

3.18 PUBLIC SERVICES

3.18.1 Studies and Coordination

Evaluation of public services impacts was based on a review and analysis of local jurisdiction public facility plans (see Public Services references). Evaluation criteria included assessment of changes in vehicular access patterns that may affect response times for police, fire, and emergency services; changes to school bus routing; and changes in demand levels for public services.

3.18.2 Methodology

The approach to analysis included review of the capital facilities plan elements of local jurisdictions to assess the potential effects the five alternatives could have on the provision of public services. The locations of public service facilities were mapped based on existing data to assist in this assessment (Figure 3.18-1).

Counties and cities in the region bear the primary responsibility for the provision of police services. Cities and fire districts have the primary responsibility for providing fire protection and emergency medical response services. Public and private hospitals have the primary responsibility for providing major medical services. School districts have the primary responsibility for providing public, K-12 educational services. Additional K-12 educational services are provided by private schools and religious institutions. The Washington State Growth Management Act requires that King and Snohomish counties and their respective cities adopt comprehensive plans that include a capital facilities element. This element addresses the need to provide adequate public services. These plans are required to include the location of all existing and proposed capital facilities, a forecast of the future need for such facilities, and at least a six-year plan to finance these needed facilities. Other portions of state law also require school districts and fire districts to develop and maintain capital facility plans to ensure they will be capable of meeting their future public service obligations.

Additionally, planning guidelines for traffic and access control in disaster situations were reviewed. These guidelines incorporate provisions in several FEMA publications, including *Transportation Planning Standards for the Evacuation of Large Populations* (CPG2-15), *Objectives for Local Emergency Management* (CPG 1-5), and *Guide for Development of State and Local Emergency Operations Plans* (CPG 1-8). The primary objectives of these guidelines can be summarized as follows: during an emergency, access control must be established as quickly as possible to prevent additional people from entering the hazard area. Once access control has been achieved, available resources should be assigned to traffic control functions to expedite evacuation of people from the affected area.

As noted later in the discussion of the operational impacts, the proposed roadway and other transportation improvements would be designed to eliminate many existing traffic flow problems and improve transportation safety. In addition, planned intelligent transportation system improvements would also include enhanced capability to facilitate movement of emergency vehicles through congested areas and improve existing incident response in the corridor during any type of disaster-related emergency. These improvements would also increase the ability to control and direct the movement of all vehicles in the corridor during an emergency and assist in facilitating an evacuation effort.

The analyses in this section are based on the *I-405 Corridor Program Draft Public Services Expertise Report* (DEA, 2001) herein incorporated by reference.

3.18.3 Affected Environment

Within the study area there are two counties, nine cities, 150 public and private schools, 13 fire stations, and 4 full-service hospitals. Public services evaluated include police and fire protection, medical and emergency services, and schools. Figure 3.18-1 shows the locations of public facilities.

3.18.4 Impacts

3.18.4.1 No Action Alternative

Under the No Action Alternative, which includes 54 projects, no public services would be substantially adversely impacted as a result of these projects. These 54 projects are also included in each of the action alternatives.

Construction Impacts

During construction, accidents or medical incidents in the construction areas could require emergency medical services and police/fire service response. However, no substantial impacts to public services are anticipated. In some instances, detour route contingency plans would need to be developed and implemented to address temporary road closures and/or lane restrictions.

