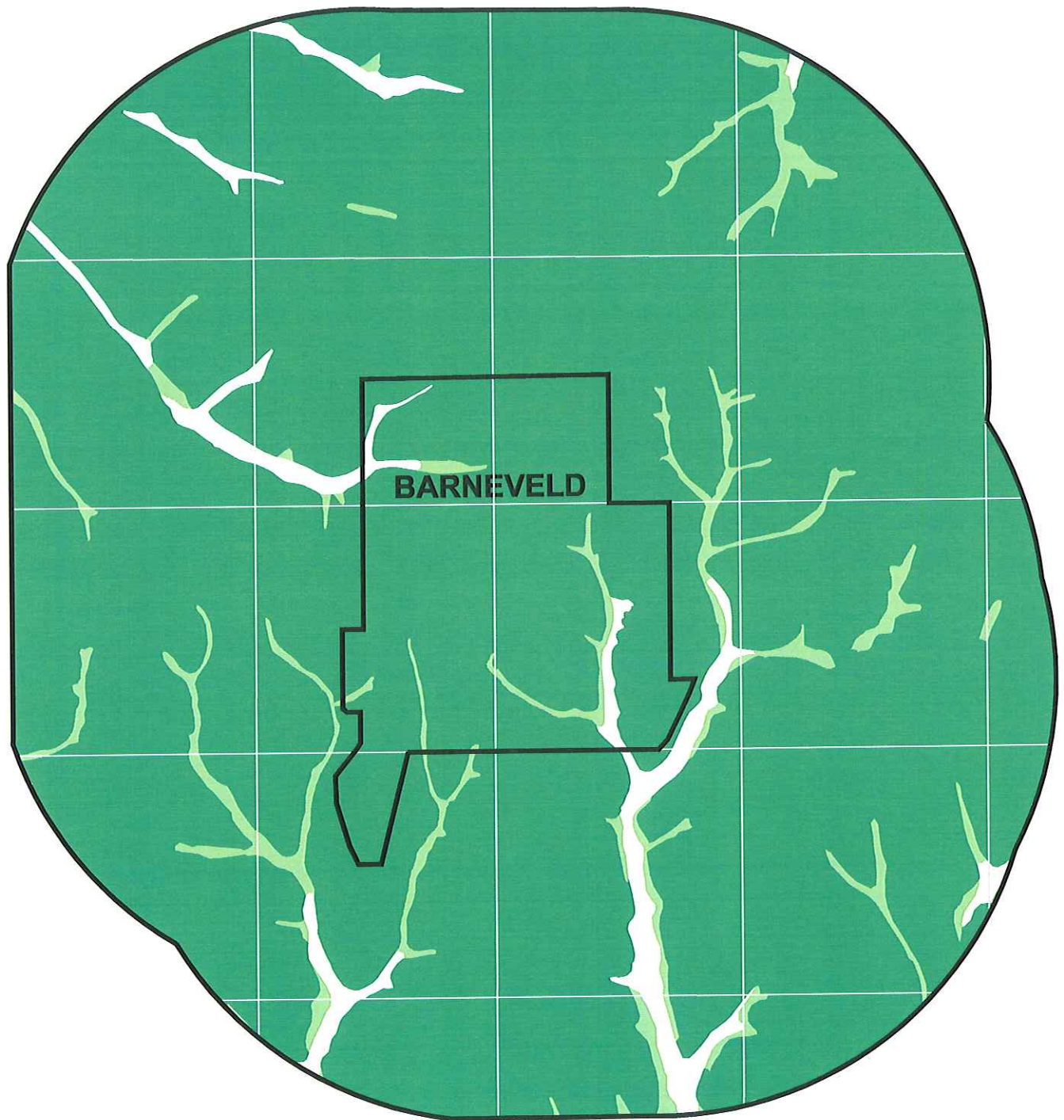
SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION

719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

November 2001
File: BarneveldArea-Septic

MAP E.10

DEPTH TO BEDROCK



LEGEND

-  < 4 FEET
-  > 4 FEET
-  > 20 FEET

VILLAGE OF BARNEVELD IOWA COUNTY, WISCONSIN



SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION

719 Pioneer Tower
1 University Plaza
Plattsville, WI 53818

November 2001
File: BarneveldArea-D-BR

MAP E.11

EXECUTIVE SUMMARY

This purpose of this section is to analyze business, industry, and employment trends and characteristics in the Village of Barneveld. Specifically this section provides an overview of the economy, sets policy direction for economic growth, and identifies strategies, programs, and projects to improve the economy. Specific information included in this section includes employment status of the population, labor force participation rates, work status and income levels, employment industries and occupations, along with other relevant information. This section ultimately serves as a guide the future of economic growth in the Barneveld community.

**Wisconsin State Statute 66.1001(2)(f)****(f) Economic Development**

A compilation of objectives, policies, goals, maps and programs to promote the stabilization, retention or expansion, of the economic base and quality employment opportunities in the local governmental unit, including an analysis of the labor force and economic base of the local governmental unit. The element shall assess categories or particular types of new businesses and industries that are desired by the local governmental unit. The element shall assess the local governmental unit's strengths and weaknesses with respect to attracting and retaining businesses and industries, and shall designate an adequate number of sites for such businesses and industries. The element shall also evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The element shall also identify county, regional and state economic development programs that apply to the local governmental unit.

ECONOMIC DEVELOPMENT POLICY RECOMMENDATIONS

Below are the policy recommendations that will help the Village of Barneveld achieve a self-sustaining economic development initiative in both the short and long term.

- **Create a new business organization, such as a Chamber of Commerce, to address business issues, and encourage involvement in economic development.**

The business community should consider the creation of a Chamber of Commerce that can address the promotion of existing business within the community, but also to recruit new business. The Barneveld Advancement Association, as a 501(c)(3) organization under the Internal Revenue Code, can provide strong fundraising capabilities, and play a strong role in support of economic development efforts within the community. Members should be encouraged to work on economic development issues within the community.

- **Provide for annual funding of economic development needs, including, but not limited to, membership dues in organizations, which promote economic development beneficial to Barneveld.**

The Village should have an annual appropriation for economic development activities to include, but not be limited to, dues or contributions to local, county or other economic development organizations which the community feels is highly beneficial in terms of cost/benefit. An economic development budget may also assist the Village government to address any pressing issues that are identified at times other than when the Village budget is prepared.

- **Be receptive to joining with other communities in Iowa County for purposes of cost sharing to increase capacity building for economic development.**

The community should look to the future and consider supporting a county-wide economic development effort, such as the formation of an economic development corporation, complete with full-time staffing, which can assist with direct marketing of business sites and provide other support as may be needed or desired.

- **Utilize the availability of training programs to enhance local capacity building for purposes of economic development.**

Re-establish an organized and trained business recruitment and retention team within the community development organization, seeking assistance from existing resources that are available (i.e., UW Extension, Alliant Energy, SWWRPC, etc.).

- **Develop necessary information to market the community and the available business sites within the community.**

Develop a "community profile" with applicable information of value to potential new businesses and residents to help them make a location decision and to give them local contacts for additional information. Ensure that printed or electronic profiles are updated annually. It is important that this information be posted to a web site where information on Barneveld can be easily found.

- **Develop the capability of responding to the need for available buildings within the community.**

Develop a relationship with a construction firm or private developer to enable a quick response to a business location need by being able to construct a "build-to-suit" facility. Alternatively, the community development organization could construct a shell building for potential firms identified as targeted industries within the TID plan, although this latter approach would not be appropriate for all types of businesses, but may be appropriate for manufacturing.

- **Work to ensure that the central business area is utilized to the fullest extent possible for commercial uses.**

Available space within the central business area for new commercial or service-related businesses appropriate to the downtown area should be maximized. It is recognized that much of the future development will take place within the highway corridor, as this is where most available land is located, but a centrally located business district is more convenient to residents.

- **Attempt to create utilization of currently available buildings in the central business area for the highest and best use.**

Promote alternative uses for the previous 6,000 square foot grocery store, which is located within the central business area, including subdividing the space to accommodate smaller retail, and/or service businesses that do not require a highway location. A hybrid store incorporating more than one type of enterprise do developers use a common approach today.

- **Work on tourism potential represented by the Military Ridge State Trail and nearby recreational amenities.**

Create a tourism promotional awareness campaign based on the presence of the Military Ridge State Trail and nearby state parks, especially Blue Mound State Park and Governor Dodge State Park, both of which are accessible from the state trail. Incorporate community festivals and events, and look for ways of improving and enhancing these for the benefit of residents of neighboring communities, visitors, and residents alike. Look for opportunities to work with nearby tourism attractions and hospitality businesses.

- **Continue to memorialize the impact of the 1984 tornado, as this is an important part of Barneveld's history.**

Consider establishing a tasteful exhibit on the history of Barneveld, including the devastating tornado of June 8, 1984. Make the exhibit visible and accessible to trail users, and invite the visitors to patronize area businesses through promotional techniques.

- **Capitalize on any opportunities to work with existing enterprises to create further development within or near the community.**

Explore a potential opportunity to establish a restaurant or supper club, as well as a motel, in conjunction with the Deer Valley Golf Course. Such an establishment does not have to be owned and operated by the proprietors of the golf course, but they could potentially provide space for lease or sale at that location. The location offers a potential opportunity and possible advantages to an existing business, as well as to the community at large.

- **Implement, if possible, the strategy provided for in the tax increment district plan.**

Fully implement the tax increment district plan of action within the time frame allowed for investments to be made, unless changing circumstances, such as a prolonged economic downturn, dictate the need to limit expenditures under a more conservative approach. The TID must be responsive to the need of businesses for development opportunities. There is a perceived need to extend water and sewer to the site, and add an additional north-south street. A feasibility study should be completed in order to entice prospective entrepreneurs to take a look at opportunities presented in Barneveld.



BACKGROUND

The economic development strategy for a community is a compilation of the objectives, policies, or goals, along with requisite maps, and the identification of programs and projects that promote the stabilization, retention, or expansion, of the economic base and quality employment opportunities in the local governmental unit. It normally incorporates an analysis of the labor force and the economic base of the community. It tries to assess the categories or types of new businesses and industries that are desired by the local governmental unit, and identifies the unit's strengths and weaknesses for attracting or retaining these businesses and industries.

The requisite number of industrial or business sites needed to accommodate the community's stated goals and objectives, including the evaluation of any known environmentally contaminated sites that could be used for commercial or industrial purposes. The strategy also identifies any applicable county, regional, state, or national economic development programs that may apply to the economic development goals of the community.

High profile projects for the Barneveld community includes the need to implement the tax increment financing district plan, and to attract new business investments to the community. The community now has the opportunity to create additional business sites with public infrastructure visible from U.S. Highway 151. Some opportunities, however, still exist for new investments within the downtown area, such as a supermarket or multi-use business building.



LABOR FORCE CHARACTERISTICS

Tables F.1 through F.12 provide a variety of data, which includes data by sex for the Village of Barneveld, with comparisons in many cases to Iowa County and the State of Wisconsin. Included is a list of employers in the Barneveld area.

TABLE F.1. EMPLOYMENT STATUS BY SEX: 2000

Employment Status	Number			Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Population 16 years and over	819	402	417	100	100	100
In labor force	642	315	327	78.4	78.4	78.4
Armed forces	0	0	0	0	0	0
Civilian labor force	642	315	327	78.4	78.4	78.4
Employed	624	298	326	76.2	74.1	78.2
Unemployed	18	17	1	2.2	4.2	0.2
Percent of civilian labor force	2.8	5.4	0.3	(X)	(X)	(X)
Not in labor force	177	87	90	21.6	21.6	21.6
Population 16 to 19 years	59	29	30	100	100	100
Employed civilian	33	16	17	55.9	55.2	56.7
Unemployed	0	0	0	0	0	0
Not in labor force	26	13	13	44.1	44.8	43.3
Population 20 to 24 years	44	21	23	100	100	100
Employed civilian	42	21	21	95.5	100	91.3
Unemployed	0	0	0	0	0	0
Not in labor force	2	0	2	4.5	0	8.7
Population 25 to 54 years	566	287	279	100	100	100
Employed civilian	491	236	255	86.7	82.2	91.4
Unemployed	15	14	1	2.7	4.9	0.4
Not in labor force	60	37	23	10.6	12.9	8.2
Population 55 to 59 years	29	14	15	100	100	100
Employed civilian	23	8	15	79.3	57.1	100
Unemployed	3	3	0	10.3	21.4	0
Not in labor force	3	3	0	10.3	21.4	0
Population 60 to 64 years	30	14	16	100	100	100
Employed civilian	23	11	12	76.7	78.6	75
Unemployed	0	0	0	0	0	0
Not in labor force	7	3	4	23.3	21.4	25
Population 65 to 69 years	24	13	11	100	100	100
Employed civilian	4	2	2	16.7	15.4	18.2
Unemployed	0	0	0	0	0	0
Not in labor force	20	11	9	83.3	84.6	81.8
Population 70 years and over	67	24	43	100	100	100
Employed civilian	8	4	4	11.9	16.7	9.3
Unemployed	0	0	0	0	0	0
Not in labor force	59	20	39	88.1	83.3	90.7

(X) Not applicable.

Source: U.S. Census Bureau, Census 2000 Summary File 3.

Table F.1 above, provides a snapshot of the employment characteristics of the labor force in Barneveld. This is the only data source providing statistics on the labor force participation rate and the unemployment rate for small communities for each sex. Although it is approximately three years old, it is worth looking at in comparison to similar statistics at the county, state or national level.

The unemployment rate at the time of the census was only 2.2 percent overall, compared to 3.7 percent for the United States and 3.2 percent for Wisconsin. The unemployment rate was almost entirely explainable by male unemployment, as unemployment among females was almost non-existent. For men, the rate in Barneveld was 4.2 percent. In Iowa County, the unemployment rate for men and women was similar, at 4.0 percent for men and 3.8 percent for women.

The labor force participation rate (LFPR), defined as the percent of persons that are either employed or actively looking for employment as a percent of all person age 16 years and older. Overall, the rate for the Village of Barneveld was 78.4 percent in 2000, which is high by any standard. This was in comparison to 75.5 percent for Iowa County and 69.0 percent for Wisconsin. The rate locally, therefore is significantly higher than for that of the larger geographic areas. Nationally, it was 63.9. In general, Wisconsin has a relatively high labor force participation rate compared to other states, and it appears that Barneveld has a high participation rate compared to state. This can be explained by the relatively low number of persons age 65 and above in the community. In Barneveld, the percentage of retirement age persons is less than nine percent, compared to more than thirteen percent for the county and the state.

