



**Village of McFarland Comprehensive Plan
Priorities Exercise Results—Public Works Committee
May 10, 2016**

1. WHAT IS YOUR VISION FOR THE FUTURE OF MCFARLAND? In answering this question, you might think about:

- What McFarland in the year 2035 looks and feels like
- How the community functions
- What McFarland's best future features are
- How the community inspires residents, land owners and businesses to improve their lives

Member Responses:

- Want interchange access to I-39/90/94, or at least resolution of this matter so the community can plan accordingly.
- Need to take advantage of a narrow growth window, both geographically and in time, especially to the east.
- Envision McFarland as bedroom community; mostly single family residential with people living here in large part because of the schools.
- Strong and healthy schools.
- Maintain connections to and for older residents.

The consultant read the vision statement from the 2006 Comprehensive Plan, which was as follows: "The Plan is formed around a vision of a community expanding east into well-planned neighborhoods thoughtfully linked and integrated by streets, sidewalks, bike routes, parks and open space corridors. A community with a downtown that is revitalized and re-shaped with civic, commercial and office development. A community that is aggressively approaching economic development opportunities through infill projects, re-development projects and new projects that reflect McFarland's 'small town' character. A community that is maintaining its reputation for quality schools, state-of-the-art community facilities, and safe neighborhoods."

Members' responses to this 2006 vision statement were as follows:

- Do not have a downtown feel as of yet; want a more pedestrian-friendly type atmosphere and events. Is the market here to support that?

- The bedroom/small town image may be a hindrance for economic development.

2. WHAT INITIATIVES SHOULD THE VILLAGE PRIORITIZE OVER THE NEXT 5-10 YEARS? In answering this question, you might want to think about:

| | |
|--------------------------|-------------------------------------|
| Land use or zoning | Transportation |
| Economic development | Recreation and community activities |
| Redevelopment | Resource protection |
| Tourism | Community services |
| Housing | Public facilities |
| Neighborhood development | Utilities & stormwater management |
| Historic preservation | Intergovernmental relations |

Member Responses:

- If the Village wants to expand east, will need to make significant infrastructure investments: sewer, water, transportation. Need to understand the range of costs to make that happen—is it cost prohibitive?

[Village Engineering Consultant response: If sewer is built in Basin A on Map 5 of Conditions and Issues Report, could retire Juniper Ridge lift station. B and C basin would need to rely on upgrades to existing Lift Station #2 on Village’s south side, and additional sewer interceptor crossings under railroad tracks. Lift Station #2 has capacity to serve 300 additional homes more or less.]

- Wherever possible, Village should rely on gravity flow for conveyance of sanitary sewer and storm sewer. Tricky issue is that the development pressure has been from north to south rather than from south to north, whereas sewer mains would have to come from south.
- Siggelkow and CTH MN are major east-west roads, with Siggelkow being the most important of the two routes given its direct connection to Highway 51. If community growth is further east, then those roads need to be upgraded. Need more right-of-way on Siggelkow from Marsh Road headed west to fulfill full expansion.
- Investigate CTH AB/USH 12 improvements with DOT; this may be reasonable alternative access for east side employment growth.
- Consider more modes of transportation as community ages and changes (bus, bike). Need a comprehensive transportation plan; transportation leads how land develops.
- Push a decision on whether DOT or feds will support an interchange ASAP so land use can be driven by improvement.
- Ensure connectivity of bike and pedestrian facilities in McFarland, and encourage Dane County to do the same for facilities it controls.