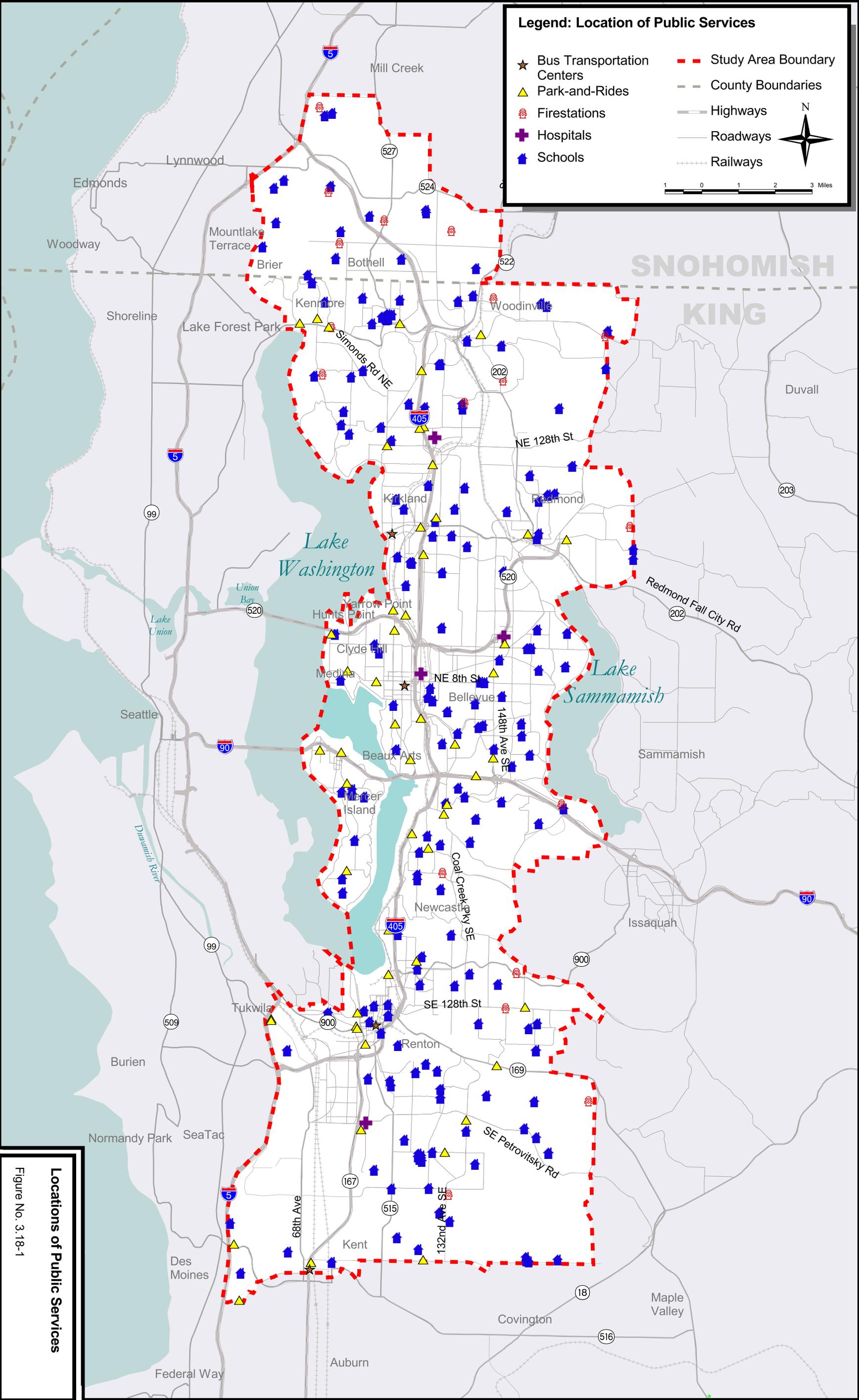
Operational Impacts

During operation, increased use of new and improved roadway elements and transit facilities would slightly increase the potential for accidents. Some increase in theft and/or vandalism also could occur at new or expanded transit centers and parking areas. However, no substantial police, fire/emergency medical response, or hospital operational impacts are anticipated, since the roadway and other transportation improvements would be designed to eliminate many existing traffic flow and transportation safety problems. Planned intelligent transportation system improvements would also include enhanced capability to facilitate movement of emergency vehicles through congested areas and improve existing incident response in the corridor.