Table F.2 provides information on the LFPR for males and females by broad age group. The local Barneveld rate is not dissimilar from that of Iowa County, but is higher than the state and nation as a whole for persons of normal working years age 16 to 64. The rate was more than 86 percent in Barneveld. The rate of participation is slightly lower for males than for females in Barneveld. The participation rate was very high at more than 88 percent for working age females in the village. As noted above, the percent of population that is of retirement age or above will influence rates for the older age group. A lower rate can be expected among women of retirement age than men because there is a higher population of women in these years. This is the case in Barneveld, which has a much lower participation rate among retirement-age persons than does Iowa County. It is about the same as for the state of Wisconsin.

TABLE F.2: AGE-SPECIFIC LABOR FORCE PARTICIPATION RATES FOR COMPARISON

Age-specific Labor Force Participation Rate	Population 16-64 years			Population 65 years and over		
	Both sexes	Male	Female	Both sexes	Male	Female
Village of Barneveld	86.5	84.7	88.4	13.2	16.2	11.1
Iowa County	86.0	87.8	84.1	25.5	31.7	20.7
State of Wisconsin	80.3	83.6	77.0	13.8	18.6	10.4
United States	73.6	79.1	68.3	13.3	18.4	9.7

TABLE F.3: WORK STATUS IN 1999 BY WEEKS & HOURS USUALLY WORKED, BY SEX

Weeks usually worked	Both Sexes (720)		
	Hours per week usually worked		
	35+ hrs.	15-34 hrs.	1-14 hrs.
50-52 wks.	476	64	6
40-49 wks.	43	19	6
27-39 wks.	25	12	3
< 39 wks.	29	33	4

Weeks usually worked	Both Sexes (%)		
	Hours per week usually worked		
	35+ hrs.	15-34 hrs.	1-14 hrs.
50-52 wks.	66.1	8.9	0.8
40-49 wks.	6.0	2.6	0.8
27-39 wks.	3.5	1.7	0.4
< 39 wks.	4.0	4.6	0.6

Weeks usually worked	Males (361)		
	Hours per week usually worked		
	35+ hrs.	15-34 hrs.	1-14 hrs.
50-52 wks.	275	8	3
40-49 wks.	12	5	3
27-39 wks.	16	2	3
< 39 wks.	15	17	2

Weeks usually worked	Males (%)		
	Hours per week usually worked		
	35+ hrs.	15-34 hrs.	1-14 hrs.
50-52 wks.	76.2	2.2	0.8
40-49 wks.	3.3	1.4	0.8
27-39 wks.	4.4	0.6	0.8
< 39 wks.	4.2	4.7	0.6

Weeks usually worked	Females (359)		
	Hours per week usually worked		
	35+ hrs.	15-34 hrs.	1-14 hrs.
50-52 wks.	201	56	3
40-49 wks.	31	14	3
27-39 wks.	9	10	0
< 39 wks.	14	16	2

Weeks usually worked	Females (%)		
	Hours per week usually worked		
	35+ hrs.	15-34 hrs.	1-14 hrs.
50-52 wks.	56.0	15.6	0.8
40-49 wks.	8.6	3.9	0.8
27-39 wks.	2.5	2.8	0.0
< 39 wks.	3.9	4.5	0.6

Table F.3 shows the degree of full-time work status and part-time work status for Barneveld, only. Approximately two-thirds of all persons age 16 or more who worked in 1999 worked year round and full-time (76 percent for males and 56 percent for females). This excludes persons who may normally work year-round, but did not due to job changes or other reasons, but should be considered typical of any given time period. Persons who usually worked full time whenever they worked in 1999 represented almost 80 percent of the workers (88 percent for males and 71 percent of females).

Table F.4, shows the earnings of workers that worked full-time and year- round by sex. Percentages are also shown for Barneveld. Overall, the mean, or average, earnings were \$35,464. The median, meaning half made more and half made less, \$29,412. Among female workers, the mean earnings were only 62 percent of average earnings by males, which compared to the county (74 percent), were relatively low. The median earnings for females was 74 percent of the earnings for males, just slightly less than the ratio for the county (76 percent) but higher than that of Wisconsin (70 percent).

TABLE F.4: EARNINGS IN 1999 OF FULL-TIME, YEAR-ROUND WORKERS

	Number			Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Workers with earnings	476	275	201	100	100	100
\$1 to \$9,999 or loss	13	4	9	2.7	1.5	4.5
\$10,000 to \$14,999	24	14	10	5.0	5.1	5.0
\$15,000 to \$24,999	124	46	78	26.1	16.7	38.8
\$25,000 to \$34,999	153	81	72	32.1	29.5	35.8
\$35,000 to \$49,999	96	73	23	20.2	26.5	11.4
\$50,000 to \$74,999	51	42	9	10.7	15.3	4.5
\$75,000 to \$99,999	4	4	0	0.8	1.5	0.0
\$100,000 or more	11	11	0	2.3	4.0	0.0
Median earnings (dollars)	29,412	34,107	25,380	(x)	(x)	(x)
Mean earnings (dollars)	35,464	42,248	26,183	(x)	(x)	(x)

(X) Not applicable.

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

TABLE F.5: INDUSTRY BY SEX: 2000

Industry	Number			Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Employed civilian population 16 years and over	624	298	326	100	100	100
Agriculture, forestry, fishing and hunting, and mining	13	8	5	2.1	2.7	1.5
Agriculture, forestry, fishing and hunting	13	8	5	2.1	2.7	1.5
Mining	0	0	0	0.0	0.0	0.0
Construction	58	56	2	9.3	18.8	0.6
Manufacturing	68	45	23	10.9	15.1	7.1
Wholesale trade	16	11	5	2.6	3.7	1.5
Retail trade	113	45	68	18.1	15.1	20.9
Transportation and warehousing, and utilities	34	28	6	5.4	9.4	1.8
Transportation and warehousing	33	27	6	5.3	9.1	1.8
Utilities	1	1	0	0.2	0.3	0.0
Information	17	2	15	2.7	0.7	4.6
Finance, insurance, real estate, and rental and leasing	73	20	53	11.7	6.7	16.3
Finance and insurance	65	14	51	10.4	4.7	15.6
Real estate and rental and leasing	8	6	2	1.3	2.0	0.6
Professional, scientific, management, administrative, waste management	33	16	17	5.3	5.4	5.2
Professional, scientific, and technical services	20	9	11	3.2	3.0	3.4
Management of companies and enterprises	0	0	0	0.0	0.0	0.0
Administrative and support and waste management services	13	7	6	2.1	2.3	1.8
Educational, health, and social services	128	27	101	20.5	9.1	31.0
Educational services	39	11	28	6.3	3.7	8.6
Health care and social assistance	89	16	73	14.3	5.4	22.4
Arts, entertainment, recreation, accommodation, and food services	25	7	18	4.0	2.3	5.5
Arts, entertainment, and recreation	0	0	0	0.0	0.0	0.0
Accommodation and food services	25	7	18	4.0	2.3	5.5
Other services (except public administration)	27	21	6	4.3	7.0	1.8
Public administration	19	12	7	3.0	4.0	2.1

(X) Not applicable.

Source: U.S. Census Bureau, Census 2000 Summary File.

Table F.5 includes data on the industry attachment of residents in Barneveld is provided for the total population and for both sexes. The largest major category is Education, health and social assistance, followed closely by Retail trade, with an estimated 39 percent of persons employed in these two industries (24 percent of male employment and 52 percent of female employment). Employment was fairly well balanced among the many other categories, with no other categories dominating.

TABLE F.6: OCCUPATION BY SEX: 2000

Occupation				Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Employed civilian population 16 years and over	624	298	326	100	100	100
Management, professional, and related occupations	194	75	119	31.1	25.2	36.5
Management, business, and financial operations	95	48	47	15.2	16.1	14.4
Management occupations, except farmers & mngrs.	53	30	23	8.5	10.1	7.1
Farmers and farm managers	9	6	3	1.4	2.0	0.9
Business and financial operations occupations	33	12	21	5.3	4.0	6.4
Professional and related occupations	99	27	72	15.9	9.1	22.1
Computer and mathematical occupations	11	5	6	1.8	1.7	1.8
Architecture and engineering occupations	8	6	2	1.3	2.0	0.6
Life, physical, and social science occupations	2	0	2	0.3	0.0	0.6
Community and social services occupations	5	3	2	0.8	1.0	0.6
Legal occupations	0	0	0	0.0	0.0	0.0
Education, training, and library occupations	26	4	22	4.2	1.3	6.7
Arts, design, entertainment, sports, and media occ.	10	3	7	1.6	1.0	2.1
Healthcare practitioners and technical occupations	37	6	31	5.9	2.0	9.5
Service occupations	71	27	44	11.4	9.1	13.5
Healthcare support occupations	16	2	14	2.6	0.7	4.3
Protective service occupations	6	6	0	1.0	2.0	0.0
Food preparation and serving related occupations	16	3	13	2.6	1.0	4.0
Building and grounds cleaning and maintenance occup.	18	16	2	2.9	5.4	0.6
Personal care and service occupations	15	0	15	2.4	0.0	4.6
Sales and office occupations	170	45	125	27.2	15.1	38.3
Sales and related occupations	52	21	31	8.3	7.0	9.5
Office and administrative support occupations	118	24	94	18.9	8.1	28.8
Farming, fishing, and forestry occupations	2	2	0	0.3	0.7	0.0
Construction, extraction, and maintenance occupations	87	85	2	13.9	28.5	0.6
Construction and extraction occupations	48	48	0	7.7	16.1	0.0
Supervisors, construction and extraction workers	2	2	0	0.3	0.7	0.0
Construction trades workers	46	46	0	7.4	15.4	0.0
Installation, maintenance, and repair occupations	39	37	2	6.3	12.4	0.6
Production, transportation, and material moving occupations	100	64	36	16.0	21.5	11.0
Production occupations	52	25	27	8.3	8.4	8.3
Transportation and material moving occupations	48	39	9	7.7	13.1	2.8
Supervisors, transportation and material moving	4	4	0	0.6	1.3	0.0
Motor vehicle operators	25	21	4	4.0	7.0	1.2
Rail, water and other transportation occupations	2	0	2	0.3	0.0	0.6
Material moving workers	17	14	3	2.7	4.7	0.9

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Of the six major occupational categories from Table F.6, women primarily held the following: Sales and office occupations, and Management, professional, and related occupations, accounting for three-quarters of all female employment. Among men, the largest categories were Construction, followed by Management, professional, and related occupations, accounting for 54 percent of employment. This is somewhat contrary to the typical jurisdiction, which usually has relatively larger employment in Production, transportation, and material moving occupations, which is the third largest occupational category among men in Barneveld.

TABLE F.7: PLACE OF WORK FOR WORKERS 16 YEARS AND OVER

	Village of Barneveld		Iowa County		State of Wisconsin	
	Number	Percent	Number	Percent	Number	Percent
Workers 16 years and over	616	100	12,467	100	2,690,704	100
State Level						
Worked in state of residence	613	99.5	12,369	99.2	2,589,341	96.2
Worked outside state of residence	3	0.5	98	0.8	101,363	3.8
County Level						
Worked in county of residence	196	31.8	7,920	63.5	1,988,905	73.9
Worked outside county of residence	420	68.2	4,547	36.5	701,799	26.1
Place Level*						
Worked in place of residence	108	17.5	2,510	20.1	830,670	30.9
Worked outside place of residence	508	82.5	4,296	34.5	1,043,820	38.8
Not living in a place	0	0.0	5,661	45.4	816,214	30.3

*Place is an incorporated city or village

Data Set: Census 2000 Summary File 3 (SF3) – Sample Data

Table F.7 includes place of work data has been prepared for the Village of Barneveld, and comparisons are provided for Iowa County and the State of Wisconsin. Of the 616 workers in Barneveld, almost no workers commuted outside the state for employment. Statewide, only 3.8 percent did so. More than 68 percent of all workers worked outside of Iowa County, compared to the more typical 25 to 35 percent of persons who worked outside their county of residence in the county and state. Only 17.5 percent of Barneveld residents worked within the community. The typical percentage of persons working in their community is 20 to 30 percent.

TABLE F.8: JOURNEY TO WORK: 2000

	Village of Barneveld		Iowa County		State of Wisconsin	
	Number	Percent	Number	Percent	Number	Percent
MEANS OF TRANSPORTATION AND CARPOOLING						
Workers 16 and over	616	100	12,467	100	2,690,704	100
Car, truck, or van	587	95.3	10,863	87.1	2,406,303	89.4
Drove alone	490	79.5	9,296	74.6	2,138,832	79.5
Carpooled	97	15.7	1,567	12.6	267,471	9.9
Public transportation	0	0	24	0.2	53,340	2.0
Bus	0	0	24	0.2	49,121	1.8
Motorcycle	0	0	4	0.0	1,823	0.1
Bicycle	0	0	19	0.2	11,635	0.4
Walked	18	2.9	471	3.8	100,301	3.7
Other means	0	0	44	0.4	11,907	0.4
Worked at home	11	1.8	1,042	8.4	105,395	3.9

As shown in Table F.8, nearly all workers, 95.3 percent, traveled to work by car, truck or van to work. There was no public transportation, such as a non-profit bus for example, used to go to work by local residents. A significant number of persons (nearly one hundred, or 15.7 percent) carpooled, with most of those traveling in a 2-person carpool. In Iowa County, only 12.6 percent of workers carpooled, and statewide, fewer than ten percent did so. Three percent of all persons are estimated to have walked to work, while none rode a bicycle, according to the data, based on a sample survey. Very few people were counted as having worked at home. Statewide, this figure is about four percent, but is more than eight percent in the county.

TABLE F.9: TRAVEL TIME TO WORK

	Village of Barneveld		Iowa County		State of Wisconsin	
	Number	Percent	Number	Percent	Number	Percent
Workers who did not work at home	605	100	11,425	100	2,585,309	100
Less than 10 minutes	101	16.4	2,939	25.7	533,891	20.7
10 to 14 minutes	39	6.3	1,573	13.8	476,569	18.4
15 to 19 minutes	74	12.3	1,277	11.2	440,637	17.0
20 to 24 minutes	38	6.2	1,218	10.7	372,180	14.4
25 to 29 minutes	44	7.1	551	5.6	159,448	6.2
30 to 34 minutes	107	17.4	936	8.2	248,714	9.6
35 to 44 minutes	108	17.5	833	7.3	120,661	4.7
45 to 59 minutes	73	11.9	1,119	9.8	120,028	4.6
60 to 89 minutes	9	1.5	723	6.3	68,071	2.6
90 or more minutes	12	1.9	256	2.2	45,110	1.7
Mean travel time to work (minutes)	27.8	(X)	24.7	(X)	20.8	(X)

(X) Not applicable.

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Travel time to work averaged 27.8 minutes for all Barneveld resident workers not working at home. Travel time was slightly shorter for those living in the county or state than those living in the village. A little more than one-fourth of all persons in the county took ten minutes or less to get to work, compared to only 16 percent in the village. Nearly one-half all workers took at least thirty minutes to reach their places of employment. Nearly sixty percent of all persons left for work by 7:30 a.m., and forty percent left by 7:00 a.m. Refer to Table F.9 for specific information on travel time to work and Table F.10 for information on time leaving for work.

