

March 10, 2005

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT BOARD VOTES TO SEPARATE SUICIDE DETERRENT STUDY INTO TWO PROJECTS

On Friday March 10, 2006, the Board of Directors of the Golden Gate Bridge, Highway and Transportation District (District) Board of Directors (Board) voted (14 in favor, 2 against, 3 absent) to separate the two-year \$2 million Golden Gate Bridge Suicide Deterrent Preliminary Engineering and Environmental Design Study into two projects.

In separating the effort into two projects, it is critical that the effort undertaken in Project 1 results in a specific, usable work product that moves the project forward and that will be useful when Project 2 is initiated. The deterrent study will be divided as follows:

Project 1: Screening of Wind Excitation Associated with Generic Suicide Deterrent Design Concepts

Project 2: Full Preliminary Engineering/ Environmental and Historical Preservation studies including development of cost estimate for construction of project

Project 1 will include a review of suicide deterrent studies done previously by District and identify/review any studies that have been done for barriers on other long-span suspension bridges. Project 1 will identify generic design concepts for use in analyzing wind excitation impacts, through wind tunnel testing, on structure movement, stability, and integrity, assuming both presence of median barrier and no median barrier. Generic design concepts are expected to fall within the following three categories: 1) net under the bridge, 2) fence structure added to the existing railing, and 3) replacement of the existing railing with new structure.

Expected work products for Project 1 will include a report identifying generic design concepts to take through wind tunnel testing and a final report identifying design concepts that prove to negatively impact wind excitation and concepts that should be studied further in the full environmental analysis process to be undertaken in Project 2.

Project 1 would take approximately 6 months to complete once contract is awarded and notice to proceed issued to consultant. Approximately 4 months needed to undertake procurement of consultant services. The total Project 1 cost is \$625,000 (including both consultant contract and in-house staff costs).

ADDITIONAL BACKGROUND

To fully fund the full \$2 million Study, \$256,400 is still required. Funding identified to date includes:

- MTC has committed \$1.6 million, which requires 20% in local match funds, or \$400,000 for these funds to flow to the District. The District can only be reimbursed for project costs where the first 20-cents of every dollar spent is paid first by local sources. Once the first 20-cents is paid by the District locally, the MTC funds are used to pay the remaining 80-cents of every dollar spent.
- Of the \$400,000 needed in local match funds, \$143,600 has been identified as follows: \$25,000 has been received from the County of Marin, \$100,000 from the City and County of San Francisco and \$18,600 from numerous donors through the PFNC (Psychiatric Foundation of Northern California) and others was presented to the Board on March 10, 2006 for use in funding the Study.
- Using \$125,000 of the local match funds raised to date allows the District to access \$500,000 of the \$1.6 million in MTC funds, an amount insufficient to undertake the full \$2 million project.

On **March 11, 2005**, Golden Gate Bridge, Highway and Transportation District (District) Board of Directors (Board) adopted a resolution (by a 17 to 1 vote, with one member absent) to move forward with a \$2 million Preliminary Engineering and Environmental Study (Study) for a Suicide Deterrent System for the Golden Gate Bridge, with the understanding that the funds would come from non-District sources. Because of this action, there is no further action required by the Board to initiate the Study, once funds are available.

Recap of Suicide Deterrent System Criteria Adopted April 22, 2005

Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District approved adoption of new policy-level criteria for use in evaluating potential physical suicide deterrent systems, as outlined below:

- Must impede the ability of an individual to jump off the Golden Gate Bridge.
- Must not cause safety or nuisance hazards to sidewalk users including pedestrians, bicyclists, District staff, and District contractors/security partners.
- Must be able to be maintained as a routine part of the District's on-going Bridge maintenance program and without undue risk of injury to District employees.
- Must not diminish ability to provide adequate security of the Golden Gate Bridge.
- Must continue to allow access to the underside of the Bridge for emergency response and maintenance activities.
- Must not have a negative impact on the wind stability of the Golden Gate Bridge.
- Must satisfy requirements of state and federal historic preservation laws.
- Must have minimal visual and aesthetic impacts on the Golden Gate Bridge.
- Must be cost effective to construct and maintain.
- Must not in and of itself create undue risk of injury to anyone who comes in contact with the suicide deterrent system.
- Must not prevent construction of a moveable median barrier on the Golden Gate Bridge.