Transit facilities would also be designed with safety and security features to protect commuters. Emergency vehicles, school buses, and school vans would also derive substantial mobility benefits from the interchange improvements, arterial links, and high-occupancy vehicle facilities to be constructed by this alternative. Overall pedestrian and bicycle safety would also be enhanced by the non-motorized transportation system improvements to be constructed by this alternative.

3.18.4.2 Alternative 1: HCT/TDM Emphasis

Under Alternative 1, which includes 109 projects ranging from basic improvements on I-405 to high-capacity transit, no public services would be substantially adversely impacted as a result of these projects.



Locations of Public Services
Figure No. 3.18-1

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Construction Impacts

During construction, accidents or medical incidents in the construction areas could require emergency medical services and police/fire service response. However, no substantial impacts to public services are anticipated. In some instances, detour route contingency plans would need to be developed and implemented to address temporary road closures and/or lane restrictions.

Operational Impacts

During operation, increased use of new and improved roadway elements and transit facilities would slightly increase the potential for accidents. Some increase in theft and/or vandalism also could occur at new or expanded transit centers and parking areas. However, no substantial police, fire/emergency medical response, or hospital operational impacts are anticipated, since the roadway and other transportation improvements would be designed to eliminate many existing traffic flow and transportation safety problems. Planned intelligent transportation system improvements would also include enhanced capability to facilitate movement of emergency vehicles through congested areas and improve existing incident response in the corridor.

Transit facilities would also be designed with safety and security features to protect commuters. Emergency vehicles, school buses, and school vans would also derive substantial mobility benefits from the interchange improvements, arterial links, and high-occupancy vehicle facilities to be constructed by this alternative. Overall pedestrian and bicycle safety would also be enhanced by the non-motorized transportation system improvements to be constructed by this alternative.

3.18.4.3 Alternative 2: Mixed Mode with HCT/Transit Emphasis

Under Alternative 2, which includes 162 projects ranging from basic improvements on I-405 and the addition of one additional general purpose lane on I-405 to high-capacity transit and a number of arterial projects, no public services would potentially be substantially adversely impacted as a result of these projects.

Construction Impacts

During construction, accidents or medical incidents in the construction areas could require emergency medical services and police/fire service response. However, no substantial impacts to public services are anticipated. In some instances, detour route contingency plans would need to be developed and implemented to address temporary road closures and/or lane restrictions.

Operational Impacts

During operation, increased use of new and improved roadway elements and transit facilities would slightly increase the potential for accidents. Some increase in theft and/or vandalism also could occur at new or expanded transit centers and parking areas. However, no substantial police, fire/emergency medical response, or hospital operational impacts are anticipated, since the roadway and other transportation improvements would be designed to eliminate many existing traffic flow and transportation safety problems. Planned intelligent transportation system improvements would also include enhanced capability to facilitate movement of emergency vehicles through congested areas and improve existing incident response in the corridor.

Transit facilities would also be designed with safety and security features to protect commuters. Emergency vehicles, school buses, and school vans would also derive substantial mobility benefits from the interchange improvements, arterial links, and high-occupancy vehicle facilities to be constructed by this alternative. Overall pedestrian and bicycle safety would also be enhanced by the non-motorized transportation system improvements to be constructed by this alternative.

3.18.4.4 *Alternative 3: Mixed Mode Emphasis*

Under Alternative 3, which includes 152 projects ranging from basic improvements on I-405 and the addition of two general purpose lanes on I-405 to high-capacity transit and a number of arterial projects, no public services would be substantially adversely impacted as a result of these projects.

Construction Impacts

During construction, accidents or medical incidents in the construction areas could require emergency medical services and police/fire service response. However, no substantial impacts to public services are anticipated. In some instances, detour route contingency plans would need to be developed and implemented to address temporary road closures and/or lane restrictions.