TABLE F.10: TIME LEAVING HOME TO GO TO WORK

	Village of Barneveld		Iowa County		State of Wisconsin	
	Number	Percent	Number	Percent	Number	Percent
Workers who did not work at home	605	100	11,425	100	2,585,309	100
5:00 to 5:59 a.m.	59	9.8	1,428	12.5	248,817	9.6
6:00 to 6:29 a.m.	95	15.7	1,368	12.0	230,911	8.9
6:30 to 6:59 a.m.	84	13.9	1,302	11.4	301,313	11.7
7:00 to 7:29 a.m.	117	19.3	1,770	15.5	369,283	14.3
7:30 to 7:59 a.m.	95	15.7	1,777	15.6	406,072	15.7
8:00 to 8:29 a.m.	50	8.3	813	7.1	207,205	8.0
8:30 to 8:59 a.m.	8	1.3	287	2.5	96,083	3.7
9:00 to 11:59 a.m.	23	3.8	607	5.3	173,234	6.7
12:00 to 3:59 p.m.	23	3.8	771	6.7	233,209	9.0
All other times	51	8.4	1,302	11.4	319,182	12.3

BUSINESS MIX

The Village of Barneveld has a number of local businesses. Table F.12 includes a listing of business establishments as determined by County Business Patterns, zip code statistics for the year 2000. Forty establishments are shown are included representing a broad base of employment sectors which include a good balance.

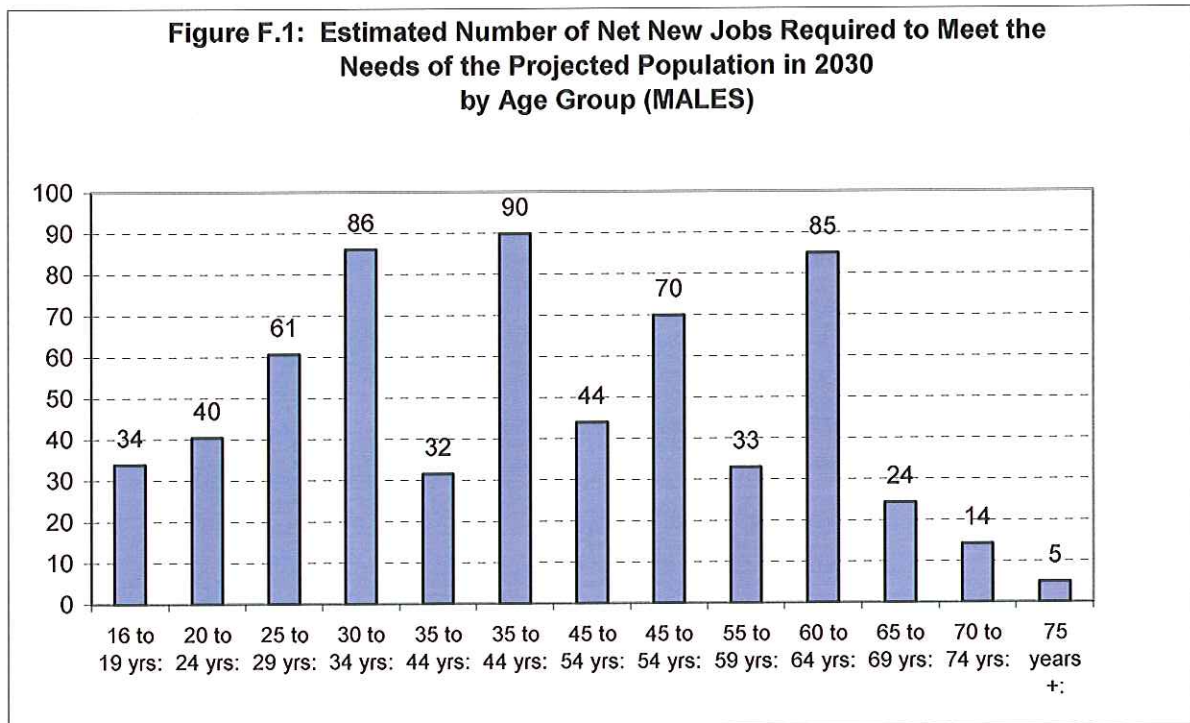
TABLE F.11: NUMBER OF ESTABLISHMENTS BY EMPLOYMENT SIZE CLASS, 2000

ZIP Code 53507 - BARNEVELD

Industry Code (NAICS)	Industry Code Description	Employment Range					
		Estabs.	'1-4'	'5-9'	'10-19'	'20-49'	50 +
23----	Construction	8	5	2	1	0	0
233210	Single-family housing construction	1	0	0	1	0	0
235310	Electrical contractors	1	1	0	0	0	0
235410	Masonry & stone contractors	2	1	1	0	0	0
235520	Floor laying & other floor contractors	1	0	1	0	0	0
235910	Structural steel erection contractors	1	1	0	0	0	0
235920	Glass & glazing contractors	1	1	0	0	0	0
235930	Excavation contractors	1	1	0	0	0	0
31----	Manufacturing	5	2	2	1	0	0
312130	Wineries	1	1	0	0	0	0
321920	Wood container & pallet mfg	1	0	1	0	0	0
321999	All other miscellaneous wood product mfg	1	1	0	0	0	0
327390	Other concrete product mfg	1	0	0	1	0	0
332710	Machine shops	1	0	1	0	0	0
42----	Wholesale Trade	4	2	0	0	2	0
421430	Computer & peripheral equip & software whsle	1	1	0	0	0	0
421690	Other electronic parts & equipment whsle	1	0	0	0	1	0
421820	Farm & garden machinery & equipment whsle	1	0	0	0	1	0
422720	Petroleum prod whsle (exc bulk sta, termin)	1	1	0	0	0	0
44----	Retail Trade	5	0	3	1	1	0
441110	New car dealers	1	0	0	0	1	0
444220	Nursery & garden centers	1	0	1	0	0	0
445110	Grocery (except convenience) stores	2	0	2	0	0	0
447110	Gasoline stations with convenience stores	1	0	0	1	0	0
48----	Transportation & Warehousing	3	2	0	1	0	0
484110	General freight trucking, local	1	0	0	1	0	0
484220	Specialized freight (exc used) trucking, Intmed	1	1	0	0	0	0
484230	Specialized freight (exc used) trucking, Long	1	1	0	0	0	0
53----	Real estate & rental & leasing	1	1	0	0	0	0
531110	Lessors of residential buildings & dwellings	1	1	0	0	0	0
54----	Professional, scientific & technical services	3	3	0	0	0	0
541110	Offices of lawyers	1	1	0	0	0	0
541211	Offices of certified public accountants	1	1	0	0	0	0
541511	Custom computer programming services	1	1	0	0	0	0
56----	Admin, support, waste mgt, remediation services	2	2	0	0	0	0
561720	Janitorial services	1	1	0	0	0	0
561730	Landscaping services	1	1	0	0	0	0
62----	Health care and social assistance	2	0	1	0	1	0
621340	Offices of PT, OT, speech therapy & audiology	1	0	1	0	0	0
623210	Residential mental retardation facilities	1	0	0	0	1	0
72----	Accommodation & food services	2	1	0	0	1	0
722110	Full-service restaurants	1	0	0	0	1	0
722410	Drinking places (alcoholic beverages)	1	1	0	0	0	0
81----	Other services (except public administration)	5	4	1	0	0	0
811420	Reupholstery & furniture repair	1	1	0	0	0	0
812112	Beauty salons	1	1	0	0	0	0
813110	Religious organizations	3	2	1	0	0	0
-----	Total	40	22	9	4	5	0

2000 Zip Code Business Patterns, U.S Bureau of the Census.

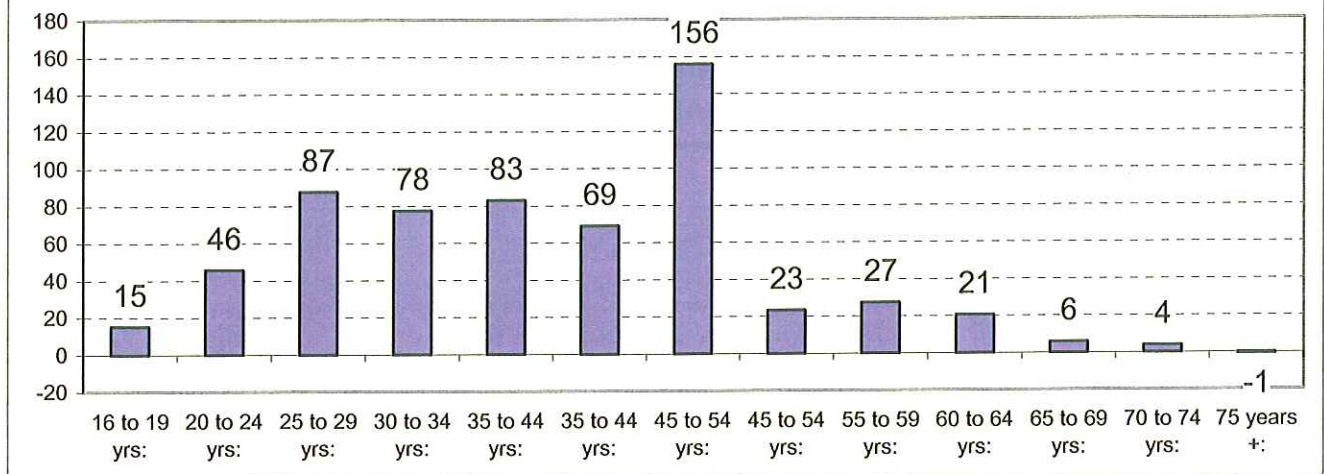
Figure F.1 demonstrates the results of applying a given labor force participation rate for each age group for the male population to the population projections for the year 2030 by age cohort. The chart shows the net number of new jobs that might be needed if the "high" population projections, shown in Section A, were to be reached. The charts do not indicate that a given number of new jobs need to be created for the specific population, but rather that there is expected to be the given number of jobs held by those future populations.



The population projections, it should be said are fairly modest, and may be relatively easy to attain. While labor force projections are provided in Section A by year for 2000, 2010, 2020, and 2030, the data in this section shows labor force needs by both age group and by sex. Figure F.2, showing data for females is shown below. As indicated by the population projections, the employment needs are expected to among a wide number of age groups for both sexes. A significant number of new jobs are to be held by women below ages 54. Since the population is generally getting older, it is expected that a significant number of new jobs would be held by persons of normal retirement ages, however, this is not so much in evidence in Barneveld because the population structure is light on persons of retirement age. The population and employment projections assume that the community will attract many younger persons to live in the community.

The fastest growing age cohort is, of course, the 45 to 65 age group, meaning that many jobs will be held by persons with considerable work experience. This may have repercussions for income levels within the community, as experienced persons normally demand greater wages than inexperienced persons. The charts show that there will be many jobs held by younger people thirty years from now, primarily because of the currently younger age population living within Barneveld.

Figure F.2: Estimated Number of Net New Jobs Required to Meet the Needs of the Projected Population in 2030 by Age Group (FEMALES)



MAJOR DEVELOPMENT PROJECTS

It has been expressed that the community now has the opportunity to attract new business ventures with the addition of its first tax increment-financing district. The acres that were made available in the Barneveld Business Park on the western edge of the community have been fully utilized, and so additional land is now needed. Employment opportunities are likely to continue to be created all along the U.S. Highway 151 corridor as it is completed from Fond du Lac to Cedar Rapids, Iowa by the end of 2005. If Barneveld is to fully benefit from this important transportation link, it must make land readily available for development.

A map of the Barneveld Tax Increment District #1 is on the following page. Within the area zoned highway business are more than 95 acres, less street right-of-ways. The area requires significant public investment in infrastructure prior to being ready to accommodate new businesses. Within the TID plan, slightly more than \$2,000,000 in improvement costs are identified to provide water, including a new elevated storage facility, sanitary sewer, storm drainage, additional street access and improvements, and utility upgrades.

In addition to the new acres that will be available in the TIF district, there is still some opportunity for new development in the central business district. The community should utilize its revolving loan fund in addition to the other funding capabilities that currently exist, and which are identified in this chapter, and attempt to assist employers interested in locating a new business, or expanding an existing business within the community. The community should also sponsor or otherwise support and participate in activities that are designed to enhance entrepreneurship within the region.

The Village should also evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. At the time the plan was written the only contaminated sites identified by the WI-DNR are currently being utilized by local businesses. One of the major areas identified in many small villages are LUST's (leaking underground storage tanks). However, these sites identified in Barneveld are being utilized by existing businesses.

The community should try to concentrate on developing a "sense of place" which is understood by economic development professionals nationwide as key to attracting a labor force, new residents, and new employers. Research has shown that today's younger generation demands and expects to have a quality living environment. If they do not, they will simply choose to live elsewhere. This means that they want a nice place to live, where they can also shop nearby, and have recreational opportunities for health purposes. They also want to live where they have an opportunity to socialize with others. Physical surroundings are important for the mental and emotional health of everyone. Paying attention to the central business district and what it has to offer may be one of the best investments of time and money that the community could undertake.

Value added agriculture, making use of products of the farm for new markets, additional but related products, or the development of new products of the farm, may offer opportunities to add a tourism element to the community. Tax benefits are available for any farm or other business, which is part of the agricultural and food products cluster and makes investments in new machinery and equipment, does environmental remediation, or creates new full time jobs. This is a result of the designation, effective January 1, 2003, of the Agricultural Development Zone in Grant, Green, Iowa, Lafayette, and Richland Counties

An area of potential benefit is to continue to work on providing housing for new and existing residents. The availability of housing in a community is a key ingredient in attracting new residents. The community has had considerable success with housing development and has developed the experience needed to further work with developers wishing to pursue projects. The extent of success in housing development is impressive.



ECONOMIC DEVELOPMENT AGENCIES AND PROGRAMS

There is a wide range of potential sources of assistance in financing a business locating or expanding in the Barneveld. Listed below are some key potential opportunities for increasing the capacity of public entities to more fully participate in business expansions, and to affect business location decisions through use of new loan and technical assistance programs.

Local level: At the local level, in addition to conventional sources through banks and credit unions, there is community revolving loan fund that provides opportunity for direct participation in development projects, including start-ups that are evaluated as to economic soundness. The Iowa County Board of Supervisors also offers a low interest revolving loan fund loan, which can be accessed by contacting the Iowa County University of Wisconsin Extension office, Community Development Resource Educator, at 608-935-0391. These two loan funds are capitalized through the Small Cities Community Development Block Grant (CDBG) program administered by the Wisconsin Department of Commerce. An initial project creating a significant number of good paying jobs in the manufacturing sector is typically required in order to obtain a commitment from the Wisconsin Department of Commerce to entertain a funding request by a local unit of government. Additional funds could potentially be requested for the right kind of project, when local funds are not adequate to meet the need.

