

3.13 PUBLIC SERVICES

3.13.1 SETTING

Public services include fire and police protection services, schools and parks, and other public services or facilities that may be provided for social purposes. Utilities and service systems, which are provided for environmental management purposes, such as water supply, wastewater treatment, storm drainage and solid waste, are addressed in a separate discussion (see Section 3.16 **UTILITIES AND SERVICE SYSTEMS**).

An extensive range of public services and utilities are provided to both the urban and rural areas of the Monterey Bay area. Each of the incorporated cities in the region has a police department, and fire protection departments or districts are located throughout all of the counties. Fire protection in remote rural and mountainous areas is provided by the California Department of Forestry. A multitude of school districts serve the region, and there are a wide range of city park departments, special park districts, County parks, and state and federal parklands. The region also contains several post-secondary academic institutions, including the University of California at Santa Cruz and the California State University at Monterey Bay.

The operations and effectiveness of the public services in the region may depend upon the ability of each entity to respond to new demands from growth and development in their respective jurisdictions. Each government entity or school district is responsible for providing new facilities, personnel and administrative support to meet the demands of growing communities, and for obtaining adequate public funding for their services.

3.13.2 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Implementation of the three plans could have a significant environmental impact if it were to result in:

- Substantial adverse physical impacts associated with the provision of (or need for) new or physically altered governmental facilities, the construction of which could cause significant environmental impacts; in order to maintain acceptable service ratios, response times or other performance objectives for fire protection;
- Substantial adverse physical impacts associated with the provision of (or need for) new or physically altered governmental facilities, the construction of which could cause significant

environmental impacts; in order to maintain acceptable service ratios, response times or other performance objectives for police protection;

- Substantial adverse physical impacts associated with the provision of (or need for) new or physically altered governmental facilities, the construction of which could cause significant environmental impacts; in order to maintain acceptable service ratios or other performance objectives for schools;
- Substantial adverse physical impacts associated with the provision of (or need for) new or physically altered governmental facilities, the construction of which could cause significant environmental impacts; in order to maintain acceptable service ratios or other performance objectives for parks; or
- Substantial adverse physical impacts associated with the provision of (or need for) new or physically altered governmental facilities, the construction of which could cause significant environmental impacts; in order to maintain acceptable service ratios or other performance objectives for other public facilities.

Emergency Services Access

Implementation of the transportation system improvement projects identified in the financially constrained Action Elements of the three plans would generally not be expected to result in any substantial physical impacts which would require new or altered facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection or police protection, although temporary delays in emergency response time could be anticipated during the construction period associated with some projects (see **IMPACT 3.15.4: Temporary Interference with Emergency Access** and **MITIGATION MEASURE 3.15.4: Notification/Designated Detours** in Section 3.15. **TRANSPORTATION/TRAFFIC**, below).

School Facilities and Access

Since the construction of the transportation system improvement projects identified in the financially constrained Action Element of the three plans would not directly involve the development of any new housing units, implementation of the three plans would not result in an increase in the number of students to be served at educational facilities within the region, would not result in an increased demand for parks and other recreational facilities, and would not significant new demands on other public facilities. However, implementation of specific projects identified in the financially constrained Action Elements of the three plans could be expected to entail temporary access problems which might affect the operation of schools, parks and recreational facilities.

IMPACT 3.13.1: Temporary Interference with School Access. Proposed roadway construction and other transportation system improvement projects identified in the financially constrained Action Elements of the three plans could temporarily impede access to public school facilities, and could create pedestrian traffic hazards. As the physical characteristics of each project become more

clearly defined, it is possible that some of these projects may be found to interfere with access to schools. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.13.1: Notification/Designated Detours

A. If construction is to take place in the vicinity of a school, or on roadways that could affect access to a school facility, then the implementing agency shall, where appropriate, notify the school district superintendent or other appropriate representative of the affected school district prior to any road construction and road closures. School officials shall also be consulted, where appropriate, to determine if any critical access routes would be affected, or if construction would create specific safety problems.

B. For roadway construction projects that involving temporary lane or road closures, the implementing agency shall, where appropriate, post advance warning signs no more than 100 feet from the project site indicating when disruption would occur for a period of at least one week prior to project construction through the completion of construction, and provide clearly marked detours. Adequate access to all schools shall be maintained, where appropriate, during school hours throughout the construction period. During implementation of transportation system improvements that necessitate partial or total road closure, at least one lane shall, where appropriate, remain open to vehicles at all times, and/or alternative routes/detours around improvement areas with appropriate signage shall be provided, where appropriate.

RESULTING LEVEL OF SIGNIFICANCE

The implementation of these measures could reduce the impact to a level of less than significant.

Parks/Recreational Facilities and Access

IMPACT 3.13.2: Temporary Interference with Park/Recreation Access. Although implementation of some transportation system improvements would ultimately result in enhanced access to parks and recreational facilities within the Monterey Bay region, implementation of several of the projects identified in the financially constrained Action Elements of the three plans could temporarily affect access to park and recreational facilities if road construction or other activities were to occur in the vicinity of these facilities. Road or bridge construction could also generate noise that could disrupt the quiet atmosphere of parklands, which could detract from the recreational experience of visitors. As the physical characteristics of each project become more clearly defined, it is possible that some of these projects may be found to interfere with access to parks or recreational facilities. These could represent **potentially significant adverse environmental impacts** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.13.2: Consultation/Site-Specific Mitigation

A. Although potential impacts to recreational facilities which may be associated with the implementation of projects identified in the three plans are not generally expected to be significant, park authorities shall be consulted, where appropriate, if construction is to occur in the vicinity of park or recreational facilities. The implementing agency and park authorities shall, where appropriate, jointly participate in project planning to include measures to reduce project-related impacts to park users, when possible.

B. For roadway construction projects that involving temporary lane or road closures, the implementing agency shall, where appropriate, post advance warning signs no more than 100 feet from the project site indicating when disruption would occur for a period of at least one week prior to project construction through the completion of construction, and provide clearly marked detours. During implementation of transportation system improvements that necessitate partial or total road closure, at least one lane shall, where appropriate, remain open to vehicles at all times, and/or alternative routes/detours around improvement areas with appropriate signage shall be provided, where appropriate.

RESULTING LEVEL OF SIGNIFICANCE

These measures could reduce potential impacts to a level of less than significant.

Transportation Facilities Maintenance

The development of new transportation facilities identified in the three plans could result in an increase in transportation system maintenance demands within the region.

IMPACT 3.13.3: Increased Transportation System Maintenance. The completion of transportation system improvement projects identified in the financially constrained Action Elements of the three plans would increase maintenance demands. Due to uncertainties regarding the availability of adequate maintenance staffing and equipment to address increased maintenance needs, this is considered a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.13.3: Adequate Maintenance Funding

The implementing agency shall, where appropriate, ensure that adequate funds are budgeted to maintain proposed transportation facilities as well as existing transportation facilities.

RESULTING LEVEL OF SIGNIFICANCE

With implementation of the proposed measure, impacts could be reduced to a level of less than significant.