Operational Impacts

During operation, increased use of new and improved roadway elements and transit facilities would slightly increase the potential for accidents. Some increase in theft and/or vandalism also could occur at new or expanded transit centers and parking areas. However, no substantial police, fire/emergency medical response, or hospital operational impacts are anticipated, since the roadway and other transportation improvements would be designed to eliminate many existing traffic flow and transportation safety problems. Planned intelligent transportation system improvements would also include enhanced capability to facilitate movement of emergency vehicles through congested areas and improve existing incident response in the corridor.

Transit facilities would also be designed with safety and security features to protect commuters. Emergency vehicles, school buses, and school vans would also derive substantial mobility benefits from the interchange improvements, arterial links, and high-occupancy vehicle facilities to be constructed by this alternative. Overall pedestrian and bicycle safety would also be enhanced by the non-motorized transportation system improvements to be constructed by this alternative.

3.18.4.5 *Alternative 4: General Capacity Emphasis*

Under Alternative 4, which includes 116 projects ranging from basic improvements on I-405 and the addition of express lanes and major interchanges on I-405 to high-capacity transit and a number of arterial projects, no public services would be substantially adversely impacted as a result of these projects.

Construction Impacts

During construction, accidents or medical incidents in the construction areas could require emergency medical services and police/fire service response. However, no substantial impacts

to public services are anticipated. In some instances, detour route contingency plans would need to be developed and implemented to address temporary road closures and/or lane restrictions.

Operational Impacts

During operation, increased use of new and improved roadway elements and transit facilities would slightly increase the potential for accidents. Some increase in theft and/or vandalism also could occur at new or expanded transit centers and parking areas. However, no substantial police, fire/emergency medical response, or hospital operational impacts are anticipated, since the roadway and other transportation improvements would be designed to eliminate many existing traffic flow and transportation safety problems. Planned intelligent transportation system improvements would also include enhanced capability to facilitate movement of emergency vehicles through congested areas and improve existing incident response in the corridor.

Transit facilities would also be designed with safety and security features to protect commuters. Emergency vehicles, school buses, and school vans would also derive substantial mobility benefits from the interchange improvements, arterial links, and high-occupancy vehicle facilities to be constructed by this alternative. Overall pedestrian and bicycle safety would also be enhanced by the non-motorized transportation system improvements to be constructed by this alternative.

3.18.4.6 Preferred Alternative

The Preferred Alternative, similar to Alternative 3, is a multimodal solution that emphasizes development of a bus rapid transit system, substantial expansion of transit service and station capacity, addition of two general-purpose lanes in each direction on I-405, and connecting arterial improvements. No public services would be substantially adversely impacted as a result of these projects.

Construction Impacts

During construction, accidents or medical incidents in the construction areas could require emergency medical services and police/fire service response. However, no substantial impacts to public services are anticipated. In some instances, detour route contingency plans would need to be developed and implemented to address temporary road closures and/or lane restrictions.

Operational Impacts

During operation, increased use of new and improved roadway elements and transit facilities would slightly increase the potential for accidents. Some increase in theft and/or vandalism also could occur at new or expanded transit centers and parking areas. However, no substantial police, fire/emergency medical response, or hospital operational impacts are anticipated, since the roadway and other transportation improvements would be designed to eliminate many existing traffic flow and transportation safety problems. Planned intelligent transportation system improvements would also include enhanced capability to facilitate movement of emergency vehicles through congested areas and improve existing incident response in the corridor.

Transit facilities would also be designed with safety and security features to protect commuters. Emergency vehicles, school buses, and school vans would also derive substantial mobility benefits from the interchange improvements, arterial links, and high-occupancy vehicle facilities to be constructed by this alternative. Overall pedestrian and bicycle safety would also be enhanced by the non-motorized transportation system improvements to be constructed by this alternative.

3.18.5 Mitigation Measures

Potential mitigation measures for public services proposed as part of all alternatives include developing contingency plans for temporary interruptions of access or services and contacting police, fire, emergency, and school transportation service providers to address possible temporary disruptions in service during construction, and to ensure that emergency and school transportation access would be maintained.