Regional level: At the regional level, the Southwestern Wisconsin Regional Planning Commission operates the five-county Southwestern Wisconsin Business Development Fund, a regional revolving loan fund funded initially by the U.S. Department of Commerce, Economic Development Administration. Total capitalization of this fund is more than \$350,000 and there is monthly cash flow. The fund targets projects providing significant economic benefits to the area, or where there is a specific need identified in the community. Also targeted are start-up companies that have business plans and have, if needed, sought business support services through the Small Business Development Center, or the owners have taken part in an entrepreneurial training program, or the business has become a tenant of a small business incubator, such as the one at Platteville. The fund is prohibited from assisting in projects where there is access to conventional loans that have terms and conditions that allow the project to proceed. Contact the economic development planner, Southwestern Wisconsin Regional Planning Commission, 608-342-1056.

The Platteville Business Incubator, Inc. which should be considered to be a regional facility, can provide, in addition to below-market rate lease rates, direct assistance to tenants in the form of small loans for a variety of purposes, and can also provide technical assistance grants to procure needed services for the business. The facility has \$75,000 available for these purposes. Currently, \$40,000 is available for loans and \$35,000 for T/A, but there is some flexibility. Contact the executive director, Platteville Business Incubator, Inc., at 608-348-3050.

The Small Business Development Center (SBDC), Small Business Counselor, can provide business counseling free of charge to prospective businesses. Office hours are held throughout the region on certain days. This assistance can be provided by contacting in Iowa County, community resource development educator, at the Iowa County Univ. of Wisc. Extension (UWEX) offices at 608-935-0391, or small business counselor, at the SBDC offices at 608-342-1038. Area business education agent, is available to provide technical assistance to certain types of businesses through a contractual basis. Contact 608-342-1090.

The Workforce Development Board of Southwest Wisconsin and Rock County can potentially assist with employment training through the Workforce Investment Act with on-the-job Training (OJT) which can pay for up to 50 percent of training costs for six to eight weeks. Alternatively, an Incumbent Worker Training Grant may be able to assist with the cost of upgrading employee skills. The eligibility criteria for these two programs differ. Many potential workers may be dislocated from recent lay-offs and special emphasis is placed on helping these individuals, as well as others who qualify. Contact the Job Center office at Dodgeville at 608-935-3116, or the Lancaster Job Center office at 608-723-2153.

Wisconsin's Technical College system is one of the best in the nation and available to assist with customized labor training needs. In Southwest Wisconsin, the Southwest Wisconsin Technical College at Fennimore can help with training in a wide variety of disciplines upon request. Contact 1-800-362-3322.

State level: At the state level, the Wisconsin Department of Commerce has a broad range of financial assistance programs to help businesses undertake economic development. It should be noted that due to a new administration in Wisconsin, and the fact that the State needs to deal with a serious budget deficit, major changes can occur in the future with respect to the programs listed below. Commerce maintains a network of Area Development Managers (ADM) to offer customized services to each region of Wisconsin. Below are selected programs that may be applied to assisting incubator tenants and other businesses. Call 608-647-4613 in Richland Center.

- The Community-Based Economic Development (CBED) Program offers a variety of ways in which communities can undertake planning or provide assistance to businesses. Assistance can include planning funds to undertake an economic development strategy, plan for a business incubator, or provide partial funding to improve or construct an incubator facility.
- The Early Planning Grant (EPG) helps individual entrepreneurs and small businesses throughout Wisconsin obtain the professional services necessary to evaluate the feasibility of a proposed start up or expansion.
- The Community Development Block Grant (CDBG)-Economic Development Program provides grants to communities to loan to businesses for start-up, retention, and expansion projects based on the number of jobs created or retained. This was referred to above under "local level", and is a federal pass-through program.
- The Community Development Zone program provides jobs tax credits for creating new full time jobs for Wisconsin residents and environmental remediation credits for undertaking certain activities, which benefits the environment.
- The Agricultural Development zone program provides tax benefits for persons within the agricultural and food processing cluster, which is broadly defined. Jobs credits, an investment credit for the purchase of depreciable, tangible, personal property such as building improvements and new machinery and equipment, as well as environmental remediation credits.
- The Economic Impact Early Planning Grant (EI-EPG) Program offers matching grants that can cover up to 75 percent of project costs--up to \$3,000--to help entrepreneurs and small businesses obtain professional services to develop a comprehensive business plan. A business plan is necessary to receive funding for the other gaming programs as

EXECUTIVE SUMMARY

This section takes a closer look at intergovernmental cooperation including advantages and disadvantages, examines what the villages are doing today and what they may consider in the future. Intergovernmental cooperation is an effective way for local governments to respond to ever changing diverse needs by working together with their neighbors, while maintaining their own identity. Cooperation among local jurisdictions can lead to cost benefits, while providing more efficient services. If an agreement can be reached among two or more units of government, services can often be provided with substantial cost savings. Cooperation can also eliminate unnecessary duplication of services or purchasing of equipment.

Many cities, townships, and counties begin cooperative arrangements to lower costs and promote efficiency. Most arrangements involve only two governmental units, but there are also agreements among multiple units. Intergovernmental cooperation may range from formal joint power agreements to unwritten understandings. Two cities may have an unwritten agreement about sharing road repair equipment, or a cluster of cities and townships may have a written agreement concerning snow removal or economic development. The opportunities for intergovernmental cooperation are endless.

**Wisconsin State Statute 66.1001(2)(g)*****(g) Intergovernmental cooperation element.***

A compilation of objectives, policies, goals, maps and programs for joint planning and decision making with other jurisdictions, including school districts and adjacent local governmental units, for siting and building public facilities and sharing public services. The element shall analyze the relationship of the local governmental unit to school districts and adjacent local governmental units, and to the region, the state and other governmental units. The element shall incorporate any plans or agreements to which the local governmental unit is a party under s. 66.0301, 66.0307 or 66.0309. The element shall identify existing or potential conflicts between the local governmental unit and other governmental units that are specified in this paragraph and describe processes to resolve such conflicts.

INTERGOVERNMENTAL COOPERATION POLICY RECOMMENDATIONS

The following are the intergovernmental cooperation policy recommendations for the Village of Barneveld.

- **Build partnerships with local clubs and organizations in order to protect important natural areas.**

Work with local chapters of Ducks Unlimited, Pheasants Forever, Trout Unlimited, and Local Sportsman's Clubs that all have a common interest of protecting the environment. Joint cooperation can reduce duplication of efforts and in turn cut costs.

- **Continue existing intergovernmental relationships that have been established.**

The Village of Barneveld has a history of cooperation with surrounding local units of government. These relationships should continue as long as they are beneficial.

- **Explore new opportunities to cooperate with other local units of government.**

As costs continue to rise for providing many facilities and services, the exploration of additional ways to cooperate may prove to be beneficial in order to contain costs.

- **Communicate and work closely with the Barneveld School District regarding recreational resources and community facilities.**

The Village of Barneveld works closely with the Barneveld School District to share many of the outdoor recreation facilities, such as the ball diamonds at the school. A close working relationship should be maintained between the Village and the School District regarding these shared services and/or facilities.



EXISTING AREAS OF COOPERATION

The Village of Barneveld is currently involved in a number of different areas of cooperation. The following list includes areas of cooperation as determined by the Citizen Advisory Committee, but may not be inclusive.

- **Barneveld / Brigham Municipal Building** – The Village of Barneveld and the Town of Brigham share a municipal building. Each jurisdiction has separate offices and personnel.
- **Barneveld / Brigham Fire District** – The Barneveld / Brigham Fire District provides fire protection to the Village of Barneveld, Town of Brigham, Town of Ridgeway, and part of Blue Mounds.
- **Barneveld Area Rescue Squad** – The Barneveld Area Rescue Squad provides support to the Village of Barneveld, Village of Ridgeway, Town of Brigham, parts of the Towns of Ridgeway and Moscow, as well as Blue Mounds State Park.
- **Barneveld School District** - The Barneveld School District has cooperated with the Village of Barneveld for a number of years to provide recreational programs for Village residents.
- **Library System** – The Village of Barneveld Library System is part of the regional library system, and serves not only the Village of Barneveld but also surrounding towns.
- **Municipal Judge** - A municipal judge is shared between the Village of Barneveld, Village of Ridgeway, and the Village of Blue Mounds.
- **Equipment** – The Village of Barneveld works with other local jurisdictions to share equipment including a street sweeper, painter, and wood chipper.

POSSIBLE FUTURE COOPERATION EFFORTS

As the list above indicates, the Village of Barneveld is already cooperating with other jurisdictions for many services and facilities. The list below identifies possible areas of cooperation in the future.

- **Personnel** - In the future the Village of Barneveld may want to consider the possibility of sharing Village Staff with other area municipalities.
- **Joint salt shed** - Joint cooperation between the Village and Town

EXISTING AND FUTURE CONFLICTS

At the time the plan was written, no known conflicts were identified between the Village of Barneveld and other local units of government. Since there were no known conflicts, no methods to resolve conflicts were identified. The Village will address conflicts and solutions as they arise.



ADVANTAGES OF LOCAL INTERGOVERNMENTAL COOPERATION

Intergovernmental cooperation has many advantages associated with it including the following:

Efficiency and reduction of costs. Cooperating on the provision of services can potentially mean lower costs per unit or person. Although these are by no means the only reasons, efficiency and reduced costs are the most common reasons governments seek to cooperate.



Limited government restructuring. Cooperating with neighboring governments often avoids the time-consuming, costly, and politically sensitive issues of government restructuring. For example, if a city and township can cooperate, the township may avoid annexation of its land and the city may avoid incorporation efforts on the part of the township, which may hinder the city's development. Cooperation also helps avoid the creation of special districts that take power and resources away from existing governments.

Coordination and planning. Through cooperation, governments can develop policies for the area and work on common problems. Such coordination helps communities minimize conflicts when levels of services and enforcement are different among neighboring communities. For example, shared water, sewage, and waste management policies can help avoid the situation in which one area's environment is contaminated by a neighboring jurisdiction with lax standards or limited services. Cooperation can also lead to joint planning for future services and the resources needed to provide them.

Expanded services. Cooperation may provide a local unit of government with services it would otherwise be without. Cooperation can make those services financially and logistically possible.

DISADVANTAGES OF LOCAL INTERGOVERNMENTAL COOPERATION

Intergovernmental cooperation also has drawbacks, which may include the following:

Reaching and maintaining an agreement. In general, reaching a consensus in cases in which politics and community sentiments differ can be difficult. For example, all parties may agree that police protection is necessary. However, they may disagree widely on how much protection is needed. An agreement may fall apart if one jurisdiction wants infrequent patrolling and the other wants an active and visible police force.



Unequal partners. If one party to an agreement is more powerful, it may influence the agreement's conditions. With service agreements, the more powerful party, or the party providing the service, may have little to lose if the agreement breaks down, it may already service itself at a reasonable rate. The weaker participants may not have other options and are open to possible exploitation.

Local self-preservation and control. Some jurisdictions may feel their identity and independence will be threatened by intergovernmental cooperation. The pride of residents and officials may be bruised if, after decades of providing their own police or fire protection, they must contract with a neighboring jurisdiction (and possible old rival) for the service. In addition, and possibly more importantly, a jurisdiction may lose some control over what takes place within their boundaries. And, although government officials may lose control, they are still held responsible for the delivery of services to their electorates.

STEPS TO BEGINNING SUCCESSFUL INTERGOVERNMENTAL COOPERATION EFFORTS

As expressed earlier in this section, intergovernmental cooperation should be thoroughly reviewed. Below are some ideas and concerns that should be considered.

- Identify other local governments that may share a common problem or may stand to benefit from cooperation.
- Identify whether the county is cooperating with other jurisdictions on a similar service. What type of arrangement do they have? Are the participating jurisdictions satisfied with the quality and quantity of the service?
- Although cooperation on several services may be desired, analyze each one separately. Initially, it may seem logical to lump services. However, it is best to first understand from a cost and non-cost perspective what cooperation in each service area entails.
- Look at the potential cost savings of each option. This should be done from a per resident or per unit of service provided perspective. For example, will the cost of fire protection per person decrease if the cities cooperate? Or, can the jurisdiction lower the per resident cost of providing snow removal if it plows other jurisdictions' streets?
- Consider the costs associated with each form of cooperation. What type of administrative or insurance costs might be necessary with each option?
- How would residents respond to the change in the level of services they receive?
- How would taxpayers respond to additional government expenses? Would they reject it?
- Are the residents willing to give up some control over a particular service? This may take considerable polling to determine and will likely vary depending on the type of service in question. For example, it may be all right to share snow removal and street repair equipment, but residents might not be willing to give up their own police department and the security they feel it provides.
- Keep the public and local officials informed throughout the entire process. Present the options and invite public comment. If residents and officials feel they have played a role in the effort, or at least been given the opportunity to provide their input, they will be more likely to support the initiative. Plus, some creative ideas may be generated.
- Patience is important. The more governments involved in the negotiations, the longer it will take to develop an agreement and reach a consensus. In addition, negotiators may have to go back to their city councils, town, or county boards several times for directions or approval.



ADDITIONAL INTERGOVERNMENTAL COOPERATION IDEAS

The Intergovernmental Cooperation Element Guide published by the Wisconsin Department of Administration provides several ideas for cooperation including the following listed below. These are only ideas to consider.

(Note: the following ideas were taken directly from the Intergovernmental Cooperation Guide.)

Voluntary Assistance: Your community, or another, could voluntarily agree to provide a service to your neighbors because doing so makes economic sense and improves service levels.

Trading Services: Your community and another could agree to exchange services. You could exchange the use of different pieces of equipment, equipment for labor, or labor for labor.

Renting Equipment: Your community could rent equipment to, or from, neighboring communities and other governmental units. Renting equipment can make sense for both communities – the community renting gets the use of equipment without having to buy it, and the community renting out the equipment earns income from the equipment rather than having it sit idle.

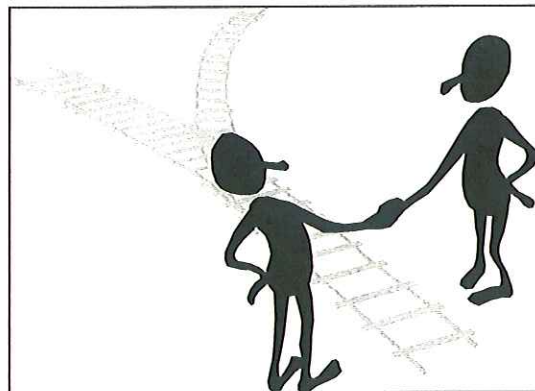
Contracting: Your community could contract with another community or jurisdiction to provide a service. For example, you could contract with an adjacent town or village to provide police and fire protection, or you could contract with the county for a service in addition to that already routinely provided by the county sheriff's department.

