

Fiscal Estimate - 2005 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 05-3285/1	Introduction Number AB-649
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Subject
 Access to highways

Fiscal Effect

State:

No State Fiscal Effect
 Indeterminate

<input type="checkbox"/> Increase Existing Appropriations <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Create New Appropriations	<input type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Decrease Existing Revenues	<input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Decrease Costs
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Local:

<input type="checkbox"/> No Local Government Costs <input type="checkbox"/> Indeterminate	1. <input checked="" type="checkbox"/> Increase Costs <input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory 2. <input type="checkbox"/> Decrease Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory 4. <input type="checkbox"/> Decrease Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory
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5. Types of Local Government Units Affected

<input checked="" type="checkbox"/> Towns	<input checked="" type="checkbox"/> Village	<input checked="" type="checkbox"/> Cities
<input checked="" type="checkbox"/> Counties	<input type="checkbox"/> Others	
<input type="checkbox"/> School Districts	<input type="checkbox"/> WTCS Districts	

Fund Sources Affected	Affected Ch. 20 Appropriations
<input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input checked="" type="checkbox"/> SEG <input type="checkbox"/> SEGS	

Agency/Prepared By DOT/ Bonnie Tripoli (608) 266-2372	Authorized Signature Julie Johnson (608) 267-3703	Date 8/4/2005
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Fiscal Estimate Narratives
DOT 9/7/2005

LRB Number	05-3285/1	Introduction Number	AB-649	Estimate Type	Original
Subject					
Access to highways					

Assumptions Used in Arriving at Fiscal Estimate

See Long-range fiscal implications

Long-Range Fiscal Implications

Long Range Fiscal Implications: Access to highways affects the system's ability to move traffic safely and efficiently. This bill could have long-range fiscal implications on the highway system. The overall goal of the State Trunk Highway (STH) system is to move traffic safely and efficiently from one region of the state to another and from state to state. The location and number of accesses on the STH system affects its ability to achieve this goal. If the department were required to approve driveway permits on any highway in which property owners have recently lost STH access and under the requirements listed in 2 and 6 below, this would eventually cause a breakdown of the STH system's goal. It also means there would be less capacity and less safety since more access means more vehicle conflicts and the potential for more crashes. The department may never be able to improve the mobility of a highway by reconstructing it and removing driveways if it then has to allow the driveways to return.

The bill has long-range fiscal implications that are indeterminate. In the past, the department has constructed bypasses of STHs when the number of accesses becomes so numerous that it would cost too much to relocate homes and businesses to provide the necessary mobility the STH requires. This bill would force the department to build more bypasses over time since we would be forced to grant more driveway permits, or we would decide to not reconstruct an existing road but rather build a new one. A domino effect then occurs: Building more bypasses would take money away from lower functioning STHs that may simply need resurfacing or minor reconditioning (even if state and federal highway funding continue to increase), which leads to a number of highways that would have to be maintained more. Building bypasses may have a secondary effect of reducing available land for agriculture. Finally, having to grant more driveway permits means more staff would be needed to review and approve applications.

Requirement 1:

If there has been a recent reconstruction or alteration of a highway that resulted in the loss of an access, Nearly ½ of the improvement projects that WisDOT does annually involve the taking of access to some degree. On some of those projects, only a few parcels are affected. On others, many parcels can be affected. A property owner could then divide their property creating a landlocked parcel, or the department may have bought all access rights thus legally landlocking a parcel. Now the department would have to grant access possibly even on freeways as long as all the other conditions are met, even if the access rights were acquired.

Requirement 2:

The distance between the nearest edge of the proposed access is at least 400 feet from the center point of the closest controlled intersection.

This would allow anyone with a corner lot with more than 400' to divide that lot, creating a landlocked parcel forcing the department to grant access. So as long as the first driveway is 400' from an intersection this along with requirement #6 the department would have driveways every 150' along the highway. For example, if a parcel had 2000' of frontage, 10 lots with 150' of frontage could be created resulting in 10 new driveways.

Requirement 3:

There is no frontage road parallel to the highway and DOT does not anticipate constructing a frontage road parallel to that portion of the highway. No city street abuts or connects to the applicant's premises. This means that plans of the local municipality to construct a local street system to provide access is not

taken into consideration.

Requirement 4:

No city street abuts or connects to the applicant's premises. This means that except for the state highway the property is landlocked.

Requirement 5:

The premises is abutted by the highway on one side and by private property on each of the other sides. This means that if access were not granted to the parcel it would be considered landlocked.

Requirement 6:

The premises that would have direct access to the highway under the proposed plan have at least 150 feet of frontage.

This means that a property owner could divide their land into separate parcels with only 150' of frontage and the department would be forced to provide access to each parcel thus having driveways every 150' along a highway. This is very poor, substandard spacing in terms of safety, mobility and capacity. By comparison, the current minimum spacing standard between accesses in rural areas for a 2-lane STH with less than 1,000 vehicles per day is 500 feet. If the STH is an expressway, the minimum spacing is 2,000 feet.

Requirement 7:

The applicant submits proof that the police chief or sheriff of the municipality where the premises is located approves the proposed plan for access to the highway.

Few, if any, sheriffs and police chiefs have an engineering background and thus they would not have the ability to assess the engineering safety and performance of a driveway or the impact of multiple driveways on the capacity flow and safety of the highway.

Requirement 8:

The segment of highway that abuts the premises has a low rate of accidents.

One poorly located driveway can quickly change that "low rate of accidents". No criteria are given with which to measure a "low rate of accidents", so this requirement is subjective. This criteria fails to reorganize traffic increases over time and weakens the highway's capacity expansion potential.

Requirement 9:

The municipality approved the applicant's plat or the applicant provides other proof that the municipality approves the proposed plan for access to the highway.

Municipalities do not necessarily have the needs of the statewide traveling public in mind when reviewing development plans for their area. State trunk highways are intended and planned for traffic between regions and states, while local governments sometimes mistakenly view them as local roads.