Routine County Services: Some services are already paid for through taxes and fees. Examples are police protection services from the county sheriff's department, county zoning, county public health services, and county parks. Your Intergovernmental Cooperation Element could identify areas where improvements are needed and could recommend ways to cooperatively address them.

Sharing Municipal Staff: Your community could share staff with neighboring communities and other jurisdictions – both municipal employees and independently contracted professionals. You could share a building inspector, assessor, planner, engineer, zoning administrator, clerk, etc.

Consolidating Services: Your community could agree with one or more other communities or governmental units to provide a service together.

Joint Use of a Facility: Your community could use a public facility along with other jurisdictions. The facility could be jointly owned or one jurisdiction could rent space from another.



Special Purpose Districts: Special purpose districts are created to provide a particular service, unlike municipalities, which provide many different types of services. Like municipalities, special purpose districts are separate and legally independent entities.

Joint Purchase and Ownership of Equipment: Your community could agree with other jurisdictions to jointly purchase and own equipment such as pothole patching machines, mowers, rollers, snowplows, street sweepers, etc.

Cooperative Purchasing: Cooperative purchasing, or procurement, is where jurisdictions purchase supplies and equipment together to gain more favorable prices.

TECHNIQUES AND PROGRAMS FOR MUNICIPAL BOUNDARY COOPERATION

At some point in the future, the Village of Barneveld may need to consider some type of boundary agreement with the surrounding townships. Municipal boundaries can be altered in a number of ways including the following:

- **Annexation**
Annexation is the process of transferring parcels of land from unincorporated areas to adjacent cities or villages. More detailed information on annexation can be obtained from Wisconsin State Statute Sections 66.0217-66.0223.
- **Detachment**
Detachment is the process by which territory is detached from one jurisdiction and transferred to another. Essentially detachment is the opposite of annexation. More detailed information on detachment can be obtained from Wisconsin State Statute Sections 66.0227 and 62.075.
- **Incorporation**
Incorporation is the process of creating a new village or city from unincorporated territory. More detailed information on incorporation can be obtained from Wisconsin State Statute Sections 66.0201-66.0215.
- **Consolidation**
Consolidation is the process by which a town, village, or city joins together with another town, village, or city to form one jurisdiction. More detailed information on incorporation can be obtained from Wisconsin State Statute Section 66.0229.
- **Intergovernmental Agreements**
Intergovernmental Agreements provide communities with a different type of approach because it is proactive rather than reactive. There are two types of intergovernmental agreements that can be formed including cooperative boundary agreements and stipulations and orders. More detailed information on intergovernmental agreements can be obtained from Wisconsin State Statute 66.0307 (Cooperative Boundary Agreements) and 66.0225 (Stipulations and Orders).

INTERGOVERNMENTAL COOPERATION AGENCIES AND PROGRAMS**WISCONSIN DEPARTMENT OF HOUSING AND INTERGOVERNMENTAL RELATIONS–
MUNICIPAL BOUNDARY REVIEW (DHIR-MBR)****Background**

Municipal Boundary Review regulates the transition of unincorporated areas to city or village status through municipal annexation, incorporation, consolidation, or by joint city-village-town activities involving cooperative boundary plans and agreements. Such agreements may change territorial boundaries and may provide for the sharing of municipal services. Staff members are available upon request to meet with local officials and citizens to discuss annexation; incorporation, consolidation and cooperative boundary plans.

MUNICIPAL BOUNDARY REVIEW

Office of Land Information Services
Municipal Boundary Review
17 S Fairchild, 7th Floor
Madison, WI 53702

Phone: 608-266-0683

<http://www.doa.state.wi.us/dhir>

EXECUTIVE SUMMARY

The purpose of this section is to review and analyze land use in the Village of Barneveld. The land use element is the compilation of all other elements of this plan. Designating land uses and standards for development requires the consideration of the Village being able to adequately provide utilities, maintain roads, and support other services. Therefore, the goals, objectives and policies of the land use element must be supported by all other elements of the plan. This section will consider both current and future land use in the Village of Barneveld. At the present time, the dominant developed land use is residential.

**Wisconsin State Statute 66.1001(2)(h)**

(h) *Land-use element.* A compilation of objectives, policies, goals, maps and programs to guide the future development and redevelopment of public and private property. The element shall contain a listing of the amount, type, intensity and net density of existing uses of land in the local governmental unit, such as agricultural, residential, commercial, industrial and other public and private uses. The element shall analyze trends in the supply, demand and price of land, opportunities for redevelopment and existing and potential land-use conflicts. The element shall contain projections, based on the background information specified in par. (a), for 20 years, in 5-year increments, of future residential, agricultural, commercial and industrial land uses including the assumptions of net densities or other spatial assumptions upon which the projections are based. The element shall also include a series of maps that shows current land uses and future land uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities, as those terms are used in par. (d), will be provided in the future, consistent with the timetable described in par. (d), and the general location of future land uses by net density or other classifications.

LAND USE POLICY RECOMMENDATIONS

The following are the land use policy recommendations for the Village of Barneveld.

- **Arrange the development of land uses to produce an efficient, convenient, and harmonious pattern without undue mixtures of incompatible land uses.**

This can be accomplished by continuing existing street systems and grouping similar land uses together. The land use map at the end of this section identifies areas for future development within the Village.

- **Encourage development in areas where adequate utilities and community services exist or can be provided in a cost efficient manner.**

By keeping development adjacent to existing land uses, "leap frog" development can be avoided, which will help minimize the cost of community services. Also, extensive development that is not served by existing facilities such as Village Sewer and Water Service may cause an increased demand on the system in the future when private systems age and begin to fail.

- **Encourage maintaining the small-community character by avoiding developments that would alter this character.**

Development proposals should be carefully considered and development should be avoided that would alter the community character. Barneveld is a small "bedroom" community that welcomes new development that compliments existing development within the Village. The Village does anticipate new commercial/industrial development near the Highway 151 interchange in the new TIF District, as well as residential development throughout the Village.

- **Restrict location of new development from areas shown to be unsafe or unsuitable for development due to natural hazards, contamination, access or incompatibility problems.**

Refer to the maps and documentation provided in Section E of this plan to be sure future development areas are not unsuitable. The Village of Barneveld is impacted by topographic changes as well as the depth to bedrock.



EXISTING LAND USE

The Village of Barneveld is predominantly thought of as residential community, with a growing mix of business and industry. As part of the comprehensive planning process an existing land use map was created. See Map H.1-2 for the Village of Barneveld existing land use map. The map is broken down into several categories, including single family residential, multi-family residential, commercial, industrial, public/government, park/ conservancy, agricultural, and vacant lots. Table H.1 is a breakdown by percentage for land uses in the Village of Barneveld. As indicated by Table H.1, the Village of Barneveld is surrounded by agricultural land, as 62.2 percent of the land in the Village limits is agricultural.

TABLE H.1: VILLAGE OF BARNEVELD LAND USE

Classification	Village of Barneveld Percent of Land Area
Residential	10.0 %
Single Family Residential	9.3 %
Multi-Family Residential	0.7 %
Commercial	2.1 %
Industrial	1.1 %
Public / Government	2.4 %
Park / Conservancy	8.0 %
Agricultural	62.2 %
Vacant Lots	2.9 %
Streets	11.2 %

(Source: SWWRPC & Village of Barneveld)

See Map H.3 for an Existing Land Use map for the Barneveld Area.

Residential

As indicated by Map H.1-2 and Table H.1, residential development is the dominant developed land use within the Village of Barneveld. Single-family residential accounts for 9.3 percent of the land area within the village and multi-family accounts for 0.7 percent. Therefore, housing accounts for approximately 10.0 percent of the land in the Village of Barneveld. For the purpose of this section, single family home refers to a structure that is designed for and occupied by one family. Multi-family residential refers to a structure for three or more families living independently from one another.

Commercial

As indicated by Map H.1-2 and Table H.1, commercial development occupies approximately 2.1 percent of the total land area within the Village of Barneveld. Commercial refers to any parcel that has a business on it, but does not include industrial properties. This may be a convenience store, car wash, bank, grocery store, tavern, etc. This refers to any type of retail or business establishment. The existing land use map does not differentiate between highway business, home occupations, or general business, but classifies all the above as commercial.



Industrial

Industrial refers to business and industry that is engaged in processing, manufacturing, packaging, treatment, or fabrication of materials and products. Again, as indicated by Map H.1-2 and Table H.1 approximately 1.1 percent of the total land area in the Village of Barneveld is occupied by industrial uses.

Public / Governmental

This classification refers to structures principally of an institutional nature and serving a public need, such as churches, libraries, post offices, police and fire stations, public utilities, etc. As identified on Map H.1-2 and Table H.1, approximately 2.4 percent of the land area in Barneveld is occupied by public/governmental facilities.

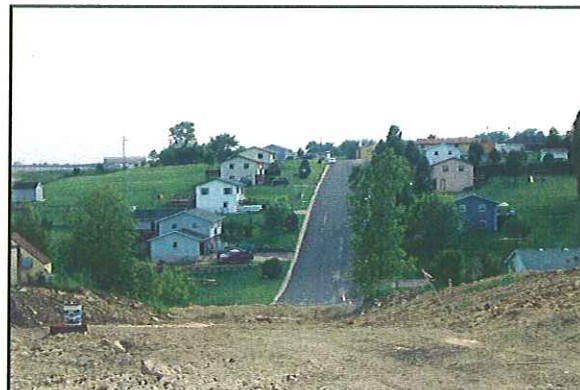


Parks / Conservancy

Parks and recreation refers specifically to neighborhood and community parks, as well as designated conservancy areas. Approximately 8.0 percent of the total land are in the Village of Barneveld is occupied by park and recreation areas and facilities.

Vacant/Agricultural

A great deal of this land consists of agricultural land surrounding the developed areas of the Village. Approximately 62.2 percent of the total land area in the village limits is comprised of agricultural land and/or open fields. About 2.9 percent of the total land area is vacant lot, which are ready to be developed. There are existing lots that could be occupied by business and industry, as well as residential development. Refer to Map H.1-2 and Table H.1 for more information.



Streets

Approximately 11.2 percent of the total land area within the Village of Barneveld consists of public infrastructure, including streets. This does not include sidewalks.

LAND USE TRENDS

As suggested above, the single-family residential development was the dominant developed land use in the Village of Barneveld. The following table indicates the change in single-family units between 1990 and 2000 for both the Village of Barneveld and Iowa County.

TABLE H.2: VILLAGE OF BARNEVELD SINGLE FAMILY HOUSING UNIT CHANGE

	1-Unit (1990)	1-Unit (2000)	% Change
Village of Barneveld	192	329	71.4%
Iowa County	6,632	7,796	17.6%

(Source: 1990 & 2000 US Census)

As indicated by Table H.2 above, the single housing units in Barneveld increased 71.4 percent between 1990 and 2000, while single housing units increased 17.6 percent between 1990 and 2000 in Iowa County.

WISCONSIN DEPARTMENT OF REVENUE ASSESSMENT STATISTICS

The Wisconsin Department of Revenue real estate classes are used to determine land assessments and valuations. Since this data cover extensive time periods, it can be useful in conducting a simplified land use analysis as well as examining trends in values. The land uses classes that the Department of Revenue utilizes include six major real estate classes: residential, commercial, manufacturing, agricultural, swamp and waste, and forest. Tables H.3 and H.4 compare Land Use Assessment Statistics from 1992 to 2002 for the Village of Barneveld.

Table H.3
Village of Barneveld Land Use Assessment Statistics – 2002 (Source: Wisconsin Department of Revenue-2002)

Real Estate Class	# of Parcels	# of Acres	Land Value
Residential	471	40	10,163,200
Commercial	39	6	849,100
Manufacturing	0	0	0
Agricultural	29	N/A	N/A
Swamp & Waste	0	0	0
Forest	0	0	0

Table H.4
Village of Barneveld Land Use Assessment Statistics – 1992 (Source: Wisconsin Department of Revenue-1992)

Real Estate Class	# of Parcels	# of Acres	Land Value
Residential	275	12	2,263,000
Commercial	30	N/A	285,900
Manufacturing	0	0	0
Agricultural	26	N/A	N/A
Swamp & Waste	0	0	0
Forest	0	0	0

REDEVELOPMENT OPPORTUNITIES

Redevelopment may be a situation where an entire block is demolished and something new is constructed. On the other hand it may refer to rehabilitation or preservation of existing buildings along with conversion of underutilized buildings to a more productive use. At the time this plan was written, the only redevelopment project that was identified was the reconstruction of Business ID through the Village of Barneveld.

EXISTING AND POTENTIAL LAND USE CONFLICTS

There are a variety of land uses that can potentially cause land use conflicts. There are two common acronyms used to describe land use conflicts – NIMBY's (Not In My Back Yard) and LULU's (Locally Unwanted Land Uses). One of the most common occurrences, especially in a rural setting is the presence of agricultural operations near non-farm populations.

The presence of agriculture and non-rural land use in close proximity often generates conflict due to potential incompatibility. Agriculture can affect adjoining small rural lots, which are used essentially for residential purposes. Similarly, the presence of small rural lots creates an adverse influence on the continued operation of agriculture enterprise. The issue of rural-urban conflict can arise when there is no separation between incompatible uses. Land use conflicts may arise in such situations through noise, odor, farm chemicals, light, visual amenity, dogs, stock damage and weed infestation, lack of understanding and lack of communication to name just a few.

Potential Land Use Conflicts

- Landfills or Waste Facilities
- Jails or Prisons
- Halfway Houses or Group Homes
- Airports, Highways, Rail Lines
- Low Income Housing
- Strip Malls and Shopping Centers
- Cellular Towers, Electrical Transmission Lines
- Large Livestock Operations
- Industrial or Manufacturing Operations

The notion of a rural lifestyle is engendered by an association with the pleasant character of the landscape rather than the potentially offensive noises, odors, and operations, which are the reality in the agricultural areas. Increasing competition for the available land tends to intensify the agricultural practices at a particular site thereby increasing the potential for conflict with non-rural residents.

Certainly education at all levels is fundamental to the resolution of the conflict over land use. There is also a need to separate incompatible land uses while recognizing the efficiencies, which can be achieved through the integration of many of these land uses. This may be achieved, for example, through physical separation or a simple vegetative buffer designed to screen one land use from another. Land use zoning can also be used. Such practical strategies require potentially conflicting land uses to acknowledge their impact and then design their operations to account for this impact. A community approach utilizing physical solutions, planning strategies and a long-term vision for the land use will enable multiple lands uses to exist.

Land use conflicts were not identified as a major issue in the Village of Barneveld. The one land use conflict that was mentioned was the welding shop located in the downtown area. It was suggested that this type of land use would be more appropriate in an industrial area. This example should be kept in mind as the Village of Barneveld continues to grow.

FUTURE LAND USE

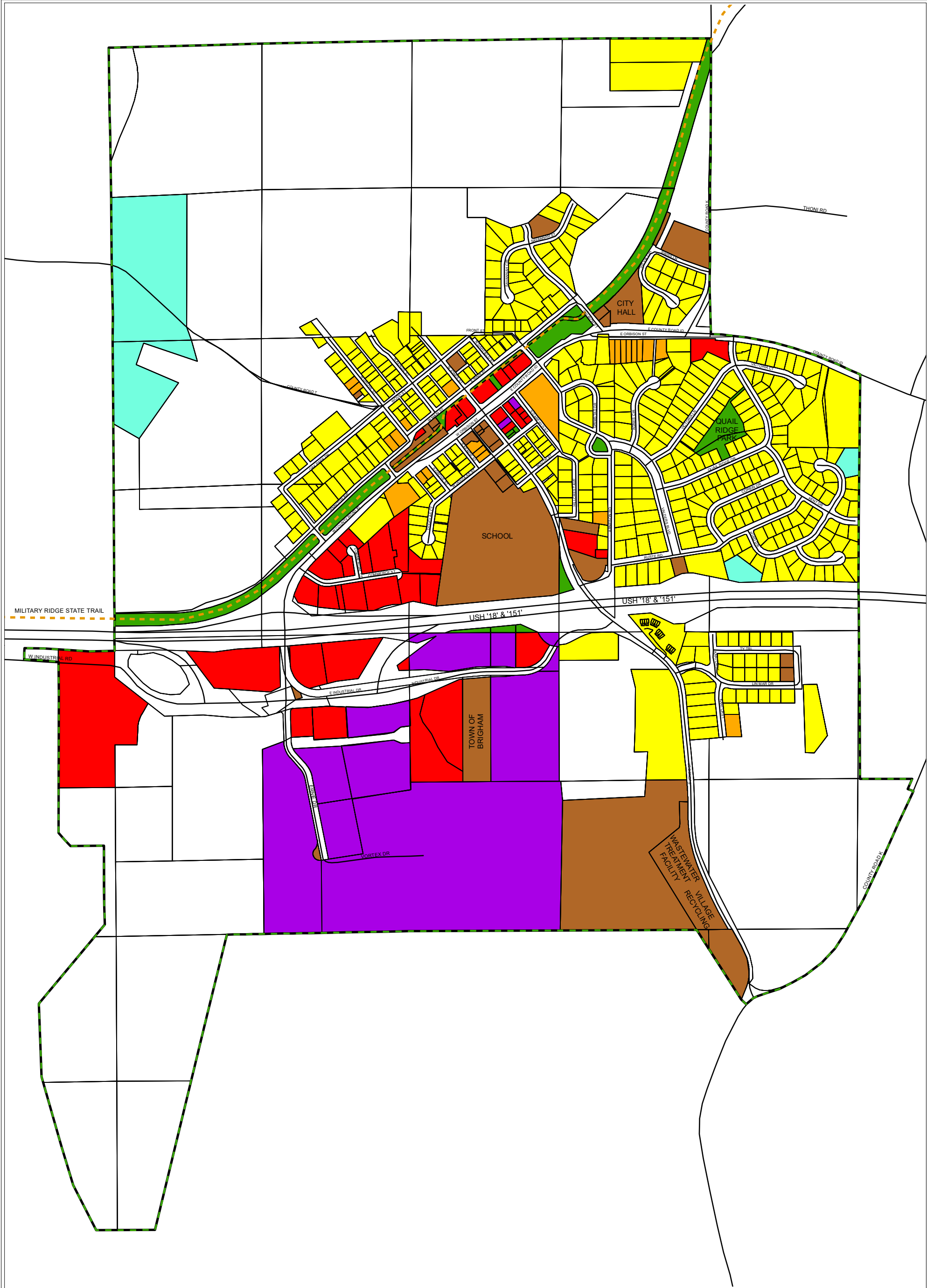
Change is inevitable. Existing homes and buildings will need remodeling, repairs or improvements, and new buildings will be constructed. Resistance to change is the desire to remain the same. We often resist change because we feel that the new may not be better than the old. As a homeowner, we typically want to maintain our neighborhoods, protect our investments and keep our lives the same they have always been. The following section, future land use, takes a closer look at each community and the type of land uses that may evolve as the area continues to grow.



At the time the plan was written, the focus for future development in the Village of Barneveld included commercial/business development along the highway interchange, as well as residential development. Map H.2 identifies general areas for commercial, residential development. Projections for the number of residences needed to serve the Village of Barneveld in the future are included in Section A of the plan.

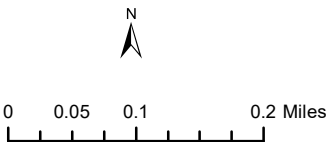
LAND USE AGENCIES AND PROGRAMS

As mentioned previously in this section, the land use section is compilation of the other elements of the plan. Therefore, many of the agencies and programs that have been identified in previous sections are applicable to the land use section. For example, zoning, subdivision regulations, and official mapping are included in the Implementation section as important land use programs. Refer to the other eight sections for more detailed information on land use agencies and programs.



- Land Uses**
- Single-Family Residential
 - Multi-Family Residential
 - Commercial
 - Institutional
 - Recreation
 - Industrial
 - Conservation
 - Agriculture


Village of Barneveld
Existing Land Use
MAP H-1

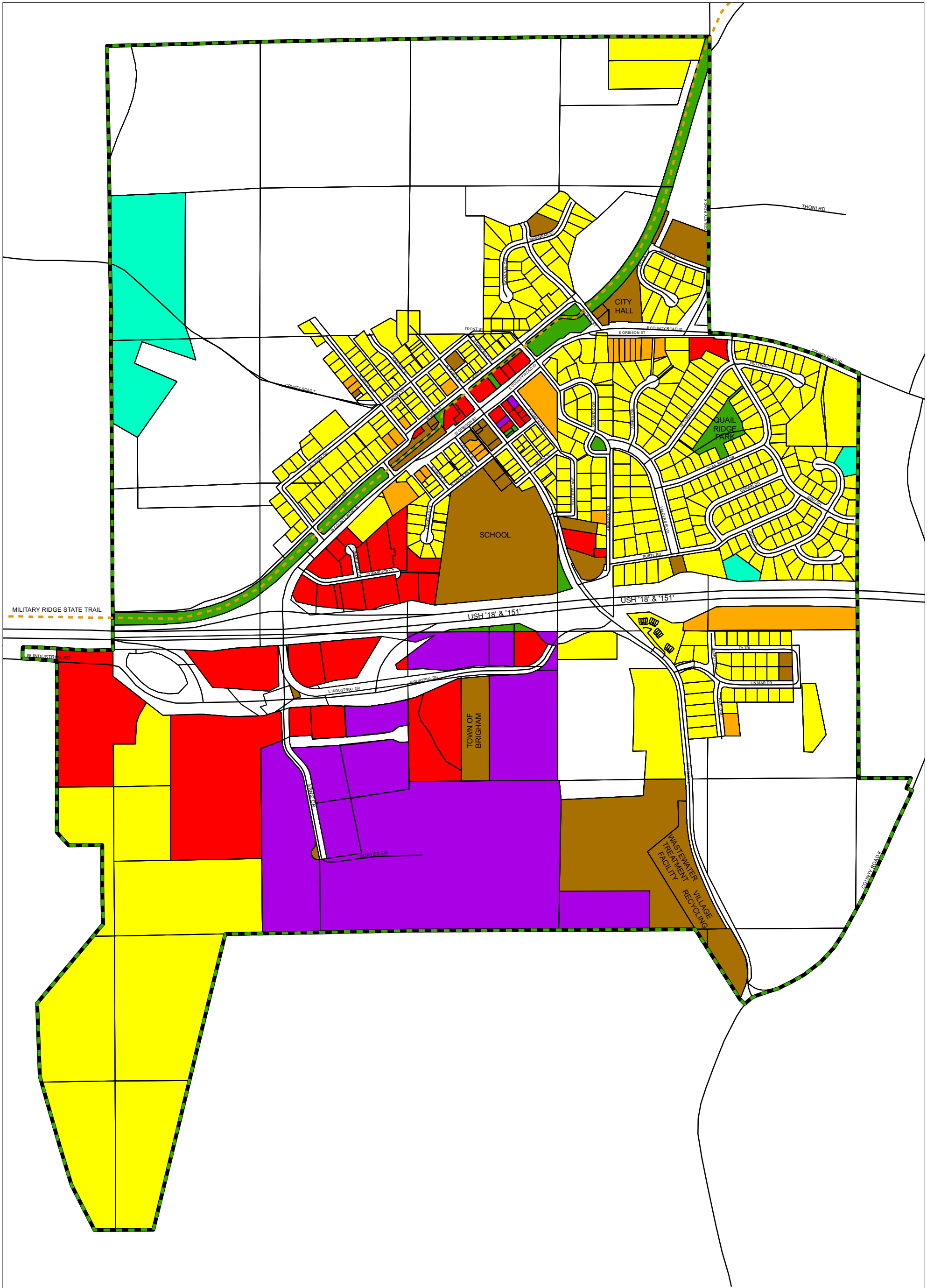


Date: 4/10/2019

Source: Iowa County Land Records (2019)
U.S. Census Tigerline Shapefiles (2018)

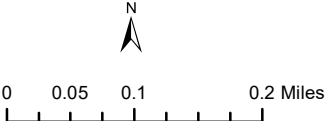
This map is neither a legally recorded map nor a technical survey and is not intended to be one. SWWRPC is not responsible for any inaccuracies herein contained.

 SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION



- Land Use**
- Single-Family Residential
 - Multi-Family Residential
 - Commercial
 - Institutional
 - Recreation
 - Industrial
 - Conservation
 - Agriculture


Village of Barneveld
Future Land Use
MAP H-2



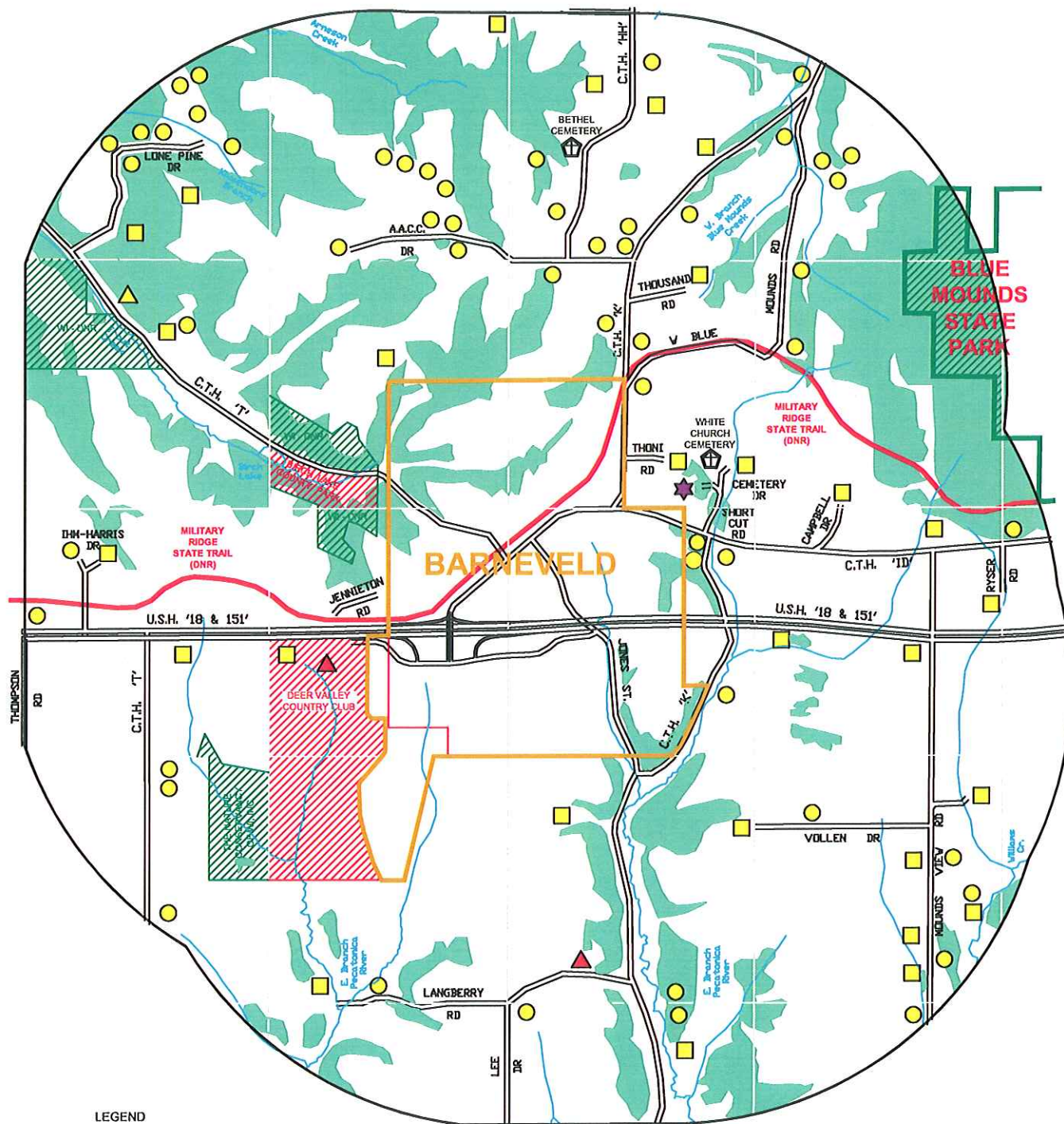
Date: 5/21/2019

Source: Iowa County Land Records (2019)
U.S. Census Tigerline Shapefiles (2018)

This map is neither a legally recorded map nor a technical survey and is not intended to be one. SWWRPC is not responsible for any inaccuracies herein contained.

 SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

AREA EXISTING LAND USE



VILLAGE OF BARNEVELD

- IOWA COUNTY, WISCONSIN -

**SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION**
719 Pioneer Tower
1 University Plaza
Platteville, WI 53818

November 27, 2002
File: BrnvdAreaExLandUse.dwg

MAP H.3

EXECUTIVE SUMMARY

The purpose of this section is to explain how this plan will be utilized to guide future growth and development in the Village of Barneveld. The plan is to serve as the blueprint for the future. As change is inevitable, the plan may need to be amended to appropriately reflect major changes. This element to review how each of the elements of the comprehensive plan inter relate and how the plan will be monitored and evaluated. Finally the section includes a discussion on how the plan will be updated at a minimum of once every ten years.

**Wisconsin State Statute 66.1001(2)(i)**

(i) *Implementation.* A compilation of programs and specific actions to be completed in a stated sequence, including proposed changes to any applicable zoning ordinances, official maps, sign regulations, erosion and storm water control ordinances, historic preservation ordinances, site plan regulations, design review ordinances, building codes, mechanical codes, housing codes, sanitary codes or subdivision ordinances, to implement the objectives, policies, plans and programs contained in pars. (a) to (h). The element shall describe how each of the elements of the comprehensive plan will be integrated and made consistent with the other elements of the comprehensive plan, and shall include a mechanism to measure the local governmental unit's progress toward achieving all aspects of the comprehensive plan. The element shall include a process for updating the comprehensive plan. A comprehensive plan under this subsection shall be updated no less than once every 10 years.

IMPLEMENTATION POLICY RECOMMENDATIONS

- **Enforce local ordinances to maintain the character of existing and future land uses within the Village of Barneveld.**

Local ordinances must be enforced consistently to maintain the character of Barneveld. The keyword is enforcement.

- **Update this comprehensive plan at a minimum of every ten years as required by Wisconsin State Statute 66.1001.**

This plan needs to be updated at least once every ten years. Depending on development or other changes, the plan may need to be updated on a more frequent basis.

- **Amend the local comprehensive plan and ordinances only after careful evaluation of existing conditions and potential impacts.**

Depending on what takes place in Barneveld in the next twenty years, this comprehensive plan and enforcement ordinances may need to be amended. This should be done with extreme caution. Amendments should be made to simply avoid local planning pressure.



CONSISTENCY AMONG PLAN ELEMENTS

As required by Wisconsin State Statute 66.1001, all elements included in this plan are consistent with one another and no known conflicts exist. All nine elements included in this plan work to achieve the desired future for the Village of Barneveld.

PLAN ADOPTION

The first official action required to implement the comprehensive plan is official adoption of the plan by the Local Planning Commission. Once the Local Planning Commission adopts the plan by resolution, the Village Board need to adopt the comprehensive plan by ordinance as required by State Statute 66.1001. After the plan is adopted by ordinance, it then becomes the official tool for future development in the next 20 years. The plan will guide development in a consistent manner.

LOCAL ORDINANCES AND REGULATIONS

The intent of the local ordinances and regulations is to control development of land within the village. By carefully applying these local ordinances and regulations Barneveld will be accomplishing policies of the comprehensive plan. Enforcement of such ordinances and regulations serve an important function by ensuring orderly growth and development.

OFFICIAL MAPPING

State statutes permit cities, villages, and towns to prepare official mapping. An official map includes right-of-ways, easements, existing and future roads, drainage ways, public utilities, recreation facilities etc. The official map is a tool that can be used to preserve ideas expressed in the comprehensive plan and used to regulate future growth. An official map can prevent development from occurring in areas planned for other uses.

CAPITAL IMPROVEMENT PLAN

Capital improvements programming is another tool to implementing public improvements. A CIP is a multiyear schedule of physical public improvements based on the examination of available fiscal resources, as well as the prioritization of specific public improvements to be constructed for a period of five to six years into the future. Capital improvements are those that include new or expanded physical facilities that are relatively large in size, expensive, and permanent. Street improvements, public libraries, water and sewer lines, and park and recreation facilities are common examples of capital improvements.

PLAN AMMENDMENTS

The Village Board can amend the Comprehensive Plan at any time. Amendments would be any changes to plan maps or text. Amendments may be necessary due to changes in local policies, programs, or services, as well as changes in state or federal laws. An amendment may also be needed due to unique proposals presented to the Village of Barneveld. Proposed amendments should be channeled through the local planning commission and then final action should occur at the Village Board level.

PLAN UPDATES

As required by Wisconsin State Statute the comprehensive plan needs to be updated at least once every ten years. An update is different than an amendment, as an update is a major revision of multiple plan sections including maps. The plan was originally written based on variables that are ever changing and future direction might be inaccurately predicted. A plan update should include public involvement, as well as an official public hearing.

IMPLEMENTATION MEASURES

The matrix below provides a list and suggested timeline to implement various aspects of the comprehensive plan. The list provides a summary of various recommendations from the different chapters of the comprehensive plan.

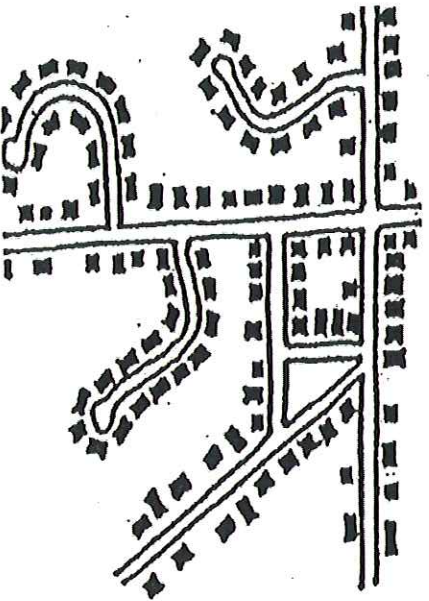
Element	Recommendation	Timeframe
Housing	Encourage a diversity of lot sizes and housing types for rental and ownership units within the Village of Barneveld.	On Going
	Promote the preservation and rehabilitation of Barneveld's existing housing stock.	On Going
	Preserve and expand the supply of affordable rental and ownership housing for low and moderate-income individuals in the Village of Barneveld.	As Needed
	Promote and utilize federal and state housing assistance programs.	As Needed
	Encourage contiguous development patterns in the Village of Barneveld that preserve and expand upon existing neighborhoods and can be served by public utilities.	On Going
Transportation	Adopt and implement a Capital Improvements Plan (CIP) so that future public improvements can be accommodated in a rational and sequential fashion.	Minimum of Once Every Five Years
	Continue ongoing coordination with WisDOT, Iowa County, and the Town of Brigham regarding safety and access at the USH 18/151 & CTH K intersection.	On Going
	Coordinate with the WisDOT and the Iowa County Highway Department regarding Access Management Issues that exist now or will be apparent with existing or future development along CTH's ID, K, T, or U.S. Highway 18/151.	As Needed
	Coordinate with the Iowa County Center on Aging Commission, as well as the Iowa County Department of Social Services in terms of Transportation Options for the Elderly and Disabled populous.	As Needed
	Continue to use the Pavement Surface Evaluation and Rating System (PASER) as the primary program for rating local roads within the Village.	Bi-Annually
	Encourage pedestrian, bicycle, and wheelchair travel by maintaining and enhancing the connectivity of related transportation facilities on the local street transportation system, including those transportation networks in proposed land developments and subdivisions.	On Going
	Investigate opportunities for "park and ride" facilities in and around the Village of Barneveld, including solicitation to WisDOT for development of a park and ride facility near the newly constructed USH 18/151 interchange.	As Needed

Utilities and Community Facilities	Implement a Capital Improvements Program and review it annually and make adjustments to meet the needs of the Village of Barneveld.	Minimum of Once Every Five Years
	Ensure that adequate public utilities, including capacity of the system are available before issuance of new development permits.	On Going
	Locate new development that requires urban services within Village limits.	On Going
	Maintain, operate, and reconstruct the existing utility systems, so that they can support existing development and redevelopment.	As Needed
	Relocate water and sewer lines from private to public property where possible, when making utility system improvements.	As Needed
Agricultural, Natural, and Cultural Resources	Educate local residents about the importance of the agricultural, natural, and cultural resources.	On Going
	Maintain proper separation distances between urban and rural land uses to avoid conflicts.	On Going
	Continue the use of local open space areas to protect natural areas and to provide recreational opportunities.	On Going
	Identify recharge areas for local wells and inventory potential contaminant sources.	On Going
	Protect major drainage corridors from development in order to aid in storm water runoff.	On Going
	Explore opportunities to capitalize on local resources in conjunction with tourism.	On Going
	Investigate opportunities to promote local resources such as walking tours, the Wisconsin Historical Markers Program, etc.	On Going
	Utilize state and federal programs to conserve, maintain, and protect agricultural, natural and cultural resources..	As Needed
Economic Development	Create a new business organization, such as a Chamber of Commerce, to address business issues, and encourage involvement in economic development.	On Going
	Provide for annual funding of economic development needs, including, but not limited to, membership dues in organizations, which promote economic development beneficial to Barneveld.	On Going
	Be receptive to joining with other communities in Iowa County for purposes of cost sharing to increase capacity building for economic development.	On Going
	Utilize the availability of training programs to enhance local capacity building for purposes of economic development.	As Needed
	Develop necessary information to market the community and the available business sites within the community.	On Going
	Develop the capability of responding to the need for available buildings within the community.	On Going
	Work to ensure that the central business area is utilized to the fullest extent possible for commercial uses.	On Going
	Attempt to create utilization of currently available buildings in the central business area for the highest and best use.	On Going
	Work on tourism potential represented by the Military Ridge State Trail and nearby recreational amenities.	On Going
	Continue to memorialize the impact of the 1984 tornado, as this is an important part of Barneveld's history.	On Going

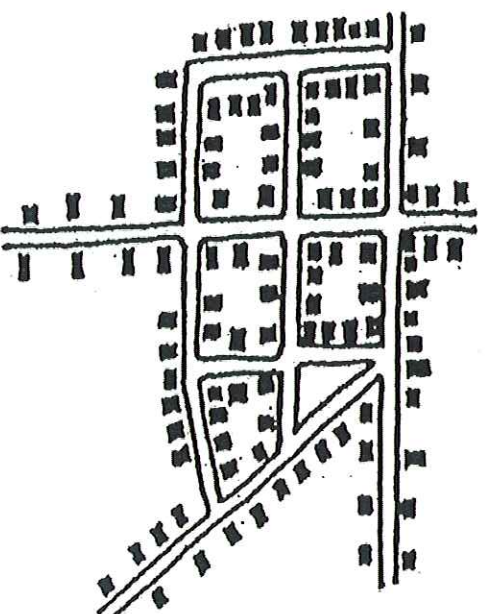
	Capitalize on any opportunities to work with existing enterprises to create further development within or near the community.	On Going
	Implement, if possible, the strategy provided for in the tax increment district plan.	On Going
Intergovernmental Cooperation	Build partnerships with local clubs and organizations in order to protect important natural areas.	On Going
	Continue existing intergovernmental relationships that have been established.	On Going
	Explore new opportunities to cooperate with other local units of government.	On Going
	Communicate and work closely with the Barneveld School District regarding recreational resources and community facilities.	As Needed
Land Use	Arrange the development of land uses to produce and efficient, convenient, and harmouniou7s pattern without undo mixtures of incompatible land uses.	On Going
	Encourage development in areas were adequate utilities and community services exist or can be provided in a cost efficient manner.	On Going
	Encourage maintaining the small-community character by avoiding developments that would alter this character.	On Going
	Restrict location of new development from areas shown to be unsafe or unsuitable for development due to natural hazards, contamination, and access or incompatibility problems.	On Going
Implementation	Enforce local ordinances to maintain the character of existing and future land uses within the Village of Barneveld.	On Going
	Update this comprehensive plan at a minimum of every ten years as required by Wisconsin State Statute 66.1001.	At Least Once Every Ten Years
	Amend the local comprehensive plan and ordinances only after careful evaluation of existing conditions and potential impacts.	As Needed

DEVELOPMENT SCENARIOS

Example A



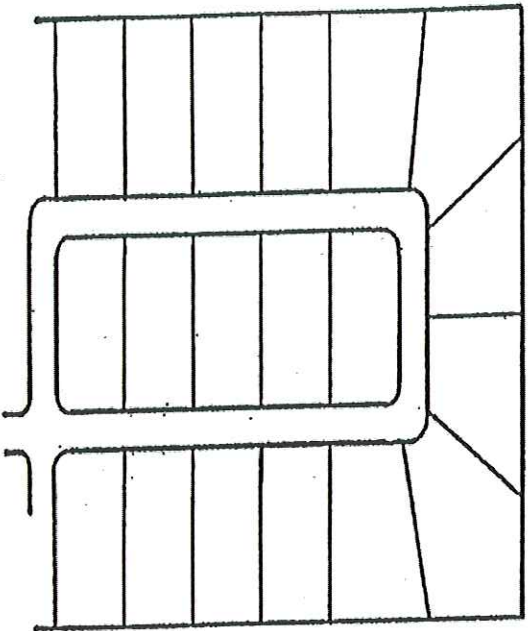
Example B



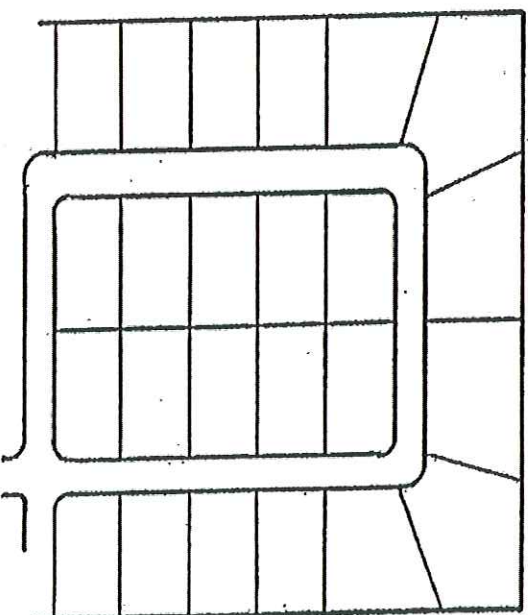
- Example A incorporates suburban cul-de-sac development creating several dead ends
- Example B is based on the traditional development of the village, connecting existing streets and infrastructure

DEVELOPMENT SCENARIOS

Example A



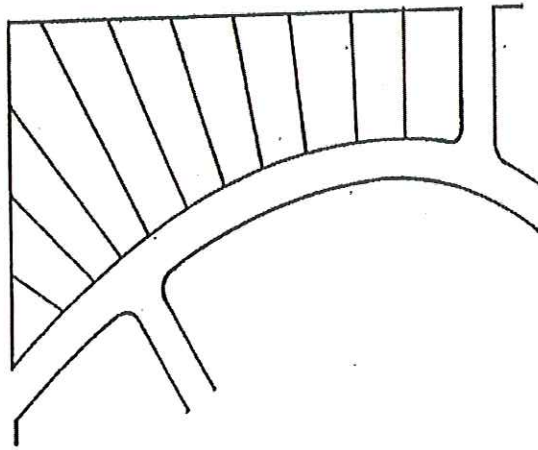
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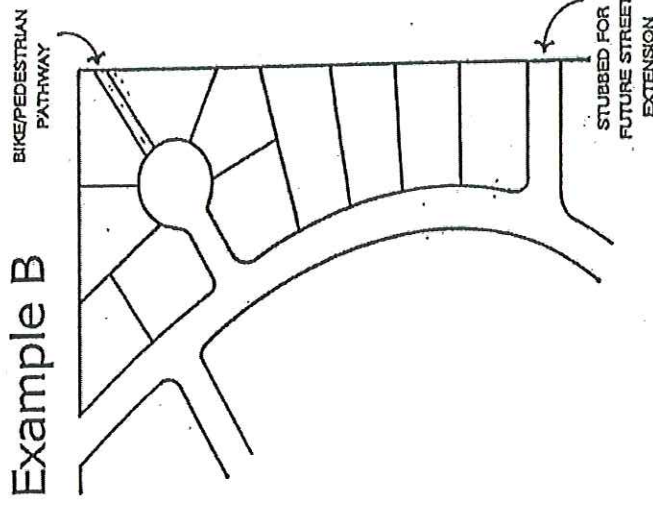
- Example A is a poor street design as the five lots in the middle are at least double fronted, meaning a street on two or more sides of the property.
- Example B incorporates the same design idea, but decreases the size of the lots and creates a double row of lots in the middle of the development.

DEVELOPMENT SCENARIOS

Example A



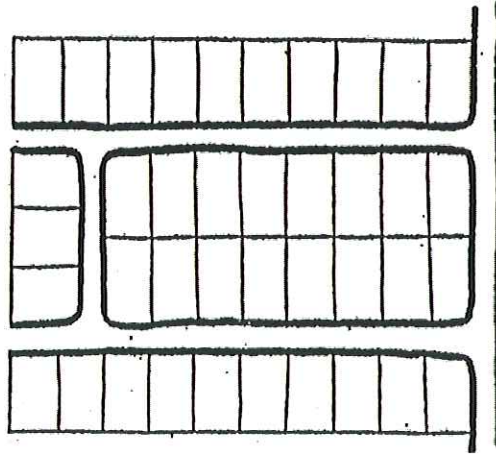
Example B



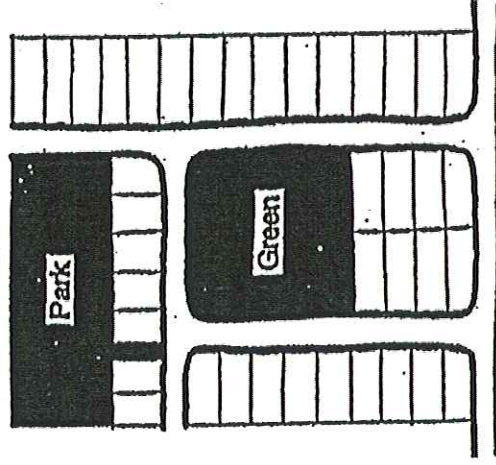
- Example A is a straight division of the lots which creates long skinny lots (the pizza cutter effect)
- Example B incorporates a cul-de-sac to decrease lot depth and increase width, as well as incorporation of a bike/pedestrian path
 - Note, both examples also include a street that is stubbed for future street extensions

DEVELOPMENT SCENARIOS

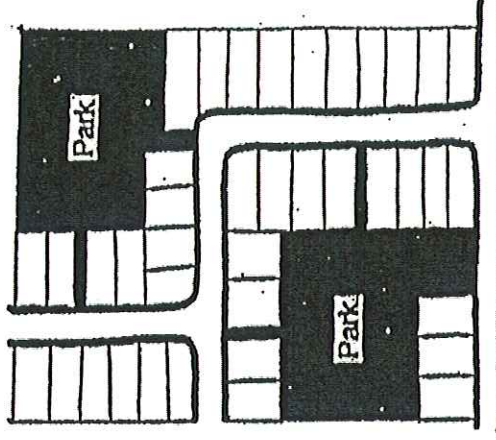
Example A



Example B



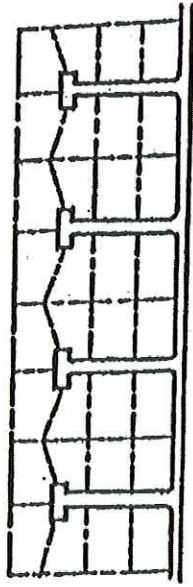
Example C



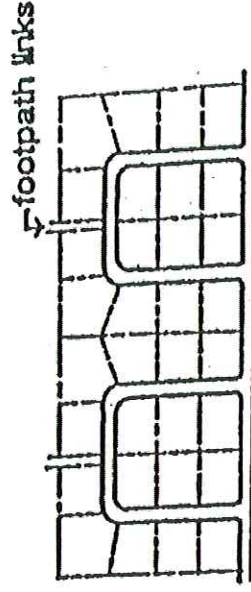
- Example A has 39 lots and 2500 feet of road, no parks or walking paths
- Example B has 39 lots, 2250 feet of road, common green space, a park, and a walking path to get from one area to the other
- Example C has 39 lots, 1650 feet of road, two parks, and four walking paths

DEVELOPMENT SCENARIOS

Example A



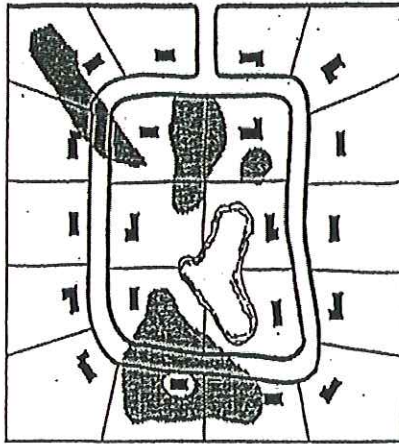
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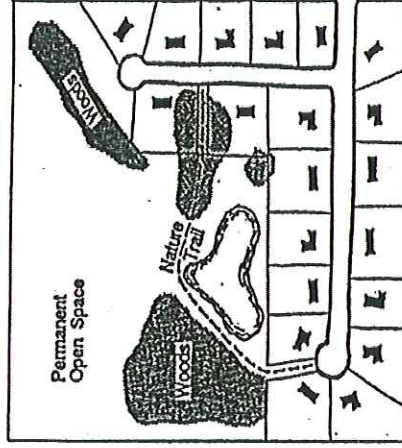
- Multiple Dead End Cul-de-sacs (Example A) vs. Cul-de-sacs joined together to form continuous loops (Example B)
- No walking paths between lots, a person must walk around (Example A), where as Example B includes pedestrian paths

DEVELOPMENT SCENARIOS

Example A



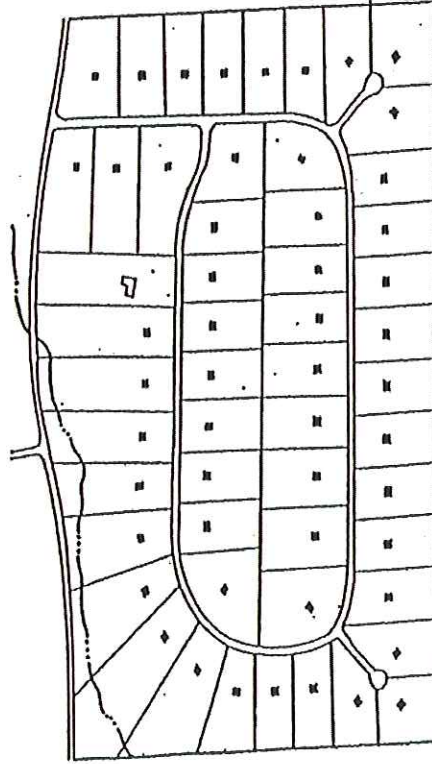
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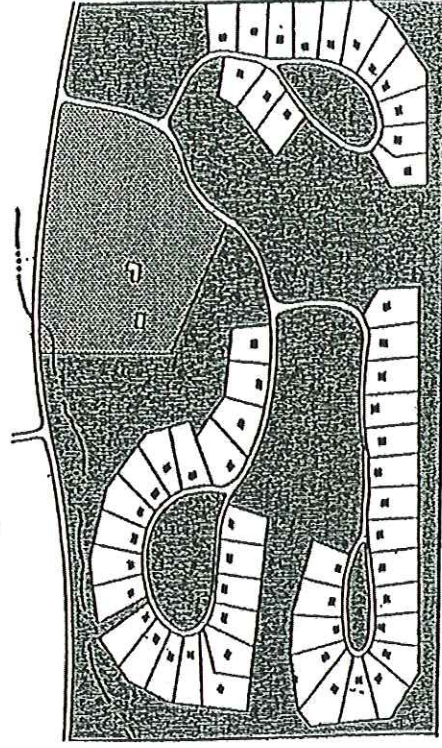
- Example A includes 20 lots that are approximately 2 acres each, no common open space, and pond access for only 4 lots
- Example B also includes 20 lots that are approximately $\frac{3}{4}$ acre each, 25 acres of open space, and pond access for all property owners

DEVELOPMENT SCENARIOS

Example A



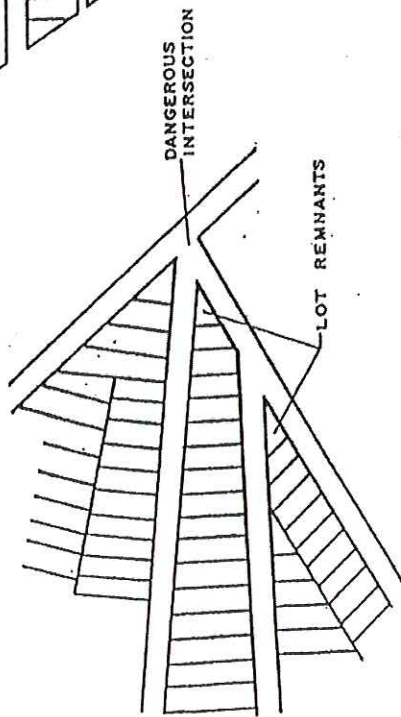
Example B



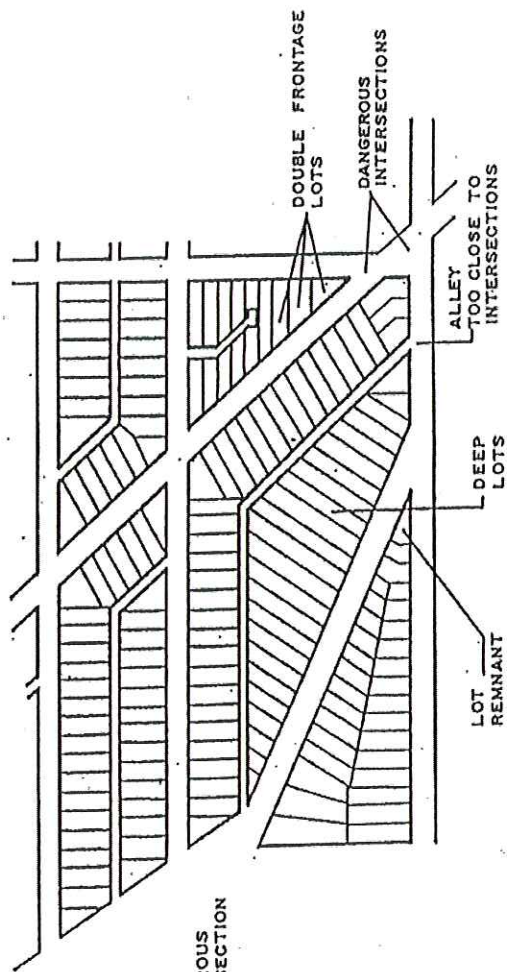
- Example A depicts a conventional subdivision where the entire property is divided into large lots
- Example B depicts a conservation subdivision that incorporates the same number of lots, in combination with a large amount of common open space shared by all property owners

DEVELOPMENT SCENARIOS

Example A



Example B



- Example A depicts an example of a subdivision with dangerous intersections and poor lot design
- Example B depicts several bad development examples, including double fronted lots, dangerous intersections, deep lots, and odd shaped lots that are not developable

ABBREVIATIONS TABLE

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	American with Disabilities Act
ADM	Area Development Managers
ATV	All Terrain Vehicle
B&I	Business and Industry
BDI	Business Development Initiative Micro Loan
BEST	Business Employee Skills Training Program
BNSF	Burlington Northern and Santa Fe Railroad
CAC	Citizen Advisory Committee
CBED	Community-Based Economic Development
CDBG	Community Development Block Grant
CDBG-PF	Wisconsin Community Development Block Grant Program Public Facilities
CDBG-PFED	Wisconsin Community Development Block Grant Program Public Facilities Economic Development
CFA	Bureau of Community Financial Assistance
CIP	Capital Improvements Plan
CSM	Certified Survey maps
CTH	County Trunk Highway
DATCP	Wisconsin Department of Trade and Consumer Protection
DHIR-BOH	Wisconsin Department of Housing and Intergovernmental Relations - Bureau of Housing
DHIR-MBR	Wisconsin Department of Housing and Intergovernmental Relations - Municipal Bureau of Housing
DNR-CFA	Wisconsin Department of Natural Resources - Bureau of Community Financial Assistance
DWD	Department of Workforce Development
EDL	Economic Diversification Loan
EI-EPG	Economic Impact Early Planning Grant
EMS	Emergency Medical System
EPG	Early Planning Grant
ETG	Entrepreneurial Training Grant Program
FDM	Facilities Development Manual
FEMA	Federal Emergency Management Agency
GTA	General Transportation Aids
HOME	Home Investment Partnerships
HUD	United States Housing and Urban Development Department
IRB	Industrial Revenue Bonds
LFPR	Labor Force Participation Rate
LIDL	Linked Deposit Loan
LRIP	Local Roads Improvement Program
LULU	Locally Unwanted Land Use
MSIP-D	Municipal Street Discretionary Improvement Program
MUTCD	Manual on Uniform Traffic Control Devices
NHI	Natural Heritage Inventory
NIMBY	Not In My Back Yard
NRCS	Wisconsin Natural Resources Conservation Service
OJT	On the Job Training
PASER	Pavement Surface Evaluation and Rating System

RBEG	Rural Business Enterprise Grants
RHS	Rural Housing Service
RML	Rural Economic Development Micro-Loan
ROW	Right of Way
RUS	Rural Utilities Service
SBA	Small Business Administration
SBDC	Small Business Development Center
SCS	Soil Conservation Service
SDWLP	Safe Drinking Water Loan Program
SF	Summary Profile
STH	State Highway
STP-R	Surface Transportation Program - Rural
SWOT	Strengths, Weaknesses, Opportunities, and Threats
SWWDB	Southwest Wisconsin Workforce Development Board
SWWRPC	Southwestern Wisconsin Regional Planning Commission
TDF	Technology Development Fund
TDL	Technology Development Loan
TE	Transportation Enhancements
TEA	Transportation Economic Assistance
US	United States
USDA	United States Department of Agriculture
USDA-RD	United States Department of Agriculture - Rural Development
USH	United States Highway
UW	University of Wisconsin
UWEX	University of Wisconsin Extension
WBDFC	Wisconsin Business Development Finance Corporation
WETAP	Wisconsin Employment Transportation Assistance
WHEDA	Wisconsin Housing and Economic Development Authority
WI-DNR	Wisconsin Department of Natural Resources
WisDOT	Wisconsin Department of Transportation
WISLR	Wisconsin Information System of Local Roads
WSOR	Wisconsin and Southern Railroad